

Notice to Mariners No. 30 of 1916.

Marine Department,
Wellington, N.Z., 18th April, 1916.

THE following Notices to Mariners, received from the Hydrographic Office, London; the Hydrographic Office, Washington; the Harbours Board Offices, Adelaide; the Department of Ports and Harbours, Melbourne; and the Department of Communications, Tokio, Japan, are published for general information.

GEORGE ALLPORT,
Secretary.

ENGLAND.

SOUTH-EAST COAST.—THE DOWNS.—GOODWIN FORK.—LIGHT-BOUY ESTABLISHED.

Position.—At a distance of about 2½ cables, north-eastward, from the charted position of Goodwin Fork black conical buoy, which has been withdrawn, and 2·7 miles, 76° (N. 89° E. mag.), from the outer end of Deal Pier. Lat. 51° 14' N., long. 1° 28½' E.

Description.—A black conical light-buoy, known as "Goodwin Fork," exhibiting a *flashing white light every five seconds*—thus, flash 1½ secs., eclipse 3½ secs.

Variation.—13° W.

FRANCE.

NORTH COAST.—PAS DE CALAIS.—TRAFFIC REGULATIONS.

Former Notice.—No. 5 of 1916, hereby cancelled.

Mariners are hereby warned that it is dangerous to pass through the Pas de Calais between The Ridge (Le Colbart) and the French coast.

Vessels bound from the north are to wait off Calais in order to embark a pilot or to receive the necessary instructions.

Vessels bound from the south are to wait off Boulogne in order to embark a pilot or to receive the necessary instructions.

Vessels bound from the west for Boulogne and French ports to the northward and eastward thereof are to make the two light-vessels marking the Folkestone Gate, instead of making the French coast, before crossing the line Beachy Head to Point d'Ailly; they are to obtain the necessary instructions at Folkestone Gate before proceeding.

Vessels not conforming to the above regulations will do so at their own peril.

When the roadstead at Boulogne is closed by reason of mines or for any other cause, the examination steamer will fly by day the quarantine flag "Q" in the International Code. As soon as this signal is flown, no merchant ship or fishing-vessel must enter the roadstead; if they do so they are exposed to the risks of war as well as to penalties for breaking navigation regulations.

Note.—This notice is a republication of Notice No. 5 of 1916, with amendments to paragraph 4.

PANAMA.

ISLA GRANDE (MANZANILLO POINT) LIGHT REPORTED UNRELIABLE.

The master of the French mail-steamer "Perou" reports that at 1.40 a.m., 7th February, 1916, Isla Grande (Manzanillo Point) light was made at a distance of 17 miles, showing *flashed red*, and that only at 2 a.m. did it show *white and red* alternately.

Approx. position: Lat. 9° 39' N., long. 79° 33' 30" W.

H.O. Charts Nos. 21, 1290, 1176, 945, and 5002.

Light List, Vol. I (No. 30), 1915, No. 1351.

H.O. Pub. No. 64, 1907, page 411.

BRAZIL.

EAST COAST.—RIO DE JANEIRO HARBOUR.

Fort Santa Cruz Light.—Alteration in Character.

Position.—On the eastern side of the entrance to Rio de Janeiro Harbour. Lat. 22° 56½' S., long. 43° 8' W.

New Abridged Description.—Lt. fl. red, ev. 3 secs., vis. 12 m.

Alteration.—The character of the light has been altered from fixed white to *flashing red every three seconds*—thus, flash 0·6 sec., eclipse 2·4 secs.

Remarks.—The light has a visibility of 12 miles.

Charts affected.—No. 541, Rio de Janeiro Harbour entrance, Rio de Janeiro Harbour; No. 3107, Cape St. Thome to Guaratiba Point; No. 3304, Rio de Janeiro to Sao Sebastiao Island; No. 530, Victoria to Santa Catharina.

Alteration in Description of Measured-distance Buoy.

(a.) Southern measured-distance buoy.—*Position:* At a distance of about 5 cables, north-westward, from the southern end of Moeangue Island. Lat. 22° 52½' S., long. 43° 8½' W. *Alteration:* The black can buoy has been replaced by a conical buoy painted in black and white vertical stripes.

(b.) Northern measured-distance buoy.—*Position:* At a distance of about one mile northward from (a). *Alteration:* As in (a).

HAWAIIAN ISLANDS.

OAHU.—PEARL HARBOUR.—CHANGES IN BUOYAGE.

On 20th January, 1916, the following changes were made in the buoyage of Pearl Harbour:—

Ford Island Spit Buoy 21, a second-class can, was established, in about 5 fathoms of water, on the bearings—

Lowe's flagstaff	..	..	31° 00'
Ford Island, left tangent	..	..	237° 00'
Watch-house flagstaff	..	..	299° 00'

East Side Buoy 22, a second-class spar, was established, in about 4 fathoms of water, on the bearings—

Lowe's flagstaff	..	..	23° 30'
Ford Island, left tangent	..	..	242° 00'
Watch-house flagstaff	..	..	297° 30'

Ford Island Spit Buoy 21 was renumbered 23, without other change.

McGrew's Shoal Buoy 24, a second-class spar, was established, in about 4 fathoms of water, on the bearings—

Lowe's flagstaff	..	..	46° 00'
Kuahua Island, left tangent	..	..	166° 00'
Watch-house flagstaff	..	..	285° 00'

Ford Island Spit Buoy 23 was changed from a second-class can to a second-class spar and numbered 25, without other change.

Middle Loch Shoal Buoy was painted black and numbered 1, without other change.

Ford Island West End Buoy 2, a second-class spar, was established, in about 4 fathoms of water, on the bearings—

Watch-house flagstaff	..	..	6° 00'
Ford Island, left tangent	..	..	46° 00'
Ford Island, right tangent	..	..	139° 30'

Peninsula Point Shoal Buoy 1 was renumbered 3, without other change.

North Shoal Buoy 4, a second-class spar, was established, in about 4 fathoms of water, on the bearings—

Lowe's flagstaff	..	..	67° 30'
Ford Island, right tangent	..	..	223° 00'
Watch-house flagstaff	..	..	306° 00'

North Shoal Buoy 6, a second-class spar, was established, in about 4 fathoms of water, on the bearings—

Lowe's flagstaff	..	..	63° 00'
Ford Island, left tangent	..	..	137° 00'
Watch-house flagstaff	..	..	295° 00'

H.O. Charts Nos. 527, 1216, and 867.

U.S. Coast Survey Charts Nos. 4102, 4116, and 4107.

Pacific Islands, Vol. III, 1909, page 240.

MAUI ISLAND.—KAHULUI HARBOUR.—RANGE-BEACONS DISCONTINUED.

On 31st January, 1916, Kahului Harbour Range Day Beacons were permanently discontinued.

SOUTH PACIFIC OCEAN.

PHOENIX ISLANDS.—MCKEAN ISLAND.—AMENDED POSITION.

Position.—At a distance of 14 miles, eastward, from charted position. Lat. 3° 35' 10" S., long. 174° 2' 20" W., on Chart No. 1830.

Remarks.—The above position is to be considered as the centre of the island.

Note.—The note "Reported to lie about 14 miles further to the eastward," shown against this island on the charts, is to be expunged.

VICTORIA.

ALTERATIONS TO LIGHTS, PORT PHILIP.

Mariners and others are hereby notified that Notice to Mariners No. 4 of 1916, dated 6th March, 1916, intimating that certain alterations would be made to the lights shown from Observatory Point and the South Channel Pile Light-house, Port Philip, has been amended to read as follows:—

Observatory Point.

On or about 17th April, 1916, the present fixed white light on the skeleton beacon at Observatory Point will be changed to a flashing white light with the following character: Light 1½ seconds, followed by an eclipse of half a second.

The bearings between which the light is visible will not be altered.

South Channel Pile Lighthouse.

On or about 17th April, 1916, the present fixed light on the South Channel Pile Lighthouse will be altered to a flashing