

Notice to Mariners No. 55 of 1916.

AUCKLAND HARBOUR.—DREDGERS.

Marine Department,
Wellington, N.Z., 3rd July, 1916.

THE Auckland Harbour Board have notified that the dredge No. "121" is now working approximately 600 ft. N.N.W. of the end of Hobson Wharf, and has six moorings laid out in N., S., E., and W. directions.

Charts, &c., affected: Admiralty Charts Nos. 1970 and 1896; "New Zealand Pilot," eighth edition, 1908, Chapter ii, page 39.

GEORGE ALLPORT,
Secretary.

Notice to Mariners No. 56 of 1916.

Marine Department,
Wellington, N.Z., 4th July, 1916.

THE following Notices to Mariners, received from the Hydrographic Office, London; the Hydrographic Office, Washington; the Marine Department, Brisbane; the Department of Trade and Customs, Melbourne; the Governor, Balboa Heights, C.Z.; and the Minister of State for Communications, Tokyo, are published for general information.

GEORGE ALLPORT,
Secretary.

WASHINGTON.

TATOOSH ISLAND LIGHT.—BREAKERS SOUTH-WESTWARD.

CAPTAIN Badger, of the steamer "Col. E. L. Drake," reports observing a break $1\frac{1}{2}$ miles $230^{\circ} 30'$ from Tatoosh Island Lighthouse on 20th April, 1916. At the time there was a heavy westerly swell, which was not topping, and the break was observed to occur regularly every four or five minutes. It was observed simultaneously by the operator at Tatoosh Island Lighthouse, who also took a bearing which very closely approximates that given above.

Captain Badger is of the opinion that the break was caused by a pinnacle rock not shown on the charts.

H.O. Charts Nos. 1500, 527, and 903.

U.S. Coast Survey Charts Nos. U, 7002, 5052, 6400, 6300, and 6265.

U.S. Coast Pilot, Pacific Coast, 1909, page 129.

H.O. Pub. No. 175, 1916, page 60.

PANAMA CANAL.

NOTICE TO STEAMSHIP LINES.

1. Until further notice the Panama Canal will not engage to supply coal at the established rates to other than the following classes of vessels:—

- (a.) Those transiting the Canal.
- (b.) Those using either terminal port as a terminus of their established route.
- (c.) Those using either terminal port as a port of call on their regularly established route. In this case vessels will be supplied with sufficient bunker coal at the established rate to make the next port of call on their established route where commercial coaling-stations are available.

2. It is the policy of the Canal to retain the price of coal at as low a figure as possible, and also to stabilize the price of bunker coal at the Canal during the present unsettled condition of the world's shipping, but owing to the scarcity of bottoms available to deliver coal at the Canal, it will be necessary to supply bunker coal only to those vessels that are using the Canal and its facilities.

CHINA.

SOUTH COAST.—HONG KONG HARBOUR, EASTERN ENTRANCE.—HAK-KOK-TAU (CAPE COLLINSON) LIGHT.—ALTERATION IN CHARACTERISTICS.

Position.—Lat. $22^{\circ} 15\frac{1}{2}'$ N., long. $114^{\circ} 15\frac{1}{2}'$ E.

New abridged description.—Lt. fl. ev. 6 secs., wh. and red, 200 ft., vis. 10 m. (U).

Details.—The occulting light with white and red sectors has been replaced by a light having the undermentioned characteristics:—

Character.—A flashing light, with white and red sectors, every six seconds—thus, light 1 sec., eclipse 5 secs.

Visibility.—10 miles.

Remarks.—The light is unwatched. The other characteristics remain unchanged.

Charts affected.—No. 3279, Hong Kong waters, east; No. 1466, Hong Kong; No. 3605, Hong Kong to Mirs Bay; No. 1180, Approaches to Hong Kong; No. 3026, Macao to

Pedro Blanco, including Hong Kong; No. 1962, Hong Kong to the Brothers.

Publications.—List of Lights, Part VI, 1916, No. 1522; China Sea Pilot, Vol. III, 1912, page 497.

EAST COAST.—GULF OF PE CHILI.—SHAN HAI KUAN.—LIGHT DISCONTINUED.

Position.—On the outer bastion of the Great Wall at Ning-hai. Lat. $39^{\circ} 58'$ N., long. $119^{\circ} 48\frac{1}{2}'$ E.

Description.—A fixed white light.

Remarks.—The light has been permanently discontinued, and is to be expunged from the charts.

JAPAN.

ENTRANCE TO MORORAN HARBOUR, HOKKAIDO.

Notice is hereby given that the character, candle-power, and visible distance of the light of Mororan Lighthouse on Daikoku-Jima, entrance to Mororan Harbour, will be changed as follows at the beginning of June, 1916:—

Mororan Lighthouse.

Character.—Acetylene gas occulting white, light 2 seconds, eclipse 2 seconds.

Power.—750 candles.

Visible distance.— $17\frac{1}{2}$ nautical miles in clear night.

Further notice will be given after the above changes have been effected.

PACIFIC OCEAN.

SANDWICH ISLANDS.—OAHU.—HONOLULU HARBOUR ENTRANCE.—LIGHT-BEACON DESTROYED; LIGHT-BUOY ESTABLISHED.

(a.) Light-beacon destroyed:—

Position.—On the western side of the entrance channel, at a distance of about $1\frac{1}{2}$ cables, southward from No. 5 pile light-beacon, Honolulu Harbour entrance, lat. $21^{\circ} 17\frac{1}{2}'$ N., long. $157^{\circ} 52\frac{1}{2}'$ W.

Description.—Light-beacon No. 3, exhibiting a fixed white light.

Remarks.—The light-beacon was destroyed by a storm and is to be expunged from the charts.

(b.) Light-buoy established:—

Position.—On the western side of the entrance channel, at a distance of about 80 yards, 185° (S. 5° E. mag.), from the position formerly occupied by No. 3 light-beacon.

Description.—A black can light-buoy, numbered "3," exhibiting a fixed white light.

Variation.— 10° E.

Charts affected.—No. 1378, Honolulu Harbour; No. 1510, plan of Honolulu and Pearl Lochs.

Publications.—List of Lights, Part VII, 1916, No. 1243; Pacific Islands Pilot, Vol. III, 1908, page 244; Revised Supplement, 1915.

AUSTRALIA.

EAST COAST.—INNER BARRIER ROUTE.—BEACONS DESTROYED.

Position.—(a.) Ar (r) Reef, red triangular beacon on northern end; lat. $14^{\circ} 32\frac{1}{2}'$ S., long. $144^{\circ} 55'$ E. (b.) Pea (p) Reef, red triangular beacon on eastern extremity; lat. $13^{\circ} 33'$ S., long. $143^{\circ} 39'$ E.

Remarks.—The beacons in positions (a) and (b) were recently destroyed.

Publications affected.—Australia Directory, Vol. II, 1907, pages 366 and 410; Sailing Directions and other Information for the Ports and Harbours of Queensland.

Charts affected.—(a.) Admiralty Chart No. 3088, Howick Is. Anchorages; Admiralty Chart No. 2922, Turtle Group to Claremont Pt. (b.) Admiralty Chart No. 3762, Hay Is. to Bow Reef; Admiralty Chart No. 2921, Claremont Pt. to Cape Direction.

QUEENSLAND.—ALTERATION OF LIGHT, GAS-BUOY, MORETON BAY.

Notice is hereby given that on Wednesday, 14th June, the character of the light shown from the gas-buoy moored on the northern extremity of the North Banks, North-west Channel, will be altered from occulting to fixed white.

Charts affected: Nos. 1029, 1068, 1670A; Australia Directory, Vol. II.

TASMANIA.—NORTH COAST.—LOW HEAD LIGHT.—ALTERATION IN CHARACTER.

With reference to Notice to Mariners No. 12 of 1915, Mariners and others are hereby notified that the white revolving light on Low Head has been replaced by a group flashing white light, showing three flashes in quick succession every 15 seconds—thus, flash $\frac{1}{4}$ sec., eclipse 2 secs.; flash $\frac{1}{4}$ sec., eclipse 2 secs.; flash $\frac{1}{4}$ sec., eclipse 10 secs.

Visibility.—Eighteen miles.

Power.—63,000 candles.

Remarks.—The other characteristics remain unchanged.