

of Mossamedes are scarcely vis., and the *F. red* lt. (15° 12' S. 19° 9' E.) on Mossamedes Pier head is only vis. for half a mile. Two vessels have lately mistaken the Praia Amelia lts. for Mossamedes, and narrowly missed grounding on the Amelia Bank. July.

BRITISH COLUMBIA.

STRAIT OF GEORGIA.—FRASER RIVER ENTRANCE.—NORTH ARM.—LIGHT RE-ESTABLISHED.—Notice is given that the outer fixed white beacon light located 50 yards 312° from the outer end of the jetty at the entrance to the North Arm of the Fraser River, heretofore destroyed, has been re-established without change.

Approx. position: Lat. 49° 15' 3" N., long. 123° 16' 28" W.

UNITED STATES.

PACIFIC COAST.—WASHINGTON, JUAN DE FUCA STRAIT.—NEE'AH BAY.—ALTERATIONS IN LIGHTING.

1. Alteration in colour of light on Baaddah (Mee-na Point):—

Position.—Lat. 48° 22½' N., long. 124° 36' W.

New abridged description.—Lt. fl. red ev. 3 secs., 42 ft.

Alteration.—The colour of this flashing light has been altered from white to red.

2. Alteration in colour of light on light-and-whistle buoy No. 2:—

Position.—At a distance of about 4 cables, northward, from the northern end of Waaddah Island.

Alteration.—The colour of this flashing light has been altered from red to white.

Charts affected.—No. 1911, Approach to Juan de Fuca Strait, with plan; No. 1917, Vancouver Island; No. 2531, Cape Mendocino to Vancouver Island.

Publications.—List of Lights, Part VII, 1916, No. 692; British Columbia Pilot, Vol. I, 1913, page 36—Supplement, 1915; W.C. Central America, &c., Pilot, 1907, page 518—Revised Supplement (2), 1915.

ATLANTIC COAST.—NANTUCKET SOUND.—HEDGE FENCE LIGHT-VESSEL.—SUBMARINE FOG-BELL ESTABLISHED.

Position.—Lat. 41° 28½' N., long. 70° 29' W.

Description.—A submarine fog-bell giving a group of two strokes every fifteen seconds.

Remarks.—The word "Fence" is to be inserted against this light-vessel on the charts, in lieu of "Hedge."

NORTH ATLANTIC OCEAN.—TRANS-ATLANTIC STEAMSHIP ROUTES.—U.S.A. ICE PATROL SERVICE.

For the purpose of carrying on the ice patrol service provided for by the International Convention for the Safety of Life at Sea, London, 1913-14, the U.S. Coastguard cutter "Tampa" has been detailed to assist the "Seneca."

The object of the patrol is to locate the icebergs and field ice nearest to the Trans-Atlantic steamship lanes, to determine the southern, eastern, and western limits of the ice, and to keep in touch with the fields as they move southward, in order that information concerning the position of the ice may be sent out daily.

During the ice season a continuous patrol will be maintained by the two cutters mentioned above.

Having located the ice, the patrol vessel will send the following daily wireless messages (all times in these messages will be 75th meridian time):—

(a.) At 6 p.m. (75th meridian time), ice information will be sent broadcast for the benefit of vessels using 600-metre wave-length. This message will be sent three times at intervals of 2 minutes.

(b.) At 6.15 p.m. (75th meridian time), the same information will be sent in a similar manner, using 300-metre wave-lengths.

(c.) At 4 a.m. (75th meridian time), a wireless message will be sent to the Branch Hydrographic Office, New York City, through the nearest land wireless stations, defining the ice danger zone, its southern limits, or other definite ice news. The telegraphic address of the Branch Hydrographic Office is "Hydrographic, New York."

(d.) Ice information will be given at any time to any vessel with which the patrol vessel can communicate.

Ice information will be given in the following order in as plain and concise a form as practicable:—

- (i.) Ice (berg or field).
- (ii.) Date.
- (iii.) Time (75th meridian).
- (iv.) Latitude.
- (v.) Longitude.
- (vi.) Other data as may be necessary.

While on this duty the patrol vessel will endeavour to keep vessels at sea advised of the limits of the icefields, &c.

The wireless characteristics of the patrol vessels are as follows:—

Name of Vessel.	Call Letters.	Power in Kilowatts.	Wave-length in Metres.
"Tampa"	N R Q	2	300-600-725
"Seneca"	N R E	2	300-600-750-1,000

The wireless messages from the patrol vessels will be promulgated immediately upon their receipt by the Branch Hydrographic Office, New York, and by the Hydrographic Office, Washington, D.C.

Publications.—E.C. United States Pilot, Part I, 1909, page 35—Revised Supplement, 1915; E.C. United States Pilot, Part II, 1909, page 22; Nova Scotia, &c., Pilot, 1911, page 17; Newfoundland and Labrador Pilot, 1907, page 28—Revised Supplement (2), 1915.

CALIFORNIA.

SAN FRANCISCO BAY APPROACH.—FARALLON LIGHT-STATION.—FOG-SIGNAL TO BE CHANGED.

About 1st December, 1916, the fog-signal at Farallon Light-station will be changed from a first-class siren to a compressed-air diaphone, which will sound 1 blast followed by a group of 2 blasts every 60 seconds—thus, blast 2 seconds, silent 4 seconds; blast 2 seconds, silent 1 second; blast 2 seconds, silent 49 seconds.

Approx. position: Lat. 37° 41' 58" N., long. 123° 0' 4" W.

URUGUAY.

RIO DE LA PLATA.—MONTEVIDEO BAY.—WRECK-MARKING LIGHT-BOUY WITHDRAWN.

Position.—At a distance of about 1½ cables, northward, from the light on the northern end of the West Breakwater. Lat. 34° 54½' S., long. 56° 14' W.

Description.—A light-buoy painted black, exhibiting a flashing white light.

Remarks.—The wreck of the lighter "Harley," formerly marked by this light-buoy, is being dispersed; the wreck symbol, however, is to be retained on the chart for the present, pending the receipt of further information.

Charts affected.—No. 2001, Montevideo Bay.

Publication.—South America Pilot, Part I, 1911, page 381.

Authority.—Montevideo Notice No. 431 of 1916.

CHINA.

CHINA SEA, TONG KING GULF.—HAINAN ISLAND.—HOI HAU.—LIGHT ESTABLISHED.

Position.—On Fort A, situated at a distance of about 4½ cables northward from the Joss House at Hoi Hau. Lat. 20° 3¼' N., long. 110° 19½' E.

Abridged description.—Lt. fl. ev. 3 secs., 50 ft., vis. 10 m.

Details.—Character: A flashing white light every three seconds—thus, flash 0.3 sec., eclipse 2.7 secs. Elevation: 50 ft. Visibility: 10 miles. Structure: White mast.

Remarks.—The light is to be known as the Fort light.

SOUTH PACIFIC OCEAN.

COOK ISLANDS.—ROCK REPORTED.

Capt. R. D. Trudgett of the American schooner "Winslow" reports that at 3 p.m. on 7th April, 1916, his vessel passed very close to what appeared to be a sharp pinnacle rock, with about 20 ft. of water over it, in (approximately) latitude 20° 38' S., longitude 161° 2' W.

The weather was clear and the sea smooth, with light southerly wind. Good sights were obtained for latitude at noon, and longitude in the morning. On arrival in port the chronometer was found to be correct.

H.O. Charts Nos. 923, 1262, 1283, 1500, 824A, and 1825A.

H.O. Pub. No. 166, 1916, page 69.

AUSTRALIA.

EAST COAST.—WOLLONGONG LIGHT.—INTENDED ALTERATION IN CHARACTER.

Mariners and others are hereby notified that the fixed white light with red sector on the Breakwater, Wollongong Harbour, will be replaced by a group-flashing white light with red sector on or about 1st October, 1916.

Position.—Lat. 34° 25' S., long. 150° 56' E.

Character.—Triple-flashing white light with red sector showing 3 flashes every 20 seconds—thus, flash 2 secs.,