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GEORGE ALLPORT,
Secretary.

INDIA.

BAY OF BENGAL.—MADRAS HARBOUR.—NEW TIME-SIGNAL ESTABLISHED.

Position.—On the signal-tower of Madras Harbour Office, situated at a distance of 6.9 cables, 31° (N. 31° E. mag.), from the old lighthouse. Lat. 13° 54' N., long. 80° 17' E.

Description.—A red time-ball dropped daily at 1 h. 00 m. 00 s. Indian standard time, corresponding to 19 h. 30 m. 00 s. G.M.T.

Remarks.—Should there be an error in the signal the International Code Signal M.Q.T. (failed) will be hoisted immediately, kept flying for half an hour, and the time-signal will be repeated at 2 h. 00 m. 00 s. Indian standard time. A gun is fired from Fort St. George at noon and at 8 h. 00 m. 00 s. Indian standard time.

Note.—The former time-signal made with the semaphore at the Port Office flagstaff has been discontinued.

The note given on the plan on Chart No. 575 is to be amended to read:—

“The time-ball is dropped daily at 1 h. 00 m. 00 s. Indian standard time, corresponding to 19 h. 30 m. 00 s. G.M.T.

“A gun is fired from Fort St. George at noon and 8 h. 00 m. 00 s. Indian standard time.”

Variation.—Nil.

PANAMA CANAL.

WASHINGTON OFFICE.—NECESSITY FOR CLOSED CHOCKS ON VESSELS USING THE PANAMA CANAL.

The attention of all concerned is invited to the necessity for fitting closed chocks on vessels navigating the Panama Canal. In this connection the following extract from “Sailing Directions and General Information regarding the Panama Canal” is quoted:—

“*Towage through Locks, Chocks, Bitts, &c.*—Ordinarily six locomotives will be used, two forward for towing and steadying the vessel in the lock chambers, two amidships for towing and afterwards for checking the vessel’s headway, and two aft for steadying her and checking her headway.

“The average rise and fall in each lock chamber is about 30 ft.; hence, when a vessel is at the lowest level, the lead through the ship’s chocks to the locomotives on the lock walls is often very sharp, and unless the chocks be closed the line will have a tendency to slip out and damage the rail and other light construction equipment in its vicinity. Experience has demonstrated the fact that most of the chocks and bitts are too light in construction, and that the chocks in particular should not only be made heavier and stronger, so that their jaws may stand a vertical strain, but that they should be of a permanently closed pattern and not be made with open jaws.

“Bitts should be sufficiently strong to withstand the strain of a 1½ in. (diameter) wire line with a pull of 50,000 pounds, and be firmly riveted to the decks, and if necessary, where the deck is of wood or light plating, they should have an under-deck plate, or be secured between two deck-frames.

“It has been noted that some vessels have light iron cleats riveted to the inside of the side plating or to the deck plates in lieu of bitts. This is very unsatisfactory, as almost invariably they will not stand the strain, owing to their light construction or insecure fastening; they should be replaced by bitts.

“In the installation of chocks and bitts for Panama Canal towing, attention should be given to placing the several sets in convenient and accessible places, and that in each set there should be but a short distance between the chock and its accompanying bitts.

“On account of danger to the lock gates resulting therefrom, the Panama Canal reserves the right to deny passage to ships having inadequate chocks and bitts as described herein, until suitable equipment can be installed at the terminal ports.

“Vessels carrying deck cargo must have it so arranged as to leave accessible all chocks, bitts, &c., for use of lines.

“*Protrusions beyond Ship’s Sides.*—Vessels should make ample provision for rigging-in their accommodation ladders, boat-davits, or any other part of their equipment which may protrude beyond their side; those fitted with cargo ports must keep them closed while passing through the locks, and, in case they be hinged on the outside, should sling feeders in their wake to protect them from injury.”

It is requested that shipping publications give publicity to the necessity for closed chocks on vessels navigating the Canal, as it is desired to bring to the attention of shipbuilders,

especially American shipbuilding plants now being organized, and foreign shipowners and naval architects, the types of fittings required to insure vessels being safely towed through the locks.

This office has photostat copies of two drawings, S/8650/1, showing a chock suitable for vessels up to 250 ft. in length, and S/8657/27 showing a chock suitable for vessels of greater length than 250 ft. This particular design of chock need not be adopted, however, as any closed chock that will stand the strain mentioned in above quotation will be acceptable to the Canal authorities. If desired, copies of these drawings may be purchased from this office at ten cents each. Address, “Chief of Office, The Panama Canal, Washington, D.C.”

SOUTH AUSTRALIA.

SPENCER GULF.—PORT GIBBON.

Masters of vessels and others are hereby notified that on or about 18th July, 1917, a mooring-buoy will be placed about 70 fathoms E.S.E. of the sea end of Port Gibbon Jetty.

Approximate position: Lat. 33° 49' S., long. 136° 48' 30" E.
Charts affected: 2389, 2389B.

Publication affected: “Australia Directory,” Vol. I, page 218.

Port Victoria.

Masters of vessels and others are hereby notified that a green buoy with the word “Wreck” painted on it in white letters has been placed to mark the sunken wreck of the “Songvaar.” The buoy is about 30 fathoms N.W. by N. of the northernmost part of wreck.

Approximate position: Lat. 34° 27' S., long. 137° 23' E.
Charts affected: 752, 2389, 2389B.

Publication affected: “Australia Directory,” Vol. I, page 238.

Notice to Mariners.—No. 76 of 1917.

MANUKAU HARBOUR.—SHOALING WEST OF PUPONGA POINT.

Marine Department,
Wellington, N.Z., 29th August, 1917.

THE Auckland Harbour Board report that the bank off Kakanatua, west of Puponga Point, has made considerably to the south-west, and has also shoaled. In order to clear this bank masters of vessels entering the Manukau Harbour should, after passing the Signal-staff, open the Nine-pin Rock well clear of Paratutai until abreast of Puponga Point.

Charts, &c., affected.—Admiralty Chart No. 2726; “New Zealand Pilot,” eighth edition, 1908, Chapter vii, page 216.

GEORGE ALLPORT,
Secretary.

Special Order made by the Awatere County Council amending Description of Riding.

Department of Internal Affairs,
Wellington, 22nd August, 1917.

THE following special order, made by the Awatere County Council, is published in accordance with the provisions of the Counties Act, 1908.

G. W. RUSSELL,
Minister of Internal Affairs.

RESOLUTION.

RESOLVED that the East Coast Riding of the County of Awatere be amended as follows:—

Commencing at a point in the middle of the Clarence River due south of the confluence of the Elliott Stream with that river, and bounded thence towards the west generally by a right line to and by the said stream to the south-eastern watershed of the Awatere River; thence by that watershed to the Medway Saddle; thence by the south-eastern and south-western boundaries of Small Grazing-run No. 193 to the south-western corner of Section 2, Block II, Whernside Survey District; thence by the south-eastern boundaries of that section and Sections 1 and 3, Block III, Whernside Survey District, to the middle of the Ure River; thence towards the north generally by the middle of the said river to the ocean; thence towards the south-east by the ocean to the middle of the Clarence River; thence towards the south-west and south-east by the middle of that river to the point of commencement.

I hereby certify that the above resolution was passed by the Council on the 9th day of August, 1917, the Chief Surveyor of the district having certified that the special order altering ridings and sealed with the seal of the county on the 10th May, 1917, may be so amended without making any