

7,450 candle-power, every 20 seconds—thus, flash 0.5 second, eclipse 4.5 seconds; flash 0.5 second, eclipse 14.5 seconds—would be established on San Jose Hill, Santa Elena Peninsula.

The light is exhibited 49 ft. above the ground from a black octagonal iron tower, 55 ft. high, and is visible 21 miles. The light shows a red sector of 25° over Salaberria Rocks, between the bearings 216° 15' and 241° 15', visible 20 miles.

Approx. position: Lat. 44° 31' S., long. 65° 18' W.

RIO DE LA PLATA.—INTERMEDIO LIGHT-VESSEL.—ALTERATION IN POSITION OF VESSEL AND CHARACTERISTICS OF LIGHT.

*New Position.*—At a distance of about 6½ miles, north-westward, from former position. Lat. 34° 54' 45" S., long. 57° 18' 20" W.

*Characteristics of Light.*—New abridged description: Lt. occ. ev. 5 secs., 44 ft., vis. 12 m. New description: An occulting white light every five seconds—thus, light 4 secs., eclipse 1 sec.

#### CANADA.

ATLANTIC COAST AND NEWFOUNDLAND.—CAUTION WITH REGARD TO EXTINCTION OF LIGHTS AND ALTERATIONS IN AIDS TO NAVIGATION.—CAUTION RESPECTING VESSELS' LIGHTS.—TRAFFIC REGULATIONS.

Former notice hereby cancelled.

#### I. Extinction of Lights and Alterations in Aids to Navigation.

Mariners are hereby warned that it may be necessary to extinguish certain lights and to discontinue or remove aids to navigation on the east coast of Canada and the coast of Newfoundland without further notice.

Information has been received that the following lights in St. Pierre Island have been extinguished: Ile aux Chiens and St. Pierre leading-lights.

#### II. Caution respecting Vessels' Lights.

The following orders with reference to vessels' lights on the east coast of Canada are now in force:—

1. *Anchor Lights.*—No electrically lit lanterns are to be employed as anchor lights. The normal brilliancy of all other anchor lanterns is to be reduced by 50 per cent.

2. *Bow and Steaming Lights.*—Vessels are not to use electrically lit lanterns as bow or steaming lights in the vicinity of harbours.

3. *Other Lights.*—No light, either aloft, on deck, or below, except those required by the Regulations for the Prevention of Collisions at Sea, and such as may be necessary for authorized signalling purposes, are to be permitted to be visible from outboard. This applies to vessels whether under way or at anchor.

4. The above orders apply to vessels of every description, other than H.M. ships, within the waters of Canada on the East Coast, and extending up the St. Lawrence River as far as the Port of Quebec.

#### III. Sydney Harbour.—Obstruction placed.

An obstruction has been placed across Sydney Harbour, at a distance of half a mile below the north-west and south-east bars. The obstruction is marked by buoys and a passage exists through it, 120 yards in width, marked by the leading-lights in line.

#### IV. Port of Halifax.—Traffic Regulations.

1. The eastern passage is closed to all traffic. Masters of vessels attempting to enter thereby render themselves liable to be fired upon without warning.

2. The passage westward of George Island is closed to all traffic.

3. All vessels, other than H.M. ships of war, wishing to enter the port are required to communicate with the Examination Steamer situated in the vicinity of the Examination Anchorage.

4. Incoming merchant vessels will be admitted to the Examination Anchorage at all times of the day or night irrespective of whether the port is opened or closed, but when the port is closed no merchant vessel will be permitted to proceed beyond the Examination Anchorage. Masters of all vessels are particularly warned that in foggy weather they must approach the Examination Anchorage at moderate speed or they are liable to be fired upon.

5. The Port of Halifax is closed to all vessels between sunset and sunrise.

6. Usual signals made by vessels arriving either with flags, guns, bomb rockets, lights, &c., are not to be made.

7. The Examination Steamer may be distinguished by the following special marks:—

(a.) PORT OPEN.—During the day the Examination Steamer will hoist the following distinguishing marks when the port is open for merchant traffic:—

She will fly a Blue Ensign (Canadian). At the foremast head she will fly the special pilot flag, which is a red and white horizontal stripe surrounded by a blue border.

(b.) PORT CLOSED.—At times during the day when it is necessary to close the port to all merchant traffic, the Examination Steamer will hoist distinguishing marks as follows:—

She will fly the Blue Ensign (Canadian). At the foremast head she will fly the special pilot flag (see above), and in addition three red balls.

In addition, if the port is closed during the day, there will be hoisted at Camperdown Signal-station, northward of Chebucto Head, three red balls.

8. Vessels are not permitted to anchor within 300 yards of a line joining George Island pier and Fort Clarence pier.

#### V. Newfoundland, Port of St. John's.—Closed by Night.

The Port of St. John's is closed to all vessels between sunset and sunrise.

*Variation.*—22° W.

*Note.*—This notice is a republication of a former notice, with additional information.

#### AFRICA.

EAST COAST.—DELAGOA BAY.—POSITION OF PILOT HULK.

The pilot hulk at Delagoa Bay is located in the entrance to South (Cockburn) Channel, 2½ miles 331° from Cape Inhaca Lighthouse, in (approximately) latitude 25° 56' S., longitude 32° 58' 15" E.

Vessels entering the port of Lourenco Marques should make the pilot hulk in the above position. It is not advisable for vessels to use the North (Cutfield) Channel, as the channel is not buoyed.

*NOTE.*—On account of frequent changes in the channels the information given in the Sailing Directions cannot be implicitly relied upon.

#### CHINA.

EAST COAST.—YANGTZE RIVER ENTRANCE.—SOUTH CHANNEL.—WRECK.—LIGHT-BUOYS ESTABLISHED.

The wreck of the steamer "Shaohsing," heading 22, with masts and funnel showing above water, lies sunk 3.05 miles 134° from Tungsha Light-vessel.

Two green light buoys, each showing an occulting white light every 8 seconds—thus, light 4 seconds, eclipsed 4 seconds—have been established, one 1,500 yards 129° and the other 1,500 yards 309° from the wreck.

*Caution.*—Vessels should not navigate in this locality at night without a pilot.

Approximate position of Tungsha Light-vessel: Latitude 31° 7' 45" N., longitude 121° 59' 38" E.

#### JAPAN.

SOUTH COAST, HONSHU.

Notice is hereby given that the candle-power of the light of Omai Zaki Lighthouse, Province of Totomi, has been changed as follows since the 27th August, 1917:—

*Omai Zaki Lighthouse.*

*Power.*—630,000 candles.

#### INLAND SEA.

Notice is hereby given that Ryujin-Jima Light, on Rjujin-Jima, E. entrance to Kurushima Strait, has been shown since the 1st September, 1917.

Notice is hereby given that the secondary Light of Ohama Lighthouse, Province of Iyo, has been withdrawn since the 10th September, 1917.

#### ITALY AND ITALIAN COLONIES.

EXTINCTION OF LIGHTS AND ALTERATIONS IN AIDS TO NAVIGATION.—CAUTION AS TO ENTRY INTO PORTS.—DANGEROUS AREAS.—REGULATIONS RESPECTING NAVIGATION AND PILOTAGE.

#### 1. Extinction of Lights and Alterations in Aids to Navigation.

All lights on the coasts of Italy and the Italian Colonies are extinguished; the local authorities, however, may give directions for the temporary exhibition of certain lights.

#### 2. Caution as to Entry into Ports.

Mariners are specially warned that entry into the ports enumerated in section 4 of this notice is forbidden between sunset and sunrise, and that failure to comply with this order exposes vessels to considerable danger.

Whilst the war is in progress local authorities may, when necessary, close all Italian ports and Italian colonial ports without giving previous notice.