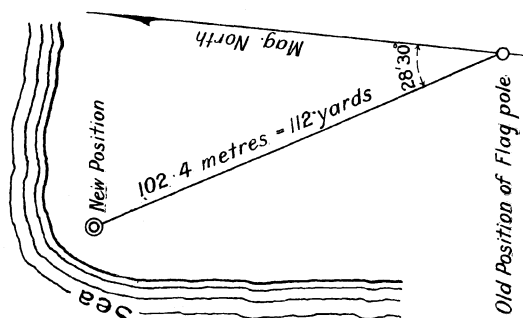


Notice to Mariners.—No. 13 of 1917.

SAMOA.—APIA HARBOUR.—ALTERATION OF POSITION OF FLAGPOLE AT PILOT-STATION.

Marine Department,
Wellington, N.Z., 27th February, 1917.

NOTICE is hereby given that the position of flagpole at pilot-station, Apia Harbour, Samoa, has been moved 112 yards N. 28° 30' W. (magnetic) from the old position, as shown in tracing below.



Chart, &c., affected.—Admiralty Chart No. 2211, September, 1895; Pacific Islands Directory, Vol. II, Chapter ii, page 91.

GEORGE ALLPORT,
Secretary.

Notice to Mariners.—No. 16 of 1917.

AUCKLAND HARBOUR.—POSITION OF DREDGERS.

Marine Department,
Wellington, N.Z., 5th March, 1917.

THE Auckland Harbour Board have notified that dredger "121" is now moored approximately 440 ft. N. by E. from the N.E. corner of Freeman's Bay Reclamation, and has six moorings laid out in N., S., E., and W. directions. Suction dredge No. 2 is moored approximately 320 ft. N.E. from the N.E. corner of the Freeman's Bay Reclamation, and has six moorings laid out in N., S., E., and W. directions.

These dredgers are now laid up, and will remain in these positions for an indefinite period.

Chart, &c., affected.—Admiralty Chart No. 1970; "New Zealand Pilot," eighth edition, 1908, Chapter ii, page 39.

GEORGE ALLPORT,
Secretary.

Notice to Mariners.—No. 17 of 1917.

Marine Department,
Wellington, N.Z., 6th March, 1917.

THE following Notices to Mariners, which have been received from the Marine Department, Brisbane; the Department of Trade and Customs, Melbourne; and the Presidency Port Officer, Madras, are published for general information.

GEORGE ALLPORT,
Secretary.

QUEENSLAND.

SOUTH CHANNEL, WIDE BAY BAR.

NOTICE is hereby given that, in order to facilitate the navigation of the South Channel, two white triangular beacons have been erected on Hook Point, and the following directions are issued for their use:—

When crossing the bar from seaward, bring the two white triangular beacons on Hook Point into line on a bearing of N. 69° W., keeping them so until the Inskip beacons come into line, when proceed as formerly. By following these directions a depth of not less than 10 ft. O.L.W.S. will be found.

NOTE.—Owing to the liability of frequent changes on the Bar, mariners are cautioned against crossing except during fine weather and about the time of high water.

Charts affected.—Nos. 1030 and 1068; Australia Directory, Vol. II.

RED LIGHT ON END OF EASTERN BREAKWATER.
TOWNSVILLE HARBOUR.

Notice is hereby given that, on the 20th day of February, 1917, the above light will be removed from the present structure on the end of the breakwater to the pile beacon from which it was exhibited prior to Notice to Mariners No. 10 of 1916.

Charts affected.—Nos. 348 and 1102; Australia Directory, Vol. II.

VICTORIA.

PORT PHILLIP.—SNAPPER POINT LIGHT.—ALTERATION IN CHARACTERISTICS.

Position.—Lat. 38° 13' S., long. 145° 2' E.

New Abridged Description.—Lt. fl. green ev. 12 secs., 50 ft., vis. 10 m.

Details.—The fixed white light has been replaced by a light having the undermentioned characteristics:—

Character.—A flashing green light every twelve seconds.

Remarks.—The other characteristics of the light remain unchanged.

Chart affected.—No. 1171, Port Phillip.

Publications.—List of Lights, Part VI, 1916, No. 2457; Australia Directory, Vol. I, 1907, page 449.

TASMANIA.

WEST COAST.—WEST POINT.—LIGHT ESTABLISHED.

Mariners and others are hereby notified that the new light on West Point is now permanently established.

Position.—About 200 yards from the south-western extreme of the point. Lat. 40° 57 $\frac{3}{4}$ ' S., long. 144° 38 $\frac{1}{2}$ ' E.

Structure.—Steel framed tower 62 ft., with lantern 13 ft. high, painted white.

Character.—Single flashing white light showing one flash every five seconds—thus, flash $\frac{1}{2}$ sec., eclipse 4 $\frac{1}{2}$ secs.

Elevation.—118 ft.

Visibility.—Seventeen miles.

Power.—5,000 candles.

Remarks.—The light is unwatched.

Charts affected.—Admiralty Chart No. 1079, Tasmania; Admiralty Chart No. 1695b, Bass Strait, western sheet; Admiralty Chart No. 2759b, Australia, southern portion; Admiralty Chart No. 788, Melbourne to Cape Horn, western sheet.

Publications affected.—Admiralty List of Lights and Time Signals, Part VI; Australia Director, Vol. I, 1907, page 632.

INDIA.

MADRAS.—TIME-BALL.

The new time-ball now having been completed and brought into use, the old semaphore which has hitherto been utilized as a time-signal is discontinued from 1st January, 1917.

The new time-ball is of the usual standard pattern, painted vermilion, and is situated on the signal-power of the Madras Harbour Office, in latitude 13° 4' 42.5" N., longitude 80° 19' 56" E.

The time-ball is dropped every day at 1 h. 00 m. 00 s. Indian standard time, which, being five and one-half hours ahead of G.M.T., corresponds to 19 h. 30 m. 00 s. Greenwich mean time.

In case of failure to drop correctly at 1 p.m. the International Code signal M.Q.T. (failed) will be hoisted immediately and kept flying for half an hour, and the time-ball will be dropped again at 2 p.m. Indian standard time, corresponding to 20 h. 30 m. 00 s. Greenwich mean time.

A gun is fired from Fort St. George at noon and 8 p.m. Indian standard time.

Notice to Mariners.—No. 18 of 1917.

AUCKLAND HARBOUR.—HARBOUR LIGHT REPLACED.

Marine Department,
Wellington, N.Z., 6th March, 1917.

THE Auckland Harbour Board have notified that the distinguishing lights on the northern end of the Western Tide-deflector, which were washed away in the late heavy easterly gale, have been replaced, and are being exhibited as before, though the fog-signal has not yet been replaced.

Previous notice, No. 12, February, 1917.

Charts, &c., affected.—Admiralty Charts Nos. 1896 and 1970; "New Zealand Pilot," eighth edition, 1908, Chapter ii, page 38; "New Zealand Nautical Almanac, 1917," pages 245 and 246.

GEORGE ALLPORT,
Secretary.