

shall come to anchor not less than three-quarters of a mile, 152° (S. 22° E. mag.), from can buoy No. 13, and remain there until sunrise the next day. (c.) Under no circumstances shall any vessel anchor with Thimble Shoal light bearing eastward of 324° (N. 30° W. mag.), or with Old Point light bearing westward of 28° (N. 34° E. mag.). No craft shall anchor after passing Thimble Shoal light, bound in, until she has passed through the net gate.

Passage will be granted by the guard-boat by signals using the distant-signals cone, ball, or affirmative C; or cone, ball, inverted cone, or negative D, as the case may be.

At night the affirmative signal will be three lights in a vertical hoist, *white, red, red*, and the negative three similar lights, *red, red, red*.

In fog or thick weather the approaching vessel should signal by *four long blasts* which will be answered by the same signal if affirmative and by a series of short blasts if negative.

(2.) GULF OF MEXICO.

I. Pensacola Bay Entrance.—*Lights extinguished.*

The undermentioned lights are extinguished:—

Pensacola Bay leading-lights, Caucus Cut leading-lights, Fort McRee cut-off leading-lights, and Port Barrancas leading-lights.

II. Mississippi River Passes.—*Lights extinguished.—Alteration in Aids to Navigation.*

1. The undermentioned lights are extinguished:—

South Pass east jetty light, South Pass west jetty lights (2), south Pass front leading-light, Picayune Bayon light, Oysteville light, Franks Crossing light, Depot Point light, Head of Passes light, Head of Passes east jetty light, Head of Passes west jetty light, South-west Pass front leading-light, South-west Pass east jetty light, the lights of South-west Pass Channel light-buoys Nos. 1, 3, 5, 7, 9, 11, and 13, Double Bayou light, and Scott's Canal light.

2. South Pass entrance light-whistle-and-submarine-bell buoy has been replaced in position, but the submarine bell is not sounded; the light-and-whistle buoy temporarily marking the station has been withdrawn.

III. Sabine Pass.—*Lights extinguished.*

The undermentioned lights have been extinguished:—

Sabine Pass entrance lights (2), Sabine Pass east jetty light, Inner leading-lights (2), the light of Sabine Pass light-buoy No. 2.

IV. Galveston Channel.—*Closed by Night.—Lights extinguished.*

1. Galveston Channel, from the entrance jetties to Fort San Jacinto, is closed to all traffic between sunset and sunrise; vessels contravening these regulations may be fired upon and will be detained.

2. The undermentioned lights are extinguished:—

Galveston north jetty light, Galveston south jetty light, the lights of Galveston north channel light-buoys Nos. 2 and 4, and Galveston light-buoys Nos. 1, 2a, 3, 5, 7, and 9.

V. Brazos River.—*Light extinguished.*

The light of Brazos River light-buoy No. 2 is extinguished.

VI. Aransas Pass.—*Light extinguished.*

The light of Aransas Pass light-buoy No. 2 is extinguished. *Variation.*—6° W.

CAUTION.—Attention is drawn to Admiralty Notice to Mariners No. 572 of 1917, with reference to the establishment of defensive sea areas on the coasts of the United States.

NOTE.—This notice is a revision of the former notice quoted above.

ARGENTINA.

PUERTA SANTA ELENA APPROACH.—CABO SAN JOSEF.—LIGHT ESTABLISHED.

Position.—On the summit of San Josef Hill (Hill of Puerto Nuevo), situated about half a mile southward of New Port Point. Lat. 44° 31¼' S., long. 65° 17' W.

Abridged description.—Lt. gp. fl. (2), W.R., ev. 20 secs., vis. 21 and 20 m.

Characteristics:—

Character.—A group flashing white light with red sector, showing two flashes every twenty seconds, thus: Flash ½ sec., eclipse 4¼ secs.; flash ½ sec., eclipse 1¼ secs.

Visibility.—White light 21 miles, red light 20 miles.

Sectors.—Red from 216° (S. 24° W. mag.) to 241° (S. 49° W. mag.); white elsewhere.

Power.—7,450 candles.

Structure.—A black iron octagonal tower.

Variation.—12° E.

UNITED STATES.

PACIFIC COAST.—CALIFORNIA.—SAN SIMEON HARBOUR.—BELL BUOY ESTABLISHED.

Position (approximate).—At a distance of about 8 cables, 177° (S. 20° E. mag.), from the Observation spot.

Lat. 35° 37¼' N., long. 121° 11' W.

Description.—A bell buoy, painted black and numbered "1."

Variation.—17° E.

CENTRAL AMERICA.

PACIFIC COAST.—PANAMA.—PANAMA CANAL APPROACH.—LIGHT-BUOYS ESTABLISHED TO MARK DEFENSIVE SEA AREA.

(1.) Outer light-buoy:

Position.—At a distance of about five miles north-eastward from the northern extremity of Taboguilla Island. Lat. 8° 52' N., long. 79° 26' 49" W.

Description.—A can light-buoy, painted white, exhibiting an occulting white light every two seconds, thus: Light 1 sec., eclipse 1 sec.

(2.) Taboguilla light-buoy:

Position.—At a distance of about half a mile northward of the northern extremity of Taboguilla Island. Lat. 8° 49' 32" N., long. 79° 30' 46" W.

Description.—As in (1.).

(3.) Inner light-buoy:

Position.—At a distance of about two miles north-eastward from San Jose Rock. Lat. 8° 55' 25" N., long. 79° 29' 21" W.

• *Description.*—As in (1.).

Remarks.—These light-buoys, which have been established to mark the outer limits of the defensive sea area, are to be inserted on the charts.

Caution.—See Admiralty Notice to Mariners No. 20 of 1918, with reference to the establishment of the defensive sea areas in the entrances to the Panama Canal.

BRAZIL.

RIO DE JANEIRO HARBOUR.—HYDROGRAPHIC INFORMATION.

From a recent Brazilian survey it appears that in the vicinity of Fort San Juan and Fort Lage H.O. Chart 972 is incorrect. In the channel between Fort Lage and Fort San Juan there is a middle ground shoal with a least depth of 3 fathoms marked on its south-western end by a red and black buoy, which is unreliable. The channel on the north-eastern side of this shoal has a depth of 10 fathoms and that on the south-western side a depth of 12 fathoms; both channels are narrow, being not more than 100 yards wide between the 5-fathom contours, and the currents are strong, especially during ebb tide. The shoal on the chart off Fort San Juan does not exist, as this point is steep-to.

SOUTH PACIFIC OCEAN.

TONGA ISLANDS.—TONGATABU.—NUKUALOFA ANCHORAGE.—INFORMATION.

Captain Z. Granzow, of the wrecked schooner "Churchill," reports, through the Branch Hydrographic Office at San Francisco, concerning Nukualofa anchorages as follows:—

Trees have grown up in front of the church at Nukualofa and it is now impossible to make out the range "Mt. Zion Church midway between Makahaa and Pangaimotu, 255° true." The church cannot be seen until westward of the Narrows.

The pilot-station and flagstaff shown on Makahaa no longer exist.

The flagstaff near the root of the jetty cannot be seen until westward of the Narrows.

The jetty is wholly of concrete and not partly of wooden piles as stated in the "Sailing Directions."

NEW SOUTH WALES.

NEWCASTLE HARBOUR.—BASIN LEADING LIGHTS.—ALTERATION IN CHARACTER.

Masters and others are hereby notified that on or about the 1st April, 1918, the present leading-lights defining the fairway line leading to and from the basin, Newcastle Harbour, will be altered in character from *fixed white* and *red* lights to two *fixed red* lights. This change is rendered necessary in consequence of the increase in the number of white lights in the vicinity.

The bearings and colours of the beacons as day marks will remain as at present.

Publications affected.—"Admiralty List of Lights, &c.," Part VI, 1917; "Australia Pilot," Vol. 3, 1916.

Chart affected.—Admiralty Chart No. 2119, Newcastle Harbour.