

Notice to Mariners.—No. 81 of 1919.

Marine Department,
Wellington, N.Z., 28th October, 1919.

THE following Notices to Mariners, which have been received from the Hydrographic Office, London, and from the Hydrographic Office, Washington, are published for general information.

GEORGE ALLPORT,
Secretary.

WIRELESS METEOROLOGICAL INFORMATION TO AND FROM SHIPS AT SEA.

REFERRING to Notice to Mariners No. 34 of 1919, the following should be added to the schedule of wireless stations published therein:—

Wireless Station. (1)	Call Letters. (2)	Time (G.M.T.). (3)	Wave (Metres). (4)
MEDITERRANEAN:			
Rinella	BYZ	2100	2700
UNITED STATES:			
Washington (Arlington)	NAA	0300 & 1700	2500
Annapolis	NBR	0130, 1330	1700

URUGUAY.

MONTEVIDEO ROAD.—WRECK.—LIGHT-BUOY PLACED.

The wreck of the American vessel "City of Mobile," burned in Montevideo Road, has been marked by a green light-buoy in 20.3 ft. of water, showing a flashing green light, focal height 8.2 ft., visibility 2½ miles, located by the following distances: South beacon of the west breakwater 1,668 yards; north beacon of the west breakwater 2,635 yards, Punta Brava light 3½ miles 98°.

The buoy is anchored 87 yards southward of the midship part of the wreck, of which is visible at mean low water only the starboard bow.

CALIFORNIA.

SAN FRANCISCO BAY APPROACH.—BONITA CHANNEL.—AIDS TO BE ESTABLISHED.

About 26th August, 1919, the following temporary changes will be made in the floating aids to navigation in Bonita Channel:—

Bonita Channel Buoy 1A, a first-class black can buoy, will be established in 10 fathoms of water, off Tennessee Point, to mark the northern point of the entrance into the narrow part of Bonita Channel, on the bearings—

Tennessee Point, right tangent	..	87° 00'
Mile Rocks light	..	135° 25'
Gull Rock	..	313° 50'

Bonita Channel Buoy 6, a first-class red spar buoy, will be established in 6 fathoms of water on the north-eastern side of the four-fathom bank, on the bearings—

Tennessee Point, left tangent	..	19° 00'
Bird Island, right tangent	..	89° 00'
Mile Rocks light	..	130° 40'

Four-fathom Bank East End Gas-and-whistle Buoy will be established in place of the present four-fathom bank east end buoy, a first-class tall nun, which will be discontinued. This buoy will show a *flashing red* light every 3 seconds (flash 0.3 second, eclipse 2.7 seconds), of 120 candle-power, mounted on a red and black cylindrical skeleton superstructure, 16 ft. high.

Bonita Channel Buoy 5, a first-class black spar, will be established, in 6½ fathoms of water, to mark the western edge of the 17 ft. shoal about ½ mile westward of Bonita Point light, on the bearings—

Bonita Point light	..	94° 00'
Mile Rock light	..	140° 40'
Bird Island, left tangent	..	337° 15'

SAN FRANCISCO LIGHT-VESSEL TO BE WITHDRAWN FROM STATION.—RELIEF LIGHT-VESSEL.

About 22nd August, 1919, San Francisco light-vessel will be temporarily withdrawn from her station and the station will be marked by a relief light-vessel.

The relieving vessel will show a *fixed white* light 50 ft. above the water, of 320 candle-power, visible 11 miles.

The fog-signal and submarine bell will sound the characteristics of the station vessel.

The relieving vessel has a red hull, with middle section white, with "Relief" in black on each side.

Approx. position: 37° 45' 3" N., 122° 41' 30" W.

HAWAIIAN ISLANDS.

OAHU.—SOUTH COAST.—PEARL HARBOUR.—CHANGES IN BUOYAGE.

On 1st August, 1919, the following changes were made in the buoyages of Pearl Harbour:—

Channel Buoy 10A, a second-class nun, was established, in 8½ fathoms of water, on the bearings—

Pearl Harbour Entrance range rear beacon	182° 30'
Pearl Harbour Channel range front beacon	216° 00'
Windmill	236° 00'

Channel Buoy 11A, a second-class can, was established, in 11½ fathoms of water, on the bearings—

Waipio Point Trig. Station	..	00° 30'
Bishop Point Wharf, right tangent	..	62° 30'
Iroquois Point, tangent	..	348° 00'

Channel Buoy 11B, a second-class can, was established, in 11 fathoms of water, on the bearings—

Waipio Point Trig. Station	..	4° 30'
Bishop Point Wharf, tangent	..	117° 00'
Iroquois Point, tangent	..	374° 00'

Channel Buoy 20A, a second-class nun, was established, in 7 fathoms of water, on the bearings—

Honolulu Mill chimney	..	52° 30'
Beckoning Point, tangent	..	335° 30'
Ford Island Ferry slip	..	354° 00'

Channel Buoy 20B, a second-class nun, was established, in 6½ fathoms of water, on the bearings—

Honolulu Mill chimney	..	52° 30'
Beckoning Point, tangent	..	328° 00'
Ford Island Ferry slip, tangent	..	341° 00'

Channel Buoy 20C, a second-class nun, was established, in 7 fathoms of water, on the bearings—

Honolulu Mill chimney	..	50° 00'
Dry Dock Point, tangent	..	77° 00'
Ford Island, left tangent	..	296° 30'

Ford Island Spit Buoy 21 was changed from a second-class can to a second-class spar, without other change.

Ford Island Spit Buoy 23 was changed from a second-class can to a second-class spar, without other change.

East Loch Buoy 5, a second-class spar, was established, in 4 fathoms of water, on the bearings—

Flagstaff, Dr. McGrew's	..	104° 30'
Peninsula Point, tangent	..	206° 00'
Depot (Pearl City), left tangent	..	316° 30'

East Loch Buoy 7, a second-class spar, was established, in 4 fathoms of water, on the bearings—

Honolulu Mill chimney	..	88° 30'
Peninsula Point, tangent	..	233° 30'
Rice Mill Wharf, left tangent	..	339° 30'

East Loch Buoy 9 a second-class spar, was established, in 4 fathoms of water, on the bearings—

Honolulu Mill chimney	..	81° 30'
McGrew's Flagstaff	..	103° 30'
Mokunui Island, left tangent	..	186° 30'

OAHU ISLAND.—PEARL HARBOUR.—BUOY ESTABLISHED.

On 9th August, 1919, Ford Island Buoy 19A, a second-class can, was established in 7½ fathoms, off the south-western point of Ford Island, on the bearings—

South-eastern point of Ford Island, tangent	67° 00'
Keanapuaa Point, tangent	199° 00'
Beckoning Point, tangent	324° 00'

JAPAN.

WEST COAST.—SHIMONOSEKI STRAIT.—SHIRA SU LIGHT.—CHARACTERISTIC TO BE CHANGED.

The Japanese Government has given notice that in the near future the characteristic of Shira Su light will be changed from fixed green to *occulting white* every 6 seconds (light 3 seconds, eclipse 3 seconds).

The new light will have a luminous power of 375 candles, and will be visible 12½ miles.

Further notice will be given.

Approx. position: 33° 59' 5" N., 130° 47' 25" E.

CHINA.

EAST COAST.—CHAPEL ISLAND AND TURNABOUT ISLAND LIGHT-STATIONS.—PERIOD OF FOG-SIGNALS TO BE CHANGED.

The Chinese Government has given notice that on 1st November, 1919, the distinguishing intervals of the responding fog-gun signals at Chapel Island and Turnabout Island Light-stations will each be changed to 3 minutes.

Approximate position of Chapel Island Light-station: 24° 10' N., 118° 14' E.

* Approximate position of Turnabout Island Light-station: 25° 26' 10" N., 119° 56' 7" E.