

Notice to Mariners.—No. 39 of 1919.

Marine Department,
Wellington, N.Z., 15th July, 1919.

THE following copy of Admiralty Mine Warning No. 2 of 1919 is promulgated for information.

GEORGE ALLPORT,
Secretary.

ADMIRALTY MINE WARNING TO MARINERS, No. 2 OF 1919.

(Astronomical Positions are approximate. Heights are given above High-water Springs.)

GENERAL.

(Admiralty Mine Warning to Mariners, No. 2 of 1919.)

Geographical Decision of Mine Warnings to Mariners.

THE areas used for classifying mine warnings are as follows:—

Arctic.—All water north of 61° N. Mine warnings for this area are divided as follows: General; Russia, North Coast.

North Atlantic.—Northern limit, 61° N.; eastern limit, 11° W. and the coast of Africa; southern limit, the Equator; western limit, America. Mine warnings for this area are divided as follows: General; United States of America.

English Channel and West Coast of United Kingdom.—Northern limit, 61° N.; eastern limit, 5° west of Cape Wrath, the western and southern coasts of Scotland and England to Dungeness, then to Boulogne; southern limit, French coast to Ushant, and 48° 29' 00" N.; western limit, 11° W. Mine warnings for this area are divided into four portions, viz.: General; west coast of United Kingdom; English Channel, northern portion; English Channel, southern portion.

North Sea.—Northern limit, 61° N.; eastern and southern limits, Norwegian coast to 9° E., then to Danish coast, then by North Europe to Boulogne, and then to Dungeness; western limit, the eastern and northern coasts of England and Scotland to Cape Wrath, then the meridian of 5° west. This area is divided as follows: General; North Sea, Area No. I; North Sea, Area No. II; North Sea, Area No. III; North Sea, Area No. IV; North Sea, Area No. V; east coast of England, war channel.

Baltic.—All of the Baltic Sea, and the Gulf of Bothnia, east of 90° E.

West Coast of France, Spain, and Portugal.—Northern limit, parallel of 48° 29' 00" N.; eastern and southern limits, the west coast of France, Spain, and Portugal, as far as the meridian of Tarifa Point, then across to the African Coast; western limit, meridian of 110° W.

Mediterranean.—All of the Mediterranean and Black Sea east of Tarifa Point and north of Suez. Mine warnings for this area are divided as follows: Mediterranean, Area No. I, Area No. II, Area No. III, Area No. IV, Area No. V, Area No. VI, Area No. VII, Area No. VIII.

South Atlantic, Indian Ocean, Red Sea, and Pacific.—All except the above—viz., Atlantic south of the Equator, and all Pacific, China, Indian Ocean, and Red Sea, &c.

(Admiralty Mine Warning No. 2 of 1919.)

Authority.—Admiralty Telegram of 7th December, 1918.

Notice to Mariners.—No. 40 of 1919.

Marine Department,
Wellington, N.Z., 15th July, 1919.

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

GEORGE ALLPORT,
Secretary.

ENGLAND.

SOUTH COAST.—NEEDLES CHANNEL.—WRECK, MARKED BY LIGHT-BUOY.

(a.) Wreck:

Position.—Off the south-eastern side of the Shingles Bank and at a distance of about 7½ cables north-westward of the Needles Lighthouse. Lat. 50° 40' 13" N., long. 1° 36' 18" W.

Description.—Sunken wreck of the steamer "Mechanician," with davit showing above water.

(b.) Light-buoy:

Position.—At a distance of about half a cable south-eastward from the wreck.

Description.—A green wreck-marking light-buoy, exhibiting a group flashing green light showing two flashes every ten seconds.

CANADA.

NOVA SCOTIA.—HALIFAX APPROACH.—SAMERO OUTER BANK! —LIGHT-VESSEL REPLACED ON STATION.

Former Notice.—Hereby cancelled.

Position.—Lat. 44° 20¼' N., long. 63° 30¼' W.

Details.—The light-vessel which had been withdrawn for repairs has been replaced on her station and the light-and-whistle buoy with occulting white light, temporarily marking the station, has been withdrawn.

Remarks.—On the re-establishment of the light-vessel it was intended, as stated in the former notice, to alter the character of the lights from occulting white to fixed white. Further notice will be given when received with regard to the proposed alteration in the light.

UNITED STATES.

ATLANTIC COAST.—NANTUCKET SOUND APPROACH.—VINEYARD LIGHT-VESSEL.—INTENDED ALTERATION IN CHARACTER OF LIGHT.

Date of Alteration.—About 15th May, 1919.

Position.—Lat. 41° 22¾' N., long. 71° E.

New Abridged Description.—Lt. fl., ev. 3 secs., 34 ft., vis. 11 m.

Alteration.—The character of the light of this light-vessel will be altered from two fixed red lights to a flashing white light every three seconds, thus—flash 0.3 sec., eclipse 2.7 secs.

Remarks.—The light will have a power of 390 candles.

Note.—No further notice will be given.

STRAIT OF GIBRALTAR.

MAROCO.—CAPE SPARTEL LIGHT.—NORMAL VISIBILITY RESUMED.

Former Notice.—No. 507 of 1918.

Position.—Lat. 35° 47¼' N., long. 5° 55¾' W.

New Abridged Description.—Lt. occ., ev. 10 secs., 312 ft., vis. 23 m.

Details.—Cape Spartel light has now resumed its normal visibility of 23 miles; the note "Irregular, 1917" shown against this light on the charts is to be expunged.

Notice to Mariners.—No. 41 of 1919.

MINE WARNING No. 170.—NEW ZEALAND NOTICE No. 34.

Marine Department,
Wellington, N.Z., 15th July, 1919.

WITH reference to Admiralty Mine Warning No. 170 of 1919, a copy of which is given in New Zealand Notice to Mariners No. 34 of 1919, mariners are informed that the experience of the last few months indicates that it is reasonably safe for vessels engaged in coastal voyages from the Cook Strait to the West Coast to enter the danger zone, provided they hug the coast-line as closely as is consistent with safe navigation. It must be clearly understood—

- (a.) That no guarantee of safety from mines can yet be given in respect of the above;
- (b.) That the route should be used only by coastal vessels; and
- (c.) That entry into and exit from the area must be made as close to the land as possible either on the eastern limit of the area (meridian of Farewell Spit Light-house) or the western limit (meridian of Kahurangi Point light), hugging the coast throughout the passage.

GEORGE ALLPORT,
Secretary.