

*Promotion of Officers of the N.Z. Staff Corps and the Regiment of Royal N.Z. Artillery.*

Department of Defence,  
Wellington, 5th August, 1919.

HIS Excellency the Governor-General has been pleased to approve of the promotions of the undermentioned officers of the N.Z. Staff Corps and the Regiment of Royal N.Z. Artillery. Dated 1st August, 1919.

**N.Z. STAFF CORPS.**

The undermentioned to be Lieutenant-Colonels:—  
Major Charles William Melville, C.M.G., D.S.O., *p.s.c.*  
Major Charles Eric Andrews, O.B.E.  
Major Charles Guy Powles, C.M.G., D.S.O.

The undermentioned to be Majors:—  
Captain (temp. Major) Nathaniel William Benjamin Butler Thoms, D.S.O., M.C.  
Captain (temp. Major) Harry Stuart Norton Robinson.  
Captain Henry McKellar White Richardson, D.S.O., M.C.  
Captain (temp. Major) Ferdinand August Wood, M.C.  
Captain Jesse Alfred Wallingford, M.C.

**THE REGIMENT OF ROYAL N.Z. ARTILLERY.**

Major (temp. Lieutenant-Colonel) Ivan Tatham Standish, C.M.G., D.S.O., to be Lieutenant-Colonel.

J. ALLEN,  
Minister of Defence.

*Notice to Mariners.—No. 47 of 1919.*

CABLE AREA OFF TIRITIRI ISLAND AND THENCE NORTHWARD.  
—WARNING AGAINST TRAWLING IN VICINITY.

Marine Department,  
Wellington, N.Z., 4th August, 1919.

MASTERS of trawlers are warned against trawling in the following mentioned vicinity of the Pacific Cable: Taking Tiritiri Lighthouse bearing, 283° (S. 88° W. magnetic) distance 3½ miles, as point of departure, then the following courses mark the position of cable, viz.:—

- 1st Course, 3° (N. 12° W. magnetic) distance 6 miles.
- 2nd Course, 5° (N. 10° W. magnetic) distance 3½ miles.
- 3rd Course, 357° (N. 18° W. magnetic) distance 7 miles.
- 4th Course, 0° (N. 15° W. magnetic) thence northward.

Charts, &c., affected.—Admiralty Charts Nos. 2543 and 3565; "New Zealand Pilot," eighth edition, 1908, Chapter ii, page 34.

GEORGE ALLPORT,  
Secretary.

*Notice to Mariners.—No. 48 of 1919.*

Marine Department,  
Wellington, N.Z., 5th August, 1919.

THE following Notices to Mariners, which have been received from the Hydrographic Office, London; the Hydrographic Office, Washington; and the Department of Trade and Customs, Melbourne, are published for general information.

GEORGE ALLPORT,  
Secretary.

**BRAZIL.**

EAST COAST.—RIO DE JANEIRO APPROACH.—RAZA ISLAND LIGHT.—CHARACTERISTIC.

The commanding officer of the U.S.S. "Westerdyk" reports that Raza Island light has been changed to show *alternating flashing red and white every 5 seconds*; total period, 10 seconds. Approx. position: 23° 3' 40" S., 43° 8' 45" W.

**HAWAIIAN ISLANDS.**

PEARL HARBOUR.—RADIO TIME-SIGNAL.—FURTHER INFORMATION.

The high-power radio station at Pearl Harbour, in longitude 157° 58' west, will, on 16th June, 1919, begin unofficially to send a daily time-signal at Greenwich midnight (1.28 p.m. local time). The signals will be sent out simultaneously by high-power arc at 11,200 meters, and 5 K.W. spark system at 600 meters.

On and after 1st July, 1919, the signals will be considered official.

**NORTH PACIFIC OCEAN.**

**SHOAL REPORTED.**

Captain William Olson, of the schooner "S. G. Wilder," reports that on 6th March, 1919, in latitude 8° 17' N., longitude 173° 25' W., he passed close to a shoal approximately 100 ft. in diameter. The depth of water on the shoal,

as close as soundings could be gotten, was approximately 3 fathoms.

NOTE.—This is in a portion of the ocean not well sounded, where other dangers whose existence is doubtful are charted.

**EASTERN ARCHIPELAGO.**

NETHERLANDS EAST INDIES.—DISTRESS-SIGNALS WITH REGARD TO HYDRO-AEROPLANES.

Netherlands hydro-aeroplanes in the East Indies when in distress will make the following signals by means of pyrotechnic lights:—

Signal.	Signification.
(a.) A white pyrotechnic light	Aerodrome to send a motor-boat.
(b.) A red "	Aeroplane requires immediate assistance.

All persons observing these signals should in case (a) communicate by telephone to the aerodrome, and in case (b) send a boat to assist the hydro-aeroplane with all possible despatch.

**AUSTRALIA.**

SOUTH COAST, SPENCER GULF.—POINT LOWLY LIGHT.—LIGHT TO BE TEMPORARILY EXTINGUISHED.—PROVISIONAL LIGHT TO BE ESTABLISHED.

Mariners and others are hereby notified that the flashing white light with red sector on Point Lowly will be temporarily extinguished, and that a provisional flashing white light of low power, having the undermentioned characteristics, will be exhibited in its place, from about 2nd October, 1919, to about 22nd October, 1919:—

Position.—Lat. 33° S., long. 137° 47' E.

Details.—Provisional light; to be exhibited from existing tower.

Character.—Flashing white light, showing one flash every twelve and a half seconds, thus—flash 2½ secs., eclipse 10 secs.

Remarks.—The existing light will be extinguished from about 2nd October, 1919, to about 22nd October, 1919, pending repairs to the apparatus. During the interval the provisional light described above will be exhibited from the existing tower. The red sector shown at present from the existing light will be omitted from the provisional light, which will show white to seaward.

Note.—No further notice will be given.

**ADMIRALTY PUBLICATIONS.**

REVISED SUPPLEMENT (3), 1919, to "CHINA SEA PILOT," VOL. IV.

A revised supplement (3), 1919, to "China Sea Pilot," Vol. IV, 1912, dated 28th February, 1919, has been published. Revised supplement (2) of 1917 is hereby cancelled.

REVISED SUPPLEMENT, 1919, TO "AUSTRALIA PILOT," VOL. III.

A revised supplement, 1919, to "Australia Pilot," Vol. III, 1916, dated 4th February, 1919, has been published. Supplement of 1917 is hereby cancelled.

**WIRELESS DIRECTION-FINDING STATIONS.**

1. Wireless direction-finding (D.F.) stations are stations set up ashore equipped with receiving apparatus which enables them to ascertain the direction from which wireless signals transmitted by another station emanate.

2. The accuracy with which bearings can be taken depends on the conditions outlined below; but, although in general the bearings taken by a station within the sector over which it is designed to work can generally be considered accurate to within two degrees, the administrations controlling these stations cannot accept any responsibility for the consequences of a bearing being inaccurate.

3. It is, however, pointed out that if at least three D.F. stations can be employed, and if they are so situated as to give intersecting bearings, considerable reliance can be placed upon the result of three simultaneous bearings thus obtained, provided that the "triangle of error" (sometimes called the "cocked hat") formed by the intersection of the bearings is small.

4. In order to obtain the greatest possible degree of accuracy, it is important that the ship should not transmit with too much power. Signals should, however, be fairly strong and clear; great care must be taken to keep the note and strength steady, and to pay strict attention to spacing.

5. It must be borne in mind that it is impossible for the majority of existing D.F. stations to distinguish between a bearing and its reciprocal (*i.e.*, there is always a possible error of 180°), and that bearings are often unreliable at night and in very bad weather, also when the direction runs roughly parallel with the coast-line.

6. The methods of asking for and giving bearings and the waves to be used will shortly be standardized by International