

*Notice to Mariners.—No. 7 of 1921.*

Marine Department,  
Wellington, N.Z., 8th February, 1921.

THE following Notices to Mariners, which have been received from the Board of Trade, London; the Department of Ports and Harbours, Melbourne; the Department of Trade and Customs, Melbourne; and the Harbours Board Offices, Adelaide, are published for general information.

ROBERT DUNCAN, Secretary.

WARNING SIGNALS DISPLAYED BY VESSELS ACCOMPANYING SUBMARINES.

ATTENTION is specially drawn to the following information with regard to vessels accompanying submarines:—

British men-of-war, auxiliary patrol vessels, Royal fleet and mercantile fleet auxiliaries, and all British merchant vessels and Italian Royal naval vessels, whenever proceeding in company with submarines will fly "M" (International) at the masthead, accompanied by a group from the numeral table in the International Code of Sigs. indic. the number of submarines in company. This sig. is a warning to vessels that submarines are in the vicinity. When "M" flag is displayed vessels are cautioned to steer so as to give the escorting vessel a berth of at least one mile, and also to pass astern of her. When from any cause this cannot be done, the escorting vessel should be approached at slow speed until warning is given of the danger zone by flags, semaphore, or megaphone, as most convenient, a good look-out being kept meanwhile for the submarines, whose presence may be only indic. by their periscopes showing above water. The use of the large red flag has been disc. for this purpose.

Further information has been received that the warning sigs. above referred to are not in use in the French Navy.

The regulations and sigs. relative to French submarines given in the Admiralty Sailing Directions, with exception of No. 6 Supplement to W. Coast of France, &c., Pilot, remain in force; the information under this heading in Supplement to Mediterranean Pilot, Vol. I, is cancelled.

METHOD OF EXPRESSING ASTRONOMICAL TIME IN NAUTICAL ALMANAC.—INTENDED CHANGE.

Attention is drawn to the following information with regard to the method of expressing G.M.T. in the Nautical Almanac and intended change therein. In both the abridged and complete Nautical Almanac the times styled G.M.T. are at present reckoned from noon, corresponding to 12 hours (civil time); but from the year 1925 inclusive and thenceforward the times styled G.M.T. in these publications will be given commencing at midnight, to conform with civil time; the term "Greenwich mean time" will then be considered to be the standard time of the meridian of Greenwich, commencing at midnight and reckoned throughout the twenty-four hours. Printed slips drawing attention to the above will shortly be available, and may be obtained from J. D. Potter (Agent for the Sale of Admiralty Charts) or his subagents. These slips are intended to be pasted in Nautical Almanacs already for sale, and the information on the slip will be printed in editions of the Nautical Almanac now preparing. Further notices will be issued illustrating or referring to the manner in which Nautical Almanacs of 1925 and onwards will differ from those relating to previous years.

AUSTRALIA.

VICTORIA.—*Re* PRATIQUE OR QUARANTINE SERVICE.

Mariners and others are hereby notified that in order to avoid delay to vessels requiring pratique or quarantine service it will be necessary for such vessels when passing Port Phillip Heads inwards between 6 p.m. and 8 a.m. to signal Point Lonsdale Signal-station—the signal to be in the following terms:—

"Name of vessel, from....., requires pratique (or quarantine service)."

SOUTH COAST.—SPENCER GULF.—WARDANG ISLAND LIGHT.—AMENDMENT TO PREVIOUS NOTICE *re* POSITION OF LIGHT.

Mariners and others are hereby notified that the under-mentioned position is to be substituted for that given in South Australian Notice to Mariners No. 26, of 1920.

*Position.*—On the summit of Wardang Island (107 ft.), at a distance of 6½ cables, 325° (N. 40° W. mag.), from the position shown on Chart No. 752. Lat. 34° 30' S., long. 137° 21' E.

*Variation.*—5° E.

GULF OF ST. VINCENT.—GLENELG JETTY LIGHT.—ALTERATION OF LIGHT.

Masters of vessels, pilots, and others are hereby informed that, on and after the night, 1st December, 1920, the existing

fixed light at the sea end of Glenelg Jetty will be changed to an A.G.A. flashing light, the sectors of which will remain unaltered.

*Position (approximate).*—Lat. 34° 58' 50" S., long. 138° 30' 20" E.

*Structure.*—Open ironwork tower painted red.

*Character and Colour.*—Flashing, white and red.

*Period.*—20 flashes per minute.

*Sectors.*—White between the bearings of 356° 53' (N. 8½ W. mag.), and 28° 53' (N. 23° 30' E. mag.), then red covering the site of the breakwater between 28° 53' (N. 23° 30' E. mag.) to 176° 53' (S. 8° 30' E. mag.).

*Elevation.*—26 ft. above high water.

*Visibility.*—White, 10 miles; red, 2½ miles.

*Remarks.*—Light unattended.

*Notice to Mariners.—No. 5 of 1921.*

SOUTH PACIFIC OCEAN.—NORFOLK ISLAND.

Marine Department,  
Wellington, 2nd February, 1921.

THE Commonwealth Government notifies that on the 1st June, 1921, it is intended to establish a system of signalling in connection with vessels visiting Norfolk Island. The signals, which will be made from the flagstaff at the Signal-station, Kingstown, will comprise the following:—

Signals.	Interpretation.
(1.) White flag .. ..	Stay where you are; landing safe.
(2.) White and blue flags (white superior)	Stay where you are; landing dangerous.
(3.) Red flag .. ..	Proceed to Cascade Bay.
(4.) Blue flag .. ..	Proceed to Duncombe Bay.
(5.) White and red flags (white superior)	Proceed to Bell Bay and send a boat.
(6.) Red and white flags (red superior)	Proceed to Anson Bay and send a boat.
(7.) Red, white, and blue flags (red superior)	Proceed to west side; Headstone.

The foregoing will cancel the instructions contained in Admiralty Chart 1110, also those contained in "Australian Pilot," Vol. III, first edition, as from 1st June, 1921.

B. W. MILLIER, Assistant Secretary.

*Notice to Mariners.—No. 6 of 1921.*

AUCKLAND HARBOUR.—DREDGING.—REMOVAL OF SUNKEN BARGE.

Marine Department,  
Wellington, N.Z., 5th February, 1921.

THE Auckland Harbour Board notifies:—  
(1.) The approximate position of the dredger "Hapai" is now 62° (N. 47° E.) 350 ft. from the King's Wharf light-tower. This vessel is using six moorings, laid out cardinally. During the daytime the dredger will carry a black ball on the channel side, and vessels are advised to pass on the channel or northern side. At night-time the vessel will move in and secure to the King's Wharf.

(2.) The approximate position of dredger No. 121 is now 140° (S. 53° E.) 400 ft. from the light-tower at the end of the western tide-deflector, and is working to the southward. This vessel is using six moorings laid out cardinally.

(3.) The sunken barge which recently existed off Albert Wharf has now been removed.

The following publications are affected: Admiralty Chart No. 1970; "New Zealand Pilot," ninth edition, page 192; and "New Zealand Nautical Almanac," 1921, page 264, plan of Auckland Harbour.

B. W. MILLIER, Assistant Secretary.

*Sale of Unclaimed Property.*

Police Department,  
Wellington, 24th January, 1921.

IT is hereby notified that unclaimed property in the hands of the police at the various police-stations will, if not claimed before Monday, the 28th February, 1921, be sold thereafter by public auction.

Particulars as to the time and place of sale may be obtained from the Superintendent or Inspector of Police in charge of the district.

J. O'DONOVAN, Commissioner of Police.