

Notice to Mariners.—No. 17 of 1921.

Marine Department,
Wellington, N.Z., 19th April, 1921.

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

ROBERT DUNCAN, Secretary.

ENGLAND.

SOUTH COAST.—SPITHEAD APPROACH.—NAB LIGHT-VESSEL.—ALTERATION IN POSITION.

New Position.—At a distance of about 2 cables northward of position shown on charts and about 4 cables northward of the Nab Tower. Lat. $50^{\circ} 40' 26''$ N., long. $0^{\circ} 57' 14''$ W.

Description.—As described in Admiralty publications.

SPITHEAD APPROACH.—NAB TOWER.—ALTERATION IN SPOIL-GROUND SOUTHWARD OF.

Position.—Nab Tower, lat. $50^{\circ} 40' N.$, long. $0^{\circ} 57' W.$ (approx.).

Details.—The two spoil-grounds marked "Old Spoil-ground" and "Spoil-ground (1916)" southward of the Nab Tower are no longer to be used, and are to be expunged from the charts.

The spoil-ground now in use is a triangular area the points of which are as follows:—

- (i.) Nab Tower.
- (ii.) A position situated 2.60 miles, 241° , from Nab Tower.
- (iii.) A position situated 2.56 miles, 158° , from Nab Tower.

Remarks.—The undermentioned objects in transit respectively mark the above area:—

- (a.) Nab Tower and the hotel on Selsea Bill.
- (b.) Nab Tower and conspicuous chimney on Eastney Point.
- (c.) Yarborough Monument and Ashley Down Tower.

Note.—The above spoil-ground is to be inserted in pecked line on the charts and marked "Spoil-ground (1921)."

SOUTH-EAST COAST.—EAST GOODWIN LIGHT-VESSEL.—DAY-MARK ESTABLISHED.

Position.—Lat. $51^{\circ} 13' N.$, long. $1^{\circ} 36' E.$ (approx.).

Details.—The light-vessel with the lantern permanently fixed at the masthead has been withdrawn, and replaced by a light-vessel carrying at the masthead a daymark consisting of an inverted triangle over a diamond.

Remarks.—The remaining characteristics are unaltered.

SCOTLAND.

WEST COAST.—RIVER CLYDE.—AMENDED INFORMATION REGARDING PILOTS.

Position.—Gourock Pier, lat. $55^{\circ} 58' N.$, long. $4^{\circ} 49' W.$ (approx.).

Details.—Clyde licensed pilots are stationed at Gourock Pier. They board vessels off Kempock Point, Gourock, and pilot them to Greenock, Port Glasgow, the upper reaches of the river, or to Glasgow. They also take vessels down to Little Cumbrae Island, the limit of the pilotage district, and when intimation is given of inward-bound vessels requiring pilots at Cumbrae they meet the vessels there. Clyde pilots are also stationed at Glasgow to take vessels down the river to the Tail of the Bank, Kempock Point, or to Cumbrae. Pilotage is compulsory between Glasgow and Kempock Point for merchant vessels over 100 tons gross register, and is compulsory between Glasgow and the Cumbrae Islands for all vessels carrying passengers. Pilots are taken to and from vessels off Kempock Point and at the Tail of the Bank and Dumbrae by a steam pilot-boat and auxiliary motor-boats which carry the pilot flag at the masthead by day and the regulation lights for a steam pilot-vessel by night.

Note.—The note "Pilot Stn." is to be inserted on the charts at Kempock Point, and the note "Pilots" near Tail of the Bank is to be expunged from Chart No. 2006.

NORTH ATLANTIC OCEAN.

TRANS-ATLANTIC STEAMSHIP ROUTES.—ICE PATROL SERVICE.

1. In connection with the International Ice Observation and Ice Patrol Service the U.S.S. "Seneca" will leave New York on 15th February, 1921, or as soon thereafter as practicable, and proceed to the Grand Banks of Newfoundland and locate the ice fields and icebergs, thereafter keeping in touch with the ice situation, making such observations as practicable on the quantity of ice, its kind, extent, and drift, and obtaining such information as may seem to be of value.

2. The service to be performed is primarily the ascertainment of the locations and the progressive movement of the limiting lines of the regions in which icebergs and field ice exist in the vicinity of the Grand Banks of Newfoundland, and the dissemination of the information so ascertained for

the guidance and warnings of navigators; and, co-ordinately with these primary duties, the making of such oceanographical and meteorological observations as will form a contribution toward the knowledge of the reasons why the limiting lines assume their observed locations.

3. Experience of previous years has shown that a continuous ice patrol should be established about 1st April and continued throughout the season of dangerous ice conditions. It is the intention to detail an additional vessel for that purpose and to have the ice patrol commence on 1st April next, unless information be received indicating that the constant patrol should commence on an earlier date. Instructions for the ice patrol will be issued when the additional vessel shall be detailed to that duty.

WEST INDIES.

ARUBA ISLAND.—NORTH-WEST POINT.—LIGHT ESTABLISHED.

A new light with the following characteristics will be lighted on the 15th January, 1921, at the north-west point of Aruba Island:—

Group flashing white with two short flashes, period 10 seconds, thus—flash, eclipse 2.5 seconds; flash, eclipse 7.5 seconds; incandescent oil illuminant; focal height above high water 164 ft. (50 meters); shown from a stone tower.

Further information about the position of the light with respect to the coast-line and the approximate visibility will be furnished later.

Approx. position of north-west point: $12^{\circ} 37' N.$, $70^{\circ} 4' W.$

PERU.

COLES POINT.—LIGHT ESTABLISHED.

Position.—On the rocks south-westward of Coles Point. Lat. $17^{\circ} 42' 7'' S.$, long. $71^{\circ} 22' 50'' W.$ (approx.).

Abridged Description.—Lt. fl. ev. 15 secs., abt. 115 ft., vis. 17 m.

Characteristics.—Character, flashing white every fifteen seconds, thus: Flash 1 sec., eclipse 14 secs. Elevation, about 115 ft. (35 m.). Visibility, 17 miles. Structure, white circular tower.

UNITED STATES.

ATLANTIC COAST.—DELAWARE BAY APPROACH.—OBSTRUCTION REPORTED.

Position.—At a distance of about 14 miles south-eastward from Cape May Lighthouse. Lat. $38^{\circ} 45' 7'' N.$, long. $74^{\circ} 46' 6'' W.$ (approx.).

Description.—A submerged obstruction.

Note.—The above position is to be encircled by a danger line on the charts, and marked with the note "Obstruction reported (1920)."

PACIFIC COAST.—SAN FRANCISCO HARBOUR ENTRANCE.—FORT POINT.—SHOAL NORTHWARD OF.—ALTERATION IN POSITION OF BUOY.

(1.) Shoal:

Position.—At a distance of 1.75 cables, 350° , from Fort Point Lighthouse. Lat. $37^{\circ} 49' N.$, long. $122^{\circ} 29' W.$ (approx.).

Depth.— $4\frac{1}{2}$ fathoms (8.2 m.).

Remarks.—The depth of 8 fathoms close north-westward of the above position is to be expunged from Chart No. 591.

Caution.—Vessels should give Fort Point Lighthouse a berth of at least $2\frac{1}{2}$ cables.

(2.) Buoy:

New Position.—At a distance of about three-quarters of a cable north-eastward from position shown on chart, and 2 cables, 333° , from Fort Point Lighthouse.

Description.—Fort Point ledge red conical buoy No. 2.

CANADA.

BRITISH COLUMBIA.—BURREARD INLET.—VANCOUVER HARBOUR ENTRANCE.—ALTERATIONS IN BUOYAGE.—INFORMATION WITH REGARD TO DEPTH.

Position.—Brockton Point, lat. $49^{\circ} 18' N.$, long. $123^{\circ} 7' W.$ (approx.).

(1.) Buoy established:

Position.—At a distance of 2.95 cables, 312° , from Brockton Point light.

Description.—A black spar buoy.

(2.) Alteration in position of buoy:

New Position.—At a distance of about half a cable north-eastward from former position and 3.90 cables, 304° , from Brockton Point light.

Description.—A red spar buoy.

Remarks.—This spar buoy now marks the 5-fathom (9.1 m.) contour line on the southern side of the channel, which is to be amended accordingly on the chart; the depth of $6\frac{1}{2}$ fathoms close to the new position of the buoy is to be expunged.