

Notice to Mariners.—No. 45 of 1921.

Marine Department,
Wellington, 30th August, 1921.
THE following Notices to Mariners, which have been received from the Hydrographic Office, London, are published for general information.

ROBERT DUNCAN, Secretary.

COAST OF IRELAND.

CAUTION WITH REGARD TO LIGHTS AND FOG-SIGNALS.

MARINERS are hereby warned that, until further notice, too much reliance should not be placed in the maintenance of the lights and fog-signals on the coast of Ireland.

Notice will in each case be given when it is known that an important light or fog-signal has been discontinued or is unreliable, but attention is called to the liability of these aids to navigation being temporarily discontinued without warning.

LIGHTS KNOWN TO BE TEMPORARILY EXTINGUISHED OR UNRELIABLE.

McKenny's Bank Light :

Position.—Lat. 55° 11' N., long. 7° 0' W. (*approx.*).

Remarks.—This light is temporarily unreliable and must not be depended upon.

Wine Point Light :

Position.—Lat. 54° 56' N., long. 8° 28' W. (*approx.*).

Remarks.—This light is temporarily extinguished.

FOG-SIGNALS KNOWN TO BE TEMPORARILY DISCONTINUED OR UNRELIABLE.

(i.) Hook Point : *Position.*—Lat. 52° 7' N., long. 6° 56' W. (*approx.*).

(ii.) Fastnet Rock : *Position.*—Lat. 51° 23' N., long. 9° 36' W. (*approx.*).

(iii.) Mizzen Head : *Position.*—Lat. 51° 27' N., long. 9° 49' W. (*approx.*).

(iv.) Loop Head : *Position.*—Lat. 52° 33' N., long. 9° 56' W. (*approx.*).

(v.) Bull Rock : *Position.*—Lat. 51° 35' N., long. 10° 18' W. (*approx.*).

(vi.) The Skelligs : *Position.*—Lat. 51° 46' N., long. 10° 32' W. (*approx.*).

Remarks.—Explosive fog-signals of (i), (iii), and (iv) are temporarily discontinued, and those of (ii), (v), and (vi) are temporarily unreliable and cannot be depended upon.

NORTH ATLANTIC OCEAN.

CAPE VERDE ISLANDS.—CAUTION WITH REGARD TO ABNORMAL MAGNETIC VARIATION.

Positions.—(i.) East Sand Head, Bonavista, lat. 16° 6' N., long. 22° 40' W. (*approx.*). (ii.) San Filippe, Fogo, lat. 14° 53' N., long. 24° 31' W. (*approx.*).

Details.—The cautionary note regarding abnormal variation in the vicinity of Bonavista is to be expunged from Chart No. 366, and the following general caution inserted over the title of that chart :—

CAUTION.

Abnormal magnetic variation is reported to exist in the vicinity of the Cape Verde Islands, especially near Fogo and Brava Islands and off the east side of Bonavista Island.

NORTH PACIFIC OCEAN.

MARIANA OR LADRONE ISLANDS.—LINDSAY ISLAND, BRITOMART REEF, AND FLORENCE SHOAL.—NON-EXISTENCE OF.

Position.—(a.) Lindsay Island, lat. 19° 20' N., long. 141° 15' E. (*approx.*). (b.) Britomart Reef, lat. 19° 9' N., long. 141° 34' E. (*approx.*). (c.) Florence Shoal, lat. 18° 6' N., long. 143° 18' E. (*approx.*).

Details.—Information has been received that the above-mentioned reported dangers do not exist. Britomart Reef and Florence Shoal are to be expunged from the charts accordingly, together with the note regarding Lindsay Island shown on the charts close southward of position (a), the position of this reported island was not delineated on the charts.

CAROLINE ISLANDS.—LUTKE ISLAND (FAGAU-PISSILA).—AMENDED POSITION.

Position.—At a distance of about 5 miles westward from charted position. Lat. 8° 35' N., long. 151° 22' E.

Remarks.—The island is to be moved on the chart to the above position, and the note "Reported to lie about 7 miles further to the westward" is to be expunged.

Note.—On the plan of Lutke Island on Chart No. 772 the position given in the title is to be amended, and the graduated border is to be expunged together with the note mentioned above.

JAPAN.

INLAND SEA.—KURUSHIMA KAIKYO.—OHAMA LIGHT.—ALTERATION IN CHARACTERISTICS.

Position.—Lat. 34° 5' N., long. 132° 59' E. (*approx.*).

New Abridged Description.—Lt. alt. R.G. ev. 10 secs., 114 ft., vis. 17 m.

Details.—The group flashing white light has been replaced by a light having the undermentioned characteristics :—

Character.—Alternating red and green every ten seconds, thus : Red light 5 secs., green light 5 secs.

Visibility.—17 miles, from 161°, through south, to 317°.

Power.—Red light, 3,000 candles; green light, 1,900 candles.

Remarks.—The other characteristics of the light remain unchanged.

AUSTRALIA.

NORTH COAST.—CLARENCE STRAIT.—HOWARD CHANNEL.—AMENDED POSITIONS OF LIGHT-BUOYS.

(1.) Howard Knoll Light-buoy :—

Position.—At a distance of about 7 cables northward of charted position. Lat. 11° 59' 45" S., long. 131° 18' 45" E. (*approx.*).

Description.—A black can light-buoy numbered "2," exhibiting a group flashing red light.

(2.) Rooper Rock Light-buoy :—

Position.—At a distance of about 5 cables south-eastward of charted position. Lat. 12° 4' 30" S., long. 131° 11' 25" E.

Description.—A red can light-buoy numbered "3," exhibiting a group flashing white light.

Remarks.—This light-buoy, which was not hitherto shown on Chart No. 1704, is to be inserted thereon.

Note.—The following notes regarding the light-buoys in Clarence Strait are to be inserted on the charts indicated :—

[Chart No. 1095.]

[Chart No. 613.]

CAUTION.

The positions of the buoys are not to be depended upon.

CAUTION.

The positions of the buoys in Clarence Strait are not to be depended upon.

ADMIRALTY PUBLICATIONS.

WRECKS.—UNIFORM SYSTEM FOR CORRECTION OF CHARTS.

With a view to establishing a uniform system for the correction of charts in regard to sunken wrecks, the undermentioned procedure will in future be adopted and gradually introduced on the charts :—

I. Wrecks known to, or liable to, constitute a danger to surface navigation will continue to be shown on all Admiralty charts affected; such wrecks may be described as follows :—

(a.) Wrecks of which any part is visible above water.

(b.) Wrecks over which there is a depth of only 10 fathoms (18.3 m.), or less, at low water.

(c.) Wrecks, the existence of which is authentic but of which no definite details are known, liable in consequence of the depth of water to constitute a danger to surface navigation.

II. Wrecks, other than those described in I above, will only be inserted on the largest scale Admiralty chart embracing the position, provided that the depth of water does not exceed 100 fathoms (182.9 m.).

III. Wrecks which lie in positions where the depths exceed 100 fathoms (182.9 m.) will not be shown on the Admiralty charts.

Note.—A cautionary note will be inserted on small-scale charts to the effect that certain wrecks are not shown.

IV. Doubtful wrecks will be marked on large-scale charts with the note "E.D." or "P.D.," signifying "existence doubtful" or "position doubtful," as necessary, in order to differentiate them from wrecks the particulars of which are authentically known.

V. In conjunction with the foregoing system, wreck symbols in accordance with the decision of the International Hydrographic Conference, 1919, will be gradually introduced.

Note.—In correcting published Admiralty charts for information of wrecks promulgated by Admiralty Notices to Mariners, the old symbols should be used unless the new symbols have been already engraved on these charts.

Notice to Mariners.—No. 46 of 1921.

ERRATUM FOR TABLES FOR AZIMUTHS, ETC.

Marine Department,
Wellington, N.Z., 31st August, 1921.

USERS of the work "Tables for Azimuths, Great Circle Sailing, and Reduction to the Meridian" (edition 1920) are requested to make the following correction in their copies, viz. :—

On page 30 of 1920 edition, under Table B, latitude 37° and hour-angle 2 h. 48 m., factor should read "1.13" in lieu of "1.30" as printed in error.

ROBERT DUNCAN, Secretary.