

AUSTRALIA EAST COAST.—QUEENSLAND, MORETON BAY.
Outer Freeman Channel.—Amendments to Charts re Depths and Buoyage.

Former Notice.—No. 231 of 1924.

Position.—Outer Freeman Channel entrance. Lat. 26° 59' S., long. 153° 23' E. (approx.).

Details.—The accompanying reproductions of portions of chart Nos. 1670a, 1029, 1068, and 3623, show in red the necessary amendments with regard to depths in and on either side of Outer Freeman Channel, together with the amended position of Comboyuro beach light. A fairway-buoy and four light-buoys, as shown in the reproductions, have been established to mark the channel.

(2212) AUSTRALIA.—EAST COAST.—QUEENSLAND.

Moreton Bay.—Cleveland Point Light.—Red Sector.

A red sector has been established in Cleveland Point light, and the light shows white from 149° to 224°; red from 224° to 281°; white from 281° to 309°; obscured elsewhere.

Approx. position: 27° 30' 30" S., 153° 18' 40" E.

AUSTRALIA.—SOUTH COAST.—GULF OF ST. VINCENT.

Orontes Bank and Long Spit.—Beacons established.—Buoys withdrawn.

Mariners and others are hereby notified that the buoys hitherto existing on Orontes Bank and Long Spit have been removed, and beacons have been established in the same positions.

Orontes Bank—

Position.—Lat. 34° 45½' S., long. 137° 59' E., on chart No. 2389.

Structure.—Three-pile beacon surmounted by a staff carrying a square topmark painted black, 16 ft. in height.

Long Spit—

Position.—Lat. 34° 34½' S., long. 138° 06½' E., on chart No. 2389.

Structure.—Three-pile beacon surmounted by a staff carrying a spherical topmark painted red, 16 ft. in height.

Remarks.—No further notice will be given.

AUSTRALIA.—QUEENSLAND.—INNER BARRIER ROUTE.

Archer Point Light.—Intended Secondary Light (U).

Mariners and others are hereby notified that a flashing white light (U) will be established on Archer Point on or about 30th October, 1924.

Position.—On the summit of Archer Point, at the foot of the lighthouse tower. Lat. 15° 36' S., long. 145° 20' E., on chart No. 2923.

Details.—

Character.—Flashing white every three seconds thus: Flash ½ sec., eclipse 2½ sec.

Elevation.—210 feet. Visibility.—15 miles; from 170° through south to 228°; obscured elsewhere. Power.—1,500 candles.

Structure.—White lantern on white circular steel house, 10 ft. in height.

NOTE.—No further notice will be given.

AUSTRALIA.—VICTORIA.—PORT PHILIP.

Queenscliff Low Light.—Alteration to Sector.

Referring to Notice to Mariners No. 10 of 1924, dated 5th July, Mariners and others are hereby notified that on and after 1st September, 1924, the sector of light in the Low Lighthouse, Queenscliff, showing red between the bearings of N. 51° E. and N. 38° E. over the dangers extending from Point Lonsdale, will be obscured. Mariners and others will be enabled to avoid the dangers above referred to by keeping E. of the line of the new structure and the high light.

WARNING SIGNALS DISPLAYED BY BRITISH VESSELS TO DENOTE THE PRESENCE OF SUBMARINES.

Former Notice.—No. 7 of 1921; hereby cancelled.

Attention is drawn to the following warning signal which has been adopted to denote the presence of submarines:—

British vessels fly a square red flag to denote that submarines, which may be submerged, are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying a square red flag. If from any cause it is necessary to approach her, vessels should proceed at slow speed until warning is given of the danger zone by flags, semaphore, or megaphone, &c., a good look-out being kept meanwhile for submarines, whose presence may be only indicated by their periscopes showing above water. "M" flag International Code has been discontinued for the use of British vessels escorting submarines.

CAUTION TO BE OBSERVED BY VESSELS PASSING LIGHT VESSELS.

Attention is drawn to the recent increase in the number of cases in which light-vessels have sustained serious damage from collision by passing vessels. These accidents have been mainly caused by vessels attempting to pass too close. Mariners are warned that when passing a light-vessel and particularly when attempting to cross her bows, due allowance must be made for the set and strength of the tidal streams, &c., and every precaution should be taken in the circumstances in order to avoid damage to the light-vessel.

WIRELESS DISTRESS SIGNAL.—WARNING AS TO MISUSE.

The attention of the Board of Trade and the Postmaster-General has been called to cases in which the wireless distress signal has been sent out by ships (including British ships) which were not at the time in immediate danger.

The signal SOS (- - - — — - - -) is prescribed by the International Radiotelegraph Convention as the signal to be used by ships in distress and under the international regulations, which all ships fitted with wireless-telegraph apparatus must obey, stations hearing the distress signal must suspend all ordinary correspondence until the call has been dealt with.

Masters of ships are under international obligation to render assistance to every person in danger of being lost at sea.

The sending out of the distress signal seriously interrupts wireless-telegraph traffic and results in ships being diverted from their course and delayed. It must accordingly be used only when the ship is in immediate danger and urgently in need of help. Misuse of the signal will inevitably lead to its being ignored in a case of real necessity.

Full particulars of any well authenticated case of misuse should be reported to the Board of Trade or the General Post Office, London.

Notice to Mariners No. 52 of 1924.

THREE KING ISLANDS.

Marine Department,
Wellington, N.Z., 26th August, 1924.

Reported Obstruction.

INFORMATION has been received that the steam trawler "Thomas Currell" struck a submerged object at a position 092° 2-1 miles from the southern extreme of Great Island. The depth of water over the reported obstruction is not stated, but is assumed to be not more than 1½ fathoms. The locality of the reported obstruction should be avoided until it has been more closely examined.

Publications affected: Admiralty Chart No. 1512, of 29th May, 1924; "New Zealand Pilot," ninth edition, 1919, pages 131 and 132.

G. C. GODFREY, Secretary.

Notice to Mariners No. 53 of 1924.

FOVEAUX STRAIT.—DOG ISLAND LIGHTHOUSE.

Marine Department,
Wellington, N.Z., 26th August, 1924.

Telegraphic Communication interrupted.

INFORMATION is hereby given that telegraphic communication with Dog Island Lighthouse has been interrupted owing to a fault in the submarine cable.

Vessels in this locality may communicate by signals with Bluff Hill or Stirling Point, both of which are connected with the telegraph system.

Due notice will be given when the telegraphic communication with Dog Island Lighthouse has been re-established.

Publications affected: Admiralty Charts Nos. 2540, 2553, and 1212; "New Zealand Pilot," ninth edition, 1919, pages 463 and 467; "The New Zealand Nautical Almanac," 1924, pages 281 and 282, and plan facing page 281.

G. C. GODFREY, Secretary.

Notice to Mariners No. 54 of 1924.

AUCKLAND HARBOUR.—ANCHORAGE FOR HULKS.

Marine Department,
Wellington, N.Z., 26th August, 1924.

Alteration in Hulk-moorings.

THE Auckland Harbour Board notify that a red conical buoy now marks the moorings of the hulk "Gladbrook"