

Notice to Mariners No. 25 of 1926.

SOUTH PACIFIC OCEAN.—SAMOA OR NAVIGATOR ISLANDS.—
APIA.

Marine Department,
Wellington, N.Z., 31st May, 1926.

Front Leading Beacon Light.

AMENDING Notices to Mariners No. 14 and No. 17 of 1926, concerning this lighted leading beacon, further information now available is as follows:—

A flashing white light, 2 sec., flash 2/10 second, height 50 ft., visible 5 miles, is exhibited from a black-and-white banded tower situated near Mulivai River entrance in latitude 13° 49' S., longitude 171° 43' W.

The light is visible between 160°, through south, to 230°; and when in transit with the rear leading beacon light, 193°, leads into Apia Harbour.

Publications affected: Admiralty Charts Nos. 1730 and 2211; "Pacific Islands Pilot," Volume 2, 5th edition, 1918, page 549; "New Zealand Nautical Almanac," 1926, page 384; Admiralty List of Lights, Part 6, 1924, No. 3126.

G. C. GODFREY, Secretary.

Notice to Mariners.—No. 26 of 1926.

Marine Department,
Wellington, N.Z., 1st June, 1926.

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

G. C. GODFREY, Secretary.

AUSTRALIA.—NEW SOUTH WALES.—DISASTER BAY.

Green Cape Light—Alteration in Character.

MARINERS and others are hereby notified that the character of the flashing white light on Green Cape has been altered.

Previous Notice.—1926. No. 1.

Position.—On the extreme of the Cape. Lat. 37° 16' S., long. 150° 04' E., on Chart No. 1017.

Details.—

Character.—Group-flashing White, showing four flashes every twenty seconds, thus: Flash $\frac{1}{2}$ sec., eclipse $2\frac{1}{2}$ sec.; flash $\frac{1}{2}$ sec., eclipse $2\frac{1}{2}$ sec.; flash $\frac{1}{2}$ sec., eclipse $2\frac{1}{2}$ sec.; flash $\frac{1}{2}$ sec., eclipse $11\frac{3}{4}$ sec.

Power.—327,000 candles.

Remarks.—In other respects the light remains unaltered.

Charts affected.—

- Admiralty Chart No. 1017—Gabo Island to Montagu Island.
- " No. 1211—Gabo Island to Port Jackson.
- " No. 3169—Port Phillip to Gabo Island.
- " No. 2759B—Australia, southern portion.
- " No. 780—Pacific Ocean, south-west sheet.
- " No. 788—Melbourne to Cape Horn, western sheet.

AUSTRALIA.—TORRES STRAITS.—WESTERN APPROACH.

Merkara Shoal, Light-vessel (U) established southward of.

In reference to Notice to Mariners No. 4 of 1926, Mariners and others are hereby notified that a light-vessel (U) has been established in the western approach of Torres Straits.

Position.—At a distance of 20 miles, 240°, from Merkara Shoal. Lat. 10° 40 $\frac{1}{2}$ ' S., long. 140° 55' E., on Chart No. 447.

Details.—

(a.) Light.—

Character.—Group-flashing White, showing three flashes every fifteen seconds, thus: Flash $\frac{1}{2}$ sec., eclipse $1\frac{1}{2}$ sec.; flash $\frac{1}{2}$ sec., eclipse $1\frac{1}{2}$ sec.; flash $\frac{1}{2}$ sec., eclipse $10\frac{1}{2}$ sec.

Elevation.—32 ft. Visibility.—10 miles. Power.—1,500 candles.

Remarks.—The light is unwatched.

(b.) Fog-signal.—

Description.—A bell sounded by motion of the vessel.

(c.) Vessel.—

Description.—The vessel has one mast carrying the lantern. The hull is painted red and marked "CARPENTARIA" in black on the sides.

Note.—No further notice will be given.

Charts affected.—

- Admiralty Chart No. 447—Western approaches to Torres Straits.
- " No. 2759a—Australia, northern portion.
- " No. 780—Pacific Ocean, south-west sheet

AUSTRALIA.—EAST COAST.—QUEENSLAND.

Cape Cleveland Light.—Intended Alteration in Characteristics.—
Temporary Light to be exhibited.

Mariners and others are hereby notified that the period of the flashing white light with red sector on Cape Cleveland will be shortened and the power of the light will be increased, on or about 31st July, 1926.

Position.—Near the extreme of the Cape. Lat. 19° 11' S., long. 147° 01' E., on Chart No. 1102.

Details.—

Character.—Flashing White, with red sector, every seven and one-half seconds, thus: Flash $\frac{1}{2}$ sec., eclipse $7\frac{1}{2}$ sec.

Power.—White, 50,000 candles. Red, 20,000 candles.

Remarks.—In other respects the light will remain unaltered. Further notice will be given when the alteration is completed.

Temporary Light.—During alteration the existing light will be replaced from on or about 22nd July, 1926, until 31st July, 1926, by a low power light, flashing white with red sector every second.

Charts affected.—

- Admiralty Chart No. 1102—Cleveland Bay.
- " No. 348—Whitsunday Island to Magnetic Island.
- " No. 2349—Magnetic Island to Double Points.
- " No. 2763—Coral Sea and Great Barrier Reefs, sheet I.

AUSTRALIA.—EAST COAST.—DANGER POINT TO CAPE MORETON.
Existence of Rock and Shoal Water.

Position.—Latitude 27° 23' 36" South, longitude 153° 34' 06" East.

Remarks.—A rock awash is reported to exist in the above position. Shoal water is also reported to exist off the south-eastern end of Flat Rock. No further details are available. Mariners without local knowledge should not use the passage between Flat Rock and the mainland.

Woodville—Palmerston North Main Highway By-laws.

WHEREAS by section 9 of the Main Highways Act, 1922, the powers, rights, duties, and liabilities vested in or imposed on the Governor-General or the Minister of Public Works (in the case of Government roads) or vested in or imposed on any local authority (in the case of highways other than Government roads) are in the case of main highways transferred to and vested in or imposed on the Main Highways Board:

And whereas by subsection (5) of section 33 of the Finance Act, 1924, it is provided that any by-laws in force in respect of any public highway immediately prior to its constitution as a main highway under the Main Highways Act, 1922, shall continue in force as if made by the Main Highways Board in respect of that main highway, unless and until they are revoked or superseded pursuant to powers conferred by the said Act:

And whereas by Orders in Council dated the 8th day of March, 1926, that portion of the Woodville—Palmerston North Road from the eastern boundary of the County of Pahiatua to the eastern boundary of the County of Oroua (better known as the Manawatu Gorge Road) was declared a main highway; the said main highway being hereinafter referred to as the "said main highway":

And whereas the Main Highways Board has power to regulate and control the use of vehicles upon the said main highway:

And whereas in pursuance of the powers and authorities vested in it by the Manawatu Gorge Road and Bridge Act, 1919, and the Counties Act, 1920, the Manawatu Gorge Board of Control, by resolution duly passed on the 5th of June, 1924, and confirmed on the 7th day of July, 1924, made by-laws which came into force on the 31st day of July, 1924, in respect of the said main highway:

And whereas it is desirable that by-laws should be made by the Main Highways Board in respect of the said main highway:

Now, therefore, the Main Highways Board, acting by authority of section 25 of the Motor-vehicles Act, 1924, and of section 9 of the Main Highways Act, 1922, and of all other powers in anywise enabling it in this behalf, doth hereby revoke section 13 of the said by-laws made by the Manawatu Gorge Board of Control, and doth hereby make the following by-laws in respect of the said main highway:—

1. In these by-laws, unless inconsistent with the context,—
"Board" means the Main Highways Board duly appointed in terms of the Main Highways Act, 1922.
"Chairman" means the Chairman for the time being of the Main Highways Board.
"Engineer" means the Engineer for the time being in charge of works on the said main highway: