

Notice to Mariners No. 62 of 1927.

Marine Department,  
Wellington, N.Z., 27th September, 1927.

WIRELESS DISTRESS SIGNALS.

THE attention of all masters and operators is called to the undermentioned new procedure to be followed when making distress signals by wireless, which comes into force on the 1st October, 1927.

The "Alarm Signal" consists of a series of twelve dashes sent in one minute. The duration of each dash is four seconds and the duration of the space separating each dash from the following dash is one second.

The "Alarm Signal" is for the purpose of attracting the attention of ships equipped with an auto-alarm, and is to be used only in conjunction with the "Distress Signal."

The "Distress Signal" consists of SOS made as one sign and repeated for half a minute.

The "Distress Call" consists of the alarm signal followed by the distress signal, followed by the word "de" and the call signal of the ship in distress sent twice. The "Distress Call" indicates that a ship is in imminent danger; that it requires immediate assistance, and demands complete silence for the "Distress Message."

The "Distress Message" consists of SOS made as one sign sent twice, the word "de," the call signal of the ship in distress sent twice, its name, its position, the nature of its distress, and the kind of assistance required.

The attention of all operators is called to the great importance of obtaining absolute cessation of all other signalling in the region of the distress signal at the earliest possible moment. The greatest discretion and brevity should be used by all concerned when repeating a distress call, or in asking or giving information regarding it.

It is particularly important that the alarm signal should be used only in a distress call, and that at all other times any transmission likely to approximate to the dashes and spaces of the alarm signal should be carefully avoided. Attention is called to the fact that any three consecutive dashes of the alarm signal are capable of actuating the auto-alarm device, but there is no possibility of a TTT signal actuating the device unless intentionally and incorrectly made at the abnormally slow rate of about three words per minute.

It is also important that the alarm signal should be sent as accurately as possible, and operators should practice the sending of the signal by means of the buzzer. The following procedure is recommended for use when sending the alarm signal: As the markings on the seconds dial of a watch or clock give a definite mark at every fifth second (0', 5", 10", 50", 55") the signalling of dashes of 4 seconds' duration is most easily assured if one of these marks is taken as the commencing period of the dash. When the seconds hand coincides with

a long mark or a figure on the dial, depress the signalling-key until the seconds hand is just approaching the next figure or long mark, then raise the key and depress it again when the hand and long mark or figure coincide. Doing this twelve times in succession will result in a series of twelve dashes being made, each dash of approximately four seconds' duration, and each space between dashes of approximately one second's duration.

An "auto-alarm" is an automatic apparatus for registering the "alarm signal" and up to the present two types have been approved by the Board of Trade and the Postmaster-General.

Publications affected: New Zealand Nautical Almanac, 1927, page 204; 1928, page 170.

G. C. GODFREY, Secretary.

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THE following Notices to Mariners, which have been received from the Admiralty, London, are published for general information.

G. C. GODFREY, Secretary.

BAY OF BENGAL, INDIA.—HOOGHLY RIVER.

Middleton Light-vessel: Alteration in Light.

Position: Lat. 21° 37' N., long. 88° 03' E. (approximate).  
Abridged description: Fl. ev. 11 sec., 30 ft., 10 M. (U).

Alteration: The character of the light has been altered from occulting white to flashing white every eleven seconds, thus: Flash 3 sec., eclipse 8 sec.

(Notice No. 1361 of 1927, dated 13th August.)

Charts affected: Nos. 136—814—829.

Publication: List of Lights, Part VI, 1927, No. 614.

Authority: Calcutta Notice No. 289 of 1927. (H. 4765/27.)

PANAMA, PACIFIC COAST.—PANAMA BAY APPROACH.

South Fraile Islet, Light-and-Whistle-Buoy established South ward of.

Position: At a distance of 11.7 miles 222° from Cape Mala light. Lat. 7° 19' N., long. 80° 08' W. (approximate).

Description: Light-and-whistle-buoy painted black, exhibiting a group-flashing white light every twenty seconds, thus: Flash 0.5 sec., eclipse 4.5 sec., flash 0.5 sec., eclipse 4.5 sec., flash 5.0 sec., eclipse 5.0 sec.

(Notice No. 1375 of 1927, dated 16th August.)

Chart affected: No. 2267.

Publication: South America Pilot, Part III, 1915, page 517.

CROWN LANDS NOTICES.

Lands in the North Auckland Land District forfeited.

Department of Lands and Survey, Wellington, 23rd September, 1927.

NOTICE is hereby given that the leases and licenses of the undermentioned lands having been declared forfeited by resolution of the North Auckland Land Board, the said lands have thereby reverted to the Crown under the provisions of the Land Act, 1924, and the Discharged Soldiers Settlement Act, 1915, and amendments.

SCHEDULE.

NORTH AUCKLAND LAND DISTRICT.

Tenure.	Section.	Block.	District.	Lessee or Licensee.	Reason for Forfeiture.
O.R.P. 5729	9	XIV	Waitemata Survey ..	F. Potter .. ..	Non-compliance with conditions of license.
O.R.P. 5566	25	X	Hukerenui Survey ..	C. H. Kerr .. ..	Ditto.
O.R.P. 5727	26	XII	Mangakahia Survey ..	S. H. Kay .. ..	"
E.R. 13 ..	179 and 180	..	Titirangi Parish ..	W. Battensby ..	At request.
S.T.L. 82 ..	16	VII	Kawakawa Survey ..	O. A. Sutton .. ..	Non-compliance with conditions of lease.
R.L.D.S. 172	9	IV	Hukerenui Survey ..	R. C. Bird .. ..	Ditto.
R.L.D.S. 253	16	III	" .. ..	" .. ..	"
R.L.D.S. 173	14	III	" .. ..	L. L. Bird .. ..	"
R.L.D.S. 455	16	XII	Tokatoka Survey ..	S. Weldon .. ..	At request.
R.L.R. 13 ..	Part Lot 5 of Allotments 9, 48, 49, and 50	..	Maungataniwha Parish ..	P. S. Beatty .. ..	Non-compliance with conditions of lease.
S.T.L.S. 483	5s	..	Tokiri Settlement ..	A. E. McCaull .. ..	At request.
S.T.L.S. 479	1s	..	" .. ..	G. W. Gray .. ..	"
S.T.L.S. 482	4s	..	" .. ..	R. A. W. Calvert ..	"
S.T.L.S. 421	3s, 11s	..	Puni Settlement ..	T. Burns .. ..	"
S.T.L.S. 408	4s, 14s	..	" .. ..	E. B. Jones .. ..	"
S.T.L.S. 423	2s, 13s	..	" .. ..	A. B. Alwinger .. ..	"
S.T.L.S. 405	1s, 16s	..	" .. ..	D. Silva .. ..	"
S.T.L.S. 409	5s, 17s	..	" .. ..	J. Needham .. ..	"
S.T.L.S. 580	12s	..	Remuera Settlement ..	L. C. Green .. ..	"

O. HAWKEN, for Minister of Lands.