

No. 965.

NOTICES TO MARINERS.

No. 19 of 1906.

INDIA—WEST COAST—TALAYI.

PLACING OF BUOY IN POSITION.

It is hereby notified for the information of Mariners that the small spherical buoy marking the pinnacle rock off sub-port of Talayi, referred to in this office Notice to Mariners No. 7 of 1906, was replaced in position on the 27th September 1906, and that vessels should pass Southward of the buoy as before.

G. J. BAUGH,
Commander, R.I.M.,
Offg. Presidency Port Officer.

Presidency Port Office, Madras, 3rd October, 1906.

SOUTH AUSTRALIA.

No. 15 of 1906.

NORTH COAST OF AUSTRALIA.

MELVILLE ISLAND AND DUNDAS STRAIT.

PARRY SHOAL.

MASTERS of Vessels and others are notified that the Master of the S.S. *Empire* reports that when passing Parry Shoal at 6 p.m. on the 6th May, 1906, at a distance of Half a Mile, he noticed a very heavy Break on the Five-fathom Patch, marked on the Chart—

Lat. 11° 10" S.

Long. 129° 40" E.

From this the Master presumed that the depth of water as shown on the Chart is incorrect.

Mariners are warned to avoid the vicinity.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, September 14th, 1906.

SOUTH AUSTRALIA.

No. 16 of 1906.

BACKSTAIRS PASSAGE.

YATALA SHOAL.

NOTICE is hereby given that, on or about 24th September, a Buoy with a Spherical Top, surmounted by a Half Globe, round side up, and painted Red and White (horizontal bands), will be placed in five (5) fathoms L.W.S. on the N.W. side of the Yatala Shoal.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, September 12th, 1906.

SOUTH AUSTRALIA.

No. 17 of 1906.

SPENCER GULF.

MIDDLE BANK LIGHTSHIP.

REFERRING to Notice to Mariners, No. 6 of 1906, advising the Removal of the Light Vessel from Middle Bank for Overhaul, Masters of Vessels and others are informed that the Lightship has been replaced.

This affects Admiralty Chart No. 8389B.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, September 14th, 1906.

SOUTH AUSTRALIA.

No. 18 of 1906.

GULF OF ST. VINCENT—PT. ADELAIDE RIVER.

NOTICE is hereby given that, in accordance with previous notices, eight extra Beacons have been placed on the north and east side of the cutting. The Beacons are painted black, and the lanterns green, from which a green light showing towards the cutting is exhibited; a white light is also exhibited from the back of each lantern showing towards the shore.

All the green light Beacons are numbered from the first or seaward Beacon with the letter "G" added, as follows:—No. 0G being outside Beacon; No. 1G, near the reflecting Beacon; No. 2G, opposite the old boat channel. This light indicates the turning point from No. 2 (red) lead towards No. 3. All the others, that is Nos. 3G to 9G, both inclusive, are placed opposite the corresponding numbers of the white light Beacons on the other side of the cutting.

All the single light Beacons are placed about 15ft. back from the cutting, and painted red to starboard and black to port. The lights are white to starboard and green to port from seaward.

The red light on the pile Beacon south of No. 3 being no longer required, has been discontinued.

In consequence of the above alterations the sailing directions have been amended to read as follows:—

SAILING DIRECTIONS.

By Night.—In approaching the Anchorage, vessels of deep draught should not bring the white light on the old structure to bear north of N.E. by E. in order to avoid the four-fathom patch, which bears N.W. half N. from the light on Wonga Shoal: then get No. 1 lead (which consists of two red lights vertical 10ft. apart, and two white lights vertical 11ft. 9in. apart) in line; keep these in line passing between the occulting light on the red buoy and the outer green light on the north bank, also between the other green lights on the north bank and the white lights on the revetment mound.

Steer on the same line until the two red lights of No. 2 lead are coming on; then steer with them in line until abreast of No. 2G Beacon; then direct the course to pass between No. 3 and No. 3G Beacons; and so on from Beacon to Beacon round the point until No. 9 is reached. From a safe distance off No. 9 the lights of No. 10 lead will be seen; keep them in line until the red light is about a quarter of a point open to the right of the white light of No. 11 lead; then gradually alter the course to bring the lights of No. 11 lead in line; keep them in line (a sharp lookout being kept for the mooring buoys on the starboard hand) until the lights of No. 12 lead are seen coming into line; proceed as before by altering the course before the lights are on with each other. The same applies in the change from No. 12 to No. 13 lead. When the lights on the wharves are seen opening out off Luff Point, alter the course so as to round the point at a safe distance, and then up the centre of the channel, looking out for the mooring buoys on the starboard hand.

In going outwards the directions are just the opposite to those given for coming inwards; but in such case, in changing from one lead to another, the course should be gradually altered when abreast of the low (red) Beacon of each lead, except No. 2 lead. In this case, when abreast of No. 3 Beacon, gradually alter the course to a safe distance off No. 2G until the two red lights of No. 2 lead are in line, then proceed outwards with No. 2 lead in line.

By Day.—The directions by day are the same as by night, merely substituting the Beacons for the Lights.

This affects Admiralty Charts 2389A and B, 1750 and 1752.

During the progress of the work at the Light's Passage Harbor Works, masters of vessels exempt from pilotage may, if they so desire, avail themselves of the services of a pilot to assist them in passing such works, either in or out, at one-half the usual rates.

If the usual exemption flag is not hoisted it will be taken as a signal that a pilot is required. At night if a pilot is required the usual signal for a pilot should be shown.

N.B.—Owing to the nature of the work in progress, this notice may require to be amended from time to time, and therefore, should be treated as tentative only.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, September 20th, 1906.

SOUTH AUSTRALIA.

No. 19 of 1906.

SPENCER GULF.

CORNY POINT LIGHTHOUSE.

ALTERATION OF LIGHT.

(*This notice amends that of August 28th, 1906, which is hereby Cancelled.*)

NOTICE is hereby given that it is intended, on or about the 1st January, 1907, to alter the characteristics of the above Light in the following respects:—

Instead of the Light being obscured over the Webb Rock and thence inshore as at present, a Red Sector will be shown over this Arc, *i.e.*, between the bearings of N.E. $\frac{1}{2}$ E. and N.E. by N. $\frac{3}{4}$ N., where it is shut in by the first point to the Southward of the Lighthouse.

The Red Sector will be visible for 14 Miles, the full range of the Light.

This affects Admiralty Chart No. 2389A.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, September 21st, 1906.