NOTICES TO MARINERS.

(Nos. 182 to 193 of the year 1906.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 182.—CHINA, SHANTUNG—NORTH COAST.

Chifu Time Ball—Standard Time Adopted.

Information has been received from Captain E. F. B. Charlton, His Majesty's ship "Hecla," that, on 20th September, 1905, the time ball at Tower Hill, Chifu, was dropped at 0h. 0m. 0s. Standard Time of the 120th meridian of East longitude, or 0h. 5m. 34s. Local Mean Time, corresponding to 16h. 0m. 0s. Greenwich Mean Time.

It is assumed from the above that Standard Time has been adopted at Chifu.

Approximate position, lat. 37° 32′ 56″ N., long. 121° 23′ 30″ E.

This Notice affects the following Admiralty Charts:—Chin Tsu Shan to Chifu Bluff, with plan of Chifu or Yentai Harbour, No. 1260. Also, List of Time Signals, 1904, No. 175; and China Sea Directory, Vol. III, 1904, pages 41, 568.

No. 183.—FRANCE—NORTH COAST.

Le Havre, Newly Dredged Channel—Opening of; Alteration in Lighting and Buoyage.

With reference to Notices to Mariners, Nos. 678, 817, and 1326 of 1905:—

The French Government has given further notice that, on 15th February, 1906, the newly-dredged channel into Havre would be opened, and the following alterations made in the lighting and buoyage in the entrance to that port:—

Lights established:—

1. A red flashing light every five seconds, thus:—flash, seven-tenths of a second; eclipse, four and three-tenths seconds, would be established in a white iron trellis-work turret, erected on the head of the new north breakwater; it is elevated 49 feet above high water, and visible in clear weather from a distance of 12 miles, the light power being 6,000 candles. A fog horn, elevated 46 feet above high water and worked by compressed air, will give during thick or foggy weather one blast every thirty seconds, thus:—blast, three seconds; silent interval, twenty-seven seconds.

Approximate position, lat. 49° 29¼′ N., long. 0° 5½′ E.

2. A white fixed light, elevated 49 feet above high water, and visible in clear weather from a distance of 9 miles, would be established in a black iron trellis-work turret, erected on the head of the new south breakwater, the light power being provisionally 250 candles. During thick or foggy weather a bell, elevated 39 feet above high water, will be struck by machinery twelve times every minute.

3. The centre of the north-western entrance to the newly-dredged channel would be marked by three red fixed leading dioptric lights. The front light is elevated 39 feet above high water, visible from a distance of 11 miles, and shown from a metal support, painted white, with a wooden topmark erected on the western part of the new northern breakwater about 3½ cables from its head. The middle light is elevated about 72 feet above high water, visible from a distance of 14 miles, and shown from a similar support, erected at a distance of about 1$\frac{3}{10}$ cables S. 75° E. from the front light, the light power of these two lights being 3,500 candles, and the illuminant incandescent gas.

The rear light (electric) is elevated 131 feet above high water, visible from a distance of 15 miles, and shown from the North Cupola of the Exchange, situated a distance of about 7½ cables S. 75° E. from the front light, the light power being 5,000 candles.

These three lights in line lead through the centre of the newly-dredged channel to the Little Road.

4. The white fixed light formerly exhibited on the South Mole Head of the Avant Port would be replaced by a provisional green fixed light, elevated 27 feet above high water, and visible from a distance of 7 miles; this light in line S. 53° E. with the red flashing light on the new north breakwater head marks the northern edge of the second section of the newly-dredged channel, and in line with the fixed white light on the new south breakwater head, marks the southern edge of the same channel. Vessels should therefore turn into this channel when the green fixed light is midway between the lights on the heads of the new breakwater. The light power of this light over the channel is 130 candles.

Lights discontinued. The following lights would be discontinued:—The provisional red fixed light on Boulevard Maritime near St. Adresse, S. 34° E. 9 cables from La Héve South Light, the white fixed light on the head of the old north pier, now demolished, together with the provisional light showing a red sector over the works, the red flashing light on the old south pier, and the green fixed light situated between Basins du Roi and De la Barre in the Avant Port.

Buoys established:—5. The newly-dredged channel in the north-west passage would also be marked by five light-buoys moored about 30 yards from the limits, those on the northern side being painted black and marked A 1, A 3, A 5, each exhibiting a red fixed light, those on the southern side being first a buoy painted in black and white horizontal bands, marked A 2, and exhibiting a white occulting light every six seconds, thus: light, four seconds; eclipse, two seconds; and, secondly, a buoy painted red, marked A 4, exhibiting a white fixed light; they are in the following positions:—

a. A 1 buoy would be moored at a distance of 15½ cables S. 62° W. from Cape de la Héve South Lighthouse.

b. A 3 buoy would be moored at a distance of 13 cables S. 50° W. from Cape de la Héve South Lighthouse.

c. A 5 buoy would be moored at a distance of 11$\frac{2}{10}$ cables S. 28° W. from Cape de la Héve South Lighthouse.

d. A 2 buoy would be moored at a distance of 17 cables S. 57° W. from Cape de la Héve South Lighthouse.

e. A 4 buoy would be moored at a distance of 13$\frac{2}{10}$ cables S. 27° W. from Cape de la Héve South Lighthouse.