

NOTICES TO MARINERS.

By the Dominion Department of Marine.

All bearings, unless otherwise noted, are magnetic & are given from seaward, miles are nautical miles, heights are above high water, & all depths are at mean low water.

No. 28, June 2.—Parthia Shoal, Fairway Marks, Brocton Point.—An open triangle, with sides 6 ft. long, painted white, has been placed apex uppermost on the eastern or back range mast at Brocton Point (see Notice to Mariners, no. 21 of 1897), so that the 2 masts may be more readily differentiated. This affects Admiralty charts 922, 1922 & 2689, & B. C. Pilot, 1888, pg. 138.

2.—Spar Buoy, Burrard Inlet, B.C. First Narrows.—A spar buoy, painted red, has been moored in 3 fathoms off the spit on the southern shore of First Narrows, Burrard Inlet. The following sextant angles fix the position of this buoy: Tangent of Brocton Point & East Beacon, 78° 50'; east Beacon & tangent Prospect Bluff, 82° 24'. This affects Admiralty charts nos. 922, 1922 & 2689, & B. C. Pilot, 1888, pg. 138.

3.—Reef off Gibson Landing, Shoal Channel.—Pending the construction of a beacon, a small spar buoy has been temporarily placed on the outer rock that dries 3 ft. 2 3/4 cables eastward of Gibson's Landing, Shoal Channel. (See Notice to Mariners, no. 16 of 1897.) This affects Admiralty charts 579 & 585, & B. C. Pilot, 1888, pg. 169.

4.—Welcome Point Shoal.—A spar buoy, painted red, has been moored in 6 fathoms water, off Welcome Point, eastern entrance to Welcome Pass, Sechart Peninsula, to mark the extent of the shoal ground off that point. For a distance of 1 mile eastward of this buoy & the same distance as the buoy is from the shore the average depth is 5 fathoms, shoaling shoreward to 4 & 3 fathoms. The water is very deep close southward of the buoy & also west of it. The shoalest spot, which is awash at low water, is about 1/2 a cable N. E. by N. from the buoy. Angles for Welcome Point Buoy:—Northerly tangent Merry Island & tangent Thormanby East Island, 29° 24'; Northerly tangent Merry Island & tangent Welcome Point, 46° 00'; tangent Welcome Point & tangent east shore trend westerly point of S.E. bay, 127° 48'. This affects Admiralty charts 579 & 1917, & B.C. Pilot, 1888, pg. 174.

No. 29, June 10.—Reef in Blinkinsop Bay, B.C.—An uncharted reef has been located by J. T. Walbran, Master of the D.G.S. Quadra, extending west south-westerly about 1 1/4 cables from Point Tuna, at the entrance to Blinkinsop Bay, Junction Strait, Lat. N. 50° 28' 34", Long. W. 126° 1' 37". The reef is marked by kelp & the middle is awash at low water spring tides. This affects Admiralty charts 581 & 630 & B.C. Pilot, 1888, pg. 211.

No. 30, June 10.—Derelict between Nova Scotia & Newfoundland.—Captain Jorgensen, of the Norwegian barque Svea, reports that on May 29 he passed a wrecked schooner apparently of 200 or 300 tons, in Lat. 46° N. & Long. 57° 3' W. This derelict may prove dangerous to vessels crossing between N. S. & Newfoundland or entering the Gulf of St. Lawrence.

No. 31, June 10, Nova Scotia.—1. Hand Fog-Horn at Page Island Light Station.—A hand fog-horn is being supplied to the light station at Page Island, Port Latour, which on and after June 20 will be sounded during thick & foggy weather in answer to signals from vessels. This affects Admiralty charts 340 & 730, & Canadian list of lights & fog signals 148.

2.—Hand Fog-Horn at Pubnico Light Station.—At the same time a similar horn will be established at the light station at Beach

Point, on the east side of the entrance to Pubnico Harbor. This affects Admiralty charts 339, 352 & 2537, & Canadian lists of lights & fog-signals 138.

3.—Canso Harbor Fairway Buoy.—The Government has established a fairway buoy off the northern entrance to Canso harbor, in Chedabucto Bay, on the south-easterly coast of N. S., Lat. N. 45° 21' 45"; Long. W. 60° 59' 45". The buoy is an iron can, painted in black & white vertical stripes, moored in 13 fathoms water, 1 1/2 miles N. 1/2 E. from Hart Island light, & is intended as a fairway buoy to guide vessels into Canso Harbor by the northern entrance, & between outlying shoals. It will be maintained during the season of navigation & taken up for the winter. This affects Admiralty charts 729, 2163 & 2517.

4.—Beaver Island Shoal Buoy.—The shoal extending easterly from the eastern extremity of Beaver Island, Halifax county, on the southern coast of N. S., has been marked by an iron can buoy, established by the Government. The buoy, which is painted black, is moored in 7 fathoms water, 1/2 mile E. from Beaver Island light & 3/8 mile from the eastern extremity of the island, Lat. N. 44° 49' 45"; Long. W. 62° 19' 35". It is to be left on the port hand by vessels bound into Beaver Harbor or Salmon River. It will be taken up at the close of navigation for the winter. This affects Admiralty charts 2396 & 2663.

No. 32, June 27.—New Brunswick.—Improvement in Preston Beach range lights.—The masts, from which range lights were shown on Preston Beach, on the south shore of Miramichi Bay, have been replaced by lighthouse towers. The front tower stands on the top of a sand ridge which follows the shore of the bay, & is 68 ft. N. 18° W. from the former range light mast. Lat. N. 47° 4' 47"; Long. W. 64° 54' 58". The tower is a wooden building, square in plan, with inclined sides, surmounted by a square wooden lantern, & is 29 ft. high from the ground to the vane on the lantern. It is painted white, with the lantern red. The light will be, as heretofore, fixed white, elevated 47 ft. above high water mark, & should be visible 10 miles in the line of range & also eastwardly down the bay approximately between the bearings of N. W. & E. S. E. The illuminating apparatus consists of a single wick lamp strengthened by a pressed glass lens. The back tower is erected on the south side of the high road, 804 ft. S. by E. 3/8 E. (S. 40° 30' E. true) from the front tower. It is a skeleton steel frame work, square in plan, with sloping sides, surmounted by a wooden lantern & light room. The height from the ground to the vane on the lantern is 59 ft. The lantern & ironwork are painted red; the enclosed upper part of the tower is painted white. The light is a fixed white light elevated 58 ft. above high water mark, & visible 10 miles in the line of range & also eastwardly down the bay. The illuminating apparatus is similar to that of the front light. The two lights are in exactly the same alignment as the old lights & in one lead vessels entering Miramichi Bay from the Bar buoy up through the ship channel east of the Lump buoy. This notice affects Admiralty charts 435, 2034 & 2187.

No. 33, June 29.—British Columbia.—1. Beacon at Gibson's Landing.—A small stone beacon, surmounted by a wooden staff & lattice work ball, the whole painted black, & showing 9 ft. above water, has been erected by this Department on the northern portion of a rock 2 3/4 cables east of Gibson's Landing, Shoal channel, Howe Sound. Lat. N. 49° 24' 10"; Long. W. 123° 31' 2". This beacon replaces the buoy described in part 3 of Notice to Mariners no. 28 of 1898. This affects Admiralty charts 579 & 585, & B.C. Pilot, 1888, pg. 169.

2.—Rock in Shoal Channel.—An uncharted danger in Shoal Channel, entrance to Howe

Sound, near the conspicuous cone shown on plan 585, has been located by J. T. Walbran, Master of the D.G.S. Quadra. The danger is a narrow shoal running S.S.E. from a point on the west shore where a slate spit extends 160 ft. south from high water mark. No depth of more than 2 fathoms is found on the shoalest spot, a rock awash, at a distance of 1 cable from the shore. A depth of 4 fathoms is found 1/2 cable south of this spot, outside of which the water rapidly deepens. From the rock awash Gibson's Landing wharf bears S.S.W. (S. 45° 45' W. true) distant 1 1/8 miles; the north Shelter Island, S. E. (S. 21° 45' E. true) distant 7 cables, & the trend of the shore northwards bears N. 1/4 E. (N. 26° E. true.) This affects Admiralty charts 579 & 585, & B.C. Pilot, 1888, pg. 169.

3.—Rocky Patch off Cole Bay.—Notice has been received from the Commander-in-Chief of the Pacific station of the location by the officers of H.M.S. Pheasant of a rocky patch off White Rocks, Cole Bay, Saanich Inlet. Lat. N. 48° 37' 47"; Long. W. 123° 29' 40". The patch lies in a N.E. by S.W. direction with the westernmost of the White Rocks bearing N. 57° E. magnetic, distant 2 cables. It is about 1/2 cable in extent & has at least a depth of 8 ft. The following sextant angles will locate the position of least depth: Village Point, 0; Hatch Point, 87 1/2°; Coal Point, 22 1/2°; Western White Rocks, 76°; Senanus Island, 109 1/2°; Village Point, 64 1/2°. This affects Admiralty charts 1917, 2689 & 2840, & B.C. Pilot, 1888, pg. 72.

4.—Shoal Southeastward of Mitlenach Island.—Information, dated April 21 last, was received by the British Admiralty from Commander M. H. Smith, H. M. surveying vessel Egeria, of the existence of a shoal, now named Sentry Shoal, lying to the southeastward of Mitlenach Island. The shoal within the limits of the 10-fathom line runs N.W. & S.E. 1 1/2 miles, the least depth found being 5 fathoms, from which the summit of Mitlenach Island bears N. 30° W., distant 2 1/2 miles. Shoal water also appears to extend 1/2 mile from the north side of Mitlenach Island. Approximate position of 5-fathom patch: Lat. N. 49° 55' 0"; Long. W. 125° 1' 30". This affects Admiralty charts 580 & 1917, & B.C. Pilot, 1888, pg. 182.

5.—Rock in Schooner Passage.—Capt. Roberts, of the steamer Princess Louise, has reported that his vessel struck on an unknown rock in Schooner Passage, Rivers Inlet. The rock is about 70 yards from the western shore & is awash at extreme low tide. A mid-channel course will clear the danger. Approximate position on Admiralty chart 1923b: Lat. N. 51° 33' 17"; Long. W. 127° 36' 30". Capt. Roberts also reports that the rock shown on the chart on the eastern side of the southern entrance to Schooner Passage dries at an extreme low tide. This affects Admiralty chart 1923b, & B. C. Pilot, 1888, pg. 360.

6.—General Information Respecting Work Channel.—The following summary of a report by Capt. Walbran has been published in U.S. Notice to Mariners, no. 24 of 1898: Work Channel, the entrance to which lies close northward of Point Maskelyne, is a nearly straight arm stretching about 30 miles to the southeastward, the head reaching within 2 or 3 miles of the Skeena River. There is good anchorage in 9 fathoms in a small cove, known as Trail Bay Cove, situated on the west side of Trail Bay. Trail Bay is situated on the western shore of the inlet & 5 1/2 miles from the entrance. Two miles eastward of Grace Point, the entrance to Trail Bay, is a dangerous pinnacle rock situated nearly in the middle of the inlet. The rock just dries at an extreme low tide. It is surrounded by deep water, there being a depth of 130 fathoms close to it. The shores of this inlet are bold & compact & the whole of this channel is surrounded by high & precipitous