

No. S. 103.

NOTICES TO MARINERS.

The Coast Inspector, Maritime Customs, Shanghai, reports a Steamer sunk in the following position :—

Elgar Island bearing SSW, distance 4 miles.

C. W. BECKWITH, Commander, R.N.,
Harbour Master, &c.

HONGKONG, 25th April, 1911.

THE following Telegram has been received from the Coast Inspector, Maritime Customs, Shanghai :—

“ Wreck of *Meijoo* removed.”

C. W. BECKWITH, Commander, R.N.,
Harbour Master, &c.

HONGKONG, 27th April, 1911.

CAUTION.

When Submarines are taking in patrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted at the Flag Staff at pier head also Red Flags will be placed on the Buoys to N. and W. N. W. of such pier.

No ship, launch or other vessel shall approach this Wharf or within 250 yards of such when the Red Flags are hoisted and all traffic shall pass to the Westward of the Buoys when flying Red Flags.

C. W. BECKWITH, Commander, R.N.,
Harbour Master, &c.

HONGKONG, 28th April, 1911.

CAUTION.

As Submarines will be constantly exercised in the vicinity of this Port and in view of the difficulty that passing vessels have in observing these Boats, a large Square Red Flag will be displayed from the vessel in company with the Submarines (usually a Destroyer or Gunboat) and this Flag will be flown whenever Submarines are practising in the Waters of the Colony or those adjacent to it.

The vessel flying the Red Flag should be given a berth of at least one mile. When, however, this from any reason cannot be given, the vessel flying the Red Flag must be approached at a slow speed and a good look out kept for Submarines, until the approaching ship can be warned by word of mouth of the danger zone.

C. W. BECKWITH, Commander, R.N.,
Harbour Master, &c.

HONGKONG, 28th April, 1911.

AMOY DISTRICT.

LOCAL NOTICE TO MARINERS No. 63.

Brown's Rock East Buoy.

THE moorings of Brown's Rock East Buoy having carried away, notice is hereby given that temporary ones have been placed in position until such time as new moorings are laid down, of which due notice will be given.

Meanwhile Masters of Vessels are requested to approach the Buoy with caution.

J. BARTON,
Harbour Master.

Approved :

W. R. M'D. PARR,
Commissioner of Customs.

CUSTOM HOUSE, AMOY, 18th April, 1911.

HARBOUR NOTIFICATION.

No. 8 of 1911.

REFERRING to Harbour Notification No. 6 of 1911, notice is hereby given that the Superintendent of Customs and the Treaty Power Consuls having withdrawn the declaration of infection as regards Tientsin (including Tong Ku) and Chinwangtao, the General Medical Inspection of vessels arriving from any such Ports is discontinued from this date.

The importation of the following articles from the above Ports is, except as provided for in Harbour Notification No. 6 of 1906, still prohibited :—

Rags, old paper, old gunny bags, coffins containing corpses, and earth and mould.

W.M. CARLSON,
Harbour Master.

Approved :

H. F. MERRILL,
Commissioner of Customs.

CUSTOM HOUSE, SHANGHAI, 20th April, 1911.

SPECIAL NOTICE TO MARINERS, No. 348.

CHINA SEA.

TSINGTAU.

Bell Buoy Temporarily Removed.

NOTICE is hereby given that the *black* Bell Buoy off Taikungtau Reef will be removed at the beginning of May and will be replaced in position about the beginning of June.

This Notice is issued on information received from the Imperial German Government at Tsingtau.

W. FERD. TYLER,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 18th April, 1911.

SPECIAL NOTICE TO MARINERS, No. 349.

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Warning to Outward-bound Vessels.

NOTICE is hereby given that the South Channel from Blockhouse Buoy to Kiutoan Light-vessel is nowhere less than 1 mile in width. The several Buoys and the Kiutoan Light-vessel, in this part of the South Channel, mark its Northern side, and outward-bound vessels should therefore give these Aids to Navigation a wide berth, in order to allow ample room for the passage of inward-bound vessels.

This Notice is issued in consequence of complaints that many outward-bound vessels pass close to these Buoys, and thereby are liable to seriously embarrass inward-bound vessels and cause risk of collision.

W. FERD. TYLER,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 20th April, 1911.

SPECIAL NOTICE TO MARINERS, No. 350.

CHINA SEA.

CHEFOO DISTRICT.

Derelict Junk off the N.E. Promontory.

NOTICE is hereby given of the following telegraphic report from Chefoo :—

“Large water-logged junk reported 5 miles South-east from the North-east Promontory.”

W. FERD. TYLER,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 22nd April, 1911.

SOUTH AUSTRALIA.

No. 4 of 1911.

GULF ST. VINCENT.

PORT ADELAIDE RIVER.

MASTERS of vessels, pilots, and others are hereby informed that No. 0 green beacon, Port Adelaide River, has been removed, and that the same position is now marked by a buoy painted black, from which a green light is exhibited from sunset to sunrise.

This affects Admiralty Charts 2389A and 1752.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, February 13th, 1911.

SOUTH AUSTRALIA.

No. 7 of 1911.

SPENCER GULF.

DANGEROUS REEF LIGHT.

REFERRING to Notice to Mariners No. 5 of 1911, masters of vessels and others are hereby informed that, on after the night of the 11th instant, a bright light, unwatched, will be shown from an iron pile structure, 35ft. in height, on Dangerous Reef. The light will flash every seven and a half ($7\frac{1}{2}$) seconds; its focal plane is 50ft. above ordinary sea level, and it will be visible in clear weather all around the horizon for a distance of about 12 miles.

Latitude, $34^{\circ} 49' S.$; longitude, $136^{\circ} 12\frac{1}{2}' E.$, approximately.

WINCEBY ISLAND LIGHT.

Also, that on and after the night of the 15th instant, an unwatched bright light will be shown from an iron pile structure, 20ft. high, surrounded by a close fence, painted white, on Winceby Island. It will flash every two seconds; its focal plane will be 50ft. above ordinary sea level, and it will be visible in clear weather for a distance of about twelve (12) miles all around the horizon.

Latitude, $34^{\circ} 29\frac{1}{2}' S.$; longitude, $136^{\circ} 17' E.$, approximately.

This affects Admiralty Chart 2389B.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, March 6th, 1911.