

No. S. 340.

NOTICES TO MARINERS.

THE Master of the German S.S. *Samsen* reports that on the 19th instant he found a disabled junk in Lat. 22° 05' N. Long. 116° 07' E. in the track of vessels navigating the China Sea. He further reports that he set fire to the wreck.

BASIL TAYLOR, Commander, R.N.,
Harbour Master, &c.

HONGKONG, 21st October, 1913.

SPECIAL NOTICE TO MARINERS, No. 405.

CHINA SEA.

TSINGTAU.

ENTRANCE TO KIAOCHOW BAY.

Buoy Established.

NOTICE is hereby given that a black and white horizontally striped Buoy, surmounted by a cylindrical shape with the letters T U marked on it, has been established to mark the shoal situated $3\frac{1}{2}$ cables W. by S., magnetic, from Hui Chuen Point, at the entrance to Kiaochow Bay. A least depth of 21 feet of water has been found to exist on this shoal at low water of spring tides.

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

W. FERD. TYLER,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 14th October, 1913.

TRANSLATION.

Notification Nos. 726 and 729 of Department of Communications.

No. 726, Tokyo, October 7th, 1913.

SHIMONOSEKI STRAIT.

NOTICE is hereby given that, the Yojibei South-West Lighted Buoy at the western entrance to Shimonoseki Strait, Nagato province, has been removed as follows:—

YOJIBEI SOUTH-WEST LIGHTED BUOY.

Position:—N. 76° E., distant 348 shaku, from the former position.

Magnetic bearings taken from the buoy:—

A conspicuous pine tree on Hiyori-yama.....N. 4° 40' E.

The top of Kasagashira-yamaN. 66° E.

The top of Kirigatani-yamaS. 10° 5' E.

Depth of Water:—About 7 fathoms at L. W. S. T.

No. 729, Tokyo, October 8th, 1913.

GULF OF TOKYO.

NOTICE is hereby given that the Tomioka-Naka-Ne Buoy, off Nagahama, southward of Yokohama harbour, Kanagawa prefecture, which was drifted from its moorings (see notification No. 689 of Department of Communications, September, 1913), has been removed in its due position.

MOTODA HAJIME,
Minister of State for Communications.

TRANSLATION.

Notification No. 736 of Department of Communications.

GULF OF TOKYO.

NOTICE is hereby given that, the Illuminating Apparatus of the Ara-su Lighted Buoy on the east extreme of Ara-su, off Hommoku, outside of Yokohama harbour, having broken, the light is not shown for the present.

Further notice will be given after the light has been relighted.

MOTODA HAJIME,
Minister of State for Communications.

TOKYO, October 11th, 1913.

SOUTH AUSTRALIA.

No. 19 of 1913.

SPENCER GULF.

APPROACH TO PORT AUGUSTA.

MASTERS of Vessels, Pilots, and others are hereby advised that the approach to Port Augusta is now lighted by thirteen (13) "A.G.A." Beacon Lights, as described below and set out as for vessels bound inward to Port Augusta.

No. 1 Beacon, at Two Hummock Point, on the port hand at low-water mark, about $1\frac{1}{2}$ cables S.E. by S. of existing beacon.—The beacon is an open lattice tower, 11ft. high, fixed on top of three wooden piles and painted black. The light is an "A.G.A." flashing white light, flashing 40 flashes per minute, its focal plane being 15ft. above h.w. A green sector shows through an arc of 16° over Douglas Bank. The white light showing through an arc of 196° is obscured on the landward side of the channel, the magnetic bearing of intersection of green and white being N. by W. $\frac{1}{4}$ W. The white does not quite clear Two Hummock Spit by about one cable, but in a line with No. 2 beacon a vessel will pass well clear.

No. 2 Beacon, at Bluff Reach, on the starboard hand, in 35ft. at l.w., about $3\frac{1}{2}$ cables N.W. by W. of existing disc two-pile beacon.—The beacon is similar to that described above, and is painted red. The light is an "A.G.A." flashing white light, flashing 40 flashes per minute, its focal plane being 15ft. above h.w. The light shows through an arc of 215° , and is obscured over Middle Bank and shallow water to eastward of channel. Safe navigable water exists with both Nos. 1 and 2 lights in view.

No. 3 Beacon, at Commissariat Point, on the port hand, in 19ft. at l.w.—The beacon is similar in construction to those previously described, and is painted black. The light is an "A.G.A." flashing green light, flashing 40 flashes per minute, with focal plane 15ft. above h.w., and showing through an arc of 195° , obscured on the landward side of the channel, and indicating safe navigable water with both Nos. 2 and 3 lights in view.

No. 4 Beacon, at Snapper Reach, on the starboard hand, in 24ft. at l.w.—The beacon is similar to those previously described, and is painted red. The light is similar to No. 3, except that it is red and shows through an arc of 215° , and is obscured on the landward side of the channel, indicating safe navigable water with both Nos. 3 and 4 lights in view.

No. 5 Beacon, east of Curlew Island, on the port hand, in 18ft. at l.w., about 200ft. from existing gridiron beacon.—The beacon and light are similar to No. 3, except that the light shows through an arc of 235° , obscured on the landward side of the channel and indicating navigable water with both Nos. 4 and 5 lights in view.

No. 6 Beacon, north of Curlew Island, on the port hand, in 16ft. at l.w.; approximately two cables north of Curlew Island.—The beacon and light are similar to No. 3, except that the light shows through an arc of 210° , and is obscured over the landward side of the channel.

No. 7 Beacon, north of Curlew Point, on the starboard hand, in 18ft. at l.w.; approximately 600ft. S.E. of existing red disc two-pile beacon.—The beacon and light are similar to No. 4, and are both red, the light showing over an arc of 192° , and is obscured on the landward side of the channel.

No. 8 Beacon, near Orchard Point, on the starboard hand, in 19ft. at l.w., about two cables N.W. of existing red disc two-pile beacon.—The beacon and light are similar to No. 4, except that the light shows through an arc of 198° , and is obscured over the landward side of the channel.

No. 9 Beacon (front leading), near Brown's Point, on the starboard hand, in 22ft. at l.w.—The beacon and light are red and similar to No. 4, except that the light shows through an arc of 215° , flashing 60 times per minute, and when in line with its back beacon (No. 10) indicates the centre of the channel in a southerly direction. It shows white over a sector of 10° between No. 11 and the shallow water off Brown's Point, so that vessels passing outwards on the line of Nos. 11 and 10 leads may steer for it when the light changes to white.

No. 10 Beacon (back leading), 800ft. distant from No. 9.—The beacon is similar to those previously described, but is 12ft. higher, and painted *white*. The light is white, flashing 120 times per minute, its focal plane is 27ft. above h.w., and when in line with Nos. 9 or 11 indicates the centre of the channel.

No. 11 Beacon (front leading), at Brown's Point, on the starboard hand, in 20ft. at l.w.—The beacon and light are *red*, and similar to No. 9, the light showing through an arc of 215° at an elevation of 15ft. above h.w., and when in line with No. 10 indicates the centre of the channel in a north-westerly direction. It shows white over a sector of 8° between No. 9 and the shallow water off Brown's Point, and vessels passing inwards on the line of Nos. 9 and 10 leads may leave the line of leads and steer for No. 11 when it changes to white.

No. 12 Beacon, on the starboard hand, about $6\frac{1}{2}$ cables from south end of wharf, in 18ft. at l.w.—The beacon and light are *red*, and similar to No. 4, the light showing through an arc of 200° , and is obscured on the landward side of the channel.

No. 13 Beacon, on the starboard hand, about $1\frac{1}{2}$ cables from the southern end of the wharf, in 12ft. at l.w.—The beacon and light are *red*, and similar to No. 4, the light showing through an arc of 204° , and is obscured on the landward side of the channel.

NOTE.—Where the beacons have been placed near the buoys (hitherto shown on chart) at Nos. 3, 4, 6, and 7, the buoys have been removed. A new chart showing all marks from Douglas Bank to Port Augusta wharf, with the necessary sailing directions, will be issued at once by the Marine Board of South Australia.

This affects Admiralty Charts Nos. 401 and 2380B.

Approximate position of No. 1 Beacon—Lat. $32^\circ 45\frac{1}{4}'$ S.; Long. $137^\circ 49'$ E.

ARTHUR SEARCY,
*President of the Marine Board
and Controller of Harbors.*

Marine Board Offices, Port Adelaide, *September 5th, 1913.*

APPROACHES TO BOMBAY.

FROM 5th to about 25th November, 1913, the Unattended Bombay Floating Light-vessel will be withdrawn from her station and replaced by a Light-vessel painted red and having three masts.

By Day—She will carry a red ball at the main mast head.

By Night—She will exhibit a white light revolving once in every 20 seconds at a height 36 feet above the water line, visible all round the horizon at a distance in clear weather of 10 miles.

ST. L. S. WARDEN,
*Commander, R.I.M.,
Port Officer, Bombay.*

PORT OFFICE,
BOMBAY, 6th October, 1913.