

No. S. 3. NOTICES TO MARINERS.

WESTERN AUSTRALIA—NORTH-WEST COAST.

NOTICE is hereby given that the Master of the s.s. "Kwinana" reports having grounded in Cambridge Gulf, in the following position, *viz.*:—

Pender Point in line with West end of Russell Island, bearing N. 4deg. W., and East end of Otway Island, N. 39deg. E.; both bearings magnetic.

Ship's draught 14ft. 4in. forward and 18ft. 9in. aft, and at the time of grounding it was low water spring tides.

Chart affected.

No. 1388, Cambridge Gulf.

C. J. IRVINE,
Chief Harbour Master.

Harbour and Light Department,
FREMANTLE, 5th November, 1913.

WESTERN AUSTRALIA—NORTH-WEST COAST.

NOTICE is hereby given that on and after 29th October, 1913, an unattended White Light will be exhibited from a steel tower (lattice open work), 53 feet in height from base to vane, erected on the centre of North Sandy Island, Latitude 21deg. 6min. South, Longitude 115deg. 39min. East.

Description of Light.

Double flashing, as follows:—

- 3 seconds light.
- 9 seconds eclipse.
- 3 seconds light.
- 4·5 seconds eclipse.

Height of focal plane, 85 feet. Visible all round 15 miles in clear weather.

Charts affected.

No. 3187—Mangrove Islands to North-West Cape.

No. 1055—Bedout Island to Cape Cuvier.

C. J. IRVINE,
Chief Harbour Master.

Harbour and Light Department,
FREMANTLE, 26th October, 1913.

N.B.—The notice published in the "Government Gazette" of 7th November, 1913, is hereby withdrawn.

SOUTH AUSTRALIA.

No. 22 of 1913.

SPENCER GULF.

Franklin Harbour.

MASTERS of Vessels, Pilots, and others are hereby informed that on after the night of December 1st, 1913, an Unwatched White Light, flashing every two (2) seconds, and showing all round the horizon, will be exhibited from an open iron-work tower, painted red, and surrounded by timber fender piling placed in 12ft. at O.L.W.S. about the centre of the two fathom patch at the entrance to Franklin Harbour, and $2\frac{1}{2}$ cables N.N.E. from the fairway buoy.

The focal plane of the Light is thirty (30) feet above H.W., and it should be visible at a distance of about eight (8) miles in clear weather.

The Beacon is to be kept on the starboard hand entering, and the deepest water in the channel, 18ft. at L.W.S., is about midway between the Beacon and the Buoy.

Approximate position—Lat., 33° 45' S.; Long, 136° 59¼' E.

This affects Admiralty Charts Nos. 2389b and 785.

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

Marine Board Offices, Port Adelaide, *November 18th, 1913.*

No. 563.

CHINA SEA.

TIENTSIN DISTRICT.

ENTRANCE TO THE HAIHO.

*Establishment of River Mouth Leading Marks and Inward and
Outward Turning Transit Marks.*

NOTICE is hereby given that the following aids to navigation have been established, to assist vessels in navigating between the Deep Hole and the entre to the Haiho:—

Two *black* pyramidal Beacons, to be known as the River Mouth Leading Marks, have been established on the northern bank of the Haiho, about 1 mile to the north-westward of the Fort Light.

The high (or rear) Beacon exhibits a *white* light. The low (or front) Beacon exhibits a *red* light. The lights are Fixed, Dioptric, of the Sixth Order. These Beacons in transit mark the channel from the Spit Light-boat toward the entrance to the Haiho, until Central Fort (about 4 cables S.S.W. of Fort Light) is abeam.

Three Beacons, forming two sets of unlighted transit marks, and to be known as the Inward and Outward Turning Transit Marks, have been established in the neighbourhood of the Taku Bar Outer Leading Marks.

The high (or rear) Beacon is a *black* square. The low (or front) Beacons are two *black* pyramids.

The southernmost of these two sets of transit marks—the Inward Turning Transit Marks—indicate, when in line, where an inward-bound vessel should leave the Taku Bar Inner Leading Marks and proceed on the River Mouth Leading Marks. The northernmost of these two sets of transit marks—the Outward Turning Transit Marks—indicate, when in line, where an outward-bound vessel should leave the River Mouth Leading Marks and proceed on the Taku Bar Inner Leading Marks.

The customary withdrawal of the floating aids to navigation during the winter months is not affected by this Notice. The lighting of the several Leading Marks will be continued during the winter.

By Order of the Inspector General of Customs,

W. FERD. TYLER,
Coast Inspector.

THE MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, *20th December, 1913.*

No. 564.

CHINA SEA.

YANGTZE RIVER—SHANGHAI DISTRICT.

APPROACHES TO THE WOOSUNG RIVER: QUARANTINE ANCHORAGE.

QUARANTINE LOWER BUOY MOVED AND ITS CHARACTERISTICS CHANGED.

REFERRING to Special Notice to Mariners No. 408, notice is hereby given that the Quarantine Lower Buoy, Approaches to the Woosung River, has been moved, and its characteristics changed to a *red* Buoy, gas-lighted, showing an occulting *white* light every 8 seconds, thus:—

Light 4 seconds.

Eclipse 4 „

The Buoy is now moored in 36 feet of water at low water of spring tides and marks the lower limit of the Quarantine Anchorage, the southern edge of the shoal to the northward of the Quarantine Anchorage, and the northern side of the channel. From the Buoy, Woosung Lighthouse bears S. 74° W., magnetic, distant 2.64 miles.

By Order of the Inspector General of Customs,

W. FERD. TYLER,
Coast Inspector.

THE MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 24th December, 1913.

List of Unclaimed Telegrams lying in the Eastern Extension Australasia & China Telegraph Company's Office at Hongkong.

A. M. Baldwin Care Lopicque.
Dinwo, Nampakhoangkai.
Dunbar, Grand Hotel.
Forewalk.
Konghing.
Kuanonloong.
Lee Comfort.
Leesiew, Singwoo Onnkee.

Mejanosha.
Navalrai.
Reynders.
Shunkee.
Trahgis.
Tunghingtai.
Yeesounyuen.

J. M. BECK,
Superintendent.

Hongkong, 2nd January, 1914.

List of Unclaimed Telegrams lying in the Great Northern Telegraph Company's Office at Hongkong.

Choonlee.
Knuts.
Reijnders.

Shima Kader S.S. Princess Alice.
Uji.
5940. 0735.

A. B. SÖRENSEN,
Actg. Superintendent.

Hongkong Station, 2nd January, 1914.