

No. S. 331.

NOTICES TO MARINERS.

SPECIAL NOTICE TO MARINERS, No. 546.

CHINA SEA.

CHINKIANG DISTRICT.

Yangtze River—Kiushan Point (Round) Channel Shoaling.

Pitman-King Channel to be marked for Night Navigation.

NOTICE is hereby given that a recent survey of the channels around the Cooper Bank, Yangtze River, shows that the Kiushan Point (Round) Channel has shoaled to 18 feet in the vicinity of Kiushan Point, and also that this channel in general is unsuitable for deep-draught navigation. In the Pitman-King Channel a least depth of 23 feet was found on the Pitman-King Crossing at the western entrance to the channel.

As the Pitman-King Channel now carries the greatest through depth and is more suited and direct for navigation, it is intended that on or about the 28th October, 1919, the following alterations will be made in the marking of this channel so as to make it suitable for navigation by day and night:—

The Kiushan Bank Beacon will be discontinued.

A Light-beacon, to be known as the Pitman Beacon, will be established on the northern coast of Pitman-King Island, to mark a point where vessels make or leave the steep-to coast of the island when navigating between the south-western end of Kiushan Bank and the shoal off the northerly point of Pitman-King Island. This Beacon, which will be situated about 2.4 miles N. 32° W. of Pitman-King Surveying-beacon, will exhibit two *white* unclassified lights hoisted vertically and 6 feet apart.

The Cooper Bank Light-boat will be moved about 2 cables S. 16° W. from its present position, and will then mark the south-eastern extremity of the Cooper Bank. Its characteristics will not be changed.

A Light-beacon, to be known as the Channel Beacon, will be established on the western point of Pitman-King Island. This Beacon, which will be a pole surmounted by a *black* spherical daymark, will exhibit a Seventh Order Fixed *white* Light.

The Pitman-King Crossing Upper and Lower Buoys will be discontinued.

A Light-boat, to be known as the Crossing Light-boat, will be moored in about 19 feet of water on the southern side of the Pitman-King Crossing. This Light-boat will exhibit two *white* unclassified lights hoisted vertically and 6 feet apart.

A *red* and *black* vertically striped Buoy, to be known as the Spit Buoy, will be moored off the western end of the spit on the northern side of the Pitman-King Crossing.

The Big Tree Light-boat will be moved about 1.2 miles S. 45° W. from its present position. It will be then be moored in about 48 feet of water on the southern side of the channel in the western approach to the Pitman-King Crossing, its characteristics remaining unchanged.

CAUTION.

Until the above alterations have been made vessels navigating the Kiushan Point (Round) Channel should proceed with great caution.

All bearings given are magnetic, and depths are those of low water of extraordinary spring tides.

T. J. ELDRIDGE,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 17th October, 1919.

SPECIAL NOTICE TO MARINERS, No. 547.

CHINA SEA.

SHANGHAI DISTRICT.

Yangtze River—Southern Entrance to the Tungchow Channel.

Extension of Shoal—Caution.

NOTICE is hereby given that a preliminary survey of the Tungchow Channel, Yangtze River, shows that the shoal on the western side of the channel between the Corner and Bend Buoys has extended to the eastward, and the channel in the vicinity has also shifted eastwards.

Steps will be taken as soon as possible to readjust the positions of the Buoys in this vicinity to the new direction of the channel. Until these alterations have been made it is recommended that navigators steer carefully from Buoy to Buoy.

T. J. ELDRIDGE,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 17th October, 1919.

NOTICE TO MARINERS, No. 687.

CHINA SEA.

Shanghai District—Yangtze River.

SOUTHERN ENTRANCE TO THE TUNGCHOW CHANNEL.

Buoys Moved.

REFERRING to Special Notice to Mariners No. 547, notice is hereby given that the following Buoys marking the lower (southern) end of the Tungchow Channel, Yangtze River, have been moved so as to mark the new direction of that channel:—

The Corner Buoy has been moved and is now moored in 30 feet of water. From the Buoy, Plover Point Beacon bears S. 1° W., distant 1.54 miles, its characteristics remaining unchanged. This Buoy, as heretofore, marks the eastern side of the southern entrance to the Tungchow Channel.

The Bend Buoy has been moved and is now moored in 30 feet of water. From the Buoy, Plover Point Beacon bears S. 22 $\frac{3}{4}$ ° E., distant 3.87 miles, its characteristics remaining unchanged. This Buoy, as heretofore, marks the eastern side of the lower end of the Tungchow Channel.

All bearings given are magnetic, and depths are those of low water of extraordinary spring tides.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Coast Inspector.

THE MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 20th October, 1919.

NOTICE TO MARINERS, No. 689.

CHINA SEA.

Shanghai District—Yangtze River.

Langshan Crossing to be Abandoned: Buoys to be Removed.

NOTICE is hereby given that on or about the 15th November, 1919, the buoyage of the Langshan Crossing and the channel southward of the Langshan Flats to Plover Point, Yangtze River, will be discontinued.

The abandonment of this channel is consequent on the continued rapid shoaling of the Langshan Crossing, which now has only a depth of 14 feet at low water of spring tides.

The Buoys that will be removed are as follows:—

North Bank Buoy.	Vine Point Buoy.
Langshan Buoy.	Waterman Bank Upper Buoy.
Vine Point Lower Buoy.	Lower Crossing Buoy.
Waterman Bank Buoy.	

So soon as the above Buoys have been removed the Tungchow Channel will be the only officially buoyed fairway between Plover Point and Vine Point.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Coast Inspector.

THE MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 22nd October, 1919.

PUBLIC WORKS DEPARTMENT.

No. S. 284.—The following description and terms of the proposed lease of certain Crown Land at Hok Un, Kowloon, East of Kowloon Marine Lots Nos. 52, 53 and 67, comprising portions of the Foreshore and Sea Bed, are published under the provisions of the Foreshores and Sea Bed Ordinance, 1901.

DESCRIPTION OF THE LOTS PROPOSED TO BE LEASED.

As shewn on plan signed by the Director of Public Works, which can be seen at the Office of the Public Works Department.

PROPOSED TERMS OF THE SALE AND CROWN LEASE.

1. In consideration of the terms agreed upon and upon completion of the reclamation of the Lots to the satisfaction of the Director of Public Works, it is proposed to grant a Crown Lease of the whole of the area edged red on the said plan and having an area of about 138,150 square feet for the term of 75 years, (renewable on the usual terms) commencing from 25th September, 1899.

2. The lease will be subject to and contain all Exceptions, Reservations, Covenants, Clauses, and Conditions usually inserted in the Crown Leases of Marine Lots in the Colony of Hongkong; the lease will also specify the purposes for which the land is leased (*i.e.*, whether for the purpose of reclamation, building dwelling houses, factories, or godowns for the storing of coal or other goods, or whether for any other purpose) and shall contain a provision that in the event of the lessees, their executors, administrators, and assigns, or successors and assigns (as the case may be) failing, at any time during the continuance of the term of the said lease, to use the demised land for the purpose so