

PARTICULARS OF THE LOT.

Registry No.	Locality.	Boundary Measurements.				Contents in sq. ft.	Upset Price.	Annual Crown Rent.
		N.	S.	E.	W.			
Lamma Island Demarcation District No. 6. Lot No. 30.	So Ku Wan.	...	...	...	...	27,870	\$ 70	\$ 0.70

PHILIP JACKS,
Land Officer.

4th February, 1921.

POLICE DEPARTMENT.

No. S. 40.—It is hereby notified that sealed tenders in duplicate, which should be clearly marked "Tender for making Police Khaki Shirts", will be received at the Colonial Secretary's Office until Noon on Friday, the 18th day of February, 1921, for the making up of the undermentioned Khaki Shirts, which is to be completed by the 1st April, for the Hongkong Police Force, *viz.*:—

More or less 300 Shirts for Europeans, Indians, and Chinese.

Khaki Drill will be supplied from the Police Store. The tenderer must specify the amount of Drill that will be required for each shirt for Europeans and Indians and also for Chinese.

No tender will be received unless the person tendering produces a receipt to the effect that he has deposited in the Colonial Treasury the sum of \$50 as a pledge of the *bonâ fides* of his offer, which sum shall be forfeited to the Crown, if such person fails or refuses to carry out his tender, should the tender be accepted.

Form of tender may be obtained at the Colonial Secretary's Office.

For further particulars and pattern of shirt apply at the Office of the Captain Superintendent of Police.

No tender will be received unless written on the required Form.

The Government does not bind itself to accept the lowest or any tender.

P. P. J. WODEHOUSE,
Captain Superintendent of Police.

4th February, 1921.

No. S. 41.

NOTICES TO MARINERS.

No. 282/11.

Wreck Dangerous to Navigation S. W. of Goh Ira.

AFTER having struck a rock the S.S. *Kaao Samut* on the 27th December, 1920, sank S. W. of Goh Ira, at a distance of nearly 1,200 Meters from the Island. About 8 Meters of the ship's two masts are visible above the water, and in night-time a lantern will be

placed on one of the masts. Caution should be shown by navigators, as the light may go out, and there will be some delay in relighting it. The position of the ship, which is lying in the direction East-West, is approximately :—

12° 40' N. lat. }
100° 48' E. long. } Eng. Adm. Chart No. 2720.

By order of the Ministry of Marine,

Captain F. THOMSEN, R.N.,
Hydrographer of the Navy.
Director of the Hydrographic Office.

BANGKOK, 3rd January, 1921.

292/11.

Gulf of Siam—East Coast—Sandpatch S.S.E. of Goh Lan.

By a recent surveying of the fairway outside Lem Pataya a sand-patch with 4 fathoms at lowest water has been found, where the Eng. Adm. Chart No. 2720 indicates 9 fathoms.

The sandpatch lies in the direction N.-S. and has in this direction a length of about 1,180 Metres, and in the direction E-W. a width of about 340 Metres.

Bearings from the patch :—

Highest point of Goh Lan N. 27° W., distance 4½ miles.

Goh Rarng Kwien or Cliff Rock S. 16° W., distance 3·3 miles.

Geographical position in Eng. Adm. Chart No. 2027 (approx.) :—12° 50'·9 N. lat., 100° 27'·5 E. long.

By order of the Ministry of Marine,

Captain F. THOMSEN, R.N.,
Hydrographer of the Navy,
Director of the Hydrographic Office.

BANGKOK, 8th January, 1921.

TRANSLATION.

Notification No. 32 of Department of Communications.

Karafuto.

NOTICE is hereby given that the candle power and visibility of Odomari staff light have been changed as follows since the 26th December, 1920 :—

Odomari Staff Light.

Power :—3,000 candles.

Visibility :—20½ miles in clear night.

UTARO, NODA.
Minister of State for Communications.

TOKYO, January 11th, 1921.

Notification No. 1957 and Nos. 11 and 12 of Department of Communications.

(No. 1957) **S. Coast of Kyushu.**

NOTICE is hereby given that the report has been forwarded by the Kagoshima prefecture regarding to Kagoshima No. 1 and No. 2 buoys, Kagoshima harbour, which have been withdrawn during the repairing works continue.

TOKYO, December 29th, 1920.

(No. 11) **Inland Sea.**

Notice is hereby given that Kodonoshima buoy, Mihara-seto, Inland Sea, had been drifted the other day.

Further notice will be given after the said buoy has been re-moored in its due position.

(No. 12)

Notice is hereby given that Ozonose lighted buoy, Bisan-seto, Inland Sea, (see Notification No. 1609, October, 1920) had been moored as follows on the 29th December, 1920:—

Ozonose Lighted Buoy.

Depth of water:— $6\frac{1}{4}$ fathoms at low water spring tide.

Magnetic bearings taken from the buoy:—

Ogishima Lighthouse	...	...	...	...	...	S. 88° 15' E.
W. point of Megishima	...	...	...	...	...	S. 37° 10' E.
S. E. point of Kotsuchi-shima	...	...	...	...	...	S. 57° 30' W.

UTARO NODA,
Minister of State for Communications.

January 7th, 1921.

SPECIAL NOTICE TO MARINERS, No. 589.

CHINA—EAST COAST.

NINGPO DISTRICT.

Chusan Archipelago—Southern Approaches to Steep Island Pass.

Submerged Wreck Reported.

NOTICE is hereby given that the Dredger *Shanghai* lies sunk in 9 fathoms of water in the Southern Approaches to Steep Island Pass, Chusan Archipelago. The position of the wreck, as reported in a radiogram, is as follows:—

Latitude 30° 09' 03" N., Longitude 122° 30' E.

This position places the wreck clear of the main track of ships, but until further information is received, vessels should navigate the vicinity with caution.

The wreck is presumably totally submerged at all states of the tides.

T. J. ELDRIDGE,
Coast Inspector.

COAST INSPECTOR'S OFFICE,
SHANGHAI, 15th January, 1921.

LOCAL NOTICE TO MARINERS, No. 160.

CANTON DISTRICT.

Fen Shui Tou Light Station Damaged by Fire.

NOTICE is hereby given that the Light-keeper's hut and platform attached to Fen Shui Tou Beacon have been destroyed by fire.

Pending re-erection, a fixed Red Light will, as heretofore, be exhibited from the Dolphin Beacon which remains standing.

ARNOLD HOTSON,
Harbour Master.

HARBOUR MASTER'S OFFICE,
CHINESE MARITIME CUSTOMS,
CANTON, 22nd January, 1921.

Approved:

A. WILSON,
Acting Commissioner of Customs.

SPECIAL NOTICE TO MARINERS, No. 719.

CHINA—EAST COAST.

SHANGHAI DISTRICT.

Shaweishan to Tsingtao (Kiaochow) Route.

Dangerous Wreck in track of Shipping.

NOTICE is hereby given that the S.S. *Shenchau* foundered at sea on the 15th January, 1921, whilst on a voyage from Kwanhokou (Haichow) to the Yangtze River. The master of the vessel reports that the wreck lies in about 7 fathoms of water in the following approximate position:—

Latitude 33° 50' N., Longitude 121° 26' E.

The S.S. *Shenchau* was an iron vessel of 467 tons, and at the time of foundering was loaded with a cargo of salt.

CAUTION.

Mariners are warned that the position given for the wreck is very approximate and the vicinity, therefore, should be navigated with caution.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Coast Inspector.

THE MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 24th January, 1921.

Amended

HARBOUR NOTIFICATION.

No. 3 of 1921.

NOTICE is hereby given that the Superintendent of Customs, with the assent of the Treaty Power Consuls, has declared that all vessels from Hongkong and intermediate ports shall be fumigated on arrival at Shanghai, unless they can show a fumigation certificate not more than three months old.

All ropes connecting such vessels with wharves, pontoons and lighters must be fitted with effective rat-guards.

H. G. MYHRE,
Harbour Master.

Approved:
E. GORDON LOWDER,
Commissioner of Customs.

CUSTOM HOUSE,
SHANGHAI, 27th January, 1921.

SOUTH AUSTRALIA.

No. 4 of 1920.

Smoky Bay.

Waterwitch Channel Buoys.

MASTERS of vessels and others are hereby informed that the outer red buoy is reported to be waterlogged and out of position.

The inner black buoy has broken adrift and is reported to be about $3\frac{1}{4}$ miles E.S.E. of its correct position.

These buoys will be recovered and replaced in the positions shown on chart as soon as possible.

Approximate correct position outer red buoy—Lat., $32^{\circ} 19' S$; long., $133^{\circ} 44\frac{1}{2}' E$.

This affects Admiralty chart No. 1061.

Publications affected—Australia Directory, vol. 1 (1907), page 155; Australian Pilot, vol. 1 (1918), page 112.

No. 7 of 1920.

West Coast, Denial Bay.—Cape Thevenard Jetty.

The attention of masters of vessels, pilots, and others is directed to the following particulars affecting Cape Thevenard Jetty:—

Sailing Directions.

Vessels of over 12ft. draught, bound for Cape Thevenard Harbor, must enter by the western entrance known as the Yatala channel, on the north-west side of St. Peter's Island, to which channel the following directions refer:—

Approaching from the south-westward during daylight, when No. 1 beacon is sighted a course should be set to pass not less than half a cable to the south-eastward of it, and when abreast steer to pass No. 2 beacon on the starboard hand about one cable distant. When past No. 2 steer for just to the northward of No. 4 so as to give as much room as possible for turning short off to port into the straight dredged channel. Nos. 5, 6, and 7, are placed about 40ft. from the western edge of the cutting, therefore must not be approached any closer than that distance. Nos. 3 and 4 beacons in line astern will lead along the centre of the channel which is at present 150ft. wide, but it is intended at an early date to widen it to 250ft. Its depth is 24ft. at L.W.S.T. The flood tide sets across the dredged channel in a north-easterly direction, and the ebb to south-west, but only with slight velocity, probably under half a knot. Passing outwards the directions are the opposite to the above.

When entering after dark, by keeping in the white sectors of Nos. 1 and 2 it will be seen that a vessel is in the channel, and when approaching Nos. 4 and 5, when 4 commences to show red and 5 shows green, the turn to port should be commenced.

NOTE.—*The beacons and lights are in course of erection.* Vessels using the Cape Thevenard Jetty are recommended to moor head to the westward.

For convenience in berthing vessels, two warping buoys are being placed one off the north-west corner, and one off the south-west corner of the jetty, and about 250ft. distant from it. These buoys are being placed on the edge of the dredged channel which they also mark.

Pilotage.

Pilotage is not compulsory, but, if required, a pilot may be obtained by prior arrangement or in answer to a flag signal from the arriving vessel when outside No. 1 beacon.

Lights.

A light of a powerful order for landfall purposes will shortly be established on the highest point of St. Francis Island, also a subsidiary light on Lacey Island.

Approximate position of shore end of the jetty—Latitude $32^{\circ} 9' 4''$ S.; longitude $133^{\circ} 39'$ E.

This affects Admiralty charts Nos. 1061 and 2759B, and Australia Pilot, vol. 1, page 108.

ARTHUR SEARCY,
*Chairman S.A. Harbors Board and
President of the Marine Board of S.A.*

Harbors Board Offices,
ADELAIDE, *November 1st, 1920.*

Gulf of St. Vincent.

No. 8 of 1920.

Glenelg Jetty Light.—Alteration of Light.

REFERRING to notice to mariners, No. 2 of 1917, masters of vessels, pilots, and others are hereby informed that, on and after the night, December 1st, 1920, the existing fixed light at the sea end of Glenelg Jetty will be changed to an A.G.A. flashing light, the sectors of which will remain unaltered.

Position (approximate):—Latitude, $34^{\circ} 58' 50''$ S.; Long., $138^{\circ} 30' 20''$ E.

Structure:—Open ironwork tower painted red.

Character and color:—Flashing, white and red.

Period:—20 flashes per minute.

Sectors:—White between the bearings of $356^{\circ} 53'$ (N. $8\frac{1}{2}^{\circ}$ W. mag.) and $28^{\circ} 53'$ (N. $23^{\circ} 30'$ E. mag.), then red covering the site of the breakwater between $28^{\circ} 53'$ (N. $23^{\circ} 30'$ E. mag.) to $176^{\circ} 53'$ (S. $8^{\circ} 30'$ E. mag.).

Elevation:—26ft above high water.

Visibility:—White, 10 miles; red, $2\frac{1}{2}$ miles.

Remarks:—Light unattended.

Charts Affected:—Admiralty Nos. 1752 and 2389.

Publication Affected:—Australia Pilot, page 290.

ARTHUR SEARCY,
*Chairman S.A. Harbors Board, and
President of the Marine Board of S.A.*

Harbors and Marine Board Offices,
ADELAIDE, *October 1st, 1920.*

COMMONWEALTH OF AUSTRALIA.

LIGHTHOUSE SERVICE.

1920. No. 27.

The Astronomical positions are only approximate unless seconds are given. The bearings are given both True and Magnetic, and those relating to lights are from seaward. The visibility of lights is that in clear weather. Fog signals are sounded only in thick or foggy weather. The elevation given is the height of focal plane above high water.

Australia—South Coast—Spencer Gulf.

Wardang Island Light—Amendment to Notice No. 26 of 1920 re Position of Light.

MARINERS and others are hereby notified that the undermentioned position is to be substituted for that given in Notice to Mariners No. 26 of 1920.

Position :—On the summit of Wardang Island (107 ft.), at a distance of $6\frac{1}{2}$ cables, 325° (N. 40° W. Mag.), from the position shown on Chart No. 752.—Lat. $34^{\circ} 30'$ S., Long. $137^{\circ} 21'$ E.

Variation :— 5° E.

Charts affected :—Admiralty Chart No. 752—Port Victoria.
 „ „ 2389—St. Vincent and Spencer Gulfs.

By direction,

PERCY WHITTON,
Acting Comptroller-General of Customs.

JOSHUA F. RAMSBOTHAM,
Director of Lighthouses.

Department of Trade and Customs,
 MELBOURNE, 24th December, 1920.

PUBLIC WORKS DEPARTMENT.

No. S. 29.—It is hereby notified that the following Sale of Crown Land by Public Auction will be held at the Offices of the Public Works Department on Monday, the 7th day of February, 1921, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No. *	Locality.	Boundary Measurements.				Contents in sq. ft.	Annual Rental.	Upset Price.
			N.	S.	E.	W.			
			feet.	feet.	feet.	feet.	\$	\$	
1	Kowloon Inland Lot No. 1407.	North of Kowloon Inland Lot No. 1282, Portland Street.	67	67	122' 7"	122' 7"	8,213	94	4,928

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones required to define the Lot and \$30 for the Crown Lease.

W. CHATHAM,
Director of Public Works.

21st January, 1921.