

No. S. 104.

NOTICES TO MARINERS.

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The Master of S.S. *Mattawa* reports that he has passed a capsized junk in Lat. 21° 34' N. Long. 113° 5' E. which is dangerous to navigation.

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

HARBOUR DEPARTMENT,  
HONGKONG, 28th March, 1922.

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H.M.S. *Merlin* will be surveying in the vicinity of Kiev Bank, in Latitude 10° 02' N., Longitude 110° 00' E., between the 24th April and the 3rd of May.

During this period floating beacons which will not be lit at night may be moored in the vicinity of the Bank, and H.M.S. *Merlin* may also be at anchor on the Bank. She will display the marks for a telegraph ship at work whilst surveying. Mariners are requested to avoid this area during the period referred to above.

F. L. DUFF,  
*Admiral,*  
Commander-in-Chief.

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No. 9 of 1922.

**INDIA—EAST COAST—BIMLIPATAM.**

*Alteration in Character of Light.*

The alteration in the character of the Light at Bimlipatam mentioned in Notice to Mariners No. 52 of 1921, is postponed until further orders, and the present occulting Light will be continued as usual.

MADRAS, 8th February, 1922.

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No. 10 of 1922.

**INDIA—EAST COAST—MASULIPATAM.**

*Alteration in Character of Light.*

The alteration in the character of the Light at Masulipatam mentioned in Notice to Mariners No. 54 of 1921 is postponed until further orders, and the present occulting Light will be continued as usual.

MADRAS, 8th February, 1922.

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No. 11 of 1922.

**INDIA—EAST COAST—CUDDALORE.**

*Alteration in Character of Light.*

The alteration in the character of the Light at Cuddalore mentioned in Notices to Mariners Nos. 49 and 65 of 1921 is postponed until further orders, and the present occulting Light will be continued as usual.

MADRAS, 8th February, 1922.

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No. 12 of 1922.

**INDIA—EAST COAST—NEGAPATAM.**

*Alteration in Character of Light.*

The alteration in the character of the Light at Negapatam mentioned in Notices to Mariners Nos. 51 and 66 of 1921 is postponed until further orders, and the present occulting Light will be continued as usual.

MADRAS, 8th February, 1922.

No. 13 of 1922.

**INDIA—WEST COAST—CALICUT.**

*Alteration in Character of Light.*

The alteration in the character of the Light at Calicut mentioned in Notice to Mariners No. 67 of 1921 is postponed until further orders, and the present occulting Light will be continued as usual.

MADRAS, 8th February, 1922.

No. 17 of 1922.

**INDIA—WEST COAST—CANNANORE.**

*Extinction of Light.*

It is hereby notified that, owing to the Lighthouse tower being in danger from erosion of the sea, the present occulting light at Cannanore will be extinguished on the 1st June next, and will not be relit again.

Particulars of the abandoned Light are as follows :—

Position.—Latitude  $11^{\circ} 51'$ .

Longitude  $75^{\circ} 22'$ .

Character of Light.—White—Group Occulting, Four eclipses of five and a half seconds each. Light between eclipses six seconds; between groups twenty seconds.

Description of Tower.—Grey cement tower.

Height and Range.—66 feet above high water.

Visible 11 miles in clear weather.

Arc of illumination.—Visible from  $317^{\circ}$ , through north, to  $119^{\circ}$ .

Charts affected.—747, 2737, 827, 70.

Publication.—West Coast of India Pilot of 1909, page 145.

List of Light houses and Light vessels in British India.

Remarks.—Nil.

G. H. FINNIS, Captain, R.I.M.,  
*Offg. Presidency Port Officer.*

PRESIDENCY PORT OFFICE,  
MADRAS, 9th February, 1922.

COMMONWEALTH OF AUSTRALIA.

LIGHTHOUSE SERVICE.

1922. No. 1.

*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—EAST COAST.

POINT STEPHENS LIGHT—Intended alteration in  
Character (Experimental).

Mariners and others are hereby notified that the Alternating Flashing White and Red Light on Point Stephens will be experimentally replaced by a Group Flashing White Light (U) on or about 1st July, 1922.

Position.—200 yards from extreme south side of entrance.  
Lat. 32° 45' S.; Long. 152° 12' E. on Chart No. 1070.

Details.—The Alternating Flashing White and Red Light will be replaced by a Light having the following characteristics:—

Character.—Group Flashing White Light showing three flashes every fifteen seconds, thus:

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{3}{10}$ sec.	$2\frac{2}{10}$ sec.	$\frac{3}{10}$ sec.	$2\frac{2}{10}$ sec.	$\frac{3}{10}$ sec.	$9\frac{7}{10}$ secs.

Visibility.—17 miles.  
Power.—20,000 candles.

Remarks.—The light will be unwatched.  
The other details of the light will remain unchanged.

Charts affected.—

- Admiralty Chart No. 1070 —Port Stephens.
- "    "    1021 —Port Jackson to Port Stephens.
- "    "    1024 —Port Stephens to Tacking Point.
- "    "    3622 —Port Jackson to Cape Byron.
- "    "    2759b—Australia, Southern portion.
- "    "    780 —Pacific Ocean, South-west sheet.
- "    "    788 —Melbourne to Cape Horn, Western sheet.

Publications affected.—

- Admiralty List of Lights and Time Signals, Part VI., 1921, No. 2566.
- Australia Pilot, Vol. III., 1916, page 61.
- Sailing Directions for the Coast of New South Wales, Second edition, 1920, pages 68 and 110.

By direction,

PERCY WHITTON,  
*Acting Comptroller-General of Customs.*

JOSHUA F. RAMSBOTHAM,  
*Director of Lighthouses.*

Department of Trade and Customs,  
MELBOURNE, 3rd February, 1922.

TRANSLATION.

*Notifications Nos. 316 and 343 of Department of Communications.*

**N. W. COAST OF HONSHU.**

Notice is hereby given that the report has been received from Ishikawa Prefecture regarding the light of Fukura Lighthouse, entrance to Fukura Harbour, Ishikawa Prefecture, which have been changed its power & visibility as follows since the 21st of February, 1922.

TOKYO, *25th February, 1922.*

**Fukura Lighthouse.**

Power.—200 candles.

Visibility.—13 nautical miles in clear night.

N. B. Positions &c. remain unchanged.

(No. 343)

**SHIMONOSEKI STRAIT.**

Notice is hereby given that Hayatomosero Lighted Wreck Buoy in Hayatomosero, E. entrance to Shimonoseki Strait, Inland Sea, has been withdrawn on the 25th February, 1922.

TOKYO, *2nd March, 1922.*

UTARO NODA,

*Minister of State for Communications.*

Issued by the Lighthouse Bureau, Yokohama, Japan.

TRANSLATION.

*Notification No. 37 of Government-General of Chosen.*

**S. COAST OF CHOSEN.**

Notice is hereby given that the following newly established temporary beacon lights will be shown on and after the 1st March, 1922, to mark the limits of foundations of wharves under construction of No. 1 and No. 2 piers in Fuzan Harbour, and at the same time Fuzan Temporary Beacon light be withdrawn.

**Fuzan-ko No. 1 Pier Temporary Beacon Light.**

Position.—North-east of No. 1 pier of Fuzan-ko.

Lat.  $35^{\circ} 6' 11''$  N., Long.  $129^{\circ} 2' 35''$  E.

Description.—Wooden post painted white.

Height of light.—8 “shaku” above the mean sea level.

Character.—Fixed red light.

Illuminated arc.—The whole horizon.

Visibility.—1 nautical mile in clear night.

**Fuzan-ko No. 2 Pier Temporary Beacon Light.**

Position.—North-east of No. 2 pier of Fuzan-ko.

Lat.  $35^{\circ} 6' 18''$  N., Long.  $129^{\circ} 2' 40''$  E.

Description.—Wooden post painted white.

Height of light.—8 “shaku” above the mean sea level.

Character.—Fixed red light.

Illuminated arc.—The whole horizon.

Visibility.—1 nautical mile in clear night.

BARON MAKOTO SAITO,

*Governor-General of Chosen.*

Issued by the Lighthouse Bureau, Yokohama, Japan.

KELJO, *February 25th, 1922.*

TRANSLATION.

Notification No. 45 of Government-general of Chosen.

W. COAST OF CHOSEN.

Notice is hereby given that the following beacon light and beacons have been established in Jinsen-ko, and at the same time the original temporary beacon lights, beacons and posts been withdrawn. (See Notifications of Government-general of Chosen No. 374 of 1913, Nos. 244 and 582 of 1914, Nos. 155 and 237 of 1918).

Jinsen-ko Temporary Beacon Light and Beacons.

Name	Position. Latitude N. Longitude E.	Character of light.	Candle power.	Height of light in "shaku."		Distance visible, in nautical miles.	Description of structure.	True Bearings within which light is visible.	Remarks.
				Above base.	Above mean sea level.				
JINSEN Beacon Light.	S. of Shogetsu- bito Light- house. 37° 27' 28" 126° 36' 27"	Fixed, red.	.....	15	.....	1	Circular wood- en post, sup- porting a lantern.	The whole horizon.	Vessels passing between Jinsen Beacon Light and Sato should take caution the break-water being under con- struction.
JINSEN Beacon. No. 1 ..... No. 2 ..... No. 3 ..... No. 4 .....	On the hill, E. of Jinsen Railway Station.	.....	.....	.....	.....	.....	Red and white horizontal bands, cir- cular wood- en post, surmounted by a spher- ical top mark.	.....	The straight line passing through the No. 1 and No. 2 beacons shows the south-east side of dredging limit. The positions of the beacons will be changed according to the progress of dredging work. The straight line passing through the No. 3 and No. 4 beacons shows the north-west side of dredging limit. The positions of the beacons will be changed according to the progress of dredging work.
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BARON MAKOTO SAITO,  
Governor-general of Chosen.

Issued by the Lighthouse Bureau, Yokohama, Japan.

KEIJO, March 1st, 1922.

LOCAL NOTICE TO MARINERS, No. 142.

FOOCHOW DISTRICT.

**Conservancy Works in the Min River Between Nantai  
Harbour and Kushan Point.**

With reference to Notice No. 1 of 1920, notice is hereby given that certain marks on training works are to be changed, as follows:—

Kushan Training Wall. Pending the installation of permanent beacons and lights, there will be placed three additional Red Beacons, making seven altogether, on this training wall. The position of the two end beacons will not be changed and the remaining beacons will be spaced at nearly equal distances along the training wall. Each beacon will carry a single Red Light at night.

J. D. CUSH,

*Actg. Asst. Harbour Master.*

Approved:

PERCY R. WALSHAM,  
*Commissioner of Customs.*

CUSTOM HOUSE,  
FOOCHOW, 15th March, 1922.

SPECIAL NOTICE TO MARINERS, No. 623.

**CHINA—EAST COAST.**

SHANGHAI DISTRICT.

**Yangtze River—Tsungming Crossing.**

*Decreased Depths—Buoys to be Moved—Caution.*

Notice is hereby given that a recent re-sounding of the Tsungming Crossing, North Channel Entrance to the Yangtze River, shows that the Crossing has shoaled and that there is now a least depth of 12 feet between the Crossing and West Spit Buoys.

As no alternative channel is yet available, the following buoys making the present Crossing will be moved on or about the 21st March 1922 to provide a crossing with a least depth of 14 feet:—

The Crossing Buoy will be moved about  $2\frac{1}{2}$  cables S.  $74^{\circ}$  E. from its present position, its characteristics remaining unchanged.

The West Spit Buoy will be moved about 6 cables S.  $84^{\circ}$  E. from its present position, its characteristics remaining unchanged.

**Caution.**

Mariners are warned that the Tsungming Crossing may be expected to shoal gradually, and that vessels should therefore navigate the vicinity with caution.

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

T. J. ELDRIDGE,  
*Coast Inspector.*

THE MARITIME CUSTOMS,  
MARINE DEPARTMENT,  
SHANGHAI, 16th March, 1922.

NOTICE TO MARINERS, No. 749.

**CHINA.**

CHINKIANG DISTRICT—YANGTZE RIVER.

**Demodocus Channel—Western Entrance.**

*Characteristics of Buoy Changed.*

Notice is hereby given that the characteristics of the buoy marking the north side of the western entrance to Demodocus Channel, Yangtze River, have been changed from a red spherical buoy to a red conical buoy.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,  
*Coast Inspector.*

THE MARITIME CUSTOMS,  
MARINE DEPARTMENT,  
SHANGHAI, 16th March, 1922.

NOTICE TO MARINERS, No. 750.

**CHINA—EAST COAST.**

SHANGHAI DISTRICT—YANGTZE RIVER.

**North Channel Entrance—Tsungming Crossing.**

*Light-buoys Moved—Caution.*

Referring to Special Notice to Mariners No. 623, notice is hereby given that, owing to the shoaling of the western end of the Tsungming Crossing, North Channel Entrance to the Yangtze River, the following buoys have been moved:—

The Crossing Light-buoy has been moved, and, from the new position of the buoy, Middle Island Beacon bears S.  $19\frac{1}{2}^{\circ}$  E., distant 2.91 miles, its characteristics remaining unchanged.

The West Spit Light-buoy has been moved, and, from the new position of the buoy, Middle Island Beacon bears S.  $73^{\circ}$  E., distant 3.96 miles, its characteristics remaining unchanged.

**Note.**

The position of Middle Island Beacon referred to above is that advertised in Notice to Mariners No. 746, dated 11th February, 1922.

**Caution.**

The Crossing as now buoyed provides a passage with a least depth of 14 feet, but a gradual shoaling may be expected, and mariners are warned to navigate the vicinity with caution.

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,  
MARINE DEPARTMENT,  
SHANGHAI, 23rd March, 1922.