

No. S. 406.

NOTICES TO MARINERS.

A notification has been received from the Commandant Armed Cruiser *Jules Ferry* reporting that an overturned junk was observed on 29th November, 7.30 a.m. in Lat. $22^{\circ} 25' 5''$ N. and Long. $115^{\circ} 07'$ E.

The following report dated 30th November, 1924, has been received from the Master of S.S. *Siberia Maru* :—

“Observed a raft (about 25 feet long) drifting in Lat. $22^{\circ} 22'$ North. Long-
 $115^{\circ} 01'$ East”.

The following report dated 1st December, 1924, has been received from the Master of S.S. *Soudan* :—

“S.S. *Soudan* $22^{\circ} 24'$ N., $114^{\circ} 57'$ E. passed heavy baulk timber about 30 feet long
14.50 g.m.t. dangerous to Navigation.”

HONGKONG, 1st December, 1924.

The following report dated 2nd December, 1924, has been received from the Master of S.S. *Achilles* :—

“Navigation warning.

At 5.20 g.m.t. passed a water logged junk about 50 feet in length in
approx. Lat. $22^{\circ} 13'$ North, Long. $114^{\circ} 55'$ East.”

G. F. HOLE, Lieut.-Comdr., R.N.,
Harbour Master, &c.

HARBOUR MASTER'S DEPARTMENT,
HONGKONG, 2nd December, 1924.

SPECIAL NOTICE TO MARINERS, No. 716.

CHINA—KWANTUNG PENINSULA.

DAIREN.

Light Discontinued.

Notice is hereby given that the Japanese Harbour Authorities at Dairen, in a Notification dated 18th November, 1924, have issued the following information :—

The North Light on the North Breakwater at the East Entrance to Dairen Harbour will be discontinued owing to damage to the cable line, and no light will be exhibited until further notice.

SHANGHAI, 25th November, 1924.

No. 717.

CHINA.

SHANGHAI DISTRICT.

Approaches to the Yangtze River.

Side Saddle : Table of Predicted Tides for the year 1925.

Notice is hereby given that a Table of Predicted Tides for Side Saddle, Approaches to the Yangtze River, for the year 1925, is now procurable at the Coast Inspector's Office. Price \$2.

These tables predict the times and heights of high and low water and give general information for the Approaches to the Yangtze River.

B. H. GOWING,
Deputy Coast Inspector
(for Coast Inspector.)

THE MARITIME CUSTOMS,
MARINE DEPARTMENT,
SHANGHAI, 28th November, 1924.

HARBOUR NOTIFICATION:

No. 27 of 1924.

Junk sunk off Kao Chiao Creek.

Notice is hereby given that a large junk lies sunk in the Whang Poo, opposite the mouth of Kao Chiao Creek.

From No. 5 Astraea Channel Buoy the junk bears N. 19° W. distant about 1,600 feet. The mast is visible above water.

A mark boat has been moored riverward of the wreck. On it a green flag is exhibited by day; and a green light over a white light by night.

A. HOTSON,
Harbour Master.

Approved:
L. A. LYALL,
Commissioner of Customs.

CUSTOM HOUSE,
SHANGHAI, 29th November, 1924.

LOCAL NOTICE TO MARINERS No. 231.

CHINA SEA.

TIENTSIN DISTRICT.

GULF OF PECHILI.

Winter Navigation of Taku Bar and of the Haiho; system of supplying information concerning Ice in the Gulf of Pechili.

There being a depth of 7' 0" T.D. on the Taku Bar Channel and the average tidal rise for the winter months being about 7 ft., a depth of 14' 0" may therefore be expected at ordinary high water, and the following arrangements for the winter navigation of the Taku Bar and the Hai Ho have been made:—

Ice-breaker as Light-vessel.

After the removal of the light-ship *Taku*, on or at any time after the 1st December, her place will be taken permanently by an ice-breaker showing the following signals:—

By day—A black spherical day-mark.

By night—A white light flashing every 12 seconds, thus:—

Light 1.5 seconds

Eclipse 10.5 Seconds

and visible in clear weather all round the horizon for a distance of 10 miles.

During foggy or thick weather a gong will be sounded at intervals of one minute when the fog signal of a vessel in the neighbourhood, showing that she is under way, is heard.

Ice Conditions.

When ice exists, information concerning conditions will be telegraphed to Chefoo and Dairen. Vessels bound for Taku should call at one of these ports for it.

A vessel arriving off Taku, whose agent has given the necessary notice as laid down herein, will, if conditions permit, find an ice-breaker with pilot on board awaiting her arrival.

An ice-breaker will, if necessary, lead the way in, and, in doing so, will make such instructive signals concerning the steamer's action as the ice-master considers desirable.

It should be understood that when the ice-master makes such a signal the master of a following steamer is free to use his discretion as to obeying that signal so far as considerations concerning the safety of his own vessel are concerned. It would, however, be well for him to consider what would be the effect of disregarding the signal if that disregard affected the safety of the ice-breaker or of a third vessel.

It should be clearly understood that the Harbour Authorities, under whose control the ice-breakers operate, incur no responsibility in respect to accidents which may happen in the process of following an ice-breaker. A vessel accepting the services of an ice-breaker in the above conditions does so always at her own risk.

PARTICULARS.

Ice-breaker Signals.

An ice-breaker leading the way and steamers following shall make use of the following signal:—

One short blast meaning I am altering my course to starboard.

Two short blasts " " " " port.

Three short blasts " My engines are going astern.

One long blast " { (a) Can I pass ahead of you?
(b) (From an ice-breaker ahead) you are requested to pass ahead of me.

Three long blasts " Come on.

Five long blasts " Keep back.

A vessel requiring the assistance of an ice-breaker should make the following signal:—

By day.—A pennant with two balls beneath it; also a succession of one long and three short blasts on the whistle or siren.

By night.—Three lights in a vertical line one over the other not less than 6 feet apart, of which the highest and lowest are *white* and the middle one *red*; also a succession of one long and three short blasts on the whistle or siren.

Pilots.

Masters are warned against the danger of taking their vessels over the Taku Bar during the winter season without a pilot.

Vessels whose agents have given the necessary notice as laid down herein, will, if conditions permit, find an ice-breaker with pilot on board awaiting their arrival.

Notice by Agents.

Steamer agents are requested to make arrangements with their agents at Chefoo and Dairen that the following information is telegraphed to "Customs, Taku"

- (a.) Date and time of steamer's departure from Chefoo or Dairen.
- (b.) Time of steamer's expected arrival of Taku.

Ice Information.

Ice telegrams, giving information of the ice conditions at Taku, Chinwangtao, and—as far as can be ascertained—in the Gulf, will be sent daily from Taku and Chinwangtao and will be posted at the Harbour Offices at Chefoo, Taku, and Tientsin. They will also be sent to Dairen.

Masters of steamers are requested to co-operate in this matter by reporting the ice conditions met with to the Harbour Masters at Tientsin, Chinwangtao, and Chefoo immediately on arriving at one of these ports. Such reports will be posted.

To facilitate the making of these reports a special book of forms will be supplied on application to any of the Harbour Offices mentioned.

Masters of Steamers are further requested to co-operate by making it a routine practice to signal to passing steamers the ice conditions experienced. The following special signals should be used for the purpose.

Ice Signals.

The nature of the numbered signals is given in Part III.

Part I.—Signals concerning Taku and the Gulf.

Signal No. 1.	No ice.	} At Taku Bar.
" " 2.	Ice conditions favourable.	
" " 3.	" " difficult.	
" " 4.	" " very difficult.	
" " 5.	" " impracticable.	
Signal No. 6.	No ice.	} In the Gulf.
" " 7.	Ice conditions favourable.	
" " 8.	" " difficult.	
" " 9.	" " very difficult.	
" " 10.	" " impracticable.	

Part II.—Signals concerning Chinwangtao.

The following signals are to be made in conjunction with a square flag or a red light at one of the mastheads:—

Signal No. 1.	No ice.	} At Chinwangtao.
" " 2.	Ice conditions favourable.	
" " 3.	" " difficult.	
" " 4.	" " very difficult.	
" " 5.	" " impracticable.	
Signal No. 6.	No ice.	} Off Chinwangtao.
" " 7.	Ice conditions favourable.	
" " 8.	" " difficult.	
" " 9.	" " very difficult.	
" " 10.	" " impracticable.	

Part III.—Nature of Signals.

The signal numbers correspond to certain "dots" and "dashes" as shown hereunder. These "dots" and "dashes" can be signalled by one or the other of the following means:—

- (a.) By short and long blasts on the steamer's whistle or siren.
- (b.) By short and long flashes of a signal lamp.

(c.) By a hoist of flags in which "dots" are represented by any square flag and "dashes" by any pennant.

Signal No. 1.	● — — — —	Signal No. 6	— ● ● ● ●
" " 2.	● ● — — —	" " 7	— — ● ● ●
" " 3.	● ● ● — —	" " 8	— — — ● ●
" " 4.	● ● ● ● —	" " 9	— — — — ●
" " 5.	● ● ● ● ●	" " 10	— — — — —

These signals, if made by blasts or by flashes, should be repeated several times while the vessels are passing.

TIENTSIN, 15th November, 1924.

No. 233.

Lighter "Hsishan" sunk off Taku Bar.

Notice is hereby given that the lighter *Hsishan* lies sunk in 12 feet L. W. O. S. off Taku Bar.

From the Entrance Buoy the sunken lighter bears S. 18° W. magnetic distant 5 cables.

R. OLIVER RUTHERFURD.
Harbour Master.

Approved:
R. C. GUERNIER,
Commissioner of Customs

CUSTOM HOUSE,
TIENTSIN, 20th November, 1924.

COLONIAL SECRETARY'S DEPARTMENT.

No. 645.—Notice is hereby given that the Governor proposes to make an order under the Streets (Alteration) Ordinance, 1923, for the altering of that portion of the scavenging lane between Kowloon Inland Lot No. 209, Battery Street, and Kowloon Inland Lot No. 208, Canton Road, so as to exclude from such lane so much as is not required to provide a width of 6 feet measured from the present western boundary line of the said lane.

Any person objecting to the proposed order must send his objection in writing to the Colonial Secretary so as to reach the office of the Colonial Secretary not later than the 12th day of December, 1924.

Such objection must state the reasons therefor and specify the property with regard to the ownership or occupation of which such objection is made and the interest therein of the objector.

CLAUD SEVERN,
Colonial Secretary.

21st November, 1924.

布政使施 為

布告事照得 督憲現欲按照

一千九百二十三年更改街道

則例發給命令將間於炮臺街

九龍內地段第二百零九號及

廣東道九龍內地段二百零八

號之清掃小巷一部份更改以

期將該巷由其現在西便界線

起備足六英尺外餘剩之地割

出如有不願此項命令頒發者

須繕稟准于本年十二月十二

號以前遞到本署並須將其不

願理由及其產業關於管業或

居住情形暨其一切權利叙明

此佈

一千九百二十四年

十一月 廿一號示