

the Governor or by any officer authorised by him in writing, to re-enter on the land, foreshores and Sea beds included in and demised by such Lease or any portion thereof in the name of the whole, and thereupon the same shall be forfeited to and vest in the Crown; the Lease will also contain in particular a reservation to the Crown of all mines and minerals under the demised land. The Lease will also contain a proviso that the Lessee is to have the option of renewing the Lease for a further term of 75 years at a re-assessed Crown Rent to be fixed by the Surveyor of His Majesty the KING.

3. The Lessee of the Lot will also have to pay the sum of \$12 for boundary stones required to define the Lot, and \$30 for the Crown Lease.

No. S. 97.—Notice is hereby given under Section 3 of The Foreshores and Sea Bed Ordinance, 1901, that all persons having any objections to the granting of the lease as above described must send in particulars of their objections in writing to the Colonial Secretary before the expiration of a period of one month from the 20th day of March, 1925, and all such objections will be considered by the Governor in Council.

And notice is also given that if after the expiration of such period of one month the Governor in Council shall declare it to be expedient to grant a lease of the said lot, such lot will be leased, and that the Crown Lease of the lot shall be deemed to demise to the lessee the foreshores or sea beds included in such lease free and discharged from all rights, privileges, profits-à-prendre, and easements, whether public or private, which may have existed or may be claimed in or over such foreshore and sea bed, so far as is necessary for carrying out the purpose for which the land is leased.

HAROLD T. CREASY,
Director of Public Works

20th March, 1925.

No. S. 98.

NOTICES TO MARINERS.

The following report dated 13th March, 1925, has been received from the Master, S.S. *Tjimanoeck* :—

“Passed capsized derelict junk 22.21 N. 114.53 East 13th March.”

HONGKONG, 14th March, 1925.

The following report dated 16th March, 1925, has been received from the Master S.S. *Tango Maru* :—

“Passed derelict junk at 11.40 a.m. 16th Lat. 23.40 N. Long 117.47 E.”

HONGKONG, 17th March, 1925.

The following report dated 16th March, 1925, has been received from the Master, S.S. *Yu Sang* :—

“At 10.30 a.m. on the 16th inst. in Lat. 22° 18 $\frac{3}{4}$ ' N. Long 114° 47' E. I passed the wreckage of a junk—a danger to navigation.”

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

HARBOUR MASTER'S DEPARTMENT,
HONGKONG, 18th March, 1925.

No. 15 of 1925.

INDIA—WEST COAST—ADIRAMPATNAM.

Replacement of Light.

It is hereby notified that on and from 30th March 1925, the globular anchor light exhibited from the Port Flagstaff near the Custom House, as a guide to vessels approaching the Port at night, will be replaced by a 6th order Dioptric Light.

Position—Latitude 10° 20' North. Longitude 79° 22' East.

Character of apparatus and light—6th Order Dioptric Fixed white.

Description of building—Wooden mast, painted white.

Height and range—50 feet above high water. Range about 8 miles.

Arc of illumination—All directions seaward.

Charts affected—General Charts Nos. 828 and 68 (a).

Publication—Bay of Bengal Pilot. Fifth edition, 1921, page 186.

List of Lights and Light vessels, etc., of British India.

List of Lights and Lighthouses of the Madras Presidency.

Authority—Presidency Port Officer, Madras.

C. R. CAMPBELL, Captain, R.I.M.,
Presidency Port Officer.

PRESIDENCY PORT OFFICE,
MADRAS, 30th January, 1925.

SPECIAL NOTICE TO MARINERS No. 722.

CHINA—YANGTZE RIVER.

SHANGHAI DISTRICT.

North Channel Entrance—Tsungming Crossing.

Decreased depths—Buoys to be moved.

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.

As no alternative channel is yet available, the following buoys marking the present Crossing will be moved on or about the 20th March, 1925, to provide a crossing with a least depth of water of 14 feet.

Shoal Light-buoy will be moved about 1.5 cables S. 9½° W. from its present position, its characteristics remaining unchanged.

West Spit Light-buoy will be moved about 5.8 cables S. 60½° E. from its present position, its characteristics remaining unchanged.

CAUTION.

Mariners are warned that the Tsungming Crossing is in a condition of rapid change and should be navigated with extreme caution.

All bearings are magnetic and depth given is at low water of extraordinary spring tides.

SHANGHAI, 6th March, 1925.

No. 723.

CHINA—EAST COAST.

Yangtze River—North Channel Entrance.

Light-buoy to be established.

Notice is hereby given that on or about the 31st March, 1925 a light-buoy, painted red, to be known as the Shaweishan Buoy, and showing an occulting white light every 8 seconds, thus—

Light	4 seconds.
Eclipse... ..	4 „

will be established to mark the northern side of the fairway between Shaweishan Lighthouse and Drinkwater Buoy. From the buoy, Shaweishan Lighthouse will bear N. 81° E., magnetic, distant about 6.1 miles.

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

THE MARITIME CUSTOMS,
MARINE DEPARTMENT,
SHANGHAI, 10th March, 1925.

Singapore Harbour.

Breakwater (Inner South Mole).

On the 1st April, 1925, the oil lamps showing 2 Red and 2 Green Lights vertically, on respectively the Northern and Southern ends of the Mole will be replaced by Single-AGA Lights (carried on a broad steel Tower 24 feet in height) of the following characteristics:—

Northern end.—One Red Light showing a single flash every 5 seconds visible for a distance of about 10 miles viz:—

Duration of flash	$\frac{1}{2}$ second.
Duration of eclipse	$4\frac{1}{2}$ seconds.

Southern end.—One Green Light showing a single flash every 5 seconds visible for a distance of about 10 miles viz:—

Duration of flash	$\frac{1}{2}$ second.
Duration of eclipse	$4\frac{1}{2}$ seconds.

The focal plane of each light is 33 feet above H.W.O.S.T. and the Towers are painted the same colour as the lights shown, viz:—

<i>Northern Tower</i>	Red.
<i>Southern Tower</i>	Green.

Charts affected 1994, 1995 and 2403.

JOHN E. EDWARDS, Captain, R.N.R.,
Acting Master Attendant, Straits Settlements.

MASTER ATTENDANT'S OFFICE,
SINGAPORE, 9th March, 1925.