

No. S. 114.

NOTICES TO MARINERS.

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With reference to Government Notification No. S. 103, it is hereby notified that the following further notice dated 26th March has been received from the Captain of the Port of Macao :—

The “Aga” Light marking the entrance to the Channel north of the mark, having sustained damage through a junk having come into collision with it, Steamers entering or leaving the port of Macao are warned that the Lighthouses will not operate for some days whilst repairs are being effected. It is therefore indispensable that navigation in its proximity should be undertaken with the greatest care.

HONGKONG, 28th March, 1925.

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It is hereby notified that the following message has been received from the Master of S.S. *Anyo Maru* :—

Met a drifting, capsized Junk about 40 feet in length in Lat. 22° 23' N., Long. 115° 14' East. No persons on board.

HONGKONG, 30th March, 1925.

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It is hereby notified that the following message has been received from the Master of S.S. *West Sequana*, March 30 :—

Sighted large water-logged junk bearing 126 degrees true distance six miles from Ochsen Island mast about six feet above water 24° 56' N., 119° 32' 30" E.

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It is hereby notified that the following notice dated 28th March, 1925, has been received from the Captain of the Port of Macao :—

**Marking Entrance to Channel North of the Bar.**

Navigators are hereby informed that the “Aga” Light previously fixed on a wooden structure marking the entrance to channel N. of the Bar has been provisionally installed on a Lighter moored about 50 metres from the wooden structure.

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

HARBOUR MASTER'S DEPARTMENT,  
HONGKONG, 31st March, 1925.

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No. 818.

**CHINA—YANGTZE RIVER.**

SHANGHAI DISTRICT.

**North Channel Entrance—Tsunghing Crossing.**

*Buoys Moved.*

Referring to Special Notice to Mariners No. 722, notice is hereby given that the following buoys marking the Tsunghing Crossing, North Channel Entrance to the Yangtze River, have been moved :—

Shoal Light-buoy has been moved, and from the new position of the buoy  
Woosung Lighthouse bears S.  $14\frac{3}{4}^{\circ}$  W., distant 5.74 miles.

West Spit Light-buoy has been moved, and from the new position of the buoy  
Woosung Lighthouse bears S.  $4\frac{3}{4}^{\circ}$  E., distant 5.36 miles.

All bearings given are magnetic.

By Order of the Inspector General of Customs,

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

THE MARITIME CUSTOMS,  
MARINE DEPARTMENT,  
SHANGHAI, 20th March, 1925.

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HARBOUR NOTIFICATION.

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No. 5 of 1925.

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Channel dredging in the Whangpoo River  
off, and above, Black Point.

Referring to Harbour Notification No. 22 of 1924, notice is hereby given that, in the latter part of April, 1925, the Wangpoo Conservancy Board's dredger *Hai Hu* will be moved upstream to commence dredging operations over an area of the main channel of the Wangpoo River extending from a point 1,500 feet below Chiu Chiang Creek to a point off the mouth of Tungkou Creek.

During the course of these operations, those in charge of vessels navigating the Wangpoo River are required, when approaching the vicinity of the dredger, to proceed at reduced speed; and sound a long blast on the whistle.

A vessel approaching the dredger against the tide, and seeing another vessel approaching the dredger with the tide, should reduce speed or stop in order to allow the vessel proceeding with the tide to pass and clear the dredger before she, the vessel proceeding against the tide, attempts to do so. In the interest of safe navigation, those navigating the Whangpoo River are requested to observe this injunction.

In this connection attention is called to Harbour Notification No. 6 of 1924, which describes the signals exhibited by a dredger in operation.

A. HOTSON,  
*Harbour Master.*

Approved:

L. A. LYALL,  
*Commissioner of Customs.*

CUSTOM HOUSE,  
SHANGHAI, 26th March, 1925.