

SPECIAL CONDITION.

No building erected on the Lot shall be more than 14 feet in height to eaves.

E. I. WYNNE-JONES,
District Officer, North.

22nd May, 1925.

No. S. 155.

NOTICES TO MARINERS.

A report from the Deputy Conservator, Calcutta is published for information.

The following describes the position and characteristics of the new Intermediate Light Vessel at the Sandheads in the Bay of Bengal to be substituted for the present Light Vessel on or about the 15th May, 1925:—

Lat. $21^{\circ} 11' 20''$ N., Long. $88^{\circ} 12' 07''$ E. Is stationed 14 miles North of the Eastern Channel Light Vessel in 39 feet of water with the Lower Reef buoy 215° distance $6\frac{2}{3}$ miles, and the Bell Buoy 337° distance $7\frac{1}{3}$ miles. The light is carried on a tower amidships.

Day.—Carries a black half ball at the mizen mast-head, with the spherical side downwards, the hull is painted red and the name of the station painted in white letters on her side.

Night.—Displays a single flashing white light of 45,000 C.P. in periods of ten seconds, the duration of each flash being about one second and the dark interval about nine seconds; 35 feet above the water, visible in clear weather 12 miles; also displays a riding light from a lattice work superstructure erected on the forecastle 6 feet above the rail.

During fog, three blasts are sounded from a fog horn every three minutes.

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

HARBOUR MASTER'S DEPARTMENT,
HONGKONG, 19th May, 1925.

HARBOUR NOTIFICATION.

No. 1 of 1925.

Removal of "Pak Wo" wreck in Swatow Harbour.

Notice is hereby given that Salvage Operations will take place in Swatow Harbour on the wreck of M/V. *Pak Wo* from the 14th instant.

Masters are hereby warned that all ships must pass to the South of the wreck and at slow speed while diving operations are being carried out, which will be indicated by a red flag flown from a lighter.

O. H. SCHMITTO,
Harbour Master.

Approved:

FRED. W. CAREY,
Commissioner of Customs.

CUSTOM HOUSE,
SWATOW, 13th May, 1925.

No. 15.

Approaches to Rangoon.

Alteration in Lighting.

On or about the 15th May, 1925, the China Bakir Light Vessel showing a fixed white light will be replaced by a Light Vessel showing a white flashing light every 10 seconds visible 12 miles as follows:—

Flash	2 seconds,
Eclipse	8 seconds.

By day carries 2 red balls at masthead.

Charts affected—Admiralty Nos. 70, 823, 830 and 833.

Publication—Bay of Bengal Pilot 1921, page 454.

Authority—Principal Port Officer, Burma.

B. HUGHES HALLETT, Commander, R.I.M.,
for Principal Port Officer, Burma.

RANGOON, 30th April, 1925.

LOCAL NOTICE TO MARINERS No. 165.

FOOCHOW DISTRICT.

**Dredging Operations in the Min River between
Nantai & Kushan Point.**

Notice is hereby given that the Min River Conservancy Board's suction dredger will shortly commence dredging operations in the section of river between Nantai and Kushan Point.

While operating, or in position to operate, the dredger will be connected with the shore by the steel pipe-line supported on wooden pontoons, so that vessels and rafts can pass the dredger only on the side opposite to the pipe-line.

In the daytime a black ball will be hoisted on the side of the dredger which is clear for vessels to pass. At night a white light will be exhibited on that side of the dredger which is clear for vessels to pass and a red light on the side which is obstructed by the floating pipe-line.

During dredging operations those in charge of vessels navigating the river are required to approach the vicinity of the dredger at reduced speed and also to sound a long blast on the whistle, in order that the dredging master may arrest the lateral motion of the dredger if he considers it advisable.

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.

The dredger will be anchored and manoeuvred by means of two swinging lines running from the dredger and diagonally out to anchors. Each anchor, when placed so as to be a menace to navigation, will be marked by means of a sampan displaying by day a red flag or by means of a red buoy and by night by two white lights, one vertically above the other. No vessel is to attempt to pass close to or between the dredger and anchors.

When not engaged in dredging operations, and disconnected from the pipe-line, the dredger will exhibit the ordinary lights of a vessel at anchor.

J. POWER,
Harbour Master.

Approved:

PERCY R. WALSHAM,
Commissioner of Customs.

CUSTOM HOUSE,
FOOCHOW, *15th May, 1925.*

SPECIAL NOTICE TO MARINERS No. 728.

CHINA—NORTH COAST.

GULF OF YALU.

Approach to Yalu River.

Talutao Island—Light to be Established.

Notice is hereby given that a lighthouse is in course of construction on Talutao Island, approach to the Yalu River, and that the light will be exhibited for the first time at sunset on or about the 4th June, 1925.

The light-tower, situated on the small island at the eastern end of Talutao Island, will be round, built of steel, and painted white, and will be 28 feet in height from base to lantern vane.

The illuminating apparatus will be dioptric, of the fourth order. The character of the new light will be group-flashing, showing two lightning flashes every 10 seconds.

The light will be elevated 248 feet above high water and should be visible in clear weather at a distance of 22 nautical miles.

The geographical position of this lighthouse will be notified later.

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

THE MARITIME CUSTOMS,
MARINE DEPARTMENT,
SHANGHAI, *12th May, 1925.*