

No. S. 357.

**NOTICES TO MARINERS.**

---

The Government of the Philippine Islands  
Department of Commerce and Communications  
BUREAU OF COMMERCE AND INDUSTRIES  
MANILA

16th November, 1925.

No. 699.

---

**Samar—Northeast Coast—Batag Light—Characteristic Impaired.**

---

Due to trouble in the mechanism caused by the recent earthquake, the characteristic of the Third Order Flashing White Light on the highest part of Batag Island, is now showing fixed white. It will be restored to its normal condition as soon as practicable and proper notice will then be issued. See No. 82, List of Lights, etc., 1924.

FIDEL A. REYES.  
*Director.*

---

SPECIAL NOTICE TO MARINERS No. 747.

---

**CHINA.**

---

**YANGTZE RIVER—CENTAUR CROSSING.**

---

Marine Department Charts Nos. 2 and 3.

---

*Correction Plan.*

---

A Correction Plan for Marine Department Charts Nos. 2 and 3, showing recent soundings and the position of the buoys in the new channel over the Centaur Crossing, Yangtze River, is now procurable at the Coast Inspector's Office. Price 60 cents.

SHANGHAI, 23rd November, 1925.

---

No. 748.

---

**SHANGHAI DISTRICT.**

---

**Approaches to the Yangtze River.**

---

*Side Saddle : Table of Predicted Tides for the year 1926.*

---

Notice is hereby given that a Table of Predicted Tides for Side Saddle, Approaches to the Yangtze River, for the year 1926 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.

SHANGHAI, 24th November, 1925.

---

No. 839.

**CHINA—YANGTZE RIVER.**

**Confucius Channel—Centaur Crossing.**

*New Channel opened—Buoys moved.*

Referring to Special Notice to Mariners No. 745, notice is hereby given that the following buoys have been moved to mark the new channel over the Centaur Crossing, Yangtze River, giving a least through depth of 31 feet at low water of extraordinary spring tides:—

Dove's Nest Upper Buoy has been moved and its colour changed from *red* to *black*. From the new position of the buoy Confucius Beacon bears N.  $75\frac{3}{4}^{\circ}$  W., distant 1.19 miles. This buoy marks the southern side of the channel.

Actæon Buoy has been moved, and its colour changed from *red* to *black*. From the new position of the buoy Green Point Beacon bears S.  $39^{\circ}$  W., distant 1.25 miles. This buoy marks the southern extremity of the shoal on the western side of the channel.

Centaur Lower Buoy has been moved, its characteristics remaining unchanged. From the new position of the buoy Centaur Beacon bears N.  $83\frac{3}{4}^{\circ}$  W., distant 4.82 miles. This buoy marks the western side of the channel.

Centaur Upper Buoy has been moved, its characteristics remaining unchanged. From the new position of the buoy Centaur Beacon bears S.  $67\frac{1}{4}^{\circ}$  W., distant 3.53 miles. This buoy marks the southern side of the channel.

All bearings given are magnetic.

SHANGHAI, 23rd November, 1925.

No. 840.

**CHINA.**

**Issue of Special Notices to Mariners to be Discontinued.**

Notice is hereby given that from the 1st January, 1926, the issue of Special Notices to Mariners will be discontinued, and all hydrographic information will be promulgated by Notices to Mariners only.

These Notices will be similar to the Special Notices, and will embody in one publication all the information lately combined in Special Notices to Mariners and Notices to Mariners.

Mariners may assume that the purport of the Notice to Mariners has been effected as described and on the date indicated.

If for any reason the changes proposed in a notice have not been made as advertised, or if the time of such change should have been altered, a further Notice to Mariners will be issued descriptive of what has taken place.

By Order of the Inspector General of Customs,

H. E. HILLMAN,  
*Coast Inspector.*

THE MARITIME CUSTOMS,  
MARINE DEPARTMENT,  
SHANGHAI, 27th November, 1925.

CHINA STATION HYDROGRAPHICAL MEMORANDA.

80—Malacca Straits—Approaches to Penang.

Wreck In.

The wreck of a junk with mast showing above high water is situated in an approximate position 030°, 1½ miles from Pulo Tikus Lighthouse in about 5 fathoms.

Remarks—Wreck is not marked.

Chart affected—1566.

Authority—Straits Settlements Government Gazette, October, 1925.

81—China, East Coast—Swatow.

It is not thought that any mines now exist in the eastern channel but this passage is still prohibited owing to the shifting of sand banks and there being much less water than charted.

Chart affected—854.

Publication affected—China Sea Pilot, Part V, page 77, and Supplement No. 7 of 1923, affecting same.

Authority—H.M.S. *Magnolia*, Hydrographic Note No 1 of 1925.

82—Japan, Inland Sea.

Harima Nada—Western end—Wreck in.

The wreck of a schooner lies in an approximate position 038°, 3-4 miles from Ogi Jima lighthouse.

(Latitude 34° 26' N., longitude 134° 07½' E.)

Charts affected—1969, 2875.

Authority—Japanese Notice to Mariners.

83—Cancellations.

The following China Station Hydrographical Memoranda are cancelled:—

No. 57—Superseded by Admiralty Notice to Mariners No. 1360 of 1925.

„ 69— „ „ „ „ „ „ 1411 „

„ 73— „ „ „ „ „ „ 1422 „

24th November, 1925.

LOCAL NOTICE TO MARINERS No. 243.

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 6' 0" T. D. on the Taku Bar Channel and the average tidal rise for the winter months being about 7 ft., a depth of 13' 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:—



### 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, Tangku"*

- (a.) Date and time of steamer's departure from Chefoo or Dairen.
- (b.) Time of steamer's expected arrival off 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 Tangku and Chinwangtao and will be posted at the Harbour Offices at Chefoo, Tangku, 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.	
" " 2, 3.	" " becoming difficult.	
" " 3.	" " difficult.	
" " 3, 2.	" " but becoming more favourable.	
" " 3, 4.	" " becoming very difficult.	
" " 4.	" " very difficult.	
" " 4, 3.	" " but becoming more favourable.	
" " 4, 5.	" " likely to be impracticable.	
" " 5.	" " impracticable.	
Signal No. 6.	No ice.	} In the Gulf.
" " 7.	Ice conditions favourable.	
" " 7, 8.	" " becoming difficult.	
" " 8.	" " difficult.	
" " 8, 7.	" " but becoming more favourable.	
" " 8, 9.	" " becoming very difficult.	
" " 9.	" " very difficult.	
" " 9, 8.	" " but becoming more favourable.	
" " 9, 10.	" " likely to be impracticable.	
" " 10.	" " impracticable.	

Part II.—Signals concerning Chinwangtao.

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

Signal No. 1.	No ice.	} At Chinwangtao.
" " 2.	Ice conditions favourable.	
" " 2, 3.	" " becoming difficult.	
" " 3.	" " difficult.	
" " 3, 2.	" " but becoming more favourable.	
" " 3, 4.	" " becoming very difficult.	
" " 4.	" " very difficult.	
" " 4, 3.	" " but becoming more favourable.	
" " 4, 5.	" " likely to be impracticable.	
" " 5.	" " impracticable.	

Signal No. 6.	No ice.	} Off Chinwangtao.
" " 7.	Ice conditions favourable.	
" " 7, 8.	" " becoming difficult.	
" " 8.	" " difficult.	
" " 8, 7.	" " but becoming more favourable.	
" " 8, 9.	" " becoming very difficult.	
" " 9.	" " very difficult.	
" " 9, 8.	" " but becoming more favourable.	
" " 9, 10.	" " likely to be impracticable.	
" " 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.

No. 244.

Removal of Floating Aids to Navigation for the Winter.

Notice is hereby given that the Lightship *Taku*, the *Peishan* wreck Buoy, the Entrance Buoy, the Bar Lightboat and the Spit Lightboat will be withdrawn for the winter on or at any time after the 1st December, 1925, and each will be replaced by a Black Painted Spar Buoy, with the exception of the *Peishan* wreck Buoy which will be by a Green Painted Spar Buoy.

On the removal of the Spit Lightboat the lighting of the River Mouth Leading Marks will be commenced.

ROBERT LONGWORTH,  
Harbour Master.

Approved :  
A. WILSON,  
Commissioner of Customs.

CUSTOM HOUSE,  
TIENTSIN, 16th November, 1925.