

2. The Crown Lease of the area coloured red on the said plan will be subject to and contain all Exceptions, Reservations, Covenants, Clauses, and Conditions usually inserted in the Crown Lease of Aplichau Marine Lots in the Colony of Hongkong; the Lease will also specify the purpose for which the land is leased (*i.e.*, whether for the purpose of reclamation, building dwelling houses, factories, or godowns for the storing of coal or other goods, or whether for any other purpose) and shall contain a proviso that in the event of the lessee, his executors, administrators, and assigns, or successors and assigns (as the case may be) failing, at any time during the continuance of the term of the said Lease to use the demised land for the purpose so specified as aforesaid, without the previous licence or consent of His Majesty, His Heirs, Successors or Assigns, signified in writing by the Governor, then it shall be lawful for His Majesty, His Heirs, Successors or Assigns, by 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.

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**No. S. 140.**—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 21st day of May, 1926, 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-a-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.*

21st May, 1926.

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No. S. 141.

### NOTICES TO MARINERS.

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#### HARBOUR NOTIFICATION.

No. 2 of 1926.

#### **Ocean Steamers: anchorages for, cautions.**

Notice is hereby given that, owing to the increased number of Ocean Steamers at present calling at this Port every available berth in the Harbour is occupied, and a number of vessels have to await berthing space, anchoring below Macao Fort until a berth is available. In order to avoid the serious risks attending the bringing of steamers into the Harbour without knowing that a berth is available and of turning round to go

out again, masters of Ocean Steamers are cautioned not to attempt to enter the Harbour, but will anchor below Macao Fort until notified by the Berthing Officers that a berth is available in the Harbour.

H. A. ADAMSEN,  
*Acting Harbour Master, ad interim.*

Approved :

F. HAYLEY BELL,  
*Commissioner of Customs, Officiating.*

CHINESE MARITIME CUSTOMS,  
HARBOUR MASTER'S OFFICE,  
CANTON, *13th May, 1926.*

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No. 3.

The attention of Mariners is drawn to Navigation Rules *B.* of the Harbour Regulations for the Port of Tientsin, which must be strictly adhered to.

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No. 4.

Notice is hereby given that Masters of vessels proceeding alongside wharves or pontoons, where the depth of water is less than the draught of the ship, do so at their own risk.

The Harbour Authority reserves the right to order a vessel to leave a wharf or pontoon where, owing to there being insufficient water for the vessel to lie alongside, she becomes an obstruction to the fairway.

ROBERT LONGWORTH,  
*Actg. Harbour Master.*

Approved :

A. WILSON,  
*Commissioner of Customs.*

CUSTOM HOUSE,  
TIENTSIN, *1st May, 1926.*

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No. 857.

**CHINA—EAST COAST.**

SHANGHAI DISTRICT.

**Yangtze River—South Channel Entrance.**

*“Kiutoan” Light-vessel to be withdrawn and replaced by former “Tungsha” Light-vessel.*

Notice is hereby given that, on or about the 3rd June, 1926, the *Kiutoan* Light-vessel, moored in the South Channel Entrance to the Yangtze River, will be withdrawn from her station and replaced by the former *Tungsha* Light-vessel, painted *red*, with “KIUTOAN” on her sides and an iron column surmounted by a lantern.

The characteristics of the light and fog signal will be those given for the *Tungsha* Light-vessel in the current issue of the “List of Lights, Buoys, Beacons, etc., on the Coast and Rivers of China.”

Chart affected : Marine Department Chart No. 1.

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No. 858.

**Yangtze River—North Channel Entrance.**

*“Drinkwater Point” Light-vessel to be temporarily withdrawn and replaced  
by the relief Light-vessel.*

Notice is hereby given that, on or about the 4th June, 1926, the *Drinkwater Point* Light-vessel, moored in the North Channel Entrance to the Yangtze River, will be temporarily withdrawn from her station and replaced by the relief light-vessel.

The relief light-vessel is painted *red*, and the characteristics of the light and the fog signal will be those given for the *Kiutoun* Light-vessel in the current issue of the “List of Lights, Buoys, Beacons, etc., on the Coast and Rivers of China.”

Chart affected: Marine Department Chart No. 1.

By Order of the Inspector General of Customs,

B. H. GOWING,  
*Acting Coast Inspector.*

THE MARITIME CUSTOMS,  
MARINE DEPARTMENT,  
SHANGHAI, 8th May, 1926.

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HARBOUR NOTIFICATION.

No. 16 of 1926.

**Harbour Congestion.**

*Vessels requested not to anchor in Whangpoo without the cognizance  
of the Harbour Authority.*

Masters of vessels are requested not to enter the Whangpoo River between Sundown and Sunrise unless they are in a position to proceed directly to their allotted wharves, or to berths assigned to them by the Harbour Office.

The growing congestion in the Harbour renders it imperative, in the general interest, that vessels, except for the purpose of avoiding collision, do not anchor anywhere in the Whangpoo without the cognizance of the Harbour Authorities.

This does not apply to vessels anchoring for the purpose of swinging prior to proceeding to an allotted berth or wharf.

A. HOTSON,  
*Harbour Master*

Approved:  
F. W. MAZE,  
*Commissioner of Customs.*

CUSTOM HOUSE,  
SHANGHAI, 12th May, 1926.

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SOUTH AUSTRALIA.

No. 2 of 1926.

**Spencer Gulf—Port Pirie River.**

*Alteration of Light.*

Masters of vessels, pilots, and others are hereby notified that on and after the night of April 30th, 1926, the fixed white light of No. 2 beacon, Port Pirie River, will be altered to an “A.G.A.” flashing white light, flashing 60 times per minute.

Approximate position—

Latitude 33 degrees 6 minutes South.

Longitude 137 degrees 59½ minutes East.

Charts affected—Admiralty Nos. 403, 2389, and 2759B, and local chart of river, dated September, 1915.

Publications affected—Australia Pilot, vol. 1 p. 224, and supplement thereto.

R. G. PEAKE,  
*Secretary, Harbors Board.*

ADELAIDE, April 17th, 1926.

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COMMONWEALTH OF AUSTRALIA.

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LIGHTHOUSE SERVICE.

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1926. No. 9.

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*The Astronomical positions are approximate unless seconds are given. The bearings are True and in degrees from 000° (North) to 359° measured clockwise, and those relating to lights are from seaward. The visibility of lights is that in clear weather. Fog signals are sounded only in thick or foggy weather. The elevation given is the height of focal plane above mean H.W. springs.*

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AUSTRALIA—SOUTH COAST.

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Eclipse Island—Intended new light.

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*Signal station to be established.*

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Mariners and others are hereby notified that a Group Flashing White Light, and also a Signal Station, will be established on Eclipse Island on or about 1st July, 1926.

Previous Notices—No. 11 of 1922, No. 19 of 1923.

Position—On the summit (357'). Lat. 35° 11' S. Long. 117° 53' E., on Chart No. 2619.

Details—

Character.—Group Flashing White, showing three flashes every twenty seconds, thus:—

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
.29 sec.	3.15 secs.	.29 sec.	3.15 secs.	.29 sec.	12.83 secs.

Power—1,160,000 candles.

Elevation—405 feet.

Visibility—27 miles.

Structure—Circular concrete tower, painted white, 64 feet in height.

Signalling—Communication can be made during the day by International Code, the flags being shewn from a spar attached to the balcony of the Lighthouse, and during the night by Morse Code. The Lighthouse will be connected with the main telegraph system of Australia. Notice to Mariners No. 26 of 1924 is to be amended by deleting Breaksea Island and inserting Eclipse Island.

Note—Further notice will be given when the Light has been established.

Charts affected—

Admiralty Chart No. 2619 —King George Sound and Princess Royal Harbour.

„ „ No. 1034 —Cape Naturaliste to King George Sound.

„ „ No. 2759b—Australia, northern portion.

Publications affected—

Australia Pilot, Vol. I, 1918, page 39, Supplement No. 6, 1924.

MELBOURNE, 6th April, 1926.

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1926. No. 10.

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AUSTRALIA—SOUTH COAST.

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Kangaroo Island.

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*Cape Couedic light—Power to be increased.*

Mariners and others are hereby notified that the power of the Group Flashing White Light on Cape Couedic will be increased on or about 1st July, 1926.

Position—Lat.  $36^{\circ} 04' S.$  Long.  $136^{\circ} 42' E.$ , on Chart No. 2389.

Character—Group Flashing White, showing two flashes every seven and one-half seconds, thus:—

Flash	Eclipse	Flash	Eclipse
$\frac{1}{3}$ sec.	$1\frac{1}{2}$ secs.	$\frac{1}{3}$ sec.	$5\frac{1}{2}$ secs.

Power—The power will be increased from 439,000 candles to 705,000 candles.

Note—In other respects the light will remain unaltered. No further notice will be given.

Publications affected—

Admiralty List of Lights and Time Signals, Part VI, 1921. No. 2366.

By direction,

R. McK. OAKLEY,  
*Comptroller-General of Customs.*

JOSHUA F. RAMSBOTHAM,  
*Director of Lighthouses.*

DEPARTMENT OF TRADE AND CUSTOMS,  
MELBOURNE, 14th April, 1926.