

No. S. 157.

NOTICES TO MARINERS.

---

The Master of S.S. *Chenan* reports that he passed a water-logged junk off E. Ninepins bearing N. 7° E. (True) 2 miles at 7 p.m. on 11th instant. It is dangerous to navigation.

HONGKONG, 12th June, 1926.

---

The Master of S.S. *Adolf Von Baeyer* reports that on 15th instant he passed a wrecked junk Lat. 22° 17' N., Long. 114° 57' E. It is dangerous to navigation.

G. F. HOLE,  
*Harbour Master, &c.*

HARBOUR MASTER'S DEPARTMENT,  
HONGKONG, 16th June, 1926.

---

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

June 2, 1926.

Luzon—West Coast—Cape Bolinao Light—Characteristic Impaired.

---

Due to a defect in the mechanism the characteristic of the flashing white light on the beach at Piedra Point, northwest shore of Cape Bolinao, is now showing lightning flashing white every twenty (20) seconds a group of two white flashes separated by an interval of five (5) seconds and followed by an interval of fifteen (15) seconds. It will be restored to its normal condition as soon as practicable and proper notice will then be issued. See No. 16, List of Lights, etc., 1924.

---

Luzon—West Coast—Port Bolinao—Beacon Discontinued.

---

The horizontal slat work forming a target 12 feet square and 57 feet above water, on southern port of harbour, has been discontinued. See No. 13, List of Buoys, Beacons, etc., 1924.

FIDEL A. REYES,  
*Director.*

---

LOCAL NOTICE TO MARINERS No. 169.

---

FOOCHOW DISTRICT.

---

Conservancy Works in the Min River between Kui Gi and Pektao.

---

Notice is hereby given that the construction of training works in broken stone in the above named stretch of the river is now in progress and that, constituting a menace to navigation, they will be marked as follows:—

LIEN PO SPUR DIKE. This dike is being built out in a northerly direction from the south shore, at Siu Gi Point near Lien Po. The outer end of this dike will be marked by a sampan carrying a RED FLAG during

the day and a single RED LIGHT at night. The sampan will be replaced at a later date by a BLACK BEACON carrying at night a single RED LIGHT.

*On no account is a vessel to attempt passing between the sampan, or beacon, and the south shore.*

E. HUBBARD,  
*Harbour Master.*

Approved:  
A. S. CAMPBELL,  
*Acting Commissioner of Customs.*

CUSTOM HOUSE,  
FOOCHOW, 7th June, 1926.

---

COMMONWEALTH OF AUSTRALIA.  
**LIGHTHOUSE SERVICE.**

1926. No. 12.

*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.*

**AUSTRALIA—EAST COAST—QUEENSLAND.**

**Cape Cleveland Light—Intended alteration in characteristics.  
Temporary light to be exhibited.**

Mariners and others are hereby notified that the period of the Flashing White Light with Red Sector on Cape Cleveland will be shortened and the power of the light will be increased, on or about 31st July, 1926.

Position—Near the extreme of the cape. Lat. 19° 11' S. Long. 147° 01' E., on Chart No. 1102.

Details—

Character—Flashing White, with red sector, every seven and one-half seconds, thus:—

Flash	Eclipse
$\frac{1}{3}$ sec.	7 $\frac{1}{6}$ secs.

Power—White, 50,000 candles. Red, 20,000 candles.

Remarks—In other respects the light will remain unaltered. Further notice will be given when the alteration is completed.

Temporary Light—During alteration the existing light will be replaced from on or about 22nd July, 1926, until 31st July, 1926, by a low power light, flashing white with red sector every second.

Charts affected—

Admiralty Chart No. 1102—Cleveland Bay.  
" " No. 348—Whitsunday Island to Magnetic Island.  
" " No. 2349—Magnetic Island to Double Points.  
" " No. 2763—Coral Sea and Great Barrier Reefs, sheet I.

Publications affected—

Admiral List of Lights and Time Signals, Part VI, 1924, No. 2697.  
Sailing Directions and other information relating to the Ports and Harbours  
of Queensland, 1926, page 138.

MELBOURNE, 21st April, 1926.

---

1926. No. 13.

**AUSTRALIA—NEW SOUTH WALES.**

**Disaster Bay. Green Cape Light—Alteration in Character.**

Mariners and others are hereby notified that the character of the Flashing White Light on Green Cape has been altered.

Previous Notice—1926. No. 1.

Position—On the extreme of the Cape. Lat. 37° 16' S. Long. 150° 04' E., on Chart No. 1017.

Details—

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

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{3}$ sec.	$2\frac{1}{3}$ secs.	$\frac{1}{3}$ sec.	$2\frac{1}{3}$ secs.	$\frac{1}{3}$ sec.	$2\frac{1}{3}$ secs.	$\frac{1}{3}$ sec.	$11\frac{2}{3}$ secs.

Power—327,000 candles.

Remarks—In other respects the light remains unaltered.

Charts affected—

- Admiralty Chart No. 1017 —Gabo Island to Montagu Island.
- „ „ No. 1211 —Gabo Island to Port Jackson.
- „ „ No. 3169 —Port Phillip to Gabo Island.
- „ „ No. 2759B—Australia, southern portion.
- „ „ No. 780 —Pacific Ocean, south-west sheet.
- „ „ No. 788 —Melbourne to Cape Horn, western sheet.

Publications affected—

Admiral List of Lights and Time Signals, Part VI, 1924, No. 2509.  
Sailing Directions for the Coast of New South Wales, second edition, 1920,  
pages 7 and 104.

MELBOURNE, 29th April, 1926.

---

1926. No. 14.

**AUSTRALIA—TORRES STRAITS.**

**Western Approach. Merkara Shoal—Light-Vessel (U) established southward of.**

In reference to Notice to Mariners No. 4 of 1926, Mariners and others are hereby notified that a Light-Vessel (U) has been established in the Western approach of Torres Straits.

Position—At a distance of 20 miles, 240°, from Merkara Shoal. Lat. 10° 40½' S. Long. 140° 55' E., on Chart No. 447.

Details—

(a) Light—

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

Flash	Eclipse	Flash	Eclipse	Flash	Eclipse
$\frac{1}{2}$ sec.	$1\frac{1}{2}$ secs.	$\frac{1}{2}$ sec.	$1\frac{1}{2}$ secs.	$\frac{1}{2}$ sec.	$10\frac{1}{2}$ secs.

Elevation—32 feet.

Visibility—10 miles.

Power—1,500 candles.

Remarks—The light is unwatched.

(b) Fog Signal—

Description—A bell sounded by motion of the vessel.

(c) Vessel—

Description—The vessel has one mast carrying the lantern. The hull is painted red and marked "CARPENTARIA" in black on the sides.

Note—No further notice will be given.

Charts affected—

Admiralty Chart No. 447 —Western approaches to Torres Straits.

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

„ „ No. 780—Pacific Ocean, south-west sheet.

Publications affected—

Admiralty List of Lights and Time Signals, Part VI., 1924.

Australia Pilot, Volume III., 1924, page 205.

Sailing Directions and other information for the Ports and Harbours of Queensland, 1925, pages 28 and 61.

By direction,

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

JOSHUA F. RAMSBOTHAM,  
*Director of Lighthouses.*

DEPARTMENT OF TRADE AND CUSTOMS,  
MELBOURNE, 6th May, 1926.

HARBOUR NOTIFICATION.

No. 6 of 1926.

**Taku Bar Signalled Depth of Water.**

Shipmasters and Pilots are notified that the Signalled Depth of Water exhibited by the Customs Signal Station at Tangku has been adjusted so as to leave no margin on the North Line of the Taku Bar Channel.

Navigators are therefore warned to proceed across the Bar in strict accordance with the requirements of Article 3 of the Navigation Rules A operative on the Bar Channel.

ROBERT LONGWORTH,  
*Acting Harbour Master.*

Approved:

A. WILSON,  
*Commissioner of Customs.*

CUSTOM HOUSE,  
TIENTSIN, 1st June, 1926.