

No. 449.

NOTICES TO MARINERS.

HARBOUR NOTIFICATION.

No. 2 of 1906.

REFERRING to Harbour Notification No. 4 of 1905, Notice is hereby given that the Superintendent of Customs and the Consular Body have agreed that the Quarantine Regulations against vessels arriving from Kobe and Osaka may now be suspended.

C. A. MEYER,
Harbour Master.

Approved :

SMOLLETT CAMPBELL,
Commissioner of Customs.

CUSTOM HOUSE, CHEFOO, 11th May, 1906.

HARBOUR NOTIFICATION.

No. 3 of 1906.

REFERRING to Harbour Notification No. 9 of 1905, Notice is hereby given that the Superintendent of Customs and the Doyen of the Consular Body having withdrawn the declaration of infection as regards NEW-CHWANG, the General Medical Inspection of vessels arriving from that Port is discontinued from this date.

The importation of the following articles from the above Port is, however, still prohibited :—

Rags, old paper, coffins containing corpses, and earth and mould.

WM. CARLSON,
Harbour Master.

Approved :

H. ELGAR HOBSON,
Commissioner of Customs.

CUSTOM HOUSE, SHANGHAI, 12th May, 1906.

HARBOUR NOTIFICATION.

No. 4 of 1906.

NOTICE is hereby given that the Superintendent of Customs and the Doyen of the Consular Body have declared the Ports of FOOCHOW and SWATOW to be infected.

All vessels arriving therefrom on and after the 15th instant are to abide by and be governed by the Revised Sanitary Regulations for the Ports of Shanghai and Woosung.

WM. CARLSON,
Harbour Master.

Approved :

H. ELGAR HOBSON,
Commissioner of Customs.

CUSTOM HOUSE, SHANGHAI, 12th May, 1906.

No. 423.

CHINA SEA.

YANGTZE RIVER—CHINKIANG DISTRICT.

COOPER BANK LIGHT-BOAT SHIFTED.

NOTICE is hereby given that the Cooper Bank Light-boat has been shifted 6.5 cables S. 74° W., magnetic, from its former position, and that it is now moored in 21 feet at low water spring tides on the edge of the bank forming the western side of the Kiushan Channel.

It now marks the port side of the channel for vessels bound up river.

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Acting Coast Inspector.

IMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 30th April, 1906.

NOTICE TO MARINERS.

No. 6 of 1906.

INDIA—WEST COAST—COCHIN.

INFORMATION has been received from the Port Officer, Cochin, that the Bar and Spit Buoys at the Harbour entrance and the quarantine buoys in the inner harbour will be removed for the ensuing mousoon on the 15th May 1906, and that the light on the Mallipuram flagstaff will be exhibited from the same date to 30th September next.

G. BAUGH,
Commander, R.I.M.,
Offg. Presidency Port Officer.

Presidency Port Office, Madras, 23rd April 1906.

HARBOUR NOTIFICATION.

No. 5 of 1906.

NOTICE is hereby given that the Superintendent of Customs and the Doyen of the Consular Body have declared the Port of CANTON to be infected.

All vessels arriving therefrom on and after the 21st instant are to abide by and be governed by the Revised Sanitary Regulations for the Ports of Shanghai and Woosung.

WM. CARLSON,
Harbour Master.

Approved:

H. ELGAR HOBSON,
Commissioner of Customs.
CUSTOM HOUSE, SHANGHAI, 17th May, 1906.

NOTICE TO MARINERS.

No. 4 of 1906.

AUSTRALIA—NORTH COAST.

HOWARD CHANNEL—CLARENCE STRAIT.

MARSH SHOAL.

REFERRING to Notices to Mariners, Nos. 2 and 25 of 1905, Masters of Vessels, Pilots, and others are hereby notified that the position of the replaced Spherical Chequered Buoy has been verified, and is as shown on Admiralty Chart No. 1095.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, March 22nd, 1906.

No. 5 of 1906.

INVESTIGATOR STRAIT.

REFERRING to Notice to Mariners, No. 24 of 1905, Masters of Vessels and others are informed that the Master of the Ketch *Seaflower* reports that when coming through Investigator Strait, on the 22nd inst., he noticed a Spar about 14in. in diameter floating end up, and at times appearing from 8ft. to 10ft. above water. The bearings are approximately—Cape York, N.N.W., distant nine miles; and Althorpes, West, distant 20 miles.

The wreckage is in the same position as that of the *Cygnnet*, reported in August last. Mariners are cautioned to avoid the locality. This affects Admiralty Chart No. 2389A.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, March 24th, 1906.

No. 6 of 1906.

REFERRING to Notice to Mariners, No. 3 of 1906, the attention of Masters of Vessels and others is directed to the following particulars:—

SPENCER GULF.**Middle Bank Lightship.**

This vessel was removed on the 1st March for repairs and overhaul, and has been relieved by a three-masted vessel painted black. The Light is shown from the foremast in a position under the forestay. During daylight a Diamond-Shaped Object, painted red, is shown under her foretopmast stay.

Shoalwater Point Obelisk.

A White Ball has been placed on the top of this Obelisk to distinguish it from that on Plank Point, which has no ball.

Port Victoria.—Rocky Island Channel.

This channel is marked by Two Red Cheese Buoys. The N.W. Buoy is just off the end of Rocky Island Reef, in 12ft. L.W.S. The S.E. Buoy is placed off the end of the sandbank in 8ft. L.W.S.

Ward Spit.

A Pile Beacon, having a Square Black Head, has been erected in lieu of the Buoy in 12ft. L.S.W. The Beacon which was situated inside the position of this Buoy has disappeared.

Tumby Bay.

The north end of Tumby Island Reef has been marked by a Black Can Buoy with Square-Shaped Cage Head, moored in three and a half fathoms.

Jarrold Point.

The Red Buoy which was placed at this point temporarily has been removed, and the Bell Buoy replaced.

KANGAROO ISLAND.**Kingscote.**

A Pile Beacon has been erected on the end of the Spit inside Bell Buoy in 6ft. L.S.W., surmounted by Circular Red Head.

Cape Kersaint.

A heavy break has been seen bearing S. by E. and distant three miles from Cape Kersaint, in a position which has about 30 fathoms on it by the Chart.

Cape Bouguer.

Two distinct breaks have been seen between Douglas Rock and Cape Bouguer, where from 14 to 20 fathoms are shown on Chart, making it unsafe for vessels of any size to pass inside Douglas Rock. This affects Admiralty Charts Nos. 2389 A and B.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, March 28th, 1906.

No. 7 of 1906.

EDITHBURGH AND TROUBRIDGE ISLAND CABLE.

MASTERS of vessels and others are hereby informed that the cable connecting Troubridge Island Lighthouse with the mainland by telephone has been laid in a straight line from the inner or shore end of the Edithburgh Jetty to the Lighthouse, and are cautioned that to avoid fouling the cable they should not anchor near such line.

This affects Admiralty Chart No. 2389A.

ARTHUR SEARCY,
President of the Marine Board.

Marine Board Offices, Port Adelaide, April 6th, 1906.