

No. 593.

NOTICES TO MARINERS.

TRANSLATION.

Notification No. 261 of Department for Communications.

NOTICE TO MARINERS.

HAKODATE HARBOUR, HOKKAIDO.

NOTICE is hereby given that, *Temporary Light of Hakodate Lightship*, Hakodate Harbour, Province of Oshima, Hokkaido, which was notified with the notification No. 215 in May, the year, *was withdrawn on the 21st, instant, and the Light same as before, has been exhibited at evening* of that day.

YAMAGATA ISABURO,
Minister of State for Communications.

Tokyo, June 22nd, 1906.

No. 425.

CHINA SEA.

SWATOW DISTRICT.

FOUL GROUND OFF CAPE OF GOOD HOPE.

NOTICE is hereby given that information has been received from the Commander of H.B.M.'s surveying-ship *Waterwitch* "that foul ground, consisting of boulders lying on a muddy bottom, exists at a distance of from 4 to 5 cables eastward of Cape of Good Hope.

"There are three shoal heads, of 4, 4½, and 5 fathoms respectively, which are surrounded by depths of from 6 to 9 fathoms.

"Approximate position :— "Latitude, 23° 14' 30" N.
"Longitude, 116° 49' 0" S.

"The bearings are as follows :—

"From the 4-fathoms rock :

"Cape of Good Hope Lighthouse (171 ft.) bears S. 85° W., distant 4¾ cables.

"Green Island Summit bears N. 42° W.

"From the 4½-fathoms rock :

"Cape of Good Hope Lighthouse bears S. 77° W., distant 4¾ cables.

"From the 5-fathoms rock :

"Cape of Good Hope Lighthouse bears S. 70° W., distant 5½ cables."

By Order of the Inspector General of Customs,

T. J. ELDRIDGE,
Acting Coast Inspector.

EMPERIAL MARITIME CUSTOMS,
COAST INSPECTOR'S OFFICE,
SHANGHAI, 19th June, 1906.

Colonial Secretary's Office,
Perth, 30th May, 1906.

The following Notices to Mariners are published for general information.

F. D. NORTH,
Under Secretary.

WESTERN AUSTRALIA.

NORTH-WEST COAST.

It is hereby notified that a reef, carrying about one foot of water over it at Low water, Neap Tides (supposed to be the Amur Reef), has been reported in Lat. 16° 27' 15" East, and Long. 123° 16' 22" South.

Charts affected.

No. 1047.—"Cape Ford to Buccaneer Archipelago."

No. 1048.—"Buccaneer Archipelago to Bedout Island."

No. 1052.—"King Sound."

C. J. IRVINE,
Chief Harbour Master.

Harbour Master's Office, Fremantle, 30th May, 1906.

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 monsoon 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.

No. 11 of 1906.

GULF OF ST. VINCENT—PT. ADELAIDE RIVER.

NOTICE is hereby given that, in accordance with Notice to Mariners, No. 1 of 1906, eight extra Beacons have been placed on the north and east side of the cutting. The Beacons are painted black, and the lanterns green, from which a green light showing towards the cutting is exhibited; a white light is also exhibited from the back of each lantern showing towards the shore.

All the green light Beacons are numbered from the first or seaward Beacon with the letter "G" added, as follows:—No. 0G being outside Beacon; No. 1G, near the reflecting Beacon; No. 2G, opposite the old boat channel. This light indicates the turning point from No. 2 (red) lead towards No. 3. All the others, that is Nos. 3G to 9G, both inclusive, are placed opposite the corresponding numbers of the white light Beacons on the other side of the cutting.

All the single light Beacons are placed about 15ft. back from the cutting, and painted red to starboard and black to port. The lights are white to starboard and green to port from seaward.

The red light on the pile Beacon south of No. 3 being no longer required, will, on and after the 1st June, 1906, be discontinued.

In consequence of the above alterations the sailing directions have been amended to read as follows:—

SAILING DIRECTIONS.

By Night.—In approaching the Anchorage, vessels of deep draught should not bring the white light on the old structure to bear north of N.E. by E. in order to avoid the four-fathom patch, which bears N.W. half N. from the light on Wonga Shoal; then get No. 1 lead (which consists of two red lights vertical 10ft. apart, and two white lights vertical 11ft. 9in. apart) in line; keep these in line passing between the occulting light on the red buoy and the outer green light on the north bank, also between the other green lights on the north bank and the white lights on the revetment mound.

Steer on the same line until the two red lights of No. 2 lead are coming on; then steer with them in line until abreast of No. 2G Beacon; then direct the course to pass between No. 3 and No. 3G Beacons; and so on from Beacon to Beacon round the point until No. 9 is reached. From a safe distance off No. 9 the lights of No. 10 lead will be seen; keep them in line until the red light is about a quarter of a point open to the right of the white light of No. 11 lead; then gradually alter the course to bring the lights of No. 11 lead in line; keep them in line (a sharp lookout being kept for the mooring buoys on the starboard hand) until the lights of No. 12 lead are seen coming into line; proceed as before by altering the course before the lights are on with each other. The same applies in the change from No. 12 to No. 13 lead. When the lights on the wharves are seen opening out off Luff Point, alter the course so as to round the point at a safe distance, and then up the centre of the channel, looking out for the mooring buoys on the starboard hand.

In going outwards the directions are just the opposite to those given for those coming inwards; but in such case, in changing from one lead to another, the course should be gradually altered when abreast of the low (red) Beacon of each lead, excepting No. 2 lead. In this case, when abreast of No. 3 Beacon, gradually alter the course to a safe distance off No. 2G until the two red lights of No. 2 lead are in line, then proceed outwards with No. 2 lead in line.

By Day.—The directions by day are the same as by night, merely substituting the Beacons for the Lights.

This affects Admiralty Charts 2389A and B., 1750 and 1752.

During the progress of the work at the Light's Passage Harbor Works, masters of vessels exempt from pilotage may, if they so desire, avail themselves of the services of a pilot to assist them in passing such works, either in or out, at one-half the usual rates.

If the usual exemption flag is not hoisted it will be taken as a signal that a pilot is required. At night if a pilot is required the usual signal for a pilot should be shown.

N.B.—Owing to the nature of the work in progress, this notice may require to be amended from time to time, and therefore, should be treated as tentative only.

JOHN DARBY,
Secretary to the Marine Board.

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