

JAPAN.

SHIMONOSEKI KAIKYO APPROACH.—OMOJI IWA LIGHT.—
ALTERATION IN CHARACTER.

Position.—Lat. 34° 0½' N.; long. 130° 48½' E.
New abridged description.—Lt. occ., red, ev. 5 secs., 45 ft., vis. 10 m. (U).

Alteration.—The character of the light has been altered from flashing red to occulting red every five seconds—thus, light 3 secs., eclipse 2 secs.

Remarks.—The light has a visibility of 10 miles, and is unwatched.

GULF OF TOKYO.—ASHIKA JIMA AND FORT NO. 2.—LIGHTS
DESTROYED.

Position.—Ashika Jima light, lat. 35° 12¾' N., long. 139° 44' E. Fort No. 2 light, lat. 35° 18½' N., long. 139° 44½' E.

Details.—The above lights, which were destroyed by the recent hurricane, are to be marked "Destroyed (1917)" on the charts.

INDIA.

BAY OF BENGAL.—HUGLI RIVER APPROACH, SANDHEADS.—
EASTERN CHANNEL LIGHT-VESSEL.—ALTERATION IN CHARACTERISTICS OF LIGHT; NEW FOG-SIGNAL ESTABLISHED.

Position.—Lat. 20° 56¾' N., long. 88° 11½' E.
(a.) *Light:*

New abridged description.—Lt. fl., ev. 30 secs., vis. 12 m.
Alteration.—The former light has been replaced by a flashing white light every thirty seconds—thus, flash 1 sec., eclipse 29 secs.

SUMATRA, EAST COAST.—AMPHITRITE BAY.—LIGHT-BUOY
ESTABLISHED; LIGHT DISCONTINUED.

1. *Light, buoy established:*

Position.—At a distance of about 8¼ miles, southward, of Tanjong Datu. Lat. 0° 8' 30" S., long. 103° 48' 30" E.
Description.—A light-buoy painted white, exhibiting a fixed red light.

2. *Light discontinued:*

Position.—On the edge of the bank at Tanjong Datu. Lat. 0° 0¼' S., long. 103° 49' E.
Description.—A fixed white light.

CHINA SEA AND PACIFIC OCEAN.

Traffic Regulations, Extinction of Lights, and Discontinuance or Withdrawal of Aids to Navigation.

Former notice hereby cancelled.

I. PHILIPPINE ISLANDS.

Manila Bay.

The south channel into Manila Bay is closed to traffic and is protected by mines; this channel extends from Caballo Island on the north to Restinga Point on the south.

The north channel between Corregidor Island and the shore of Bataan Province to the northward is closed to inward-bound traffic from sunset to sunrise, except to certain vessels engaged in public service.

Vessels are, however, permitted to leave Manila Bay by the north channel without restriction as to time.

Obedience to the above regulations will be enforced by vessels of the United States Navy and by the shore batteries.

Failure to comply with any of the above regulations may result in the destruction of the offending vessels.

Subic Bay.

Subic Bay is closed to traffic; any unauthorized vessel attempting to enter the port does so at her peril.

II. HONG KONG.

Cape Collinson light is extinguished.

Gap Rock light, Wag Lan Islet light, and Green Island lights are extinguished, but lights will be exhibited from these lighthouses when the local typhoon-signals are hoisted, and will be shown until the signals are hauled down.

III. RUSSIAN MARITIME PROVINCE.

All lights are liable to be extinguished, and aids to navigation discontinued or withdrawn on the coasts of the Russian maritime province.

IV. SANDWICH ISLANDS, HONOLULU.

All lights in Honolulu Harbour are extinguished, and the harbour is closed by night.

NOTE.—This notice is a revision of the former notice quoted above.

NORTH ATLANTIC OCEAN.

OFF THE AMERICAN COAST.

The following obstructions were reported:—
Nov. 23.—About ¼ mile east of Fort Wadsworth, New York Bay, a spar about 30 ft. long, awash.

Nov. 26.—The scow previously reported sunk in the Delaware River, near the lower end of Fort Delaware, lies entirely submerged in 18 ft. of water at the black spar buoy which marks the west end of the submarine net.

Nov. 9.—Lat. 30° 10', long. 75°, a red conical buoy.

ALONG THE OVER-SEA ROUTES.

The following obstructions were reported:—

Nov. 12.—Lat. 34° 40', long. 8° 33', a steamer's small boat about 18 ft. long, bottom up.

Nov. 19.—Lat. 55° 39', long. 6° 34', barrels and considerable lumber covered with marine growth.

NORTH PACIFIC OCEAN.

The following obstructions were reported:—

Nov. 21.—An obstruction off Point Arguello, Cal., was drifting alongside a large patch of kelp 30 miles S.S.W. from Point Arguello.

Dec. 7.—About 2 miles S.W. of Point Arena, Cal., two spars.

OFF THE AMERICAN COAST.

The following obstructions were reported:—

6376.—Dec. 9.—About 8 miles S.S.W. of Winter Quarter Shoal Lightship, the barge "Lancaster" sank.

Dec. 15.—Lat. 36° 53', long. 75° 48', a mast projecting about 20 ft. out of water and attached to part of a deck.

6373.—Dec. 11.—Lat. 36° 53', long. 75° 49', in 9½ fathoms of water, a sunken bark with all masts from the centre of the topmasts above water; topgallant sails furled.

6374.—Dec. 11.—Barge "Georgia," before reported sunk, lies about 2 miles S.W. of Turners Lump buoy, Va., in 6 fathoms of water, with two spars visible.

6373.—Dec. 10.—About 15 miles S. 70° E. of Cape Henry, a derelict three-masted schooner.

Dec. 11.—Lat. 34° 30', long. 75° 48', a first-class nun buoy painted red with yellow horizontal band, and marked LV over L.

Dec. 4.—Lat. 31° 11', long. 70° 33', a black can buoy covered with marine growth.

Dec. 3.—Alligator Reef light bearing N. 16° E. (true), about 16 miles distant, a large log about 30 ft. long and 15 ft. in circumference.

Dec. 6.—Lat. 23° 53', long. 81° 14', what was apparently a tree showing about 15 ft. out of water.

Dec. 2.—Lat. 27° 45', long. 91° 20', three large tree stumps about 10 ft. apart.

SMOKE-BOXES.

The Bureau of Ordnance of the Navy Department is having manufactured by the Du Pont Company smoke-boxes suitable for use by merchant vessels as a means of escape from attacking submarines. Merchant vessels desiring to procure these smoke-boxes can obtain them from the Du Pont Company. The cost will be approximately as follows:—

Smoke-funnel, each	\$125-00
Phosphorus, pound	1-75
Smoke-boxes, each	25-00

The smoke-funnel is for the production of smoke on board the vessel, and requires only the fuel for its continued use. The smoke-boxes are for throwing overboard, and once used cannot be recovered.

The Navy Department is preparing to issue smoke-boxes to all vessels carrying armed guards, and has announced as its policy that smoke-producing apparatus for the use of merchant vessels should be available for every vessel desiring to purchase same. It is urged that merchant vessels give prompt and favourable consideration to the desirableness of purchasing smoke-producing apparatus.

The War Instructions for Merchant Vessels of the United States, issued by the Navy Department, contains directions for the use of smoke-producing apparatus, and the Bureau of Ordnance of the Navy Department issues a pamphlet dealing with the particular type of smoke-producing apparatus manufactured by the Du Pont Company.

FOG WARNINGS BY RADIOPHONE.

The following was received on 19th September from the office of the Director of the U.S. Naval Communication Service:—

"The attention of all ships navigating in the vicinity of Point Judith is invited to the recent installation at Point Judith light of a radiophone fog-warning device.

"The apparatus will be of use to commanding officers in picking up the light in thick weather, as experience has shown that operators can judge to some extent the distance according to strength of signals with a known normal range. Although measurements have been taken to determine the limit of the range of this apparatus, too much reliance should not be placed in it until its worth has been proved under service conditions.