

(b.) Rear light :

Position.—At a distance of 333 yards, 319° (N. 19° W. mag.), from front light.
Abridged description.—Lt. F., 73 ft., vis. 3 m.
Details.—Character, a fixed white light; elevation, 73 ft.; visibility, 3 miles; structure, white pole with shed at base, 26 ft. in height.

UNITED STATES.

ATLANTIC COAST.—NEW YORK.—EAST RIVER.—EXISTENCE OF A ROCK.

Position.—At a distance of 3¼ cables, 315° (N. 34° W. mag.), from Brooklyn Navy Yard flagstaff. Lat. 40° 42½' N., long. 73° 59' W.
Description.—A pinnacle rock over which there is a depth of 25 ft.
Variation.—11° W.

CENTRAL AMERICA.

CARIBBEAN COAST.—PANAMA.—COLON HARBOUR.—BUOYS ESTABLISHED TO MARK TORPEDO RANGE.

Position.—(a.) The northern buoy is situated in lat. 9° 22' 27" N., long. 79° 56' 22" W., on Chart No. 3111. (b.) The middle and southern buoys are situated respectively 2,000 and 3,500 yards, 175° (S. 10° E. mag.), from the northern buoy.
Description.—Each a white spar buoy.
Remarks.—The above buoys mark the line of a torpedo range recently established.
Variation.—5° E.

MULETAS ARCHIPELAGO.—NON-EXISTENCE OF SHOAL.

Position.—At a distance of about 5 miles northward from Isla Puyúdas. Lat. 9° 34' N., long. 78° 29' W.
Description.—A shoal over which the bottom was reported to be visible.
Remarks.—The shoal is to be expunged from the charts.

SPAIN.

WEST COAST.—AROSA BAY.—LOS MEZOS.—LIGHT EXTINGUISHED.

Position.—Lat. 42° 30¾' N., long. 8° 55¾' W.
Description.—An occulting light, with white and green sectors.
Remarks.—The light has been extinguished, and the note "Extingd. 1918," is to be inserted against it on the charts.

RED SEA, GULF OF ADEN, PERSIAN GULF, ARABIAN SEA, BAY OF BENGAL, AND MALACCA STRAIT.

CAUTION WITH REGARD TO EXTINGUISHING OF LIGHTS.—CERTAIN PORTS CLOSED BY NIGHT.

- The lights at the following places have been extinguished : —————; Jibuti and vicinity (except Ras al Bir); —————; —————; Foul Point in Ceylon; —————; Puri; Shortt Island; Balasore; Port Blair in the Andaman Islands; Penang and approaches; Singapore. All lights in the Persian Gulf, and on the coast of India, Ceylon, and the Bay of Bengal are liable to be extinguished without notice. Vessels should arrange to arrive at their destinations during daylight hours.
- Certain ports closed by night :
 Vessels are prohibited from entering the Port of Massawa between sunset and 6.0 a.m., and they should not approach the port between these hours.
 Vessels are prohibited from entering the Ports of Panjim and Marmagao in Portuguese India between sunset and sunrise.

PORTUGUESE ATLANTIC COLONIES AND ISLANDS.

- CAUTION WITH REGARD TO EXTINGUISHING OF LIGHTS.
 (1.) AZORES.—*Caution.*—All lights are extinguished with the following exceptions: Arnel and Ferraria Points in San Miguel; Cappellinhos (Comprida) Point in Fayal; Lagens Point in Flores.
 (2.) MADEIRA ISLANDS.—*Caution.*—All lights are extinguished except ————— Porto Santo light. *Remarks.*—Fóra Island light will show a faint light if a vessel is in danger of running ashore.
 (3.) CAPE VERDE ISLANDS.—*Caution.*—All lights are extinguished.

(2.) CAPE VERDE ISLANDS.—TRAFFIC RESTRICTIONS.

Entrance to the channel between St. Antoria and St. Vincent Islands from the northward is prohibited during the night. Entrance to Porto Grande is also prohibited at

night. Vessels are not permitted to wait within Portuguese waters off the entrance to Porto Grande. Careful attention is to be paid to signals made by patrol vessels, and all orders received from them are to be immediately complied with.
Note.—This notice is a revision of the former notice of 1917.

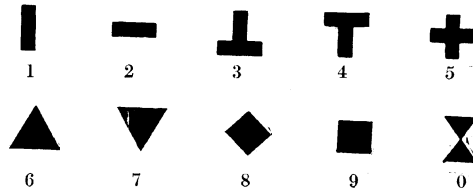
COAST OF CHINA.

NEW STORM-SIGNALS ESTABLISHED.

The following system of storm-signals has been substituted for that formerly in use at the storm-signal stations of the Imperial Maritime Customs, at the French municipal storm-signal station at Shanghai, and at the British storm-signal station at Wei-hai-wei.

GENERAL EXPLANATION.

1. The signals are made by means of certain symbols, each corresponding, for certain purposes, to a number :—



2. The signals are hoisted at the yardarms and masthead of the storm-signal mast, and have the following general characteristics :—

Typhoon and Continental depression signals :

- 4 symbols at one yardarm showing the position of the centre.
- 3 symbols at the other yardarm showing the direction of motion and/or certain characteristics (see Tables Nos. 1, 2, and 3).
- 1 symbol at the masthead showing the time the warning was issued by the Observatory (see Table No. 4).

Gale signals :

- 1 symbol at one yardarm showing the region threatened (see Table No. 5).
- 2 symbols at the other yardarm showing the general direction of the wind (see Table No. 1).
- 1 symbol at the masthead showing the time the warning was issued by the Observatory (see Table No. 4).

The two upper symbols of group (a) indicate by their corresponding numbers the latitude and the two lower symbols within which the centre of a circle of specified size within which the centre of the typhoon or depression lies. The symbols for longitude give the units and tens only; thus, 32 indicates longitude 132.

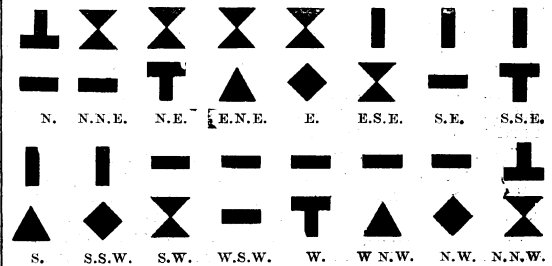
The two upper symbols of group (b) indicate the direction in which the typhoon is travelling (see Table No. 1) or, alternately, certain conditions of the typhoon (see Table No. 2). The third and lowest symbol of group (b) indicates the radius of the circle whose centre is shown by the latitude and longitude. This symbol may also indicate degree of intensity. In the case of a continental depression it indicates that it is such, and the corresponding latitude and longitude is the centre of an indefinite area affected (see Table No. 3).

Caution.—It should be clearly understood that the position indicated by the latitude and longitude signalled does not purport to be the position of the centre of the typhoon. It indicates merely the centre of a circle of a specified radius within which the centre of the typhoon is believed to lie.

TABLE NO. 1.—DIRECTION SIGNALS.

Two Upper Symbols of Hoist.

These indicate the direction in which a typhoon is travelling or the direction from which a gale may be expected.



Note.—The numbers corresponding to the symbols indicate the number of points from north.