

**No. S. 92.**—Return of Samples examined under “The Sale of Food and Drugs Ordinance, 1896,” for the quarter ended 31st March, 1911.

| Description. | Number of samples. | Number found genuine. | Number found adulterated. |
|--------------|--------------------|-----------------------|---------------------------|
| Ale, .....   | 6                  | 6                     | 0                         |
| Milk, .....  | 7                  | 6                     | 1                         |

A. C. FRANKLIN,  
*Government Analyst.*

13th April, 1911.

**No. S. 93. NOTICES TO MARINERS.**

SPECIAL NOTICE TO MARINERS, No. 347.

At the request of the Russian Authorities the following “Signals for Ice-breakers working in Ice,” issued by the Merchant Marine Department of the Russian Ministry of Commerce and Industry, are hereby notified for the information of vessels proceeding to Vladivostock.

W. FERD. TYLER,  
*Coast Inspector.*

COAST INSPECTOR'S OFFICE,  
SHANGHAI, 1st April, 1911.

SIGNALS FOR ICE-BREAKERS WORKING IN ICE.

Sound Signals to be used when following the Ice-breaker.

| Signals.    | From the Ice-breaker.  | From the Steamer.                |
|-------------|--|----------------------------------|
| 1 ———       | I am going ahead, follow me.   | I am going ahead, follow me.     |
| 2 — — — —   | Reduce your speed.   | Reduce your speed.               |
| 3 — — — — — | Stop your engines, do not follow me.   | I stop where I am.               |
| 4 — —       | Keep more to starboard.  |                                  |
| 5 — — —     | Keep more to port.   |                                  |
| 6 — — — — — | Attention: got stuck in the ice.   | Attention: got stuck in the ice. |
| 7 — — — —   | Give full speed astern.  | Give full speed astern.          |
| 8 — — — — — | Work to be knocked off until morning, or until better conditions are forthcoming.                |                                  |
| 9           | Blue pennant signifies that the signal is meant only for the steamer nearest to the ice-breaker. |                                  |
| 10          | Blue flag means that the sound—or other signals are only meant for the ice-breakers.             |                                  |

1.—As leading ice-breaker, that ice-breaker counts which is going ahead of one or several steamers.

2.—Signals to be given by the steam-whistle or siren: long lines signify long blasts, and short lines short blasts.

3.—Steamers following the ice-breaker have to repeat the sound signals one after the other separately in the order in which they are following the ice-breaker.

4.—All steamers following the ice-breaker have to be always ready to go full speed astern.

5.—If the ice-breaker is followed by several steamers, and the distance between the hindmost steamers and the ice-breaker is so great that the sound signals of those steamers cannot be heard by the ice-breaker, then those aforesaid steamers, instead of giving the sound signal No. 6, have to hoist in daytime a *red* ball, and at night a *red* light, and to keep the signal up until the ice-breaker has come to their assistance.

6.—Steamers stopping in the channel made by the ice-breaker have, during fog or snow, to give the signal No. 3, as well as ring the bell.

7.—Each steamer following the ice-breaker has to be ready to take a tow-rope; and when in tow the steamer has to take all precautions to let go the tow-rope at the first command of the ice-breaker.

8.—Steamers being towed are not to go ahead with their engines without a special order; but they must be always ready to go astern in case the ice-breaker gets stuck in heavy ice.

9.—If a steamer following the ice-breaker in the ice gets some damage or a leak, she has to hoist the "International Code" signal N.C. This signal and the sound signals have to be repeated by all steamers situated between the ice-breaker and the damaged steamer. As soon as the ice-breaker notices the signal and hoists the answering pennant, the steamers, excepting the damaged one, have to take down their signals. This steamer has at the same time to prepare everything as far as possible to get into readiness to take the hose of the ice-breaker on board and into that compartment or hold which has to be pumped out first.

10.—In case the captain of the steamer to which the assistance is brought does not follow the instructions given to him, the commander of the ice-breaker has the right to refuse any assistance until his orders are followed out.

11.—The Ministry (Board) of Commerce is not responsible for any damage the steamers receive during the time they are assisted by the ice-breaker.

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TRANSLATION.

*Notification No. 369 of Department of Communications.*

NOTICE is hereby given that, Kurushima Strait Tidal Observation Lightbuoy on the west side of Chu-suido, Kurushima Strait, has been relighted as ever, its illuminating apparatus having been repaired completely, and the temporary light shown pending the work has been withdrawn at the same time (see Notification No. 1456 of Department of Communications, December, 1910).

BARON GOTO SHIMPEI,  
*Minister of State for Communications.*

TOKYO, *March 25th, 1911.*

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SOUTH AUSTRALIA.

No. 2 of 1911.

WEST COAST.

STREAKY BAY—CRAWFORD'S SPIT.

A pile beacon, black, with diamond-shaped head, has been placed on the western extremity of Crawford's Spit in 5ft. at L.W.S.

Approximate position—Lat.  $32^{\circ} 46\frac{1}{2}'$  S.; long.  $134^{\circ} 13\frac{1}{2}'$  E.

COFFIN'S BAY.

The black and red buoys which marked the entrance to the channel into Coffin's Bay have been removed, and the channel is now marked by four red beacons with circular heads, to be kept on the starboard hand when entering; and one black beacon with diamond-shaped head, to be kept on the port hand when entering.

The outer red beacon shows about 26ft. above high water, and the others about 10ft. above high water.

*Caution.*—The shoals and soundings in this bay are liable to change, and the beacons must not be approached too closely.

Approximate position of outer red beacon—Lat.  $34^{\circ} 29\frac{1}{2}'$  S. ; long.  $135^{\circ} 22'$  E.

This affects Admiralty Chart No. 1061.

ARTHUR SEARCY,  
*President of the Marine Board.*

Marine Board Offices, Port Adelaide, *February 13th, 1910.*

SOUTH AUSTRALIA.

No. 3 of 1911.

GULF ST. VINCENT.

APPROACH TO PORT ADELAIDE.

*Semaphore Anchorage—Four-Fathom Patch.*

Masters of vessels, pilots, and others are hereby informed that a recent examination of the four-fathom patch shows that there is 22ft. 6in. near the centre of the patch with the light on Wonga shoal bearing S.E. by S., distant one and a quarter miles, and the old lighthouse structure N.  $48^{\circ}$  E. ; the outer end of Largs Jetty, S.  $72^{\circ}$  E.

The extent of the patch carrying less than 24ft. is about  $2\frac{3}{4}$  by 3 cables.

This affects Admiralty Charts 1752 and 2389 A and B.

ARTHUR SEARCY,  
*President of the Marine Board.*

Marine Board Offices, Port Adelaide, *February 13th, 1911.*

PUBLIC WORKS DEPARTMENT.

**No. S. 78.**—It is hereby notified that the following Sale of Crown Land by Public Auction, will be held at the Offices of the Public Works Department, on Tuesday, the 18th day of April, 1911, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No.         | Locality.                                   | Boundary Measurements. |       |       |       | Contents in Sq. feet. | Annual Rent. | Upset Price. |
|--------------|----------------------|---|------------------------|-------|-------|-------|-----------------------|--------------|--------------|
|              |                      |   | N.                     | S.    | E.    | W.    |                       |              |              |
|              |                      |   | feet.                  | feet. | feet. | feet. | \$                    | \$           |              |
| 1            | Inland Lot No. 1878. | Adjoining Inland Lot No. 1714, Bonham Road. | (As per plan.)         |       |       |       | 14,250 (about).       | 98           | 2,850        |

W. CHATHAM,  
*Director of Public Works.*

*31st March, 1911.*