

No. S. 54.

NOTICES TO MARINERS.

The last Admiralty Notice to Mariners issued during 1920 was No. 2137.

ADMIRALTY.

No. 1 of the year 1921.

Caution when Approaching British Ports.

PART I.

CLOSING OF PORTS.

Former Notice—No. 1 of 1920; hereby cancelled.

(1) My Lords Commissioners of the Admiralty, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports of the Empire, this is to give Notice that on approaching the shores of the United Kingdom, or any of the ports or localities of the British Empire, a sharp look-out should be kept for the signals described in the following paragraph, and for the vessels mentioned in paragraph (5), Part II., of this Notice, and the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three *red* vertical lights by night, or three *red* vertical balls by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II., of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination vessel or signal station.

(3) At some ports or localities at home or abroad, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when search-lights are observed to be working.

PART II.

Examination Service.

(4) In certain circumstances it is also necessary to take special measures to examine vessels desiring to enter ports or localities at home or abroad.

(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service at any port will never be publicly advertised, especial care should be taken in approaching the ports, by day or night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any British port in the United Kingdom or abroad, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(7) **By day** the distinguishing flag of the Examination Steamer will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red vertical balls if the port is closed.

Usually the Examination Steamers will fly the blue ensign, but at certain ports they will fly the white ensign.

By night the steamer will carry:—

- (a) Three *red* vertical lights if the port is closed.
- (b) Three *white* vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that, when approaching a British port where the Examination Service is in force, they must have the signal letters of their vessel ready to hoist immediately the Examination Steamer makes the signal: "What ship is that?"

(9) Masters are warned that, before attempting to enter any port when the Examination Service is in force, they must in their own interests strictly obey all instructions given to them by the Examination Steamer.

Whilst at anchor in the Examination Anchorage, Masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things, without permission from the Examination Officer:—

- To lower any boat.
- To communicate with the shore or other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

(10) In case of fog, Masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III.

Mine-sweeping Operations.

H.M. Vessels engaged in mine-sweeping operations or exercises are hampered to a considerable extent in their manœuvring powers.

With a view to indicating the nature of the work on which they are engaged, these vessels will show the signals hereinafter mentioned. For the public safety all other vessels, whether steamers or sailing craft, should endeavour to keep out of the way of vessels flying these signals and not approach them inside the distances mentioned herein, specially remembering that it is dangerous to pass between the vessels of a pair or group sweeping together.

1. SIGNALS THAT WILL BE SHOWN BY DAY.

(a) By vessels working singly:

A black ball at the foremast head, and a similar ball at each yardarm or where they can best be seen.

Vessels showing this signal should not be approached nearer than 900 yards (822^m9).

(b) By vessels working in pairs or groups :

A black ball at the foremast head, and a similar ball at the yard-arm or where it can best be seen, on that side on which it is dangerous to pass.

Vessels should not pass within a distance of 400 yards (365^m8) astern of a pair or group of sweepers, or when more than one pair or group are working in company within a distance of 400 yards (365^m8) astern of the rear pair or group. They should on no account attempt to pass between pairs or groups working in company.

2. SIGNALS THAT WILL BE SHOWN BY NIGHT.

As for day, except that all round green lights will be used in a similar manner to and in place of the black balls.

NOTE.

This Notice is a revision of Notice No. 1 of 1920.

(Notice No. 1 of 1921.)

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

F. C. LEARMONTH,
Rear-Admiral and Hydrographer of the Navy.

Admiralty, London, 1st January, 1921.

299/11.

Gulf of Siam—East Coast—Obstacle to navigation reported.

According to a report from the Harbour Department, at an enquiry, held at this Department with regard to the loss of the s.s. "Kaeo Samud"; the Captain of the ship stated, that on the 27th December, 1920, at about 10 $\frac{3}{4}$ a.m. on her voyage from Goh Si Chang to Hongkong the ship struck a submerged object, lying approximately in the middle of the line between Sombrero cliff and Goh Ira, where according to the English Admiralty Chart No. 2720 there should be 12 fathoms of water. The draught of the "Kaeo Samud" was 20' fore and 20'9" aft.

This passage, between Sombrero and Goh Ira, is not the fairway, usually taken by ships, navigating inside Goh Kram, but until further notice it should not be made use of at all.

By order of the Ministry of Marine,

Captain F. THOMSEN, R.N.,
Hydrographer of the Navy,
Director of the Hydrographic Office.

BANGKOK, 20th January, 1921.

**Gulf of Siam—East Coast Channel inside Goh Kram—Submerged
stone found.**

A careful search by H.M.S. *Liu Taley* has revealed a big stone, with 7 feet least water over it, in the middle of the passage between Goh Ira and Sombrero cliff.

The stone has horizontal diameter of 4 meters. Position (in English Admiralty Chart No. 2720) :

12° 41' N. Lat., 100° 48' E. Long.

Bearings : North point of Goh Ira S. 27 E., distance 807 meters.

Sombrero (Hin Kee Pla) N. 57 W., distance 780 meters.

The sides of the stone go steeply down to a stony base of small extent, with between 3 and 4 fathoms water.

The position of the stone should be marked in the chart by the conventional sign, a cross, encircled in a small dotted line.

By order of the Ministry of Marine,

Captain F. THOMSEN, R.N.,

Hydrographer of the Navy.

Director of the Hydrographic Office.

BANGKOK, 28th January, 1921.

The Government of the Philippine Islands
Department of Commerce and Communications
BUREAU OF COMMERCE AND INDUSTRY
MANILA

January 28, 1921.

NOTICE TO MARINERS, No. 602.

Maasin.

THE fixed red light, large lens lantern, at Maasin Harbor, Leyte, which was formerly displayed from the top of a white wooden post on boats landing, is now showing from a 28-ft. standard concrete beacon. The position, height, arc of visibility and distance of visibility remain unchanged.

(See No. 92, List of Lights, etc., 1920.)

Tacloban—Buoy Missing.

The second class black can buoy, No. 5, on the northern edge of the shoal at southern entrance to Tacloban, has been reported missing. It will be replaced as soon as practicable and proper notice will then be issued.

(See No. 107, List of Buoys, etc., 1920.)

JORGE B. VARGAS,

Acting Director.