

**No. S. 308.**—It is hereby notified that sealed tenders in triplicate, which should be clearly marked "Shing Mun Valley Scheme—Tender for Construction of Raw Water Reception Reservoir", will be received at the Colonial Secretary's Office until Noon of Monday, the 27th day of October, 1924, for the Construction of two Masonry Dams and contingent Works in the lower Shek Lai Pui Valley.

For Form of tender, specification and further particulars apply at this Office.

The Government does not bind itself to accept the lowest or any tender.

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**No. S. 309.**—It is hereby notified that sealed tenders in triplicate, which should be clearly marked "Tender for Construction of Cement Concrete Sewers and Storm-water Drains, Kowloon", will be received at the Colonial Secretary's Office until Noon of Monday, the 27th day of October, 1924.

No work will be permitted on Sundays.

For Form of tender, specification and further particulars apply at this Office.

The Government does not bind itself to accept the lowest or any tender.

HAROLD T. CREASY,  
*Director of Public Works.*

10th October, 1924.

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**No. S. 310.**

#### NOTICES TO MARINERS.

Notice to Mariners No. 484 published in the Government Gazette of 22nd August, 1924:—

- (1) The Green Light on the Public Pier (Tsim Sha Tsui) to the North of the Hongkong Ferry Jetty (at Kowloon) has been changed to a Red Light.
- (2) The limits of the Western Boundary have been amended as follows:—

*Western Boundary.*—A line drawn from the Red Light on the Tsim Sha Tsui wharf (immediately to the North of the Hongkong Ferry Pier at Kowloon Point)  $228\frac{1}{2}^{\circ}$  to the Green Light on the Pier at the end of Queen Victoria Street.

Lieut.-Comdr. G. F. HOLE, R.N.,  
*Harbour Master, &c.*

HARBOUR MASTER'S DEPARTMENT,  
HONGKONG, 10th October, 1924.

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On and after the 1st August, 1924, the White Occulting Light at the anchorage for Port Louis Harbour will be replaced by a Red Flashing Light showing one flash every five seconds, thus:—flash  $\frac{1}{2}$  second, eclipse  $4\frac{1}{2}$  seconds.

No alteration will be made in the position or appearance of the Light Buoy.

HARBOUR DEPARTMENT,  
- MAURITIUS, 10th July, 1924.

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No. 809.

**CHINA.**

SHANGHAI DISTRICT.

**YANGTZE RIVER—TUNGCHOW CHANNEL.**

**Buoys Moved.**

Notice is hereby given that the buoyage of the Tungchow Channel, Yangtze River, has been readjusted as follows:—

Corner Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S.  $45\frac{1}{2}^{\circ}$  W., distant 2.01 miles.

Edge Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S.  $7\frac{3}{4}^{\circ}$  W., distant 2.89 miles.

Bend Buoy has been moved, and from the new position of the buoy Plover Point Beacon bears S.  $11\frac{1}{2}^{\circ}$  E., distant 4 miles.

The characteristics of the buoys have not been changed.

All bearings given are magnetic.

By Order of the Inspector General of Customs,

H. E. HILLMAN,  
*Coast Inspector.*

THE MARITIME CUSTOMS,  
MARINE DEPARTMENT,  
SHANGHAI, 2nd October, 1924.

No. 47 of 1924.

**INDIA—EAST COAST—PAMBAN—MANDAPAM ANCHORAGE.**

The Master of the S.S. *Binfield* reports having obtained less water than shown on the charts in the following positions:—

*Mandapam anchorage.*

Chart 3581 "Approaches to Pamban Pass."

First position.—Pamban Lighthouse S.  $55^{\circ}$  E. (T).

Cable House S.  $33^{\circ}$  E. (T).

Port limits Beacons S.  $9^{\circ}$  W. (T).

Depth water obtained was 31 feet. Soundings shown on chart 35 feet.

Second position.—Pamban Lighthouse S.  $66\frac{1}{2}^{\circ}$  E. (T).

N. Toni Beacon S.  $24\frac{1}{2}^{\circ}$  E. (T).

Port limits Beacons S.  $9^{\circ}$  W. (T).

Depth water obtained was 26 feet. Soundings shown on chart 31 feet.

Mariners are warned accordingly.

Captain C. R. CAMPBELL, R.I.M.,  
*Presidency Port Officer.*

PRESIDENCY PORT OFFICE,  
MADRAS, 3rd September, 1924.

HARBOUR NOTIFICATION.

No. 14 of 1924.

Notice is hereby given that Hydro-aeroplanes are stored on the bank in front of the Bureau of Aviations Factory on Kuper Island. The attention of Masters of vessels using the Front Reach is drawn to Clause 12 of the Canton Harbour Regulations, which reads:—

“Vessels under way within the anchorages or elsewhere within the river or the approaches thereto shall abstain from proceeding at a speed whereby their wash is injurious to other craft or property afloat or ashore”.

Masters of vessels are, therefore, warned that when passing Kuper Island, the speed of their vessels should be reduced accordingly.

J. A. SAMPLES,  
*Acting Harbour Master.*

Approved:

A. H. F. EDWARDES,  
*Commissioner of Customs,*

CHINESE MARITIME CUSTOMS,  
HARBOUR MASTER'S OFFICE,  
CANTON, 30th September, 1924.

No. 21 of 1924.

**Wreck of S.S. "Warren." Speed of vessels to be slow when passing.**

Notice is hereby given that work is about to be commenced on the removal of the wreck of S.S. *Warren*, which lies sunk off the International Dock, in Section 11 of Shanghai Harbour.

To effect this, divers will be at work, and small charges of dynamite will be used.

In order that the even continuity of the work may not be interfered with, those in charge of vessels are to ensure that dead slow speed is maintained when in the vicinity of the International Dock, and when in the near approach to that vicinity.

A. HOTSON,  
*Harbour Master.*

Approved:

L. A. LYALL,  
*Commissioner of Customs.*

CUSTOM HOUSE,  
SHANGHAI, 27th September, 1924.

PUBLIC WORKS DEPARTMENT.

No. S. 301.—It is hereby notified that sealed tenders in triplicate, which should be clearly marked "Tender for Latrine in Jordan Road", will be received at the Colonial Secretary's Office until Noon of Monday, the 20th day of October, 1924, for the preparation of site and erection of a public Convenience at the junction of Canton Road (New alignment) with Jordan Road.

No work will be permitted on Sundays.

For form of tender, specification and further particulars apply at this Office.

The Government does not bind itself to accept the lowest or any tender.

HAROLD T. CREASY,  
*Director of Public Works.*

3rd October 1924