

PUBLIC WORKS DEPARTMENT.

No. S. 31.—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 Monday, the 9th day of February, 1925, at 3 p.m.

Full Particulars and Conditions may be obtained at this Office.

PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in sq. feet.	Annual Rental.	Upset Price.
			N.	S.	E.	W.			
			feet.	feet.	feet.	feet.			
2	Tsun Wan Inland Lot No. 8.	Near Tsun Wan.	As per sale plan.				About 30,000	68	600
3	Tsun Wan Inland Lot No. 9.	Do.	Do.				37,300	86	746
4	Tsun Wan Inland Lot No. 10.	Do.	Do.				26,000	60	520

The Purchasers of Tsun Wan Inland Lots Nos. 8, 9 and 10 will also have to pay the sums of \$20, \$25 and \$20 respectively for boundary stones required to define the Lots and \$30 for each Crown Lease.

HAROLD T. CREASY,
Director of Public Works.

30th January, 1925.

No. S. 32.

NOTICES TO MARINERS.

Hongkong Harbour.

Lat. 22°18 North. Long. 114°7½ East.

On or about 9th February, 1925, the Fairway Light buoys marking the Western end of the Central Fairway will be moved to a new position westward of their present position.

New position :—

North Fairway Buoy.—43° 7,350 feet from 299 Hill on Green Island.

South Fairway Buoy.—49° 6,120 feet from 299 Hill on Green Island.

The character of the lights will remain the same.

HONGKONG, 29th January, 1925.

Board of Trade, Mercantile Marine Department Notice No 54 dated February, 1924, is published for the information of intending candidates for Masters and Mates Examination.

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

HARBOUR MASTER'S DEPARTMENT,
HONGKONG, 30th January, 1925.

EXAMINATION OF MASTERS AND MATES AND SIGHT TESTS.

INSTRUCTIONS TO EXAMINERS AND NOTICE TO CANDIDATES.

(References are to paragraphs of the 1921 edition of the Regulations relating to the Examination of Masters and Mates.)

On and after the 1st January, 1925, the 1925 Nautical Almanac (abridged edition) will be introduced into the examinations. In the 1925 Almanac the times styled G.M.T. will be reckoned from midnight as in civil usage and not from noon as in the present Almanac. The problems in nautical astronomy will be revised accordingly and all times therein given will be in the 24 hours notation unless otherwise stated in the problem.

On and after the 1st January, 1926, the following amendments in the Regulations relating to the Examination of Masters and Mates in the Mercantile Marine will come into force:—

A.—FOREIGN GOING CERTIFICATES.

- (1) **Second Mate.**—Every candidate will be required to produce a valid Board of Trade Certificate of Efficiency as Lifeboatman.
- (2) **First and Only Mate.**
 - (i) Candidates will as a rule be allowed to employ any recognised method for the solution of the problem mentioned in paragraph 37 (i) of the Regulations (to find line of position and the true bearing of the sun, and the ship's position), but all candidates will be expected to have a knowledge both of Sumner's Method and of the Marc St. Hilaire method of position lines, and in a few of the papers set the candidates will be restricted to one or other of these methods.
 - (ii) Candidates will also be required to answer a few elementary questions on stability.
- (3) **Master**—In addition to the work specified in paragraph 40 of the Regulations, candidates will be required.
 - (i) to work a course and distance on the arc of a Great Circle, as laid down in paragraph 63 (f) of the Regulations.
 - (ii) to show a slightly more advanced knowledge of stability than is at present required.

In order not to lengthen the examination, either the paper on Meteorology or the Essay will be omitted where a paper on the Great Circle is set (see paragraph 119).
- (4) **Extra Master.**—Candidates will be required to show a knowledge of elementary mensuration up to and including the measurement of shipshaped bodies, plane geometry, and plane and spherical trigonometry up to and including the solution of acute angled spherical triangles. Questions on these subjects will be included in a general mathematical paper for which three hours will be given and which will replace the present two-hour paper on nautical astronomy and trigonometry. To compensate for this, the present three-hour paper on magnetism will be shortened and only two hours will be allowed for it (see paragraph 119).

B.—HOME TRADE CERTIFICATES.

- (1) **Mate (Home Trade).**—Every candidate will be required to produce a valid Board of Trade Certificate of Efficiency as Lifeboatman.

A candidate for a Certificate as Mate, Home Trade, will also be required

- (i) to find the latitude by the meridian altitude of the sun,
- (ii) to find the true amplitude of the sun and the error of the compass therefrom, also the deviation, variation being given.

- (2) **Master (Home Trade).**—A candidate for a Certificate as Master (Home Trade) will also be required

- (i) to find the longitude by chronometer from an altitude of the sun by the usual methods, computing the daily rate of chronometer from errors observed, when required,
- (ii) to find the latitude by the meridian altitude of a star,
- (iii) to find the deviation of his compass by the Azimuth of the sun or a star.

C.—SIGHT TESTS.

The following will come into force at once:—

Cases have recently arisen where candidates at the local sight test examination have passed the letter sheet test hitherto known as the "form vision test" and failed in the lantern test hitherto known as the "colour vision test." When they were referred for special examination, or were granted a special examination on appeal, it was found that their inability to pass the lantern test was due, not to any defect in their colour vision but to some permanent defect, such as astigmatism, in their form vision.

Defective form vision, equally with defective colour vision, renders a candidate unable to pass the lantern test, and, in order to avoid apparent anomalies of the kind mentioned above, the Board have decided to adopt the standard set by the lantern test as the standard of form vision as well as of colour vision. The test hitherto known as the "form vision test" will be called the "letter test;" all candidates will still be required to pass it before proceeding to the lantern test; but candidates will not in future be regarded as having passed in form vision until they have passed the lantern test as well as the letter test. There will be no change in procedure.

In paragraph 29 and Appendix I to the Regulations, the words "form vision test" should be altered to "letter test" and "colour vision test" to "lantern test" wherever they occur. Similar alterations should be made in paragraph 14 and Appendix C to the Regulations relating to the examination of Skippers and Second Hands.

Fees in Appeal Cases.—Candidates who on appeal from the result of the local tests are granted a special examination are notified by the Principal Examiner of the time at which they should attend for special examination and are expected to inform the Principal Examiner whether or not they will be able to attend at that time. Considerable inconvenience has been caused by candidates informing the Principal Examiner that they will attend at the time stated but failing to keep the appointment. In future a candidate who, after informing the Principal Examiner that he will attend, fails to appear at the time appointed, will forfeit the appeal fee of two guineas and will be required to deposit a further fee of the same amount before further arrangements can be made for his special examination.

BOARD OF TRADE,

MERCANTILE MARINE DEPARTMENT,

February, 1924.

M. 17675—1923.

Notice No. 54.

KONGMOON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 3 of 1925.

With reference to Local Notice to Mariners Nos. 1 and 2 of 1925, notice is hereby given that on the report of Commanding Officer, H. M. A. L. *Wing Lee*, the wreck of the French Steam-launch *Sun Fook* has been raised and removed.

KONGMOON, 22nd January, 1925.

No. 4 of 1925.

Notice is hereby given that an obstruction to navigation (probably the remains of a stone laden junk has been discovered to the N.W. of Moto Island, Broadway. Soundings taken above and around this obstruction indicate that it has a diameter of about 70 feet and that its depth varies from 5 to 10 feet at low water. Away from this obstruction the soundings are around 3 fathoms and the bottom mud.

Its approximate position is 700 yards to the N.W. of Moto Island, 700 yards E. of Reclaimed land 700 yards S.W. of Slate Cliff, as shown on British Admiralty Chart No. 2562.

It has not been able to ascertain whether the obstruction is of recent occurrence or not.

E. O'HARE,
Harbour Master.

Approved:

H. D. HILLIARD,
Acting Commissioner of Customs.

CUSTOM HOUSE,
KONGMOON, 26th January, 1925.

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CHINA STATION HYDROGRAPHICAL MEMORANDA.

43. Malacca Strait—Sembilan Island.

The light on White Rock, Palo Sembilan, has been discontinued, pending the arrival and fitting of a new light.

Further notice will be given when this is done.

Charts affected—1009, 793.

Publication affected—China Sea Pilot, Part I, page 204.

Authority—Straits Settlements Government Gazette of 12th December, 1925.

44. Borneo, N.W. Coast.

A beacon has been established on the S.S.W. edge of Jahat Shoals.

Position—Lat. $5^{\circ} 34' 20''$ N., Long. $115^{\circ} 22' 10''$ E.

Description—A steel tripod beacon, with globe topmark; painted—top half: white, lower half: black.

Charts affected—1844, 2111, 2109.

Publication affected—China Sea Pilot, Part IV, page 137.

45. Japan—Hokkaido.

Following light was established on head of South Breakwater, Kushiro Ko, Hokkaido, on 15th November, 1924, and at the same time Kushiro Ko No. 2 Light-buoy was withdrawn.

Position—Latitude $42^{\circ} 58' 11''$ N., Longitude $144^{\circ} 21' 23''$ E.

Description—Circular, concrete, painted red.

Character—5th order, acetylene gas, fixed red light.

Height of light—Approximately 45 feet above H.W.O.S.

Visibility— $12\frac{1}{2}$ miles.

Power—230 candles.

Remarks—Intended fog bell from same lighthouse—giving one stroke every two minutes—not in operation until further notice.

Chart affected—991.

Publications affected—Japan Pilot, page 722; Light List, Part, VI, page 271.

Authority—Japan Notification No. 1714 of 11th December, 1924.

46. Cancellations.

The following China Station Hydrographical Memoranda are cancelled:—

No. 10.	Superseded by Admiralty Notice to Mariners No. 718 of 1924.
„ 20	„ „ „ „ 1109 „
„ 27	„ „ „ „ 1613 „
„ 29	„ „ „ „ 1693 „
„ 30	„ „ „ „ 1791 „
„ 32	„ „ „ „ 1651 „

24th January, 1925.

PUBLIC WORKS DEPARTMENT.

No. S. 20.—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 Monday, the 2nd day of February, 1925, 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 Rental.	Upset Price.
			N.	S.	E.	W.			
1	Kowloon Inland Lot No. 1959.	North of Kowloon Inland Lot No. 1685, Prince Edward Road.	feet.	feet.	feet.	feet.	6,000	\$ 42	\$ 9,000
			As per sale plan.						

The Purchaser of the Lot will also have to pay the sum of \$25 for boundary stones required to define the Lot and \$30 for the Crown Lease.

HAROLD T. CREASY,
Director of Public Works.

16th January, 1925.