

PUBLIC WORKS DEPARTMENT.

No. S. 58.—It is hereby notified that sealed tenders in triplicate, which should be clearly marked "Tender for Service path from Magazine Gap Road to serve the new sites south of Thorpe Manor", will be received at the Colonial Secretary's Office until Noon of Monday, the 2nd day of March, 1925.

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

20th February, 1925.

No. S. 59.

NOTICES TO MARINERS.

No. 12 of 1925.

The following telegram, dated 24-1-1925 from the Port Officer, Calicut is published for information with reference to Notice to Mariners No. 10 of 1925.

"My wire dated 19th Lighter Raised anchorage now clear".

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

PRESIDENCY PORT OFFICE,
MADRAS, 27th January, 1925.

HARBOUR NOTIFICATION.

No. 2 of 1925.

New Head and Stern Mooring Buoys laid in the harbour.

Notice is hereby given that two new buoys—one in the 10th, and one in the 11th Section of the harbour—have been laid in position. These buoys, in conjunction with the previously existing buoys, provide two additional Head and Stern mooring berths in the harbour, for vessels up to 600 feet in length. The two additional berths are under the control of the Chinese Maritime Customs. Application to use them may be made as laid down in Harbour Notification No. 24 of 1922.

The laying of these buoys makes it necessary that the numbering of Head and Stern mooring berths in the 10th and 11th sections, shown on page 13 of the Harbour Regulations, be amended. The amended numbering is shown hereunder:—

H. S. M. Berth 10	Compagnie des Messageries Maritimes - - -	10 S. C.
H. S. M. „ 11	Chinese Maritime Customs - - - - -	10 S. C.
H. S. M. „ 12	Ocean Steamship Company - - - - -	-10 & 11 S. C.
H. S. M. „ 13	Nippon Yusen Kaisha - - - - -	11 S. C.
H. S. M. „ 14	P. & O. Steam Navigation Company - - -	11 S. C.
H. S. M. „ 15	Chinese Maritime Customs - - - - -	11 S. C.
H. S. M. „ 16	Chinese Maritime Customs - - - - -	11 S. C.
H. S. M. „ 17	Chinese Maritime Customs - - - - -	11 S. C.

It should be remembered that Berth 10 is between Buoys 11 and 12; Berth 11 between Buoys 12 and 13, and so on. Buoy No. 11 is the uppermost buoy in Section 10 of the harbour. There is not a Head and Stern Mooring Berth between buoys 16 and 17; so, Berth 15 is between Buoys 17 and 18.

A. HOTSON,
Harbour Master.

Approved:

L. A. LYALL,
Commissioner of Customs.

CUSTOM HOUSE,
SHANGHAI, *10th February, 1925.*

The last Admiralty Notice to Mariners issued during 1924 was No. 2048.

ADMIRALTY NOTICE TO MARINERS.

No. 1 of the year 1925.

Caution when Approaching British Ports.

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1924; 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 movable 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 will probably be unknown to vessels desiring to enter the port, 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 in certain circumstances they may 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 Examining Officer :—

To lower any boat.

To communicate with the shore or with 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 the yardarm or where it can best be seen on that side on which it is dangerous to pass. (If a ball is shown at each yard-arm it is dangerous to pass either side).

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 yardarm 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 repetition of Notice No. 1 of 1924.

(Notice No. 1 of 1925.)

Authority.—The Lords Commissioners of the Admiralty. (H. 7381/24.)

By Command of their Lordships,

H. P. DOUGLAS, Captain, R.N.,
Hydrographer of the Navy.

ADMIRALTY, LONDON,
1st January, 1925.

PUBLIC WORKS DEPARTMENT.

No. S. 38.—It is hereby notified that sealed tenders in triplicate, which should be clearly marked “Tender for Proposed Widening of Reinforced Concrete Bridges at Au-tau and Tam T’sin”, will be received at the Colonial Secretary’s Office until Noon of Monday, the 23rd day of February, 1925.

“A” Proposed 6’ Widening of the Reinforced Concrete Bridge at Au-tau together with making up and Metalling the Approaches.

“B” Proposed 6’ Widening of the Reinforced Concrete Bridge at Kam T’sin together with making up and Metalling the Approaches.

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 and reserves the right to accept separate Tenders for “A” and “B”.

HAROLD T. CREASY,
Director of Public Works.

6th February, 1925.