

No. S. 48.

NOTICES TO MARINERS.

The Master of S.S. *Mantua* reports that on 7th instant at 0600 g.m.t. he passed a derelict water-logged junk in Lat. 25.45 N, Long. 120.24 E. and is dangerous to navigation.

G. F. HOLE,
Harbour Master, &c.

HARBOUR MASTER'S DEPARTMENT,
HONGKONG, 8th February, 1926.

No. 848.

CHINA—EAST COAST.

SHANGHAI DISTRICT—YANGTZE RIVER.

North Channel Entrance: Tsungming Crossing.

MARINE DEPARTMENT CHARTS Nos. 1 AND 2.

Correction Plans.

Correction Plans for Marine Department Charts Nos. 1 and 2, showing recent soundings and the new positions of the buoys marking the Tsungming Crossing, North Channel Entrance to the Yangtze River, are now procurable at the Coast Inspector's Office. Price 50 cents.

By Order of the Inspector General of Customs,

B. H. GOWING,
Deputy Coast Inspector
(for Coast Inspector.)

THE MARITIME CUSTOMS,
MARINE DEPARTMENT,
SHANGHAI, 3rd February, 1926.

No. 1 of 1926.

INDIA—EAST COAST—POINT CALIMERE.

Conversion of Light from Oil to Acetylene.

With reference to Notice to Mariners No. 52 of 1925, dated 23rd June, 1925, it is hereby notified that the oil flashing light at Point Calimere was extinguished on the evening of the 5th January, 1926, and a temporary acetylene light has been exhibited in its stead as notified therein.

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

PRESIDENCY PORT OFFICE,
MADRAS, 6th January, 1926.

The last Admiralty Notice to Mariners issued during 1925 was No. 2106.

ADMIRALTY NOTICE TO MARINERS.

No. 1 of the year 1926.

Caution when approaching British Ports.

PART I.

Closing of Ports.

Former Notice.—No. 1 of 1925; 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* lights vertically disposed by night, or three *red* balls vertically disposed by day, will be exhibited in some conspicuous position, in or near to its approach, which signals will also be shown by the vessels cited 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 balls vertically disposed if entrance is prohibited.

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* lights vertically disposed if entrance is prohibited.

(b) Three *white* lights vertically disposed if entrance is permitted.

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 yard-arm 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 (823^m0).

(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 (366^m0) 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 (366^m0) astern of the rear pair of 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 re-publication of Notice No. 1 of 1925.

(Notice No. 1 of 1926.)

Authority.—The Lords Commissioners of the Admiralty. (H. 7281/25).

By Command of their Lordships,

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

ADMIRALTY, LONDON,
1st January, 1926.

PUBLIC WORKS DEPARTMENT.

No. S. 38.—It is hereby notified that sealed tenders in triplicate, which should be clearly marked "Tender for Drainage Works in Kowloon, New Kowloon and New Territories, West of the Railway", will be received at the Colonial Secretary's Office until Noon of Saturday, the 20th day of February, 1926.

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

5th February, 1926.