

No. S. 344. It is hereby notified that sealed tenders in triplicate, which should be clearly marked "Tender for Explosives", will be received at the Colonial Secretary's Office until Noon of Monday, the 6th day of December, 1926, for the supply and delivery of the following Stores required by this Government, for the year 1927:—

1. No. 1 Dynamite, (75%).
2. Gelignite, (58%).
3. F.F. Gunpowder, Blasting.
4. No. 3A. Detonators.
5. No. 6 Detonators.
6. Electrical Detonators.
7. Fuse, Safety, Black double-wove.

Each Tenderer must produce with each tender a receipt that he has deposited in the Colonial Treasury the sum of Dollars One hundred (\$100), as a pledge of the *bona fides* of his tender, which sum shall be forfeited to the Crown, should the tenderer refuse or fail to carry out to the satisfaction of the Government, the whole or any portion of the tender or tenders, which may be accepted. The deposit will be returned to any tenderer whose tender is not accepted.

For form of tender 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.

26th November, 1926.

No. S. 345.

NOTICES TO MARINERS.

With reference to Notice to Mariners No. S. 340 dated 15th November, 1926, H.M.S. *Iroquois* reports having laid beacons in positions:—

- (a) 343° —5.7 miles from Gap Rock Lighthouse.
- (b) 348° —2.2 miles from Gap Rock Lighthouse.

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

HONG KONG, 24th November, 1926.

No. 16 of 1926.

CEYLON.

West Coast—Colombo Approaches.

1. The position of the Victory Monument is incorrectly shown on Admiralty Chart 3686; the correct bearing and distance from the Clock Tower Lighthouse is $166\frac{1}{3}^{\circ}$, 4005 feet, (6.62 cables).

2. The dome of the New Town Hall should be inserted on Admiralty Chart 3686 in the list of objects conspicuous to the Navigator; bearing and distance from the Clock Tower Lighthouse is $132\frac{1}{2}^{\circ}$ —17 cables.

3. The above two objects in transit bear 114° ; their respective heights above H W O S are (1) 146 feet, (2) 177 feet.

Admiralty Chart affected:—

No. 3686 Approaches to Colombo Harbour.

Publications:—

Bay of Bengal Pilot, Fifth Edition, 1921, page 100.

West Coast of Indian Pilot, Sixth Edition, 1919, pages 92, 93.

No. 17 of 1926.

East Coast—Trincomalie Harbour.

A hauling off buoy has been laid in a position 036 degrees 585 feet from the Eastern Extremity of the Eastern Dolphin in China Bay.

Latitude $8^{\circ} 33\frac{1}{4}'$ N. Longitude $81^{\circ} 12\frac{3}{4}'$ E.

Admiralty Charts affected:—

No. 816 Trincomalie Harbour.

No. 815 Harbour and Bays of Trincomalie.

Publications:—

Bay of Bengal Pilot, 5th Edition, 1921, page 169.

J. G. FRASER, Captain, R.N.,
Master Attendant.

MASTER ATTENDANT'S OFFICE,
COLOMBO, 4th November, 1926.

COMMONWEALTH OF AUSTRALIA.

LIGHTHOUSE SERVICE.

1926. No. 25.

The Astronomical positions are approximate unless seconds are given. The bearings are True and in degrees from 000° (North) to 359° measured clockwise, and those relating to lights are from seaward. The visibility of lights is that in clear weather. Fog signals are sounded only in thick or foggy weather. The elevation given is the height of focal plane above mean H.W. springs.

AUSTRALIA—EAST COAST.

South Solitary Island Light.

Alteration in Period.

Mariners and others are hereby notified that the period of the Flashing White Light on South Solitary Island was altered on 30th September, 1926.

Previous Notice—No. 17 of 1926.

Position—On the Summit.

Lat. $30^{\circ} 12'$ S. Long. $153^{\circ} 16'$ E., on Chart No. 1026.

Character—Flashing White every three and three-quarter seconds, thus:—

Flash	Eclipse
0.3 sec.	3.45 secs.

Remarks—In other respects the light will remain unaltered.
No further notice will be given.

Charts affected—

- Admiralty Chart No. 1026—Solitary Islands and adjacent coast.
- „ „ No. 1027—Coff's Islands to Evans Head.
- „ „ No. 3622—Port Jackson to Cape Byron.

Publications affected—

- Admiralty List of Lights and Time Signals, Part VI, 1924, No. 2581.
- Sailing Directions for the Coast of New South Wales, Second Edition, 1920, pages 87 and 111.

By direction,

R. McK. OAKLEY,
Comptroller-General of Customs.

B. WALLACH,
Acting Director of Lighthouses.

DEPARTMENT OF TRADE AND CUSTOMS,
MELBOURNE, 9th October, 1926.

TIENTSIN DISTRICT.

LOCAL NOTICE TO MARINERS No. 254.

Removal of Floating Aids to Navigation for Winter.

Notice is hereby given that the Lightship *Taku*, the Entrance Buoy, the Bar Lightboat and the Spit Lightboat will be withdrawn for the winter on or at any time after the 1st December, 1926, and each will be replaced by a Black Painted Spar Buoy.

On the removal of the Spit Lightboat the lighting of the River Mouth Leading Marks will be commenced.

No. 255.

CHINA SEA.

GULF OF PECHILI.

Winter Navigation of Taku Bar and of the Haiho; system of supplying information concerning Ice in the Gulf of Pechili.

There being a depth of 8' 6" T. D. on the Taku Bar Channel and the average tidal rise for the winter months being about 7 ft., a depth of 15' 6" may therefore be expected at ordinary high water, and the following arrangements for the winter navigation of the Taku Bar and the Hai Ho have been made:—

Ice-breaker as Light-vessel.

After the removal of the lightship *Taku*, on or at any time after the 1st December, her place will be taken for the winter season by an ice-breaker showing the following signals :—

By day—A black spherical day-mark.

By night—A white light flashing every 12 seconds, thus :—

Light 1.5 seconds

Eclipse 10.5 Seconds

and visible in clear weather all round the horizon for a distance of 10 miles.

During foggy or thick weather a gong will be sounded at intervals of one minute when the fog signal of a vessel in the neighbourhood, showing that she is under way, is heard.

Ice Conditions.

When ice exists, information concerning conditions will be telegraphed to Chefoo and Dairen. Vessels bound for Taku should call at one of these ports for it.

A vessel arriving off Taku, whose agent has given the necessary notice as laid down herein, will, if conditions permit, find an ice-breaker with pilot on board awaiting her arrival.

An ice-breaker will, if necessary, lead the way in, and, in doing so, will make such instructive signals concerning the steamer's action as the ice-master considers desirable.

A vessel following a conducting ice-breaker is expected to obey the signals made by the ice-breaker. In the event of a vessel failing to obey the lawful signals of the ice-breaker, unless for reasons beyond the control of those navigating the following vessel, the owners or agents of such vessel will be treated in accordance with Article 29 of the Harbour Regulations.

It should be clearly understood that the Harbour Authorities, under whose control the ice-breakers operate, incur no responsibility in respect to accidents which may happen in the process of following an ice-breaker. A vessel accepting the services of an ice-breaker in the above conditions does so always at her own risk.

PARTICULARS.

Ice-breaker Signals.

An ice-breaker leading the way and steamers following shall make use of the following signal :—

- One short blast meaning I am altering my course to starboard.
- Two short blasts " " " " port.
- Three short blasts " My engines are going astern.
- One long blast " { (a) Can I pass ahead of you?
 (b) (From an ice-breaker ahead) you are requested
 to pass ahead of me.
- Three long blasts " Come on.
- Five short blasts " Keep back.

A vessel requiring the assistance of an ice-breaker should make the following signals :—

By day.—A pennant with two balls beneath it; also a succession of one long and three short blasts on the whistle or siren.

By night.—Three lights in a vertical line one over the other not less than 6 feet apart, of which the highest and lowest are *white* and the middle one *red*; also a succession of one long and three short blasts on the whistle or siren.

Pilots.

Masters are warned against the danger of taking their vessels over the Taku Bar during the winter season without a pilot.

Vessels whose agents have given the necessary notice as laid down herein, will, if conditions permit, find an ice-breaker with pilot on board awaiting their arrival.

Notice by Agents.

Steamer agents are requested to make arrangements with their Agents at Chefoo and Dairen that the following information is telegraphed to "Customs, Tangku"

- (a.) Date and time of steamer's departure from Chefoo or Dairen.
- (b.) Time of steamer's expected arrival off Taku.

Ice Information.

Ice telegrams, giving information of the ice conditions at Taku, Chinwangtao, and— as far as can be ascertained—in the Gulf, will be sent daily from Tangku and Chinwangtao and will be posted at the Harbour Offices at Chefoo, Tangku, and Tientsin. They will also be sent to Dairen.

Masters of steamers are requested to co-operate in this matter by reporting the ice conditions met with to the Harbour Masters at Tientsin, Chinwangtao, and Chefoo immediately on arriving at one of these ports. Such reports will be posted.

To facilitate the making of these reports a special book of forms will be supplied on application to any of the Harbour Offices mentioned.

Masters of Steamers are further requested to co-operate by making it a routine practice to signal to passing steamers the ice conditions experienced. The following special signals should be used for the purpose.

Ice Signals.

The nature of the numbered signals is given in Part III.

Part I :—Signals concerning Taku and the Gulf.

Signal No. 1.	No ice.		
" "	2.	Ice conditions favourable.	
" "	2, 3.	" "	becoming difficult.
" "	3.	" "	difficult.
" "	3, 2.	" "	but becoming more favourable.
" "	3, 4.	" "	becoming very difficult.
" "	4.	" "	very difficult.
" "	4, 3.	" "	" " but becoming more favourable.
" "	4, 5.	" "	" " likely to be impracticable.
" "	5.	" "	impracticable.
} At Taku Bar.			
Signal No. 6.	No ice.		
" "	7.	Ice conditions favourable.	
" "	7, 8.	" "	becoming difficult.
" "	8.	" "	difficult.
" "	8, 7.	" "	but becoming more favourable.
" "	8, 9.	" "	becoming very difficult.
" "	9.	" "	very difficult.
" "	9, 8.	" "	" " but becoming more favourable.
" "	9, 10.	" "	" " likely to be impracticable.
" "	10.	" "	impracticable.
} In the Gulf.			

Part II.—Signals concerning Chinwangtao.

The following signals are to be made in conjunction with a square flag or red light at one of the mastheads :—

Signal No. 1.	No ice.		
" " 2.	Ice conditions favourable.	} At Chinwangtao.	
" " 2, 3.	" " " becoming difficult.		
" " 3.	" " difficult.		
" " 3, 2.	" " " but becoming more favourable.		
" " 3, 4.	" " " becoming very difficult.		
" " 4.	" " very difficult.		
" " 4, 3.	" " " but becoming more favourable.		
" " 4, 5.	" " " likely to be impracticable.		
" " 5.	" " impracticable.		
Signal No. 6.	No ice.		} Off Chinwangtao.
" " 7.	Ice conditions favourable.		
" " 7, 8.	" " " becoming difficult.		
" " 8.	" " difficult.		
" " 8, 7.	" " " but becoming more favourable.		
" " 8, 9.	" " " becoming very difficult.		
" " 9.	" " very difficult.		
" " 9, 8.	" " " but becoming more favourable.		
" " 9, 10.	" " " likely to be impracticable.		
" " 10.	" " impracticable.		

Part III :—Nature of Signals

The signal numbers correspond to certain "dots" and "dashes" as shown hereunder. These "dots" and "dashes" can be signalled by one or the other of the following means :—

- (a.) By short and long blasts on the steamer's whistle or siren.
- (b.) By short and long flashes of a signal lamp.
- (c.) By a hoist of flags in which "dots" are represented by any square flag and "dashes" by any pennant.

Signal No. 1	● — — — —	Signal No. 6	— ● ● ● ●
" " 2	● ● — — —	" " 7	— — ● ● ●
" " 3	● ● ● — —	" " 8	— — — ● ●
" " 4	● ● ● ● —	" " 9	— — — — ●
" " 5	● ● ● ● ●	" " 10	— — — — —

These signals, if made by blasts or by flashes, should be repeated several times while the vessels are passing.

E. B. GREEN,
Acting Harbour Master.

Approved :

A. WILSON,
Commissioner of Customs.

CUSTOM HOUSE,
TIENTSIN, 15th November, 1926.