

SUPREME COURT.

No. 155.—It is hereby notified that the name of The YIK WING STEAMSHIP COMPANY, LIMITED, has been struck off the Register.

HUGH A. NISBET,
Registrar of Companies.

23rd March, 1928.

LAND REGISTRY OFFICE.

No. 156.—It is hereby notified for general information that Cancellations of the Memorials of Re-entry on Kowloon Inland Lots Nos. 1433, 1434 and 1435 have been registered according to law.

F. EAVES,
Land Officer.

21st March, 1928.

HARBOUR MASTER'S DEPARTMENT.

Notice to Ship Owners and Master Mariners.

No. 157.—In the interests of safety of life at sea, the General Post Office with the concurrence of the Board of Trade has authorised the fitting on board ships registered in the United Kingdom of an approved automatic apparatus which will respond to a special signal called the Alarm Signal. That signal, used in conjunction with the Distress Signal (S.O.S.), will actuate the automatic apparatus which will summon an operator by means of a call-bell, and ships so fitted will in effect be able to maintain a constant watch at sea for distress purposes even although they may carry only one operator.

2. In view of the fact that certain ships which trade abroad and do not normally call at ports in the United Kingdom will be equipped with the auto-alarm device while abroad, and, as the installation of such apparatus permits in certain circumstances a reduction of the number of wireless operators or watchers carried on board, the Board of Trade deem it necessary that when so equipped such ships should be inspected immediately in order to ensure that their requirements are being complied with.

3. In the circumstances, the Postmaster-General considers that it will suffice, in cases where a ship is newly equipped with an auto-alarm at a Colonial port, if verification of the fact can be obtained by a visit to the ship; for the ship's wireless operator to demonstrate to the visiting official by means of the tests described in Rule 14 of the Merchant Shipping (Wireless Telegraphy) Rules, 1927.

4. Application should be made to the Harbour Master for the inspection of auto-alarms fitted at this port, and any failure of the device should be reported to him for the information of the Board of Trade and of the General Post Office.

J. B. NEWILL,
Harbour Master, &c.

23rd March, 1928.