

Applications invited for the Position of Computing Draughtsman, Lands and Survey Department, Invercargill.

Office of Public Service Commissioner,
Wellington, 15th June, 1915.

APPLICATIONS will be received by the undersigned up till noon on the 7th July, 1915, from officers of the Public Service, for the position of Computing Draughtsman, Lands and Survey Department, Invercargill.

2. Applications must be made on forms obtainable from the Permanent Head of the Lands and Survey Department, or from the Secretary to the Public Service Commissioner, Wellington.

3. Applicants must be qualified surveyors, and should possess a thorough knowledge of survey computations.

The position will be graded in the Professional Division, Class E. Salary (to be considered in connection with present salary), £325 per annum, maximum.

P. VERSCHAFFELT,
Secretary.

Notice to Mariners No. 48 of 1915.

BRITISH SHIPS USING PANAMA CANAL SHOULD OBTAIN TONNAGE CERTIFICATES UNDER UNITED STATES MEASUREMENTS RULES.

Marine Department,
Wellington, 11th June, 1915.

NOTICE is hereby given that a despatch has been received from the Secretary of State for the Colonies, forwarding copy of a telegram from the British Consul at Colon, in which he states that in consequence of the decision of the Attorney-General of the United States that Panama Canal tolls must not exceed 1 dollar 25 cents per ton net, United States measurements, British ships should obtain certificates showing their net tonnage under the United States measurements rules as well as Panama Canal certificates.

W. H. HERRIES,
Minister of Marine.

Notice to Mariners No. 49 of 1915.

PILOTAGE STATIONS AT CERTAIN PORTS IN UNITED KINGDOM, AND CAUTION WHEN APPROACHING BRITISH PORTS.

Marine Department,
Wellington, 11th June, 1915.

THE following Notices to Mariners, received from the Secretary of State for the Colonies, are published for the information of masters of vessels leaving for the United Kingdom.

W. H. HERRIES,
Minister of Marine.

UNITED KINGDOM.

PILOTAGE STATIONS ESTABLISHED AT CERTAIN PORTS ON ACCOUNT OF DEFENSIVE MINEFIELDS.

Former Notice.—No. 154 of 1915; hereby cancelled.

With reference to the extension of the system of mine defence, notice is hereby given that pilotage is now compulsory at the following ports for all vessels (including fishing-vessels) which have a draught of over 8 ft., and that it is highly dangerous for any vessel to enter or leave such ports without a pilot. Fishing and other small vessels having a draught of over 8 ft. are to assemble at the pilotage stations, and will be conducted into and out of port in groups.

(1.) FIRTH OF FORTH.—All incoming vessels are only permitted to enter the Firth of Forth during daylight hours; they are to pass between the Isle of May and Anstruther Wester, thence they must steer a direct course for Kinghorn Ness. On approaching Inchkeith, the pilot-vessel in the North Channel is to be closed, and a pilot embarked.

Vessels are warned that they should on no account pass to the southward of a line joining the north point of the Isle of May and Kinghorn Ness, until in the longitude of 3° W., when course may be shaped for the centre of North Channel.

Outward bound vessels should steer to pass the longitude of 3° W. in latitude 56° 6' 30" N., then shape course to pass between Anstruther Wester and the Isle of May.

The above orders apply to vessels proceeding to any port in the Firth of Forth, whether to the eastward of Inchkeith or not.

(2.) MORAY FIRTH.—All vessels bound to Cromarty or Inverness must call for a pilot at Wick or Burghhead.

Outgoing vessels are to discharge their pilots at one or the other of these places.

It is dangerous for any vessel to be under way to the south-westward of a line joining Findhorn and Tarbetness without a pilot.

(3.) SCAPA FLOW.—All entrances are dangerous, and entry is absolutely prohibited by any of them except as provided in succeeding paragraphs.

Examination services have been established in the entrances to Hoxa and Hoy Sounds; vessels wishing to enter must communicate with the examination-vessel and follow the instructions received from her very carefully.

The only vessels permitted to enter Hoy Sound from the westward are those bound for Stromness; vessels cannot enter Scapa Flow from Stromness.

Vessels are not permitted to enter Hoxa or Hoy Sounds by night.

Passage through Cantick Sound is entirely prohibited.

NOTE.—This notice is a repetition of Notice No. 154 of 1915, with additions to paragraph (3.).

Authority.—The Lords Commissioners of the Admiralty.

By Command of their Lordships,

J. F. PARBY,
Hydrographer.

Hydrographic Department,
Admiralty, London, 10th April, 1915.

CAUTION WHEN APPROACHING BRITISH PORTS.

PART I.—CLOSING OF PORTS.

Former Notices.—Nos. 1 and 101 of 1915; 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 referred to in Part III of this notice, a sharp lookout 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 either proceed to the position marked "Examination Anchorage" on the Admiralty charts and anchor there, or keep the sea.

(3.) At all the ports or localities at home or abroad referred to in Part III of this notice, search-lights are occasionally exhibited for exercise.

Instructions have been given to avoid directing moveable search-lights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp lookout 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 the ports or localities at home or abroad referred to in Part III of this notice.

(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 ports 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 Examination Anchorage. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6.) In the institution of the Examination Service at any port will never be publicly advertised, especial care