

Civil Service Commission, May 11, 1880.

THE Civil Service Commissioners hereby give notice, that at an Open Competitive Examination for one situation as Junior Assistant in the Royal Observatory, Greenwich, held under Regulations dated 18th March, 1880, notice of which examination was given in the London Gazette of 19th March, 1880, the undermentioned Candidate obtained the first place:—

Taylor, Charles Henry Blewitt.

Civil Service Commission, May 12, 1880.

THE Civil Service Commissioners hereby give notice, that the Candidates hereinafter named have passed the Preliminary Examination for the situation of Accountant Clerk in the Department of the Director of Engineering and Architectural Works in the Admiralty, held in London on the 11th May, 1880, under the Regulations dated 5th April, 1880:—

Corney, Alfred William
Davis, Henry
Huntley, Frederick Arthur
Lightfoot, William Henry

Civil Service Commission, May 13, 1880.

THE Civil Service Commissioners hereby give notice, that a Competitive Examination for Boy Clerkships of the Lower Division of the Civil Service will be held in London, Edinburgh, and Dublin on Thursday and Friday, the 10th and 11th June, 1880, under the Regulations, dated 22nd May, 1876, and amended by subsequent notice in the London Gazette. The number of persons to be selected at this examination is 44.

When a vacancy occurs in any one of the towns above mentioned it will be offered to the Candidate highest on the list at the time, but he will not be required to accept it, and quit his place of residence, if he prefers to wait for the chance of obtaining an appointment at that place during his period of eligibility. All the vacancies to which this notice refers will, it is expected, be in London.

No person will be admitted to compete from whom the Secretary of the Civil Service Commission has not received, on or before the 31st of May, an "application" on a prescribed form, which may be obtained from him at once.

NOTICE TO MARINERS.

(No. 64.)—SOUTH AMERICA—COAST OF BRAZIL. APPROACH TO PARA RIVER FROM EASTWARD.

Sunken Danger off Carauassu Island.

THE following information has been received of an outlying sunken danger off Carauassu Island, about 45 miles eastward of Atalaia Point, Pará River Entrance:—

This shoal (Resolution Shoal) on which the British brig "Resolution," drawing 15 feet, was wrecked on the 9th January, 1880, is stated on the authority of the master of the vessel, Mr. A. Grinton, to lie with Carauassu Island, bearing about S.S.W. $\frac{1}{2}$ W. distant 10 miles, or in (approximately) lat. $0^{\circ} 38' S.$, long. $46^{\circ} 36' W.$

The following particulars relate to the wreck of the "Resolution":—

At noon of 9th January, the position by observation was lat. $0^{\circ} 42' S.$, long. $46^{\circ} 30' W.$ the course W.N.W. At 0h 55m P.M. a look-out being kept from the fore topsail yard, discoloured water was reported nearly ahead, the lead giving 9 fathoms, the vessel was at once hauled to the wind

on the starboard tack heading N. by W., the next cast of the lead gave 7 fathoms, and almost directly afterwards (about 1h 0m P.M.) struck, forged her length ahead, then remained fast and became a wreck. The crew took to the boat at 3h 30m P.M. and landed at Anajaer Point about 6h 15m the same evening.

The position of Resolution Shoal given above, would place it about 12 miles to the north-west of that given for a sunken danger (reported in lat. $0^{\circ} 44' S.$, long. $46^{\circ} 25' W.$) on which the British steam vessel "Lisbonense" touched in June, 1872, and which was unsuccessfully searched for by H.M.S. "Dart" in September following.

CAUTION.—The coast between San João Islands and Atalaia Point should be approached with great caution, as it is said deposits from the Amazons form shifting banks at the distance of 10 or more miles from the land; the lead therefore should be constantly used.

[The course and bearings are magnetic. Variation, $3\frac{1}{2}^{\circ}$ Westerly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
22nd April, 1880.

This Notice affects the following Admiralty Charts:—South Atlantic, Nos. 2203 and 2202b; Cabo do Norte to Maranham, No. 1803; Pará River, No. 2186. Also, South America Pilot, Part I, 1874, pages 394 to 403.

NOTICE TO MARINERS.

(No. 65.)—MEDITERRANEAN.—FRANCE—SOUTH COAST.—TOULON OUTER ROAD.
Light-Vessel near Vieille Pier.

WITH reference to Notice to Mariners, No. 97 (3), of 18th July, 1878, on the intended exhibition of a light from a light-vessel placed near the extremity of Vieille Pier, south side of entrance to Toulon Outer Road:—

The French Government has given further notice, that on 1st April, 1880, the light would be exhibited from a light-vessel placed to mark the intended extremity of Vieille Pier, bearing N. $54\frac{1}{2}^{\circ}$ E. from Vieille Point, distant 164 yards.

The light is a fixed red light, and should be visible in clear weather from a distance of one mile.

[The bearing is magnetic. Variation $14\frac{1}{2}^{\circ}$ Westerly in 1880.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer.
Hydrographic Office, Admiralty, London,
22nd April, 1880.

This Notice affects the following Admiralty Charts:—Mediterranean, with plan of Toulon Harbour, No. 2718a; Marseille to Hyeres, No. 2607; Toulon Harbour, No. 151. Also Admiralty List of Lights in the Mediterranean, 1880, page 16; and Mediterranean Pilot, Vol. II, 1877, pages 45-49.

NOTICE TO MARINERS.

(No. 66.)—NORTH SEA—JADE RIVER.
Wangeroog Island Fog Signal—Machinery Damaged.

THE German Government has given notice, dated 27th March, 1880, that in consequence of the machinery of the syren being damaged, it is necessary (should the fog be of long continuance), to pause every four hours for about half-an-hour with the delivery of the fog signal.