

*Royal Marine Light Infantry.*

Major and Brevet Lieutenant-Colonel Mackey  
Andrew Herbert James Heriot (G) to be Lieuten-  
ant-Colonel, vice Hore, to Retired List.  
Dated 19th July, 1884.

*Commission signed by the Lord Lieutenant of the  
County of Kent, and of the City and County of  
the City of Canterbury.*

Charles Whitehead, Esq., to be Deputy Lieu-  
tenant. Dated 6th August, 1884.

*Civil Service Commission, August 12, 1884.*

THE Civil Service Commissioners hereby give notice that on the 29th September, 1884, and following days, a Competitive Examination will be held in London, Edinburgh, Dublin, Bristol, Plymouth, Birmingham, Leeds, Liverpool, Cork, and Belfast under the Regulations issued 8th July, 1881, and amended by Notices in the London Gazette dated 11th July and 1st August, 1882, at which examination 61 Candidates will be selected for Men Clerkships of the Lower Division of the Civil Service (including those who may succeed in the limited competition under Clause 11 of the Order in Council of 12th February, 1876).

A Preliminary Examination will be held in London, Edinburgh, Dublin, Bristol, Plymouth, Birmingham, Leeds, Liverpool, Cork, and Belfast, on Friday, the 5th September, 1884.

No person will be admitted to the Preliminary Examination from whom the Secretary of the Civil Service Commission has not received, on or before the 25th August, an "application" in the handwriting of the Candidate on a prescribed form, which may be obtained from the Secretary at once.

*Civil Service Commission, August 12, 1884.*

THE Civil Service Commissioners hereby give notice, that the following Amendment has been made in the notice appended to the Special Regulations (Supplementary to the General Regulations issued 8th April, 1872, and amended by subsequent notices in the London Gazette,) respecting Open Competitive Examinations for the situations of Draughtsman in the Department of the Director of Engineering and Architectural Works in the Admiralty, at the Outports, and of Assistant to Surveyors in the Office of Her Majesty's Works, &c., which appeared in the London Gazette of the 8th August, 1884, viz. :—

The date of the commencement of the Open Competitive Examination has been altered from the 30th September, 1884, to the 18th September, 1884.

## NOTICE TO MARINERS.

(No. 136).—INDIA.—BAY OF BENGAL—  
COROMANDEL COAST.

*Reported Shoal South-eastward of Pulicat.*

THE Port Officer at Madras has given notice, dated 9th June, 1884, of the reported existence of a shoal, situated  $5\frac{1}{2}$  miles from the land, and nearly abreast of Enore.

The shoal upon which the steam-vessel "Clan Macintosh" touched, and on sounding obtained 4 fathoms, is stated to lie with the following approximate bearings :—

Pulicat Lighthouse, N.W.  $\frac{1}{4}$  N.

Madras Lighthouse, S.W.  $\frac{3}{4}$  S.

Position as given, lat.  $13^{\circ} 18' N.$ ; long.  $80^{\circ} 25\frac{1}{2}' E.$

CAUTION.—Mariners are warned not to approach

this part of the coast until an examination of the locality has been made.

[The bearings are magnetic. Variation  $1\frac{1}{2}^{\circ}$  Easterly in 1884.]

By command of their Lordships,

*Fredk. J. Evans*, Hydrographer.

Hydrographic Office, Admiralty, London,

25th July, 1884.

This Notice affects the following Admiralty Charts :—Cape Comorin to Coconada, No. 828; Coromandel Coast, sheet 3, No. 71c.

## NOTICE TO MARINERS.

(No. 137).—AUSTRALIA.—MORETON BAY—  
BRISBANE RIVER.

(1.) *Brisbane Bar—Light-vessel Withdrawn—  
Light and Tidal Signals Exhibited from Pile  
Lighthouse.*

THE Queensland Government has given notice, that on 31st May, 1884, the light-vessel was withdrawn from the bar of Brisbane River, and that the light and the tidal signals are now shown from the Pile Lighthouse :—

The light is occulting during flood tide, and fixed during the ebb. The occulting light will be obscured for two seconds at intervals of ten seconds. It is elevated 44 feet above high water and is visible in clear weather from a distance of 12 miles.

It will be seen as a red light by vessels passing through the outer cutting, or between the bearings of N. by W.  $\frac{1}{2}$  W., through north and east to S. by E.  $\frac{1}{2}$  E.; white between S. by E.  $\frac{1}{2}$  E. and W.S.W. westerly; red between W.S.W. westerly and W. by N.  $\frac{1}{2}$  N. northerly; white between W. by N.  $\frac{1}{2}$  N. northerly and N.W. by W.  $\frac{3}{4}$  W.; between the bearings of N.W. by W.  $\frac{3}{4}$  W. and N. by W.  $\frac{1}{2}$  W. the light will be obscured.

In the direction of Cowan Cowan Point, the light will be intensified through an arc of  $10^{\circ}$ .

The red sector facing to the eastward covers Mud Island and the reefs, also the shoal ground to the northward, so that when passing in the white sectors, north or south of the island, vessels will be in deep water.

While within the white sector southward of the red sector, vessels will be in the fairway between St. Helena and Mud Islands, and clear of foul ground on either hand.

The lighthouse is hexagonal, on iron piles, painted stone colour, 73 feet high, and stands in 16 feet at low water, 450 feet eastward from the line of leading lights through the outer cutting.

The illuminating apparatus of the central lantern is dioptric, or by lenses, of the fourth order.

Position, lat.  $27^{\circ} 19' 5'' S.$ , long.  $153^{\circ} 11' 35'' E.$

DIRECTIONS.—Vessels entering the river are to bring the leading lighthouses in line for crossing the bar, before reaching the Pile Lighthouse; and vessels outward bound are not to leave that line until the Pile Lighthouse is passed.

TIDAL SIGNALS.—The tidal signals by day will be made from the W.N.W. and E.S.E. corners of the lighthouse, and at night by lights shown from similar positions, the code used being as follows :—

Day signal, Flag East, depth in cutting 14 feet, night signal, White East.

Day signal, Flag West, depth in cutting  $14\frac{1}{2}$  feet, night signal, White West.

Day signal, Ball East, depth in cutting 15 feet, night signal, Red East.

Day signal, Ball West, depth in cutting  $15\frac{1}{2}$  feet, night signal, Red West.

Day signal, Cone East, depth in cutting 16 feet, night signal, Green East.

Day signal, Cone West, depth in cutting  $16\frac{1}{2}$  feet, night signal, Green West.