

WITHOUT COMPETITION.

Portsmouth Dockyard: Shipwrights, John James Norris Batey, Walter Coles Blanchard, William Edmund Bryant, David Evans, George Cobbett Harding, George Hearl, William Newbery, Philip James Parmiter, James Thomas Pridham, Thomas Henry Putt, Thomas Blamphey Smith, George Hardcastle Taylor, Henry John Williamson.

Prisons Department, England: Subordinate Officer, Division I, James Hall.

Post Office: Sorters, London, William Batterbury, Henry English, William George Mason King, Philip Wigley.

Postmen, London, Arthur Henry Brenton, Edward Williams Holley, Richard Stringer, Arthur Sidney Stanford.

FOR REGISTRATION AS TEMPORARY BOY COPYISTS.

Joseph Frederick Doyle, Frank Nossiter, Philip Mitchell Clarke, Patrick Wynne Griffin, Robert Harrison, Alexander Robert Henry, Joseph McDonald, Francis Mahoney, Frederick William Parker, Henry Thomas Phillips, George William Shepherd, Edward Bennett Slattery.

NOTICES TO MARINERS.

(Nos. 239 to 247 of the year 1891.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 239.—MEDITERRANEAN STATION.

MEDITERRANEAN.—SPAIN—SOUTH COAST.

Port Malaga—Alterations in Eastern Mole Light.

THE Spanish Government has given notice, that on 20th March, 1891, the electric light on the East Mole at Port Malaga was moved seaward to its present extremity; the light (occulting) was altered in colour from white to red; and the elevation increased to about 27 feet above high water.

This Notice affects the following Admiralty Plan:—Port Malaga, No. 1848. Also, Admiralty List of Lights in the Mediterranean, 1891, No. 19; and Mediterranean Pilot, Vol. I, 1885, page 69.

No. 240.—EAST INDIES, CHINA, AUSTRALIA, AND PACIFIC STATIONS. MALACCA STRAIT—MALAY SHORE.

Arang Arang Anchorage—Leading Lights.

THE Government of the Straits Settlements has given notice, dated 10th April, 1891, that two harbour lights are now exhibited at Arang Arang Anchorage (locally known as Port Dickson), and which kept in line bearing N. 57° E. lead to the anchorage:—

The south-western light at Arang Arang anchorage, shown from an iron standard on the centre of the pier (near the Observation Spot), is a fixed white light, elevated 25 feet above high water, and should be visible in clear weather from a distance of six miles. The north-eastern light, shown from a wooden standard situated about 200 yards N. 57° E. from the south-western light, is a fixed red light, elevated 30 feet above high water, and should be visible in clear weather from a distance of four miles.

Approximate position of south-western light, lat. 2° 31' 15" N., long. 101° 47' 20" E.

This Notice affects the following Admiralty Charts:—Malacca Strait, No. 1355; North and South Sands, No. 794b; Arang Arang Anchorage, on Sheet, No. 1143. Also, Admiralty List of Lights in South Africa, &c., 1891, page 54;

and Supplement, 1890, relating to China Sea Directory, Vol. I, page 116.

No. 241.—CAPE, AND EAST INDIES STATIONS.

AFRICA—EAST COAST.

Kilimán River Entrance—Position of Tangalane Point Beacon, and Extension of Tangalane Banks.

THE following information has been received from Lieutenant and Commander H. Preedy, Her Majesty's ship "Redbreast," relative to the position of Tangalane Point Beacon, and extension of Tangalane Banks, Kilimán (Quilimane) River entrance:—

The beacon on Tangalane Point, heretofore shown as northward of the lighthouse, is situated with the lighthouse bearing approximately N. by E., distant about 300 yards. Tangalane Bank Spit has extended so much to the south-west, that the plan does not now represent the entrance, and great caution is necessary, if a pilot cannot be obtained, the leading mark for the bar being of no use. The black buoy marking Tangalane Banks has been moved to the western edge of the spit, and now lies with Tangalane Point Lighthouse bearing N. by E. $\frac{1}{2}$ E., distant $2\frac{1}{2}$ miles, but reliance should not be placed on its being in position.

[Variation 16° Westerly in 1891.]

This Notice affects the following Admiralty Plan:—Kilimán River, on Sheet, No. 650. Also, Africa Pilot, Part III, 1889, pages 219, 220; and Supplement, 1890, relating to Africa Pilot, Part III, pages 29, 30.

ERRATA.

In Notice to Mariners, No. 232 (3) of 1891, giving particulars of Pasig Shoal, Sulu Sea, 3rd paragraph, 2nd line, for They stand on a bank read They stand on a bank; and 3rd line of same paragraph, for about 2 $\frac{1}{2}$ south-east read about 2 $\frac{1}{2}$ miles south-east.

No. 242.

NORTH SEA—NETHERLANDS.

Haaks and Terschelling Bank Light-vessels—Intended Temporary Withdrawal.

THE Netherlands Government has given notice, dated 16th May, 1891, that Haaks Light-vessel will be withdrawn from her station for a short time during the second half of June, 1891; and Terschelling Bank Light-vessel for a short time in the first half of the same month.

Further particulars will be given in due course.

No. 243.—ALL STATIONS.

ENGLAND—SOUTH COAST.—NEEDLES CHANNEL.

Shingles—Extension of Spit South-westward.

INFORMATION has been received from Captain Honourable F. C. Vereker, Her Majesty's surveying ship "Research," that recent examination of the locality shows the tail of Shingles Spit to have extended to the south-westward, and that a depth of 21 feet, at low water ordinary spring tides, now exists at the distance of about half a cable in a north-west direction from S.W. Shingles Buoy. Mariners therefore are cautioned against navigating northward of the buoy.

This Notice affects the following Admiralty Charts:—Portland to Owers, No. 2450; Owers to Christchurch, No. 2045; Needles Channel, No. 2219. Also, Channel Pilot, Part I, 1886, pages 167, 171-173.