

June 9, 1897.

AFTER OPEN COMPETITION.

Post Office: Female Clerk, London, Mary Youatt.
Male Sorters, London, Charles William Hatfield, Horatio Frederick Jackson, Thomas MacMahon, Francis William Poperwell.
Male Learner, Dublin, George Michael Hurley.
Male Learner, Glasgow, John Duguid.

WITHOUT COMPETITION.

Board of Trade: Messenger, Thomas Joseph Boyce.
General Register House, Edinburgh: Porter, James McKenna.

Post Office: Porter, London, John Joseph Banks.
Sorting Clerk, Dublin, Alexander Edward Beatty.

Sorting Clerk and Telegraph Learner, Liverpool, Grace Astley Calvert.

FOR REGISTRATION AS TEMPORARY BOY MESSENGERS.

George Henry Baker, Arthur Augustus Carter, Alfred John Hurford, Harry Martin.

NOTICES TO MARINERS.

(Nos. 294 to 314 of the year 1897.)

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

No. 294.—ENGLAND—WEST COAST.

BRISTOL CHANNEL.

Intended Lights and Fog Signal on North and South Points, Lundy Island, and Discontinuance of Existing High Lights.

THE Trinity House, London, has given notice, that two new lighthouses are being constructed on Lundy Island, and that on or about 18th November, 1897, the undermentioned lights and fog signal will be established there:—

(1.) Lundy North Light, situated on the north-north-west point of the island, will be a group flashing white light, showing two white flashes in quick succession every twenty seconds, thus:—Flash two-thirds of a second, eclipse two seconds, flash two-thirds of a second, eclipse sixteen and two-thirds of a second. It is elevated 165 feet above high water, and visible in clear weather 19 miles between the bearings N. 28° E., through east and south and N. 56° W.

The power of the light in clear weather will be 81,000 candles, and in thick weather 121,500 candles.

The lighthouse is cylindrical, white, and 56 feet high.

The fog signal will be a syren giving four blasts, low, high, low, high notes of two seconds duration each (with intervals of two seconds between them) every two minutes.

Approximate position, lat. 51° 12' 5" N., long. 4° 40' 35" W.

2. Lundy South Light, situated on the south-east point of the island, will be revolving white every minute, elevated 175 feet above high water, and visible in clear weather 20 miles between the bearings S. 10° W., through west and north, and S. 89° E.

The power of the light in clear weather will be 40,000 candles, and in thick weather 60,000 candles.

The lighthouse is cylindrical, white, and 52 feet high.

The fog signal will be an explosive report, once every ten minutes.

Approximate position, lat. 51° 9' 40" N., long. 4° 39' 15" W.

NOTE.—On the date of the exhibition of the

above lights, the existing lights shown from the tower, on the highest point of the island, hitherto in use will be discontinued, also the rocket fog signal; the tower will be maintained as a sea mark.

Further notice will be given when the above changes have been effected.

[Variation 18½° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—English Channel, Nos. 1598, 2675a; Ireland, East Coast, with Irish Sea, No. 1824a; Trevoze Head to Bull Point, No. 1178, Bristol Channel, No. 1179, and Lundy Island, No. 36. Also, List of Lights, Part I, 1897, Nos. 684, 684a, 684b, Sailing Directions for the West Coast of England, 1891, pages 52-53. Hydrographic Notice, No. 3 of 1895, page 5.

No. 295.—ENGLAND—SOUTH COAST. SPITHEAD.

Regulations in Connection with Review of the Fleet on 26th June, 1897.

THE Naval Commander-in-Chief at Portsmouth has, on behalf of the Admiralty, issued the following regulations to be observed by all vessels at Spithead and its vicinity on the occasion of the Review of the Fleet to be held on 26th June, 1897:—

1. In order to reduce as far as possible the chances of collision, Directors of Steamship Companies, owners of steam vessels, yachts, &c., are earnestly requested to give directions to the masters of their ships to follow closely the instructions herein laid down, and to pay implicit attention to the requests of the officers of the patrol tugs and boats, who will be specially charged with the duty of keeping clear the review ground.

In the crowded condition of Spithead, navigation must be conducted with the greatest caution, and sailing-vessels and small craft must remember that large steamers will not always be able to give way to them.

2. All steam vessels present are requested to burn the best Welsh coal, so that smoke may not obstruct the view of the fleet nor cause danger of collision. Vessels neglecting to follow this rule will be removed to a distance.

3. During the 24th, 25th, 27th, and 28th June, and on the 26th June, previous to the hour fixed for the Review, private steam-vessels, steam yachts and sailing vessels are to be permitted to pass between the columns under the following regulations:—

See plan of the position of the Fleet, published by the Admiralty, to be had of all sellers of Admiralty Charts.

(a.) The course of vessels through the different columns of ships-of-war is to be as follows:—

Between lines D and F, by small vessels only, proceeding westward.

Between lines D and C, by all vessels proceeding eastward.

Between lines C and B, by all vessels proceeding westward.

Between lines B and A, by vessels proceeding westward, which must pass south of Ryde Middle.

South of line A will be left for general traffic, which must follow the rule of the road, i.e., keeping to their own starboard side of the channel.

(b.) The speed of steam-vessels when within the columns is to be limited to 5 knots.

(c.) Whilst between the columns, vessels are not to pass one another, and no vessel is to stop unless to avoid collision.

(d.) Should the strength of the wind or other circumstances render it undesirable that long