

**AFTER OPEN COMPETITION AND UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.**

*Second Division: Clerk, William Henry Brimelow*

*Admiralty: Assistant Civil Engineer in Her Majesty's Naval Establishments at Home and Abroad, Robert Beavor Simmers.*

WITHOUT COMPETITION.

*Admiralty: Chatham Dockyard, Shipwrights, Fred Hunnisett, William Frederick Lewis, James Thomas Ottewill.*

*Prisons Department, England: Subordinate Officer, Division I, James Cather.*

*Subordinate Officer, Division II, Arthur Robert Hutchinson.*

*Post Office: Porter, London, Walter Weight.*

*Learners, Robert Houlihan (Cashel), Eliza Jane Magwood (Lisburn), Mary Mellett (Swinford).*

**UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.**

*Admiralty: Chief Examiner of Store Accounts in the Naval Store Branch of the Department of the Controller of the Navy, William Henry Strickland.*

FOR REGISTRATION AS TEMPORARY BOY COPYISTS (NEW CLASS).

Albert Lionel Cooke, Edward Francis Xavier McGloin, William Frederick West.

FOR REGISTRATION AS TEMPORARY BOY MESSENGERS.

George Frederick Burgess, John Joseph Talbot.

#### NOTICES TO MARINERS.

(Nos. 101 to 112 of the year 1900.)

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

No. 101.—MEDITERRANEAN—ELBA, PORT FERRAJO.

*Gallo Fort Light—Decreased Arc of Visibility.*

THE Italian Government has given notice, dated 3rd February, 1900, that in order to enable vessels entering the port at night to clear the shoal off Tower Point, Port Ferrajo, the arc of visibility of Gallo Fort Light will shortly be decreased by 22° and will then be visible only between the bearings of N. 15° W., through north to N. 53° E.

Approximate position, lat. 42° 48½' N., long. 10° 19½' E.

[Variation 10° Westerly in 1900.]

This Notice affects the following Admiralty Plan:—Plan of Port Ferrajo on Sheet No. 1719. Also, List of Lights, Part V, 1900, No. 371; and Mediterranean Pilot, Vol. II; 1895, page 215.

No. 102.—BURMA—RANGOON RIVER APPROACH.

*China Bakir Lighthouse—Lights Shown from Works.*

WITH reference to Notice to Mariners No. 729 of 1899:—

The Government of India has given further notice, dated 9th January, 1900, that whilst the work for building the new China Bakir Lighthouse is in progress at night, petroleum lamps are used to facilitate the labour.

Mariners are warned that they may see these lights in addition to the lights shown from the lighthouse or light-vessel.

Approximate position, lat. 16° 17' N., long. 96° 11' E.

Further notice will be given as necessary.

This Notice temporarily affects the following Admiralty Chart:—Rangoon River, No. 833. Also, Bay of Bengal Pilot, 1892, page 321.

No. 103.—NORTH SEA—EAST SCHELDE ENTRANCE.

*South Banjaard Buoy—Established.*

THE Netherlands Government has given notice, dated 5th February, 1900, that a chequered black and white nun buoy, surmounted by a rectangular topmark, marked "Z. Br," and named South Banjaard, is now moored in a depth of 37 feet at the entrance to the East Schelde, in approximately lat. 51° 38' 50" N., long. 3° 26' 45" E., to mark the south-west extreme of the Banjaard Bank.

This Notice affects the following Admiralty Chart:—The River Schelde, No. 120. Also, North Sea Pilot, Part IV, 1892, page 116; and Supplement, 1896, relating to that work, page 17.

No. 104.—ENGLAND—PLYMOUTH.

*Rubble Bank Deepened—Buryage Altered.*

INFORMATION, dated 5th February, 1900, has been received from the Commander-in-Chief, Plymouth, that in consequence of the alteration of the Rubble Bank, by recent dredging, the 30-foot edge of that bank is now marked by two red conical buoys in the following positions:—

a. North Rubble Bank Buoy is moored in a depth of 34 feet, low-water springs, with south-west corner of No. 1 Jetty (north point of Camber entrance) bearing N. 78° E., distant 112 yards.

b. South Rubble Bank Buoy is moored in a depth of 31 feet, low-water springs, with south-west corner of No. 1 Jetty bearing N. 22° E., distant 273 yards.

The least depth on the bank outside the buoys is now 30 feet at low water.

Approximate position, lat. 50° 21' 50" N., long. 4° 11' 5" W.

The red conical buoy formerly marking the shoal and situated about 380 yards south-westward of the corner of No. 1 Jetty has been withdrawn.

[Variation 18° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Plymouth Sound, &c., No. 30; Hamaze, No. 240. Also, Channel Pilot, Part I, 1900, page 126.

No. 105.—UNITED STATES—MASSACHUSETTS.

*Vineyard Sound—Wreck Marked by Light-Buoy.*

THE United States Government has given notice, dated 1st February, 1900, that the wreck of the steamship "Andanhu" lies sunk at the southern entrance to Robinson's Hole, Vineyard Sound.

A light-buoy, painted red, and exhibiting a white flashing light every thirty seconds (light, ten second; eclipse, twenty seconds), has been moored in a depth of 9½ fathoms about 30 yards to the southward of the wreck; it is situated with the south-east extreme of Pasque Island bearing N. 5° E., distant 5 cables, and the south-west extreme of the same island N. 59° W.

Approximate position, lat. 41° 26' 10" N., long. 70° 48' 30" W.

[Variation 12° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Nantucket Shoals to Block Island, No. 2890; Nantucket Shoals, &c., No. 2456. Also, Sailing Directions for the East Coast of the United States, 1899, page 360.