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WITHOUT COMPETITION.
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UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.

Board of Trade: Third Class Engineer and Shipwright Surveyor, William Trenmain.

FOR REGISTRATION AS TEMPORARY BOY COPYISTS (NEW CLASS).

John Byrne, Edward Herlihy, Arthur Ward.

FOR REGISTRATION AS TEMPORARY BOY MESSENGER.

Alfred George Wyers.

NOTICES TO MARINERS.

(Nos. 679 to 690 of the year 1900.)

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

No. 679.—FRANCE—NORTH AND WEST COASTS.

Light-Vessels—Special Signals.

THE French Government has given notice, that the light-vessels on the west and north-west coasts of France will, if out of position, discontinue their characteristic lights, and exhibit in place of them the signals "Not under control," according to the International Code, both day and night.

Also that light-vessels, which have not characteristic fog signals, will, during thick or foggy weather, sound a bell rapidly for five seconds at intervals not exceeding one minute, the same as a vessel at anchor.

All light-vessels can use the International Code, if required.

This Notice affects the following Admiralty Publications:—Admiralty List of Lights, Part II and IV, 1900. Also, Channel Pilot, Part II, 1897; North Sea Pilot, Part IV; and Sailing Directions for the West Coasts of France, &c., 1900.

No. 680.—ENGLAND, WEST COAST—HOLYHEAD.

Sherries Fog Signal—Interval Altered.

WITH reference to Notice to Mariners No. 358 of 1900:—

The Trinity House, London, has given further notice, dated 5th October, 1900, that the intervals at which the fog siren at the Skerries Lighthouse is sounded are now altered from three blasts every three minutes to two blasts every two minutes, thus:—blast, three and a half seconds; silent interval, three and a half seconds; blast, three and a half seconds; silent interval, one hundred and nine and a half seconds.

Approximate position, lat. 53° 25' N., long. 4° 36' W.

This Notice affects the following Admiralty Charts:—Holyhead to Great Ormes Head, No. 1170a; Holyhead Bay, No. 1413. Also, List of Lights, Part I, 1900, No. 851; Sailing Directions for the West Coast of England, 1891, page 294; and Hydrographic Notice No. 3 of 1895, relating to that work, page 19.

No. 681.—ENGLAND—RIVER HUMBER.

Hull Middle, and Bull Sand Light-Vessels—Fog Bells, Intervals Sounded.

THE Trinity House, Hull, has given notice that, on and after 1st November, 1900, the intervals at which the fog bells will be sounded in thick and foggy weather at the undermentioned light-vessels in the River Humber will be as follows:—

a. Hull Middle Light-vessel fog bell will be rung at intervals of not more than one minute, continuously for about five seconds, followed by two strokes slowly.

b. Bull Sand Light-vessel fog bell will be rung at intervals of not more than one minute, continuously for about five seconds, followed by four strokes slowly.

Approximate position, lat. 53° 34' N., long. 0° 5' E.

This Notice affects the following Admiralty Charts:—Blakeney to Flamborough Head, No. 1190; River Humber, No. 109. Also, List of Lights, Part I, 1900, Nos. 291, 289; North Sea Pilot, Part III, 1897, pages 154, 152; and Supplement, 1900, page 13.

No. 682.—FRANCE—NORTH COAST.

River Authie Approach—Wreck Disappeared, Buoy Withdrawn.

WITH reference to Notice to Mariners No. 389 of 1900:—

The French Government has given further notice, dated 29th September, 1900, that the wreck of the fishing boat which sank at a distance of 1 $\frac{3}{10}$ miles N. 74° W. from Pointe Haut du Banc Lighthouse has disappeared, and that the green conical buoy, moored about 50 yards to the westward of the wreck has consequently been withdrawn.

Approximate position, lat. 50° 24' N., long. 1° 31' E.

[Variation 15° Westerly in 1900.]

This Notice affects the following Admiralty Charts:—Fécamp to Boulogne, No. 2612; Cayeux to Boulogne, No. 2148. Also, Channel Pilot, Part II, 1897, page 550.

No. 683.—FRANCE—WEST COAST.

Baie de la Forest—Rock Reported.

THE French Government has given notice, dated 3rd October, 1900, that a rock, with a depth over it of about 1 foot at lowest tides, is reported