

William George Ireland (Sherborne), John Booker Riches (Cambridge), Robert Ruthven (Galashiels).

Postmen, Thomas Joseph Darcy (Liverpool), George James Evans (Liskeard), Timothy Hartigan (Bantry), William Hay (Wishaw), Charles Patching (Eastbourne).

Temporary Assistant Postman, Annan, Alexander Rae.

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

Board of Trade: Over-looker of the Outdoor Staff in the Mercantile Marine Office, Liverpool, Henry Stonewall Smith.

FOR REGISTRATION AS TEMPORARY BOY COPYISTS (NEW CLASS).

Anthony Bourke, Alfred Henry Bowden, John James Coffey, Vernon Ewart Deakin, William George Gough, William Thomas Hames, Henry Edward Harrap, Thomas William Hedges, Joseph David Keneghan, Sydney Joseph Lovegrove, Michael Lynch, Henry John Montague Nicholas, Denis O'Leary, John Hay McLeay Ross, Harry Montague Albert Timewell, Maurice Joseph Walsh.

FOR REGISTRATION AS TEMPORARY BOY MESSENGERS.

George James Betchley, Frederick Charles Cash, Victor Charles Huthwaite, Sydney Gower Webb.

NOTICES TO MARINERS.

(Nos. 766 to 784 of the year 1901.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]
No. 766.—ENGLAND, SOUTH COAST—NEEDLES CHANNEL.

Warden Point—Shallow Patch Off.

INFORMATION, dated 3rd October, 1901, has been received from the Commander-in-Chief, Portsmouth, of the existence on the shore bank off Warden Point of a shallow patch about half a cable in extent, with a depth of 3 feet over it, situated with Warden Fort Flagstaff bearing S. 51° E., distant 2 cables, and Cliff End Fort, N. 49° E.

Approximate position, lat. 50° 41' N., long. 1° 32½' W.

[Variation 16° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—The Solent, No. 2219; Needles Channel, No. 2040. Also, Channel Pilot, Part I, 1900, page 209.

No. 767.—BALTIC—KIEL HARBOUR.

Kaiser Wilhelm Canal Entrance—Regulations.

THE German Government has given notice, dated 21st September, 1901, that the following regulations are to be observed by vessels anchoring near the entrance of, or passing through, the Kaiser Wilhelm Canal, Kiel Bay, in the area now known as Holtenau Roadstead:—

1. The fairway into the canal is comprised between an imaginary line drawn N. 82° E. from the green electric light on the north side of the entrance to the Kaiser Wilhelm Canal, outer harbour, and Mültenort; and an imaginary line drawn S. 80° E. from the red electric light on the south point of the entrance of the outer harbour, to the two fixed lights on the jetty southward of Friedrichshöhe.

The fairway is only to be used by vessels passing through the canal, each vessel keeping to their own starboard side of the fairway when possible. The fairway is to be crossed from north to south

by the shortest route. Sailing vessels are prohibited from crossing.

2. Vessels must anchor outside, and swing clear of the fairway. Only vessels passing through the canal are allowed to anchor in this vicinity. The boat harbour must be kept clear also.

3. Boats and harbour steamers must give way to all vessels passing through the canal.

4. The Masters of vessels made fast to the quay on the north side of the outer harbour preparatory to going through the canal must report the fact to the Harbour Master at Holtenau, at the same time producing their certificate of measurement.

5. The infringement of the above rules is punishable by fine or imprisonment.

Approximate position, outer harbour, lat. 54° 22' N., long. 10° 9' E.

[Variation 11° Westerly in 1901.]

This Notice affects the following Admiralty Chart:—Kiel Harbour, No. 696. Also, Baltic Pilot, Part I, 1895, page 434; and Supplement, 1900, page 31.

No. 768.—INDIA, HINDUSTAN—BOMBAY APPROACH.

Kundari Island Light—Temporary Alteration Intended.

THE Government of India has given notice, that on 1st February, 1902, a temporary white fixed light of the 4th order will be shown from the gallery of the lighthouse on Kundari Island in place of the permanent white fixed light with red sector.

The temporary light will not exhibit a red sector over Chaul Kadu reefs, but the white light will have the same arc of visibility as the permanent light.

Approximate position, lat. 18° 42' N., long. 72° 48' E.

Further notice will be given when the permanent light is re-exhibited.

This Notice temporarily affects the following Admiralty Charts:—Kundari to Boria Pagoda, No. 738; Bombay Harbour, No. 2621. Also, List of Lights, Part VI, 1901, No. 240. Also, West Coast of Hindustan Pilot, 1898, page 194.

No. 769.—ENGLAND—WEST COAST.

River Mersey Approach—Wreck Disappeared.

WITH reference to Notice to Mariners No. 779 of 1900:—

Information, dated 7th October, 1901, has been received from the Trinity House, London, that the wreck of the barge which sank about 5½ miles south-eastward of the N.W. Light-vessel, Liverpool Bay, has disappeared, and that the wreck-marking buoy indicating the position, situated with Air Point Lighthouse bearing S. 13° E., distant 6¼ miles, has in consequence been withdrawn.

Approximate position, lat. 53° 26½' N., long. 3° 24½' W.

[Variation 18° Westerly in 1901.]

This Notice affects the following Admiralty Charts:—Ireland, No. 1824a; Irish Channel, No. 1825b; Great Ormes Head to Liverpool, No. 1170b. Also, Sailing Directions for the West Coast of England, 1891, page 323.

No. 770.—CHINA—YANG TSE KIANG APPROACH.

Shoaling of North Channel—Alteration in Buoyage.

WITH reference to Notice to Mariners No. 498 of 1901:—

The Chinese Government has given notice, dated 28th August, 1901, that the North Channel, Yang Tse Approach, is at present unsuitable for