

Coppersmith, Jonathan Hunter Malcolm.

Electrical Fitters, William Henry Aslett, Charles Whitfield Edwards, William John Phillips.

Engine Fitter, Henry Wilfred Coumbe.

Shipwrights, Edward Alexander Elder, Thomas Forster.

Skilled Labourers, Joseph Robert Alderslade, George Francis Barber, Albert Richard Barclay, Samuel Furneaux Bryant, George James Climo, Joseph James Coppleson, Edward John Day, Frederick Alan Didymus, Albert Edward Dumper, Arthur George Edwards, James Joseph Elliott, Albert James Reuben Fryer, Arthur James Higgs, Charles Thomas Jesse, Francis Alfred Long, Samuel Joseph Lowman, William Ellis Mattex, Alfred Walter Moth, Reginald Parris, Ernest Pearcey, James George Rickard, Alexander Edward Roper, Archibald Seidenstucker, William Thomas Stigant, William Tee, Joseph Richard Osborne Tollervey, Henry Webb, Charles Lewis Willcocks, Frank Edwin Williams, Alfred Edward Worsfold.

Smith, Herbert Brett Markham.

Broadmoor or Rampton Criminal Lunatic Asylum: Female Attendant, Elsie Mary Pratt.

Post Office: Telephonist, London, Ivy Hilda Moon.

Telephonists, Lina Ellen Bullough (Bolton), Eva Hodgkinson (Stoke-on-Trent), Sarah Elizabeth Kay (Ashton-under-Lyne), Jean McKee (Liverpool).

UNDER CLAUSE 7 OF THE ORDER IN COUNCIL OF 10TH JANUARY, 1910.

Public Trustee Office: Assistant Surveyor, Percy George Crawley.

II.—ASSIGNMENTS OF SECOND DIVISION CLERKS.

Inland Revenue, Montague Hodsoll Crees, William Walter Molony.

Ministry of Labour (Employment Department), William George Heath.

III.—PROMOTION OF A SECOND DIVISION CLERK.

Under Clause 36 of the Order in Council of 10th January, 1910.

Inland Revenue, Arthur Willoughby Wilson, to be an Assistant Surveyor of Taxes.

ADMIRALTY NOTICE TO MARINERS.

No. 151 of the year 1918.

ENGLAND, SOUTH COAST.

(1) *Falmouth Harbour Approach—Traffic Regulations.*

Former Notice.—No. 88 of 1918.

All vessels bound to or from Falmouth harbour must pass between the two light-buoys situated at a distance of about 3 miles south-westward from St. Anthony point lighthouse, and maintain a course 0° (*N. 17^{\circ} E. Mag.*) and 180° (*S. 17^{\circ} W. Mag.*), respectively, for a dis-

tance of a quarter of a mile from the light-buoys.

Any instructions given by the patrol vessels should be strictly observed. Vessels proceeding eastward must obtain instructions as to the route to be followed before attempting to leave the anchorage.

Inward-bound vessels will have priority over outward-bound vessels in respect of passage through the gateway. Vessels entering Falmouth harbour must close the Drifter, stationed about half a mile to the southward of the two light-buoys defining the gateway.

This Drifter regulates inward-bound and outward-bound traffic. When no signals are exhibited by day or night by this Drifter, inward-bound traffic may proceed to pass through the gateway.

To indicate that the gateway is clear for outward-bound vessels, the Drifter will display by day a black shape and by night two horizontal white lights.

During fog three long blasts on the steam whistle, repeated at intervals of five minutes, will indicate that the gateway is clear for outward-bound traffic.

Vessels approaching Falmouth in foggy weather should be careful to sound the regulation fog-signal and to proceed with great caution when within a depth of 30 fathoms at all states of the tide.

When the gateway is clear for inward-bound traffic, no outward-bound vessel may approach within half a mile of the gateway; and when the signals indicate that outward-bound traffic may pass through the gateway, no inward-bound vessels may approach within half a mile of the gateway.

During the hours of darkness all vessels entering or leaving Falmouth harbour must exhibit their side-lights.

(2) *Penzance Bay—Traffic Regulations.*

All vessels bound to or from Penzance bay must pass between the two light-buoys situated at a distance of about $1\frac{1}{2}$ miles south-eastward from St. Paul church, north-westward of Mousehole and maintain a course 0° (*N. 17^{\circ} E. Mag.*) and 180° (*S. 17^{\circ} W. Mag.*), respectively, for a distance of a quarter of a mile from the light-buoys.

Vessels approaching from the eastward must keep to the southward of the parallel of lat. $50^{\circ} 02' N.$, until reaching a position about 3 miles southward of the gateway, which should then be steered for.

Any instructions given by the patrol vessels should be strictly observed.

Inward-bound vessels will have priority over outward-bound vessels in respect of passage through the gateway.

Vessels entering Penzance bay must close the Drifter, stationed about half a mile to the southward of the two light-buoys defining the gateway.

This Drifter regulates inward-bound and outward-bound traffic. When no signals are exhibited by day or night by this Drifter, inward-bound traffic may proceed to pass through the gateway.

To indicate that the gateway is clear for outward-bound vessels, the Drifter will display by day a black shape and by night two horizontal white lights.

During fog three long blasts on the steam whistle, repeated at intervals of five minutes, will indicate that the gateway is clear for outward-bound traffic.