

*Local Government Board (Ireland)*, Herbet Jenkins to be Clerk.

*Post Office*, Alfred Barrie Talbot to be Clerk.

Albert Edward Batty, Samuel Trend Blackwell, Henry George Dalton, Charles Henry Eldridge, William Fentiman, William Henry Hancock, John Harrison, Edgar Marrable, Edgar Ernest Thomas Morris, Albert Overbury, Albert James Robb, and Ernest Alfred Sothcott, to be Boy Clerks.

*Privy Council Office*, Thomas Robert Luke to be Clerk.

*War Office*, Robert Stewart to be Clerk in the Office of the Commander of the Forces, Dublin.  
Ernest Austin Brandon to be Boy Clerk in the Royal Arsenal, Woolwich.

#### NOTICE TO MARINERS.

(No. 115).—NORTH SEA.—GERMAN COAST.

ELBE RIVER ENTRANCE.

(1.) *Light-Vessels Nos. 1, 2, and 3, Alteration in Positions.*

THE German Government has given notice, that during the latter part of the month of June, 1885 (weather permitting), in consequence of further westerly extension of Great Vogel Sund, the following alteration will be made in the positions of *Light-Vessels Nos. 1, 2, and 3, Elbe River Entrance*:—

Elbe light-vessel No. 1 (Gustav Heinrich) will be moved about two miles in a W. by N.  $\frac{1}{2}$  N. direction, to a position in 12 fathoms water, with Scharhorn and Neuwerk east beacons in line.

Position, lat.  $54^{\circ} 0' 20''$  N., long.  $8^{\circ} 14' 50''$  E.

Elbe light-vessel No. 2 (Caspar) will be moved one mile in a N.W. direction, to a position in  $12\frac{1}{2}$  fathoms, with large tower and north beacon at Neuwerk in line.

Position, lat.  $53^{\circ} 59' 30''$  N., long.  $8^{\circ} 24' 40''$  E.

Elbe light-vessel No. 3 (Jacob Heinrich) will be moved one mile in a N.W.  $\frac{1}{2}$  N. direction, to a position in  $6\frac{1}{2}$  fathoms.

Position, lat.  $53^{\circ} 51' 40''$  N., long.  $8^{\circ} 31' 30''$  E.

(2.) *Discontinuance of Neuwerk Harbour Lights, Additional Buoy.*

Also, that on 15th June, 1885, the lights, previously shown from the small lighthouse at Neuwerk, would be discontinued.

Also, that a black beacon buoy, with staff and triangle (point downwards), and marked "Elbe," in white letters, will be moored in  $8\frac{1}{2}$  fathoms water, with Scharhorn and Neuwerk east beacons in line, to mark the northern edge of Scharhorn Sund.

Position, lat.  $53^{\circ} 59' 5''$  N., long.  $8^{\circ} 17' 30''$  E.

NOTE.—When the light-vessels have been shifted in position,—the course from Outer Weser light-vessel to Elbe light-vessel No. 1; will be E.  $\frac{3}{4}$  N.; from Elbe light-vessel No. 1 to Elbe light-vessel No. 2, E. by S.  $\frac{1}{2}$  S.; from Elbe light-vessel No. 2 to Elbe light-vessel No. 3, S.E.  $\frac{1}{2}$  E.; and from Elbe light-vessel No. 3 to Elbe light-vessel No. 4 (Neptun), S.E. by E.  $\frac{1}{2}$  E.

[The bearings and courses are magnetic. Variation  $13\frac{1}{2}^{\circ}$  Westerly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
20th June, 1885.

This Notice affects the following Admiralty Charts:—North Sea, Nos. 2339, 2182a; Elbe, Weser, and Jade Rivers, No. 1875. Also, Admiralty List of Lights in the North Sea, 1885, Nos. 200, 202, 203, 205; and North Sea Pilot, Part IV, 1878, pages 209–211.

#### NOTICE TO MARINERS.

(No. 116).—SUMATRA.—WEST COAST.

BATOE ISLANDS.

(1.) *Reef Southward of Pasakie Islets.*

THE Netherlands Government has given notice of the existence of a reef lying about two miles southward of Pasakie Islets, Batoe Islands:—

This reef, on which the Netherlands India steam vessel "Graaf van Bijlandt" struck, is stated to be composed of coral, and to lie with the following bearings:—

Pasakie Besaar, N. by E.

Pasakie Ketjil, N.N.W.  $\frac{3}{4}$  W.

Kasi Islet, N.  $\frac{3}{4}$  W.

Approximate position, lat.  $0^{\circ} 1' S.$ , long.  $98^{\circ} 36\frac{1}{2}' E.$

NOTE.—Mariners should use caution when navigating between Pulo Pinie and Tanah Masa, as shoals, yet uncharted, are reported to exist.

CHINA SEA.—CARIMATA STRAIT.

(2.) *Reef Reported North-Eastward of Cirencester Bank.*

The German Government has published the following information, concerning the existence of a reef, reported as lying in the fairway of the southern part of Carimata Strait, with Cirencester Bank bearing S.W. by W.  $\frac{3}{4}$  W., distant 20 miles:—

This reef (Stephan Reef), on which the German vessel "Stephan" grounded in May, 1884, is stated to be composed of rock, to be awash at low water, and steep-to.

Position as given, lat.  $3^{\circ} 7' S.$ , long.  $109^{\circ} 17' E.$

NOTE.—As no observations were taken to determine the position of the vessel when aground (that given being deduced by dead reckoning from the day previous), and as the currents in the vicinity at times attain considerable velocity, the position of Stephan Reef, and even its separate existence from dangers already known, must be considered doubtful.

[The bearings are magnetic. Variation  $2\frac{1}{4}^{\circ}$  Easterly in 1885.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,  
20th June, 1885.

This Notice affects the following Admiralty Charts:—Acheen Head to Tyingkokh Bay, No. 2760 (1); Indian Ocean, No. 748b (2); Eastern Archipelago, western portion, No. 941a (2); Carimata Strait, No. 2160 (2). Also, Sailing Directions for West Coast of Sumatra, 1879, page 67; and China Sea Directory, Vol. I, 1878, page 311.

#### NOTICE TO MARINERS.

(No. 118).—RED SEA.—BAB-EL-MANDEB SMALL

STRAIT.—PERIM ISLAND.

(1.) *Particulars of Obstruction Point Light.*

WITH reference to Notice to Mariners, No. 98, of 30th May, 1885, on the exhibition of a light from a lighthouse erected on Obstruction Point, north-east coast of Perim Island:—

The following further particulars concerning the light have been received from the India Office:—

The light, an occulting white light, visible seven seconds, and eclipsed one second, is shown through an arc of  $175^{\circ}$ , or between the bearings of S.S.E. and N.N.W.  $\frac{1}{4}$  W.; it is elevated 110 feet above high water, and should be seen in clear weather from a distance of fourteen miles.

The illuminating apparatus is dioptric, or by lenses, of the fourth order.

The lighthouse, 30 feet high, and constructed of masonry, is a gray octagonal tower.