

WITHOUT COMPETITION.

Prison Department, England: Subordinate Officer, Division I, Edward Bennington.

Post Office: Sorters, London, Walter Herbert Oliver, Edward Robert Pease, Alfred Skerritt, James Sharp.

Postmen, London, George Cooke Collison, William Moses.

Skilled Lineman, Thomas, otherwise John Thomas, Stockton.

Sorting Clerk and Telegraph Learner, Forfar, William Simpson Findlay.

Postmen, Alexander Mutch (Huntly), Arthur Wright (Guernsey), John Stubbs (Wymondham), William Hannan (Belfast), Martin O'Keeffe (Cork), James Rose (Rochester), James Apperley (Gloucester), Thomas Jarrett Morgan (Gloucester), Arthur Edward Ravenhill (Bristol).

FOR REGISTRATION AS TEMPORARY MESSENGER.
Boy Messenger, Henry John Bazin.

July 9, 1887.

AFTER OPEN COMPETITION.

Post Office: Female Telegraph Learner, London, Sarah Lily Mitchell.

WITHOUT COMPETITION.

Prison Department, England: Subordinate Officers, Division I, Francis Tyler, John Henry Dracup.

Post Office: Skilled Telegraphist, London, Nehemiah Harrison.

Postmen, London, Edward Henry Green, Alfred Henry Key, Harry William Batchelor.

Sorter, Dublin, Patrick Long.

Postmen, Thomas Barclay Ferguson (Kirkcaldy), William Manfred Christopher James Thom (Gloucester).

FOR REGISTRATION AS TEMPORARY MESSENGERS.
Boy Messengers, Henry Lewis Burt, Thomas Edward Turner.

NOTICE TO MARINERS.

(No. 175 of the year 1887.)

CHINA SEA.—GULF OF SIAM.—EAST SHORE.

(1.) *Shoal Northward of Koh Tron (Koh Dud).*
INFORMATION has been received, dated 7th June, 1887, on the authority of the Commander of the French vessel "Loire-Inférieure," of the existence of a shoal lying about one and a-half miles northward of Koh Tron (Koh Dud), east shore of the Gulf of Siam:—

This shoal, on which the "Loire-Inférieure" struck at 7h. 30m. a.m., on 24th April, 1887, has over it a depth of eleven feet, and lies with the following bearings and distance:—

Flat Peak (Middle Island), S. 84° W.

Gunung Kwala Peak, S. 3° E., distant 2½ miles.

Position, lat. 10° 28¼' N., long. 103° 58½' E.

SULU OR MINDORO SEA.—BORNEO.—NORTH-EAST COAST.

(2.) *Shoal Reported Eastward of Marchesa Bay.*
Information has been received from Lord Brassey, that on 9th April, 1887, while proceeding in the yacht "Sunbeam," along the north-east coast of Borneo, the vessel, drawing 13 feet, touched on a coral patch, situated eastward of Marchesa Bay in latitude 6° 40' N., longitude 117° 52' E.

[The bearings are magnetic. Variation 3¼° Easterly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
29th June, 1887.

This Notice affects the following Admiralty Charts:—Gulf of Siam, No. 2414 (1); Bay Island to Pulo Obi, No. 2723 (1); China Sea, southern portion, No. 2660b (2); Palawan Island, No. 967 (2); Sulu Archipelago, No. 2576 (2); Gaya Bay to Sandakan Harbour, No. 287 (2); and China Sea Directory, Vol. II, 1879, page 313.

NOTICE TO MARINERS.

(No. 176 of the year 1887.)

NORTH SEA—GERMAN COAST.

(1.) *Light Buoy in Jade River Entrance.*

WITH reference to Notice to Mariners, No. 104, of 30th April, 1887, on an experimental buoy, lighted by gas, having been placed north-westward of Jappen Sand, near Wilhelmshaven, Jade River:—

The German Government has given further notice, dated 4th June, 1887, that the light-buoy has now been placed in the position hitherto occupied by No. 3 Channel Buoy, Jade River Entrance.

The light is an occulting white light, showing flashes of three seconds' duration, separated by eclipses of six seconds. It should be visible in clear weather from a distance of 3 miles.

The buoy, conical in shape and painted black, with $\frac{3}{16}$ on its side, is moored in a depth of 5½ fathoms, with the following bearings and distance:—

Minsener Old Oog Beacon, S. 30° E., distant 3½ miles.

Wangeroo Lighthouse, S. 62° W.

NORWAY.

(2.) *Regulations Regarding Pilot Vessels.*

Information has been received, that the following alteration has been made in Article IX of the Regulations for Preventing Collisions at Sea, on the Coasts of Norway:—

Pilot vessels cruising off the coasts of Norway, for pilotage purposes, are not obliged to carry a white light at the masthead visible all round the horizon, but must exhibit a flare-up light at intervals of not more than fifteen minutes; also, on the approach of any vessel, a bright white light, visible all round the horizon, must be shown in sufficient time to prevent collision.

GULF OF FINLAND.

(3.) *Revel Port—Red Light on Breakwater.*

The Russian Government has given notice, that a light is exhibited from the extremity of the Breakwater, near the new Naval Harbour, Revel Road:—

The light is a fixed red light, elevated 14 feet above the sea.

Approximate position, lat. 59° 27¼' N., long. 24° 48' E.

(4.) *Intended Re-exhibition of Lights.*

Also, has given notice, that the undermentioned lights in the Gulf of Finland, and entrance to the Gulf of Bothnia, will shortly be re-exhibited:—

1. The lights near the inner channels of Aspö; in the fairway of Gustavsverd, at Kobbak (Kobbaklintarne), and near Led Sound and Nyhamin, will be re-exhibited on 20th July, 1887.

2. All other lights which were exhibited during the spring of 1887, and discontinued on 20th May, will be re-exhibited on 1st August, 1887.

[The bearings are magnetic. Variation 13¼° Westerly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.
Hydrographic Office, Admiralty, London,
30th June, 1887.