

October 20, 1888.

AFTER OPEN COMPETITION.

Post Office: Female Clerk, London, Laura Evelyn Baynes.

WITHOUT COMPETITION.

Prisons Department, England: Subordinate Officers, Division I, Richard Amos Doidge, Isaac Downing.

Post Office: Sorters, London, Charles James Alden, Henry George James, Walter Trickey, James Thomas Williamson.

Postmen, London, Shirley McDonald, Frederick John Morgan, Henry Frederick Phillips, George James Randall, William Henry Slark, Edwin Westcott.

NOTICE TO MARINERS.

(No. 323 of the year 1888.)

FRANCE.—WEST COAST.

(1.) Port Guilvinec.—Intended Alteration in Colour of the High Leading Light.

THE French Government has given notice, that on 1st November, 1888, the following alteration will be made in the colour of the high leading light at Port Guilvinec:—

The light will be a fixed white light, instead of fixed red as at present.

Position, lat. 47° 48' N., long. 4° 16' W.

QUIBERON BAY.

(2.) Port Haliguen Light.—Obscured Sector.

Also, that on 20th October, 1888, in order to facilitate the navigation of Teignouse Passage, an obscured sector will be introduced in Port Haliguen Light:—

The obscured sector will be from the bearing of N. 40½° W. to N. 25¼° W.

NOTE.—Entering Quiberon Bay at night by Teignouse Passage, Teignouse and Port Navalo Lights should be kept in line, until the obscured sector is entered, when the course should be altered about 1½ points to starboard. Leaving the bay by this passage, Pointe des Poulains Light should be kept a little open southward of Teignouse Light, until the obscured sector is entered, when the principal light (revolving white) on Belle Ile should be steered for.

Position, lat. 47° 29' N., long. 3° 6' W.

VILAINE RIVER ENTRANCE.

(3.) Penlan Point Light.—Sector of Green Light.

Also, that on 20th October, 1888, a sector of green light will be introduced in Penlan Point Light, northern side of Vilaine River Entrance:—

The sector of green light is intended to cover the banks formed by the Plateau des Mâts. The light will therefore show white through an arc of 8°, or from the bearing of N. 69½° E. to N. 77½° E. (indicating the fairway to the river entrance); green from N. 77½° E. to the land northward; and red from N. 69½° E. to the land eastward.

Position, lat. 47° 31' N., long. 2° 30' W.

ILE D'YEU.

(4.) Port Breton.—Alteration in Colour of Leading Lights.

Also, that on 14th October, 1888, the following alteration would be made in the colour of the two leading lights which kept in line bearing S.W. ¼ S. mark the direction of the channel into Port Breton, northern coast of Ile d'Yeu:—

The lights are fixed green lights, instead of fixed white as previously.

Position, lat. 46° 44' N., long. 2° 21' W.

[The bearings are magnetic, and are given

from seaward. Variations 17½° (1)–(3); 17½° (4) Westerly in 1888.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

15th October, 1888.

This Notice affects the following Admiralty Chart:—I. de Groix to Raz de Sein, No. 2645 (1); Bourgneuf to I. de Groix, No. 2646 (2, 3); Les Sables d'Alonne to Bourgneuf, with plan of Port Breton, No. 2647 (4). Also, Admiralty List of Lights on the western coasts of Europe, 1888, Nos. 208, 236, 246, 276, 277; and Sailing Directions for the west coasts of France, Spain, and Portugal, 1885, pages 36, 54, 58, 68.

NOTICE TO MARINERS.

(No. 324 of the year 1888.)

BALTIC—GERMAN COAST.

(1.) Amended Position of Wreck on Stolpe Bank.

WITH reference to Notice to Mariners, No. 310, of 29th September, 1888, that a vessel lies sunk in a position dangerous to shipping on Stolpe Bank, in 9 fathoms water:—

The German Government has given further notice, dated 29th September, 1888, that the wreck with her masts showing above water about 16 feet and 10 feet respectively, lies in 9½ fathoms water, in lat. 54° 57' N., long. 16° 51¼' E.

BALTIC—SWEDISH COAST.

(2.) Necessity for Sounding when approaching the East Coast of Oland.

In consequence of the frequent grounding of vessels on the east coast of Oland, especially in thick or foggy weather, the Swedish Government has called the attention of mariners to the fact, that grounding on this coast might generally be avoided by sounding in time:—

Along this coast, extending about 75 miles, the depths (see Admiralty Chart, Kalmar Sound and Oland Island, No. 2251) at the distance of 5 miles are about 22 to 27 fathoms, and decreasing towards the land, so that, at the distance of 3 miles the depths are 10 to 16 fathoms; vessels therefore should haul out to the eastward directly the lead gives a depth of about 11 fathoms.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,

16th October, 1888.

This Notice affects the following Admiralty Charts (1, temporarily):—Baltic Sea, No. 2842b; (1); Jersthöft Light to Rixhöft Light, No. 2368

(1.) Also, Sailing Directions for the Baltic Sea and Gulf of Finland, 1854, pages 133, 37–39.

NOTICE TO MARINERS.

(No. 325 of the year 1888.)

BALTIC—SWEDISH COAST.—KALMAR SOUND.

(1.) Leading Lights at Oscarshamm.

WITH reference to Notice to Mariners, No. 257, of 25th August, 1888, on the exhibition of flashing white and red lights on Homhällan and Ovädersudden, Oscarshamm:—

The Swedish Government has given further notice, dated 3rd October, 1888, that in order to complete the lighting of Oscarshamm, two leading lights are now exhibited which kept in line bearing N. 69° W., lead from Ovädersudden leading light to the pier:—

The lights are fixed red lights; the outer light, elevated 22 feet above the sea, is shown from the pier quay, and the inner light, elevated 33 feet above the sea, is placed 72 yards inland, from the outer light