

WITHOUT COMPETITION.

Admiralty: Devonport Dockyard, Shipwrights,
Alphonso Edgar Spurrell, William Willcocks.

Fitters, James Horsham, Frederick Tremear Moore.

Joiner, Stephen Stacey.

Smith, Henry Yelland.

Hammermen, William Hasle Ball, Samuel Skinner.

Labourers, Francis Richard Adams, Alfred Ball Clayton, John Cornelious, Frederick Henry Rounsfull, James George Watts Waddle.

Prisons Department, England: Assistant Matron,
Alice Augusta Blake.

Post Office: Postmen, London, John Clarke, Henry William Phelps.

Porter, London, Arthur Charles Burcham.

Postman, Edinburgh, George Christie.

Postmen, Peter Robertson Allan (Grangemouth), George Cheetham (Cowbridge), Edward Shaw (Stoke-on-Trent).

July 6, 1895.

AFTER OPEN COMPETITION.

Boy Clerks, William Adam, Walter Marcus Ascoli, John Walter Cooper, Louis D'Elboux, Robert William Hanbidge, Wilfrid Hayward, Alfred Stanley Heard, Frank Ernest Keay, William Margach, Edmund Josiah Miller, Daniel O'Donovan, Henry Arthur Pitcher, Clyde Bouverie Repton, Frederick Arthur Tapley, David Thompson (of Aberdeen), Walter William Tottingham.

WITHOUT COMPETITION.

Post Office: Porter, London, Charles Timberlake.

Sorting Clerks and Telegraph Learners, Ethel Louisa Baldwin (Nuneaton), Margaret Ann Davies (Cardigan), Isaac William Janes (Marlow), Frederick Josiah Abraham Mackey (Ballina), Andrew Patrick Moore (Waterford).

Postmen, Frank Thomas Powell (Bristol), Ambrose Henry Shenton (Shrewsbury), Thomas Williams (Liverpool).

NOTICES TO MARINERS.

(Nos. 339 to 358 of the year 1895.)

[The bearings are magnetic, and those concerning the visibility of lights are given from seaward.]

No. 339.—BALTIC STATION.

BALTIC—GERMAN SHORE.

Kiel Fiord—Prohibited Anchorage near Telephone Cable.

THE German Government has given notice, dated 15th June, 1895, that a telephone cable has been laid in Kiel Fiord in the line of mooring buoy No. 30 and the southern deviation beacon. Its direction is also marked by two beacons onshore, one surmounted by a triangle the other by a square.

Vessels are prohibited from anchoring in the vicinity of this cable.

This Notice affects the following Admiralty Charts:—Kiel Fiord, No. 33; Kiel Harbour, No. 696. Also, Danish Pilot, 1885, page 294; and Revised Supplement, 1892, relating to Danish Pilot, page 52.

No. 340.—MEDITERRANEAN, CAPE, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.

MEDITERRANEAN.

(1.) *Marocco—Sunken Rock Northward of Cape Tres Forcas.*

INFORMATION has been received from Lieutenant and Commander C. H. Simpson, Her Majesty's surveying-vessel "Stork," dated 8th

June, 1895, of the existence of a rock, with a depth of one foot on it, lying $2\frac{3}{4}$ cables off the middle point of Cape Tres Forcas, with Cape Vigo bearing W. by S. $\frac{1}{2}$ S., and eastern point of Cape Tres Forcas, S.E.

Approximate position, lat. $35^{\circ} 27\frac{1}{2}'$ N., long. $3^{\circ} 0'$ W.

(2.) *Algeria—Rocks near Sphinx Rock and Berinshel Islet.*

Also, of the existence of the undermentioned rocks:—

(a.) A least depth of $4\frac{1}{2}$ fathoms, with 6 to 8 fathoms on either side, midway between Sphinx Rock and the shore.

Approximate position, lat. $36^{\circ} 38' 30''$ N., long. $2^{\circ} 17' 30''$ E.

The white pyramidal beacon on the shore, which, in line with Mount Amarillo, marked the position of Sphinx Rocks, has entirely disappeared.

(b.) A rock, with a depth of 11 feet on it, nearly half a mile offshore, and $4\frac{1}{2}$ cables, W. $\frac{1}{4}$ N., from Berinshel Islet.

Approximate position, latitude $36^{\circ} 39' 0''$ N., longitude $2^{\circ} 20' 15''$ E.

[Variation $1^{\circ} 15'$, $2^{\circ} 14'$, Westerly in 1895.]

This Notice affects the following Admiralty Charts:—Gibraltar to Alicante, &c., No. 2717 (1); Cape Ferrat to Bougaroni, No. 1766 (2); Cape Ivi to Algier, No. 1909 (2). Also, Mediterranean Pilot, Vol. I, 1894, pages 226, 251.

No. 341.—MEDITERRANEAN STATION.

BLACK SEA—KRIMEA.

Theodosia (Kaffa)—Light at Extremity of East Mole.

THE Russian Government has given notice that, on 6th June, 1895, a light would be exhibited from the lighthouse recently erected on the extremity of Theodosia East Mole, and the temporary lights there (three red) would be discontinued:—

Theodosia East Mole Light is a fourth order, fixed light, with the following sectors:—Red from S. 89° E., through south and west, to N. 76° W.; and white from N. 76° W. (northward of Theodosia Point shoals) to the land to the southward. It is elevated 43 feet above the sea and visible in clear weather from a distance of 7 miles.

The lighthouse, 82 feet high, is an iron, cylindrical tower, painted white.

Approximate position, lat. $45^{\circ} 1' 50''$ N., long. $35^{\circ} 24' 0''$ E.

[Variation 1° Westerly in 1895.]

This Notice affects the following Admiralty Charts:—Sevastopol to Kertch Strait, No. 2233; Theodosia on sheet No. 2221. Also, List of Lights, Part V, 1895, No. 962; and Sailing Directions for Dardanelles, Sea of Marmara, &c., 1893, page 257.

No. 342.—BALTIC STATION.

BALTIC ENTRANCE.

Kattegat—Alteration in Hals Bay Buoy.

WITH reference to Notice to Mariners, No. 277 of 1895:—

The Danish Government has given further notice, dated 12th June, 1895, that the buoy (conical, red and white horizontal stripes, surmounted by red staff and ball) moored off the eastern (Hals) entrance to Liim Fiord has been withdrawn, and replaced by a bell buoy, similarly painted and surmounted by the same topmark.

Approximate position, lat. $56^{\circ} 57\frac{1}{2}'$ N., long. $10^{\circ} 22'$ E.

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; the Kattegat, No. 2114. Also, Danish Pilot, 1885, page 47.