

UNDER CLAUSE VII OF THE ORDER IN COUNCIL
OF 4TH JUNE, 1870.

Treasury: Clerk in the County Court Department,
Fred Edge.

FOR REGISTRATION AS TEMPORARY BOY
COPISTS.

John Blair, Hugh James Gale, John Bishop
Robertson, Arthur Thomas Ward.

FOR REGISTRATION AS TEMPORARY BOY
MESSENGER.

Henry John Rapson.

December 4, 1895.

AFTER OPEN COMPETITION.

Inland Revenue: Assistant Surveyors of Taxes,
Peter Rogers, Andrew Scouler, James Small,
Alpheus Smith, Andrew Stewart.

Post Office: Female Sorter, London, Elizabeth
Theresa Louisa Potter.

WITHOUT COMPETITION.

Customs: Boatman, William George John Alstin.

Science and Art Department: Attendant in South
Kensington Museum, John Morris.

Supreme Court of Judicature, England: Book
Porter in the Probate, Divorce, and Admiralty
Division, William Thomas Hummerstone.

Post Office, Postman, London, George Edgar
Saunders.

Porter, London, James Harvey Skinner:

Sorting Clerks and Telegraph Learners, Wil-
fred Morton Hall (Leeds), Margaret Knight
(Grantown).

Postmen, David George Booth (Manchester),
Joseph Thomas Coffee (Reading), William
Inglis (Cricff).

NOTICES TO MARINERS.

(Nos. 662 to 675 of the year 1895.)

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

No. 662.—NEW ZEALAND.

Port Nicholson—Time Signal at Wellington.

INFORMATION has been received from the
Government of New Zealand, dated 3rd October,
1895, that the time signal (ball) at the inner end
of the Railway Wharf, Wellington, is only given
when favourable weather has permitted satisfac-
tory observations, or about once a week.

A notification is placed in the morning news-
paper on the day that the signal is to be made.

Approximate position, lat. $41^{\circ} 16' 50''$ S.,
long. $174^{\circ} 46' 55''$ E.

This Notice affects the following Admiralty
Plan:—Port Nicholson, No. 1423. Also, New
Zealand Pilot, 1891, pages 175, 176; and List
of Time Signals, 1895, No. 54.

No. 663.—ENGLAND—EAST COAST.

(1.) Alteration in Lynn Well Light-vessel
Fog Signal.

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

The Trinity House, London, has given further
notice, dated 20th November, 1895, that the fog
signal on board the Lynn Well Light-vessel has
been altered from a gong to a hand horn, which,
during thick or foggy weather, will give two
blasts of the same pitch, each of about four
seconds duration, in quick succession, at intervals
not exceeding two minutes.

The intervals will be shortened as vessels
approach, and should a vessel come dangerously
close, the sound will be continuous until she has
passed.

Approximate position, lat. $53^{\circ} 1' 20''$ N.,
long. $0^{\circ} 25' 50''$ E.

(2.) Alteration in Colour of Smiths Knoll and
Cross Sand Light-vessels.

Also, that the black bands on the hulls of
Smiths Knoll and Cross Sand Light-vessels have
been painted out, and those light-vessels are now
painted entirely red.

Approximate position, Smiths Knoll Light-
vessel, lat. $52^{\circ} 52' N.$, long. $2^{\circ} 14\frac{1}{2}' E.$

Approximate position, Cross Sand Light-
vessel, lat. $52^{\circ} 38\frac{1}{2}' N.$, long. $1^{\circ} 54\frac{1}{2}' E.$

(3.) Leman and Ower Banks—Alterations in
Buoyage.

Also, that South-East (South) Ower Buoy
(conical, black) has been moved about half-a-mile
to the eastward, and now lies in a depth of 10
fathoms at low water springs, with Leman and
Ower Light-vessel bearing N.W. by W. $\frac{1}{2}$ W.
(N. 58° W.), distant $5\frac{1}{10}$ miles; or approximately
in lat. $53^{\circ} 7' 10'' N.$, long. $2^{\circ} 7' 20'' E.$

And South Leman Buoy (can, black and
white) has been moved about a third of a mile
to the southward, and now lies in about 8 fathoms
at low water springs, with Leman and Ower
Light-vessel bearing N.N.W. $\frac{3}{4}$ W. (N. 27° W.),
distant $8\frac{4}{10}$ miles; or approximately in latitude
 $53^{\circ} 2' 30'' N.$, longitude $2^{\circ} 8' 50'' E.$

(4.) Yarmouth Approach—Alterations in
Buoyage.

Also, that the undermentioned alterations have
been made in buoyage in the approach to Yar-
mouth:—

a. North Scroby Buoy (can, black and white)
has been moved about S. by W., $2\frac{1}{2}$ cables, and
now lies in a depth of 40 feet at low water
springs, with Winterton Lighthouse bearing
N.W. $\frac{1}{2}$ N., distant $3\frac{4}{10}$ miles; and E. Caister
Church S.W. by W. $\frac{1}{2}$ W.

Approximate position, lat. $52^{\circ} 41' 0'' N.$,
long. $1^{\circ} 46' 50'' E.$

b. North-west Scroby Buoy (can, black and
white) has been moved about S. $\frac{3}{4}$ W., $2\frac{1}{2}$ cables,
and now lies in a depth of 39 feet, with Wint-
erton Lighthouse bearing N.W. $\frac{7}{8}$ N., distant $3\frac{7}{10}$
miles; and E. Caister Church S.W. by W. $\frac{7}{8}$ W.

c. Scroby Hook Buoy (can, black and white)
has been moved about N. by W. $\frac{1}{2}$ W., 4 cables,
and now lies in a depth of 44 feet, with Gorles-
ton Church bearing N.W. by W. $\frac{5}{8}$ W., distant
 $2\frac{1}{2}$ miles; and Corton Church S.W. $\frac{3}{8}$ W.

d. South Scroby Buoy (spherical, black and
white) has been moved about N. by W., $6\frac{1}{2}$
cables, and now lies in a depth of 42 feet, with
Gorleston Church, bearing N.W. $\frac{3}{4}$ W., distant
 $3\frac{1}{10}$ miles; and Corton Church S.W. by W. $\frac{3}{8}$ W.

e. South Cross Sand Buoy (conical, black) has
been moved about S.S.W. $\frac{1}{4}$ W., $3\frac{1}{2}$ cables, and
now lies in a depth of about 14 fathoms, with St.
Nicholas Church, Yarmouth, bearing N.W. $\frac{1}{4}$
W. distant $5\frac{3}{10}$ miles; and Corton Church W.
by S. $\frac{3}{4}$ S.

[Variation 16° Westerly in 1895.]

This Notice affects the following Admiralty
Charts:—North Sea, No. 2182a (1, 3);
Blakeney to Flamborough Head, No. 1190 (1);
the Wash, &c., No. 108 (1); Orfordness to
Blakeney, &c., No. 1630 (3, 4); Yarmouth and
Lowestoft Roads, No. 1543 (4). Also, List of
Lights, Part I, 1895, Nos. 184, 177, 169; and
North Sea Pilot, Part III, 1889, pages 170, 215,
226, 212, 211, 250, 249, 251, 252.