

## WITHOUT COMPETITION.

*Admiralty: Chatham Dockyard, Shipwright,*  
George Thomas Covell.  
*Pembroke Dockyard, Hammerman,* Walter Gilles.

*Customs: Boy Messenger,* David Oswald Green.

*Prisons Department, England: Subordinate Officer, Division I,* Iveson Driver.

*Post Office: Postman, London,* William John Davis.

*Porter, London,* William Turner.

*Postmaster, Boscombe,* Henry Roberts.

*Skilled Lineman,* George Thomas Ives.

*Sorting Clerks and Telegraph Learners,* Sydney Andrews (Kettering), Herbert Dunbar Clements (Newport, Monmouthshire), George Parker Downes (Shifnal), William Henry Evers (Southend-on-Sea), Edith Greenwood (Todmorden), Ellen Roberts (Watford), Paul Rogers (Normanton), Ida Bell Scott (Newcastle-on-Tyne), Arthur Waters (Leeds), Edgar Charles Mockett Weller (Birmingham).

*Postmen,* Robert Ferguson (Irvine), Frank Comerford Finch (Hastings), William Fitton (Oldham), Allen Heather (Guildford), Andrew Kinkaid (Belfast), Horatio Frank Lloyd (Ramsgate), David Nicol Whitehead McKenzie (Bridge of Allan), Thomas John Alma Mackinlay (Sheffield), Arthur Smart (Calne), Charles Wyer (Devizes).

September 25, 1897.

## AFTER OPEN COMPETITION.

*Post Office: Female Telegraph Learners in the Central Office, London,* Mabel Beach, Mabel Florence-Elizabeth Hodgson, Elizabeth Mabel Horwill, Katherine Emma Lush, Olivia Clark Maddams, Florence Louise Smith.  
*Female Sorter, London,* Martha Frances Squires.

## WITHOUT COMPETITION.

*Post Office: Sorting Clerks and Telegraph Learners,* Charles Isted Bumstead (Rye), Lillian Burrows (Manchester), Robert Spencer Cox (Hawkhurst), Annie Maude Mennell (Sheffield), James Joseph Pakenham (Dundalk), Fred Shaw (Huddersfield), Mabel Jane Warren (Wellingborough).

*Postmen,* Jarvis Emmerson (Sheffield), Stephen Charles Jury (Tunbridge Wells), Alfred Kennemore (Cardiff), James Harry Lee (Manchester), Noah Liddell (Bromsgrove), Samuel Henry Mitchell (Hounslow), Alfred Peaty (Faringdon), George Richard Sayer (Norwich), Herbert Smith (Gloucester), James Somers (Virginia, Ireland), Sidney Travis (Sheffield), William Webber Ward (Brighton), Ernest Wensley (Tiverton).

## FOR REGISTRATION AS TEMPORARY BOY

## MESSENGERS.

William Henry Bramwell, Thomas Desbrow Hawkins.

## NOTICES TO MARINERS.

(Nos. 569 to 573 of the year 1897.)

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

## No. 569.—FRANCE—WEST COAST.

*Loire River—Intended Leading Lights.*

WITH reference to Notice to Mariners No. 181 of 1896:—

The French Government has given further notice that, on 15th October, 1897, lights for leading through the dredged channel across the Charpentier Bar, will be exhibited on the

northern side of the entrance to the Loire River:—

1. The outer leading light is a fixed red cata-dioptic light, elevated 56 feet above high water, 10 feet above the ground, illuminating power 200 bees Carcel (2,000 candles), and visible over an arc of 14°, or 7° on either side of the bearing N. 42° E., from a distance of 13 miles in clear weather.

2. The inner leading light named Kerlédé is a fixed white cata-dioptic light, elevated 141 feet above high water, 88 feet above the ground, illuminating power 1,000 bees Carcel (10,000 candles), and visible over an arc of 14°, or 7° on either side of the bearing N. 42° E., from a distance of 18 miles in clear weather.

It is shown from a cylindrical tower, painted white, with keeper's dwelling near, situated N. 42° E., distant 880 yards from the outer leading light.

Before the date given for their exhibition these lights may occasionally be shown experimentally.

Approximate position, Kerlédé Light, on Chart No. 2646, lat. 47° 15' 40" N., long. 2° 14' 45" W.

[Variation 16° Westerly in 1896.]

This Notice affects the following Admiralty Chart:—Bourgneuf to I. de Groix, with plan of entrance to Loire River, No. 2646. Also, List of Lights, Part IV, 1897, page 56; and Sailing Directions for the West Coasts of France, Spain, and Portugal, 1891, page 93.

## No. 570.—SWEDEN—WEST COAST.

## THE KATTEGAT.

*Shoal near West Rön.*

A CHART recently published by the Swedish Government shows a shoal of 22 feet water, in a position, with West Rön Islet west extreme bearing N. 24° E., distant about  $1\frac{1}{8}$  miles, and Svartekär S. 35° E.

Approximate position, lat. 57° 23' 50" N., long. 11° 49' 0" E.

[Variation 11° Westerly in 1897.]

This Notice affects the following Admiralty Charts:—The Kattegat, No. 2114; Nidingen to Hönö, No. 196. Also, Baltic Pilot, Part I, 1895, page 69.

## No. 571.—UNITED STATES—NORTH CAROLINA.

*Intended Light-vessel and Fog-signal at Diamond Shoal.*

THE United States Government has given notice, that, on or about 30th September, 1897, the undermentioned light-vessel and fog-signal will be established to mark Diamond Shoal off Cape Hatteras:—

Diamond Shoal light-vessel will exhibit from two masts of equal height, two occulting white lights every fifteen seconds, thus each light will show for twelve seconds, and be eclipsed three seconds. Both lights will be 100 candle-power incandescent electric lights, elevated 57 feet above the sea, and visible in clear weather from a distance of 13 miles.

If the electric lights be out of order, two fixed white lights will be exhibited of less power.

The light-vessel (No. 69) is a steamer, schooner rigged, and has no bowsprit, the funnel and fog signal are between the masts. At each masthead is a circular gallery. The hull is painted red with Diamond Shoal in white letters on each side, and No. 69 on each bow in white figures.

A steam fog-whistle will, during thick or foggy weather, give a blast of five seconds duration every minute.