

**FOR REGISTRATION AS TEMPORARY BOY
COPYISTS (NEW CLASS).**

George Albert Crowfoot, William Thomas Long, Joseph Ormond Yulan Wilkins.

**FOR REGISTRATION AS TEMPORARY BOY
MESSENGERS.**

William Michael Curtain, Percy Frederick Rusch.

July 13, 1901.

AFTER OPEN COMPETITION.

Second Division: Clerk, Charles Joseph Elliott.

Post Office: Woman Clerk, Nora Crowley.

Male Sorter, London, Charles Hutchison.

Male Learners, Ernest George Richardson (Brighton), David Oliver Wright (Aberdeen).

Female Sorter, London, Nellie Freeman.

AFTER LIMITED COMPETITION.

Post Office: Male Learner, Dundee, David Mitchell Butchart.

WITHOUT COMPETITION.

Post Office: Postman, London, Edward Hezekiah Painter.

Temporary Assistant Postman, London, Albert Dougherty.

Learners, Nellie Stuart Lightfoot (Stockton-on-Tees), Charles Donald Patterson (Dewsbury), Alice Stephenson (Berwick).

Postmen, Thomas Robertson Cameron (Perth), Frederick Harris (Maidstone), Philip Heard (Southend-on-Sea), William Jepps (Hitchin), John Thomas Mudford (Godalming), Peter Nee, otherwise Needham (Galway), William Noakes (Brighton), Ernest Edward Sutton (Birmingham).

Temporary Assistant Postmen, James William Croft (Leeds), William Hodgson (Hull).

**FOR REGISTRATION AS TEMPORARY BOY
COPYISTS (NEW CLASS).**

Joseph Keogh, Peter O'Sullivan, John Archer Willis, William Henry Joseph Wright.

NOTICES TO MARINERS.

(Nos. 508 to 515 of the year 1901.)

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

No. 508.—ENGLAND, WEST COAST.

River Dee Light-Vessel—Intended Alteration of Fog Signal.

THE Trinity House, London, has given notice, that on 1st September, 1901, the gong on board the Dee Light-vessel will be replaced by a trumpet worked by hand, which will, during thick or foggy weather, give two blasts of four seconds each in quick succession at intervals not exceeding two minutes.

The intervals will be shortened if vessels approach, and when dangerously near the fog trumpet will be sounded continuously.

Approximate position, lat. 53° 22' N., long. 8° 18' W.

This Notice affects the following Admiralty Charts:—Great Ormes Head to Liverpool, No. 1170b; Liverpool Bay, No. 1951. Also, List of Lights, Part I, 1901, No. 821; and Sailing Directions for the West Coast of England, 1891, page 323.

No. 509.—AUSTRALIA—QUEENSLAND.
Grafton Passage, and Mourilyan Harbour Approach—Non-Existence of Shoal Patches, Megæra Rock—Retained on Charts.

WITH reference to Notices to Mariners Nos. 575 of 1900 and 559 of 1892:—

Information, dated 14th January, 1901, has been received from Lieutenant and Commander

No. 27334.

B

C. E. Monro, His Majesty's surveying-vessel "Dart," that a careful but unsuccessful search had been made for the shoal soundings reported in the undermentioned places:—

(a.) *Grafton Passage.*—The shoal sounding of 8 fathoms reported by the Commander of His Majesty's ship "Torch" to be situated with summit of Fitzroy Island bearing S. 31° W., and False Cape S. 60° W.

Approximate position, lat. 16° 45' S., long. 146° 8' E.

The soundings of 9 fathoms, situated at distances of 2 and 7½ miles respectively, about N.E. by N., from the above position.

(b.) *Mourilyan Harbour approach.*—The shoal of 3½ fathoms reported by the Commander of the Royal Mail ship "Avoca" to be situated with Goodman Rock entrance to Mourilyan Harbour, bearing S. 38° W., distant 2½ miles.

Approximate position, lat. 17° 34' S., long. 146° 9½' E.

No indication of any shoal water having been found in any of the above positions, the shoal soundings in Grafton Passage, and the shoal at the entrance to Mourilyan Harbour, are considered not to exist, and have in consequence been erased from the Charts.

NOTE.—*Megæra Rock.*—Though three close searches have been made without finding any indication of shallow water over the area in which a danger was reported by Her Majesty's ship "Megæra" in 1858, and by the steamship "Karaweera" in 1899, a warning of the possibility of a small head existing in the vicinity has been left upon the Charts as "Megæra Rock P.D.," situated S. 71° E., distant 6½ miles from Howick Island summit (185 feet).

Approximate position, lat. 14° 33' S., long. 145° 5½' E.

[Variation 6° Easterly in 1901.]

This Notice affects the following Admiralty Charts:—Cape Grafton to Hope Islands, No. 2924; Double Island to Cape Grafton, No. 2350; Turtle Group to Claremont Group, No. 2922. Also, Australia Directory, Vol. II, 1898, pages 376, 331; and Supplement, 1900, pages 15, 11.

No. 510.—SARDINIA—NORTH COAST.

Maddalena Approaches—Prohibited Landing, Anchorage, and Fishing.

THE Italian Government has given notice that landing, anchoring, and fishing is prohibited within the undermentioned areas in the approaches to Maddalena, as follows:—

a. Landing is prohibited in the vicinity of the Punta Rossa or Cape Tre Monti batteries, or on any part of the coast between Battistone Point, Cape Tre Monti, and Mucchi Bianchi.

b. Anchorage is prohibited—

(1.) Within the area bounded to the eastward by a line joining Peccora and Cappucini Islands, and to the westward by a line joining Porco Island and Cape Tre Monti;

(2.) Within the area bounded on the eastward by a line joining Nera Point to Paura Rocks and Paura Rocks to Stropello Point, and on the westward by a line joining Nido d'Aquila and Sardegna Points.

(3.) Within the area bounded on the northward by the south coast of Maddalena Island, and to the southward by a line joining roughly the western end of Piazza Umberto Quay, Chiesa Island Mole Lights, Moneta Point, and the swing bridge. A line of buoys also marks the southern limit of this area.

The above areas are now marked on the Charts by a pecked line.