

September 17, 1887.

AFTER OPEN COMPETITION.

*Lower Division: Boy Clerks, Alfred Botting,
Walter George Lovell Ivins.*

WITHOUT COMPETITION.

*Post Office: Sorters, London, William James Eden
Candy.*

Tube Attendant, Edwin Toovey.

**FOR REGISTRATION AS TEMPORARY BOY
MESSENGERS.**

Herbert William May, Henry Charles Roe.

NOTICE TO MARINERS.

(No. 231 of the year 1887.)

**RED SEA—WESTERN SHORE.—SAWAKIN
APPROACH.**

Shoal Southward of Tellah Tellah Kebir.

INFORMATION has been received from Commander E. Rooke, H.M.S. "Falcon," of the existence of a shoal lying about $3\frac{1}{2}$ miles southward of Tellah Tellah Kebir, southern approach to Sawakin:—

On 2nd August, 1887, the "Falcon"—about an hour after leaving an anchorage eastward of Tellah Tellah Kebir—passed over this shoal, soundings of $6\frac{1}{2}$ to 7 fathoms were obtained for the distance of half a mile, bearings of the land could not be taken on account of thick weather.

Approximate position as given, lat. $18^{\circ} 44\frac{1}{2}'$ N., long. $38^{\circ} 11'$ E.

NOTE.—Middle shoal buoy, southern approach to Sawakin, has been replaced in position (see Notice to Mariners, No. 245, of 16th October, 1886).

ERRATUM.

Hydrographic Notice No. 4 of 1887, page 3, bottom line, column 3, omit the figure 8.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
8th September, 1887.

This Notice affects the following Admiralty Charts:—Red Sea, Nos. 2523, 8c, 8d (1); Mersa Durur to Trinkitat, No. 81 (note). Also, Red Sea Pilot, 1883, pages 98, 89; and Revised Supplement, 1886, to Red Sea Pilot, pages 20, 22.

NOTICE TO MARINERS.

(No. 232 of the year 1887.)

ENGLAND—EAST COAST.

*Yarmouth Haven—Additional Lights and
Danger Signals.*

WITH reference to Notice to Mariners, No. 91, of 23rd April, 1887, on the intended exhibition of additional lights from the extremity of South Pier, and near Brush Wharf, Yarmouth Haven Entrance:—

The Great Yarmouth Port and Haven Commissioners have given further notice, that on 1st September, 1887, the following lights and signals would be exhibited:—

At Night.

1. From a lighthouse erected on the east end of South (or Gorlestone) Pier, a fixed red light is exhibited, except in case of obstruction as hereinafter provided, at an elevation of 30 feet above high water.

2. From a circular red brick lighthouse erected on or near Brush Wharf, a fixed red light is exhibited, except in case of obstruction as hereinafter provided, at an elevation of 64 feet above high water. This light faces the haven entrance. It is situated 180 yards N. 4° W. from the Rocket House shown on the plan.

3. A red and green tidal light is exhibited alternately from a window in the lighthouse on South Pier, at an elevation of 20 feet above high water. These lights are obscured northward of a line drawn to St. Nicholas Light-vessel, or when bearing southward of W. by S. $\frac{1}{4}$ S., and are shown as follows:—

The red light is shown during the time the flood stream runs into the haven; when the ebb stream makes out, it is replaced by the green light, which is shown until the water has fallen to one foot on the tide gauge; the green light is then extinguished and not shown again until the water has risen to one foot on the tide gauge, and then continued until the flood stream makes in.

NOTE.—In gales or strong winds from the southward and eastward, when there is a heavy breaking sea far seaward of the bar, rendering it dangerous for any vessel or boat to run in, the green light will not be shown.

In case and during the continuance of any obstruction within or without the haven entrance, rendering it dangerous for any vessel or boat to run in, all the above-mentioned lights will be extinguished.

Mariners are cautioned when running for the haven with the ebb stream making, to be careful and guard against being forced towards the North Pier, or on the sand which extends seaward of it.

By Day.

The day signals are shown as heretofore, as follows:—

A red flag is hoisted on the South Pier during the time the flood stream runs into the haven.

In case and during the continuance of any obstruction within or without the haven entrance, rendering it dangerous for any vessel or boat to run in, two black balls will be hoisted on the signal staff on the South Pier, and the red flag will be lowered.

[The bearings are magnetic, and are given from seaward. Variation $16\frac{1}{2}^{\circ}$ Westerly in 1887.]

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
10th September, 1887.

This Notice affects the following Admiralty Charts:—Orfordness to Cromer, No. 1630; Yarmouth and Lowestoft Roads, with plan of Yarmouth Haven, No. 1543. Also, Admiralty List of Lights in the British Islands, 1887, page 20, No. 142; and North Sea Pilot, Part III, 1882, pages 166, 167.

NOTICE TO MARINERS.

(No. 233 of the year 1887.)

**ENGLAND—SOUTH COAST.—SOUTHAMPTON
WATER.**

*Calshot Spit—Light-Vessel Temporarily
withdrawn, Refuge Bell Buoy placed.*

THE Southampton Harbour Authorities have given notice, dated 2nd September, 1887, that in consequence of damage, Calshot Spit Light-vessel has been withdrawn from her station; and that pending repair, a refuge bell buoy will mark the position.

By command of their Lordships,

W. J. L. Wharton, Hydrographer.

Hydrographic Office, Admiralty, London,
10th September, 1887.

This Notice affects the following Admiralty Charts:—Owers to Christchurch, No. 2045; the Solent, No. 2040. Also, Admiralty List of Lights in the British Islands, 1887, No. 50a; and Channel Pilot, Part I, 1886, page 183.