

Thomas Sidney Owen, Herbert Richard Poole, Frederick William Rhodes, Randel Sparshatt, Sydney Arthur Ward, and George Finch Williams to be Boy Clerks.

TRANSFERS, with the approval of the Lords Commissioners of Her Majesty's Treasury:—

*Exchequer and Audit Office*, Henry Thomas Smith Forbes, Clerk of the Lower Division, from the Customs.

*Local Government Board (England)*, Henry Joseph Comyns, Clerk of the Lower Division, from the Paymaster-General's Office.

PROMOTION UNDER CLAUSE XVIII OF THE ORDER IN COUNCIL OF THE 12TH FEBRUARY, 1876.

*Inland Revenue*, Arthur John Polley, Clerk of the Lower Division, to be Assistant Surveyor of Taxes.

### NOTICE TO MARINERS.

(No. 303 of the year 1889.)

STRAIT OF MALACCA—SUMATRA.

(1.) *Deli River Approach—Intended Light-vessel, Exhibiting a Fixed Light.*

THE Government of Batavia has given notice, that during the month of August, 1889, it is intended to establish a light-vessel, in the position hitherto occupied by the outer buoy, north-eastward of the entrance to Delhi River, Eastern Coast of Sumatra:—

The light will be a fixed white light, elevated about 28 feet above the sea, and should be visible in clear weather from a distance of 10 miles.

The illuminating apparatus will be dioptric, or by lenses, and of the sixth order.

The light-vessel, with one mast, carrying a black ball at the masthead as a day-mark, will be painted black, with the word "Deli" in white letters on her sides.

Position, lat.  $3^{\circ} 53' N.$ , long.  $98^{\circ} 45' E.$

NOTE.—Should the illuminating apparatus be under repairs, a lantern light will be shown, and a gong sounded.

PHILIPPINE ISLANDS.—LUZON ISLAND—  
MANILA BAY.

(2.) *Fixed Red Light on Western Mole in Course of Construction.*

The Spanish Government has given notice, that on 1st June, 1889, a light was exhibited from the Western Mole, in course of construction at the entrance to Pasig River, Manila Bay:—

The light is a fixed red light, elevated 24 feet above the sea.

Position, approximate, lat.  $14^{\circ} 36\frac{1}{2}' N.$ , long.  $120^{\circ} 57\frac{1}{4}' E.$

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
23rd August, 1889.

This Notice affects the following Admiralty Charts:—Indian Ocean, Northern Sheet, No. 7486 (1); Acheen Head to Tyingkokh Bay, No. 2760 (1); Diamond Point to the North Sands, No. 1353 (1); Manila Bay, No. 976 (2). Also, Admiralty List of Lights in South Africa, &c., 1889; pages 50, 78; China Sea Directory, Vol. I, 1886, page 26; Hydrographic Notice, No. 1 of 1888, relating to China Sea Directory, Vol. I, page 7; and China Sea Directory, Vol. II, 1879; page 268.

### NOTICE TO MARINERS.

(No. 304 of the year 1889.)

ENGLAND—EAST COAST.

RIVER THAMES ENTRANCE—THE WARP.

*South Shoebury Buoy—Alteration in Character.*

WITH reference to Notice to Mariners, No. 215 of 25th June, 1889, on an intended alteration in the character of South Shoebury Buoy, northern side of the Warp, River Thames entrance:—

The Trinity House, London, has given notice, dated 16th August, 1889, that the alteration has been carried out:—

This buoy is a light buoy, showing an occulting white gas light.

By command of their Lordships,

*W. J. L. Wharton*, Hydrographer.  
Hydrographic Office, Admiralty, London,  
23rd August, 1889.

This Notice affects the following Admiralty Charts:—English Channel, No. 2675c; North Foreland to Orfordness, No. 1610; North Foreland to the Nore, No. 1607. Also, North Sea Pilot, Part III, 1882, page 241; and North Sea Pilot, Part IV, 1887, page 7.

### NOTICE TO MARINERS.

(No. 305 of the year 1889.)

GULF OF BOTHNIA—RUSSIAN COAST.

GAMLA (OLD) KARLEBY APPROACH.

*Trutklippan Rock—Alterations in Colour and Character of Leading Lights.*

THE Russian Government has given notice, that on 1st August, 1889, the following alterations would be made in the colour and character of the leading lights exhibited from Trutklippan Rock, approach to Gumla Karleby:—

The front light is a fixed white light, visible over an arc of  $45^{\circ}$ , or between the bearings of  $S. 74^{\circ} E.$  and  $S. 29^{\circ} E.$ ; it is elevated 30 feet above the sea, 23 feet above the ground, and should be seen in clear weather from a distance of 10 miles.

The illuminating apparatus is of the fifth order.

The light is exhibited from an iron lantern placed above the keeper's dwelling, which has its upper part painted white, and its lower part red. It is situated on the western point of Trutklippan Rock.

The rear light is a fixed white light, visible over an arc of  $45^{\circ}$ , or between the bearings of  $S. 74^{\circ} E.$  and  $S. 29^{\circ} E.$ ; it is elevated 47 feet above the sea, 43 feet above the ground, and should be seen in clear weather from a distance of 10 miles.

The illuminating apparatus is of the fifth order.

The lighthouse, constructed of wood, is unpainted, and situated on the eastern side of Trutklippan Rock. It bears  $S. 51^{\circ} E.$ , distant about 280 yards from the front lighthouse.

Position, lat.  $63^{\circ} 54' 15'' N.$ , long.  $23^{\circ} 1' 30'' E.$

DIRECTIONS.—These lights in line, bearing  $S. 51^{\circ} E.$ , lead in the fairway from abreast Vester Bodan, until the flashing lights on Hungroberg and Frimodig Rocks (Xpili) are brought in line.

[The bearings are magnetic, and those affecting the visibility of lights are given from seaward. Variation  $5^{\circ}$  Westerly in 1889.]

By command of their Lordships,  
*W. J. L. Wharton*, Hydrographer  
Hydrographic Office, Admiralty, London,  
24th August, 1889.

This Notice affects the following Admiralty Charts:—Fjäderäg to Tome Point, No. 2301. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1889, No. 731; and Baltic Pilot, 1888, pages 360, 361.