

No. in Order of Merit.	Name.	Locality of Examination.
107	Baker, Charles Frederick	London
108	Wilson, John Blenkin ...	London
109	Oliver, Herbert James ...	London
110	Cairns, Frederick Alexander	London
111	Tinlin, John ... ..	Edinburgh
112	Hackshaw, Robert James	London
113	Monsell, Clarendon Richard Samuel	Dublin
114	Davies, Thomas ... ..	Liverpool
115	Scott, Robert Rathbone ...	Glasgow
116	Kane, John ... ..	Glasgow
117	Walkerley, George Youngs	London
118	Calder, Robert Wight ...	Edinburgh
119	Plumstead, Sidney ...	London

## NOTICES TO MARINERS.

(Nos. 395 to 401 of the year 1890.)

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

## No. 395.—PACIFIC STATION.

AMERICA—NORTH-WEST COAST.—ALASKA.

*Saginaw Channel—Sunken Rock in Fairway.*

THE United States Government has given notice, on the authority of Lieutenant H. B. Mansfield, commanding the United States Government surveying steam-vessel "Patterson," of the existence of a pinnacle rock, with 17 feet on it at mean low water, lying in the fairway of Saginaw Channel, with the following bearings and distances:—

Retreat Point, S.W.  $\frac{1}{2}$  S., distant one mile.North end of outer Barlow Islet, S.E.  $\frac{3}{4}$  E., distant  $1\frac{1}{4}$  miles.Approximate position, lat.  $58^{\circ} 24\frac{1}{2}'$  N., long.  $135^{\circ} 1\frac{1}{2}'$  W.[Variation  $29^{\circ}$  Easterly in 1890.]

This Notice affects the following Admiralty Chart:—Port Simpson to Cross Sound, No. 2431.

## No. 396.—CHANNEL AND WESTERN STATION.

ENGLAND—WEST COAST.—MORECAMBE BAY.

*Grange Channel Light-vessel—Alteration in Position.*

THE Morecambe Harbour Authorities have given notice, that on or about 23rd July, 1890, consequent on changes in the banks in Morecambe Bay, Grange Channel Light-vessel would be moved about  $6\frac{1}{2}$  cables S.E.  $\frac{3}{4}$  S. from her previous position, and is now moored on the northern side of the channel entrance in about 13 feet, with the following bearings and distance:—

Wyre Lighthouse, S.W.  $\frac{1}{2}$  S., distant  $4\frac{3}{10}$  miles.

Walney Island Lighthouse, N.W. by W.

Approximate position, lat.  $54^{\circ} 1\frac{1}{2}'$  N., long.  $2^{\circ} 59\frac{1}{4}'$  W.

NOTE.—Rossall land mark open slightly westward of Wyre Lighthouse leads to the light-vessel and entrance of the new channel, in which there is a depth of 15 feet. It will be marked by two buoys—No. 1 red on the starboard hand entering from seaward, and No. 1 black on the port hand.

The water gradually deepens in the direction of the bell buoy.

A pillar buoy, upper part painted red, has been placed in Grange Channel, with bell buoy bearing about N.E.  $\frac{3}{4}$  N., and Lower Heysham about S.E.  $\frac{3}{4}$  E.

The channels and banks in Morecambe Bay are subject to frequent changes.

The depths given are at low water spring tides.

[Variation  $19^{\circ}$  Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Irish Channel, No. 1825*b*; Formby Point to the Firth of Solway, No. 1826; Morecambe Bay, No. 2010. Also, Admiralty List of Lights in the British Islands, 1890, No. 584; and Sailing Directions for the West Coast of England, 1884, page 188.

No. 397.—ALL STATIONS TEMPORARILY.  
NORTH ATLANTIC OCEAN.*Floating Wrecks.*

INFORMATION has been received, that the Master of the Norwegian vessel "Stavanger" reports having passed, on 14th July, 1890, in a position dangerous to shipping, the wreck of a ship, yellow metalled, no rigging visible, in lat.  $46^{\circ} 8' N.$ , long.  $28^{\circ} 25' W.$

Also, that the National Steamship Company's steam-vessel "Egypt" was abandoned while on fire, on 18th July, 1890, in lat.  $46^{\circ} 24' N.$ , long.  $33^{\circ} 4' W.$ , and she may be still afloat.

In these localities the current generally sets in an easterly direction about 12 miles a day.

This Notice temporarily affects the following Admiralty Charts:—North Atlantic Ocean, Nos. 2059, 2060*a*.

## No. 398.—NORTH AMERICA AND WEST INDIES STATION.

UNITED STATES—MASSACHUSETTS.

BOSTON HARBOUR ENTRANCE—BROAD SOUND CHANNELS.

*Fog Signal at Deer Island Lighthouse.*

THE United States Government has given notice, that on or about 15th July, 1890, a fog signal would be established at Deer Island Lighthouse, northern side of Broad Sound Channels, Boston Harbour entrance:—

The fog signal at Deer Island Lighthouse is a bell struck by machinery, which, during thick or foggy weather, will be sounded once every ten seconds.

Approximate position, latitude  $42^{\circ} 20' 20'' N.$ , longitude  $70^{\circ} 57' 20'' W.$

This Notice affects the following Admiralty Charts:—Fletchers Neck to Cape Cod, No. 2482; Boston Harbour, No. 2871. Also, Admiralty List of Lights on the Eastern Coast of North America, 1890, No. 577*a*; and Sailing Directions for the Principal Ports of the United States, 1882, page 50.

## No. 399.—PACIFIC STATION.

NORTH AMERICA—WEST COAST.

CALIFORNIA—SAN DIEGO BAY.

*Permanent Harbour Light and Fog Signal on Ballast Point.*

WITH reference to Notice to Mariners, No. 457 of 1889, on the exhibition of a harbour light on Ballast Point, western side of the channel, San Diego Bay:—

The United States Government has given further notice, that on or about 1st August, 1890, a harbour light will be exhibited from a light-house recently erected on the north-east extreme of Ballast Point, and the temporary light on the east edge of the point discontinued:—

Ballast Point Permanent Light will be a fixed white light of the fifth order, elevated 32 feet above high water, and should be visible in clear weather from a distance of about 11 miles. It