

From the DUBLIN GAZETTE of Tuesday the
26th June 1827.

Dublin-Castle, June 25, 1827.

By letters patent under the Great Seal of Ireland, His Majesty has been pleased to grant to John Baron Norbury, the dignities of Viscount and Earl of this part of His Majesty's United Kingdom called Ireland, by the names, stiles, and titles of Viscount Glandine, of Glandine, in the King's county, and Earl of Norbury, in the county of Tipperary, with remainder to Hector John Graham Toler, and the heirs male of his body lawfully begotten.

Crown-Office, July 13, 1827.

MEMBER returned to serve in this present
PARLIAMENT.

Borough of Lympington.

Thomas Divett, Esq. of Wimpole-street, London, in the room of Guy Lenox Prendergast, Esq. who has accepted the Chiltern Hundreds.

Whitehall, July 10, 1827.

The Lord Chancellor has appointed Henry Hayes Tizard, of Weymouth, in the county of Dorset, Gent. to be a Master Extraordinary in the High Court of Chancery.

Admiralty-Office, June 27, 1827.

By His Royal Highness William Henry Duke of Clarence, Lord High Admiral of the United Kingdom of Great Britain and Ireland.

RULES, Orders, and Regulations for the preservation of His Majesty's Moorings, and for the mooring, anchoring, and placing of all private ships of war, transports, and all other private and merchant ships and vessels, lighters, barges, boats, and other craft whatsoever, in the navigable River of Thames, and near to the docks, dock-yards, arsenals, wharfs, and moorings belonging to His Majesty therein, for the purpose of keeping the same free and open, and for ensuring a free and safe passage to and from the same respectively; made and established pursuant to an Act of Parliament, made and passed in the fifty-fourth year of the reign of His late Majesty King George the Third, chapter 159, intituled "An Act for the better regulation of the several ports, harbours, roadsteads, sounds, channels, bays, and navigable rivers in the United Kingdom; and of His Majesty's docks, dock-yards, arsenals, wharfs, moorings, and stores therein; and for repealing several Acts passed for that purpose."

Art. I. It is hereby ordered, that no private ship of war or transport, nor any private or merchant ship or vessel, steam-vessel, lighter, barge, boat, or other craft whatever, shall be moored, anchored, or placed within the boundaries or limits following, that is to say:

DEPTFORD.

Within sixty fathoms from any part of the south western shore of the said River, between the north end of the wharf of His Majesty's Victualling-yard at Deptford, and a spot on the same shore, situate at the distance of forty fathoms below the lower side of the entrance of Deptford Creek.

Note.—This regulation is not meant to extend to transports, convict-ships, and other vessels having occasion to load and unload at His Majesty's Dock-yard and Victualling-yard; all which ships and vessels may for those purposes, under the superintendance of the Officers of those Yards, continue to make use of the moorings which they have been accustomed to use.

WOOLWICH.

Nor within seventy fathoms from any part of the south shore of the said River, between Long's Wharf, otherwise called Trinity Wharf (which is situate above His Majesty's Dock-yard at Woolwich), and a spot called the Grove, at the eastern extremity of the same Dock-yard.

Nor within one hundred fathoms from any part of the same shore between the western boundary of the wharf of the Royal Arsenal, at Water-lane, Woolwich, and the entrance of the canal or basin at the eastern extremity of the said Arsenal.

GREENWICH.

Nor within seventy fathoms from any part of the shore, commencing at the west end of Ingress Park, and terminating at the New Jetty, recently erected at the lower end of the said Park.

Art. II. It is further ordered, that no private ship of war or transport, nor any other private merchant ship or vessel, steam-vessel, lighter, barge, boat, or other craft shall be moored, anchored, or placed within the distance of forty fathoms from the centre of any of His Majesty's moorings in any part of the said River, from the Nore upwards.

Art. III. And whereas a practice has prevailed of ships and vessels of a light draught of water, unnecessarily coming to anchor in the fair way or mid channel, and in the fair stream of the tide, to the great inconvenience of the public and of the navigation of the River, and frequently to the danger of ships of a larger draught and requiring deeper water;

It is, therefore, further ordered, that no ship, vessel, boat, or other craft, of any description being light, or which shall draw less than eight feet of water, shall anchor or moor in the mid channel or fair stream of the tide, in any part of the said River, so that all merchant ships and vessels of burden and of larger draught, as well as His Majesty's ships and vessels, may have free passage up and down the said River without obstruction.

And lastly, in order to prevent the danger which may arise to His Majesty's ships and stores from fire, it is ordered, that no ship or vessel, steam-vessel, boat, barge, or other craft, having any furnace, forge, or fire on board thereof, shall be moored, anchored, or placed within the distance of fifty fathoms from the centre of any of His Majesty's moorings; nor shall any ship or vessel whatever, boat, barge, or other craft be breamed, repaired, or