

Dublin Bar and Liffey River, No. 1447. Also, Admiralty List of Lights in the British Islands, 1882, page 60; and Sailing Directions for the Coast of Ireland, Part I, 1877, pages 106, 107.

NOTICE TO MARINERS.

(No. 86.)—CEYLON—WEST COAST.

(1.) *Colombo Harbour—Particulars of Breakwater Light, Buoy marking Works in progress.*

WITH reference to Notice to Mariners, No. 91 (2), of 7th June, 1881, on the exhibition of a red light from a boat moored as close as practicable to the extremity of the breakwater now in course of construction at Colombo Harbour, throughout the south-west monsoon, when the "Titan" is not in position.

Information has been received from Captain Maclear, H.M. surveying-vessel "Alert," dated 18th February, 1882, that the light was then (north-east monsoon) shown from the "Titan" at the end of the breakwater, which latter had been extended to a distance of about 1000 yards from the shore.

The light (red) is moved outwards as the works progress; it is elevated 45 feet above the sea, and should be visible in clear weather from a distance of 10 miles.

A buoy, painted red, is moored about one cable northward of the end of the breakwater, to mark the extremity of the submerged rubble base. Vessels should pass northward of this buoy.

EAST COAST—BATTICALOA ROAD.

(2.) *Buoy North-Eastward of Surveyor Rock.*

The Government of Ceylon has given notice, that from 15th March to 31st October, a buoy, painted red, would be placed 25 fathoms N.E. by N. of Surveyor Rock, Batticaloa Road.

From this position of the buoy, Surveyor and Khandalla Rocks are in line with the white obelisk on the shore.

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
11th May, 1882.

This Notice affects the following Admiralty Charts:—

(1.) Ceylon, southern part, with plan of Colombo Harbour, No. 813. Also, Admiralty List of Lights in South Africa, &c., 1882, No. 105; and West Coast of Hindostan Pilot, 1880, page 54.

(2.) Caratievoe to Pedro Point, with plan of Batticaloa Road, No. 2031.

NOTICE TO MARINERS.

(No. 87.)—RED SEA—ZEBAYIR ISLANDS.

Shoal Ground off Jebel Zebayir.

INFORMATION has been received from Commander P. Aldrich, H.M. surveying-vessel "Fawn," dated 8th April, 1882, of the existence of two sunken rocks, lying respectively off the north-east and south-east coasts of Jebel Zebayir, the largest island of the Zebayir group:—

1. A rock, with a least depth of $5\frac{1}{2}$ fathoms over it, lies 8 cables from the north-east extremity of Jebel Zebayir, with the following bearings:—

North (Barn) Hill, Jebel Zebayir, S.W. $\frac{1}{4}$ S.

Northern end of Sandy Beach, Saba Islet, W. $\frac{1}{4}$ N.

2. A rock, with a least depth of 4 fathoms over it, lies $1\frac{2}{3}$ miles from the south-east coast of Jebel Zebayir, with the following bearings:—

South extreme of Centre Peak Island, W. by S. $\frac{1}{2}$ S.

South Hill, Jebel Zebayir, W. by N. $\frac{1}{4}$ N.

NOTE.—South-eastward of Jebel Zebayir and

Centre Peak Islands, the soundings are very irregular for a distance of 3 miles.

[The bearings are magnetic. Variation $4\frac{1}{2}^{\circ}$ Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
11th May, 1882.

This Notice affects the following Admiralty Chart:—Red Sea, Sheet 4, No. 8d. Also, Red Sea Pilot, 1873, pages 15, 29.

NOTICE TO MARINERS.

(No. 88.)—ENGLAND.—SOUTH-EAST COAST.

Buoy and Light-vessel Marking Wreck in Gull Stream.

THE Trinity House, London, has given notice, dated 4th May, 1882, that a buoy has been placed 20 fathoms W.N.W. of the brig "Ann Clark," sunk in the Gull Stream, northern approach to the Downs.

The buoy, painted green and marked wreck, is moored in $6\frac{1}{2}$ fathoms at low water spring tides, with the following marks, bearings, and distances:—

Upper Deal Mill just open eastward of Deal terrace.

North Down Tower in line with Stone Stairs.

Elbow Buoy, N. by E., distant $1\frac{2}{3}$ miles.

Gull Buoy, S. by W., distant $1\frac{1}{10}$ miles.

The masts of the wreck show at high water, and will be removed as soon as possible.

A wreck-marking vessel has been placed three-quarters of a cable E.S.E. of the wreck, exhibiting marks by day and lights at night—in accordance with the regulations—indicating that she should be passed on that side on which two balls or two lights are shown.

[The bearings are magnetic. Variation $17\frac{1}{4}^{\circ}$ Westerly in 1882.]

By command of their Lordships,
Fredk. J. Evans, Hydrographer,
Hydrographic Office, Admiralty, London,
11th May, 1882.

This Notice temporarily affects the following Admiralty Charts:—North Foreland to Orfordness, No. 1610; Dungeness to the Thames, No. 1895; the Downs, No. 1828. Also, Admiralty List of Lights in the British Islands, 1882, page 14; and Channel Pilot, Part I, 1878, page 253.

WE, the Ecclesiastical Commissioners for England, in consideration of a benefaction of five hundred pounds sterling, which has been paid to us in favour of the benefice of the Holy Trinity, Micklegate, in the city and county of the city of York, and in the diocese of York, and in respect of which we have agreed to pay to the Incumbent of the same benefice, and to his successors, a yearly sum of sixteen pounds thirteen shillings and four pence, do hereby, in pursuance of the Act of the twenty-ninth and thirtieth years of Her Majesty, chapter one hundred and eleven, section five, grant to the Incumbent of the said benefice of the Holy Trinity, Micklegate, York, and to his successors, to meet such benefaction, one other yearly sum or stipend of sixteen pounds thirteen shillings and four pence, such yearly sum or stipend to be payable out of the common fund under our control, and to be calculated as from the day of the publication of these presents in the London Gazette, and to be receivable in equal half-yearly portions, on the first day of May and on the first day of November in each and every year: Provided always, that if at any time lands, tithes,