

(Lichfield), Henry Roff (Malvern), John Quin Rogers (Southampton), John Millar Stewart (Kilmarnock), Charles Stocker (Southport), Robert Pawley Tipple (Dereham).

April 19, 1890.

**AFTER OPEN COMPETITION.**

*Post Office: Telegraph Learner, London, Arthur Quance Ellery.*

**WITHOUT COMPETITION.**

*Post Office: Sorter, London, William Harry Stenbridge.*

*Postmen, London, Alfred Gingell, William John Hewett.*

*Sorting Clerk and Telegraph Learner, Cardiff, Annie Beatrice Shorney Hurford.*

*Postman, Cardiff, Thomas Henry Williams.*

**UNDER CLAUSE VII OF THE ORDER IN COUNCIL OF 4TH JUNE, 1870.**

*Admiralty: Second Class Assistant Constructor, Edwin Raoul Bate.*

**NOTICES TO MARINERS.**

(Nos. 165 to 180 of the year 1890.)

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

**No. 165.—MEDITERRANEAN STATION.**

**MEDITERRANEAN.**

**SARDINIA—NORTH-EAST COAST.**

*Semaphore Station on Cape Figari.*

THE Italian Government has given notice that on 11th March, 1890, a semaphore station was established on Cape Figari.

Position approximate, lat. 40° 59' 45" N., long. 9° 39' 10" E.

This Notice affects the following Admiralty Charts:—Sardinia, No. 161*b*; Cape Ferro to Port Brandinchi, No. 163. Also, Mediterranean Pilot, Vol. I, 1855, page 397.

**No. 166.—MEDITERRANEAN STATION.**

**SARDINIA—EAST COAST.—GULF OF TORTOLL.**

*Arbatax—Mole Damaged, Provisional Light, and Beacon.*

THE Harbour Authorities at Cagliari have given notice, that during a gale on the 4th March, 1890, the mole at Arbatax was damaged; and that it being impossible to exhibit the usual red light, a provisional light is shown from the outer part of the masonry still standing.

The provisional light at Arbatax is a fixed red light. Vessels should pass not less than about 1½ cables northward of the light.

Position, lat. 39° 56½' N., long. 9° 42' E.

Also, that it is intended to erect a beacon, coloured white and black, at the extremity of the mole at Arbatax, as a day mark.

This Notice temporarily affects the following Admiralty Chart:—Sardinia, No. 161*a*. Also, Admiralty List of Lights in the Mediterranean, 1890, No. 242; Mediterranean Pilot, Vol. I, 1885, page 403; and Hydrographic Notice, No. 3 of 1888, relating to Mediterranean Pilot, Vol. I, page 10.

**No. 167.—MEDITERRANEAN, EAST INDIES, CHINA, AND AUSTRALIA STATIONS.**

**MEDITERRANEAN—EGYPT.**

*Port of Alexandria—Dredging Operations.*

THE Harbour Authorities at Alexandria have given notice, dated 19th March, 1890, that the operations in connection with the dredging of the pass (New Pass), about half a mile south-west

of Boghaz or Central Pass, entrance to that port, would be commenced without delay; and that while the work is in progress, the following regulations are to be observed:—

1. The dredger will hoist a square red flag while working, and when this flag is dipped, it will indicate that the pass is free and vessels can proceed.

2. Vessels intending to enter the pass from the port during dredging operations must proceed to the Fairway Buoy and sound their whistles. They must not attempt to proceed from the breakwater to the entrance of the pass, or to leave the buoy, until the dredger has signalled that the channel is clear.

3. Vessels intending to enter the pass from seaward, must, on nearing Boghaz Pass Outer Buoy, sound their whistles, and remain outside the pass until the dredger has signalled that they can proceed.

4. Vessels are not to attempt to pass one another in the channel during dredging operations, and in the case of two or more vessels wishing to enter and leave the pass simultaneously, those inside the pass must remain at the Fairway Buoy, until arriving vessels have reached it.

5. Pilots will refuse to take charge of vessels which do not comply with these regulations.

6. Vessels are advised to take pilots during the time the work in the pass is in progress.

7. Vessels entering or leaving must pass the dredger at slow speed.

8. During the dredging operations, the pass can only be used during daylight when the day signals can be clearly seen. The dredger, when at work during the night, will carry three electric lights—one at the bow, one at the stern, and one on the bridge. When not working at night, two white lights will be hoisted at the masthead.

This notice temporarily affects the following Admiralty Plan:—Port of Alexandria, No. 243; also, Mediterranean Pilot, Vol. II, 1885, page 265; and Hydrographic Notice, No. 1 of 1889, relating to Mediterranean Pilot, Vol. II, page 12.

**No. 168.—NORTH SEA AND BALTIC STATIONS.**

**SCOTLAND—EAST COAST.**

*Bell Rock Light Temporarily Discontinued.*

IN consequence of a premature explosion of fog signal in Bell Rock Lighthouse, the illuminating apparatus has been destroyed:—

Further information will be published as soon as received, but no provisional light will meanwhile be exhibited.

This Notice temporarily affects the following Admiralty Charts:—North Sea, No. 2182*b*; Scotland, East Coast, No. 2397*a*; St. Abbs Head to Aberdeen, No. 1407. Also, Admiralty List of Lights in the British Islands, 1890, No. 332; and North Sea Pilot, Part II, 1885, page 160.

**No. 169.—EAST INDIES STATION.**

**BAY OF BENGAL—BRITISH BURMA.**

**GULF OF MARTABAN.**

*Moulmein River Entrance—Alteration in Channels.*

INFORMATION has been received from the Port Officer, Moulmein, dated 10th February, 1890, that the channels at Moulmein River entrance have entirely altered since the survey was made in 1877. The only available passage lies north of Balugyun Sands, which is marked by buoys—black to starboard, red to port, on entering.

Pilots are necessary, and can be obtained at Amherst.

This Notice affects the following Admiralty