

One red flag by day, or a red fixed lantern light by night, displayed with any of the above signals, indicates that the wind is veering, or shifting to the right.

Two red flags by day, or two red fixed lantern lights displayed by night, indicate that the wind is backing, or shifting to the left. The above lights will be screened in such a way as to prevent their being mistaken for lights exhibited for the purposes of navigation.

The above signals are made from the under-mentioned places:—

Aalborg, West Mole, Nyhavn.

Approximate position, lat. $57^{\circ} 2' N.$, long. $9^{\circ} 56' E.$

Aarhus, South Mole.

Approximate position, lat. $56^{\circ} 9' N.$, long. $10^{\circ} 14' E.$

Esbjerg, Harbour Administration Office.

Approximate position, lat. $55^{\circ} 28' N.$, long. $8^{\circ} 27' E.$

Frederikshavn, South Mole, inner end.

Approximate position, lat. $57^{\circ} 26' N.$, long. $10^{\circ} 34' E.$

Helsingør, Kronborg Castle Tower.

Approximate position, lat. $56^{\circ} 2' N.$, long. $12^{\circ} 38' E.$

Copenhagen, Nyholm.

Approximate position, lat. $55^{\circ} 41' N.$, long. $12^{\circ} 36' E.$

Odense, square between new and old harbours.

Approximate position, lat. $55^{\circ} 26' N.$, long. $10^{\circ} 23' E.$

Skagen, semaphore.

Approximate position, lat. $57^{\circ} 44' N.$, long. $10^{\circ} 39' E.$

This Notice affects the following Admiralty Charts:—Baltic, No. 2842a; The Sound, No. 2115; The Kattegat, No. 2114; The Belts, No. 2116; Graa Deep, No. 417. Also, List of Lights, Part III, 1905, Nos. 21, 371, 398, 171; North Sea Pilot, Part IV, 1901, pages 10, 237, 256; and Baltic Pilot, Part I, 1904, pages 19, 97, 114, 137, 103, 224, 243, 162.

No. 1311.—CANADA—NOVA SCOTIA.

Halifax Harbour—Mooring Buoys Withdrawn.

Information, dated 1st November, 1905, has been received from Captain M. E. F. Kerr, M.V.O., His Majesty's ship "Drake," that all the Admiralty mooring buoys off the dockyard, Halifax Harbour, with the exception of "North Warping Buoy" and "Warping Buoy," off No. 4 Wharf, have been withdrawn.

Mooring buoys Nos. 1, 2, 3, 4, and the sloop's mooring buoy, have consequently been erased from the Charts.

Approximate position, Dockyard flagstaff, lat. $44^{\circ} 39\frac{1}{2}' N.$, long. $63^{\circ} 35' W.$

This Notice affects the following Admiralty Chart:—Halifax Harbour, No. 311. Also, Sailing Directions for the South-East Coast of Nova Scotia, &c., 1903, page 128.

No. 27864.

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No. 1312.—CANADA, NOVA SCOTIA—SOUTH COAST.

Whitehaven—Obstruction in Entrance.

Information, dated 6th November, 1905, has been received from Commander H. M. Hodges, His Majesty's ship "Sappho," that when entering Whitehaven Harbour, the starboard propeller of the vessel under his command struck an obstruction, probably the mast of a wreck, in a position situated at a distance of 3 cables N. $18^{\circ} E.$ from Three Top Island Light. Inquiry respecting this obstruction elicited from the fishermen a statement that an American schooner had sunk in this locality about 5 years ago.

Approximate position, lat. $45^{\circ} 13' N.$, long. $61^{\circ} 9\frac{1}{4}' W.$

[Variation 24° Westerly in 1905.]

This Notice affects the following Admiralty Charts:—Green Island to Cape Canso, No. 2517; Whitehaven, No. 2560. Also, Sailing Directions for the South-East Coast of Nova Scotia, &c., 1903, page 53.

No. 1313.—MEDITERRANEAN—CORSIKA, SOUTH COAST.

Fornello Cove Approach—Beacon Washed Away.

The French Government has given notice, dated 24th November, 1905, that the beacon tower, painted in red and black horizontal bands, and surmounted by a spherical topmark, marking Le Prêtre Rocks, has been washed away.

Approximate position, lat. $41^{\circ} 28\frac{3}{4}' N.$, long. $8^{\circ} 58\frac{1}{4}' E.$

This Notice affects the following Admiralty Charts:—Corsica, No. 1131; Cape Feno to Lava Bay, No. 429. Also, Mediterranean Pilot, Vol. II, 1905, page 184.

No. 1314.—FRANCE, NORTH-WEST COAST.

Brest—Wreck in Approach.

Information, dated 29th November, 1905, has been received through the Board of Trade that the wreck of the sloop "Courier," with a mast showing $1\frac{1}{2}$ feet at low water, lies sunk in the southern entrance of Chenal du Four in the approach to Brest, situated at a distance of about one cable to the westward of Les Vieux Moines Light Tower.

Approximate position, lat. $48^{\circ} 19\frac{1}{4}' N.$, long. $4^{\circ} 46\frac{3}{4}' W.$

This Notice affects the following Admiralty Charts:—Channels between Ile d'Ouessant and the Mainland, No. 2694; Brest Roadstead, No. 2690; Approach to Brest, No. 3416; Chenal du Four, No. 3345. Also, Sailing Directions for the West Coasts of France, &c., 1900, page 52.

By command of their Lordships,

A. Mostyn Field, Hydrographer.

Hydrographic Office, Admiralty, London,
9th to 11th December, 1905.