

Day Signal.	Night Signal.	Indication.
2. A red ball on south yardarm.	A red light	Entrance into the lock, outer harbour, or anchoring in the entrance within the area* given below prohibited.
3. A red ball at each yardarm.	A red light at each yardarm.	Entrance and exit as given in (1) and (2) prohibited.
4. A white flag with blue border at masthead.	A green light at masthead.	All movements as given in (1) and (2) prohibited to enable a Government vessel or transatlantic liner to enter.
A red ball at each yardarm.	A red light on north yardarm.	
The National flag under ball on south yardarm.	A green light under a red light on south yardarm.	
5. A red ball at each yardarm.	A red light over a green light at each yardarm.	All movements as given in (1) and (2) prohibited to enable a Government vessel or transatlantic liner to leave.
The National flag under each ball.		
6. A white flag with a blue border at the masthead.	A green light at the masthead, 2 red lights at the south yardarm, a red light at the north yardarm.	All movements, either entering from seaward, or from the lock or anchoring in the area* given below prohibited in the outer harbour to enable a large vessel to come alongside the tidal quay.
Two red balls at the south yardarm, one red ball at the north yardarm.		
7. Two red balls at the north yardarm, a red ball at the south yardarm.	2 red lights at the north yardarm, a red light at the south yardarm.	All movements as given in (6) prohibited, to enable a large vessel to leave the tidal quay.

* Area.—The limits of the area of prohibited anchorage are approximately:—

a. On the East by an imaginary line drawn from the old entrance bar through the tower on Les Vignettes shoal (about S. 35° W.).

b. On the South by an imaginary line drawn from the Commercial Tower to the red buoy marking Banc de Mindin (about S. 80° E.).

Note.—A beacon with triangular topmark appears to have been erected on the coast near Ville-és-Martin, to mark the southern limit, but its position is not stated.

Remarks.—The South Lock is worked every day, as follows:—

a. By day. At all hours at the discretion of the Harbour Authority.

b. At night. From 2½ hours before to 2½ hours after the time of high water given in the Tide Tables.

EAST LOCK.

Entry.—No signals are made, but Mariners can enter by intimating their desire to the Harbour Authorities, or by hoisting the following signals:—

Signals for entering Lock.—

Day Signals.

Two flags hoisted vertically at the aftermast head.

Signals for going alongside the Tidal Quay.—

Three flags hoisted vertically at the aftermast head.

Remarks.—Day time is considered to be from 6 A.M. to 6 P.M. from 1st March to 1st November, and from 7 A.M. to 6 P.M. from 1st November to 1st March.

Dredgers Signal.—When dredgers are at work in the channel a red and white chequered flag is hoisted at the West Pier Head. The dredger displays a green flag on the side on which vessel must pass.

Variation.—15° W.

Chart affected.—No. 2989, Entrance to the Loire River.

Publications.—Sailing Directions for the West Coasts of France, &c., 1900, pages, 157, 158; Revised Supplement, 1907.

Authority.—Paris Notice, No. 760 of 1908.

Night Signals.

Two white fixed lights hoisted vertically at the aftermast head.

Three white fixed lights hoisted vertically at the aftermast head.

No. 815.—SPAIN—SOUTH COAST.

Punta de la Doncella Light—Irregular.

Particulars.—The undermentioned light in Estepona Anchorage is working irregularly.

Position.—Lat. 36° 24½' N., long. 5° 9¼' W.

Name.—Punta de la Doncella.

Character.—White fixed and flashing.

Charts affected.—No. 1588, Plan of Estepona; No. 3578, Eastern Approaches to Gibraltar; No. 773, Gibraltar to Adra; No. 2717, Gibraltar to Alicante.

Publications.—List of Lights, Part V, 1908, No. 21; Mediterranean Pilot, Vol. I, 1904, page 110.

Authority.—Spanish Government, 16th May, 1908.