

Signals warning ships of danger, and the ships have been afterwards lost from the inability of the masters to read the signals.

### *Lloyd's Signal Stations.*

The Corporation of Lloyd's have Signal Stations on the following points of the Coasts of the United Kingdom—

Southend Pier.	Weaver Point	(Ireland).
Deal.	(Queenstown)	
Dover.	Tory Isld., co. Donegal	
Dungeness.	Malin Head	
Beachy Head.	Tor Head, co. Antrim	(Scotland).
St. Catherine's Point (Isle of Wight).	Kildonan	
Portland Bill.	Butt of Lewis	
Prawle Point.	Dunnet Head	
The Lizard.	North Berwick	(Ireland).
Scilly Islands.	St. Abb's Head	
Lundy Island.	Flamborough Head.	
St. Anne's Head (Milford Haven).	Spurn Head.	
Calf of Man.	Grimsby.	(Ireland).
Old Head of Kinsale	Aldbrough.	
Brow Head		

These stations are available to shipowners for reporting the passing of their vessels.

The Meteorological Office sends to Lloyd's Signal Stations at St. Catherine's Point, Prawle Point, the Lizard, St. Abb's Head, Dunnet Head, Malin Head, Brow Head, and Old Head of Kinsale telegrams announcing atmospheric disturbances near the Coasts of the British Islands. The fact that one of these notices has been received at any Station is made known by hoisting a Cone three feet high and three feet wide at base, which appears as a triangle when hoisted.

### SOUTHERLY GALE.

The CONE *point downwards* means that gales, or strong winds, are probable, at first from the Southward ; that is from S.E. round by S. to N.W.

Should it appear likely that a gale will begin from between W. and N.W., and also that it is likely to *veer* towards N. or N.E., the *North* Cone will be hoisted in preference to the *South* Cone.

### NORTHERLY GALE.

The CONE *point upwards* means that gales, or strong winds, are probable, at first from the Northward ; that is from N.W. round by N. to S.E.

Should it appear likely that a gale will begin from between E. and S.E., and also that it is likely to *veer* towards S. or S.W., the *South* Cone will be hoisted in preference to the *North* Cone.

The Cone is kept hoisted until dusk, and then lowered, but is hoisted again at daylight next morning, and so on until the end of 48 hours from the time at which the message was issued from London.

Signal Stations connected by cable with the shore, such as Tory Island and Lundy Island, will indicate the interruption of telegraphic communication by showing two Black Balls at the head of the Signal Mast, and these balls will remain in position until communication is restored (night time excepted).

There are also Signal Stations abroad with which shipowners can communicate by means of the *International Code* at

Aden (Lloyd's).	Oitavos, Portugal.
Anjer, Straits of Sunda.	Oxo, Norway.
Ascension (Lloyd's).	Palais, Belle Ile.
Bosphorus (Lloyd's).	Perim (Lloyd's).
Cape Carvoeiro, Portugal.	Port Said (Lloyd's).
Cape Point, Cape Good Hope.	Sagres, Portugal.
Gibraltar (Lloyd's).	Skagen, Denmark.
Heligoland (Lloyd's).	St. Helena (Lloyd's).
Kertch (Lloyd's).	Suez (Lloyd's).
Madeira (Lloyd's).	Teneriffe (Lloyd's).
Malta (Lloyd's).	Torres Straits.
Montserrat, West Indies (Lloyd's).	Ushant.

At these Signal Stations the International Code is the *only* Code recognised, and vessels of any nation may make their names known by means of this Code, and thus secure the immediate publication of the announcement in "The Shipping Gazette & Lloyd's List" and "Lloyd's Weekly Shipping Index." Cases of wreck or other accidents at sea should always be made known by shipmasters to the Signal Stations with which they communicate.