

1906, a time ball would be established at the Auberge de Castille, Valletta. The ball would be hoisted close up at 23h. 57m. 0s. and dropped by electricity at 0h. 0m. 0s. Mid-European time, or 23h. 58m. 2.9s. Local Mean time, corresponding to 23h. 0m. 0s. Greenwich Mean time. A gun will be fired by electricity at the Upper Barracca Saluting Battery simultaneously with the dropping of the ball.

Position of time ball, lat. $35^{\circ} 53' 39''$ N., long. $14^{\circ} 30' 43''$ E.

The time balls at the Palace and Custom House would be discontinued.

This Notice affects the following Admiralty Charts:—Valletta Harbour, Nos. 195, 974. Also, List of Time Signals, 1904, Nos. 21, 22; and Mediterranean Pilot, Vol. I, 1904, pages 419, 420.

No. 365.—SOUTH AFRICA—NATAL.

North Sand Bluff—Shoal Eastward of.

Information, dated 9th April, 1906, has been received from the Agent General for Natal that the Master of the steamship Congella reports that his vessel, when about one mile from the shore, struck on a shoal in a position from which North Sand Bluff bore S. 83° W., distant about 4 miles. This danger has been placed on the chart as having a depth of less than 6 feet over it, and marked "Congella Shoal."

Approximate position, lat. $31^{\circ} 0\frac{1}{4}'$ S., long. $30^{\circ} 18'$ E.

[Variation 27° Westerly in 1906.]

This notice affects the following Admiralty Charts:—Hondeklip Bay to Port Natal, No. 2095; Bashee River to Umtamvuna River, No. 2087; Umtamvuna River to Tugela River, No. 2088. Also, Africa Pilot, Part III, 1905, page 170.

No. 366.—AFRICA—SOUTH-WEST COAST.

Walfisch Bay—Wreck in.

Information, dated 26th February, 1906, has been received from Commander J. C. Tranced, His Majesty's Ship Pelorus, that the wreck of a lighter lies sunk in Walfisch Bay, in a position situated at a distance of $13\frac{1}{4}$ cables N. 6° W. from the Settlement pier head.

Approximate position, lat. $22^{\circ} 56\frac{1}{2}'$ S., long. $14^{\circ} 27\frac{1}{2}'$ E.

Soundings were obtained over this position without finding any trace of the wreck; vessels should, however, avoid anchoring in the vicinity.

[Variation 26° Westerly in 1906.]

This Notice affects the following Admiralty Chart:—Walfisch Bay, No. 629. Also, Africa Pilot, Part II, 1901, page 271.

No. 367.—NORTH SEA—GERMANY.

River Jade Entrance—Temporary Buoys for Dredging.

The German Government has given notice, dated 7th April, 1906, that outside the fairway,

red buoys for dredging purposes have been temporarily laid out in the River Jade, the positions of which will be altered from time to time. One buoy at present lies north-eastward of buoy A J/2 near Rote Grund, another eastward of buoy 8/9 near Mellum Plate, and another eastward of No. 15 buoy near Hohe Weg.

Mariners are warned not to mistake the above buoys for the red buoys marking the starboard side of the channel when entering from seaward.

Approximate position of Buoy 8/9, lat. $53^{\circ} 46\frac{1}{4}'$ N., long. $8^{\circ} 5'$ E.

This Notice affects temporarily the following Admiralty Charts:—Jade and Weser Rivers, No. 3346; Aussen Jade, No. 3506. Also, North Sea Pilot, Vol. IV, 1901, page 181.

No. 368.—PACIFIC, FIJI ISLANDS—VITI ISLAND.

Navula and Na Koro Koro—Intended Lights.

Information, dated 26th February, 1906, has been received through the Board of Trade that, on 1st June, 1906, the undermentioned white fixed dioptric lights of the 4th order, visible in clear weather from a distance of 10 miles, will be established in the Nandi Waters, Fiji Islands:—

a. NAVULA PASSAGE.—This light will be elevated 42 feet above high water, and shown from a white structure, 52 feet high, constructed on black piles, erected on the southern end of Navula Reef.

Approximate position, lat. $17^{\circ} 55' 20''$ S., long. $177^{\circ} 13' 10''$ E.

b. NA KORO KORO.—This light will be elevated 42 feet above high water, and shown from a white structure, 51 feet high, constructed on black piles erected on the western extremity of the reef $1\frac{1}{4}$ miles to the southward of Na Koro Koro Point.

Approximate position, lat. $17^{\circ} 39' 10''$ S., long. $177^{\circ} 23' 0''$ E.

This Notice affects the following Admiralty Charts:—Fiji Islands, No. 2691; Kandavu Passage to Kowata Island, No. 845. Also, List of Lights, Part VI, 1906, page 291, Part VII, page 107; and Pacific Islands, Vol. II, 1900, pages 163, 165.

369.—UNITED STATES, ATLANTIC COAST—NEW YORK.

New York Bay, and Long Island Sound—Prohibited Anchorages.

The United States Government has given notice, dated 24th March, 1906, that anchorage is prohibited in the following areas in New York Bay, and Long Island Sound, on account of the telegraph cables having been laid within them:—

NEW YORK UPPER BAY, RIVER HUDSON ENTRANCE.

Vessels are prohibited from anchoring within an eighth of a mile on either side of a line joining Castle William, Governors Island, to the southern end of the wharf on Ellis Island.

NEW YORK LOWER BAY.

Vessels are prohibited from anchoring within