



THE  
NEW ZEALAND GAZETTE.

Published by Authority.

WELLINGTON, THURSDAY, JUNE 14, 1923.

**E**RRATUM.—In the notice appointing Local Advisory Committees under the War Funds Act, 1915, published in *Gazette* No. 45, of 17th May, 1923, page 1383, under the heading Foxton Local Advisory Committee, for “John Knowles Thomson, Esq.,” read “John Knowles Hornblow, Esq.”

*Land set apart as Provisional State Forest declared to be subject to the Land Act, 1908.*

[L.s.] **JELlicoe, Governor-General.**  
A PROCLAMATION.

**I**N pursuance and exercise of the powers and authorities conferred upon me by section twenty of the Forests Act, 1921-22, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, acting on the recommendation of the Minister of Lands, do hereby proclaim and declare that the land described in the Schedule hereto, being portion of a provisional State forest set apart by Proclamation dated the sixteenth day of March, one thousand nine hundred and twenty, and gazetted on the twenty-fifth day of March, one thousand nine hundred and twenty, is required for settlement purposes; and, in accordance with the provisions of the said Act, such land shall, from and after the day of the gazetted hereof, cease to be provisional State forest, and shall become subject to the provisions of the Land Act, 1908.

SCHEDULE.

ALL that area in the Taranaki Land District, containing by admeasurement 163 acres 2 roods, more or less, being Section No. 7, Block X, Waro Survey District (formerly part of Section 3). Bounded towards the north-west by Section 3, Block X, Waro, portion of provisional State forest reserve, 6427.15 links; towards the north-east by said Section 3, Block X, Waro, 4490.9 links; towards the south by Section 8 of Block XIV, Waro Survey District, 8457.2 links; and towards the west by Okau Road, 673.3 links: be all the aforesaid linkages more or less. As the same is delineated on the plan marked L. and S. 9/1037, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered pink.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of June, 1923.

W. FRASER, for Minister of Lands.

GOD SAVE THE KING!

A

*Lands set apart as Provisional State Forests.*

[L.s.] **JELlicoe, Governor-General.**  
A PROCLAMATION.

**B**Y virtue and in exercise of the powers and authorities conferred upon me by section eighteen of the Forests Act, 1921-22, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, do hereby set apart the Crown lands described in the Schedule hereto as provisional State forests.

SCHEDULE.

OTAGO LAND DISTRICT.—SOUTHLAND CONSERVATION REGION.

*Provisional State Forest No. 39.*

ALL that area of land in the Otago Land District, containing by admeasurement 125 acres 3 roods 32 perches, more or less, and being Section 45, Block I, Catlins Survey District.

*Provisional State Forest No. 40.*

ALL that area of land in the Otago Land District, containing by admeasurement 242 acres 2 roods 29 perches, more or less, and being Section 21, Block II, Catlins Survey District.

*Provisional State Forest No. 41.*

ALL that area of land in the Otago Land District, containing by admeasurement 223 acres 1 rood 10 perches, more or less, and being Section 12, Block VII, Catlins Survey District.

As the same are more particularly delineated on forest atlas No. 218, deposited in the Head Office, State Forest Service, at Wellington, and thereon washed green with neutral border.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 7th day of June, 1923.

R. HEATON RHODES,  
Commissioner of State Forests.

Approved in Council.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

GOD SAVE THE KING!

*Declaring an Area in the City of Wellington to be subject to the Sand-drift Act, 1908.*

[L.s.] JELlicOE, Governor-General.

A PROCLAMATION.

WHEREAS by section three of the Sand-drift Act, 1908 (hereinafter termed "the said Act"), it is, *inter alia*, enacted that the Governor-General may, on the petition of any local authority or of any two or more persons interested, from time to time, by Proclamation, declare that the provisions of the said Act shall, on a day named in the Proclamation, come into force within any specified area in New Zealand:

And whereas a petition has been received from certain property owners in the City of Wellington praying that the provisions of the said Act should be brought into force within the area described in the Schedule hereto:

Now, therefore, in pursuance and exercise of the power and authority conferred upon me by section three of the said Act, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that on and after the twenty-fifth day of June, one thousand nine hundred and twenty-three, the provisions of the said Act shall come into force within the area described in the Schedule hereto.

SCHEDULE.

ALL that piece or parcel of land situate in the City of Wellington, containing by admeasurement 16 acres 3 roods 25-32 perches, be the same a little more or less, and being the lots numbered 22 to 93 inclusive, and a drainage reserve, on a plan deposited in the office of the District Land Registrar at Wellington and numbered 2560, and lots numbered 1 to 19 inclusive on a plan deposited in the aforementioned office and numbered 3342, and lots numbered 5 to 21 inclusive on a plan deposited in the aforementioned office and numbered 2458, together with another portion of Original Section 8, Evans Bay District, situate at the intersection of Lyall Parade and Onepu Road, bounded on the north by Lot 21 on the aforementioned plan 2458 and on the east by Lot 1 on the aforementioned plan 3342. As the same is more particularly delineated on the plan marked L. and S. 22/75/7, deposited in the Head Office of the Lands and Survey Department at Wellington, under No. 2010, and thereon edged red.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 12th day of May, 1923.

F. H. D. BELL, for Minister of Lands.

GOD SAVE THE KING!

*Land in Auckland Land District proclaimed as ceasing to be set apart as National-endowment Land.*

[L.s.] JELlicOE, Governor-General.

A PROCLAMATION.

WHEREAS by section eleven of the Land Laws Amendment Act, 1920, as amended by section five of the Land Laws Amendment Act, 1922, it is enacted that the Governor-General may, by Proclamation approved in Executive Council, declare that any national-endowment land within the Hauraki Mining District held under a renewable lease issued under the Land Act, 1908, or held under a license issued under regulations made under the Land Act, 1892, or the corresponding regulations made under the Land Act, 1908, for the occupation of pastoral lands within the said mining district, shall cease to be national-endowment land:

And whereas it is deemed expedient that the land mentioned in the Schedule hereto, which is held under a renewable lease as aforesaid, should cease to be national-endowment land:

Now, therefore, in pursuance and exercise of the powers and authorities so conferred upon me by the aforesaid section eleven, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, do hereby proclaim and declare that from and after the date hereof the land described in the Schedule hereto, which was set apart as national-endowment land under the provisions of section two hundred and fifty-eight of the Land Act, 1908, shall cease to be national-endowment land.

SCHEDULE.

AUCKLAND LAND DISTRICT.—NATIONAL ENDOWMENT.—HAURAKI MINING DISTRICT.

SECTION 8, Block I, Aroha Survey District: Area, 100 acres.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 7th day of June, 1923.

W. FRASER, for Minister of Lands.

Approved in Council.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

GOD SAVE THE KING!

*Land in Auckland Land District proclaimed as ceasing to be set apart as National-endowment Land.*

[L.s.] JELlicOE, Governor-General.

A PROCLAMATION.

WHEREAS by section eleven of the Land Laws Amendment Act, 1920, as amended by section five of the Land Laws Amendment Act, 1922, it is enacted that the Governor-General may, by Proclamation approved in Executive Council, declare that any national-endowment land within the Hauraki Mining District held under a renewable lease issued under the Land Act, 1908, or held under a license issued under regulations made under the Land Act, 1892, or the corresponding regulations made under the Land Act, 1908, for the occupation of pastoral lands within the said mining district, shall cease to be national-endowment land:

And whereas it is deemed expedient that the land mentioned in the Schedule hereto, which is held under a renewable lease as aforesaid, should cease to be national-endowment land:

Now, therefore, in pursuance and exercise of the powers and authorities so conferred upon me by the aforesaid section eleven, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, do hereby proclaim and declare that from and after the date hereof the land described in the Schedule hereto, which was set apart as national-endowment land under the provisions of section two hundred and fifty-eight of the Land Act, 1908, shall cease to be national-endowment land.

SCHEDULE.

AUCKLAND LAND DISTRICT.—NATIONAL ENDOWMENT.—HAURAKI MINING DISTRICT.

SECTION 15, Block IX, Ohinemuri Survey District; Area, 453 acres.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 7th day of June, 1923.

W. FRASER, for Minister of Lands.

Approved in Council.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

GOD SAVE THE KING!

*Land in North Auckland Land District proclaimed as ceasing to be set apart as National-endowment Land.*

[L.s.] JELlicOE, Governor-General.

A PROCLAMATION.

WHEREAS by section eleven of the Land Laws Amendment Act, 1920, it is enacted that the Governor-General may, by Proclamation approved in Executive Council, declare that any national-endowment land disposed of under the Land Act, 1908, and held under lease or license by any person who is competent to acquire land under the Discharged Soldiers Settlement Act, 1915, shall cease to be national-endowment land:

And whereas it is deemed expedient that the land mentioned in the Schedule hereto, which is so held on renewable lease under the Land Act, 1908, should cease to be national-endowment land:

Now, therefore, in pursuance and exercise of the powers and authorities so conferred upon me by the aforesaid section eleven, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, acting by and with

the advice and consent of the Executive Council of the said Dominion, do hereby proclaim and declare that from and after the date of the gazetting hereof the land described in the Schedule hereto, which was set apart as national-endowment land under the provisions of section two hundred and fifty-eight of the Land Act, 1908, shall cease to be national-endowment land.

**SCHEDULE.**

NORTH AUCKLAND LAND DISTRICT.

SECTIONS 30 to 33, Waiake Parish: Area, 491 acres 1 rood 17 perches.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 31st day of May, 1923.

W. FRASER, for Minister of Lands.

Approved in Council.

F. D. THOMSON,  
Clerk of the Executive Council.

GOD SAVE THE KING!

*Revoking the Setting-apart of Land for Selection by Discharged Soldiers, under Special Tenures, in the Otago Land District.*

[L.S.] JELlicoe, Governor-General.

**A PROCLAMATION.**

IN pursuance and exercise of the powers and authorities conferred upon me by the Discharged Soldiers Settlement Act, 1915, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby revoke the Proclamation made on the ninth day of April, one thousand nine hundred and twenty, and published in the *Gazette* of the twenty-second day of April then instant, setting apart settlement lands for selection by discharged soldiers, under the Discharged Soldiers Settlement Act, 1915, in so far as it relates to the lands described in the Schedule hereto.

**SCHEDULE.**

OTAGO LAND DISTRICT.—SETTLEMENT LAND.

*Pomamohaka and Waipahi Survey Districts.—Clutha County.—Wairuna Settlement.*

SECTION 1s ..	..	..	..	..	Area, 703 acres.
.. 2s ..	..	..	..	..	.. 553 ..

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 8th day of June, 1923.

W. FRASER, for Minister of Lands.

GOD SAVE THE KING!

*Revoking the Setting-apart of Land for Selection by Discharged Soldiers, under Special Tenures, in the Otago Land District.*

[L.S.] JELlicoe, Governor-General.

**A PROCLAMATION.**

IN pursuance and exercise of the powers and authorities conferred upon me by the Discharged Soldiers Settlement Act, 1915, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby revoke the Proclamation made on the nineteenth day of August, one thousand nine hundred and twenty, and published in the *Gazette* of the twenty-sixth day of August then instant, setting apart settlement lands for selection by discharged soldiers, under the Discharged Soldiers Settlement Act, 1915, in so far as it relates to the land described in the Schedule hereto.

**SCHEDULE.**

OTAGO LAND DISTRICT.—SETTLEMENT LAND.

*Taieri County.—Strath Taieri Survey District.—Poplar Grove Settlement.*

SECTION 1s: Area, 98 acres 0 roods 36 perches.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of June, 1923.

W. FRASER, for Minister of Lands.

GOD SAVE THE KING!

*Constituting the Tauranga Electric-power District and Outer Area of such District.*

[L.S.] JELlicoe, Governor-General.

**A PROCLAMATION.**

WHEREAS it is provided by section three of the Electric-power Boards Act, 1918, that any area or areas of land may be constituted an electric-power district or outer area of such district under the said Act and in the manner therein provided:

And whereas a petition, praying that the area described in the First Schedule hereto may be constituted an electric-power district under the said Act, and that the areas described in the Second Schedule hereto may be constituted outer areas of such electric-power district, was presented to the Governor-General on the twelfth day of April, one thousand nine hundred and twenty-three:

And whereas such petition was publicly notified in the *Bay of Plenty Times* of the tenth day of March, one thousand nine hundred and twenty-three, being a newspaper circulating in the proposed electric-power district:

And whereas, after due inquiry, the Governor-General is of opinion that the petition should be granted:

Now, therefore, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, in pursuance and exercise of the power and authority conferred upon me by section three of the Electric-power Boards Act, 1918, do hereby proclaim the district described in the First Schedule hereto to be an electric-power district, and I hereby assign to such district the name of the "Tauranga Electric-power District"; and I do hereby further proclaim that the outer areas as described in the Second Schedule hereto shall be outer areas of such electric-power district.

**FIRST SCHEDULE.**

TAURANGA ELECTRIC-POWER DISTRICT.

ALL that area situated in the Auckland Land District, comprising the County of Tauranga as at present constituted. As the said area is more particularly delineated on the plan marked P.W.D. 52608, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon bordered red.

**SECOND SCHEDULE.**

OUTER AREAS.

ALL those areas in the Auckland Land District comprising the Borough of Tauranga and Town District of Te Puke, both as at present constituted. As the said areas are more particularly delineated on the aforesaid plan marked P.W.D. 52608, and thereon bordered blue.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 7th day of June, 1923.

J. G. COATES, Minister of Public Works.

GOD SAVE THE KING!

*Declaring Land taken for a Government Work, and not required for that Purpose, to be Crown Land.*

[L.S.] JELlicoe, Governor-General.

**A PROCLAMATION.**

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, and the Public Works Amendment Act, 1909, and of every other power and authority in anywise enabling me in this behalf, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby declare the land described in the Schedule hereto to be Crown land subject to the Land Act, 1908.

**SCHEDULE.**

APPROXIMATE areas of the pieces of stopped Government roads declared to be Crown land:—

A. R. P.	Adjoining or passing through
1 0 38	Section N.W. and S.E. 3, and N.W. 63.
0 3 10	" N.W. 63 and M. 58.
1 3 22	" N.W. 63 and M. 58.

Situated in Waikiekie Parish, Block XV, Tangihua Survey District. [S.O 21201(6)]

In the North Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 51997 (sheet 6), deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured green.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 11th day of June, 1923.

J. G. COATES, Minister of Public Works.

GOD SAVE THE KING!

*Stopping a Government Road in Block XIV, Belmont Survey District.*

[L.S.] JELlicoe, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, and of every other power and authority in anywise enabling me in this behalf, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby proclaim as stopped the Government road described in the Schedule hereto, such road being no longer required.

SCHEDULE.

APPROXIMATE area of the piece of road hereby stopped: 1 acre 3 roods 28 4 perches.

Adjoining or passing through Section 18, Waddington Settlement (police reserve), situated in Block XIV, Belmont Survey District. (S.O. 1757.)

In the Wellington Land District; as the same is more particularly delineated on the plan marked P.W.D. 56525, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured green.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of June, 1923.

W. FRASER, for Minister of Public Works.

GOD SAVE THE KING!

*Land taken for the Purposes of a Road in Block XVI, Tangihua Survey District, Whangarei County.*

[L.S.] JELlicoe, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, and of every other power and authority in anywise enabling me in this behalf, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that the land described in the Schedule hereto is hereby taken for the purposes of a road; and I do also declare that this Proclamation shall take effect on and after the twenty-fifth day of June, one thousand nine hundred and twenty-three.

SCHEDULE.

APPROXIMATE areas of the pieces of land taken:—

A.	R.	P.	Portion of
5	0	20	Section 89 and N.W. 88; coloured yellow.
3	1	4	" 85; coloured blue.
0	2	18	" S. 84; coloured red.
1	2	0	" M. 84 " purple.

Situated in Ruarangi Parish, Block XVI, Tangihua Survey District. (S.O. 22023.)

In the North Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 58719, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured as above mentioned.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 8th day of June, 1923.

W. FRASER, for Minister of Public Works.

GOD SAVE THE KING!

*Land taken for the Purposes of a Site for the Erection of a Destructor, and for the Purposes of the Abattoirs in Block X, Kairanga Survey District.*

[L.S.] JELlicoe, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, and of every other power and authority in anywise enabling me in this behalf, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that the land described in the Schedule hereto is hereby taken for the purposes of a site for the erection of a destructor and for the purposes of the abattoirs in Block X, Kairanga Survey District, and shall vest in the Mayor, Councillors, and Burgesses of the Borough of Palmerston North as from the date hereinafter mentioned; and I do also declare that this Proclamation shall take effect on and after the twenty-fifth day of June, one thousand nine hundred and twenty-three.

SCHEDULE.

APPROXIMATE area of the piece of land taken: 1 acre 1 rood 2 4 perches.

Portion of Rural Section 361 (Township of Palmerston R.D.), situated in Block X, Kairanga Survey District. (S.O. 1712.)

In the Wellington Land District; as the same is more particularly delineated on the plan marked P.W.D. 56447, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured pink.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 8th day of June, 1923.

W. FRASER, for Minister of Public Works.

GOD SAVE THE KING!

*Land proclaimed as a Road, and Road closed, in Block XIII, Waipu Survey District, Otamatea County.*

[L.S.] JELlicoe, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section eleven of the Land Act, 1908, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Waipu Survey District described in the First Schedule hereto; and also do hereby proclaim as closed the road described in the Second Schedule hereto.

FIRST SCHEDULE.

LAND PROCLAIMED AS A ROAD.

APPROXIMATE area of the piece of land proclaimed as a road: 1 acre 0 roods 12 perches.

Portion of Lot 5 of Allotment 147; coloured red.

SECOND SCHEDULE.

ROAD CLOSED.

APPROXIMATE area of the piece of road closed: 1 acre 1 rood 12 6 perches.

Adjoining or passing through Lots 2 and 5 of Allotment 147; coloured green.

All situated in Parish of Wairau, Block XIII, Waipu Survey District. (S.O. 21095.)

All in the North Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 56233, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured as above mentioned.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of June, 1923.

W. FRASER, for Minister of Public Works.

GOD SAVE THE KING!



Land taken for the Auckland-Westfield Deviation of the Kaipara-Waikato Railway.

[L.S.]

JELlicoe, Governor-General.

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1908, and of every other power and authority in anywise enabling me in this behalf, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby proclaim and declare that the land described in the Schedule hereto is hereby taken for the Auckland-Westfield deviation of the Kaipara-Waikato Railway.

SCHEDULE.

Approximate Areas of the Pieces of Land.	Being	Situated in Block	Situated in Survey District of	Situated in	Plan W.R. 30570 [S.O. 21189 (1-9), Blue], Sheet No.	Coloured on Plan
A. R. P.						
6 0 8	Part Auckland Harbour, Grant No. 6012	VIII	Rangitoto	Eden County ..	1	Blue.
0 0 7	Part Section 2, Suburbs of Auckland ..	"	"	Auckland City	1	Red.
37 2 1	Part Auckland Harbour .. ..	"	"	Eden County ..	1, 2	Brown.
1 1 8	Part street .. ..	"	"	Auckland City	2	Green.
12 3 13	Lots 192 to 201, 236, 237A, part Lots 202, 203, and 237 of Section 16, Suburbs of Auckland	"	"	"	2	Red.
20 2 23	Part Auckland Harbour .. ..	VIII, IX	"	Eden County ..	3	Brown.
3 0 28	Section 16, Suburbs of Auckland— Parts Lots 55 and 56, D.P. 2708, of Allotment 220	"	"	Auckland City	3	Red.
1 0 20	Part Lot 57, D.P. 2708, of Allotment 220	"	"	"	3	Blue.
0 2 3	" 58 .. ..	IX	"	"	3	Yellow.
1 2 22	" 59 .. ..	"	"	"	3	Red.
0 1 28	" 60 .. ..	"	"	"	3	Blue.
3 2 36	" 61 .. ..	"	"	"	3	Red.
11 0 3	Tamaki West Small Farms— Parts Allotments 33 and 38A ..	"	"	Tamaki West Road District	3, 4	Blue.
22 3 22	Parts Allotments 33 to 36 .. ..	"	"	Ditto ..	4	Yellow.
0 0 19	Part Allotment 34 .. ..	"	"	"	4	Blue.
6 2 21	" 6 .. ..	"	"	"	5	Red.
8 2 32	Parts Allotments 2 and 5 .. ..	II	Otahuhu	"	5	Yellow.
0 1 5.3	Part Lot 4 of Allotment 43 .. ..	II	"	"	5	Blue.
5 2 14	" 5 .. ..	"	"	"	5	Red.
6 0 29	Parts Lots 7 and 8 of Allotments 43 and 44	"	"	"	6	Neutral.
0 0 16	Small Lots near Panmure— Part road .. ..	"	"	Mt. Wellington Road District	6	Green.
0 3 8.8	Part Lot 2, D.P. 11895, of Section 3 ..	"	"	Ditto ..	6	Yellow.
1 0 1.7	" D.P. 12562 .. ..	"	"	"	6	Red.
0 0 16	Part road .. ..	"	"	"	6	Green.
2 2 0	Parts Lots 12, 13, 18 to 20, D.P. 12562, of Section 3	"	"	"	6	Yellow.
0 0 11	Part Lot 10 of Section 3 .. ..	"	"	"	6	Red.
0 1 31	" 21 .. ..	"	"	"	6	Blue.
0 1 9.3	Part road .. ..	"	"	"	6	Green.
1 3 10	Parts Lots 9, 10, and 11 of Section 2	"	"	"	6, 7	Red.
1 0 8.2	" 7 and 8, D.P. 13058, of Section 2	"	"	"	7	Blue.
0 0 1.9	Part Lot 8 of Section 2 (E.R.) .. ..	"	"	"	7	Yellow.
0 0 4.6	" 54 of Section 1 .. ..	"	"	"	7	Red.
0 1 38.6	Lot 53 of Section 1 .. ..	"	"	"	7	Yellow.
1 2 9.6	Parts Lots 51, 51A, and 56 of Section 1	"	"	"	7	Blue.
0 3 16.4	Part Lot 43 of Section 1 .. ..	"	"	"	7	Yellow.
0 1 28.4	" 43 .. ..	"	"	"	7	Blue.
2 2 4.9	Lot 44 of Section 1 .. ..	"	"	"	7	Red.
0 0 29.1	Part Lot 52 of Section 1 .. ..	"	"	"	7	Yellow.
2 2 12.3	Lot 45 of Section 1 .. ..	"	"	"	7	Red.
3 2 5.8	" 60 .. ..	"	"	"	7	Blue.
1 1 23	" 62, D.P. 1179, of Section 1 .. ..	"	"	"	7	Red.
0 0 12.9	Part Lot 61 of Section 1 .. ..	"	"	"	7	Blue.
0 1 34.5	" 61 .. ..	"	"	"	7	Yellow.
0 0 20.1	" 61 .. ..	"	"	"	7	Red.
3 2 34.7	Parts Lots 2 to 5 of Section 4 .. ..	"	"	"	7	Yellow.
1 2 24.5	Part Lot 8 of Section 4 .. ..	"	"	"	7	Red.
5 1 24	Hamlin's Grant— Part Allotment 10 .. ..	"	"	"	8	Yellow.
0 0 9	Parts Lots 10 and 11 of Allotment 9	"	"	"	8	Red.
0 3 37.6	" 11 and 12 .. ..	"	"	"	8	Blue.
2 1 35	" 13 and 14, D.P. 6564, of Allotment 9	"	"	"	8	Red.
0 3 28.1	Part Lot 15 of Allotment 9 .. ..	"	"	"	8	Blue.
0 0 4.5	" 15 .. ..	"	"	"	8	"
1 3 18.4	Part Allotment 8 .. ..	"	"	"	8	Red.
0 1 27	Part Lot 6, D.P. 10398, of Allotment 3	"	"	"	8	Purple.
18 2 12.5	Part Allotment 2 .. ..	II, VI	"	"	8, 9	Red.

In the North Auckland Land District; as the same are more particularly delineated on the plan marked and coloured as above mentioned, and deposited in the office of the Minister of Railways at Wellington.

Given under the hand of His Excellency the Governor-General of the Dominion of New Zealand, and issued under the Seal of that Dominion, this 9th day of June, 1923.

W. FRASER, for Minister of Railways.

*Amendment of Regulations under the Patents, Designs, and Trade-marks Act, 1921-22, relating to Patents.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by the Patents, Designs, and Trade-marks Act, 1921-22, and of all other powers enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby amend the Order in Council under the said Act, making regulations relating to patents, dated the twenty-sixth day of June, one thousand nine hundred and twenty-two, and gazetted on the twenty-seventh day of June, one thousand nine hundred and twenty-two, in the manner hereinafter appearing, namely :—

The First Schedule, containing the list of fees payable, is hereby amended by the omission of the word "since" and insertion in place thereof of the words "or part of a month from the lapse of the patent to the," in the sentence "on restoration of lapsed patent, for each month since date of application for restoration."

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Consenting to the Raising of Loans by certain Local Authorities.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

WHEREAS application has been made, under section twenty, subsection one, of the Finance Act, 1919, for the precedent consent of the Governor-General in Council to enable the several local authorities mentioned in the Schedule hereto to borrow the sums set out therein, and it is expedient that such consent should issue :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby consent to the raising of the loans hereinafter mentioned by the several local authorities set out in the Schedule hereto; and it is hereby declared that this Order in Council is made under the provisions in that behalf of the Finance Act, 1919, and shall operate accordingly as a consent of the Governor-General in Council to the raising of the said loans.

SCHEDULE.

	£
AUCKLAND Harbour Board (for the completion of Princes Wharf and other works) .. .. .	250,000
Taumarunui Borough Council (for street improvements) .. .. .	24,600
Waipukurau Borough Council (for the purchase of land, and building and equipping a municipal theatre and shops) .. .. .	14,000
Mount Albert Borough Council (for constructing an overhead bridge at Kingsland) .. .. .	11,000
Whangarei County Council (for road formation and metalling) .. .. .	8,000
Ngaruawahia Borough Council (for water-supply) .. .. .	5,000
Hastings Borough Council (for renewing a maturing loan) .. .. .	4,000
Whangarei Hospital Board (for completing a nurses' home) .. .. .	3,500
Raetihi Borough Council (for electrical extension) .. .. .	3,000
Waitotara County Council (for formation of Maungapapa Road) .. .. .	1,500
Mangapapa Town Board (for completing roads and levels) .. .. .	365
Greytown Borough Council (for completing the purchase of a gas-making plant) .. .. .	250

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Consenting to the Raising of a Loan of £4,000, being the Balance of a Loan of £14,000 authorized to be raised by the Gore Borough Council on the Instalment System extending over a Period of Thirty-six and a Half Years.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

WHEREAS section thirteen of the Finance Act, 1921, provides that where any local authority, as defined by the Local Bodies' Loans Act, 1913, has heretofore been or shall hereafter be authorized to raise a loan, whether pursuant to a poll of ratepayers or otherwise, and whether such loan has been raised in part or not, such local authority may, with the consent of the Governor-General in Council, raise any part of such loan upon terms of making the same, together with interest thereon, repayable by instalments extending over such period of years, whether in excess of the period mentioned in the poll taken on the proposal for such loan or not, and payable at such times as may be fixed by such local authority, and may permanently appropriate and pledge for the purpose of securing such instalments any special rate already made or hereafter to be made, or any part of such special rate :

And whereas the Gore Borough Council has been authorized to borrow the sum of fourteen thousand pounds for the purpose of drainage and water-supply to West Gore :

And whereas application has been made by the Borough Council for the consent of His Excellency the Governor-General in Council to the raising of four thousand pounds, being the balance of the above-mentioned loan of fourteen thousand pounds, on the instalment system extending over a period of thirty-six and a half years :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby consent to the Gore Borough Council raising the said loan of four thousand pounds upon the terms of making the same, together with interest thereon, repayable by instalments extending over a period of thirty-six and a half years, and the said Gore Borough Council is hereby authorized to borrow the said sum of four thousand pounds accordingly.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Constituting the Eastern Pohangina Rabbit District.—Notice No. Ag. 2272.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

WHEREAS by section sixty-nine of the Rabbit Nuisance Act, 1908 (hereinafter termed "the said Act"), as amended by the Rabbit Nuisance Amendment Act, 1918, it is provided that the Governor-General may from time to time, by Order in Council gazetted, on petition in that behalf from a majority of the ratepayers therein, constitute and declare any part of New Zealand defined in such Order in Council a district for the purposes of Part III of the said Act :

And whereas a petition in accordance with the provisions of the said Act has been received, asking that the lands described in the Schedule hereto be constituted and declared a rabbit district for the purposes of Part III of the said Act :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred on him by the said Act and its amendments, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby constitute by the specific name of "the Eastern Pohangina Rabbit District" and declare that part of New Zealand defined in the Schedule hereto to be a district for the purposes of Part III of the said Act; and doth hereby further declare that the Board of Trustees for the said district shall, in terms of the said Act, consist of six members.

SCHEDULE.

ALL that area in the Wellington Land District bounded on the east by the eastern boundary of the Pohangina County and

the eastern boundary of Block X, Manchester Block, on the south by the Manawatu River, and on the west by the Pohangina River, and on the north by the Piripiri Block, together with those portions of Wairarapa Native Reserve numbered Lots 1 and 2 on plan 865 deposited in the office of the District Land Registrar at Wellington.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Declaring Portion of the Kawautahi Valley Road, in the Kaitieke County, to be a County Road.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers vested in him by the Public Works Act, 1908, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby order and declare that the portion of road described in the Schedule hereto shall, on and after the date of this Order in Council, become a county road.

SCHEDULE.

ALL that portion of the Kawautahi Valley Road, in the Wellington Land District, Kaitieke County, commencing at a point approximately one chain east of the boundary between Section 6, Block II, and Section 4 (Retaruke Block), Block VI, Kaitieke Survey District, and proceeding thence generally in a south-westerly direction, adjoining or passing through parts of the said Sections 6 and 4 (Retaruke Block), and terminating at a point about forty chains south-west of the said boundary between the aforesaid Sections 6 and 4; being a distance of 40.50 chains, more or less. As the said portion of road is more particularly delineated on the plan marked P.W.D. 57099, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured red.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*The Southern Side of Portion of Oxford Street, in the City of Dunedin, exempted from the Provisions of Section 117 of the Public Works Act, 1908, subject to a Condition as to the Building-line.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Act, 1908, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby approve of the following resolution passed by the Dunedin City Council on the twenty-eighth day of February, one thousand nine hundred and twenty-three, viz. :—

“That the Council of the City of Dunedin hereby resolves that the provisions of section one hundred and seventeen of the Public Works Act, 1908, shall not apply to that portion of the southern side of the street in the City of Dunedin known as Oxford Street where the same abuts on to Allotment 4, Block XIII, Township of Forbury, as more particularly delineated by brown colour on the plan annexed hereto”;

subject to the condition that no building or part of a building shall at any time be erected on the southern side of the portion of Oxford Street described in the Schedule hereto, within a distance of thirty-three feet from the centre-line of the said portion of street.

SCHEDULE.

ALL that portion of street situated in the Otago Land District, City of Dunedin, known as Oxford Street, abutting on Allotment 4, Block XIII, Township of Forbury. As the said

portion of street is more particularly delineated on the plan marked P.W.D. 57052, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured brown.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Declaring Portion of the Hapurua Road, in the Ohura County, to be a County Road.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers vested in him by the Public Works Act, 1908, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby order and declare that the portion of road described in the Schedule hereto shall, on and after the date of this Order in Council, become a county road.

SCHEDULE.

ALL that portion of the Hapurua Road, in the Taranaki Land District, Ohura County, commencing at a small stream about fifteen chains north of boundary between Sections 21 and 30, Block II, Ohura Survey District, and proceeding thence generally in a northerly direction, adjoining or passing through the said Section 30, Block II, Ohura Survey District, and terminating at a point on the northern boundary of the aforesaid Section 30, Block II, Ohura Survey District; being a distance of fifty-five chains, more or less. As the said portion of road is more particularly delineated on the plan marked P.W.D. 57148, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured red.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Declaring Portion of the Waikeria Loan Block Access Road, in the Otorohanga County, to be a County Road.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers vested in him by the Public Works Act, 1908, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby order and declare that the portion of road described in the Schedule hereto shall, on and after the date of this Order in Council, become a county road.

SCHEDULE.

ALL that portion of road in the Auckland Land District, Otorohanga County, known as Waikeria Loan Block Access Road, commencing at its junction with the Pukemapou Block Road, and proceeding thence generally in an easterly direction, adjoining or passing through Rangitoto A No. 2A, Block III, Mangaorongo Survey District, and terminating on the western boundary of Section 1, Block III, Mangaorongo Survey District; being a distance of sixty chains, more or less. As the said portion of road is more particularly delineated on the plan marked P.W.D. 56999, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District, and thereon coloured red and marked A-B.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*License authorizing the Timaru Borough Council to erect Electric Lines within the Borough of Timaru.*

JELLCOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present:

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Amendment Act, 1911, and of all other powers in anywise enabling him in that behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth—subject to the conditions set forth in the Schedule hereto, and to the regulations made under section two of the aforesaid Act, and dated the ninth day of October, one thousand nine hundred and twenty-two, and published in the *New Zealand Gazette* of the twelfth day of the same month, or any regulations hereafter made in amendment thereof or in substitution herefor (and hereinafter collectively referred to as “the regulations”), and which regulations shall be deemed to be incorporated herein—hereby authorize the Timaru Borough Council (hereinafter referred to as “the licensee”) to erect and maintain electric lines for lighting, power, and heating purposes within the area of supply hereinafter described.

SCHEDULE.

1. AREA OF SUPPLY.

THE area of supply comprises the Borough of Timaru as at present constituted. As the same is more particularly delineated on the plan marked P.W.D. 54072, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District.

2. SYSTEM OF SUPPLY.

Electrical energy at a pressure of 11,000 volts shall be received in bulk from the Lake Coleridge supply and distributed in accordance with paragraphs (e), (c), and (b) (1) of clause 2 of the regulations.

3. CHARGES FOR ELECTRICAL ENERGY.

The maximum charge for electrical energy shall not exceed 1s. per unit for lighting purposes, and 6d. per unit for motor-power, heating, or cooking purposes; provided that “lighting purposes” shall include the operation of motor-generators for lighting purposes, and provided further that on and after the 1st day of April, 1924, if accounts are paid within fourteen days of due date the charges shall not exceed 9d. per unit for lighting purposes and 4½d. per unit for motor-power, heating, or cooking purposes.

4. DURATION OF LICENSE.

This license shall, unless sooner determined in accordance with the provisions hereinafter expressed, continue in force for a period of forty-two years from the date hereof. Upon the expiry of the said term, or upon the sooner determination of this license by revocation or otherwise, all rights hereby granted to the licensee shall thereupon cease and determine; but such expiration or determination shall not relieve the licensee of any liability theretofore incurred under this license.

5. VARIATION IN CONDITIONS OF LICENSE.

The terms and conditions of this license may at any time or from time to time, at the request or with the consent in writing of the licensee, be altered by the Governor-General by Order in Council.

6. TELEGRAPH DEPARTMENT'S LINES.

The licensee shall rectify to the satisfaction of the Minister of Telegraphs any interference or disturbance caused by the erection or operation of the licensee's system that affects the satisfactory working of the telegraph-lines which are the property of the Telegraph Department, and which were erected prior to the licensee's lines.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*License authorizing C. L. Innes and Company (Limited) to erect Electric Lines across the Waikato River at Hamilton.*

JELLCOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present:

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Amendment Act, 1911, and of all other powers in anywise enabling him in that behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth—subject to the conditions set forth in the Schedule hereto, and to the regulations made under section two of the aforesaid Act, and dated the ninth day of October, one thousand nine hundred and twenty-two, and published in the *New Zealand Gazette* of the twelfth day of the same month, or any regulations hereafter made in amendment thereof or in substitution herefor (and hereinafter collectively referred to as “the regulations”), and which regulations shall be deemed to be incorporated herein—hereby authorize C. L. Innes and Company (Limited), (hereinafter referred to as “the licensee”), to erect and maintain electric lines for lighting, power, and heating purposes along the route described in the Schedule hereto.

SCHEDULE.

1. ROUTE OF ELECTRIC LINES.

ALL that route in the Auckland Land District, Hamilton Borough, commencing at the power-house situated on Section 61, Hamilton West Town, and proceeding thence generally in an easterly direction across Hillsborough Terrace and the Waikato River to an electric pump situated in Clyde Street, near the bank of the Waikato River, Hamilton East Town, in the said Hamilton Borough.

As the same is more particularly delineated on the plan marked P.W.D. 56742, deposited in the office of the Minister of Public Works at Wellington, in the Land District of Wellington, and thereon shown by a white line.

2. SYSTEM OF SUPPLY.

The system of supply shall be as described in paragraph (c) of clause 2 of the regulations.

The generating voltage shall be approximately 400 volts between the terminals.

3. DURATION OF LICENSE.

This license shall, unless sooner determined in accordance with the provisions hereinafter expressed, continue in force for a period of forty-two years from the date hereof. Upon the expiry of the said term, or upon the sooner determination of this license by revocation or otherwise, all rights hereby granted to the licensee shall thereupon cease and determine; but such expiration or determination shall not relieve the licensee of any liability theretofore incurred under this license.

4. EXTENSIONS.

Notwithstanding anything contained in the regulations incorporated herein, no extensions or lines other than those along the route hereinbefore described shall be deemed to be authorized by this license.

5. REQUIREMENTS OF HAMILTON BOROUGH COUNCIL.

Notwithstanding anything hereinbefore contained, the licensee shall not be entitled to erect, maintain, or use any electric line within the Hamilton Borough except subject to such conditions, not inconsistent with the provisions of this license and the regulations relating thereto, or any variation of this license or the regulations, or new regulations which may take the place of these regulations, as may from time to time be agreed upon between the licensee and the Hamilton Borough Council.

6. VARIATION IN CONDITIONS OF LICENSE.

The terms and conditions of this license may at any time or from time to time, at the request or with the consent in writing of the licensee, be altered by the Governor-General by Order in Council.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*License authorizing the Ashburton Electric-power Board to use Electric Lines within the Ashburton Electric-power District.*

JELICOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present:

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Electric-power Boards Act, 1918, the Public Works Amendment Act, 1911, and of all other powers in anywise enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth—subject to the conditions set forth in the Schedule, hereto, and to the regulations made under section two of the Public Works Amendment Act, 1911, and dated the ninth day of October, one thousand nine hundred and twenty-two, published in the *New Zealand Gazette* of the twelfth day of the same month, or any regulations hereafter made in amendment thereof or in substitution therefor (and hereinafter collectively referred to as “the regulations”), and which regulations shall be deemed to be incorporated herein—hereby authorize the Ashburton Electric-power Board duly constituted under the provisions of the Electric-power Boards Act, 1918 (hereinafter with its successors and assigns referred to as “the licensee”), to use electric lines for power, lighting, heating, or other uses within the Ashburton Electric-power District, as defined by Proclamation dated the fourteenth day of November, one thousand nine hundred and twenty-one, and published in the *New Zealand Gazette* No. 97, of the seventeenth day of November, one thousand nine hundred and twenty-one, such electric lines at present proposed to be used being indicated on the plan marked P.W.D. 56733, and deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District.

SCHEDULE.

1. SYSTEM OF SUPPLY.

The system of supply shall be as described in paragraph (e) of clause 2 of the regulations.

Electrical energy shall be received in bulk from the Public Works Department's substation near Ashburton, at a pressure of approximately 11,000 volts.

2. MAINTENANCE OF WORKS.

The licensee shall maintain the works used under this license in proper working-order during the continuance of such license.

3. DURATION OF LICENSE.

This license shall, unless sooner determined in accordance with the provisions hereinafter expressed, continue in force for a period of forty-two years from the date hereof. Upon the expiry of the said term, or upon the sooner determination of this license by revocation or otherwise, all rights hereby granted to the licensee shall thereupon cease and determine, but such expiration or determination shall not relieve the licensee of any liability theretofore incurred under this license.

4. CHARGES FOR ELECTRICAL ENERGY.

The charges for electrical energy shall not exceed 1s. per unit for lighting purposes, and 6d. per unit for motor-power, heating, or cooking purposes; provided that “lighting purposes” shall include the operation of motor generators for lighting purposes; and provided further that if accounts are paid within fourteen days of due date the charges shall not exceed 10d. per unit for lighting purposes and 4½d. per unit for motor-power, cooking, and heating purposes; but on and after the 1st April, 1924, the net charges shall not exceed 9d. and 4½d. respectively.

In the case of wholesale supply the charge shall not exceed £12 per kilovolt-ampere per year plus ½d. per unit. “Wholesale supply” for this purpose shall be held to be a supply in respect of which the consumer shall guarantee to pay not less than £180 per year.

A minimum charge not exceeding 6s. per month, including meter-rent (if any), may be collected if required by the licensee in the Borough of Ashburton, the Town District of Tinwald, and those portions of the County of Ashburton hereinafter described and referred to as areas (a) and (b). The minimum rate must be clearly printed on the licensee's conditions of supply.

AREA (a).—All that portion of the County of Ashburton bounded as follows: By a line commencing at a point on the

B

railway-line due east of the centre of Walnut Avenue; thence in a northerly direction by the said railway-line to the centre of Racecourse Road; thence in a westerly direction to the intersection of Farm Road and Racecourse Road; thence in a southerly direction along the centre of Farm Road to the intersection of Middle Road and Farm Road; thence in a westerly direction along the centre of Middle Road to the intersection of Alford Forest Road and Middle Road; thence in a southerly direction to the River Ashburton; thence towards the east by the northern bank of the Ashburton River to a point due south of the centre of the North-west Belt; thence in a northerly direction along the centre of the North-west Belt to the intersection of Walnut Avenue and the North-west Belt; and thence in an easterly direction along the centre of Walnut Avenue to the commencing-point.

AREA (b).—All that portion of the County of Ashburton bounded as follows: By a line commencing at a point in the centre of Patching Street, Ashburton; thence in a northerly direction by a line running parallel to Bridge Street to the centre of Smithfield Road; thence in a westerly direction along the centre of Smithfield Road to the intersection of Bridge Street and Smithfield Road; thence in a southerly direction along the centre of Bridge Street to the Borough of Ashburton; thence towards the south by the Borough of Ashburton to the commencing-point.

A minimum charge not exceeding 7s. 6d. per month, including meter-rent (if any), may be collected if required by the licensee in the other portions of the Ashburton Electric-power District and outer area of such district.

5. VARIATIONS IN CONDITIONS OF LICENSE.

The terms and conditions of this license may at any time or from time to time, at the request or with the consent in writing of the licensee, be altered by the Governor-General by Order in Council.

6. LOCATION OF OVERHEAD LINES.

Notwithstanding anything hereinbefore contained, one side of every road or street shall be left free by the licensee for telegraph-lines. Lines shall not be erected on both sides of a road or street unless the permission of the Minister of Telegraphs or the Post and Telegraph Department is first obtained in accordance with clause 5 of the regulations.

7. CONVERSION OF LINES FROM EARTH-WORKING TO METALLIC.

Notwithstanding anything herein contained, the licensee shall bear the cost of converting the Post and Telegraph Department's lines which are now erected from earth-working to metallic if required by the Minister of Telegraphs.

8. TELEGRAPH DEPARTMENT'S LINES.

The licensee shall rectify to the satisfaction of the Minister of Telegraphs any interference or disturbance caused by the erection or operation of the licensee's system that affects the satisfactory working of the telegraph-lines which are the property of the Telegraph Department, and which were erected prior to the licensee's lines.

C. A. JEFFERY,

Acting Clerk of the Executive Council.

*Licensing the Hokianga Co-operative Dairy Company (Limited) to use and occupy a Part of the Foreshore and Land below Low-water Mark of Wairupe Stream, Hokianga Harbour, as a Site for a Wharf.*

JELICOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present:

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

WHEREAS by Order in Council dated the seventeenth day of December, one thousand nine hundred and eight, the Hokianga Co-operative Dairy Company (Limited), of Hokianga (hereinafter called “the company”), was licensed to use and occupy a part of the foreshore and land below low-water mark of Wairupe Stream, in Hokianga Harbour, as shown on plan marked M.D. 3281, and deposited in the office of the Marine Department at Wellington, in order to maintain thereon a wharf, as shown on the plan so deposited as aforesaid, for a term of fourteen years, computed from the seventeenth day of December, one thousand nine hundred and eight:

And whereas, the said license having expired, the company has made application for a fresh license under the Harbours Act, 1908 (hereinafter called “the said Act”), for a term of

fourteen years, computed from the expiry of the term of the above-mentioned license, and it is expedient to grant the same for the term and subject to the conditions hereinafter expressed:

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the power and authority vested in him by the said Act, and of all other powers and authorities enabling him in that behalf, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby approve of the purpose or object for which the said license is required by the company as aforesaid; and, in further pursuance and exercise of the said power and authority, and with the like advice and consent as aforesaid, doth hereby license and permit the company to use and occupy that part of the foreshore, and land below low-water mark immediately contiguous thereto, which is particularly shown and delineated on the plan so deposited as aforesaid, for the purpose of using the aforesaid wharf in connection therewith, such license to be held and enjoyed by the company upon and subject to the terms and conditions set forth in the Schedule hereto.

#### SCHEDULE.

1. IN these conditions the term "Minister" means the Minister of Marine as defined by the Shipping and Seamen Act, 1908, and includes any officer, person, or authority acting by or under the direction of such Minister.

2. The concessions and privileges conferred by this Order in Council shall extend and apply only to that part of the foreshore and land below low-water mark occupied by the said wharf, as shown on plan marked M.D. 3281.

3. In consideration of the concessions and privileges granted by this Order in Council the company shall, on being supplied with a copy thereof, pay to the Minister the sum of £2 10s., and thereafter an annual sum of £5 in advance, payable on the 1st day of April in each year, the proportionate part of such annual rental in respect of the period from the date hereof until the 31st day of March following to be paid on the company being supplied with a copy of this Order in Council.

4. All persons shall at all reasonable times, upon payment of the proper dues, have free and full liberty to use the said wharf, and all rights of ingress and egress thereon and therefrom.

5. His Majesty or the Governor-General, and all officers in the Government service acting in the execution of their duty, shall at all times have free ingress, passage, and egress into, through, and out of the said wharf without payment.

6. The company shall maintain the above-mentioned wharf in good order and repair, and shall at all times exhibit therefrom, and maintain at its own cost, suitable and necessary lights for the guidance of vessels; provided that no light shall be exhibited until after it has been approved of by the Minister.

7. Any person authorized by the Minister may at all reasonable times enter upon the said wharf and view the state of repair thereof; and upon such Minister leaving at or posting to the last known registered office of the company in New Zealand a notice in writing of any defect or want of repair in such wharf, requiring it, within a reasonable time, to be therein prescribed, to repair the same, it shall with all convenient speed cause such defect to be removed or such repairs to be made.

8. Nothing herein contained shall authorize the company to do or cause to be done anything repugnant to or inconsistent with any law relating to the Customs, or any regulation of the Minister of Customs, or with any provisions of the Harbours Act, 1908, or its amendments, or any regulations made thereunder, and that are now or may hereafter be in force.

9. The rights, powers, and privileges conferred by or under this Order in Council shall continue to be in force for fourteen years from the 17th day of December, 1922, unless in the meantime such rights, powers, and privileges shall be altered, modified, or revoked by competent authority; and the company shall not assign, charge, or part with any such right, power, or privilege without the written consent of the Minister first obtained.

10. The said rights, powers, and privileges may be at any time resumed by the Governor-General, and the company may be required to remove the said wharf at their own cost, without payment of any compensation whatever, on giving to the company three calendar months' previous notice in writing. Any such notice shall be sufficient if given by the Minister and delivered at or posted to the last known registered office of the company in New Zealand.

11. The company shall be liable for any injury which the said wharf may cause any vessel or boat to sustain through any default or neglect on its part.

12. In case the company shall—

- (1.) Commit or suffer a breach of the conditions hereinbefore set forth, or any of them;
- (2.) Cease to use or occupy the said wharf for a period of thirty-days;
- (3.) Be in any manner wound up or dissolved; or
- (4.) Fail to pay the sums specified in clause 3 of these conditions,—

then and in either of the said cases this Order in Council, and every license, right, power, or privilege, may be revoked and determined by the Governor-General in Council without any notice to the company or other proceeding whatsoever; and publication in the *New Zealand Gazette* of an Order in Council containing such revocation shall be sufficient notice to the company, and to all persons concerned or interested, that this Order in Council, and the license, rights, and privileges thereby granted and conferred, have been revoked and determined; and upon such revocation the Minister may cause the said wharf to be removed, and may recover the cost incurred by any such removal from the company.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Prohibiting the Importation of Butler's Electro-medical Teething Necklaces, also Advertising-matter relating thereto.*

JELLICOE, Governor-General.

#### ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 31st day of May, 1923.

Present:

THE RIGHT HONOURABLE W. F. MASSEY, P.C., PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred upon him by section forty-six of the Customs Act, 1913, and by the Customs Amendment Act, 1921, and of all other powers and authorities enabling him in that behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby prohibit the importation into New Zealand, save with the consent of the Minister of Customs, of Butler's electro-medical teething necklaces and of all written or printed advertising-matter relating solely or principally to such articles.

F. D. THOMSON,  
Clerk of the Executive Council.

*Prohibiting all Alienation of certain Native Land other than Alienation in favour of the Crown.*

JELLICOE, Governor-General.

#### ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present:

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

ON the recommendation of the Native Land Purchase Board, referred to in section three hundred and sixty-three of the Native Land Act, 1909, and in exercise of the power in this behalf conferred upon him by that section, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby prohibit, for the period of one year from the date of this Order in Council, all alienation of the Native land specified in the Schedule hereto other than alienation in favour of the Crown.

#### SCHEDULE.

RANGITOTO-TUHUA 37B Block, Ongarue Survey District:  
Approximate area, 3,184 acres 1 rood 33 perches.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Order in Council confirming Scheme of Consolidation.*

JELLICOE, Governor-General.

#### ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present:

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

WHEREAS it is enacted by section one hundred and thirty (hereinafter referred to as "the said section") of the Native Land Act, 1909, that the Governor-General, if

satisfied that any scheme of consolidation of interests of owners in any specified area or areas of Native land duly submitted to him under the provisions of the said section is just and equitable and is in the public interest, may by Order in Council confirm such scheme :

And whereas, upon the application of the Native Minister, the Tairāwhiti District Native Land Court prepared a scheme of consolidation of interests of owners in the blocks of land mentioned in the Schedule hereto, and submitted the same on the tenth day of April, one thousand nine hundred and twenty-three, under the seal of the Court, to the Governor-General for his approval :

And whereas the Governor-General is satisfied that such scheme as submitted to him is just and equitable and is in the public interest :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council thereof, and in exercise of the powers conferred upon him by the said section, doth hereby confirm the said scheme of consolidation.

SCHEDULE.

Name of Block.	Nature of Title.	Area.		
		A.	R.	P.
Akuaku East 1 ..	Native freehold ..	12	1	0
Akuaku East 3 ..	" ..	1,366	1	0
Akuaku West 1 ..	" ..	204	0	0
Akuaku West 4A ..	" ..	45	3	20
Akuaku West 4B ..	" ..	2,241	1	0
Ohineakai 1 ..	Crown ..	20	2	0
Ohineakai 2 ..	Native freehold ..	530	2	0
Pahitaua 1 ..	" ..	217	0	25
Pahitaua 2 ..	European freehold ..	46	0	0
Pahitaua 3 ..	Native freehold ..	23	2	0
Pahitaua 4 ..	" ..	512	1	2
Ahioteatua 2 ..	" ..	636	1	32
Ahioteatua 3 ..	Acquired from Europeans by exchange ..	114	0	0
Waihuka ..	Ditto ..	632	2	2
Waiorongomai ..	Native freehold ..	158	0	0
Totaranui 1 ..	" ..	300	0	0
Totaranui 2A ..	Crown ..	89	3	0
Totaranui 2B ..	Native freehold ..	1,149	0	0
Totaranui 3A ..	Crown ..	38	0	0
Totaranui 3B ..	Native freehold ..	566	0	0
Totaranui 4 ..	" ..	135	0	0
Totaranui 5A ..	Crown ..	47	2	0
Totaranui 5B ..	Native freehold ..	202	0	0
Totaranui 6A ..	Crown ..	19	1	8
Totaranui 6B ..	Native freehold ..	590	0	0
Tutuwhinau 1E ..	" ..	106	3	1
Tutuwhinau 2 ..	" ..	251	0	0
Tutuwhinau 4 ..	" ..	83	2	0
Paraeroa 2 ..	" ..	700	0	0
		11,038	1	10

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Amending Order in Council fixing Lighthouse Dues.*

JELICOE, Governor-General.  
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

WHEREAS by Order in Council dated the ninth day of March, one thousand nine hundred and twenty-three, and published in the *New Zealand Gazette* No. 25, of the twenty-second day of the same month, lighthouse dues were fixed: And whereas it is desirable to amend the scale of dues prescribed therein :

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the power and authority conferred upon him by section two hundred and eighty-seven of the Shipping and Seamen Act, 1908, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby amend the hereinbefore-recited Order in Council by adding the following proviso thereto :-

"Provided that ships trading between Nelson and Motueka, or between Nelson and Collingwood, or between Nelson and Westhaven, shall not be required to pay lighthouse dues at more than one port in one day."

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Recreation Reserve in Otago Land District brought under Part II of the Public Reserves and Domains Act, 1908.*

JELICOE, Governor-General.  
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

BY virtue of the powers and authorities vested in me by the twenty-sixth section of the Public Reserves and Domains Act, 1908, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, by and with the advice and consent of the Executive Council of the said Dominion, do hereby order and declare that the reserve for recreation in the Otago Land District described in the Schedule hereto shall be and the same is hereby brought under the operation of and declared to be subject to the provisions of Part II of the said Act; and such reserve shall hereafter be known as the Bannockburn Domain, and be managed, administered, and dealt with as a public domain.

SCHEDULE.

OTAGO LAND DISTRICT.—BANNOCKBURN DOMAIN.

SECTION 102, Block I, Cromwell Survey District: Area, 7 acres 3 roods 36 perches.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Regulations under the Industrial Conciliation and Arbitration Act, 1908, amended.*

JELICOE, Governor-General.  
ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by the Industrial Conciliation and Arbitration Act, 1908, and its amendments, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby further amend the regulations under the said Act dated the fifth day of June, one thousand nine hundred and twelve, and published in the *Gazette* of the thirteenth day of June, one thousand nine hundred and twelve, in the manner set forth in the Schedule hereto; and doth hereby declare that the amendments hereby made shall take effect as from the twenty-first day of May, one thousand nine hundred and twenty-three.

SCHEDULE.

THE regulations hereinbefore referred to are hereby further amended as follows :-

1. Regulation 74 is hereby amended by adding the following subclause :-

"(3.) Notwithstanding anything to the contrary contained in subclause (1) or subclause (2) hereof, each assessor appointed to a Conciliation Council in accordance with section 2 of the Industrial Conciliation and Arbitration Amendment Act, 1922, shall be paid a travelling-allowance at the rate of 12s. 6d. for each day that he is engaged or in attendance on the business of the Council or in travelling to and from the place of sitting: Provided that if any such assessor is engaged or in attendance on or is travelling in connection with the business of such Council for part only of any day, he shall be paid for such day such less sum than the prescribed rate as the Registrar of Industrial Unions may deem reasonable. Cost of transport by land or sea as approved by the Registrar of Industrial Unions shall be defrayed by the Government."

2. Regulation 74B is hereby amended by adding the following subclause :-

"(2.) Notwithstanding anything to the contrary contained in the preceding subclause, each assessor appointed to a Conciliation Council in accordance with section 2 of the Industrial Conciliation and Arbitration Amendment Act, 1922, shall be paid a fee of one guinea for each day that he is engaged or in attendance on the business of the Council or in travelling to and from the place of sitting: Provided that if any such assessor is engaged or in attendance on or is travelling in connection with the business of such Council for part only of any day, he shall be paid for such day such less sum than the prescribed rate as the Registrar of Industrial Unions may deem reasonable."

C. A. JEFFERY,  
Acting Clerk of the Executive Council.



*Regulations under the Stock Act, 1908, relating to the Introduction of Cattle, Sheep, Swine, and Fodder for Live-stock from the United Kingdom.—Notice No. Ag. 2273.*

JELlicoe, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 7th day of June, 1923.

Present :

THE HONOURABLE SIR FRANCIS BELL PRESIDING IN COUNCIL.

WHEREAS by Order in Council dated the twenty-third day of February, one thousand nine hundred and twenty-two, and published in the *New Zealand Gazette* of that date, the regulations made on the fourth day of October, one thousand nine hundred and fifteen, under the Stock Act, 1908, relating to the introduction of live-stock into the Dominion were amended by prohibiting the introduction of cattle, sheep, swine, or fodder for live-stock into New Zealand from the United Kingdom :

And whereas it is now deemed expedient to revoke the prohibition thus imposed, and make other provision in lieu thereof :

Now, therefore, in pursuance and exercise of the powers conferred upon him by the Stock Act, 1908, and all other powers enabling him in this behalf, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby revoke the regulations made by the above-recited Order in Council, and in lieu thereof doth hereby prohibit the introduction of fodder for live-stock from the United Kingdom, and declare that this Order in Council shall come into force on the date of the publication thereof in the *New Zealand Gazette*.

C. A. JEFFERY,  
Acting Clerk of the Executive Council.

*Authorizing Erection of a Public Hall on Apiti Domain, Wellington Land District.*

JELlicoe, Governor-General.

IN pursuance and exercise of the power and authority conferred upon me by subsection two of section four of the Public Reserves and Domains Amendment Act, 1921-22, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby authorize the Apiti Domain Board to erect a public hall on that portion of the Apiti Domain under its control described in the Schedule hereto.

SCHEDULE.

WELLINGTON LAND DISTRICT.

SECTION 100, Town of Apiti: Area, 1 rood.

As witness the hand of His Excellency the Governor-General, this 7th day of June, 1923.

W. FRASER, for Minister of Lands.

*Increasing Number of Days on which Charges may be made for Admission to the Lower Hutt Recreation-ground.*

JELlicoe, Governor-General.

IN pursuance and exercise of the powers and authorities conferred upon me by section two of the Public Reserves and Domains Amendment Act, 1921-22, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby increase the number of days which may be prescribed by the Lower Hutt Borough Council as days upon which charges may be made, pursuant to section twenty-nine of the Public Reserves and Domains Act, 1908, for admission to the recreation-ground described in the Schedule hereto, or to any part thereof set apart for a particular purpose, from ten days to fifteen days in any year.

SCHEDULE.

LOWER HUTT RECREATION-GROUND.

ALL that area in the Wellington Land District, containing by admeasurement 11 acres 0 roods 16-6 perches, more or less, being part of the section numbered 21 on the plan of the Hutt District and bounded as follows: Towards the north

by the abutment of Myrtle Street and Lots 18 to 22 and part 24 on D.P. 1519; towards the east by Lot 25 on the said D.P. 1519 and Lots 2 to 14 on D.P. 1316; towards the south by the Woburn Road; and towards the west by the Opahu Creek and by other part of the aforesaid Section 21 as shown on plan A/1433 to Myrtle Street, the place of commencement.

As witness the hand of His Excellency the Governor-General, this 9th day of June, 1923.

W. FRASER, for Minister of Lands.

*Increasing Number of Days on which Charges may be made for Admission to the Rangiwahia Domain.*

JELlicoe, Governor-General.

IN pursuance and exercise of the powers and authorities conferred upon me by section two of the Public Reserves and Domains Amendment Act, 1921-22, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby increase the number of days which may be prescribed by the Rangiwahia Domain Board as days upon which charges may be made, pursuant to section twenty-nine of the Public Reserves and Domains Act, 1908, for admission to the domain described in the Schedule hereto, or to any part thereof set apart for a particular purpose, from ten days to fifteen days in any year.

SCHEDULE.

WELLINGTON LAND DISTRICT.—RANGIWAHIA DOMAIN.

SECTION 61, Town of Rangiwahia: Area, 10 acres.

As witness the hand of His Excellency the Governor-General, this 9th day of June, 1923.

W. FRASER, for Minister of Lands.

*Notice of Exchange of Reserve for Land of Equal Value pursuant to Section 6 of the Public Reserves and Domains Act, 1908.*

JELlicoe, Governor-General.

WHEREAS by section six of the Public Reserves and Domains Act, 1908 (hereinafter referred to as "the said Act"), the Governor-General is empowered, in the case of any public reserve vested in His Majesty or the Governor-General for any of the purposes comprised in Class II in the Second Schedule to the said Act, to exchange any of the land comprised in such reserve to be dedicated to one or more of the purposes comprised in the said Class II :

And whereas the land described in Part I of the Schedule hereto was duly set apart for a site for an explosives magazine, being a purpose within Class II in the Second Schedule to the said Act, and it is expedient that the said land should be exchanged for the Crown land of equal value described in Part II of the Schedule hereto, and that the land last referred to should be dedicated for a site for an explosives magazine :

Now, therefore, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby, in pursuance of the powers conferred on me by section six of the said Act as aforesaid, declare that the land described in Part I of the Schedule hereto is hereby exchanged for the land of equal value described in Part II of the Schedule hereto; and, further, that the land described in Part II of the Schedule hereto is hereby dedicated for a site for an explosives magazine (being a purpose comprised in Class II of the Second Schedule of the Act). And I do hereby further declare that this notice is issued subject to the provisions of section seven of the said Act, and shall take effect according to the provisions of that section.

SCHEDULE.

PART I.

SECTIONS 13 and 14, Block II, Rangi Survey District, Taranaki Land District: Area, 4 acres 0 roods 37 perches.

PART II.

Lot 1 of Section 1, Block II, Rangi Survey District, Taranaki Land District: Area, 4 acres 0 roods 37 perches.

As witness the hand of His Excellency the Governor-General, this 9th day of June, 1923.

W. FRASER, for Minister of Lands.

*Notifying Lands in Wellington Land District for Sale by Public Auction for Cash or on Deferred Payment.*

**JELlicoe, Governor-General.**

IN pursuance of the powers and authorities conferred upon me by the one-hundred-and-twenty-sixth section of the Land Act, 1908, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby appoint Friday, the twenty-seventh day of July, one thousand nine hundred and twenty-three, as the time at which the lands described in the Schedule hereto shall be sold by public auction for cash or on deferred payments, and I do hereby fix the prices at which the said lands shall be sold as those mentioned in the said Schedule hereto.

**SCHEDULE.**

**WELLINGTON LAND DISTRICT.**

*Kiwaita County.—Town of Livingstone.*

- SECTION 41: Area, 2 acres; upset price, £40.
- Section 43: Area, 2 acres; upset price, £32.
- Section 45: Area, 2 acres; upset price, £40.
- Section 58: Area, 3 roods 29 perches; upset price, £15.
- Section 60: Area, 1 acre 1 rood 32 perches; upset price, £22.
- Section 61: Area, 2 acres; upset price, £40.

The Town of Livingstone is situated about seven miles from Hunterville by good formed metalled road. Sections comprise flat land of a light stony nature, principally all in grass which is only fit for pastoral use.

*Kaitieke County.—Town of Raurimu.*

Section 9, Block V: Area, 1 rood; upset price, £35.

Situated in the Town of Raurimu, which is on the Main Trunk Railway about twenty-six miles south of Taumarunui. Section would make a good dry building-site.

*Kaitieke County.—Town of Kakahi.*

Section 68, Block V: Area, 1 rood 25 perches; upset price, £55.

Situated on the Totika Road. A good building-site. The Town of Kakahi is situated near the junction of the Upper Wanganui and Whakapapa Rivers, about ten miles south of Taumarunui, and is in the centre of a splendid timber country. The demand for sections in this locality has been very great, and this is the only one not occupied.

*Kiwaita County.—Town of Kimbolton.*

Section 72: Area, 1 acre 1 rood; upset price, £30.

Situated in Henderson Street, about half a mile from centre of township. Access by good metalled road. All flat land in grass, excepting about half an acre which has been ploughed. Soil is of a light brown loam, on shingle formation. Ring fenced by adjoining owners. Altitude, 1,800 ft.

*Wellington City.—Port Nicholson Survey District.*

Lots 5 and 6, Te Aro Foreshore, Block IX: Area, 25 perches; upset price, £6,000.

Situated in Taranaki Street, opposite the police-station, with a frontage of 62 ft., and adjoining the building of the Edwin Griffin Tyre Company (Limited). There is a high boarded fence on the frontage. Section is eminently suitable for a warehouse or factory site.

Part Lot 5 of Section 535: Area, 4.5 perches; upset price, £300.

Situated in Wingfield Street, to which it has a frontage of about 25 ft.; good business-site.

Lot 7 of Town Acre 726: Area, 21.3 perches; upset price, £450.

Situated near the southern end of Wallace Street, to which it has a frontage of 44½ ft. The lot is low-lying near the middle and at the back.

As witness the hand of His Excellency the Governor-General, this 8th day of June, 1923.

**W. FRASER, for Minister of Lands.**

*Inspector of Scenic Reserve appointed.*

**JELlicoe, Governor-General.**

IN pursuance and exercise of the powers conferred by section four of the Scenery Preservation Act, 1908, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby appoint

**Oliver Glencross Parr**

to be an Inspector under the said Act in respect to the scenic reserve described in the Schedule hereto.

**SCHEDULE.**

**RAINCLIFF BUSH SCENIC RESERVE.**

RESERVE 3543, Block V, Ophi Survey District, Canterbury Land District: Area, 206 acres 3 roods.

As witness the hand of His Excellency the Governor-General, this 7th day of June, 1923.

**W. FRASER,**

For Minister in Charge of Scenery Preservation.

*Appointment of Member of Island Council of Mangaia, Cook Islands.*

**JELlicoe, Governor-General.**

PURSUANT to the authority vested in me by section sixty-five of the Cook Islands Act, 1915, and by an Order in Council of the twenty-first day of March, one thousand nine hundred and sixteen, establishing (*inter alia*) an Island Council for the Island of Mangaia in the Cook Islands, and determining the constitution thereof, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby nominate and appoint

**Makiuana, of the district of Ivirua,**

to be a member of the said Island Council of Mangaia, in lieu of Paupauare, deceased, to hold office during my pleasure as from the date hereof.

As witness the hand of His Excellency the Governor-General, this 7th day of June, 1923.

**M. POMARE,**  
Minister of the Cook Islands.

*Appointing Members of the Main Highways Board.*

**JELlicoe, Governor-General.**

IN pursuance and exercise of the powers conferred by the Main Highways Act, 1922, and of all other powers and authorities in anywise enabling me in this behalf, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby appoint the following persons to be members of the Main Highways Board, viz. :—

- Frederick William Furkert, Esquire, of Wellington, Engineer-in-Chief and Under-Secretary of the Public Works Department,
- George Crosbie Godfrey, Esquire, of Wellington, Assistant Under-Secretary of the Public Works Department,

in terms of subsection three, clause (a), of section five of the said Act; and

George Thomas Murray, Esquire, of Wellington, Inspecting Engineer of the Public Works Department,

in terms of subsection three, clause (b), of the said section five.

Albert Edward Jull, Esquire, of Waipawa, Brewer, and John Donnet Bruce, Esquire, of Akaroa, Farmer,

in terms of subsection three, clause (c), of the said section five; and

Montague Harrison Wynyard, Esquire, of Onehunga, Barrister,

in terms of subsection three, clause (d), of the said section five.

And in further pursuance and exercise of the said powers I do hereby appoint the said Frederick William Furkert to be Chairman of the Board.

As witness the hand of His Excellency the Governor-General, this 12th day of June, 1923.

**J. G. COATES,**  
Minister of Public Works.

*Postmasters appointed to take and receive Statutory Declarations.*

PURSUANT to the authority conferred upon me by the two-hundred-and-eighty-eighth section of the Justices of the Peace Act, 1908, I, John Rushworth, Viscount Jellicoe, Governor-General of the Dominion of New Zealand, do hereby notify and declare that the persons set out in the Schedule hereto, being persons holding the office of Postmaster under the Post and Telegraph Act, 1908, at the places set opposite their names in the said Schedule, are authorized to take and

receive statutory declarations under the two-hundred-and-eighty-eighth section of the Justices of the Peace Act, 1908.

**SCHEDULE.**

Moreton Leslie Chappell .. .. .	Mataroa.
Carlyle Pearson Smith .. .. .	Mayfield.
Edward Nicholas Pascoe .. .. .	Newton.
Mary Ann Brookes (Mrs.) .. .. .	Niagara.
William Henry Statham .. .. .	Oputere.
John Francis McMahon .. .. .	Tapu.

As witness my hand this 12th day of June, 1923.

JELLICOE, Governor-General.

*Resignation of Minister.*

Official Secretary's Office,  
Government House,  
Wellington, 13th June, 1923.

**H**IS Excellency the Governor-General has been pleased to accept the resignation of

The Honourable David Henry Guthrie

of the office of Minister of Railways, as on and from the 6th June, 1923.

By command.

A. C. DAY, Official Secretary.

*Appointment of Ministers.*

Official Secretary's Office,  
Government House,  
Wellington, 13th June, 1923.

**H**IS Excellency the Governor-General has been pleased to appoint

The Honourable Joseph Gordon Coates

to be Minister of Railways, as on and from the 6th June, 1923; and

The Honourable William Downie Stewart

to be Minister of Industries and Commerce, as on and from the 11th June, 1923.

By command.

A. C. DAY, Official Secretary.

*Registrar of Marriages, &c., appointed.*

Department of Internal Affairs,  
Wellington, 2nd June, 1923.

**H**IS Excellency the Governor-General has been pleased to appoint

William Jaques

to be Registrar of Marriages and of Births and Deaths for the district of Motueka, on and from the 1st June, 1923.

WM. DOWNIE STEWART,  
Minister of Internal Affairs.

*Consulate-General of United States of America at Auckland to be temporarily in Charge of Vice-Consul.*

Department of Internal Affairs,  
Wellington, 9th June, 1923.

**H**IS Excellency the Governor-General directs it to be notified, that, in accordance with advice received from the Vice-Consul in Charge of the American Consulate-General, he has recognized the appointment of

Mr. Arthur R. Preston, Jun.,

as Vice-Consul in charge at Auckland during the absence of the Consul, Mr. K. De. G. MacVitty.

W. FRASER,  
For Minister of Internal Affairs.

*Ranger under the Animals Protection and Game Act, 1921-22, appointed.*

Department of Internal Affairs,  
Wellington, 8th June, 1923.

**I**T is hereby notified that, in pursuance and exercise of the power and authority conferred by section 35 of the Animals Protection and Game Act, 1921-22, the under-mentioned person has been appointed a Ranger under and for the purposes of that Act for the Otago Acclimatization District:—

Albert Lette, of Glenaray.

W. FRASER,  
For Minister of Internal Affairs.

*Consul-General of the Argentine at Wellington appointed.*

Department of Internal Affairs,  
Wellington, 9th June, 1923.

**H**IS Excellency the Governor-General directs it to be notified that he has been informed by His Majesty's Secretary of State for the Colonies that

Mr. Humberto Bidone

has been appointed Argentine Consul-General at Wellington with jurisdiction over New Zealand.

W. FRASER,  
For Minister of Internal Affairs.

*Member of Hawke's Bay Land Board appointed.*

Department of Lands and Survey,  
Wellington, 7th June, 1923.

**H**IS Excellency the Governor-General has been pleased to appoint

Henry Hayes Dewes

to be a member of the Hawke's Bay Land Board, as from the 7th June, 1923.

W. FRASER, for Minister of Lands.

*Chairman of Licensing Committee appointed.*

Department of Justice,  
Wellington, 14th June, 1923.

**H**IS Excellency the Governor-General has been pleased to appoint

John George Lewis Hewitt, Esq., S.M.,

to be Chairman of the Licensing Committees for the districts of Bay of Islands, Marsden, and Kaipara, vice F. H. Levien, Esq., S.M., on leave.

F. H. D. BELL, Minister of Justice.

*Clerk of Magistrate's Court, &c., appointed.*

Department of Justice,  
Wellington, 13th June, 1923.

**H**IS Excellency the Governor-General has been pleased to appoint

Constable James Murphy

to be Clerk and Bailiff of the Magistrate's Court at Ormondville on and from the 31st day of May, 1923, vice Constable D. McLeod, retired.

F. H. D. BELL, Minister of Justice.

*Registrars of Marriages, &c., appointed.*

Office of the Public Service Commissioner,  
Wellington, 9th June, 1923.

**T**HE Public Service Commissioner has made the following appointments in the Public Service:—

Leonard Flower, Esq.,

to be Registrar of Marriages and Registrar of Births and Deaths for the district of Matamata, as from the 1st June, 1923.

Leslie Retalie Tayler, Esq.,

to be Registrar of Marriages and Registrar of Births and Deaths for the district of Heriot, as from the 31st May, 1923.

A. C. TURNBULL, Secretary.

*Registrar of Brands appointed.*

Office of the Public Service Commissioner,  
Wellington, 12th June, 1923.

**T**HE Public Service Commissioner has made the following appointment in the Public Service:—

Alexander Cook, Esq.,

to be Registrar of Brands for the Stratford Branding Registration District, for the purposes of the Stock Act, 1908, as from the 21st day of May, 1923.

A. C. TURNBULL, Secretary.

*Registrar of Electors appointed.*

Office of the Public Service Commissioner,  
Wellington, 12th June, 1923.

**T**HE Public Service Commissioner has made the following appointment in the Public Service:—

John Verdon Carmody, Esq.,

to be the Registrar of Electors for the Electoral District of Invercargill, for the purposes of the Legislature Act, 1908, as from the 17th day of June, 1923.

A. C. TURNBULL, Secretary.

*Deputy Registrars of Marriages, &c., appointed.*

Registrar-General's Office,  
Wellington, 12th June, 1923.

IT is hereby notified that the undermentioned persons have been appointed to be the Deputies of the Registrars of Marriages and of Births and Deaths for the districts set respectively opposite their names, viz. :—

James Brown .. .. .	Wyndham.
Patrick Reginald Shannon .. .. .	Granity.
William Thomson Simpson .. .. .	Murchison.
Charles Murray Whyte .. .. .	Owhango.
Edward Lawson Tyndall .. .. .	Wyndham (at Edendale).*
(Miss) Margaret Louise Theobald .. .. .	Porangahau.
George Greig .. .. .	Invercargill.

\* Births and deaths only.

W. W. COOK, Registrar-General.

*Result of Poll for Proposed Loan.*

Wellington, 7th June, 1923.

THE following notice, received from the Chairman of the Council of the County of Tauranga, is published in accordance with the provisions of the Local Bodies' Loans Act, 1913.

W. F. MASSEY, Minister of Finance.

TAURANGA COUNTY COUNCIL.

*Result of Poll on Proposal to raise a Loan.*

PURSUANT to section 12 of the Local Bodies' Loans Act, 1913, I hereby give notice that at a poll of ratepayers of the Maketu Riding of the County of Tauranga taken on the 21st day of April, 1923, on the proposal of the Tauranga County Council to borrow the sum of £2,600 for the following purposes :—

(a.) Regrading, culverting, and metalling portions of the Te Matai Road .. .. .	£ 1,000
(b.) Metalling portions of the Rotorua-Paengaroa Road .. .. .	1,000
(c.) Metalling portion of the New Swamp Road between Paengaroa and Pongakawa .. .. .	500
(d.) Widening and general improvements of the Otamarakau Valley Road .. .. .	100
	£2,600

the number of valid votes recorded for the proposal was 41, and the number of valid votes recorded against the proposal was 4.

I therefore declare that the proposal was carried.  
Dated at Tauranga this 3rd May, 1923.

H. SOUTHEY, Chairman.

*Result of Poll for Proposed Loan.*

Wellington, 8th June, 1923.

THE following notice, received from the Chairman of the Council of the County of Piako, is published in accordance with the provisions of the Local Bodies' Loans Act, 1913.

W. F. MASSEY, Minister of Finance.

PIAKO COUNTY COUNCIL.

*Result of Poll on Proposal to raise a Loan.*

PURSUANT to section 12 of the Local Bodies' Loans Act, 1913, I hereby give notice that at a poll of the ratepayers of the Ngarua Roads Special Rating Area in the County of Piako taken on the 29th day of May on the proposal of the Piako County Council to borrow the sum of £14,000 for the purposes following :—

Waitoa-Matamata Road, from main road to William's corner, metalling .. .. .	£ 3,845
Same road from William's corner to Mear's pines, metalling .. .. .	5,050
Diagonal Road, formation and metalling .. .. .	5,105
	£14,000

the number of votes recorded for the proposal was 69, and the number of votes recorded against the proposal was 8.

I therefore declare that the proposal was carried.  
Dated this 1st day of June, 1923.

F. W. WALTERS, Chairman.

*Direction in Terms of Section 98 of the Licensing Act, 1908.*

The Treasury,  
Wellington, 8th June, 1923.

IN accordance with the provisions of section 98 of the Licensing Act, 1908, I hereby direct that all duplicate certificates authorizing the issue of licenses, the fees in respect of which are not payable to the funds of any local authority, shall be transmitted by the Licensing Committee granting the same to the Treasury Cashier, Wellington.

F. H. D. BELL, for Minister of Finance.

*Honours conferred by His Majesty the King.*

Department of Internal Affairs,  
Wellington, 6th June, 1923.

HIS Excellency the Governor-General directs the publication in the *New Zealand Gazette* of the notification of the honours conferred by His Majesty the King as follows :—

Knight Commander of the Most Excellent Order of the British Empire (K.B.E.): Mr. Robert Howard Nolan, C.B.E.

Knight Bachelor: The Honourable Frederick Revans Chapman.

Companion of the Most Honourable Order of the Bath (C.B. Military Division): Commodore Alan Geoffrey Hotham, C.M.G., Naval Aide-de-Camp to the King.

Companion of the Most Distinguished Order of St Michael and St. George (C.M.G.):

Mr. James William Tibbs, M.A.

Mr. Thomas Edward Donne.

Officer of the Most Excellent Order of the British Empire (O.B.E.): Mr. Frederick William Flanagan.

F. H. D. BELL,  
For Minister of Internal Affairs.

*By-laws of the Waikato County Council confirmed under the By-laws Act, 1910.*

Department of Internal Affairs,  
Wellington, 9th June, 1923.

THE following certificate has been executed on the sealed copy of the by-laws made by the Waikato County Council on the 29th day of September, 1921.

W. FRASER,  
For Minister of Internal Affairs.

CERTIFICATE OF CONFIRMATION.

IN pursuance of the By-laws Act, 1910, I hereby confirm the within-written by-laws, and declare that the same came into force on the 1st day of January, 1922.

Dated this 9th day of June, 1923.

W. FRASER,  
For Minister of Internal Affairs.

*By-laws of the Petone Borough Council confirmed under the By-laws Act, 1910.*

Department of Internal Affairs,  
Wellington, 9th June, 1923.

THE following certificate has been executed on the sealed copy of the by-laws made by the Petone Borough Council on the 26th day of February, 1923.

W. FRASER,  
For Minister of Internal Affairs.

CERTIFICATE OF CONFIRMATION.

IN pursuance of the By-laws Act, 1910, I hereby confirm the within-written by-laws, and declare that the same came into force on the 7th day of March, 1923.

Dated this 9th day of June, 1923.

W. FRASER,  
For Minister of Internal Affairs.

*Appointing Saturday as the Statutory Closing-day in the Borough of Te Kuiti.*

WHEREAS a poll to determine the statutory closing-day in the Borough of Te Kuiti was duly taken under the authority of section 20 of the Shops and Offices Act, 1921-22, on the 26th day of April, 1923:

And whereas the Town Clerk of the Borough of Te Kuiti has notified me that the majority of the votes given at such

poll were in favour of the appointment of Saturday as the statutory closing-day in the said borough :

Now, therefore, I, George James Anderson, Minister of Labour, in pursuance of section 20 of the Shops and Office Act, 1921-22, do hereby appoint Saturday as the statutory closing-day in the said borough as from the 18th day of June, 1923.

Dated at Wellington this 13th day of June, 1923.

G. JAS. ANDERSON, Minister of Labour.

*Cancelling License to Messrs. Meredith Bros. and Co. (Limited) for taking Toheroa on the West Coast of the North Island.*

WHEREAS, pursuant to Orders in Council dated the eighth day of March, one thousand nine hundred and fifteen, and the seventeenth day of February, one thousand nine hundred and twenty, and published in the *New Zealand Gazette* No. 36, of the eleventh day of March, one thousand nine hundred and fifteen, and No. 21, of the twenty-sixth day of February, one thousand nine hundred and twenty, respectively, a license was on the fourth day of May, one thousand nine hundred and twenty-two, issued to Messrs. Meredith Brothers and Company (Limited) to take toheroa from that part of the beach on the west coast of the North Island more particularly described in the said license and known as No. 3 Area : And whereas it is desirable to cancel the said license :

Now, therefore, I, George James Anderson, Minister of Marine, in exercise of the powers conferred upon me by paragraph nine of the regulations contained in the first herein-before-recited Order in Council, doth hereby cancel the said license of the fourth day of May, one thousand nine hundred and twenty-two.

As witness my hand this 7th day of June, 1923.

G. JAS. ANDERSON, Minister of Marine.

*Unit redesignated.*

Department of Defence,  
Wellington, 7th June, 1923.

HIS Excellency the Governor-General has been pleased to approve, under section 6 (a), Defence Act, 1909, of the following change in the designation of a unit of the Territorial Force :—

The Regiment of New Zealand Engineers to be redesignated the "Corps of New Zealand Engineers."

Dated 1st June, 1923.

R. HEATON RHODES, Minister of Defence.

*Notice to Mariners.—No. 30 of 1923.*

MERCURY ISLANDS.—OHENA ISLAND.—LIGHT INSTALLED.

Marine Department,  
Wellington, 13th June, 1923.

NOTICE is hereby given that on and after Thursday, 21st June, 1923, an automatic, unwatched, flashing white light, showing one flash every six seconds (one second light,

five seconds eclipse), will be exhibited from a white-painted circular tower, 10 ft. high, situated on the south-west corner of Ohena Island.

The light, which is 54 ft. above high water, will be visible in all directions, excepting where it is obscured by the higher land of Ohena Island, for a distance of 12.8 miles.

The blind sector will later be defined, of which due notice will be given.

*Publications affected.*—Admiralty Charts Nos. 3332 and 2543 ; "New Zealand Pilot," ninth edition, 1919, page 228.

A. D. PARK, Secretary.

*Officiating Ministers for 1923.—Notice No. 21.*

Registrar-General's Office,  
Wellington, 12th June, 1923.

PURSUANT to the provisions of the Marriage Act, 1908, the following names of Officiating Ministers within the meaning of the said Act are published for general information :—

*Methodist Church of New Zealand.*

The Reverend A. F. Attwood.  
" H. E. Haynes.  
" R. G. Hemmings.  
" H. T. Thornley.

W. W. COOK, Registrar-General.

*Incorporated Societies Act, 1908.—Declaration by the Assistant Registrar dissolving Societies.*

I, ERNEST CLAUDE ADAMS, Assistant Registrar of Incorporated Societies, do hereby declare that, as it has been made to appear to me that the South Island Mine-managers' Association (Incorporated) and the West Coast Brass Bands Association of New Zealand (Registered) are no longer carrying on their operations, the aforesaid societies are hereby dissolved, in pursuance of section 28 of the Incorporated Societies Act, 1908.

Dated at Hokitika this 7th day of June, 1923.

E. C. ADAMS,

Assistant Registrar of Incorporated Societies.

*Incorporated Societies Act, 1908.—Declaration by the Assistant Registrar dissolving a Society.*

I, WALTER HAROLD FLETCHER, Assistant Registrar of Incorporated Societies, do hereby declare that, as it has been made to appear to me that the Silverstream Liberal Club (Registered) is no longer carrying on its operations, the aforesaid society is hereby dissolved, in pursuance of section 28 of the Incorporated Societies Act, 1908.

Dated at Wellington this 8th day of June, 1923.

W. H. FLETCHER,

Assistant Registrar of Incorporated Societies.

*Public Trust Office Act, 1908, and its Amendments.—Elections to administer Estates.*

NOTICE is hereby given that the Public Trustee has filed in the Supreme Court an election to administer in respect of the several estates of the persons deceased whose names, residences, and occupations (so far as known) are hereunder set forth, the gross property in each case being estimated not to exceed £400 in value.

No.	Name.	Residence.	Occupation.	Date of Death.	Date Election filed.	Testate or Intestate.	Stamp Office concerned.
1	Crockett, William John ..	New Plymouth ..	Car-painter ..	20/4/23	8/6/23	Intestate	New Plym'th.
2	Hare, Charles Joseph ..	Otahuhu ..	Old-age pensioner	14/4/23	8/6/23	"	Auckland.
3	Liddell, James Muir ..	Masterton ..	Engineer ..	7/5/23	8/6/23	Testate	Wellington.
4	Mann, Isabella ..	Greymouth ..	Married woman	14/4/23	8/6/23	"	Hokitika.
5	Marson, Anne Watson ..	Christchurch ..	Widow ..	24/4/23	8/6/23	Intestate	Christchurch.
6	McBride, Jane ..	Kaukapakapa ..	" ..	24/10/22	8/6/23	"	Auckland.
7	McCurdy, Daniel ..	Auckland ..	Retired miner ..	22/4/23	8/6/23	Testate	"
8	Moffitt, Louisa Sylva Evelyn	New Plymouth ..	Married woman	20/3/23	8/6/23	"	Wellington.
9	Pedlow, James ..	Dunedin ..	Retired railway surfaceman	15/2/23	8/6/23	"	Dunedin.
10	Richardson, Matilda ..	Wellington ..	Spinster ..	24/4/23	8/6/23	Intestate	Wellington.
11	Roberts, William ..	Westport ..	Retired railway employee	8/2/23	8/6/23	Testate	Hokitika.
12	Vesey, Margaret Hellen ..	Omihi ..	Married woman	2/5/23	8/6/23	"	Christchurch.

Public Trust Office, Wellington, 11th June, 1923.

J. W. MACDONALD, Public Trustee.

*Rules for Examination of Masters and Mates.*

Marine Department,  
Wellington, 6th June, 1923.

IN pursuance and exercise of the powers vested in me by section 23 of the Shipping and Seamen Act, 1908, I do hereby make the following rules for the conduct of examinations of masters and mates, and as to the qualifications of applicants; and I do direct that the fees specified therein shall be paid to the Superintendents of Mercantile Marine at the ports where the applications to be examined are made. These rules (except where provision to the contrary is specifically made) shall come into force on the 1st day of July, 1923, and shall then supersede any rules or regulations heretofore existing and affecting such examinations, qualifications, and fees.

G. JAS. ANDERSON,  
Minister of Marine.

**PRELIMINARY AND GENERAL.**

**1. Masters and Mates must have Certificates.**—In accordance with the provisions of section 21 of the Shipping and Seamen Act, 1908, every British ship when going to sea or plying from any place in New Zealand, and every foreign ship when plying as a home-trade ship,\* shall be provided with deck officers duly certificated under this Act according to the following scale:—

- (a.) In any case, with a duly certificated master.
- (b.) If the ship is a home-trade sailing-ship of 100 tons register or upwards, or a home-trade steamship of 60 tons register or upwards, then with at least one officer besides the master, such officer holding a certificate not lower than that of mate (home-trade) or second mate (foreign-going): Provided that any such ship of 100 tons register or upwards running more than 300 miles between terminal ports shall carry a second mate holding a certificate not lower than that of second mate of a home-trade ship or of master of a cargo-vessel under 25 tons register: Provided also that the Secretary of the Marine Department may, if and subject to such conditions as he thinks fit, exempt any ship from the requirements of the preceding proviso in respect of any particular voyage if it is proved to his satisfaction that to comply with those requirements would unduly delay that ship.
- (c.) If the ship is a foreign-going ship, then with at least a first and a second mate duly certificated.
- (d.) If the ship is a steamship authorized to ply within river limits or extended river limits only, then with a master holding a certificate as master of a river-steamer.
- (e.) If the ship is a home-trade cargo-ship only of over 5 tons or up to 25 tons (inclusive) net register, then with a duly certificated master whose certificate shall be of a grade not lower than that prescribed for that class of ship by the next succeeding section.
- (f.) If the ship is a home-trade ship over 25 and up to 100 tons net register, and not included in the foregoing provisions, then with a duly certificated master whose certificate shall be of a grade not lower than that of a master of a home trade ship.
- (g.) If the ship is a sailing-vessel plying in a harbour or river, then with a master holding a certificate as master of a harbour or river sailing-ship or of a higher class.
- (h.) If a ship is a sailing-ship, or a ship propelled by any mechanical power other than steam, plying on a river or a harbour, or within other restricted limits, then with a duly certificated master whose certificate shall be of a grade prescribed by the Minister.

\* By a "home-trade ship" is meant one which is employed in trading or going between any ports or places in New Zealand, or plying on any navigable waters in New Zealand, or going to sea from any port or place in New Zealand, and returning to New Zealand without going more than 50 miles from the coast thereof, but not to or from the Cook Islands, Kermadec Islands, the Chatham Islands, the Auckland Islands, Campbell Island, Antipodes Island, or Bounty Island. By a "foreign-going ship" is meant every ship not included in the term "home-trade ship."

- (i.) If the ship is a fishing-boat over 10 tons register exclusively employed in fishing on the coast of the Dominion, whether seagoing or running within river or extended river limits, then with a duly certificated master whose certificate shall be of a grade prescribed by the Minister.

An officer is not duly certificated unless he is the holder for the time being of a valid certificate of competency (or service) under the Shipping and Seamen Act of a grade appropriate to his station in the ship or of a higher grade.

If any person having been engaged as one of the above-mentioned officers goes to sea as such officer without being duly certificated, or if any person employs a person as an officer in contravention of this section without ascertaining that the person so serving is duly certificated, that person shall be liable for each offence to a fine not exceeding £50.

A certificate for a sailing-ship shall entitle the holder to serve in a steamship, or ship propelled by mechanical power other than steam, in the capacity mentioned in the certificate.

**2. Certificates granted to Persons who pass Examinations.—**

Certificates of competency will be granted to those persons, being British subjects, who pass the requisite examination and otherwise comply with the requisite conditions. For this purpose Examiners have been appointed, and arrangements have been made for holding examinations.

**3. How to apply for Examination.—**Candidates for examination must fill up a form of application (Form Exn. 2) at a mercantile marine office. The form, properly filled in, together with the candidate's testimonials in duplicate and discharges, must be lodged with the Superintendent of Mercantile Marine not later than the day before the day of examination, and the candidate must conform to any regulations in this respect which may be laid down by the Marine Department. As discharges and testimonials may require verification, it is desirable that they should be handed in, together with the form of application, as many days as possible before the date of the examination which the candidate desires to attend. In the absence of the necessary verification the candidate cannot be examined.

The Superintendent should be particularly careful to ascertain that there are no gaps in the candidate's service which are not properly accounted for before he is allowed up for examination.

**4. How to apply in Special Cases.—**In cases where the services of a candidate require verification, or where he is in doubt whether his service complies with the regulations, and wishes to submit his case for special consideration, all certificates, discharges, and testimonials, together with the form of application (Form Exn. 2, which can be obtained at any mercantile marine office), properly filled in, should be submitted to the Examiner of Masters and Mates or to the Superintendent of Mercantile Marine. If necessary, the officer will, after seeing that all the required information is clearly set forth in the papers, forward them, with his observations, to the Principal Examiner. (See para. 21.)

**5. Inquiries regarding Examinations.—**All other inquiries regarding examinations should be made and dealt with in the same way. The point on which information is sought should be clearly stated, and certificates, discharges, testimonials, &c., should be forwarded when they are material to the inquiry.

**6. Nature of Service determined by Actual Position on Board Ship.—**Sea service in the foreign or home trade cannot be regarded as qualifying for examination for certificates of competency unless it can be verified by reference to the articles of the ship on which it was performed—*e.g.*, service claimed by testimonial or otherwise to have been as mate when the actual rating as shown by the articles was only that of boatswain or other petty officer will not be accepted where officer's service is required. Where service as first (or second) mate is required to qualify for examination the candidate must actually have held the executive position next (or next but one) to the master.

Candidates who represent themselves as having served in a higher capacity than that actually held in the ship render themselves liable to prosecution under section 32 of the Shipping and Seamen Act, 1908. (See para. 8.)

In this connection Examiners should remember that it has been a common practice for officers to be rated on ships' articles as "second



mate" although in reality they were only third or fourth mates, and acted in one of those positions on board ship.

In every case where a candidate for a master's certificate of competency claims service as second mate he should be requested to make a declaration, in Divn. G of the Form Exn. 2, to the effect that during his service as second mate he had only one officer over him, or, if more than one, that a third and a fourth mate also were carried.

If the service claimed is as "auxiliary second mate" the candidate should be required to state the number of officers serving in a junior capacity.

A candidate with first mate's service should make a declaration that he was the senior officer under the master, or, if not, he must comply with the requirements of para. 116, as it has been found that in some cases the second mate has been signed on the articles as first mate, the proper first mate being called "chief officer" solely for examination purposes.

It must be clearly understood that the amount of service laid down in the regulations for each grade of certificate of competency is the absolute minimum that can be accepted, and unless a candidate can show the full amount he must in no case be allowed up for examination.

**7. Age.**—Should any doubt exist as to the age of a candidate he will be required to produce a certificate of birth.

**8. False Representation.**—It is provided by section 32 of the Shipping and Seamen Act, 1908, that any person who makes, assists in making, or procures to be made any false representation for the purpose of procuring, either for himself or for any other person, a certificate of competency or service, or the grant of any such certificate, shall in respect of each offence be guilty of a crime the punishment for which is imprisonment for a term not exceeding two years or a fine not exceeding £100.

**9. Testimonials required.**—Testimonials to character, including sobriety, and to experience and ability, on board ship for at least the last twelve months of sea service preceding the date of application to be examined will be required of all candidates, to be submitted in duplicate,\* and without producing them no person will be examined.

**10. Penalty for Desertion and Gross Misconduct.**—Candidates who have neglected to join their vessels after having signed articles, or who have deserted their vessels after having joined, or who have been found guilty of gross misconduct on board, will be required to produce satisfactory proofs of two years' subsequent service and good conduct at sea, unless the Marine Department, after having investigated the matter, should see fit to reduce the time.

**11. Deafness and other Physical and Mental Disabilities.**—If during the progress of the examination the Examiner finds that a candidate is afflicted with deafness, with an impediment in his speech, or with some other physical or mental infirmity, and he is satisfied upon further investigation that the degree of deafness or of the impediment or other infirmity is such as to render the candidate incompetent to discharge the ordinary duties of a mate or master at sea, he should not allow the candidate to complete his examination, and should return his examination fee; but every case in which this action is taken must be reported to the Marine Department.

If the candidate subsequently produces a medical certificate to the effect that his hearing, speech, or physical or mental condition has improved or is normal, the Marine Department will take into consideration the question of allowing the candidate to sit again for examination.

**12. Foreigners must know English.**—Foreigners being British subjects must prove to the satisfaction of the Examiners that they can speak and write the English language sufficiently well to perform the duties required of them on board a British vessel. If a candidate fails for ignorance of the English language he will not be re-examined until after a lapse of six months.

**13. Issue of Certificate.**—If the candidate passes he will receive a form (Form Exn. 16) authorizing the Superintendent of the Mercantile Marine office to whom it is addressed to issue the certificate. The candidate's testimonials and other papers will be returned to him with the certificate. It is therefore important that the port at which the certificate is to be issued should be the same on both the

\* Duplicates are retained by the Marine Department.

Form Exn. 16 and Form Exn. 2. If circumstances should make any alteration necessary the Examiner should see that it is made in both forms, otherwise delay in the issue of the certificate may be caused.

**14. Service found to be insufficient.**—If after a candidate has passed the examination it is discovered on further investigation that his services are insufficient to entitle him to receive a certificate of the grade for which he has passed, the certificate will not be granted to him; but if the Marine Department is satisfied that the error in the calculation of the candidate's services did not occur through any fault or wilful misrepresentation on his part, he may either have the fee returned to him or have it placed to his credit. Should his services entitle him to a certificate of a lower grade it may be granted to him, and the difference, if any, between the fee paid by him for the superior certificate and the fee payable for the inferior certificate will be returned to him or placed to his credit. The superior certificate will not be granted until the candidate has performed the amount of service in which he was deficient, and has been re-examined in all the subjects, unless the Marine Department see fit to dispense with the re-examination.

**15. Failure in Examination.**—In all cases of failure the candidate must be examined anew. If a candidate fails in seamanship he will not be re-examined until after a lapse of six months. Whether the whole or part of this period must be served at sea must depend upon the subjects in seamanship in which the candidate failed, but the amount of further sea service to be required will be left to the discretion of the Examiner.

**16. Examiner's Report.**—The Examiner, in making his report on the Form Exn. 14, should state what amount, if any, of further sea service the candidate must perform, and he should also insert this information in the Form Exn. 2.

**17. Failure in Navigation.**—If a candidate fails three times in navigation within three months he will not be re-examined until after a lapse of three months from the date of the last failure.

**18. Failure in Extra Examinations.**—Candidates for extra certificates will not be allowed to present themselves for examination more than three times within a period of twelve months.

**19. Candidates failing may be examined for Certificate of Lower Grade.**—If a candidate fails in his examination for a foreign-going certificate, and the subjects in which he has failed are not included in the syllabus prescribed for a foreign-going certificate of a lower grade, he may, if he so desires, be examined for the lower-grade certificate without further formal application or payment of fee, but he will be required to complete the whole of the work prescribed for such lower grade. If a candidate fails for the extra certificate he may also, without further formal application or payment of fee, proceed with the examination for the ordinary certificate, but in this case the whole of the examination prescribed for the lower grade will have to be completed irrespective of any work which may have been done under examination for the extra certificate. The subsequent examination for the lower grade may, if time permits, be taken during the current week, but in this case a fresh set of papers must be given; should the time be insufficient the candidate will be allowed to sit at the next following examination. No part, however, of the fee he has paid will be returned to him. On presenting himself when qualified for re-examination for the higher certificate he will be required to pay a further full fee.

**20. Failure in Seamanship.**—If a candidate fails in seamanship, so far as regards the management of square-rigged sailing-vessels in his examination for an ordinary certificate, he may, if qualified as to service, without further formal application or further payment of fee, proceed with the examination for a certificate of competency for foreign-going steamships or for fore-and-aft-rigged vessels. And if a candidate fails in the same manner in his examination for an extra master's certificate he may, under the same conditions as above, proceed with the examination for an extra certificate for steamships.

**21. Fee always paid first.**—Candidates for examination, in making their application on Form Exn. 2, will be required to pay the examination fee before any step is taken in the way of inquiring into their services or testing their qualifications. If the candidate is found not to be eligible the fee will either be returned to him or placed to his credit until he is eligible.

22. **Where to pay Fees.**—The fee for examination must be paid to the Superintendent of the Mercantile Marine office. If a candidate offers a gratuity to any officer of the Department he will be regarded as having committed an act of misconduct, and will be rejected, and not allowed to be again examined for twelve months either at the port where the offence was committed or at any other port.

23. **Fee not returnable.**—If a candidate fails to pass the examination no part of the fee will be returned to him.

24. **Table of Fees.**—The fees are as follows:—

		<i>For Foreign-going Ships.</i>		£	s.	d.
Second mate..	..	..	..	1	0	0
First or only mate—						
If previously possessing an inferior foreign-going certificate granted by the Board of Trade or by the Government of a British possession under Order in Council	..	..	..	0	10	0
If not	..	..	..	1	0	0
Master	..	..	..	2	0	0
Where a candidate is in possession of a certificate for fore-and-aft-rigged vessels, and requires an ordinary or a steamship certificate of the same grade; or where a candidate is in possession of a steamship certificate, and requires an ordinary certificate of the same grade						
	..	..	..	Half the usual fees.		
Where a candidate is in possession of a colonial certificate for foreign-going ships not granted under the Imperial Order in Council recognizing colonial certificates, or of a provisional certificate of qualification obtained after examination on board one of His Majesty's ships for an Imperial certificate of same grade—						
For first attempt	..	..	..	No fee.		
Every subsequent attempt	..	..	..	Usual fee.		
		<i>For Home-trade Ships.</i>				
Second mate	..	..	..	0	10	0
Mate	..	..	..	0	10	0
Master	..	..	..	1	0	0
Master of a cargo-vessel under 25 tons register	..	..	..	0	10	0
Master of a fishing-vessel	..	..	..	0	10	0
		<i>For Restricted-limits Ships.</i>				
Master, restricted limits, steamship	..	..	..	1	0	0
Master, restricted-limits, sailing-ship	..	..	..	0	10	0
		<i>Voluntary Examinations.</i>				
Extra master—						
If holding a master's certificate of competency	..	..	..	1	0	0
If not	..	..	..	2	0	0
Voluntary examination in steam	..	..	..	1	0	0
Voluntary examination in compass-deviation	..	..	..	1	0	0
Voluntary examination in signalling—						
If taken at the same time as the examination for a certificate of competency	..	..	..	No fee.		
If taken at any other time	..	..	..	1	0	0
Voluntary examination in position-finding by two stars	..	..	..	0	5	0
		<i>Certificate of Efficiency for Officers of the R.N.V.R.</i>				
Ordinary	..	..	..	2	0	0
Master, extra—						
If holding an ordinary certificate	..	..	..	1	0	0
If not	..	..	..	2	0	0
		<i>For Yachts.</i>				
Master, ordinary	..	..	..	2	0	0
Extra master—						
If possessing a master's certificate	..	..	..	1	0	0
If not	..	..	..	2	0	0
Master in New Zealand waters	..	..	..	1	0	0

NOTE.—No abatement will be made in the fee charged to a candidate for a certificate for foreign-going ships in consequence of his possessing a master's, mate's, or second mate's certificate for home-trade ships.

25. **Copy of Lost Certificate.**—An applicant for a certified copy of a lost certificate, either of competency or service, must fill in a form of application, Exn. 17, giving the particulars required, and hand it to the Superintendent of a Mercantile Marine office. A declaration as to the circumstances in which the certificate was lost must be made by the applicant before the Superintendent. The Superintendent will then transmit the form of application to the Marine Department, who will state thereon whether a fee is to be charged or not, and will forward a certified copy of the lost certificate for delivery to the applicant. No fee will be charged if the applicant can prove that the certificate was lost through shipwreck or fire.

#### FIRST AID TO THE INJURED.

26. **First Aid to the Injured.**—(1.) Every candidate for a certificate of competency of any grade, other than a master of a river-limits vessel, will be required to produce a certificate issued by the St. John Ambulance Association, the St. Andrew's Ambulance Association, the St. Patrick's Ambulance Association, the British Red Cross Society, the Glamorgan County Council, the Leith Nautical College, the London County Council, or other approved body, or by a medical officer of one of His Majesty's ships, to the effect that he has passed examination in first aid to the injured.

(2.) The certificate must be an adult certificate—*i.e.*, obtained by the candidate when sixteen years of age or more—and the examination for it must have been passed not more than three years before the date of the examination for the certificate of competency. Certificates issued by the St. John Ambulance Association more than three years before the examination for a certificate of competency will, however, be accepted, provided that at the expiration of three years since its issue the certificate has attached to it the "voucher" or "label" of the association certifying that the holder has passed re-examination in first aid.

(3.) If a candidate does not possess such a certificate of proficiency in first aid he should apply, some time before he wishes to sit for examination for a certificate as master or mate, to the local secretary of one of the approved associations, who will inform him of the available facilities for the instruction and examination of candidates in first aid.

(4.) Besides the courses of instruction which are provided on shore at the ports at which examinations for certificates as master and mate are held in the United Kingdom, New Zealand, &c., courses of instruction given by qualified surgeons on board merchant vessels will be accepted by the St. John Ambulance Association as qualifying the candidate for examination for their certificate of proficiency in first aid, provided the surgeon certifies that he has followed the syllabus of instruction laid down by the association.

(5.) The St. Andrew's Ambulance Association will also accept instruction by a ship's surgeon on board ship as qualifying a candidate for examination for their certificate of proficiency in first aid, provided their syllabus is followed. In this case the candidate must previously have enrolled, and obtained an attendance card, by applying to the local secretary of the association or to the head office at 176 West Regent Street, Glasgow.

(6.) It will not be necessary for the candidate for a certificate as master or mate in all cases to produce the formal certificate of proficiency in first aid issued by the associations. In order to prevent delay in proceeding with the examination for the certificate as master or mate, and in the issue of the certificate to successful candidates, the special mercantile marine linen certificate issued by the St. John Ambulance Association and duly signed by the lecturer, the surgeon examiner, and the association's local representative, or, in Scotland, a certificate signed by the local examiner of the St. Andrew's Ambulance Association, to the effect that the candidate has passed the examination for a certificate of proficiency, may be accepted as showing that the candidate possesses the required knowledge of first aid.

#### SIGHT-TESTS.

27. (a.) **Sight-tests.**—Every candidate for a certificate of competency must pass the prescribed sight-tests before a certificate can be issued to him. If circumstances render it necessary for him to proceed with the examination in navigation and seamanship before

undergoing the sight-tests, he should be informed that the examination in navigation and seamanship will be cancelled in the event of his failure to pass either of the sight-tests.

(b.) **Form-vision Test.**—Every candidate for a certificate must pass the form-vision test. If he obtained a certificate of competency before the 1st January, 1914, he will only be required to possess half normal vision using both eyes together. Otherwise he must pass a higher standard—viz., normal vision using both eyes or either eye separately.

Any candidate who has obtained his first certificate under these conditions may obtain his higher certificates, provided that he has normal vision using both eyes or either eye separately.

Detailed information with regard to the conduct of the examination and the standards required is contained in Appendix I.

(c.) **Colour-vision Test.**—Every candidate must undergo the colour-vision test on every occasion on which he presents himself for examination for his first certificate of competency; but if he then passes he will not be required by the Marine Department to undergo the colour-vision test on any subsequent occasion.

No person who holds a certificate of competency should be examined in colour vision.

(d.) A candidate who fails to pass the prescribed form-vision test may present himself for re-examination at intervals of three months. A candidate who fails to pass the colour-vision test or who is referred by the local Examiner for further examination is not allowed to be re-examined locally. In the case of a candidate who is referred for further examination the Marine Department will make arrangements for a special examination, and it is also open to any candidate who is adjudged to have failed in the local colour-vision test to appeal to the Department, which may, if it thinks fit, remit the case to a special body of Examiners for decision.

(e.) The Marine Department will repay, at a rate which will be notified to the candidate, the travelling-expenses of any candidate who is referred for further examination, as well as the travelling-expenses of any candidate who, having appealed against local failure, is reported by the Special Examiners to have passed. No payment whatever will be made towards the expenses of candidates who, upon their own application, are examined by the Special Examiners, and are reported by them to have failed, unless the Marine Department considers that the particular circumstances of the case justify such payment.

The special examinations may be held at Auckland, Wellington, Lyttelton (or Christchurch), and Dunedin at the discretion of the Marine Department.

(f.) When a candidate fails to pass the local colour-vision test the Examiner will point out to him the conditions under which he can appeal. Appeals are to be made through the Examiner, and forwarded to the Principal Examiner, Marine Department, with the Examiner's remarks.

(g.) Only Examiners who have themselves passed the colour-vision test are to undertake the local examinations.

(h.) The fee paid for examination for a certificate of competency includes the fee of 2s. 6d. for examination in form and colour vision; and if the candidate fails to pass those tests this fee will, with the exception of 2s. 6d., be returned to him.

(i.) No additional fee will be charged to any candidate referred for special examination, or for the special examination allowed to a candidate who appeals against failure locally. If, however, a candidate who has been reported by the Special Examiners as having failed is still dissatisfied it will be open to him, if he so desires, to present himself for a second special examination on payment of a fee of six guineas, provided that he brings with him a friend to witness the examination.

This second examination will be entirely voluntary, and will form no part of the Department's examination for a certificate of competency. The Marine Department will, however, give consideration to the result of such examination in determining whether a certificate shall be granted.

The sight-tests are open to all persons serving or intending to serve in the mercantile marine or in fishing-vessels, and all such persons are recommended to take the earliest opportunity of ascertaining whether their vision is such as to qualify them for service in that

profession. Any such person, if desirous of undergoing the tests, must make application to the Superintendent of a Mercantile Marine office on the Form Exn. 2b, and must pay a fee of 2s. 6d.

This fee will be payable on each occasion on which a candidate is examined.

### QUALIFICATIONS REQUIRED FOR THE VARIOUS GRADES.\*

#### CERTIFICATES FOR FOREIGN-GOING SHIPS OR ORDINARY CERTIFICATES.

28. **Square-rigged Service required.**—A candidate for an ordinary certificate of any grade who has not previously held an ordinary certificate of a lower grade must prove that he has served not less than twelve months in the foreign trade or eighteen months in the home or coasting trade, in a square-rigged sailing-vessel.

29. **Value of Ordinary Certificate.**—Ordinary certificates will entitle the holders to go to sea as mates or masters of any vessel, sailing or steam.

#### *Second Mate, Ordinary.*

30. **Second Mate, Ordinary.**—A candidate must be not less than eighteen years of age, and must have served four years at sea.

31. **Examination in Navigation.**—A candidate for a second mate's certificate will be required—

- (a.) To write a legible hand and spell correctly. For the purpose of testing his ability the candidate will be required to write a short essay on some suitable subject.
- (b.) To show a competent knowledge of the first five rules of arithmetic and the use of logarithms.
- (c.) To answer questions on elementary plane trigonometry.
- (d.) To work a day's work complete, correcting the courses for leeway, deviation, and variation.
- (e.) To find the latitude by the meridian altitude of the sun.
- (f.) To work any practical problem in parallel sailing.
- (g.) To find the true course and distance from one given position to another by Mercator's method; also the compass course, the variation and deviation being given.
- (h.) To find the true amplitude of the sun, and the error of the compass therefrom; also the deviation, the variation being given.
- (i.) To find the longitude by chronometer from altitude of the sun by the usual methods, computing the daily rate of chronometer from errors observed when required; also to find the true azimuth of the sun, and the error of the compass; and the deviation, the variation being given.
- (j.) To find the true azimuth of the sun by Time Azimuth Tables; the error of the compass; also the deviation, the variation being given.

(NOTE.—The candidate will be required to give a figure and explanation for each of the foregoing problems worked, and to give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.)

- (k.) To find on a chart or plan the course or courses to steer, and the distance or distances from one given position to another; to find the ship's position, together with the set and drift (if any), on the chart or plan from cross-bearings of two objects; to find the ship's position from two bearings of the same or different objects, the course and distance run between taking the bearings being given, making due allowance for a given tide or current; also the distance of the ship from the object or any given position at the time of taking the second bearing; to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current, and find the distance the ship will make good towards a given point in a given time; to fix a ship's position on a chart or plan by horizontal sextant angles, using a station-pointer; to work out practically the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart; and to give a method of finding approximately the time of high water at any given place without the aid of the Admiralty or other Tide Tables.

\* Sea Service qualifications are shown in tabular form in Appendix J, page 1693. See also para. 161.

He will be examined orally in the following subjects :—

- (l.) Morse and British movable semaphore alphabets, the International Code of Signals, and the Allied Signal Manual. He will be required to attain a minimum speed of ten words a minute in semaphore, and six words a minute in Morse flashing and five words a minute in flag-waving. (See Appendix D, page 58.)
- (m.) Use and adjustments of the sextant, read *off* and *on* the arc, and the mode of finding the index error by both horizon and sun.
- (n.) Construction, use, and principle of the barometer, thermometer, and hydrometer; also the use and care of a chronometer.
- (o.) Weights and measures.
- (p.) Markings, signs, and abbreviations on the Admiralty charts or plans.
- (q.) General Notices published in the Board of Trade Summary of Notices to Mariners.
- (r.) Elementary questions on the main parts of a ship's construction.

32. **Examination in Seamanship.**—He must understand and give satisfactory answers on the following subjects :—

- (a.) Standing and running rigging of ships.
- (b.) Bending, unbending, setting, reefing, taking in, and furling sail.
- (c.) Sending masts and yards up and down, &c.
- (d.) Management of a ship when under canvas.
- (e.) Management of ship's boats in heavy weather.
- (f.) Dunnaging and stowing cargo, &c.
- (g.) Rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals.
- (h.) Signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.
- (i.) Marking and the use of the lead and log lines, also care and use of sounding-machines and mechanical logs.
- (j.) Use and management of the rocket apparatus in the event of a vessel being stranded.
- (k.) Any questions appertaining to the duties of a second mate that the Examiner may think necessary to ask.
- (l.) Also questions on the additional subjects which are specified in the rules of examination for second mates' certificates of competency for foreign-going steamships. (See para. 45.)

*Mate, Ordinary.*

33. **Only Mate, Ordinary.**—A candidate must be not less than nineteen years of age, and have served five years at sea.

34. **First Mate, Ordinary.**—A candidate must be not less than nineteen years of age, and have served five years at sea, of which—

- (a.) One year must have been in a capacity not lower than fourth mate of a foreign-going vessel whilst holding a second mate's certificate for foreign-going vessels. If his service was as third or fourth mate proof will be required that he had during the whole year *charge of a watch*. (See para. 115.)
- (b.) *Or*, one year and a half must have been in a capacity not lower than only mate in a home-trade or coasting vessel whilst holding a second mate's certificate for foreign-going vessels or a mate's certificate for home-trade ships.
- (c.) *Or*, one year must have been as pilot, with a first-class pilot's certificate. (See para. 112.)

35. **Mate, Ordinary : Examination in Navigation.**—In addition to the work for the second mate's certificate, a candidate for the **only** or first mate's certificate will be required—

- (a.) To answer questions on right-angled spherical trigonometry.
- (b.) To compute the time at which a given star will be on the observer's meridian (occasionally by inspection).
- (c.) To determine what bright stars will be within a certain hour-angle from the observer's meridian, above the pole and above the horizon, at any given time; also the hour-angle, east or west, of each of the stars, and whether they are to the north or south of the observer's zenith when passing the meridian.



- (d.) To compute the approximate meridian altitude of a star for setting the sextant.
- (e.) To find the latitude from the meridian altitude of a star.
- (f.) To find the longitude by chronometer by altitude of a star.
- (g.) To find the true azimuth of a star by Time Azimuth Tables, and get the deviation therefrom.
- (h.) To find the latitude by ex-meridian altitude of the sun or a star.
- (i.) To find the line of position and the true bearing of the sun, and the ship's position, by Sumner's method of projection.

(NOTE.—The candidate will be required to give a figure and explanation for each problem worked, and to give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.)

(j.) To answer certain questions on meteorology.  
He will be examined orally in the following subjects:—

- (k.) How to keep a ship's log-book.
- (l.) How to calculate the capacity of a given bunker or hold.
- (m.) How to calculate a freight and its commissions.
- (n.) Measurement and equipment of ship's lifeboats, and the number of persons allowed to be carried in each class of boat.
- (o.) Testing of lifebuoys and lifebelts.
- (p.) Screening of ship's sidelights.
- (q.) More advanced questions on the main part of a ship's construction and general use.

**36. First Mate, Ordinary : Examination in Seamanship.** — In addition to the qualifications required for a second mate's certificate, an only or first mate will be required to show a knowledge of the following subjects:—

- (a.) Shifting large spars, rigging shears, taking lower masts in and out.
- (b.) How to moor and unmoor ship, to keep a clear anchor, and to carry out an anchor.
- (c.) How to manage a ship in stormy weather, and to cast a ship on a lee shore.
- (d.) How to secure the masts in the event of accident to the bowsprit.
- (e.) How to rig purchases for getting heavy weights, anchors, machinery, &c., in or out.
- (f.) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.
- (g.) Ventilation of holds and the stowage of explosives.
- (h.) Stowage of grain cargoes.
- (i.) How to rig a sea-anchor, and what means to employ to keep a vessel, disabled or unmanageable, out of the trough of the sea, and lessen her lee drift.
- (j.) How to get a cast of the deep-sea lead in heavy weather.
- (k.) Accidents and how to deal with them.
- (l.) Any other questions appertaining to the duties of an only or first mate which the Examiner may think necessary to ask.
- (m.) Also questions on the additional subjects which are specified in the rules of examination for only and first mate's certificates of competency for foreign-going steamships. (See para. 49.)

*Master, Ordinary.*

**37. Master, Ordinary.\***—A candidate must be not less than twenty-one years of age, and—

- (a.) He must have served six years at sea, of which one year must have been in a capacity not lower than only mate of a foreign-going vessel whilst holding a certificate not lower than an only mate's certificate for foreign-going vessels: Provided that if this service as officer was not performed whilst holding a first mate's certificate for foreign-going vessels the candidate will be required to prove also the officer's service prescribed for that grade (para. 34).
- (b.) *Or*, he must have served six years at sea, of which one year and a half must have been in a capacity not lower than only mate of a home-trade or coasting vessel whilst holding a certificate not lower than an only mate's certificate for foreign-going vessels: Provided that if this service as officer was not performed whilst holding a first mate's

\* See para. 161.

certificate for foreign-going vessels the candidate will be required to prove also the officer's service prescribed for that grade (para. 34).

- (c.) *Or*, he must have served six and a half years at sea, one year of which must have been in a capacity not lower than second mate of a foreign-going vessel whilst holding a first mate's certificate for foreign-going vessels—provided that if this service as second mate was performed under an additional or auxiliary first mate it will be accepted only if a third and fourth mate also were carried; *and* one year and a half not lower than third or fourth mate of a foreign-going vessel *in charge of a watch* whilst holding a second mate's certificate for foreign-going vessels (para. 6).
- (d.) *Or*, he must have served seven and a half years at sea, two years of which must have been in a capacity not lower than third mate of a foreign-going vessel whilst holding a first mate's certificate for foreign-going vessels (he must prove that he had only two officers over him besides the master), and one year and a half not lower than third or fourth mate of a foreign-going vessel in charge of a watch whilst holding a second mate's certificate for foreign-going vessels (see para. 6).
- (e.) *Or*, he must have served nine years at sea in the home or coasting trade, of which three years must have been as master, *or* one year as master and three years in a capacity not lower than that of first mate: Provided that in either case he has served in such capacity for not less than one year with a second mate's certificate for foreign-going vessels *or* a master's certificate for home-trade ships.

**38. Examination in Navigation.**—A candidate for an ordinary master's certificate will, in addition to the work prescribed for the grades of second and first mate that may be given to him by the Examiner, be required—

- (a.) To write an essay on some technical subject.  
 (b.) To find the latitude by the altitude of the Polar Star at any time.  
 (c.) To find the latitude by the meridian altitude of the moon.

(NOTE.—The candidate will be required to give a figure and explanation for each problem worked, and give a written explanation of any of the terms used in navigation or nautical astronomy that may be asked.)

- (d.) To find the magnetic bearing of any fixed object when at sea or at anchor from bearings of the object taken with the ship's head on equidistant compass-points, and to compute the deviation therefrom; to construct a deviation-curve upon a Napier's diagram which will be furnished by the Examiner, and show that he understands its practical application; to give satisfactory written and oral answers to certain practical questions as to the effect of the ship's iron upon compasses, and the method of determining the deviation, and to show how to compensate the deviation by magnets and soft iron by the aid of Beall's compass deviascope.
- (e.) Questions on ship-construction and naval architecture, and a few elementary questions on stability.

He will be required to answer *viva voce* questions on the following subjects:—

- (f.) Law as to the engagement, discharge, and management of the crew, and the entries to be made in the official log-book.  
 (g.) How to prevent and check an outbreak of scurvy on board ship.  
 (h.) Law as to load-line marks, and the entries and reports to be made respecting them.  
 (i.) Invoices, charter-party, bills of lading, Lloyd's agent, nature of bottomry, bills of exchange, surveys, averages, &c.  
 (j.) Prevailing winds and currents of the globe.  
 (k.) Trade routes.  
 (l.) Tides.

**39. Examination in Seamanship.**—In addition to the qualifications required for the grades of second and first mate, an ordinary master will be required to show a knowledge of the following subjects:—

- (a.) Construction of jury-rudders for both wooden and iron vessels, also rafts.  
 (b.) Preservation of the ship's crew in the event of wreck.

- (c.) Management of ship in heavy weather.
- (d.) Rescuing the crew of a disabled vessel.
- (e.) Steps to be taken when a ship is on her beam-ends, or in any danger or difficulty, or disabled or unmanageable and on a lee shore.
- (f.) Heaving a keel out.
- (g.) How to proceed when placing a ship in dry dock and directing repairs, and when putting into port in distress with damage to cargo and ship.
- (h.) Any other question appertaining to the management of a ship which the Examiner may think it necessary to ask.
- (i.) Also questions on the additional subjects which are specified in the rules of examination for masters' certificates of competency for foreign-going steamships. (See para. 52.)

SPECIAL REGULATIONS RELATING TO THE EXAMINATION OF MASTERS AND MATES, TO APPLY ONLY WHERE THE CANDIDATE HAS SERVED AN APPRENTICESHIP IN AN APPROVED SEAGOING TRAINING-SHIP WITH A VIEW TO PROMOTION IN THE SERVICE OF THE COMPANY TO WHICH THE TRAINING-SHIP IS ATTACHED.

40. (1.) **Recognition of Service on the Training-ship as qualifying for Examination for a Certificate as Second Mate.**—The training-ship must be a seagoing, cargo-carrying, square-rigged sailing-vessel, and the course of study and practical training which the cadet receives must be approved by the Board of Trade or the Marine Department.

At the end of four years' service in the training-ship the cadet will be qualified for examination for a certificate as second mate, provided (i) he can produce a testimonial to the effect that both his conduct and his ability have given satisfaction during the whole period, and (ii) that he has served *at sea* for not less than four-fifths of the time—that is to say, has not spent more than one-fifth of the time in home ports.

If the cadet has served previously for two years in either the "Conway," "Worcester," or "Amokura" training-ships, this time will be allowed to count as one year's qualifying-service (*cf.* para. 128), and he will be required to serve for three years only in the company's training-ship before he can be allowed up for examination for a certificate as second mate (ordinary).

(2.) *Recognition of Service as Junior Officer as qualifying for Examination for a Certificate as First Mate.*—A candidate who has served for four (or three) years on the training-ship may be allowed up for examination for a certificate as first mate (ordinary) when he has served, whilst holding a certificate as second mate, *for two years as junior bridge-keeping officer of the watch* upon vessels of the company satisfying certain requirements. (See subpara. (4).)

The words "junior bridge-keeping officer" must be interpreted as meaning the junior of two bridge-keeping officers. Where three officers are on the bridge together the service of the third does not fall within the scope of the special regulations, and his service cannot be accepted as qualifying. All cases where cadets to whom these special regulations apply subsequently present themselves for examination for first mate or master must be referred to the Secretary of the Marine Department, so that their real position on board vessels of the company satisfying the requirements of this paragraph may be verified by reference to the official logs before they are accepted as eligible for examination.

(3.) A candidate who has obtained a certificate as first mate in the above way may be allowed up for examination for a certificate as master (ordinary) when he has served for eighteen months, whilst holding the certificate as first mate, as a senior watch-keeping officer upon vessels of the company satisfying the same requirements. (See subpara. (4).)

*Recognition of Service (a) as Senior Officer, and (b) as Senior of the Junior Officers, as qualifying for Examination for a Certificate as Master.*—If the candidate has served for eighteen months as senior of the junior officers—*i.e.*, the officer next below the junior of the officers in full charge of the watch—whilst holding the certificate as first mate, he may be allowed up for examination for a certificate as master (ordinary) on the understanding that the certificate as master would not be issued to him until he had completed twelve months' service as a senior watch-keeping officer, the service in both cases to be performed on vessels satisfying the same requirements. (See subpara. (4).)

(4.) *Limits of Application of Subparas. (2) and (3).*—The special regulations (paras. 2 and 3) in regard to the acceptance of service as qualifying for the examinations for certificates as first mate and master shall apply only when the service is performed in the specified capacities upon ocean-going steamers of not less than 8,000 tons gross, making an average speed of not less than 15 knots, and carrying a crew of not less than 130 men, including at least five deck officers beside the master.

CERTIFICATES FOR FOREIGN-GOING FORE-AND-AFT-RIGGED VESSELS.

41. **Character of Examinations.**—Certificates for the grades of master, first mate, only mate, and second mate of fore-and-aft-rigged vessels will be issued to candidates who have not complied with the regulations which require them to have served at least one year in square-rigged sailing-vessels, or who prove in course of examination that they are ignorant of the management of square-rigged ships. In other respects the qualifications for examination for such certificates are the same as for ordinary certificates.

The examinations for the grades of second mate, only mate, first mate, and master of fore-and-aft-rigged vessels will be precisely the same as for the ordinary certificates, excepting that in seamanship a knowledge of the management of square-rigged vessels is not required.

*Value of Certificates.*—A certificate for fore-and-aft-rigged vessels will not entitle the possessor to act in any case in which a certificate for square-rigged vessels is required. Amongst square-rigged vessels are classed full-rigged ships, barques, brigs, barquentines, brigantines, and steamships carrying square sails.

*How Certificates may be changed.*—A candidate possessing a certificate for fore-and-aft-rigged vessels, and desiring to be examined for an ordinary certificate, must prove that he has served at sea at least one year in a square-rigged sailing-vessel, unless he has previously held an ordinary certificate of a lower grade.

CERTIFICATES FOR FOREIGN-GOING STEAMSHIPS.

42. **Steamship Certificates.**—Certificates applying only to steamships are issued to candidates who are either unable to comply with the regulation which requires them to have served at least one year in square-rigged sailing-vessels, or who prove in course of examination that they are ignorant of the management of square-rigged sailing-vessels. All the qualifying officers' service prescribed for these certificates may have been performed in steamships.

These certificates will entitle the holders to go to sea as masters or mates of foreign-going steamships, but will not entitle them to go to sea as masters or mates of foreign-going sailing-ships.

There will be no distinction in these certificates between fore-and-aft-rigged steamships and square-rigged steamships.

*Second Mate, Steamships.*

43. **Second Mate, Steamships.**—The qualifications as to age and service are the same as for a second mate's ordinary certificate (see para. 30), excepting that no service in square-rigged sailing-vessels is required, and that the whole of the service may have been performed in steamships.

44. **Examination in Navigation.**—The examination in navigation for a second mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an ordinary second mate's certificate.

45. **Examination in Seamanship.**—The candidate must understand and be able to give satisfactory answers on the following subjects:—

- (a.) Standing and running rigging of steamships.
- (b.) Bending, unbending, setting, taking in, and furling sail.
- (c.) Sending masts and yards up and down, &c.
- (d.) Seeing everything in readiness and clear for getting under way, and the precautions to be then observed with regard to steering-gear and connections, engines, propeller, &c.
- (e.) Care and usage of mechanical logs and sounding-machines.
- (f.) Management of ships' boats in heavy weather.
- (g.) Dunnaging and stowing cargo, &c.
- (h.) Rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals.

- (i.) Signals of distress, and signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.
- (j.) Marking and use of the ordinary lead and log lines.
- (k.) Construction, use, and action of the sluices, and of the water-ballast tanks.
- (l.) Engine-room and other telegraphs used on board ship, and deck appliances generally.
- (m.) Use and management of the rocket apparatus in the event of a vessel being stranded.
- (n.) Any other questions appertaining to the duties of the second mate of a steamship which the Examiner may think necessary to ask.

*Mate, Steamships.*

46. **Only Mate, Steamships.**—The qualifications as to age and service are the same as for an only mate's ordinary certificate (see para. 33), excepting that no service in square-rigged vessels is required, and that the whole of the service may have been in steamships.

47. **First Mate, Steamships.**—The qualifications as to age and service are the same as for a first mate's ordinary certificate (see para. 34), excepting that the whole of the service may have been in steamships, and that no service in square-rigged vessels is required.

48. **Only or First Mate, Steamships: Examination in Navigation.**—The examination in navigation for an only or first mate's certificate for foreign-going steamships will be precisely the same as that prescribed for an ordinary first mate's certificate. (See para. 35.)

49. **Only or First Mate, Steamships: Examination in Seamanship.**—In addition to the qualifications required for a second mate's certificate, an only or first mate will be required to show a knowledge of the following subjects:—

- (a.) Shifting large spars, rigging shears, and taking lower masts in and out.
- (b.) How to moor and unmoor ship, keep a clear anchor, and to carry out an anchor.
- (c.) Management of a steamship in stormy weather.
- (d.) How to rig purchases for getting heavy weights, anchors, machinery, &c., in and out.
- (e.) How to dispose various kinds of cargo and weights in a stiff and in a tender vessel.
- (f.) Ventilation of holds and the stowage of explosives.
- (g.) Stowage of grain cargoes.
- (h.) Effects of the screw-race upon the rudder; and the effect produced on the direction of the head of the ship by going ahead [astern] with a right- [left-] handed screw when the rudder is ported [starboarded]; also, the effect of twin screws under the same conditions, and when going ahead with one and reversing the other, &c.
- (i.) How to rig a sea-anchor, and what means to employ to keep a steamer with her machinery disabled out of the trough of the sea, and to lessen her lee drift.
- (j.) How to turn a steamship short round.
- (k.) How to get a cast of the deep-sea lead in heavy weather.
- (l.) Any other questions appertaining to the duties of a first mate of a steamship which the Examiner may think necessary to put to him.

*Master, Steamships.*

50. **Master, Steamships.**—The qualifications as to age and service are the same as for a master's ordinary certificate for a foreign-going ship (see para. 37), excepting that the whole of the service may have been performed in steamships, and that no service in square-rigged vessels is required. (See also para. 161.)

51. **Examination in Navigation.**—The examination in navigation for a master's certificate for foreign-going steamships will be precisely the same as that prescribed for an ordinary master's certificate. (See para. 38.)

52. **Examination in Seamanship.**—In addition to the qualifications required for the grades of second and first mate, a master will be required to show a knowledge of the following subjects:—

- (a.) Construction of rafts and jury-rudders suitable for screw-steamships.
- (b.) Preservation of the ship's crew in the event of wreck.

- (c.) Management of steamships in heavy weather.
- (d.) Rescuing the crew of a disabled ship.
- (e.) Steps to be taken when a vessel is on her beam-ends or disabled and on a lee shore.
- (f.) How to use steam appliances in the event of fire.
- (g.) Economy in coal-consumption.
- (h.) Best arrangement for towing vessels under different circumstances.
- (i.) Placing ship in dry dock, directing repairs, and the mode of procedure when putting into port in distress with damage to cargo and ship.
- (j.) Any other questions appertaining to the management of a steamship which the Examiner may think necessary to put to him.

STEAMSHIP CERTIFICATES : HOW CHANGED.

53. **Steamship Certificates may be changed.**—A candidate possessing a certificate for foreign-going steamships, and desiring to be examined for an ordinary certificate, must prove that he has served at sea for at least one year in a square-rigged sailing-vessel, unless he has previously held an ordinary certificate of a lower grade.

CERTIFICATES FOR HOME-TRADE SHIPS.

*Second Mate, Home Trade.*

54. **Second Mate, Home Trade.**—A candidate for a home-trade second mate's certificate must be not less than eighteen years of age, and must have served three years at sea or in extended river limits.

55. **Examination in Navigation.**—A candidate for a second mate's certificate will be required—

- (a.) To be able to read, to write a legible hand from dictation, and to spell correctly.
- (b.) To understand the first five rules of arithmetic, both simple and compound.
- (c.) To be able to take a bearing by compass, and to find the distance from a point or light by the methods shown in the "New Zealand Nautical Almanac" of 1918, on pages 173 to 176, or on pages 135 to 138 of Tables for Azimuth, Great-circle Sailing, &c., published by the Marine Department.
- (d.) To attain a minimum speed of ten words a minute in semaphore, and six words a minute in Morse flashing, and five words a minute in Morse flag-waving, and to have a good working knowledge of the International Code of Signals and the Allied Signal Manual.
- (e.) To possess a knowledge of the general tide, bar, harbour, and storm signals as used at all New Zealand ports, as given in the "New Zealand Nautical Almanac."

56. **Examination in Seamanship.**—He must understand and give satisfactory answers on the following subjects:—

- (a.) Standing and running rigging of steamships.
- (b.) Bending, unbending, setting, reefing, taking in, and furling sail.
- (c.) Management of ship's boats in heavy weather.
- (d.) Dunnaging and stowing cargo, &c.
- (e.) Rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals.
- (f.) Signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals.
- (g.) Marking and use of the lead and log lines.
- (h.) Use and management of the rocket apparatus in the event of his vessel being stranded, and to have a knowledge of the ports in New Zealand where rocket apparatus for saving life is maintained.
- (i.) Construction, use, and action of the sluices, and of the water-ballast tanks.
- (j.) Engine-room telegraph, &c.
- (k.) Any other questions appertaining to the duties of the second mate of a home-trade vessel which the Examiner may think necessary to ask.

*Mate, Home Trade.*

57. **Mate, Home Trade.**—A candidate must be not less than nineteen years of age, and have served four years at sea or in extended river limits.

58. **Examination in Navigation.**—In addition to the subjects of examination required to qualify for a second mate of a home-trade vessel, a mate will also be required to be conversant with the use of a Mercator's chart, and be able to find on a chart or plan the course or courses to steer, and the distance or distances from one given position to another; to find the ship's position, together with the set and drift (if any), on a chart or plan from cross-bearings of two objects; to find the ship's position from two bearings of the same or different objects, the course and distance run between taking the bearings being given, making due allowance for a given tide or current; also the distance of the ship from the objects or any given position at the time of taking the second bearing; to find on a chart or plan the course to steer by compass in order to counteract the effect of a given tide or current, and to find the distance the ship will make good towards a given point to a certain time, and to work out practically the correction to apply to soundings taken at a given time and place to compare with the depth marked on the chart; also to fix the ship's position by horizontal sextant angles, using a station-pointer for plotting it on the chart or plan, &c., and give a method of finding approximately the time of high water at any given place without the aid of the Admiralty or other Tide Tables. He will also be required to explain orally the markings, signs, and abbreviations on Admiralty charts and plans, the use of the sextant, to be able to observe with it, to read *off* and *on* the arc, and to find the index error by the horizon.

59. **Examination in Seamanship.**—In addition to the qualifications required for the grade of second mate, a mate will be required to show a knowledge of the following subjects:—

- (a.) How to moor and unmoor a vessel, to keep a clear anchor, and to carry out an anchor.
- (b.) Ventilation of holds and the stowage of explosives.
- (c.) How to rig a sea-anchor, and what means to employ to keep a vessel disabled or unmanageable out of the trough of the sea, and lessen her lee drift.
- (d.) How to rig purchases for getting heavy weights, anchors, machinery, &c., in or out.
- (e.) Any other questions appertaining to the duties of a mate of a home-trade vessel which the Examiner may think necessary to ask.

*Master, Home Trade.*

60. **Master, Home Trade.\***—A candidate must be not less than twenty-one years of age, and have served five years at sea or in extended river limits, of which—

- (a.) One year must have been in a capacity not lower than that of only mate of a home-trade or coasting vessel whilst holding a mate's certificate for home-trade ships or a second mate's certificate for foreign-going vessels;
- (b.) *Or*, two years and a half must have been in a capacity not lower than second mate of a home-trade or coasting vessel *in charge of a watch* whilst holding a mate's certificate for home-trade ships, or a second mate's certificate for foreign-going vessels (see para. 115);
- (c.) *Or*, one year must have been as pilot with a first-class pilot's certificate (see para. 112);
- (d.) *Or*, one year and a half must, whilst holding the requisite certificate, have been in a capacity not lower than that of second mate of a home-trade or coasting vessel which is required by law to carry a certificated second mate;
- (e.) *Or*, one year must have been as master of a cargo-vessel plying in the home trade or extended river limits whilst holding a certificate of competency as master of a fishing-boat, or of a cargo-vessel under 25 tons register;
- (f.) *Or*, one year must have been as master of a vessel of 50 tons register or upwards plying in the home trade or extended river limits whilst holding a certificate of service as master of a vessel of 50 tons register or upwards;

\* See para. 161.



- (g.) Or, one year and a half must have been as master of a vessel plying in the home trade or extended river limits whilst holding a certificate of service as master of a vessel under 50 tons register.

61. **Examination in Navigation.**—In addition to the qualifications required of a mate of a home-trade ship, a master will also be required to work the following problems :—

- (a.) To find the latitude by a meridian altitude of the sun.  
 (b.) To find the compass corrections by amplitude of the sun, and by time azimuths of the sun or a star, by the aid of Time Azimuth Tables\* ; and to give written answers to certain practical questions on the subject of the deviation of the compass.  
 (c.) To find the position of the ship by two stars at twilight, or by one star combined with the bearing of a distant mountain, headland, or sounding, by the aid of inspection Azimuth and Reduction Tables.

62. **Examination in Seamanship.**—In addition to the qualifications required for the grade of mate, a master will be required to show a knowledge of the following subjects :—

- (a.) How to act in the event of a fire breaking out in the ship.  
 (b.) Rescuing the crew of a disabled ship.  
 (c.) Management of steamships in heavy weather.  
 (d.) Construction of rafts and jury-rudders suitable for screw-steamships.  
 (e.) Preservation of the ship's crew and passengers in the event of wreck.  
 (f.) Best arrangement for towing vessels under different circumstances.  
 (g.) Law as to the engagement, discharge, and management of the crew, and the entries to be made in the official log-book.  
 (h.) How to get a cast of the lead in heavy weather, &c.  
 (i.) How to rig a sea-anchor.  
 (j.) Any other questions appertaining to the duties of a master of a home-trade vessel which the Examiner may think necessary to ask.

*Master of River-steamer.*

63. **Master of Restricted-limits Steamships.**—Candidates for examination must make a proper application, on a form which will be supplied on application at any mercantile marine office. This application, accompanied with the necessary testimonials, must be lodged at the mercantile marine office for delivery to the Examiners. Certificates procured on false information will be cancelled.

64. **Requirements.**—All candidates for certificates must pass the previously mentioned sight-tests.

65. **Examination.**—A master of a river-steamer must be not less than twenty-one years of age, and must have served at least one year at sea or on board of a vessel plying within river or extended river limits. He must produce satisfactory testimonials of good conduct and sobriety. He must be able to read, to write from dictation, and understand the first five rules of arithmetic, both simple and compound. He must understand the rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals, International Code of Signals, Harbour Regulations, and the colonial bar and tidal signals.

(NOTE.—Time served in steam or sailing vessels plying within river and extended river limits does not count as service at sea for the purpose of obtaining a certificate for a seagoing ship, with the exception that service in the extended river limits will count as qualifying for home-trade and other New Zealand local certificates.)

*Master of a Sailing-ship, or a Ship propelled by any Mechanical Power other than Steam, plying in a River or a Harbour, or within other Restricted Limits.*

66. **General Rules.**—The general rules as to the conduct of examinations and for the examination of sight-tests contained in the foregoing regulations shall apply to these examinations.

\*The candidate will be allowed to use any tables that will solve the problem within half of a degree, the altitude of the heavenly body not being given.

67. **Requirements.**—A candidate must be not less than twenty-one years of age, and have served three years at sea or in extended river limits, one year of which must have been served in a somewhat similar class of sailing-vessel.

68. **Examination in Navigation.**—He must be able to read, to write a legible hand from dictation, and understand the first five rules of arithmetic, both simple and compound. He must be able to take a bearing by compass, be conversant with the use of Mercator's chart, and be able to find, on a *magnetic* chart, the course to steer, and the distance from one given position to another; to find the ship's position on the chart from cross-bearings of two objects, and from two bearings of the same or different objects, the course and distance run between taking the bearings being given, also the distance of the ship from the object at the time of taking the second bearing. He must be able to find the deviation of the compass by bearings of two objects in transit. He must be able to find the times of high and low water at the different places given in the "New Zealand Nautical Almanac." He must also pass an examination in the International Code of Signals, the New Zealand General Harbour Regulations, and the colonial bar and tidal signals.

69. **Examination in Seamanship.**—He must possess a thorough knowledge of the rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals. He must be able to describe the signals of distress and the use and management of the rocket apparatus in the event of his vessel being stranded, and to have a knowledge of the ports in New Zealand where rocket apparatus for saving life is maintained. He must be able to mark and use the lead and log lines, to manage a ship's boat in a surf or in heavy weather, to bend, unbend, set, reef, take in, and furl sail, to know how to act for the safety of the vessel if caught in a sudden squall, and what action to take if a man falls overboard or if spars carry away; also any other questions appertaining to the duties of the master of this class of vessel.

*Master of Harbour or River Sailing-ship.*

70. **Requirements, Examination, &c.**—A master of a sailing-ship in harbours or rivers must be not less than twenty-one years of age, and must have served at least one year at sea or on board of a vessel plying within harbour or river limits. He must produce satisfactory testimonials of good conduct and sobriety. He must be able to read, to write from dictation, and understand the first five rules of arithmetic, simple and compound. He must understand the rule of the road as regards both steamers and sailing-ships, their regulation lights, and fog and sound signals, and the local harbour regulations. He must understand how to act for the safety of the ship if caught in a sudden squall, and what action to take if a man falls overboard; also any other questions of a like nature appertaining to the duties of the master of this class of ship.

*Master of a Fishing-boat, or of a Cargo-vessel under 25 Tons Register.*

71. **Requirements.**—A candidate must be not less than twenty-one years of age, and have served at least four years at sea or in extended river limits, not less than one year of which service must have been in the same class of vessel as that for which the certificate is desired.

72. **Examination in Navigation.**—He must be able to read, to write from dictation, and understand the first five rules of arithmetic, simple and compound. He must be able to take a bearing by compass, be conversant with the use of Mercator's chart, and be able to find, on a *magnetic* chart, the course to steer and the distance from one given position to another, to find the ship's position on the chart from cross-bearings of two objects, and from two bearings of the same or different objects, the course and distance run between taking the bearings being given, also the distance of the ship from the object at the time of taking the second bearing. He must be able to find the deviation and error of the compass by bearings of two objects in transit. He must be able to find the times of high and low water at the different places given in the "New Zealand Nautical Almanac"; to attain a minimum speed of ten words a minute in semaphore and six words a minute in Morse flashing, and five words a minute in Morse flag-waving, and to have a good working knowledge of the International Code of Signals and the Allied Signal Manual; to possess a knowledge of the general tide, harbour, and storm signals as used at all New Zealand ports, as given in the "New Zealand Nautical Almanac."

**73. Examination in Seamanship.**—He must possess a thorough knowledge of the rule of the road as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals. He must be able to describe the signals of distress and the use and management of the rocket apparatus in the event of his vessel being stranded, and to have a knowledge of the ports in New Zealand where rocket apparatus for saving life is maintained. He must be able to mark and use the lead and log lines, to manage a ship's boat in a surf or in heavy weather, to bend, unbend, set, reef, take in, and furl sail, to know how to act for the safety of the vessel if caught in a sudden squall, and what action to take if a man falls overboard or if spars carry away; also any other questions of a like nature appertaining to the duties of the master of this class of vessel.

EXTRA CERTIFICATES.

*Certificates as Extra Master.*

**74. Extra Master.**—An extra master's certificate will entitle the holder to go to sea as master of any vessel, sailing or steam.

The examination is voluntary, and intended for such persons as wish to prove their superior qualifications, and are desirous of having certificates of the highest grade granted by the Marine Department.

The extra examination may take place when the applicant is qualified to go up for examination for an ordinary master's certificate, or at any time subsequent to his having passed the examination for that certificate. (See also para. 161.)

**75. Examination in Navigation.**—In addition to the work for the ordinary certificate the candidate must also be prepared to be examined in any of the following subjects, showing the construction of all the problems:—

- (a.) To find the latitude or position from double altitudes of the sun or of a star.
- (b.) To determine, from simultaneous observations of two different stars, the position of the ship, and the true bearing of the stars, by Sumner's method. The candidate may either determine the four longitudes from the two assumed latitudes which will be given, or solve the question in any other way he may choose.
- (c.) To find the error of a chronometer from the altitude of the sun or of a star, observed with an artificial or with the natural horizon.
- (d.) To explain clearly in writing the principles of (1) great-circle sailing; (2) windward great-circle sailing; (3) composite great-circle sailing; and their advantages and disadvantages.
- (e.) To show approximately on a terrestrial globe the great-circle track and the distance from one given point to another; also the latitude and longitude of vertex; and the longitude from vertex; and to explain how the track can then be transferred to a Mercator's chart. Occasionally the candidate will be required to lay the track down on a chart.
- (f.) To determine the initial great-circle course, and the distance, from one given position to another, the latitude and longitude of vertex, the longitude from vertex and the latitudes and longitudes through which the great circle will pass; laying the track, composite or otherwise, down on a Mercator's chart, and explaining briefly how the course and distance from one point to another on this track is then found. This problem may, subject to the decision of the Examiner, be solved either by calculation, or by any tables, graphic method, or great-circle chart known to and preferred by the candidate, and it will usually be set so as to leave the choice of method to the candidate.
- (g.) To answer more advanced questions on plane and spherical trigonometry.
- (h.) To answer a paper on magnetism as relating to the compass.
- (i.) To construct a plan or chart on Mercator's principle and solve a given problem thereon.
- (j.) To answer a paper on naval architecture, including ship construction and stability.
- (k.) To answer a paper on general knowledge, including shipping business, imports and exports, astronomy, and general elementary science (except chemistry).

He will be examined orally on the following subjects:—

- (l.) Leading principles of the construction of the sextant and vernier; mechanical logs and sounding machines.
- (m.) Civil duties of a shipmaster, in which he will be expected to show a more extensive knowledge than a candidate for an ordinary master's certificate.

In signalling he will be required to attain a minimum speed of twelve words a minute in semaphore, ten words a minute in Morse flashing, and six words a minute in Morse flag-waving.

The construction of the problems mentioned above, and of the compass problems, must be shown as follows:—

- (a.) A circle should be drawn projected on the plane of the horizon—unless the problem can be shown better otherwise—and a correct figure drawn in it, the magnitude of the sides and angles being estimated approximately by the eye.
- (b.) The sides and angles used in solving the problem should be marked by distinguishing-letters in the figure, and the candidate should over each fresh computation write down clearly what is given and what he is required to find, together with the formula which he proposes to use.
- (c.) Opposite each quantity in the computation he should put the letters denoting the part of the triangle which it represents, writing "comp." before the letters when the quantity is the complement of that part of the triangle.

Candidates will not be required to enter into the mathematical investigation of the rules and formulæ used in the solution of the problems involving oblique-angled spherical triangles, but credit will be given to any candidate showing such knowledge. When, however, a problem or part of a problem is solved by right-angled spherical trigonometry, the simple process of deducing the formula from the figure by Napier's rules for circular parts or other method must be shown.

Where a problem is solved by right-angled plane trigonometry, the simple process of deducing the formula from the figure for each of the computations in it must be shown.

The rule for finding the latitude by meridian altitude must be proved by the figure.

Protractors must not be used in the chart-construction problem, either for setting off variation or laying off positions. All sketches and drawings required in the paper on naval architecture should be neatly done on paper supplied by the Examiner.

**76. Examination in Seamanship.**—In addition to the qualifications required of an ordinary master, an extra master will be expected to give satisfactory answers to any questions in practical seamanship that the Examiner may put to him.

#### EXTRA CERTIFICATES, STEAMSHIPS.

**77. Extra Certificates, Steamships.**—Extra certificates for steamships will also be issued, subject to the examination described below, to officers who can show the necessary service in steamships. The certificates will be marked "*For steamships only*," and will only entitle the holders to go to sea as masters of steamships.

The examination is open to all who are qualified to go up for a certificate as master of a foreign-going steamship, or who have already obtained that certificate. (See also para. 161.) It is open also to candidates who have failed in the examination for an extra master's certificate to show the requisite knowledge of the management of square-rigged sailing-vessels, provided they can prove the necessary amount of officer's service in steamships. (See para. 20.)

**78. Examination in Navigation.**—The examination in navigation for an extra master's certificate for steamships will be precisely the same as that prescribed for an extra master's certificate.

**79. Examination in Seamanship.**—In addition to the qualifications required of a master of a foreign-going steamship, the extra master will be expected to give satisfactory answers to any questions appertaining to the management of a steamship that the Examiner may put to him.

#### CERTIFICATES FOR PLEASURE-YACHTS.

**80. Yacht Certificates.**—The examination for these certificates is purely voluntary, and is confined to persons who command their own

British seagoing pleasure-yachts. A master of a yacht who is not also the sole owner, or who is under twenty-one years of age, is not eligible for examination.

*Description of Certificate.*—Only one description of certificate will be issued, whether the yacht is foreign-going or cruises within the home-trade limits.

The certificate will not entitle the holder to command any vessel except the pleasure yacht or yachts of which he is at the time the sole registered owner.

*No Sea Service required.*—Candidates are not required to have served any specified time afloat, as it is believed that their sea-knowledge will be sufficiently tested by the examination they will have to pass in seamanship.

*Statutory Declaration necessary.*—Testimonials of service need not be shown, but a candidate for examination will be required to produce a statutory declaration to the effect (1) that he is sole owner of the yacht; (2) that the yacht is seagoing; (3) that it is not to be used for trading purposes. He will also be required to fill up the form of application (Form Exn. 2), and pay the fee of £2 at a mercantile marine office; as prescribed in para. 24.

In all other respects, except that the candidate will not be required to produce a first-aid certificate, the regulations relating to examinations of masters of foreign-going ships will apply in these cases.

Testimonials as to character, including sobriety for at least twelve months preceding the date of application to be examined, will be required of all candidates.

#### *Yacht-master.*

**81. Examination in Navigation.**—The examination in navigation for yacht-master's certificate will be precisely the same as that prescribed for an ordinary master's certificate, except that in the civil duties of a shipmaster the master of a yacht will only be expected to possess a knowledge of what he is required to do by the Shipping and Seamen Act.

**82. Examination in Seamanship.**—He must give satisfactory answers as to his knowledge of making and taking in sail, and as to the management of a yacht under canvas in moderate and in stormy weather. He must have a thorough knowledge of the rule of the road at sea as regards both steamers and sailing-vessels, their regulation lights, and fog and sound signals; and be able to describe the signals of distress, and the signals to be made by ships wanting a pilot, and the liabilities and penalties incurred by the misuse of these signals. He must also understand the use and management of the rocket apparatus in the event of his vessel being stranded. He must be able to mark and use the lead and log lines; to cast a vessel on a lee shore; to moor and unmoor a ship; to keep a clear anchor, and to carry out an anchor. He must know how to keep his vessel out of the trough of the sea in the event of accident; how to rig rafts and jury-rudders, &c.; and what steps to take if his vessel is disabled or unmanageable and drifting towards a lee shore. He will also be examined as to his resources for the preservation of the crew in the event of wreck. He must also possess a knowledge of the measures he should adopt for preventing and checking an outbreak of scurvy on board; and be prepared to answer any other questions relating to the management of a yacht, either steam or sailing, which the Examiner may ask.

#### *Extra Master, Yachts.*

**83. Extra Master of Yacht.**—An extra certificate will be issued to the owner of a yacht who either holds, or is qualified to be examined for, a yacht-master's certificate, subject to the following examination.

**84. Examination in Navigation.**—The examination in navigation will be precisely the same as that prescribed for an extra master's certificate. (See para. 75.)

**85. Examination in Seamanship.**—The subjects of examination in seamanship will be the same as those prescribed for a yacht-master's certificate, but the candidate for an extra certificate will be expected to show a more extensive practical knowledge than is required of a candidate for the yacht-master's certificate.

#### CERTIFICATES FOR PLEASURE-YACHTS IN NEW ZEALAND WATERS.

**86. Age, Requirements, &c.**—A candidate must be not less than eighteen years of age.

The examination for these certificates is purely voluntary, and is confined to those who own or part own pleasure-yachts in New Zealand waters. The certificate will not entitle the holder to command any vessel except a pleasure-yacht in New Zealand waters.

Candidates are not required to have served any specified time afloat, as it is believed that their sea-knowledge will be sufficiently tested by the examination they will have to pass in seamanship.

Testimonials to character, including sobriety for at least twelve months preceding the date of application to be examined, will be required of all candidates.

A candidate will be required to produce a statutory declaration to the effect (1) that he is the sole or part owner of a yacht; (2) that the yacht is seagoing; (3) that it is not to be used for trading purposes. He will also be required to fill up the form of application (Form Exn. 2), and pay the fee of £2 at a mercantile marine office, as prescribed in para. 3. In all other respects, except that the candidate will not be required to produce a first-aid certificate, the regulations relating to the examinations of masters of foreign-going ships will apply in these cases.

*Yacht-master in New Zealand Waters.*

87. **Navigation.**—A candidate for yacht-master will be required—

- (a.) To write a legible hand and spell correctly.
- (b.) To work a day's work complete, correcting the courses for leeway, deviation, and variation.
- (c.) To find the latitude by the meridian altitude of the sun.
- (d.) To find the true courses and distance from one given position to another by Mercator's method; also the compass course, the variation and deviation being given.
- (e.) To find the time and height of high water at a given port.
- (f.) To find the true amplitude of the sun, and the error of the compass therefrom; also the deviation, the variation being given.
- (g.) To find the longitude by chronometer from the altitude of the sun, computing the daily rate of chronometer from errors observed when required.
- (h.) To find the true azimuth of the sun by Time Azimuth Tables; the error of the compass; also the deviation, the variation being given.
- (i.) To find from tables in the "New Zealand Nautical Almanac," or other works, the time at which a given star will be on the observer's meridian above or below the Pole, as required in question.
- (j.) To compute the approximate meridian altitude of a star, for setting the sextant.
- (k.) To find the latitude from the meridian altitude of a star.
- (l.) To find the approximate altitudes and bearings of stars within the limits of Star Reduction and Azimuth Tables which would be suitable for observations to quickly obtain position of ship.
- (m.) To find the position of ship by two stars at twilight, or by one star combined with the bearing of a distant mountain, headland, or sounding, by the aid of Star Reduction and Azimuth Tables, or any other methods which candidates may prefer.
- (n.) Examination in chart and correction of soundings as required for home-trade master.

**VOLUNTARY EXAMINATION IN POSITION-FINDING BY TWO STARS.**

88. **Requirements, &c.**—This examination is provided for the purpose of giving masters and mates who are possessed of certificates of competency an opportunity of undergoing a voluntary examination in their knowledge of this most valuable problem. The examination is open to any person who holds a certificate of any grade in the foreign or home trade, or as master of a pleasure-yacht.

Candidates should fill up the form of application (Form Exn. 2) at a mercantile marine office, pay the fee of 5s., and deposit their certificates with the Superintendent.

Candidates may be examined at any port where ordinary examinations are held on the usual examination-days.

If the candidate fails to pass his certificate will be at once returned to him.

89. **Examination, &c.**—If the candidate passes, the fact, with the date and place of passing, will be recorded upon his certificate of competency.

The two problems for this examination are as follows:—

- (a.) To find the approximate altitude (within  $\frac{1}{2}^\circ$ ) and bearing (within  $1^\circ$ ) of stars which would be suitable for observation to quickly obtain position of ship.
- (b.) To find the position of ship by two stars at twilight, or by one star combined with the bearing of a distant mountain, headland, or sounding, by any method which the candidate may prefer.

This problem may be worked either with or without the aid of a plane Sumner chart.

CERTIFICATES OF EFFICIENCY IN NAVIGATION AND SEAMANSHIP FOR MEMBERS OF THE ROYAL NAVAL VOLUNTEER RESERVE.

90. **Requirements, &c.**—Officers belonging to the Royal Naval Volunteer Reserve may be examined for either the ordinary or extra certificate of efficiency in navigation and seamanship.

Candidates for commissions in the Royal Naval Volunteer Reserve may also be examined for the ordinary certificate of efficiency, but not for the extra certificate.

The examinations are in all respects similar to those passed by owners of pleasure-yachts to obtain the ordinary or extra certificates as master of their own yachts. These certificates of efficiency are purely honorary, and are not available under the Merchant Shipping Acts for use in any capacity whatever on board a ship which is required to carry a certificated officer.

The name of each officer or candidate for a commission who may desire to be examined must first be submitted to the Board of Trade by the Commanding Officer of his division, together with the name of the port at which he wishes the examination to be held.

If the application is approved the candidate must attend personally at a mercantile marine office to fill up the form of application (Exn. 2) and pay the required fee.

PROVISIONAL CERTIFICATES.

91. **Provisional Certificates.**—Provisional certificates for foreign-going ships or for foreign-going steamships, according to the candidate's qualifications, are granted on the conditions stated below to any officer of the mercantile marine who may require such a certificate to qualify him for appointment to or promotion in the Royal Naval Reserve. These certificates are only issued for Royal Naval Reserve purposes, and do not authorize the holders to go to sea as first mate or master.

92. **Application for.**—Candidates for these certificates must apply at a mercantile marine office, fill up the form of application (Exn. 2), and pay the usual fee. They must produce their first or second mate's certificates of competency and an authority from the Marine Department before they can be examined.

93. **Provisional Certificates as First Mate.**—Provisional certificates as first mate are granted to candidates who can prove that they have served five years at sea, and that during one year of this period they have served in a capacity not lower than fourth mate while holding a second mate's certificate. They must pass the usual examination for first mate, and pay the usual fee. The provisional certificate is exchangeable for the full certificate as first mate, without further payment or examination, on production to the Marine Department of satisfactory proofs that the holder has served at sea not less than twelve months in a foreign-going vessel in a capacity not lower than fourth mate, and that during the whole of that period he has been in regular charge of a watch, and in possession of a full certificate of competency as second mate.

94. **Provisional Certificates as Master.**—Provisional certificates as master are granted to candidates who can prove not less than six and a half years' service at sea, and who pass the usual examination for master and pay the usual fee. Of this service two and a half years must have been served in a capacity not lower than fourth mate of an ocean-going steamship, during the last twelve months of which the candidate must have been in possession of a full certificate as first mate. These certificates will be exchanged for the full certificate as master, without further payment or examination, on

production to the Marine Department of satisfactory proofs that the holder has served at sea either (a) not less than two and a half years in a foreign-going vessel in charge of a watch in a capacity not lower than fourth mate, and that during twelve months of this period he has served as second mate while in possession of a full certificate of competency as first mate, or (b) not less than three and a half years in a foreign-going vessel in charge of a watch in a capacity not lower than fourth mate, and that during two years of this period he has served in a capacity not lower than third mate whilst in possession of a full certificate of competency as first mate.

#### VOLUNTARY EXAMINATION IN COMPASS-DEVIATION.

95. **Compass-deviation.**—Any person holding a certificate as extra master, master, or mate of any grade in the foreign trade, or as master or first mate home trade, or as master of his own pleasure-yacht, who wishes to pass a voluntary examination in compass-deviation, can at any time be examined by filling up the usual form of application, and paying to the Superintendent of the Mercantile Marine office the fee of £1. If the candidate passes the examination a note to that effect will be made upon his certificate.

#### VOLUNTARY EXAMINATION IN SIGNALLING.

96. **Signalling.**—The examination in signalling as prescribed for candidates for the extra master's certificate is open as a voluntary examination to all persons who hold, or have passed for, or are candidates for a certificate of competency of any grade.

If the candidate passes, the fact, with the date and place of passing, will be recorded upon his certificate of competency.

Candidates may be examined at any port where ordinary examinations are held upon filling up the form of application (Exn. 2) and paying the fee of £1. No fee, however, will be charged for this examination if it is taken at the same time as that at which a candidate is examined for any certificate of competency.

#### VOLUNTARY EXAMINATION IN STEAM.

97. **Examination in Steam.**—These examinations are provided for the purpose of giving masters and mates who are possessed of certificates of competency an opportunity of undergoing a voluntary examination as to their practical knowledge of the use and working of the steam-engine. They are conducted by the Examiners of Engineers appointed by the Marine Department.

98. **Persons eligible: How to apply.**—The examination is open to any person who holds a certificate of any grade in the foreign or home trade, or as master of his own pleasure-yacht. Candidates should fill up the form of application (Form Exn. 2) at a mercantile marine office, pay the fee of £1, and deposit their certificates and testimonials with the Superintendent, who will inform the applicant when and where to attend to be examined. If the candidate fails to pass his certificate will be at once returned to him. Full particulars of the examination are given in Appendix H.

99. **Result of Examination.**—If he passes, the report (Exn. 14) will be sent to the Marine Department with the certificate of competency, together with the Form Exn. 2; and the words "Certified to have passed in steam," with the date and place of examination, will then be entered on the certificate and its duplicate, and the certificate will be sent to the Superintendent of the Mercantile Marine office of the port named in the Form Exn. 2, and be delivered to the candidate in the usual manner.

100. **In Case of Failure.**—If a candidate fails he may not present himself for re-examination until the expiration of three months from the date of failure.

#### CERTIFICATES OF SERVICE.

101. **Persons qualified.**—A person who has attained the rank of lieutenant in His Majesty's Navy, or in His Majesty's Indian Marine Service, may apply for a certificate of service as master of a foreign-going ship.

102. **Form of Application.**—Applications for certificates of service must be made on the proper printed form, to be obtained free of charge from the Superintendent of any Mercantile Marine office.

103. **How to apply.**—Applications for certificates of service by officers of the Royal Navy on the Active List must be made through their Commanding Officers, and applications from officers who have



retired from the Royal Navy or who are on half-pay must be made to the Secretary of the Admiralty, who in either case will forward the application to the Marine Department.

#### AMBULANCE CERTIFICATES AND GOVERNMENT AWARDS.

104. **Endorsement on Certificates.**—An officer in the mercantile marine who holds a certificate of proficiency in first aid to the injured from the St. John or St. Andrew's Ambulance Association, or some equivalent certificate, can have the fact endorsed on his certificate of competency, provided the latter was issued before the 1st January, 1909, if the two certificates are forwarded to the Secretary, Marine Department, either directly or through the Superintendent of a Mercantile Marine office.

Recipients of Government awards can also have the fact stamped on their certificates of competency if they submit evidence of the award, together with their certificate, in a similar manner.

#### RULES FOR ESTIMATING SEA SERVICE.

105. **Sea Service.**—In these regulations sea service is reckoned from the commencement to the termination of the voyage. The certificate of discharge will generally be accepted as proof of sea service. Superintendents and Examiners will be careful to see that these discharges have not in any way been tampered with, and will report any suspicious cases to the Marine Department.

For all certificates of competency as master or mate in the mercantile marine the qualifying-service usually required is service performed in ordinary trading-vessels. While the regulations provide for the acceptance in part of certain kinds of non-trading service (*e.g.*, that performed in fishing-boats, yachts, pilot-vessels, &c.), non-trading service not specially provided for in the regulations cannot be accepted as qualifying-service unless it has been submitted to and sanctioned by the Marine Department.

106. **Sea Service for Foreign-going Certificates.**—For foreign-going certificates the term "sea service" means, unless otherwise stated, service performed in foreign-going vessels.

107. **Officers' Service, Home Trade.**—Service in a lower grade than first mate in the home or coasting trade will not be recognized as officers' service towards qualifying a candidate for examination for a foreign-going certificate.

108. **Service in Home Trade.**—For home-trade certificates service in the home or coasting trade or in extended river limits is regarded as equivalent to service in the foreign trade; but for foreign-going certificates service in the home or coasting trade is regarded as only equivalent to two-thirds of the time served in the foreign trade.

109. **Certificates, Meaning of.**—By the word "certificate" is meant a certificate of competency granted by the Board of Trade under the Merchant Shipping Act, or by the Government of a British self-governing dominion, colony, or possession under an Order in Council issued in pursuance of the Merchant Shipping Act, 1894, and under the Shipping and Seamen Act, 1908.

110. **Colonial Local Certificates.**—The holder of a colonial local certificate for foreign-going ships *not* granted under the Merchant Shipping Acts who desires to be examined for an Imperial certificate of the same grade must prove that he has performed the amount of service required by these regulations to entitle him to hold such a certificate. Also, he must produce satisfactory testimonials as to character for at least the last twelve months of sea service preceding his application to be examined. (See para. 9.)

111. **Foreign-going Certificates.**—Where a foreign-going certificate is required in order to qualify a candidate for examination the certificate may be either an ordinary certificate, or a certificate for fore-and-aft-rigged vessels, or a certificate for foreign-going steamships.

112. **"Pilot" defined.**—The term "pilot" in these regulations (see paras. 34 and 60) means a pilot who is employed in general pilotage, and holds a first-class pilot's certificate from some competent authority authorizing him to pilot vessels outside harbour and partially smooth-water limits.

113. **Officers' Service.**—Officers' services, to be recognized as qualifying for purposes of examination, must be performed with the requisite certificate. Officers' service performed by men who have been duly promoted during the course of a voyage (see para. 117),

or who, in consequence of serving in vessels plying between ports abroad have been unable to obtain the necessary certificates, may however, be recognized, provided that such service is in all other respects satisfactory.

114. **Foreign Officers.**—Foreign officers who wish to apply for a British certificate of competency must in all cases have performed their qualifying officer's service with the requisite British certificate. The service may have been performed in foreign vessels if the candidate can produce satisfactory testimonials to conduct and character, and is able to prove that the service has been in the required capacities, and that during the period of service he has held a British certificate of competency of the grade required by the regulations (see para. 118).

115. **In Charge of a Watch.**—When service in charge of a watch in either the foreign or home trade is specified in the regulations, candidates for certificates of competency as first mate must be able to prove that during eight months at least of their service they have kept full regular watch during the whole voyage—*i.e.*, from port to port—which, if in the foreign trade, must amount to not less than eight hours of each twenty-four hours' service. Where a candidate can prove eight months of such full service, service performed in cases where watches were doubled at any time during the voyage will be accepted as equivalent to half the same period of full watch-keeping service. No amount of occasional service will, by itself, be accepted as qualifying-service. Candidates for certificates of competency as master will be required to have served during the whole of the time specified by the regulations in full charge of a watch, and no service performed under the system of double watches, except as the senior officer, will be accepted as qualifying-service for a certificate of this grade. Great care must be exercised by the Examiners and others in regard to such service; and unless the candidate produces a clear and satisfactory certificate, specially setting forth the above facts, from the master or owner of the vessel in which the service was performed, it must not be accepted.

116. **Additional Mates.**—Service as additional or auxiliary first or second mate in large foreign-going vessels, when in both cases third and fourth mates also are carried, will count as first mate's or second mate's service, as the case may be, provided that the candidate was entered on the articles in one of these capacities, and that he produces the necessary certificate (see para. 115) showing that he was in charge of a watch or watches during the whole time claimed (see also para. 6).

117. **Promotion during Voyage.**—Whenever a man has from any cause been regularly promoted on the occurrence of a vacancy in the course of the voyage, from the rank in which he first shipped, and such promotion, with the ground on which it has been made, is properly entered in the articles and in the official log-book, he will receive credit for his service in the higher grade for the period subsequent to his promotion.

118. **Evidence of Service in Foreign Vessels.**—The testimonials of service of foreigners and of British officers and seamen serving in foreign vessels, which cannot be verified by the Marine Department, must be confirmed either by the Consul of the country to which the ship in which the candidate served belonged, or by some other recognized official authority of that country, or by the testimony of some credible person on the spot having personal knowledge of the facts required to be established. The production, however, of such proofs will *not* of necessity be deemed sufficient. Each case will be decided on its own merits, and if the sufficiency of the proofs given appears to be at all doubtful it must be referred to the Principal Examiner.

119. **Auxiliary-screw Ships.**—Service in auxiliary-screw whaling-ships, and in vessels with auxiliary power which use their propelling machinery only in calms or during light winds, is considered as service performed in sailing-vessels.

120. **Excursion Steamers.**—In the case of excursion steamers only such service as can be proved to have been performed at sea will be accepted.

121. (a.) **Service as Carpenter, Sailmaker, Cook, Steward, &c.**—Candidates whose service has been performed in capacities other than apprentice, midshipman, cadet, ordinary seaman, or able seaman—*e.g.*, men who have served as carpenter, or sailmaker, or as cook in

small vessels where cooking is only part of a man's duty—will be required to satisfy the Examiner or the Marine Department that they have during the whole time claimed performed deck duties in addition to their own particular work, and that they have a good knowledge of seamanship. These facts may possibly be proved by the production of satisfactory certificates from the masters with whom the applicant has served; but such service will only be accepted as equivalent to two-thirds of the time served as ordinary deck hand. Failing satisfactory evidence the applicant will be required to perform additional service in the capacity of seaman. Service as cook (under conditions other than the above), or as steward, or purser will not be accepted.

(b.) Service as Wireless Operator.—If a candidate has been engaged on articles of agreement as seaman, or in any seaman rating, and has served both as a seaman and as a wireless operator, two-thirds of such service may be counted as qualifying service.

If a candidate has been engaged on articles of agreement as a wireless operator, and has served as such, one-quarter of the service up to a maximum of twelve months may be counted as qualifying service.

**122. Service in Fishing or Pilot Vessels.**—Service performed exclusively in trawlers and in other deep-sea fishing-vessels or in pilot-vessels will not qualify a candidate for examination. [He must, in addition, prove the following service:—

(a.) For a foreign-going certificate, service for at least eighteen months in an ordinary trading-vessel in the foreign trade, or the equivalent period, twenty-seven months, in the home or coasting trade.

(b.) For a home-trade certificate, service for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.

**123. Service in Yachts.**—Service in pleasure-yachts will be accepted as qualifying-service under the following conditions:—

(a.) It must in all cases be verified by satisfactory proofs, which must set forth clearly and in detail the nature and duration of the service claimed; and it must distinctly be understood that actual sea service only will be accepted, and that service performed in a harbour or port is inadmissible.

(b.) Service in foreign-going yachts will be accepted in full, and service performed within home-trade limits in sailing-yachts of not less than 50 tons net register, or in steam-yachts of not less than 80 tons gross register, will be accepted in the proportion stated in para. 108; but candidates must show also—(1) For a foreign-going certificate, service for at least eighteen months in an ordinary trading-vessel in the foreign trade, or for the equivalent period, twenty-seven months in an ordinary trading-vessel in the home or coasting trade; (2) for a home-trade certificate, service for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.

(c.) Service within home-trade limits in sailing-yachts of not less than 20 tons net register, or in steam-yachts of not less than 40 tons gross register, will be accepted towards qualifying a candidate for a foreign-going certificate as equivalent to half the time served in the foreign trade; but no amount of such service shall count as more than two years' service in the foreign trade, and no such service shall count as officers' service to qualify candidates for foreign-going certificates.

(d.) Service within home-trade limits in sailing-yachts of not less than 20 tons net register, or in steam-yachts of not less than 40 tons gross register, will be accepted at the ordinary rate as qualifying-service for home-trade certificates; but candidates must prove that they have in addition served for at least twelve months in an ordinary trading-vessel in the foreign, home, or coasting trade.

(e.) Service within home-trade limits in sailing-yachts of less than 20 tons net register, or in steam-yachts of less than 40 tons gross register, will not be accepted as qualifying-service for any class of certificate.

**124. Service in Tugs, War Department Vessels, &c.**—Service performed in tugs employed outside partially smooth-water limits

may be accepted as sea service for the purpose of qualifying a candidate for a second mate's, mate's, or master's certificate for home-trade ships.

Service performed in War Department vessels employed outside partially smooth-water limits (see para. 127) may be accepted as sea service to qualify a candidate for a mate's or master's certificate for home-trade ships only. This service cannot be accepted towards qualifying a candidate for a foreign-going certificate unless there should be some very exceptional circumstances, when the case, together with all the candidate's papers, should be submitted to the Principal Examiner for consideration.

**125. Service in Dredges.**—Service in steam hopper-barges may, subject to the provisions of para. 127, be allowed to count towards qualifying a candidate for a second mate's or mate's certificate of competency for home-trade ships, provided the candidate can prove at least two years' service in an ordinary trading-vessel in either the home, coasting, or foreign trade. Service in these steam-hoppers will not be accepted as officer's service towards qualifying a candidate for a master's certificate.

**126. Service in Lightships or Engine-room.**—Service in lightships or in an engine-room will not be accepted as sea service.

**127. Service on Rivers.**—Service performed on rivers, no matter of what size, and service performed within restricted limits will not be accepted, with the exception mentioned in note of para. 65.

Where any doubt whatever exists on this point the candidate will be required to produce a certificate from the master or owner of the vessel in which the service was performed before the service can be accepted.

**128. Service in Training-ships.**—Half the time served on board a training-ship will be allowed to count as service at sea up to a limit of one year (*i.e.*, no length of service will be allowed to count as more than one year at sea), provided that the candidate can produce a certificate from the committee or Captain Superintendent that he has conducted himself creditably, and passed a good examination in seamanship so far as it is practised in the training-ship, as well as in other matters down to the time of his leaving the ship. Training-ship service will not be regarded as equivalent to service in square-rigged vessels.

**129. Schools for Nautical Training.**—Time spent at a school for nautical training conducted on premises ashore may be allowed to count in some proportion, not exceeding one-half, as service at sea, provided that—

- (a.) The school is in receipt of a grant from the Board of Education under the Regulations for Schools of Nautical Training
- (b.) After an inspection by one of their officers the Marine Department is satisfied that the school gives a training that justifies time spent there being reckoned as part of the necessary qualifying-time for a certificate of competency:
- (c.) The candidate produces a satisfactory certificate as regards conduct and proficiency from the authorities of the school on leaving it.

The proportion in which time spent at a school conducted on premises ashore will be accepted as qualifying under the above provisions will be decided after inspection by one of the Marine Department's officers, but time spent at the school will never be counted as equivalent to more than one-half of the same time spent at sea, nor will it in any circumstances be taken as equivalent to more than one year at sea.

**130. Apprentices.**—The *whole* of the time claimed under indentures of apprenticeship will be accepted as actual sea service to qualify under para. 30 for second mate's certificate, provided—

- (a) that the indentures have not been cancelled through some fault of the candidate, but are endorsed by the owner or master to whom he was bound to the effect that he has performed his service faithfully during the time he remained as apprentice; and
- (b) that the candidate had served at sea four-fifths of the time claimed—that is to say, has not spent more than one-fifth of the time in home ports.

In cases where an apprentice is qualified for examination before the expiration of his indentures—*e.g.*, where he has had training-ship or other sea service prior to being bound which, together with his actual time as apprentice, makes up the required four years, or

where his indentures are for a period of more than four years—a letter from the owner or master will be accepted in place of the endorsement referred to above.

In the event of the candidate being short of the required four-fifths of the time claimed as apprentice he will be required to show sufficient additional sea service, either as seaman or junior officer, to make up the four-fifths of the time claimed.

**131. Midshipmen and Cadets.**—The *whole* of the time served as midshipman or cadet under indentures will also be accepted, subject to the same conditions as those laid down for apprentices; and the same will be the case even when not bound by indentures, provided that the service as midshipman or cadet has been continuous, and that on the date of the termination of the period of service claimed in this capacity the candidate was on articles of agreement, and that he is able to comply with the requirements laid down in the matter of serving or making up the four-fifths period at sea during the time claimed.

**132. Lighthouse Tenders.**—Service performed in the seagoing steam-vessels of Trinity House, of the Commissioners of Northern Lighthouses, or of the Commissioner of Irish Lights, or in Scotch and Irish Fishery cruisers, will be accepted as sea service for the purpose of qualifying a candidate for examination for a home-trade certificate; but for a foreign-going certificate a candidate must show in addition to this service, calculated in accordance with para. 108, at least twelve months in an ordinary trading-vessel. In order to qualify a candidate for an ordinary certificate this twelve months must have been performed in a square-rigged sailing-vessel (see para. 108).

**133. Service in Royal Navy.**—Officers of the Royal Navy are at liberty to apply for certificates of service and to be examined for certificates of competency in the mercantile marine, but the Lords Commissioners of the Admiralty have directed that the applications of officers on the Active List should be made through their Commanding Officers, and that the applications of officers on half-pay should be made to the Secretary of the Admiralty.

The conditions on which certificates of service are issued are stated in para. 101.

**134. Qualifications required of Naval and Indian Marine Officers.**—Officers of the Royal Navy or of the Royal Indian Marine who wish to be examined for certificates of competency in the mercantile marine will be required to prove the following service; and if an officer wishes to obtain the ordinary certificate for foreign-going ships he must prove that at least twelve months of this required period was served under sail alone:—

- (a.) For second mate: The officer must prove four years' service at sea.
- (b.) For only mate: Five years' service at sea.
- (c.) For first mate or master: The officer must prove that he has attained the rank of lieutenant in the Royal Navy, or in the Royal Indian Marine.

**135. Service in Royal Naval Reserve.**—Lieutenants, sub-lieutenants, and acting sub-lieutenants of the Royal Naval Reserve who perform sea service on board His Majesty's ships will, if accompanied by a good report, be allowed to count such service as if it had been performed in foreign-going merchant ships, and the service will rank according to the certificate of competency held by the candidate at the time (see also para. 164).

**136. Service in Drill and Harbour Ships.**—The time spent in periodical training in the Royal Naval Reserve on board seagoing vessels of the Royal Navy, if accompanied by a good report, will be accepted in full, but in the case of midshipmen will not count as officers' service. In the case of service in harbour ships of the Royal or Colonial Navies only half such time will be accepted as sea service, and no such service must amount to more than one-fourth of the time required for the particular grade of certificate applied for.

#### CONDUCT OF THE EXAMINATIONS.

**137. Examinations, Conduct of.**—The examinations will begin at 10 a.m. on each day. A luncheon-interval of at least one hour will be given on each day at a suitable time, and the *viva voce* and practical parts of the examination being taken at such times as may be

convenient. The order in which papers are given may be varied. The time allotted for each written part of the examination for each grade of certificate will be as follows:—

*Candidates for Foreign-going Certificates—*

*Second Mate.*—Paper on navigation and nautical astronomy, 3 hours; nautical astronomy and trigonometry, 2 hours; chart-work, 3 hours; essay, 1 hour.

*First or Only Mate.*—Paper on navigation and nautical astronomy, 3 hours; nautical astronomy and trigonometry, 2 hours; chart-work, 3 hours; Summer problem, 2 hours; meteorology paper, 1½ hours.

*Master.*—Paper on navigation and nautical astronomy, 3 hours; nautical astronomy and trigonometry, 2 hours; chart-work, 3 hours; meteorology paper, 1½ hours; compass-deviation, 1½ hours; naval architecture, 1½ hours; essay, 2 hours.

*Extra Master.*—Paper on navigation and nautical astronomy, 3 hours; nautical astronomy and trigonometry, 2 hours; chart-construction, 3 hours; chart-work, 2 hours; naval architecture and stability, 3 hours; magnetism, 3 hours; general knowledge, 2 hours; essay on meteorology or other subject as may be selected, 2 hours.

*Candidates for Home-trade Certificates—*

*Second Mate.*—Arithmetic and navigational papers, 2½ hours.

*Mate.*—Arithmetic and navigational papers, 2½ hours; chart-work and navigational papers, 3 hours.

*Master.*—Arithmetic and navigational papers, 2½ hours; chart-work and navigational papers, 3 hours; nautical astronomy and deviation questions, 3 hours; nautical astronomy, 1½ hours.

*Candidates for other Certificates—*

*Master of a Fishing-boat, or of a Cargo-vessel under 25 Tons Register.*—Arithmetic and navigational papers, 2½ hours; chart-work and navigational papers, 3 hours.

*Master of River-steamer, or of a Sailing-ship plying in Harbours and Rivers.*—Arithmetic paper, 2 hours.

138. **Candidates to be punctual.**—Candidates are required to appear at the examination-room punctually at the time appointed.

139. **Loose Paper and Books removed.**—Before commencing the examination the tables or desks must be cleared of all scraps of paper or books that are not used in the examination.

140. **No Strangers admitted.**—No person will be allowed in the room during the examination other than those whose duties require them to be present. No instructors will be allowed on the premises.

141. **Books and Papers forbidden.**—Candidates are prohibited from bringing into the examination-room books or papers of any kind whatever. The slightest infringement of this regulation will subject the offender to all the penalties of a failure, and he will not be allowed to present himself for re-examination for a period of three months.

142. **All Work to be shown.**—No candidate will be allowed to work out his problems on waste paper, or to write on the blotting-paper supplied for his use in the examination. Violation of this rule will subject the candidate to all the penalties of a failure.

A sheet of blotting-paper must be issued to each candidate with the first examination-paper, and it must be returned to the Examiner when the last paper is completed each day. The Examiner will be careful to see that the blotting-paper has not been used by the candidate in solving his problems, or for conveying information to other candidates.

143. **Instruments, Books, &c., are provided.**—All instruments, books, &c., necessary for use in the examinations are supplied by the Marine Department.

144. **Leaving Room or Building.**—No candidate may leave the examination-room without permission and without giving up the paper on which he is engaged. Under no circumstances will a candidate be allowed to leave the building while the examination is proceeding. Violation of this rule will subject the candidate to all the penalties of a failure.

145. **Copying, &c., to be prevented.**—Candidates should be so placed as to prevent one copying from the other, and no communication whatever between the candidates should be allowed.

146. **Penalty for Copying, &c.**—In the event of any candidate being discovered referring to any book or paper, or copying from another, or affording any assistance or giving any information to another, or communicating in any way with another during the time of examination, or copying any part of the problems for the purpose of taking them out of the examination-room, he will subject himself to all the penalties of a failure, and will not be allowed to be examined for a period of six months. A candidate guilty of a second offence will not be allowed to be examined until twelve months have elapsed.

147. **Injury to Instruments, Books, &c.**—If a candidate defaces, blots, writes in, or otherwise injures any book, form, or instrument, &c., belonging to the Marine Department his papers will be retained until he has made restitution for the damage. He will not be allowed to remove the damaged book, document, or instrument, and will be subjected to all the penalties of a failure.

148. **Silence.**—Perfect silence is to be preserved in the examination-room.

149. **Penalty for Breach of Rules.**—Any candidate violating any of the regulations, or being guilty of insolence to the Examiner, or of disorderly or improper conduct in or about the room, will render himself liable to the postponement of his examination, or, if he has passed, to the detention of his certificate for such period as the Marine Department may direct.

150. **Examination-papers: How to be dealt with.**—The envelopes containing the examination-papers when received from Wellington must on no account be opened by any officer other than the Examiner, and by him only at the commencement of the examination. Should the envelope containing the examination-papers appear to have been opened or in any way tampered with on its arrival from Wellington the Examiner should, if he thinks it necessary, defer the examination until the following day, and telegraph immediately to the Principal Examiner in Wellington for a fresh set of papers. In the event of any case of this kind occurring a full report of the circumstances, and of the steps taken in the matter, should immediately be forwarded to the Principal Examiner. After the envelopes have been opened, and until the examination-papers are again sealed up and despatched to Wellington, the Examiner must take special precautions to preclude the possibility of any person having access to them. The responsibility of ensuring that this is effectually done will rest with the Examiner. The examination-papers of candidates must in all cases be sent to the Principal Examiner in Wellington for his approval, together with the report of the examination on the Forms Exn. 14 and Exn. 34. The envelopes in which the examination-papers are returned to the Principal Examiner must be carefully sealed with the official seal at both the top and bottom, and this must be done under the eye of the Examiner.

151. **Examination in Navigation.**—The whole of the written portion of the examination will be taken on the marks system. The candidate will be furnished with sheets of the blank ruled paper (Exn. 30) which is supplied for the purpose, with instructions that he is to work or write only on one side of the paper, and to answer in a clear and legible hand each of the questions on the paper, and to commence each answer by writing down the number of the question to which it relates in the margin. Marks will be allotted for each question, and candidates will be required to obtain 75 per cent. of the total marks in order to pass for an ordinary certificate, and 85 per cent. for an extra certificate. Papers will not be handed back to candidates for correction.

152. **Compass-deviation.**—In answering questions on the tentative method of compass-adjustment the candidate will be tested by Beall's compass deviascope.

153. **Barometer, Tides, &c.**—The examination on the barometer, thermometer, and hydrometer, prevailing winds and currents of the globe, trade routes, and tides, will be conducted orally; and the questions asked by the Examiner, which will be constantly varied, will be confined to and based on the information given in the text-books mentioned in Appendix K. Candidates will be required to have a fair and intelligent knowledge of the contents of those books.

154. **Sextant.**—Particular attention should be paid to the sextant, the examination in which will be conducted orally and practically. Every candidate will be required to measure both vertical and horizontal angles, and will be examined practically as to his knowledge

of the adjustments and the use of the various screws; he must be able to read correctly on and off the arc, and he must also be able to find the index error both by the horizon and by the sun.

**155. Corrections by Tables.**—The corrections by inspection of tables given in some of the works on navigation will not be allowed; every correction must appear on the papers of the candidates.

**156. Degree of Precision required.**—Degree of precision required in the solution of the problems:—

- (a.) Candidates are expected to work their problems to the nearest half-minute of arc and to the nearest second in time.
- (b.) In interpolating for the correct deviation to be applied in solving the chart questions it will usually be sufficient if the candidate works throughout with the nearest degree of deviation taken from the deviation-card; and, even in cases where the deviations may vary but little, the nearest half-degree used throughout will be sufficiently precise. It is not necessary that the candidate should waste his time in solving the course to odd minutes, as is sometimes done.
- (c.) In calculating the correction to apply to soundings the candidate is not required to work to the exact inch, as is sometimes done. It will be sufficient if he brings his answer within half a foot or so of a precise result.

**157. Candidates may use Own Method.**—Candidates will be allowed to work out the various problems according to any method they have been accustomed to use, provided such method is correct in principle.

**158. Supplementary viva voce.**—Candidates will be examined orally as to their knowledge of all their written and worked papers.

**159. No Candidate to be examined twice in a Week.**—A candidate will not be allowed to undergo examination twice in the same week, unless, under very special and urgent circumstances, the Examiner should see fit to relax this rule. In that case a special set of problems should be applied for from Wellington.

**160. Examination of Former Enemy Aliens.**—No former enemy alien may be examined for a certificate of competency of any grade. The expression "former enemy alien" means an alien who is a subject or citizen of the German Empire or any component State thereof, or of Austria, Hungary, Bulgaria, or Turkey, or who, having at any time been such subject or citizen, has not changed his allegiance as the result of the recognition of new States or territorial rearrangements, or been naturalized in any other foreign State or in any British possession in accordance with the laws thereof, and when actually resident therein, and does not retain according to the law of his State of origin the nationality of that State.

**161. Birth or Naturalization.**—No person may be examined for a certificate of competency as master or mate unless he is a British subject by birth or by naturalization in New Zealand.

**162. Proof of Nationality.**—Every candidate for a certificate of competency of any grade will be required to produce proof of nationality.

Proof of British nationality will, in ordinary circumstances, involve the production of a birth-certificate or of a certificate of naturalization. If an applicant for examination cannot produce such a certificate he should be asked to furnish such documentary evidence of nationality, or of birth and nationality of parents, as he may be able to obtain, and if necessary the case should be referred to the Principal Examiner of Masters and Mates for consideration.

If the applicant is not a British subject he will, as a rule, be able to produce some official document testifying to his nationality. If there is any doubt as to the authenticity of such document, the case should be submitted to the Principal Examiner of Masters and Mates for consideration.

**163. Examination of Aliens.**—No alien may be examined for a certificate of competency as extra master, master, or first mate in the foreign or home or coasting trade unless he has acted as a master, chief officer, or chief engineer of a British ship, or as a skipper or second hand of a British fishing-boat, at any time during the war, and is certified by the Admiralty to have performed good and faithful service in that capacity.

**164. Service under the Admiralty.**—All service afloat in His Majesty's ships, or in auxiliary supply-ships, or any other ships in attendance on the Fleet between the 4th August, 1914, and the 31st December, 1920 (inclusive), will be accepted in full (subject to the



ordinary conditions as laid down in these regulations) as qualifying sea service for the purpose of the Marine Department's examinations of masters and mates.

The Marine Department cannot undertake to accept the whole or any definite proportion of service in the Royal Naval Reserve which is *not* qualifying-service in accordance with the regulations, but they will be prepared to consider sympathetically an application for examination from a candidate who has been prevented by his service in the Royal Naval Reserve between the 4th August, 1914, and the 31st December, 1920 (inclusive), from complying fully with the requirements of these regulations.

165. **Service in the Army.**—The Marine Department are anxious that, so far as it is reasonably possible, seamen or apprentices who served in the Army between the 4th August, 1914, and the 31st December, 1920 (inclusive), should not be hindered in their ordinary profession; and it is prepared to consider sympathetically any application to be examined by a candidate who has been prevented from complying fully with the regulations owing to his service in the Army.

166. **Officers and Seamen interned abroad.**—A portion of the time spent by officers and seamen interned abroad between the 4th August, 1914, and the 31st December, 1920 (inclusive), will be accepted in lieu of a portion of the qualifying sea service required to qualify them for examination for a certificate of competency. The amount of such time so allowed will be decided by the Principal Examiner of Masters and Mates, to whom all cases should be referred.

APPENDICES.

APPENDIX A.

EXAMINATION DAYS.

MASTERS' AND MATES' CERTIFICATES.

*For all Grades.*

Auckland—First Tuesday in March, June, September, and December.  
Wellington—First Monday in February, May, August, and November.  
Lyttelton—First Tuesday in January, April, July, and October.

Intending candidates must make application to be examined not later than one week previous to the date on which the examinations are to be held, and they must ascertain from the Superintendent of Mercantile Marine the day on which the examination will commence. Candidates for foreign-going or home-trade certificates who have failed whilst attending any of the examinations referred to in the foregoing schedule may, if they so desire, provided they are eligible and immediate application is made for that purpose to the Examiner, be allowed again to sit for examination during the week succeeding that on which the failure occurred.

APPENDIX B.

SIGHT TESTS.

EXAMINATION DAYS.

Auckland Wellington Lyttelton Dunedin	}	Saturday mornings from 10 to 12, by the Examiners of Masters and Mates.
--	---	---

APPENDIX C.

SECRETARIES OF ST. JOHN AMBULANCE ASSOCIATION AT PORTS IN NEW ZEALAND WHERE EXAMINATIONS ARE HELD.

Auckland	..	W. Rattray, Tel. No. 1233, Ambulance Station, Rutland Street.
Wellington	..	J. B. Finlay, Tel. No. 2501, 84 Willis Street.
Christchurch	..	C. J. Treleaven, A.P.A. (N.Z.), Tel. No. 2614, 119 Worcester Street.

## APPENDIX D.

## EXAMINATION IN SIGNALLING.

The examination in signalling should in all cases and for all grades commence with an examination in the International Code and be followed by an examination in the Allied Signal Manual, including Morse flashing, flag-waving, and Semaphore.

## INTERNATIONAL CODE.

Examiners are recommended to frame the examination in the International Code of Signals upon the instructions and illustrations given at the commencement of Parts I and II of the Signal-book. The information there given will be found sufficient to indicate all the characteristics of the code.

By the form of the hoist an observer can at sight understand the nature of any signal he sees flying; the examination should therefore tend to elicit a clear knowledge of all the distinctive features of the code.

With this object in view the Examiners should question the candidates as to the distinguishing forms of the respective hoists, which will be indicated according as a burgee, a pennant, or a square flag is uppermost; and also with regard to the number of flags and the position of the code flag when used in the hoist, making the one-, two-, three-, and four-flag signals with the flags supplied for the purpose, and varying the signals made, showing two- and three-flag signals, with and without the code flag included, or a geographical or a vocabulary signal, the name of a merchant ship or of a ship of war.

As the two latter signals would not be found in the Signal-book, the candidate should know where to find them and how to look them out.

The candidate should—(a) Be able to read a signal at sight, so far as to name the flags composing the hoist; (b) know the use of the code pennant and of the pennants C and D, "Yes" and "No," also of the two burgees A and B, and the square flags S and P, and the flags used to indicate cholera, plague, &c., on board, and the quarantine flag; (c) be required to signal some word or words not included in the vocabulary of the code, either by letters or by the spelling table (page 516) or both; (d) have a knowledge of the distant signals, and of their object, and the different modes of signalling therewith; (e) know the special Morse signals indicated by certain letters as given on page 550; (f) have a good knowledge of the distress-signals, and understand the penalty which may be incurred by their improper use.

The International Code is used on board His Majesty's ships, and it has been adopted by all the principal Maritime Powers for their public as well as merchant ships.

## ALLIED SIGNAL MANUAL.

Candidates will be expected to know the meaning of any or all of the single-flag signals given therein, and the signification of the Pilot Jack when incorporated in a hoist. They should also be required to make or read from the Pilot Jack table a hoist given by the Examiner. Candidates need not be expected to commit the Pilot Jack table to memory, but there should be no hesitation whatever in making or reading a signal. They should also know how to recognize any of the special signals given in the Allied Signal Manual.

## MORSE FLASHING, FLAG-WAVING, AND SEMAPHORE.

Candidates for the extra master's certificate and for the voluntary examination in signalling will be required to attain a minimum speed of twelve words a minute in Semaphore, ten words a minute in Morse flashing, and six words a minute in Morse flag-waving (the average length of word being taken as five letters)

Candidates for other certificates will only be required to attain a speed of six words a minute in Morse flashing and five words a minute in Morse flag-waving, and ten words a minute in Semaphore.

In the ordinary examination it will be sufficient if in Morse flashing a candidate is given a test-card and a spelling-message of ten words, in Morse flag-waving a spelling-message of ten words, and in Semaphore a spelling-message of twenty-five words.

In the extra master's examination, and in the voluntary examination in signalling, the Semaphore test will be a spelling-message of fifty words.

The Morse flashing or flag-waving test will be a test-message, followed by a spelling-message of twenty-five words.

Candidates must attain a degree of accuracy of at least 90 per cent. both in making and reading in each method—*i.e.*, Morse flashing, flag-waving, and Semaphore.

In the examination in Morse flashing and flag-waving the candidate should first be required to make a test-message, followed by a spelling-message of twenty-five words. The Examiner should then make a test-message, followed by a spelling-message of twenty-five words to be read by the candidate.

The same procedure must be observed in the Semaphore examination, except that, as a test-message is not given, the candidate will be required to make a spelling-message of fifty words and then to read a message of fifty words made by the Examiner. The Semaphore messages may be made either by hand-flags or mechanical semaphore, or both, at the discretion of the Examiner.

In the Morse flashing and flag-waving examination marks will be allotted for the test-message in the proportion of  $\frac{5}{8}$  of a mark for each correct letter (see table at back of test-cards), and for the spelling-message two marks for each correct word or group of figures. The candidate must for a pass gain an aggregate of at least 90 per cent. of the maximum marks in both spelling- and test-messages.

In the Semaphore examination two marks will be allotted for each correct word, and 90 per cent. of the maximum must be obtained for a pass.

The spelling-message is left to the discretion of the Examiner, and may be a passage from any book or newspaper in English. When the passage contains figures, and the candidate does not choose to spell them out, the Examiner should see that the proper signs are made before and after the figures.

The message as read by the candidate should be taken down by another candidate where possible, otherwise by a clerk or other person, according as the Examiner may deem expedient.

Candidates should be thoroughly tested in the various signs and the procedure of calling up, sending, and answering a signal as laid down in the Allied Signal Manual, and this course should always be strictly adhered to.

Particular attention should be paid by Examiners to the accurate spacing of the Morse signs, and to the intervals between letters and words, both in flashing and flag-waving, and also to the correct making of the Semaphore signs. Any attempted increase of speed at the expense of accuracy should be discouraged.

The block-letter test and spelling-message as read by the candidate should be forwarded on the Form Exn. 19a, together with the percentage of marks allotted and report on the Form Exn. 19b, to the Principal Examiner, with any remarks the Examiner may have to add with respect to the examination.

NOTE.—The International Code of Signals, with the Signal Letters of British Ships, is prepared by the Registrar-General of Shipping and Seamen, and may be obtained from the publishers, Messrs. Spottiswoode, Ballantyne, and Co., 1 New Street Square, London E.C. 4, and the principal booksellers at the various ports.

The Official Mercantile Navy List and Maritime Directory may be obtained in like manner.

The Allied Signal Manual may be obtained through any bookseller, or directly from H.M. Stationery Office.

## APPENDIX E.

### REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

(Order in Council of the 13th October, 1910.)

#### SCHEDULE I.

##### PRELIMINARY.

These rules shall be followed by all vessels upon the high seas, and in all waters connected therewith navigable by seagoing vessels.

In the following rules every steam-vessel which is under sail and not under steam is to be considered a sailing-vessel, and every vessel under steam, whether under sail or not, is to be considered a steam-vessel.

The word "steam-vessel" shall include any vessel propelled by machinery.

A vessel is "under way" within the meaning of these rules when she is not at anchor or made fast to the shore or aground.

#### RULES CONCERNING LIGHTS, ETC.

The word "visible" in these rules, when applied to lights, shall mean visible on a dark night with a clear atmosphere.

**Art. 1.**—The rules concerning lights shall be complied with in all weathers from sunset to sunrise, and during such time no other lights which may be mistaken for the prescribed lights shall be exhibited.

**Art. 2.**—A steam-vessel when under way shall carry—

- (a.) On or in front of the foremast, or if a vessel without a foremast, then in the fore part of the vessel, at a height above the hull of not less than 20 ft., and if the breadth of the vessel exceeds 20 ft. then at a height above the hull not less than such breadth—so, however, that the light need not be carried at a greater height above the hull than 40 ft.—a bright white light, so constructed as to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel—viz., from right ahead to two points abaft the beam on either side—and of such a character as to be visible at a distance of at least five miles :
- (b.) On the starboard side, a green light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least two miles :
- (c.) On the port side, a red light so constructed as to show an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from right ahead to two points abaft the beam on the port side, and of such a character as to be visible at a distance of at least two miles.
- (d.) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 ft. forward from the light, so as to prevent these lights from being seen across the bow.
- (e.) A steam-vessel when under way may carry an additional white light similar in construction to the light mentioned in subdivision (a). These two lights shall be so placed in line with the keel that one shall be at least 15 ft. higher than the other, and in such a position with reference to each other that the lower light shall be forward of the upper one. The vertical distance between these lights shall be less than the horizontal distance.

**Art. 3.**—A steam-vessel when towing another vessel shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 ft. apart, and when towing more than one vessel shall carry an additional bright white light 6 ft. above or below such lights, if the length of the tow, measuring from the stern of the towing-vessel to the stern of the last vessel towed, exceeds 600 ft. Each of these lights shall be of the same construction and character, and shall be carried in the same position, as the white light mentioned in Article 2 (a), except the additional light, which may be carried at a height of not less than 14 ft. above the hull.

Such steam-vessel may carry a small white light abaft the funnel or aftermast for the vessel towed to steer by, but such light shall not be visible forward of the beam.

**Art. 4.**—(a.) A vessel which from any accident is not under command shall carry at the same height as the white light mentioned in Article 2 (a), where they can best be seen, and, if a steam-vessel, in lieu of that light, two red lights in a vertical line one over the other, not less than 6 ft. apart, and of such a character as to be visible all round the horizon at a distance of at least two miles ; and shall by day carry in a vertical line one over the other, not less than 6 ft. apart, where they can best be seen, two black balls or shapes, each 2 ft. in diameter.

(b.) A vessel employed in laying or in picking up a telegraph-cable shall carry in the same position as the white light mentioned in Article 2 (a), and, if a steam-vessel, in lieu of that light, three lights in a vertical line one over the other, not less than 6 ft. apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least two miles. By day she shall carry in a vertical line one over the other, not less than 6 ft. apart, where they can best be seen, three shapes not less than 2 ft. in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(c.) The vessels referred to in this article, when not making way through the water, shall not carry the sidelights, but when making way shall carry them.

(d.) The lights and shapes required to be shown by this article are to be taken by other vessels as signals that the vessel showing them is not under command, and cannot therefore get out of the way.

These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in Article 31.

**Art. 5.**—A sailing-vessel under way, and any vessel being towed, shall carry the same lights as are prescribed by Article 2 for a steam-vessel under way, with the exception of the white lights mentioned therein, which they shall never carry.

**Art. 6.**—Whenever, as in the case of small vessels under way during bad weather, the green and red sidelights cannot be fixed, these lights shall be kept at hand lighted and ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than two points abaft the beam on their respective sides.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens.

**Art. 7.**—Steam-vessels of less than 40, and vessels under oars or sails of less than 20, tons gross tonnage, respectively, and rowing-boats, when under way, shall not be obliged to carry the lights mentioned in Article 2 (a), (b), and (c), but if they do not carry them they shall be provided with the following lights:—

(1.) Steam-vessels of less than 40 tons shall carry—

(a.) In the fore part of the vessel, or on or in front of the funnel, where it can best be seen, and at a height above the gunwale of not less than 9 ft., a bright white light constructed and fixed as prescribed in Article 2 (a), and of such a character as to be visible at a distance of at least two miles:

(b.) Green and red sidelights constructed and fixed as prescribed in Article 2 (b) and (c), and of such a character as to be visible at a distance of at least one mile, or a combined lantern showing a green light and a red light from right ahead to two points abaft the beam on their respective sides. Such lantern shall be carried not less than 3 ft. below the white light.

(2.) Small steamboats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 ft. above the gunwale, but it shall be carried above the combined lantern mentioned in subdivision 1 (b).

(3.) Vessels under oars or sails, of less than 20 tons, shall have ready at hand a lantern with a green glass on one side and a red glass on the other, which, on the approach of or to other vessels, shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

(4.) Rowing-boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

The vessels referred to in this article shall not be obliged to carry the lights prescribed by Article 4 (a), and Article 11, last paragraph.

**Art. 8.**—Pilot-vessels, when engaged on their station on pilotage duty, shall not show the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed fifteen minutes.

On the near approach of or to other vessels they shall have their sidelights lighted, ready for use, and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

A pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead, and may, instead of the coloured lights above mentioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other, to be used as prescribed above.

A steam pilot-vessel exclusively employed for the service of pilots licensed or certified by any pilotage authority or the Committee of any pilotage district, when engaged on her station on pilotage duty and not at anchor, shall, in addition to the lights required for all pilot-boats, carry, at a distance of 8 ft. below her white masthead-light, a red light visible all round the horizon, and of such a character as to be visible on a dark night with a clear atmosphere at a distance of at least two miles, and also the coloured sidelights required to be carried by vessels when under way.

When engaged on her station on pilotage duty and at anchor she shall carry, in addition to the lights required for all pilot-boats, the red light above mentioned, but not the coloured sidelights.

Pilot-vessels when not engaged on their station on pilotage duty shall carry lights similar to those of other vessels of their tonnage.

**Art. 9\*†.**—Fishing-vessels and fishing-boats, when under way and when not required by this article to carry or show the lights hereinafter specified, shall carry or show the lights prescribed for vessels of their tonnage under way.

(a.) Open boats, by which it is to be understood boats not protected from the entry of sea-water by means of a continuous deck, when engaged in any fishing at night with outlying tackle extending not more than 150 ft. horizontally from the boat into the seaway, shall carry one all-round white light.

Open boats, when fishing at night with outlying tackle extending more than 150 ft. horizontally from the boat into the seaway, shall carry one all-round white light, and in addition, on approaching or being approached by other vessels, shall show a second white light at least 3 ft. below the first light and at a horizontal distance of at least 5 ft. away from it in the direction in which the outlying tackle is attached.

(b.)‡ Vessels and boats, except open boats as defined in subdivision (a), when fishing with drift-nets, shall, so long as the nets are wholly or partly in the water, carry two white lights where they can best be seen. Such lights shall be placed so that the vertical distance between them shall be not less than 6 ft. and not more than 15 ft., and so that the horizontal distance between them, measured in a line with the keel, shall be not less than 5 ft. and not more than 10 ft. The lower of these two lights shall be in the direction of the nets, and both of them shall be of such a character as to show all round the horizon, and to be visible at a distance of not less than three miles.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea§ sailing fishing-vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the net or gear) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

\* This article does not apply to Chinese or Siamese vessels.

† The expression "Mediterranean Sea" contained in subsections (b) and (c) of this article includes the Black Sea and the other adjacent inland seas in communication with it.

‡ Dutch vessels and boats when engaged in the "kol," or hand-line, fishing will carry the lights prescribed for vessels fishing with drift-nets.

§ Also, as regards Russian vessels, in the seas (excluding the Baltic) bordering the coasts of Russia.

- (c.) Vessels and boats, except open boats as defined in subdivision (a), when line-fishing with their lines out and attached to or hauling their lines, and when not at anchor or stationary within the meaning of subdivision (h), shall carry the same lights as vessels fishing with drift-nets. When shooting lines, or fishing with towing lines, they shall carry the lights prescribed for a steam or sailing vessel under way respectively.

Within the Mediterranean Sea and in the seas bordering the coasts of Japan and Korea\* sailing fishing-vessels of less than 20 tons gross tonnage shall not be obliged to carry the lower of these two lights; should they, however, not carry it, they shall show in the same position (in the direction of the lines) a white light, visible at a distance of not less than one sea mile, on the approach of or to other vessels.

- (d.) Vessels when engaged in trawling, by which is meant the dragging of an apparatus along the bottom of the sea—

(1.) If steam-vessels, shall carry, in the same position as the white light mentioned in Article 2 (a), a tricoloured lantern so constructed and fixed as to show a white light from right ahead to two points on each bow, and a green light and a red light over an arc of the horizon from two points on each bow to two points abaft the beam on the starboard and port sides respectively; and, not less than 6 ft. nor more than 12 ft. below the tricoloured lantern, a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon:

(2.) If sailing-vessels, shall carry a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon; and shall also, on the approach of or to other vessels, show, where it can best be seen, a white flare-up light or torch in sufficient time to prevent collision. All lights mentioned in subdivision (d) (1) and (2) shall be visible at a distance of at least two miles.

- (e.) Oyster-dredgers and other vessels fishing with dredge-nets shall carry and show the same lights as trawlers.
- (f.) Fishing-vessels and fishing-boats may at any time use a flare-up light in addition to the lights which they are by this article required to carry and show, and they may also use working-lights.

- (g.) Every fishing-vessel and every fishing-boat under 150 ft. in length, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile.

Every fishing-vessel of 150 ft. in length or upwards, when at anchor, shall exhibit a white light visible all round the horizon at a distance of at least one mile, and shall exhibit a second light as provided for vessels of such length by Article 11. Should any such vessel, whether under 150 ft. in length or of 150 ft. in length or upwards, be attached to a net or other fishing gear, she shall on the approach of other vessels show an additional white light at least 3 ft. below the anchor-light, and at a horizontal distance of at least 5 ft. away from it in the direction of the net or gear.

- (h.) If a vessel or boat when fishing becomes stationary in consequence of her gear getting fast to a rock or other obstruction, she shall, in daytime, haul down the day signal required by subdivision (k); at night, show the light or lights prescribed for a vessel at anchor; and during fog, mist, falling snow, or heavy rain-storms, make the signal prescribed for a vessel at anchor. (See subdivision (d), and the last paragraph of Article 15.)

- (i.) In fog, mist, falling snow, or heavy rain-storms, drift-net vessels attached to their nets, and vessels when trawling, dredging, or fishing with any kind of drag-net, and vessels line-fishing with their lines out, shall, if of 20 tons gross tonnage or upwards respectively, at intervals of not more than one minute, make a blast—if steam-vessels, with the whistle or siren; and if sailing-vessels, with the fog-horn—each blast to be followed by ringing the bell. Fishing vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals; but

\* Also, as regards Russian vessels, in the seas (excluding the Baltic) bordering the coasts of Russia.

if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.

- (k.) All vessels or boats fishing with nets or lines or trawls, when under way, shall in daytime indicate their occupation to an approaching vessel by displaying a basket or other efficient signal where it can best be seen. If vessels or boats at anchor have their gear out they shall, on the approach of other vessels, show the same signal on the side on which those vessels can pass. The vessels required by this article to carry or show the lights hereinbefore specified shall not be obliged to carry the lights prescribed by Article 4 (a) and the last paragraph of Article 11.

**Art. 10.**—A vessel which is being overtaken by another shall show from her stern to such last-mentioned vessel a white light or a flare-up light.

The white light required to be shown by this article may be fixed and carried in a lantern, but in such case the lantern shall be so constructed, fitted, and screened that it shall throw an unbroken light over an arc of the horizon of twelve points of the compass—viz., for six points from right aft on each side of the vessel—so as to be visible at a distance of at least one mile. Such light shall be carried as nearly as practicable on the same level as the sidelights.

**Art. 11.**—A vessel under 150 ft. in length, when at anchor, shall carry forward, where it can best be seen, but at a height not exceeding 20 ft. above the hull, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least one mile.

A vessel of 150 ft. or upwards in length, when at anchor, shall carry in the forward part of the vessel, at a height of not less than 20 ft. and not exceeding 40 ft. above the hull, one such light, and at or near the stern of the vessel, and at such a height that it shall be not less than 15 ft. lower than the forward light, another such light.

The length of a vessel shall be deemed to be the length appearing in her certificate of registry.

A vessel aground in or near a fairway shall carry the above light or lights and the two red lights prescribed by Article 4 (a).

**Art. 12.**—Every vessel may, if necessary in order to attract attention, in addition to the lights which she is by these rules required to carry, show a flare-up light or use any detonating signal that cannot be mistaken for a distress-signal.

**Art. 13.**—Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for vessels sailing under convoy, or with the exhibition of recognition signals adopted by shipowners which have been authorized by their respective Governments and duly registered and published.

**Art. 14.**—A steam-vessel proceeding under sail only, but having her funnel up, shall carry in daytime, forward, where it can best be seen, one black ball or shape 2 ft. in diameter.

#### SOUND SIGNALS FOR FOG, ETC.

**Art. 15.**—All signals prescribed by this article for vessels under way shall be given—

- (1.) By steam-vessels, on the whistle or siren:
- (2.) By sailing-vessels and vessels towed, on the fog-horn.

The words "prolonged blast" used in this article shall mean a blast of from four to six seconds' duration.

A steam-vessel shall be provided with an efficient whistle or siren, sounded by steam or some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell.\* A sailing-vessel of 20 tons gross tonnage or upwards shall be provided with a similar fog-horn and bell.

In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, viz. :—

- (a.) A steam-vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

\* In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small seagoing vessels.



- (b.) A steam-vessel under way, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.
- (c.) A sailing-vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession; and when with the wind abaft the beam, three blasts in succession.
- (d.) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.
- (e.) A vessel when towing, a vessel employed in laying or in picking up a telegraph-cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to manœuvre as required by these rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession—viz., one prolonged blast followed by two short blasts. A vessel towed may give this signal, and she shall not give any other.

Sailing-vessels and boats of less than 20 tons gross tonnage shall not be obliged to give the above-mentioned signals; but, if they do not, they shall make some other efficient sound-signal at intervals of not more than one minute.\*

#### SPEED OF SHIPS TO BE MODERATE IN FOG, ETC.

**Art. 16.**—Every vessel shall, in a fog, mist, falling snow, or heavy rainstorms, go at a moderate speed, having careful regard to the existing circumstances and conditions.

A steam-vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

#### STEERING AND SAILING RULES.

##### *Preliminary.—Risk of Collision.*

Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass-bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

**Art. 17.**—When two sailing-vessels are approaching one another so as to involve risk of collision one of them shall keep out of the way of the other, as follows, viz. :—

- (a.) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b.) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c.) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d.) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e.) A vessel which has the wind aft shall keep out of the way of the other vessel.

**Art. 18.**—When two steam-vessels are meeting end-on, or nearly end-on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

This article only applies to cases where vessels are meeting end-on, or nearly end-on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other.

\* Dutch steam pilot-vessels, when engaged on their station on pilotage duty in fog, mist, falling snow, or heavy rain-storms, are required to make at intervals of two minutes at most one long blast with the siren, followed after one second by a long blast with the steam-whistle, and again after one second by a long blast on the siren. When not engaged on their station on pilotage duty they make the same signals as other steamships.

The only cases to which it does apply are when each of the two vessels is end-on, or nearly end-on, to the other—in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and, by night, to cases in which each vessel is in such a position as to see both the sidelights of the other.

It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or by night, to cases where the red light of one vessel is opposed to the red light of the other, or where the green light of one vessel is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead.

**Art. 19.**—When two steam-vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

**Art. 20.**—When a steam-vessel and a sailing-vessel are proceeding in such directions as to involve risk of collision, the steam-vessel shall keep out of the way of the sailing-vessel.

**Art. 21.**—Where by any of these rules one of two vessels is to keep out of the way, the other shall keep her course and speed.

**NOTE.**—When, in consequence of thick weather or other causes, such vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. (See Articles 27 and 29.)

**Art. 22.**—Every vessel which is directed by these rules to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

**Art. 23.**—Every steam-vessel which is directed by these rules to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed, or stop, or reverse.

**Art. 24.**—Notwithstanding anything contained in these rules, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

Every vessel coming up with another vessel from any direction more than two points abaft her beam—*i.e.*, in such a position with reference to the vessel which she is overtaking that at night she would be unable to see either of that vessel's sidelights—shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

As by day the overtaking vessel cannot always know with certainty whether she is forward or abaft this direction from the other vessel, she should, if in doubt, assume that she is an overtaking vessel and keep out of the way.

**Art. 25.**—In narrow channels every steam-vessel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

**Art. 26.**—Sailing-vessels under way shall keep out of the way of sailing-vessels or boats fishing with nets, or lines, or trawls. This rule shall not give to any vessel or boat engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels or boats.

**Art. 27.**—In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

*Sound Signals for Vessels in Sight of one another.*

**Art. 28.**—The words "short blast" used in this article shall mean a blast of about one second's duration.

When vessels are in sight of one another, a steam-vessel under way, in taking any course authorized or required by these rules, shall indicate that course by the following signals on her whistle or siren, *viz.* :—

One short blast to mean, "I am directing my course to starboard."

Two short blasts to mean, "I am directing my course to port."

Three short blasts to mean, "My engines are going full speed astern."

*No Vessel under any Circumstances to neglect Proper Precautions.*

**Art. 29.**—Nothing in these rules shall exonerate any vessel, or the owner or master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

*Reservation of Rules for Harbours and Inland Navigation.*

**Art. 30.**—Nothing in these rules shall interfere with the operation of a special rule, duly made by local authority, relative to the navigation of any harbour, river, or inland waters.

#### DISTRESS-SIGNALS.\*

**Art. 31.**—When a vessel is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, viz. :—

In the daytime—

- (1.) A gun or other explosive signal fired at intervals of about a minute ;
- (2.) The International Code signal of distress indicated by N.C. ;
- † (3.) The distant signal, consisting of a square flag, having either above or below it a ball or anything resembling a ball ;
- (4.) A continuous sounding with any fog-signal apparatus.

At night—

- (1.) A gun or other explosive signal fired at intervals of about a minute ;
- (2.) Flames on the vessel (as from a burning tar-barrel, oil-barrel, &c.) ;
- (3.) Rockets or shells, throwing stars of any colour or description, fired one at a time at short intervals ;
- (4.) A continuous sounding with any fog-signal apparatus.

#### AIDS TO MEMORY.

In Four Verses, by the late Mr. THOMAS GRAY, C.B.

1. *Two Steamships meeting.*

When both sidelights you see ahead—  
Port your helm and show your RED.

2. *Two Steamships passing.*

GREEN to GREEN—or, RED to RED—  
Perfect Safety—Go ahead!

3. *Two Steamships crossing.* NOTE.—This is the position of greatest danger ; there is nothing for it but good look-out, caution, and judgment.

If to your starboard RED appear,  
It is your duty to keep clear.  
To act as judgment says is proper :—  
To Port—or Starboard—Back—or, Stop her.  
But when upon your Port is seen  
A Steamer's Starboard Light of GREEN,  
There's not so much for you to do,  
For GREEN to Port keeps clear of you.

4. *All Ships must keep a good look-out, and Steamships must stop and go astern, if necessary.*

Both in safety and in doubt  
Always keep a good look-out ;  
In danger, with no room to turn,  
Ease her, stop her, go astern.

\* If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of those signals of distress, except in the case of a vessel being in distress, he shall be liable to pay compensation for any labour undertaken, risk incurred, or loss sustained in consequence of that signal having been supposed to be a signal of distress ; and that compensation may, without prejudice to any other remedy, be recovered in the same manner in which salvage is recoverable. (Merchant Shipping Act, 1894, section 434 (2).)

† A further distress-signal is provided in the International Code of Signals. It is a distant signal consisting of a cone, point upwards, having either above it or below it a ball, or anything resembling a ball. This signal has not been sanctioned by Order in Council under the provisions of section 434 of the Merchant Shipping Act, 1894.

## APPENDIX F.

## SIGNALS TO BE MADE BY SHIPS WANTING A PILOT.

**In the Daytime.**—The following signals, numbered 1, 2, 3, and 4, when used or displayed together or separately, shall be deemed to be signals for a pilot in the daytime, viz. :—

- (1.) To be hoisted at the fore, the Union Jack, having round it a white border, one-fifth of the breadth of the flag ; or
- (2.) The International Code pilotage signal indicated by P.T.
- (3.) The International Code flag S, with or without the Code pennant over it.
- (4.) The distant signal, consisting of a cone point upwards, having above it two balls or shapes resembling balls.

**At Night.**—The following signals, numbered 1 and 2, when used or displayed together or separately, shall be deemed to be signals for a pilot at night, viz. :—

- (1.) The pyrotechnic light, commonly known as a blue light, every fifteen minutes ; or
- (2.) A bright white light, flashed or shown at short or frequent intervals just above the bulwarks for about a minute at a time.

If a master of a vessel uses or displays, or causes or permits any person under his authority to use or display, any of the pilot signals for any other purpose than that of summoning a pilot, or uses, or causes or permits any person under his authority to use, any other signal for a pilot, he shall for each offence be liable to a fine not exceeding £20. (Merchant Shipping Act, 1894, section 615 (3).)

## APPENDIX G.

## DEVIATION OF THE COMPASS.

## FOR MASTERS' CERTIFICATES FOR HOME-TRADE SHIPS.

The applicant must answer in writing, on paper given him by the Examiner, all the following questions, numbering his answers to correspond with the numbers of the questions :—

1. When taking a meridian altitude, how do you know when the sun is on the meridian : or, in other words, when it is noon ?
2. How does the sun bear (*true and magnetic*) when on the meridian of an observer in these latitudes (home-trade limits) ?
3. What do you mean by deviation of the compass, and how is it caused ?
4. Having determined the deviation, how do you know when it is easterly, and when westerly ?
5. On \_\_\_\_\_ at \_\_\_\_\_, mean New Zealand time at ship, in latitude \_\_\_\_\_ S., longitude \_\_\_\_\_ E., the sun bore by compass \_\_\_\_\_ ; required the sun's true bearing and error of the compass by Time Azimuth Tables\* : and supposing the variation to be \_\_\_\_\_, required the deviation of the compass for the position of the ship's head at the time of observation.
6. How could you find the deviation of your compass when in port or when sailing along a coast ?
7. Name some suitable objects by which you could readily obtain the deviation of your compass when sailing along the coasts of the channel you have been accustomed to see.
8. The bearing of two objects when in line with each other was found on the chart to be \_\_\_\_\_ magnetic, but when brought in a line on board they bore \_\_\_\_\_ by your compass ; required the deviation of your compass for the direction of the ship's head at the time.
9. What means are there for checking the deviation of your compass by night ?
10. Do you expect the deviation to change ? If so, state under what circumstances.
11. What is meant by the variation of the compass, and what is the cause of it ?

## APPENDIX H.

## EXAMINATION OF A MASTER OR MATE IN STEAM.

These examinations are conducted under paragraphs 97 to 100 of these regulations.

The examination is for the most part *viva voce*, and extends to a general knowledge of the practical use and working of steam engines

\* Candidate may use Burdwood's or the ABC Azimuth Tables, whichever he prefers.

and boilers, and of the various valves, fittings, and pieces of machinery connected with them, and of the way in which electric lighting is carried out on board ship.

Candidates must—

- (a.) Know the names and understand the uses of the various parts of engines and boilers, and their connecting pipes, valves, cocks, &c. :
- (b.) Have a thorough grasp of the construction of the steam engine and boiler, to enable them to understand the nature and importance of any defect which may be reported to them by the chief engineer :
- (c.) Have a looking-on knowledge of what the principal repairs about engines, boilers, and pipes are, and how these repairs are accomplished :
- (d.) Be able to form an independent opinion as to a breakdown, and the consequent propriety or impropriety of proceeding under steam with temporarily repaired or defective machinery :
- (e.) Understand how to estimate approximately the reduction of fuel required for reduced speed, and be able to satisfy themselves as to the sufficiency of the coal on board for the voyage :
- (f.) Have an intelligent grasp of the general run of pipes and connections in the engine-room, the working of cocks, the opening and closing of cocks and valves, and know how mistakes of importance may be made and how best to guard against such mistakes :
- (g.) Be capable of being left in charge of the feeding of a set of boilers, understand the working of the water-gauge, and be able to guard against being misled by false indications of the gauge-glass :
- (h.) Understand the operations of blowing down and surfacing, the reasons for such practices, and the danger which may result from the neglect of them in certain circumstances.

A master or mate presenting himself for examination in steam must be understood to have made up for his want of practical experience by reading about the steam-engine. He ought, therefore, to show that he intelligently understands the rationale of its action. Under this head he should be able to state approximately the quantity of heat required in the formation of steam, the relation of "latent" heat to "sensible" heat, how much steam can be raised by the combustion of 1 lb. of coal, what indicated horse-power is, what is the action of the slide-valve, the course of the steam through the engine, the advantage of working expansively, and how the expansive action is shown by the indicator diagram.

He should know the uses of the various parts of the engines and dynamos used for electric lighting, and how they and the cables are fitted in the hull ; how wires are jointed, insulated, and cased ; why it is desirable that they should be led along places which are dry and accessible ; what "short-circuiting" is, and what are the causes which produce it ; what is its danger in coal-bunkers and petroleum-carrying steamers ; what are the uses of switches and cut-outs, and why it is so important to prevent short-circuiting taking place.

Candidates will be required to give written answers to sixteen out of twenty questions taken from the elementary questions (printed in Appendix B of the Regulations relating to the Examination of Engineers : Exn. 1a) given on the sheets marked "Steam," or questions similar to these. These questions will be altered from time to time without notice. The twenty questions will not be difficult, theoretical, or book questions, but such as any man of ordinary capacity who has a fair amount of practical knowledge of the use and working of the steam-engine ought to answer.

Examiners will require all candidates to fill up a Form Exn. 15b, and they will forward it to the Chief Examiner of Engineers with the report of the examination.

Masters and mates may cancel questions A, B, and C, but they should fill up the form for questions D, E, F, and G as evidence of their practical knowledge.

If a candidate refers to any book, paper, or memorandum, or obtains information from another candidate or any other person during the examination, he will be treated as having failed, will forfeit his fee, and will not be allowed to be re-examined for a period of six months.

The Examiners will report, in the case of failure, the nature of the question or questions that decided the failure, or the point in the management of the engines or boilers in which the candidate was deficient.

Applicants for the voluntary examination need not necessarily have served on board steamships; all that is required is that they shall have a practical knowledge of the use and working of the steam-engine.

Practical knowledge is best gained in the engine-room; and the examination of an officer who does not produce official evidence of service in steamships, and of experience of engines, must necessarily be more searching than in the case of one who produces evidence of such service and experience.

The answers to the elementary questions are frequently given by candidates as learned by rote from a book. Candidates should therefore be asked such *viva voce* questions as will necessitate answers in different words, so as to discover whether they have the root of the matter in them.

A large part of the *viva voce* examination should be conducted on board a steamer, preferably one with which the candidate is unacquainted. He should be told to look about and try to find out the arrangement of the machinery without assistance, and the Examiner should be in the engine-room to see that this independent examination is properly carried out. When the candidate reports that he thinks he knows the arrangement, the Examiner will question him on the uses of the parts, get him to point out the different cylinders, pumps, valves, condenser, &c.; also the dynamo, its field magnets, armature, commutators, brushes, cables, &c. The candidate must show that he understands the run of the pipes in the bilges, not necessarily that he has gone over every one of them, but he ought to be directed to trace at least one important range of pipes, and to thoroughly satisfy the Examiner that he could be safely trusted to manipulate the valves or cocks in connection therewith. It will not often be practicable for the candidate actually to work engines under steam, but he must satisfy the Examiner that he knows how to do so, and that he is aware of the precautions to be taken in regard to water in the cylinders, &c. It is most important that a candidate should show that, in the event of an accident depriving him of the assistance of engineers, he knows what to do to safely take his vessel to an anchorage, or to stop the engines and proceed under sail alone.

The examination of a mate in steam is the same as that of a master. The knowledge required has no reference to the mate's position.

A mate may be examined, but such examination implies that the mate may one day be a master, when the possession of the knowledge will be an advantage to him in the discharge of his duties.

## APPENDIX I.

### SIGHT-TESTS.

#### DETAILS AS TO THE CONDUCT OF THE TESTS.

These tests must be conducted under the strict personal supervision of the Examiner. A careful record must be kept of all mistakes made by the candidate both in the form-vision test and in the colour-vision test.

Each Examiner must keep a record of all candidates passed by him for reference when required.

#### I. FORM-VISION TEST.

1. **Form-vision Test to be passed first.**—The first test which the candidate is required to undergo is the test for form vision, and until he has passed this test he must not be allowed to proceed further with the examination.

2. **Apparatus used.**—The form-vision test to be used for all candidates is that conducted on Snellen's principle by means of sheets of letters.

3. **Object of the Test.**—The object of the form-vision test is to determine whether the candidate can reach a sufficient standard of visual acuteness, or, in other words, to find out whether his eyesight is good or bad.

4. **Standard of Vision required.**—With the exceptions indicated below (see para. 8), every candidate for a first certificate of competency will be required to possess normal vision. Every candidate for a second or higher certificate will be required to possess normal vision.

“Normal vision” is defined, for the purpose of these regulations as ability to read correctly nine of the twelve letters in the sixth line and eight of the fifteen letters in the seventh line, of a test-sheet placed in a good light at a distance of 16 ft. from the eye.

The candidate will have the option of using either eye separately or both eyes together.

**5. Spectacles not allowed.**—During the examination for form vision candidates must not be allowed to use spectacles or glasses of any kind, or any other artificial aid to vision.

**6. Method of Testing.**—The test-sheets should be hung on the wall, *in a good light, but not in direct sunlight*, at a height of 5 ft. or 6 ft. from the ground. The candidate should be placed at a distance of exactly 16 ft. from the sheets, and exactly opposite them. This distance should be carefully measured, and should never in any circumstances be varied.

One of the sheets should then be exposed, and the candidate should be asked to read the letters on each sheet, beginning at the top and going downwards. Any mistakes which he makes should be carefully noted. If then it is found that he has read correctly at least nine letters in the sixth line and eight letters in the seventh line of a sheet, the candidate may be considered to have normal vision, and should be marked “Passed” in the appropriate column of the form of application (Exn. 2 or Exn. 2B, as the case may be).

**7. Passing or Failure.**—If at the conclusion of the test the candidate is found to reach the required standard he may be considered to have passed, and the Examiner should proceed to test him for colour vision. If the candidate fails to reach the standard required for the certificate entered for he should be tested with at least four sheets, and the Examiner should fill in a Form Exn. 17B, and should forward it with any remarks he may wish to make, to the Principal Examiner for his instructions as to whether the candidate is to be regarded as passing or as failing in form vision.

**8. Lower Standard required in certain Cases.**—Candidates who are in possession of certificates obtained before the 1st January, 1914, may be regarded as passing in form vision if they can read correctly with both eyes at least five of the eight letters in the fifth line of a test-sheet.

**9. Tests to be varied.**—The Examiner should take care, by varying the order of the test-sheets and by every other means in his power, to guard against the possibility of any deception on the part of the candidate.

**10. Result of Examination to be reported.**—The result of every examination in form vision should be reported, in the case of a candidate for a certificate of competency, to the Marine Department on Form Exn. 2, and to the Principal Examiner of Masters and Mates on Form Exn. 14; and, in the case of a candidate for the sight-tests only, to the Principal Examiner on Form Exn. 2B.

## II. COLOUR VISION TEST.

**11. Apparatus.**—A special lantern and a mirror have been provided for this test. The lantern should be placed directly in front of the mirror, so that the front part of the lantern is exactly 10 ft. from the mirror. Care should be taken that the lantern is properly placed—that is to say, the lights reflected in the mirror must show clearly when viewed through the rectangular aperture on the left of the lantern. The Examiner should always satisfy himself that these conditions are fulfilled before commencing the examination.

**12. Darkness Adaptation.**—*It is essential that a candidate should be kept in a room which is either completely or partially darkened for at least a quarter of an hour before he is required to undergo this test.*

Before the examination commences the Examiner must satisfy himself that the room in which it is conducted is so darkened as to exclude all daylight.

**13. Method of Testing.**—The lantern supplied for the examination is so constructed as to allow one large or two small lights to be visible, and is fitted with twelve glasses of three colours—red, white, and green. At the commencement of the examination the Examiner should show to the candidate a series of lights through the large aperture, and should require him to name the colours as they appear to him. Care should be taken in showing the white light to emphasize the fact that the light is not a pure white. If a candidate makes a mistake of calling the light “red,” a proper red light

should be shown immediately after and the candidate's attention directed to the difference between the two.

After a series of lights through the large aperture has been shown, the Examiner should make a complete circuit with the two small apertures, requiring the candidate to name the colours of each set of two lights from left to right. To prevent any possibility of the order in which the lights are arranged from being learnt, the Examiner should at least twice in each circuit go back a varying number of colours.

A record of any mistakes made with either the large aperture or the two smaller apertures should be kept on Form Exn. 17c, in accordance with the instructions thereon.

**14. Passing or Failure.**—If a candidate with either the large aperture or the two smaller apertures of the lantern mistakes red for green or green for red, he should be considered to have "failed" in colour vision.

If the only mistake made by the candidate with the lantern is to call the white light "red," and if after his attention has been specially directed to the difference between the two he makes no further mistake of this nature, he should be considered to have passed in colour vision.

If a candidate makes any other mistake with the lantern—*i.e.*, if he calls white "red" repeatedly or red "white" at all, or confuses green and white—his case should be reported to the Principal Examiner of Masters and Mates, and he should be told that the decision as to whether he is passed or failed, or a further examination is necessary, will be communicated to him in due course. Pending the receipt of the Principal Examiner's instructions such a candidate should only be allowed to proceed with the remainder of the examination for a certificate of competency on the express understanding that the latter examination will be cancelled in the event of failure in the sight-tests.

**15. Further Examination and Appeals.**—If in the cases covered by the preceding paragraph the Principal Examiner decides that a further examination is necessary, arrangements will be made for a special examination to be held, and the second-class travelling-expenses necessarily incurred by a candidate in attending such an examination will be paid by the Marine Department, together with a subsistence allowance at a rate which will be notified to the candidate, but which will not in any circumstances exceed 10s. for each day necessarily occupied in attending the examination. In these cases the above expenses will be paid whatever may be the result of the final examination.

If, however, on the report of the local Examiner the Principal Examiner decides that the nature of the mistakes made shows conclusively that a candidate is so colour-blind as to be unfit to hold a certificate, the candidate shall be considered to have failed.

If during the progress of a special examination a candidate with defective form vision is found to be suffering from a permanent defect of the eyes such as to render him unfit for a sea career, the Special Examiners may finally reject such candidate, and he will not be allowed to be again examined in the sight-tests on any future occasion.

In cases where, upon the report of the local Examiner, a candidate is failed by the Principal Examiner, as well as in the cases covered by para. 14, the Marine Department will be prepared to allow a candidate who is dissatisfied with this decision to appeal for a special examination, but the Marine Department will not pay the travelling-expenses of any such candidate unless he is reported by the Special Examiners conducting the appeal examination to have passed.

### III. REPORTS.

**16.** The result of every test in form or colour vision should be reported to the Marine Department on the Form Exn. 2, and to the Principal Examiner of Masters and Mates on the Form Exn. 14, when the candidate is up for examination for a certificate of competency; and to the Marine Department on the Form Exn. 2B when the candidate is up for examination in vision only.

All cases of failure should also be reported to the Principal Examiner of Masters and Mates on Form Exn. 17b, to which should be attached Form Exn. 17c containing the record of any mistakes made with the lantern.

*Every report relating to such an examination must be signed by the Examiner who conducted the examination.*



APPENDIX J.

SEA SERVICE REQUIRED FOR THE VARIOUS GRADES.

TABLE SHOWING THE REQUIREMENTS AS TO SEA SERVICE NECESSARY TO QUALIFY FOR EXAMINATION FOR CERTIFICATES OF COMPETENCY.

*Service in Square-rigged Sailing-vessels.*

A candidate for an ordinary certificate of any grade who has not previously held an ordinary certificate of a lower grade must prove that he has served twelve months in the foreign trade or eighteen months in the home or coasting trade in a square-rigged sailing-vessel.

*Nature of Certificates.*

Where foreign-going certificates are required to be held to qualify candidates for examination, they may be either the ordinary certificates, or those for fore-and-aft-rigged vessels or for foreign-going steamships.

It must be clearly understood that the amount of service laid down in the regulations for each grade of certificate of competency is the absolute minimum that can be accepted, and unless a candidate can show the full amount he must in no case be allowed up for examination.

Rank.	Minimum Age.	Total Sea Service (Years).	Officer's Service in Merchant Vessels.	
			Years.	Lowest Certificate required.
<b>ORDINARY CERTIFICATES FOR "FOREIGN-GOING" SHIPS.</b>				
Second mate ..	18	4	..	No officer's services required .. None.
Only mate ..	19	5	..	No officer's services required .. None.
First mate ..	19	5	1	Third or fourth mate in foreign trade in charge of watch .. Second mate (foreign-going).
			1½	Or Only mate in home or coasting trade .. Second mate (foreign-going or home-trade mate).
				Or
Master ..	21	6	1	Pilot with first-class pilot's certificate .. None.
			1	Only mate in foreign trade .. Only mate (foreign-going).
				Or
			1½	Only mate in home or coasting trade .. Only mate (foreign-going).
				<i>(And in addition, unless the above service was performed with a first mate's foreign-going certificate, he will be required to prove one of the following services prescribed for that grade :</i>
			1	(a) Third or fourth mate in foreign trade in charge of watch .. Second mate (foreign-going).
				Or
			1½	(b) Only mate, home or coasting trade) .. Second mate (foreign-going or home-trade mate).
				Or
			1	Pilot with first-class pilot's certificate .. None.
				OR HE MUST HAVE SERVED
			6½	1 Second mate in foreign trade .. First mate (foreign-going).
				<i>Provided that if this service as second mate was performed under an additional or auxiliary first mate, it will only be accepted if a third and fourth mate were also carried.</i>
				And in addition
			1½	Third or fourth mate in foreign trade in charge of watch .. Second mate (foreign-going).
				OR HE MUST HAVE SERVED
			7½	2 Third mate in foreign trade .. First mate (foreign-going).
				And in addition
			1½	Third or fourth mate in foreign trade in charge of watch .. Second mate (foreign-going).
				OR HE MUST HAVE SERVED
			9*	3 Master in home or coasting trade .. Second mate (foreign-going) or master (home trade) for one year of such service.
				Or
			1	Master in home or coasting trade ..
				And in addition
Extra master ..	..	..	3	Mate in home or coasting trade .. } Ditto.
			..	Same as master. .. }

\* If all the service was in home or coasting trade

Rank.	Minimum Age.	Total Sea Service (Years).	Officer's Service in Merchant Vessels.	
			Year	Lowest Certificate required.
			Lowest Capacity.	

CERTIFICATES FOR "FOREIGN-GOING" FORE-AND-AFT-RIGGED VESSELS.

Second mate .. } Same as for ordinary certificates; except that no service in *square-rigged*  
 Only mate .. } *sailing-vessels* is required.  
 First mate .. }  
 Master .. }

CERTIFICATES FOR "FOREIGN-GOING" STEAMSHIPS.

Second mate .. } Same as for foreign-going ships; except that the service as *officer* may have  
 Only mate .. } been performed in a *steamship*, and that no service in *square-rigged sailing-*  
 First mate .. } *vessels* is required.  
 Master .. }  
 Extra master .. }

CERTIFICATES FOR HOME-TRADE SHIPS.

Second mate ..	18	3	..	No officer's service required ..	..	None.
Mate ..	19	4	..	No officer's service required ..	..	None.
Master ..	21	5	1	Only mate ..	..	Mate (home trade), or second mate (foreign-going).
			2½	Or Second mate <i>in charge of watch</i> ..	..	Mate (home trade), or second mate (foreign-going).
			1½	Or Second mate home trade ..	..	Second mate.
			1	Or Pilot with first-class pilot's certificate ..	..	None.
			1	Master of cargo-vessel ..	..	Master under 25 tons.
			1	Master of a vessel of 50 tons or up- wards	..	Service certificate, 50 tons or upwards.
			1½	Master of a vessel of under 50 tons ..	..	Service certificate as master of vessel under 50 tons.

Rank.	Minimum Age.	Total Sea Service.	Lowest Capacity.	Lowest Certificate required.
-------	--------------	--------------------	------------------	------------------------------

RIVER-STEAMER CERTIFICATE.

Master .. | 21 | 1 year .. | Deck hand .. | None.

RESTRICTED-LIMITS SAILING-VESSEL OR SHIP PROPELLED BY ANY MECHANICAL POWER OTHER THAN STEAM IN EXTENDED RIVER LIMITS.

Master .. | 21 | 3 years (1 of which in a somewhat similar class of sailing-vessel) | Deck hand .. | None.

CARGO-VESSEL UNDER 25 TONS REGISTER, OR OF A FISHING-VESSEL.

Master .. | 21 | 4 years (1 in same class of vessel) .. | Deck hand .. | None.

SAILING-SHIPS PLYING IN HARBOURS OR RIVERS.

Master .. | 21 | 1 year .. | Deck hand .. | None.

APPENDIX K.

TEXT-BOOKS TO BE USED IN THE EXAMINATIONS.

"The New Zealand Nautical Almanac and Tide Tables." "Tables for Azimuths, Great-circle Sailing, and Reduction to the Meridian." Published by the New Zealand Marine Department, Wellington, New Zealand.

For Naval Architecture.—"The Modern Practice of Shipbuilding in Iron and Steel," by Samuel J. P. Thearle. Published by William Collins, Sons, and Co., Vols. I and II.

"Ship-construction and Calculations," by George Nicol. Published by James Brown and Sons, 52-56 Darnley Street, Pollokshields, Glasgow.

**For Stability.**—"Ship Stability and Trim," by Percy Hillhouse. Published by Gieve's Publishing Company (John Hogg), 13 Paternoster Row, London E.C.

**For Deviation of the Compass.**—"The Admiralty Manual for the Deviations of the Compass." To be obtained through any bookseller, or directly from His Majesty's Stationery Office, or Edward Ponsonby, 116 Grafton Street, Dublin.

"The Elementary Manual for the Deviations of the Compass in Iron Ships," by E. W. Creak. Published by J. D. Potter, 145 Minories, London E.1.

**For Meteorology, including Barometer, Thermometer, and Hydrometer.**—"A Barometer Manual for the use of Seamen; with an Appendix on the Thermometer, Hygrometer, and Hydrometer." Issued by the authority of the Meteorological Council. And "The Seaman's Handbook on Meteorology." To be purchased through any bookseller, or directly from His Majesty's Stationery Office, or Edward Ponsonby, 116 Grafton Street, Dublin.

**For Prevailing Winds and Currents of the Globe.**—"The Principal Winds and Currents of the Globe, &c." Compiled from the various Admiralty Sailing Directions, Weather Charts, &c., by Captain Robert Jackson, R.N.; and to be purchased, either directly or through any bookseller, from Simpkin, Marshall, and Co., Paternoster Row, London, or Henry Lewis, 114 High Street, Portsmouth

**For Trade Routes.**—"Ocean Passages." Compiled from the various Admiralty Sailing Directions by Captain Robert Jackson, R.N.; and to be purchased, either directly or through any bookseller, from Simpkin, Marshall, and Co., Paternoster Row, London, or Henry Lewis, 114 High Street, Portsmouth.

**For Tides.**—"Tide Tables for the British and Irish Ports." Published annually by the Admiralty, and to be purchased, either directly or through any bookseller, from J. D. Potter, 145 Minories, E., and 11 King Street, Tower Hill, E.

**For Signalling.**—"The Allied Signal Manual." May be obtained through any bookseller, or directly from H.M. Stationery Office, or Edward Ponsonby, 116 Grafton Street, Dublin.

**For Elementary Science.**—"General Elementary Science," by W. Briggs. Published by the University Tutorial Press.

Intending candidates are advised to procure these books to take to sea with them, so that they may study them during their leisure hours.

**Instruments.**—The barometer (Kew pattern marine barometer), thermometer, and hydrometer used in the examinations will be precisely similar to those supplied to shipmasters by the Meteorological Office for making observations on board ship.

APPENDIX L.

SMOOTH-WATER LIMITS.

TABLE SHOWING THE RIVER AND SMOOTH-WATER LIMITS, EXTENDED AND PARTIALLY SMOOTH-WATER LIMITS, AND THE EXTREME RIVER LIMITS OF THE VARIOUS PORTS.

Name of Port.	Rizer and Smooth-water Limits.	Extended and partially Smooth Limits.	Extreme River Limits.
Akaroa ..	Within the Heads ..	Between Akaroa Head on the north, including the Lighthouse landing, and a point not more than 1 mile to the south of Iron Head	Between Akaroa and Lyttelton.
Aotea ..	Inside a right line drawn from Potahi Point to Kapua-te-Mauna	Nil .. ..	Nil

## SMOOTH-WATER LIMITS—continued.

Name of Port.	River and Smooth-water Limits.	Extended and partially Smooth Limits.	Extreme River Limits.
Auckland ..	Inside Rangitoto Reef, Tamaki Strait, and not beyond Koherunui Point, and inside Waheke Channel	Inside a right line drawn from Hautapu Point on the Coromandel Peninsula to Shearer Rock, and thence to Tawharanui Point	Nil.
Awanui ..	Inside a line drawn from Blackney Point to Motutara Rock, and thence west-south-west (magnetic) to the beach	Inside a line drawn from Cape Karaka to Farmer Point	"
Bay of Islands ..	Tapeka Point and Brampton Bank	Inside a straight line drawn from Cape Wiwiki to Cape Brett	"
Bluff ..	Stirling Point .. ..	Within a radius of 20 miles from Stirling Point Light; tugs, pilot-vessels, and dredges	"
Catlin's River ..	Within the Heads ..	Nil .. ..	"
Coromandel ..	Deadman Point and Waimate Island	Same as Auckland ..	"
Dunedin and Port Chalmers	Taiaroa Head; tugs, not beyond 1 mile outside Taiaroa Head	To 30 miles from Taiaroa Head, fishing-boats only; pilot-vessels not beyond 8 miles outside Taiaroa Head ..	"
Great Barrier Island— Port Abererombie and Port Fitzroy	Inside a line from outer point of Green Island to Wellington Head, and thence to False Head	Within a radius of 3 miles from the coast-line of the island	"
Port Tryphena	Inside a straight line drawn from north-west to south-east Heads of Harbour entrance	Within a radius of 3 miles from the coast-line of the island	"
Greymouth ..	Inside Bar .. ..	10 miles from Signal Flagstaff; tugs and dredges	"
Havelock ..	Pelorus Sound .. ..	Picton, Queen Charlotte Sound, and French Pass	"
Herekino	Inside Bar .. ..	Nil .. ..	"
Hicks Bay ..	Inside a right line drawn from Matakawa Point to Iron Point (Kahau)	Between Hicks Bay and Te Araroa	"
Hokianga ..	Inside Bar .. ..	Nil .. ..	"
Hokitika ..	" .. ..	" .. ..	"
Invercargill ..	" .. ..	" .. ..	"
Kaipara ..	Inside Heads .. ..	" .. ..	"
Kawhia ..	" .. ..	" .. ..	"
Lyttelton ..	Godley Head and not beyond Port Levy ..	Between Lyttelton, Le Bon's Bay, and Kaipoi. Fishing-vessels between Lyttelton and Motunau Island on the north, and between Lyttelton and Akaroa on the south	Akaroa and Gore Bay.
Mahurangi ..	Inside a right line drawn from the North Head to the north-west point of Horora Island, and from the south-west point of Horora Island to the South Head	Same as Auckland limits	Nil.
Maketu ..	Inside Bar .. ..	Nil .. ..	"
Manawatu ..	" .. ..	" .. ..	"
Manukau ..	Paratutai .. ..	" .. ..	"
Mongonui ..	Inside Heads .. ..	In Doubtless Bay, inside a right line drawn from Knuckle Point to Flat Head	"
Mercury Bay ..	Within the River ..	Karanga Point and Mahurangi Island	"
Mokau ..	Inside Bar .. ..	Nil .. ..	"
Molyneux ..	" .. ..	" .. ..	"
Napier ..	Within a radius of 2 miles from Port Ahuriri Light at east side of entrance of Inner Harbour	Portland Island and Cape Kidnappers	Portland Island and Cape Turnagain.
Nelson ..	Inside Boulder-bank ..	Astrolabe and Croixelles	Massacre Bay and Greville Harbour.
New Plymouth ..	Within 1½ miles from end of Breakwater ..	Inside a right line drawn from a point 2 nautical miles to the westward of Paritutu to a point 2 miles to the westward of the entrance of the Waitara River; tugs, dredges, and hopper-barges	Waitara, Opunake and Awakino.
Ngunguru ..	Inside Heads .. ..	2 miles from Bar; towing only	Nil.
Oamaru ..	Inside Breakwater ..	Within 3 miles from the flagstaff on South Head	"
Ohlwa ..	Inside Bar .. ..	Between the new outlet of the Rangitaki River and Opape Point, including Whale Island and Kurima Rocks	"
Opotiki ..	" .. ..	Same as Ohlwa ..	"
Patea ..	" .. ..	Nil .. ..	"
Picton ..	Long Island and Tory Channel	French Pass .. ..	"

SMOOTH-WATER LIMITS—continued.

Name of Port.	River and Smooth-water Limits.	Extended and partially Smooth Limits.	Extreme River Limits.
Porirua .. ..	Nil .. .. .	Between Porirua Harbour and the Ohau River; fishing-boats	Nil.
Port Underwood	Inside a right line drawn from Robertson Point to the south point of Ocean Bay	Between Port Underwood and Blenheim	"
Raglan .. ..	Inside Bar .. ..	Nil .. .. .	"
Riverton .. ..	Inside the Bar of Jacob's River	All that navigable water, inside a right line drawn from the mouth of the Waimatuku Stream to a point seaward of the outermost point of Fig Island, thence to the landing-place on the north-east side of Centre Island, thence to Himitu or Oraka Point	"
Stewart Island.* Tairua .. ..	Inside the Heads of Tairua Harbour	Inside a line drawn from the mainland immediately to the eastward of the most south-eastern point of Rabbit Island, thence to the north-western point of Slipper Island, thence to the most north-western point of Shoe Island, and thence westward to the mainland	"
Tauranga .. ..	Inside Heads .. ..	Katikati and new outlet of Rangitaiki River	"
Thames .. ..	River .. .. .	Same as Auckland ..	"
Timaru .. ..	Inside Breakwater ..	3 miles from Breakwater. For fishing-boats only, 20 miles from Breakwater	"
Tokomaru Bay ..	Inside a right line drawn from Kotunui Point north and Mawhai Point south	Not more than 5 miles from shore at the centre of the Bay	"
Turanganui or Gisborne	Inside Bar .. ..	In Poverty Bay, inside a right line drawn from Tuahina Point to Young Nick's Head. Fishing-boats between Cape Runaway on the north and north end of Portland Island on the south	"
Tutukaka .. ..	Inside Heads .. ..	Ngunguru and Rocky Bay	"
Waikato .. ..	Inside Bar .. ..	Nil .. .. .	"
Wairau .. ..	" .. .. .	Inside a straight line drawn from White Bluff to Separation Point, Port Underwood; fishing-boats only	"
Waitara .. ..	" .. .. .	Nil .. .. .	Opunake and Awakino.
Wanganui .. ..	" .. .. .	Within seaward arc of circle extending 3 miles from fixed white light on North Head Lighthouse	Nil.
Wellington .. ..	Inside Heads .. ..	Tugs, inside a right line drawn from the outermost point of Taurakira Head to the outermost point of Sinclair Head	"
Westport .. ..	Inside Bar .. ..	4 miles outside Bar; tugs and dredges	"
Whakatane .. ..	" .. .. .	Between the new outlet of Rangitaiki River and Opape Point, including Whale Island and Rurima Rocks	"
Whangamumu .. ..	Inside a line from Flat Rock to South Head	4 miles from entrance of Harbour, fishing-boats; 3 miles from entrance to Harbour, passengers and cargo	"
Whangarei .. ..	Inside Bar .. ..	Nil .. .. .	"
Whangaroa .. ..	" .. .. .	" .. .. .	"
Whangaruru .. ..	Inside a right line drawn from Cape Home to Bland Rocks	Inside a right line drawn from Home Point to South Head	"

\* All the waters of Port William, Horseshoe Bay, Half-moon Bay, and Paterson's Inlet, and of the waters of the sea within 3 miles of the shore between the south-south-easternmost point to the west head of Port William and Anglem Point, Stewart Island.

## APPENDIX M.

## COLONIAL AND DOMINION CERTIFICATES.

LIST OF COLONIAL AND DOMINION CERTIFICATES ISSUED UNDER ORDER IN COUNCIL WHICH ARE OF THE SAME FORCE AS THOSE GRANTED BY THE BOARD OF TRADE.

Colony or Dominion.	Certificates.		Date of Original Order in Council.	Date from which Order in Council takes effect.
	By whom granted.	Description.		
Victoria ..	Marine Board*	Master, first mate, only mate, second mate, first-class engineer, second-class engineer	30 Mar., 1871	4 Jan., 1870.
Canada ..	Minister of Marine and Fisheries	Master, first mate, only mate, second mate	19 Aug., 1871	19 Aug., 1871.
		First-class engineer, second-class engineer	10 Nov., 1886	1 Jan., 1887.
New Zealand	Marine Department	Master, first mate, only mate, second mate, first-class engineer, second-class engineer	9 Aug., 1872	1 May, 1872.
New South Wales	Department of Navigation†	Master, first mate, second mate, first-class engineer, second-class engineer	30 Aug., 1873	18 June, 1872
South Australia	Marine Board	Master, first mate, only mate, second mate, first-class engineer, second-class engineer	12 May, 1874	12 May, 1874.
Tasmania ..	Governor ..	Master, first mate, only mate, second mate, first-class engineer, second-class engineer	12 Feb., 1876	1 April, 1876.
Bengal ..	Lieutenant-Governor	Master, first mate, only mate, second mate, first-class engineer, second-class engineer	27 June, 1876	27 June, 1876.
Newfoundland	Governor ..	Master, first mate, only mate, second mate	14 May, 1877	14 May, 1877.
		First-class engineer, second-class engineer	19 July, 1910	19 July, 1910.
Bombay ..	Governor ..	Master, first mate, only mate, second mate, first-class engineer, second-class engineer	11 July, 1877	11 July, 1877.
Queensland ..	Marine Board	Master, first mate, second mate, first-class engineer, second-class engineer	26 Mar., 1878	1 Oct., 1877.
Hong Kong ..	Governor ..	Master, first mate, only mate, second mate, first-class engineer, second-class engineer	31 Dec., 1883	1 Jan., 1884.
Straits Settlements	Governor ..	Master, first mate, second mate	1 May, 1890	1 June, 1890.
		First-class engineer, second-class engineer	..	1 Aug., 1888.

\* The Steam Navigation Board was superseded by the Marine Board on the 21st December, 1888. See Order in Council of 23rd November, 1893.

† The Marine Board was superseded by the Department of Navigation on the 17th March, 1900. See Navigation Amendment Act, 1899.

NOTE.—The Orders in Council giving Imperial validity to certificates of competency issued in Malta and Mauritius were revoked by an Order in Council dated the 18th August, 1916.

## APPENDIX N.

## LIST OF FORMS

USED IN CONNECTION WITH THE EXAMINATION AND CERTIFICATES OF MASTERS AND MATES.

Regulations relating to the Examination of Masters and Mates	Exn. 1.
Masters' and Mates' Form of Application for Examination ..	Exn. 2.
Form of Application for Examination (Sight-tests) ..	Exn. 2b.
Examination-paper—Second Mate .. ..	Exn. 4, 4a.
.. First or Only Mate .. ..	Exn. 5, 5a, 5b.
.. Master, Ordinary .. ..	Exn. 6, 6a, 6b, 6c.
.. Extra Master .. ..	Exn. 7, 7a, 7b, 7c, 7d, 7e.
.. Home-trade Mate and Second Mate (Writing) .. ..	Exn. 9.
.. Answers to Chart .. ..	Exn. 9a.
.. Answers to Home-trade Problems .. ..	Exn. 9b.
.. Chart .. ..	Exn. 9c, 9d.
.. Home-trade—Arithmetic .. ..	Exn. 9e, 9f.
.. Home-trade—Navigation and Deviation .. ..	Exn. 9g, 9h.
.. Master of River-steamer or Sailing-vessel (Arithmetic) .. ..	Exn. 10, 10a.
.. Master of River-steamer or Sailing-vessel (Answers) .. ..	Exn. 11.
Examiner's Report of Masters' and Mates' Examinations ..	Exn. 14.
Answers to Ordinary Problems—Foreign-going .. ..	Exn. 14a.
.. Extra Problems .. ..	Exn. 14b.

Examiner's Authority for Delivery of Certificate to Candidate	Exn. 16.
Certificate (Sight-tests) .. .. .	Exn. 16a.
Application for Renewal of Certificate .. .. .	Exn. 17.
Authority for Return of Fee to Unsuccessful Candidate (Sight-tests) .. .. .	Exn. 17a.
Report on Sight-tests .. .. .	Exn. 17b.
Failure—Colour-vision Test .. .. .	Exn. 17c.
Examination-paper—Master of River-steamer or Sailing-vessel (Writing) .. .. .	Exn. 18a.
Master of Fishing or of Cargo Vessel under 25 Tons or of Sailing-vessel in Extended Limits (Arithmetic) .. .. .	Exn. 19, 9f.
Test-card Signalling .. .. .	Exn. 19.
Candidate's Record of Signalling .. .. .	Exn. 19a.
Examiner's Report on Signalling .. .. .	Exn. 19b.
Examination-paper—Master of Fishing or of Cargo Vessel under 25 Tons or of Sailing-vessel in Extended Limits (Chart) .. .. .	Exn. 20.
Master of Fishing or of Cargo Vessel under 25 Tons or of Sailing-vessel in Extended Limits (Answers) .. .. .	Exn. 21.
Yacht Master in New Zealand Waters .. .. .	Exn. 22.
Voluntary Examination in Position Finding by Two Stars .. .. .	Exn. 22a, 22b.
Answers Sheet to 22, 22a, 22b .. .. .	Exn. 23.
Deviation Cards .. .. .	Exn. 24.
Napier's Diagram .. .. .	Exn. 25.
Summer Charts .. .. .	Exn. 28, 29.
Writing-paper for Use in Examinations .. .. .	Exn. 30.
Meteorology .. .. .	Exn. 32.
Compass Card .. .. .	Exn. 33.
Allotment of Marks—Ordinary Candidates .. .. .	Exn. 34.
Home Trade, &c. .. .. .	Exn. 34a.
Extra Masters .. .. .	Exn. 34b.

*Appointments, Promotions, Transfers, &c., in the Public Service.*

Office of the Public Service Commissioner, Wellington, 15th May, 1923.

**I**N accordance with the provisions of section 60 of the Public Service Act, 1912, the Acting Public Service Commissioner notifies that he has made the following appointments, promotions, transfers, &c., in the Public Service.

A. C. TURNBULL, Secretary.

FIRST APPOINTMENTS.

Name.	Position.	Place.	Date of Appointment.
CROWN LAW DEPARTMENT.			
Fair, Arthur .. .. .	Crown Solicitor .. .. .	Wellington .. .. .	7 Mar., 1921.
CUSTOMS DEPARTMENT.			
Cullen, Hugh James .. .. .	Cadet .. .. .	Dunedin .. .. .	7 Mar., 1921.
Kay, Kenneth Reid .. .. .	.. .. .	Auckland .. .. .	2 May, ..
EDUCATION DEPARTMENT.			
Barnes, Thomas Lucas .. .. .	Instructor and Teacher of Physical Training .. .. .	Christchurch .. .. .	25 Feb., 1921.
Goldsbury, Annie Jane (Mrs.) .. .. .	Assistant Teacher .. .. .	Te Horo Native School .. .. .	25 April, ..
Goldsbury, Hugh .. .. .	Head Teacher .. .. .	.. .. .	25 .. ..
HEALTH DEPARTMENT.			
Chapman, Celia Grace .. .. .	School Nurse .. .. .	Wellington .. .. .	22 April, 1921.
Gunn, Adeline Isabella .. .. .	.. .. .	Dunedin .. .. .	12 May, ..
Paora, Maungatai Julia .. .. .	District Health Nurse .. .. .	Otaki .. .. .	9 .. ..
Saunders, Ivor Wendell .. .. .	Cadet .. .. .	Head Office, Wellington .. .. .	26 April, ..
INTERNAL AFFAIRS DEPARTMENT.			
Manson, Stanley Francis Morgan .. .. .	Cadet .. .. .	Relieving Staff, Wellington .. .. .	16 May, 1921.
Heatherington, Joseph .. .. .	.. .. .	.. .. .	2 .. ..
JUSTICE DEPARTMENT.			
Deal, Jack Riccarton .. .. .	Clerk .. .. .	Magistrate's Court, Dunedin .. .. .	15 Mar., 1921.
LANDS AND SURVEY DEPARTMENT.			
Rochfort, Frank .. .. .	Draughtsman and Computer .. .. .	Hokitika .. .. .	1 May, 1921.
Till, Norman John .. .. .	Surveyor .. .. .	North Auckland Office, Auckland .. .. .	1 .. ..
MARINE DEPARTMENT.			
Harwood, James Oswald .. .. .	Clerk .. .. .	Dunedin .. .. .	1 Mar., 1921.
MENTAL HOSPITALS DEPARTMENT.			
Sweeney, Patrick .. .. .	Attendant .. .. .	Christchurch .. .. .	1 Oct., 1918.
PUBLIC WORKS DEPARTMENT.			
Goodwin, Rowena Alice .. .. .	Shorthand-typist .. .. .	Wellington .. .. .	28 April, 1921.
James, Harry Earnshaw .. .. .	Clerical Cadet .. .. .	Waiotira .. .. .	28 .. ..
VALUATION DEPARTMENT.			
Strickland, Edmund Hubert .. .. .	Clerk .. .. .	Wellington .. .. .	24 Mar., 1921.

OFFICERS PROMOTED.

Name.	Promoted from		Promoted to		Date.
	Position.	Place.	Position.	Place.	
<b>CUSTOMS DEPARTMENT.</b>					
Cotterill, Edwin Ernest ..	Clerk (C, VII) ..	Wellington ..	Shipping Clerk (C, VI) ..	Wellington ..	29 Mar., 1923.
Fantham, Frank Charles John ..	Inspector (C, III; max. £443) ..	Christchurch ..	" ..	Nelson ..	20 April, "
O'Reilly, James Matthew ..	Examining Officer (C, IV) ..	Auckland ..	Collector of Customs (C, III; max. £470) ..	New Plymouth ..	20 " "
Watters, Allan James ..	Shipping Clerk (C, VI) ..	Wellington ..	Examining Officer (C, V) ..	Dunedin ..	31 Mar., "
<b>EDUCATION DEPARTMENT.</b>					
Miller, Ethel (Mrs.) ..	Head Teacher ..	Whakapara Native School ..	Head Teacher ..	Hiruharama Native School ..	27 Mar., 1923.
<b>HEALTH DEPARTMENT.</b>					
McLeod, Jessie Elizabeth ..	School Nurse ..	Dunedin ..	Matron ..	St. Helens Hospital, Christchurch	15 Jan., 1923.
<b>JUSTICE DEPARTMENT.</b>					
Leahy, Patrick David ..	Clerk in Magistrate's Court (C, VII) ..	Wellington ..	Clerk of Magistrate's Court, &c. (C, VI) ..	Waimate ..	27 April, 1923.
Mitchell, Frank ..	Acting Clerk of Courts, &c. (C, VI) ..	Nelson ..	Clerk of Courts, &c. (C, V) ..	Nelson ..	16 Mar., "
Munro, Hugh ..	Clerk of Magistrate's Court (C, VII) ..	Pukekohe ..	Clerk of Magistrate's Courts (C, VI) ..	Pukekohe and Papakura ..	1 April, "
<b>LAND AND INCOME TAX DEPARTMENT.</b>					
Campbell, Norman Henry ..	1st Grade Assessment Clerk (C, VI) ..	Wellington ..	Assistant Section Clerk (C, V) ..	Wellington ..	6 Mar., 1923.
<b>MENTAL HOSPITALS DEPARTMENT.</b>					
Waters, Susan Jane ..	Senior Nurse ..	Christchurch ..	Charge Nurse ..	Nelson ..	23 April, 1923.
<b>PRISONS DEPARTMENT.</b>					
Spittal, Charles ..	Principal Warder ..	Auckland ..	Chief Warder ..	Paparua ..	13 April, 1923.
<b>STAMP DUTIES DEPARTMENT.</b>					
Morrison, John ..	Deputy Commissioner of Stamp Duties and Assistant Registrar of Companies, &c. (C, II) ..	Dunedin ..	Deputy Commissioner of Stamp Duties and Assistant Registrar of Companies, &c. (C, I) ..	Christchurch ..	9 April, 1923.
<b>STATE FOREST SERVICE DEPARTMENT.</b>					
Montgomery, William ..	Senior Forest Ranger (C, VI) ..	Whakarewarewa ..	Forest Ranger, A Grade (G) ..	Whakarewarewa ..	1 April, 1923.
<b>TOURIST AND HEALTH RESORTS DEPARTMENT.</b>					
Christensen, Charles Edward ..	Head Masseur (G) ..	Rotorua ..	Tourist Agent and Masseur (G) ..	Te Aroha ..	12 Mar., 1923.



OFFICERS TRANSFERRED.

JUNE 14.]

THE NEW ZEALAND GAZETTE.

1701

Name.	Transferred from		Transferred to		Date.
	Position.	Place.	Position.	Place.	
AGRICULTURE DEPARTMENT.					
Herbert, Henry .. ..	Rabbiter .. ..	Taupo .. ..	Rabbiter .. ..	Te Awamutu .. ..	24 Mar., 1923.
Jarrett, George Henry .. ..	Inspector of Stock .. ..	Wellington .. ..	Meat Inspector .. ..	Palmerston North .. ..	17 April, "
*Ramsay, Arthur Elliot .. ..	Meat Inspector .. ..	Marton .. ..	" .. ..	Feilding .. ..	9 Mar., "
CUSTOMS DEPARTMENT.					
Porter, Thomas .. ..	Clerk .. ..	Head Office, Wellington .. ..	Clerk .. ..	Dunedin .. ..	30 April, 1923.
Simmonds, Herbert Marshall .. ..	" .. ..	" .. ..	" .. ..	Auckland .. ..	3 May, "
Wardell, Walter Crispen .. ..	" .. ..	" .. ..	" .. ..	" .. ..	21 April, "
EDUCATION DEPARTMENT.					
Beaglehole, Edward W. .. ..	Inspector of Schools .. ..	Wellington .. ..	Inspector of Schools .. ..	Auckland .. ..	7 May, 1923.
Collier, Walter Charles .. ..	Clerk in Charge of Stores .. ..	Special Schools Branch, Wellington .. ..	Senior Clerk .. ..	Special Schools Branch, Wellington .. ..	17 April, "
Korimete, Janie .. ..	Assistant Teacher .. ..	Reporua Native School .. ..	Second Assistant Teacher .. ..	Rangitukia Native School .. ..	30 " "
HEALTH DEPARTMENT.					
Anderson, Marie Matilda .. ..	Dental Nurse .. ..	Wellington .. ..	Dental Nurse .. ..	Clyde .. ..	7 May, 1923.
Armstrong, Marion Edith Burgoyne .. ..	" .. ..	" .. ..	" .. ..	Rotorua .. ..	2 " "
Baker, Anna Grace .. ..	" .. ..	" .. ..	" .. ..	Palmerston North .. ..	23 April, "
Bannister, Agnes Beryl Masters .. ..	" .. ..	" .. ..	" .. ..	Napier .. ..	19 " "
Falconer, Marion Murray .. ..	" .. ..	" .. ..	" .. ..	Dunedin .. ..	2 May, "
Jennings, Winifred Ellen Mary .. ..	" .. ..	" .. ..	" .. ..	Greymouth .. ..	9 " "
Kirkpatrick, Mary .. ..	" .. ..	" .. ..	" .. ..	Invercargill .. ..	4 " "
McCrea, Doris Leonora .. ..	" .. ..	" .. ..	" .. ..	Auckland .. ..	2 " "
Mackenzie, Jean Elizabeth .. ..	" .. ..	" .. ..	" .. ..	New Plymouth .. ..	30 April, "
Mitchell, Margaret May Morgan .. ..	" .. ..	" .. ..	" .. ..	Palmerston North .. ..	23 " "
Needham, Marion .. ..	" .. ..	" .. ..	" .. ..	Invercargill .. ..	4 May, "
Pinhey, Eileen May .. ..	" .. ..	" .. ..	" .. ..	Motueka .. ..	4 " "
Robbins, Jessie Reade .. ..	" .. ..	" .. ..	" .. ..	New Plymouth .. ..	30 April, "
Ross, Mavis Eleanor .. ..	" .. ..	" .. ..	" .. ..	Wanganui .. ..	30 " "
Spring, Susan Ann .. ..	" .. ..	" .. ..	" .. ..	Napier .. ..	19 " "
Bogle, Alice Dorothy .. ..	" .. ..	" .. ..	" .. ..	Hokitika .. ..	9 May, "
Turner, Maggie .. ..	" .. ..	" .. ..	" .. ..	Westport .. ..	11 " "
INTERNAL AFFAIRS DEPARTMENT.					
Fraer, Arthur Hedley .. ..	Clerk .. ..	Relieving Staff, Auckland .. ..	Clerk .. ..	Relieving Staff, Rotorua .. ..	23 April, 1923.
JUSTICE DEPARTMENT.					
Dobbie, Arthur Evan .. ..	Second Clerk, Magistrate's Court .. ..	Christchurch .. ..	Deputy Registrar of Supreme Court and Deputy Sheriff .. ..	Dunedin .. ..	7 May, 1923.
Harte, William .. ..	Clerk of Magistrate's Court .. ..	Oamaru .. ..	Second Clerk .. ..	Magistrate's Court, Christchurch .. ..	4 " "
Kennedy, John .. ..	Clerk in Courts .. ..	Palmerston North .. ..	Clerk in Magistrate's Court .. ..	Christchurch .. ..	18 April, "
Spens-Black, Charles Edward .. ..	Cadet .. ..	Head Office, Wellington .. ..	Cadet in Courts .. ..	Waihi .. ..	21 " "
Tonge, Harold Ernest .. ..	" .. ..	Magistrate's Court, Te Kuiti .. ..	" .. ..	Thames .. ..	19 " "
Truman, Francis Cecil .. ..	Clerk in Courts .. ..	Hamilton .. ..	Clerk in Courts .. ..	Gisborne .. ..	9 " "
Whitlock, Douglas Vivian .. ..	" .. ..	" .. ..	" .. ..	Nelson .. ..	3 May, "

\* Amending entry on page 1207 of the *New Zealand Gazette* No. 37, of the 26th April, 1923.

OFFICERS TRANSFERRED—*continues.*

Name	Transferred from		Transferred to		Date
	Position	Place	Position	Place	
LAND AND DEEDS DEPARTMENT.					
Kitto, Theodocia Elizabeth ..	Typist .. ..	Wellington (temporary) ..	Typist .. ..	Auckland .. ..	5 May, 1923.
LANDS AND SURVEY DEPARTMENT.					
Blunt, Eileen May .. ..	Shorthand-typist .. ..	Christchurch .. ..	Shorthand-typist .. ..	Auckland .. ..	30 April, 1923.
Twose, William Owen .. ..	Draughting Cadet .. ..	Dunedin .. ..	Clerical Cadet .. ..	Dunedin .. ..	30 " "
Wattie, Angus John .. ..	Survey Cadet .. ..	Gisborne .. ..	Survey Cadet .. ..	Auckland .. ..	1 May, "
MARINE DEPARTMENT.					
Upson, Robert John .. ..	Inspector of Gear .. ..	Dunedin .. ..	Inspector of Gear .. ..	Auckland .. ..	10 May, 1923.
MENTAL HOSPITALS DEPARTMENT.					
Hodges, Ruby Elizabeth .. ..	Nurse .. ..	Porirua .. ..	Nurse .. ..	Christchurch .. ..	1 May, 1922.
PENSIONS DEPARTMENT.					
Johns, Thomas Cecil James ..	Clerk .. ..	Head Office, Wellington ..	Clerk .. ..	District Office, Hamilton ..	30 April, 1923.
PRISONS DEPARTMENT.					
Piper, George Robert .. ..	Acting Principal Warder ..	Waikune Prison, Erua ..	Acting Principal Warder ..	Auckland .. ..	10 April, 1923.
PUBLIC TRUST DEPARTMENT.					
Bauman, Otto .. ..	Cadet .. ..	Whangarei .. ..	Cadet .. ..	Auckland .. ..	4 May, 1923.
Earles, Samuel Baldwin .. ..	Estates Administration Clerk ..	Auckland .. ..	Estates Administration Clerk ..	Napier .. ..	8 " "
O'Donoghue, David .. ..	" .. ..	Napier (temporary) .. ..	" .. ..	Head Office, Wellington ..	11 Mar., "
Simmonds, Trevor Joseph .. ..	Cadet .. ..	Auckland .. ..	Cadet .. ..	Whangarei .. ..	4 May, "
Thomson, Noel McNair .. ..	Clerk .. ..	Head Office, Wellington ..	Clerk .. ..	District Office, Wellington ..	16 April, "
PUBLIC WORKS DEPARTMENT.					
Burns, Robert Alexander .. ..	Clerical Cadet .. ..	Nelson .. ..	Clerical Cadet .. ..	Head Office, Wellington ..	28 April, 1923.
Garrett, John Hamilton .. ..	Draughtsman .. ..	Wairoa .. ..	Draughtsman .. ..	Tauranga .. ..	23 " "
Rabone, Thomas Cedric Victor ..	Assistant Engineer .. ..	Maungaturoto .. ..	Assistant Engineer .. ..	Arapuni .. ..	4 " "
STATE FOREST SERVICE DEPARTMENT.					
Menzies, William McCowan .. ..	Forest Guard .. ..	Kaingaroa .. ..	Forest Guard .. ..	Whakarewarewa .. ..	1 May, 1923.
INTERDEPARTMENTAL TRANSFERS.					
Chettleburg, Clifford .. ..	Cadet .. ..	Agriculture Department, Wellington ..	Cadet .. ..	Mental Hospitals Department, Seacliff ..	17 April, 1923.
Dickson, William Stewart .. ..	" .. ..	Census and Statistics Office, Internal Affairs Department, Wellington ..	" .. ..	Health Department, Dunedin ..	26 " "
Fugle, Fielder .. ..	Clerical Cadet .. ..	Land and Income Tax Department, Wellington ..	Clerical Cadet .. ..	Lands and Survey Department, Auckland ..	1 May, "
Paddy, Joseph Edward .. ..	Cadet .. ..	Government Insurance Department, District Office, Wellington ..	Cadet .. ..	Customs Department, Wellington ..	1 " "
Percy, Eoin .. ..	Clerical Cadet .. ..	Health Department, Dunedin ..	Clerical Cadet .. ..	Public Works Department, Wellington ..	1 " "
Wood, Cuthbert Lionel .. ..	Cadet .. ..	National Provident Fund Branch, Government Insurance Department, Wellington ..	Cadet .. ..	Magistrate's Court, Justice Department, Hamilton ..	7 " "

RESIGNATIONS.

Name.	Position.	Place.	Date.
AGRICULTURE DEPARTMENT.			
Smith, Arnold Wright .. ..	Chief Grain Grader .. ..	Christchurch .. ..	30 April, 1923.
EDUCATION DEPARTMENT.			
Mountford, Arthur .. ..	Instructor and Teacher of Physical Training	Wellington .. ..	22 April, 1923.
Neal, John Gilbert .. ..	Assistant Storeman .. ..	Central Store, Wellington ..	18 " "
Wilcox, Topaea .. ..	Second Assistant Teacher ..	Waima Native School ..	6 " "
GOVERNMENT INSURANCE DEPARTMENT.			
Lowery, Walter .. ..	Clerk .. ..	New Plymouth .. ..	28 April, 1923.
HEALTH DEPARTMENT.			
Carty, Denis Arthur .. ..	Cadet .. ..	Wellington .. ..	9 May, 1923.
Collings, Edward .. ..	Inspector of Health .. ..	Napier .. ..	30 April, "
*Dodds, William Lillico .. ..	Cadet .. ..	Auckland .. ..	10 Mar., "
JUSTICE DEPARTMENT.			
Chapman, Reginald .. ..	Bailiff .. ..	Magistrate's Court, Grey-mouth	16 April, 1923.
Edgecombe, Alfred Whitbread ..	Cadet .. ..	Magistrate's Court, Wairoa	30 " "
LAND AND INCOME TAX DEPARTMENT.			
Galloway, John Alexander .. ..	2nd Grade Assessment Clerk ..	Wellington .. ..	11 May, 1923.
LANDS AND SURVEY DEPARTMENT.			
Goffin, Gwendoline .. ..	Shorthand-typist .. ..	Auckland .. ..	8 May, 1923.
Logan, Robert Stout .. ..	Land Drainage Engineer .. ..	Ruatangata .. ..	30 April, "
MENTAL HOSPITALS DEPARTMENT.			
Annett, Margretta Phyllis .. ..	Nurse .. ..	Tokanui .. ..	30 April, 1923.
Bayley, Stella .. ..	" .. ..	Seacliff .. ..	11 Mar., "
Johnston, Olive Isabella .. ..	" .. ..	" .. ..	14 April, "
Lynch, John Francis .. ..	Attendant .. ..	Porirua .. ..	30 " "
Matthew, Marioll Armstrong Stella (Mrs.) .. ..	Charge Nurse .. ..	" .. ..	20 " "
Monaghan, Patrick .. ..	Assistant Medical Officer .. ..	" .. ..	30 " "
Sterritt, Kathleen .. ..	Nurse .. ..	Christchurch .. ..	2 " "
Wilson, Lucy May .. ..	Charge Nurse .. ..	Porirua .. ..	23 " "
MINES DEPARTMENT.			
Parsonage, William .. ..	Mine-manager .. ..	State Coal-mines, Greymouth	19 May, 1923.
PENSIONS DEPARTMENT.			
Burns, Verna Melvin .. ..	Clerk .. ..	Head Office, Wellington ..	30 April, 1923.
Jorgensen, Lily Annette Dickson ..	" .. ..	" .. ..	9 May, "
PRINTING AND STATIONERY DEPARTMENT.			
Ngamoki, Paora Whareparoa .. ..	Compositor .. ..	Wellington .. ..	12 May, 1923.
PUBLIC TRUST DEPARTMENT.			
†Whineray, Bruce Ludlow .. ..	Cadet .. ..	Hamilton .. ..	1 Dec., 1923.
PUBLIC WORKS DEPARTMENT.			
Lough, Francis Saville .. ..	Clerk .. ..	Auckland .. ..	30 April, 1923.
STATE FOREST SERVICE DEPARTMENT.			
Gordon, Alexander .. ..	Forest Ranger, Class B .. ..	Rotorua .. ..	18 May, 1923.
TOURIST AND HEALTH RESORTS DEPARTMENT.			
Smith, Robert Vivian Marcel .. ..	Bath Attendant .. ..	Rotorua .. ..	8 May, 1923.
West, Ernest John .. ..	Gardener .. ..	" .. ..	15 " "

\* Amending entry on page 1208 of the *New Zealand Gazette* No. 37, of the 26th April, 1923.  
 † Amending entry on page 537 of the *New Zealand Gazette* No. 16, of the 15th February, 1923.

RETIREMENTS, ETC.

Name.	Position.	Place.	Date left Service.	Reason left Service.
CUSTOMS DEPARTMENT.				
Devenish, William .. ..	Collector of Customs .. ..	Nelson .. ..	14 May, 1923	Retired on super-annuation.
Mickelborough, William Edward Frederick	Cadet .. ..	Auckland .. ..	30 April, "	Appointment annulled.
INTERNAL AFFAIRS DEPARTMENT.				
Thomas, William Arthur .. ..	Clerk .. ..	Dominion Laboratory, Wellington	21 May, 1923	Retired on super-annuation.
LANDS AND SURVEY DEPARTMENT.				
Harrop, Frederick James .. ..	Draughtsman and Computer	Auckland .. ..	25 April, 1923	Deceased.
MENTAL HOSPITALS DEPARTMENT.				
Parker, Stella Mary Transom	Nurse .. ..	Porirua .. ..	22 Sept., 1922	Services terminated.
PUBLIC WORKS DEPARTMENT.				
Hislop, William Henry .. ..	Overseer .. ..	Paeroa .. ..	12 May, 1923	Services terminated.
STATE FIRE INSURANCE DEPARTMENT.				
Gamby, Ellen Amanda .. ..	Office Assistant .. ..	Wellington .. ..	31 Mar., 1923	Appointment annulled.
Hunter, Katherine Myrtle Josephine	" .. ..	" .. ..	31 " "	Ditto.
TOURIST AND HEALTH RESORTS DEPARTMENT.				
Saunders, Allan Bruce .. ..	Clerk .. ..	Wellington .. ..	24 Feb., 1923	Forfeited office under section 57 (1) of P.S. Act, 1912.

## Vital Statistics of Urban Areas.

REPORT on the Vital Statistics of the Urban Areas of the Dominion for the Month of May, 1923:—

	Estimated Population 1st April, 1923.	Total Births registered, May, 1923.	Proportion of Births to the 1,000 of Population.	DEATHS REGISTERED IN MAY, 1923.						Total Deaths.	Proportion of Deaths to the 1,000 of Population, May, 1923.
				Males.			Females.				
				Under 1 Year.	1 & under 5 Years.	5 Years and over.	Under 1 Year.	1 & under 5 Years.	5 Years and over.		
Auckland City .. .. .	86,105	160	1.86	4	1	25	2	..	28	60	0.70
Remainder of Urban Area ..	81,655	152	1.86	4	1	29	2	1	26	63	0.77
Total for Auckland Urban Area	167,760	312	1.86	8	2	54	4	1	54	123	0.73
Wellington City .. .. .	92,590	144	1.56	2	2	31	2	..	21	58	0.63
Remainder of Urban Area ..	19,480	34	1.75	..	..	4	..	..	6	10	0.51
Total for Wellington Urban Area	112,070	178	1.59	2	2	35	2	..	27	68	0.61
Christchurch City .. .. .	79,450	131	1.65	5	..	22	2	1	32	62	0.78
Remainder of Urban Area ..	33,950	47	1.38	..	..	5	1	..	8	14	0.41
Total for Christchurch Urban Area	113,400	178	1.57	5	..	27	3	1	40	76	0.67
Dunedin City .. .. .	60,325	95	1.57	3	..	20	1	..	20	44	0.73
Remainder of Urban Area ..	14,725	17	1.15	..	..	5	1	..	3	9	0.61
Total for Dunedin Urban Area	75,050	112	1.49	3	..	25	2	..	23	53	0.71
Hamilton Borough .. .. .	12,920	33	2.55	1	..	3	1	1	5	11	0.85
Remainder of Urban Area ..	2,430	..	..	..	..	..	..	..	..	..	..
Total for Hamilton Urban Area	15,350	33	2.15	1	..	3	1	1	5	11	0.72
Gisborne Borough .. .. .	11,520	22	1.91	2	2	8	1	..	5	18	1.56
Remainder of Urban Area ..	3,600	2	0.56	..	..	1	..	..	..	1	0.28
Total for Gisborne Urban Area	15,120	24	1.59	2	2	9	1	..	5	19	1.26
Napier Borough .. .. .	14,940	29	1.94	..	..	5	1	..	5	11	0.74
Remainder of Urban Area ..	2,930	7	2.39	..	..	1	..	..	..	1	0.34
Total for Napier Urban Area	17,870	36	2.01	..	..	6	1	..	5	12	0.67
Hastings Borough .. .. .	9,735	24	2.47	..	..	1	..	..	2	3	0.31
Remainder of Urban Area ..	3,995	3	0.75	..	..	..	..	..	..	..	..
Total for Hastings Urban Area	13,730	27	1.97	..	..	1	..	..	2	3	0.22
New Plymouth Borough .. .. .	12,630	26	2.06	1	..	7	1	..	4	13	1.03
Remainder of Urban Area ..	1,300	3	2.31	..	..	..	..	..	..	..	..
Total for New Plymouth Urban Area	13,930	29	2.08	1	..	7	1	..	4	13	0.93
Wanganui Borough .. .. .	17,165	27	1.57	..	..	6	1	..	10	17	0.99
Remainder of Urban Area ..	7,285	9	1.24	1	1	1	..	..	1	4	0.55
Total for Wanganui Urban Area	24,450	36	1.47	1	1	7	1	..	11	21	0.86
Palmerston North Borough .. .. .	16,545	27	1.63	..	..	6	..	..	4	10	0.60
Remainder of Urban Area ..	1,265	2	1.58	..	..	..	..	..	..	..	..
Total for Palmerston North Urban Area	17,810	29	1.63	..	..	6	..	..	4	10	0.56
Nelson City .. .. .	9,320	26	2.65	..	..	4	..	1	3	13	1.32
Remainder of Urban Area ..	1,420	1	0.70	..	..	1	..	..	2	3	2.11
Total for Nelson Urban Area	11,240	27	2.40	..	..	5	..	1	10	16	1.42
Timaru Borough .. .. .	14,975	29	1.94	2	..	3	..	1	5	11	0.73
Remainder of Urban Area ..	1,475	3	2.03	..	..	1	..	..	..	1	0.67
Total for Timaru Urban Area	16,450	32	1.95	2	..	4	..	1	5	12	0.73
Invercargill Borough .. .. .	16,060	43	2.68	3	..	9	1	..	13	26	1.62
Remainder of Urban Area ..	4,120	7	1.70	..	..	..	..	..	2	2	0.49
Total for Invercargill Urban Area	20,180	50	2.48	3	..	9	1	..	15	28	1.39
Grand totals .. .. .	634,410	1,103	1.73	28	7	198	17	5	210	465	0.73

The total births registered for the urban areas amounted to 1,103, as against 956 in April—an increase of 147. The deaths in May were 485, an increase of 34 as compared with the previous month. Of the total deaths males contributed 233, females 232. Fifty-seven of the deaths were of children under five years of age, being 12.26 per cent. of the whole number. Forty-five of these were under one year of age.

The rates per 1,000 of mean population in May, 1922 and 1923, were as follows:—

Urban Area.	Birth Rate.		Death Rate.	
	May, 1922.	May, 1923.	May, 1922.	May, 1923.
Auckland .. .. .	1.76	1.86	0.93	0.73
Wellington .. .. .	2.08	1.59	0.60	0.61
Christchurch .. .. .	1.84	1.57	0.90	0.67
Dunedin .. .. .	1.58	1.49	0.76	0.71
Hamilton .. .. .	2.61	2.15	0.94	0.72
Gisborne .. .. .	1.87	1.59	0.62	1.26
Napier .. .. .	2.09	2.01	0.76	0.67
Hastings .. .. .	1.77	1.97	0.69	0.22
New Plymouth .. .. .	2.69	2.08	0.55	0.93
Wanganui .. .. .	2.55	1.47	0.68	0.86
Palmerston North .. .. .	2.55	1.63	0.71	0.56
Nelson .. .. .	1.69	2.40	0.28	1.42
Timaru .. .. .	2.00	1.95	0.97	0.73
Invercargill .. .. .	2.65	2.48	0.57	1.39
Totals for all areas .. .. .	1.95	1.73	0.78	0.73

The following table shows the deaths in various age-groups occurring in the urban areas during the month of May, 1923:—

Age-group.	URBAN AREAS.										Total.	
	Auckland.		Wellington.		Christchurch.		Dunedin.		Others.		Males.	Females.
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.		
Under 5 years .. .. .	10	5	4	2	5	4	3	2	13	9	35	22
5 and under 10 years .. .. .	1	..	1	1	..	..	1	1	1	3	3	5
15 " 15 " .. .. .	2	..	..	..	..	3	1	1	2	..	5	4
15 " 20 " .. .. .	..	1	..	1	1	..	..	..	1	2	2	4
20 " 25 " .. .. .	2	1	1	..	1	..	2	..	2	4	8	5
25 " 30 " .. .. .	..	2	2	..	..	..	..	..	..	1	2	3
30 " 35 " .. .. .	1	3	3	2	2	2	..	..	1	5	7	12
35 " 40 " .. .. .	1	7	2	..	3	1	..	3	..	6	6	17
40 " 45 " .. .. .	3	1	1	2	..	3	1	..	4	2	9	8
45 " 50 " .. .. .	4	2	1	..	..	2	1	..	2	1	8	5
50 " 55 " .. .. .	5	4	2	2	3	2	4	2	4	2	18	12
55 " 60 " .. .. .	9	7	1	2	3	..	..	..	5	2	18	11
60 " 65 " .. .. .	6	3	5	3	3	2	..	2	7	5	21	15
65 years and over .. .. .	20	23	16	14	11	25	16	14	28	33	91	109
Totals .. .. .	64	59	39	29	32	44	28	25	70	75	233	232

The deaths of 200 persons of 65 years and upwards were registered for the urban areas during the month of May, 1923. The following table shows the classification:—

Age.	URBAN AREAS.										Total	
	Auckland.		Wellington.		Christchurch.		Dunedin.		Others.		Males.	Females.
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.		
65	1	1	..	..	..	..	..	3	2	2	3	6
66	1	1	1	..	1	..	..	..	..	2	3	5
67	..	..	..	3	1	..	1	..	..	1	2	4
68	3	2	..	1	..	1	1	1	1	3	5	8
69	..	..	2	1	..	2	1	1	2	..	5	4
70	1	2	2	1	..	1	1	3	..	2	4	9
71	..	..	3	1	..	1	1	1	2	1	6	4
72	1	1	1	..	2	1	..	..	..	..	4	3
73	..	2	..	2	..	..	1	..	..	3	1	7
74	..	..	..	1	..	3	2	..	1	2	3	6
75	..	..	..	1	..	..	..	..	1	2	1	3
76	1	3	1	1	1	1	1	..	1	1	5	6
77	1	2	1	..	1	1	1	..	..	1	4	4
78	2	2	..	..	2	..	..	..	2	..	6	2
79	2	..	1	..	1	2	..	..	..	1	4	3
80	..	2	1	..	..	2	..	..	2	2	3	3
81	1	1	..	..	..	..	..	..	2	2	3	4
82	1	1	..	..	1	1	..	1	2	1	4	4
83	1	1	..	..	..	2	1	1	2	2	4	6
84	2	..	1	..	1	1	..	..	1	1	5	2
85	..	..	..	..	..	1	1	1	..	2	1	4
86	..	..	1	..	..	1	..	1	..	1	1	3
87	..	..	..	..	..	1	2	..	..	..	2	1
88	..	..	1	..	..	1	1	..	3	1	5	2
89	1	..	..	..	..	1	1	..	1	..	3	1
90	1	..	..	..	..	..	..	..	..	..	1	..
91	..	1	..	..	..	..	..	..	1	..	1	1
92	..	..	..	..	..	..	..	..	..	..	..	1
93	..	..	..	..	..	..	..	..	1	1	1	1
94	..	..	..	..	..	..	..	..	1	..	1	..
96	..	1	..	..	..	..	..	..	..	..	..	1
97	..	1	..	..	..	..	..	..	..	..	..	1
Total .. .. .	20	23	16	14	11	25	16	14	28	33	91	109

TABLE showing the Causes of the Deaths of Persons in the Urban Areas, registered during May, 1923.

Causes of Death.	Auckland Urban Area.		Wellington Urban Area.		Christchurch Urban Area.		Dunedin Urban Area.		Others.		Total.
	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	
<b>I.—EPIDEMIC, ENDEMIC, AND INFECTIOUS DISEASES.</b>											
1. Typhoid Fever .. .. .	..	..	..	..	..	..	..	..	..	2	2
7. Measles .. .. .	..	2	..	..	..	..	..	..	..	..	2
8. Scarlet Fever .. .. .	..	1	..	..	..	..	..	..	..	..	1
10. Diphtheria .. .. .	..	..	..	1	..	..	..	..	..	..	1
21. Erysipelas .. .. .	..	1	..	..	..	..	..	..	..	..	1
31. Tuberculosis of Respiratory System .. .. .	..	5	..	6	..	2	..	2	..	4	19
32. Tuberculous Meningitis .. .. .	..	..	..	..	..	..	..	..	..	2	2
33. Tuberculosis of Bowels .. .. .	..	1	..	..	..	..	..	..	..	..	1
34. " of Spine .. .. .	..	1	..	..	..	..	..	..	..	..	1
36. " of Genito-Urinary System .. .. .	..	..	..	..	..	..	..	..	..	1	1
37. Disseminated Tuberculosis .. .. .	..	1	..	..	1	..	..	..	..	1	3
41. Purulent Infection, Septicæmia .. .. .	..	..	1	..	..	..	..	..	..	1	2
Totals .. .. .	..	12	1	7	1	2	..	2	..	11	36
<b>II.—GENERAL DISEASES NOT INCLUDED ABOVE.</b>											
43. Cancer of Buccal Cavity .. .. .	..	..	..	1	..	1	..	..	..	..	2
44. " Stomach and Liver .. .. .	..	9	..	3	..	5	..	2	..	10	29
45. " Peritonæum, Intestines, and Rectum .. .. .	..	2	..	1	..	..	..	4	..	1	8
46. " Uterus .. .. .	..	3	..	..	..	1	..	..	..	1	5
47. " Breast .. .. .	..	3	..	..	..	3	..	3	..	2	11
49. " Abdomen .. .. .	..	..	..	..	..	..	..	..	..	1	1
49. " Axilla .. .. .	..	1	..	..	..	..	..	..	..	..	1
49. " Femur .. .. .	..	..	..	1	..	..	..	..	..	..	1
49. " Hand .. .. .	..	..	..	..	..	..	..	1	..	..	1
49. " Larynx .. .. .	..	..	..	1	..	..	..	..	..	1	2
49. " Pancreas .. .. .	..	..	..	1	..	..	..	..	..	1	2
49. " Prostate .. .. .	..	1	..	..	..	1	..	1	..	..	3
49. " Tibia .. .. .	..	..	..	1	..	..	..	..	..	..	1
49. Disseminated Cancer .. .. .	..	1	..	..	..	1	..	..	..	..	2
52. Chronic Rheumatism .. .. .	..	..	..	..	..	1	..	1	..	1	3
56. Rickets .. .. .	..	..	..	..	..	..	..	..	..	1	1
57. Diabetes Mellitus .. .. .	..	1	..	1	..	3	..	1	..	..	6
58. Pernicious Anæmia .. .. .	..	1	..	..	..	1	..	1	..	1	4
60. Exophthalmic Goitre .. .. .	..	..	..	1	..	..	..	..	..	..	1
63. Addison's Disease .. .. .	..	..	..	1	..	..	..	..	..	..	1
65. Leucæmia and Hodgkin's Disease .. .. .	..	..	..	..	..	1	..	..	..	1	2
66. Alcoholism (acute or chronic) .. .. .	..	..	..	..	..	1	..	..	..	..	1
Totals .. .. .	..	22	..	12	..	19	..	14	..	21	88
<b>III.—DISEASES OF NERVOUS SYSTEM AND OF ORGANS OF SPECIAL SENSE.</b>											
71. Meningitis .. .. .	..	..	..	..	..	1	..	..	..	2	3
72. Tabes Dorsalis .. .. .	..	1	..	..	..	..	..	..	..	..	1
73. Other Diseases of Spinal Cord .. .. .	..	2	..	2	..	2	..	..	..	1	7
74. Cerebral Hæmorrhage, Apoplexy .. .. .	..	10	..	6	..	2	..	2	..	7	27
75. Paralysis without Specified Cause .. .. .	..	..	..	1	..	..	..	..	..	1	2
76. General Paralysis of Insane .. .. .	..	2	..	..	..	..	..	..	..	..	2
78. Epilepsy .. .. .	..	1	..	..	..	1	..	1	..	2	5
80. Infantile Convulsions .. .. .	..	..	..	..	..	..	..	1	..	1	1
82. Polyneuritis .. .. .	..	..	..	..	..	..	..	..	..	1	1
83. Softening of the Brain .. .. .	..	..	..	..	..	..	..	..	..	1	1
84. Tumour of the Brain .. .. .	..	..	..	..	..	..	..	..	..	1	1
Totals .. .. .	..	16	..	9	..	6	..	3	1	16	51
<b>IV.—DISEASES OF CIRCULATORY SYSTEM.</b>											
87. Pericarditis .. .. .	..	..	..	..	..	..	..	..	..	1	1
88. Acute Endocarditis and Myocarditis .. .. .	..	1	..	..	..	1	..	..	..	..	2
89. Angina Pectoris .. .. .	..	2	..	..	..	..	..	..	..	..	2
90. Other Diseases of Heart .. .. .	..	22	..	9	..	13	..	7	..	24	75
91. Diseases of the Arteries .. .. .	..	1	..	1	..	4	..	..	..	..	6
95. Hæmorrhage without Specified Cause .. .. .	..	..	..	..	..	..	..	..	..	1	1
Totals .. .. .	..	26	..	10	..	18	..	7	..	26	87
<b>V.—DISEASES OF RESPIRATORY SYSTEM.</b>											
98. Laryngitis .. .. .	..	..	..	..	..	..	..	..	..	1	1
99. Bronchitis .. .. .	..	3	..	3	..	1	..	..	..	8	15
100. Broncho-pneumonia .. .. .	..	1	..	1	..	..	..	..	..	4	9
101. Pneumonia .. .. .	..	3	..	1	..	2	..	4	..	6	16
103. Congestion of Lungs .. .. .	..	..	..	3	..	1	..	1	..	..	5
107. Hydatid of Lung .. .. .	..	..	..	..	..	..	..	1	..	..	1
Totals .. .. .	1	9	..	8	..	4	..	6	..	19	47

TABLE showing the Causes of the Deaths of Persons in the Urban Areas, registered during May, 1923—continued.

Causes of Death.	Auckland Urban Area.		Wellington Urban Area.		Christchurch Urban Area.		Dunedin Urban Area.		Others.		Total.
	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	Under 1 Year.	1 Year and over.	
<b>VI.—DISEASES OF DIGESTIVE SYSTEM.</b>											
109. Diseases of Pharynx and Tonsils	..	1	..	..	..	..	..	1	..	..	2
111. Ulcer of Stomach	..	..	..	..	..	1	..	..	..	..	1
112. Other Diseases of Stomach	..	..	..	..	..	..	..	..	1	1	3
113. Diarrhoea and Enteritis (under 2 years)	1	..	..	1	2	1	..	..	..	..	5
114. Diarrhoea and Enteritis (2 years and over)	..	1	..	2	..	2	..	..	..	2	7
117. Appendicitis	..	1	..	..	..	..	..	..	..	1	2
118. Hernia, Intestinal Obstruction	..	..	..	..	..	1	..	1	..	..	2
122. Cirrhosis of Liver	..	..	..	..	..	..	..	1	..	1	2
123. Biliary Calculi	..	2	..	..	..	..	..	..	..	..	2
124. Cholecystitis	..	1	..	1	..	..	..	..	..	..	2
125. Pancreatitis	..	1	..	..	..	..	..	..	..	..	1
Totals .. ..	1	8	..	4	2	5	..	3	1	5	29
<b>VII.—NON-VENEREAL DISEASES OF GENITO-URINARY SYSTEM AND ANNEXA.</b>											
128. Acute Nephritis	..	..	..	..	..	1	..	..	..	1	2
129. Chronic Nephritis	..	1	..	2	..	..	..	3	..	4	10
131. Other Diseases of Kidneys and Annexa	..	1	1	1	..	..	..	3	..	..	6
135. Diseases of Prostate	..	..	..	1	..	..	..	1	..	2	4
137. Ovarian Cyst	..	1	..	..	..	..	..	..	..	..	1
138. Salpingitis and Pelvic Abscess	..	..	..	1	..	..	..	1	..	..	2
Totals .. ..	..	3	1	5	..	1	..	8	..	7	25
<b>VIII.—PUERPERAL STATE.</b>											
144. Placenta Prævia	..	..	..	..	..	..	..	..	..	1	1
146. Puerperal Hæmorrhage	..	2	..	..	..	1	..	..	..	2	5
148. " Nephritis	..	..	..	..	..	1	..	..	..	..	1
Totals .. ..	..	2	..	..	..	2	..	..	..	3	7
<b>IX.—DISEASES OF THE SKIN AND OF THE CELLULAR TISSUE.</b>											
151. Gangrene	..	1	..	..	..	..	..	..	..	1	2
<b>XI.—MALFORMATIONS.</b>											
159. Congenital Heart-disease	2	..	..	..	..	..	2	..	3	..	7
159. " Pyloric Stenosis	..	..	..	..	..	..	..	..	1	..	1
159. " Spina Bifida	..	..	..	..	..	..	..	..	1	..	1
159. " Hydrocephalus	..	..	..	..	..	..	..	..	1	..	1
159. " Deficiency	1	..	..	..	..	..	..	..	..	..	1
159. Patent Foramen Ovale	..	..	..	..	..	..	..	..	1	..	1
Totals .. ..	3	..	..	..	..	..	2	..	7	..	12
<b>XII.—EARLY INFANCY.</b>											
160. Congenital Debility, Icterus, Scleroma	2	..	2	..	1	..	1	..	2	..	8
161A. Premature Birth	5	..	..	..	4	..	2	..	2	..	13
162. Other Diseases peculiar to Early Infancy	..	..	..	..	..	..	..	..	3	..	3
Totals .. ..	7	..	2	..	5	..	3	..	7	..	24
<b>XIII. OLD AGE.</b>											
164. Senility	..	8	..	2	..	7	..	3	..	15	35
<b>XIV.—EXTERNAL CAUSES.</b>											
166. Suicide by Corrosive Substances	..	..	..	1	..	..	..	..	..	..	1
167. " Poisonous Gas	..	..	..	..	..	..	..	1	..	..	1
168. " Hanging or Strangulation	..	..	..	1	..	..	..	..	..	..	1
169. " Drowning	..	..	..	..	..	..	..	..	..	1	1
178. Conflagration	..	..	..	1	..	1	..	..	..	..	2
179. Accidental Burns	..	..	..	1	..	..	..	..	..	..	1
181. Accidental Absorption of Irrespirable or Poisonous Gas	..	..	..	1	..	1	..	..	..	..	2
182. Accidental Drowning	..	1	..	1	..	..	..	..	..	3	5
185. Traumatism by Fall	..	2	..	..	..	..	..	1	..	..	3
188. Railroad Accidents	..	..	..	..	..	2	..	..	..	..	2
188. Tramway Accidents	..	1	..	..	..	..	..	..	..	..	1
188. Automobile Accidents	..	..	..	..	..	..	..	..	..	1	1
Totals .. ..	..	4	..	6	..	4	..	2	..	5	21
<b>XV.—ILL-DEFINED DISEASES.</b>											
205. Cause not specified or unknown	..	..	..	1	..	..	..	..	..	..	1
Grand totals .. ..	12	111	4	64	8	68	5	48	16	129	465

## Public Trustee.—Deceased Persons' Estates under Administration.

THE PUBLIC TRUST OFFICE OF NEW ZEALAND. — INCORPORATED UNDER THE PROVISIONS OF THE PUBLIC TRUST OFFICE ACT, 1908.

PARTICULARS of the Estates of Deceased Persons placed under the Charge of the PUBLIC TRUSTEE during the Month of May, 1923.

No.	Name of Deceased.	Residence.	Occupation.	Date of Death.	Remarks.
1	Airay, John .. ..	Temuka ..	Farmer ..	1/3/23	Testate.
2	Anderson, John Edward ..	Wellington ..	Gold-miner ..	12/5/23	Intestate.
3	Anderson, Richard William ..	Waihi ..	Miner ..	13/1/23	"
4	Andrews, Elizabeth Olive ..	Dunedin ..	Married woman ..	15/5/23	Testate.
5	Bathgate, Herbert James ..	Invercargill ..	Superintendent, Bor- stal Institution	16/4/23	Intestate.
6	Batkin, Charles Thomas ..	Wellington ..	Retired Civil servant	13/8/03	Testate.
7	Beattie, James .. ..	Highcliff ..	Farmer ..	17/8/06	"
8	Bedwell, Evelina Henrietta ..	Palmerston North ..	Widow ..	25/2/23	"
9	Black, Annil .. ..	Broad Bay ..	Married woman ..	5/4/17	Intestate.
10	Bolger, James .. ..	Whangarei ..	Barman ..	18/2/23	"
11	Bridge, William .. ..	Carterton ..	Vulcanizer ..	22/3/23	"
12	Brown, Flora .. ..	Toa, Longbush ..	Married woman ..	14/5/21	"
13	Butler, Bridget .. ..	Auckland ..	Widow ..	3/5/23	Testate.
14	Carlson, John .. ..	Napier ..	Master mariner ..	2/5/23	"
15	Chappell, Everett .. ..	Christchurch ..	Labourer ..	21/5/15	Intestate.
16	Chappell, Susan Mary .. ..	Sydenham ..	Widow ..	4/5/23	Testate.
17	Clark, David .. ..	Seddonville ..	Labourer ..	4/3/23	Intestate.
18	Colvill, George James .. ..	Richmond ..	Old-age pensioner ..	4/5/23	"
19	Cookson, Lucy Edwards .. ..	Ashburton ..	Widow ..	17/4/23	Testate.
20	Corder, Sarah Jane .. ..	Wakapuaka ..	Married woman ..	26/3/23	Intestate.
21	Corr, Peter .. ..	Stewartstown, Ire- land	Labourer ..	10/11/17	"
22	Courtier, William .. ..	Roxburgh ..	Farmer ..	13/5/23	Testate.
23	Crew, Maria Alice .. ..	Christchurch ..	Widow ..	16/5/23	"
24	Crockett, William John .. ..	New Plymouth ..	Car-painter ..	28/4/23	Intestate.
25	Cuff, Leonard Charles Mordaunt Lowe; also known as Leonard Charles Cuff	Takapuna ..	Fruiterer ..	6/7/23	"
26	Culhane, Thomas James .. ..	Auckland ..	Painter ..	31/3/23	"
27	Davies, Charles .. ..	Normanby ..	Retired farmer ..	10/5/23	"
28	De Lisle, Ferdinand Rangitira ..	Auckland ..	" ..	27/12/19	"
29	Dickson, Rebecca .. ..	Napier ..	Widow ..	4/7/22	Testate.
30	Dinnie, Walter .. ..	Wellington ..	Inquiry agent ..	7/5/23	"
31	Dutton, Joseph .. ..	Whakatu ..	Orchardist ..	2/5/23	"
32	Dymond, Ada Marie Louise .. ..	Eastbourne ..	Spinster ..	4/5/23	Intestate.
33	Edmonds, William Noble .. ..	Waipapa Point ..	Lighthouse-keeper ..	27/12/22	"
34	Elliffe, Henry Walter .. ..	Auckland ..	Settler ..	28/4/23	Testate.
35	Ellis, Percy .. ..	Kiokio ..	Farmer ..	16/5/23	Intestate.
36	Evans, Thomas .. ..	Auckland ..	Pattern-maker ..	10/5/23	Testate.
37	Fait, Brownlow John .. ..	Gore ..	Land agent ..	3/5/23	"
38	Fenwick, George James .. ..	Wellington ..	Clerk ..	4/5/23	"
39	Ferguson, Jane .. ..	Dunedin ..	Widow ..	7/5/23	"
40	Foster, Jane .. ..	Motueka ..	Married woman ..	16/1/23	"
41	Fowler, John .. ..	Tokomaru Bay ..	Quarry worker ..	2/5/23	Intestate.
42	Fox, Reginald Hadley .. ..	Wanganui ..	Farmer ..	5/4/23	"
43	Fuller, John .. ..	Auckland ..	Theatrical proprietor	9/5/23	Testate.
44	Goldsmith, Thomas John .. ..	Matawhero ..	Farmer ..	2/5/23	"
45	Gott, Ellen .. ..	Wellington ..	Widow ..	27/3/23	Intestate.
46	Gourlay, Ernestine Jane .. ..	" ..	School-teacher ..	3/5/23	Testate.
47	Grant, James .. ..	Christchurch ..	Retired farmer ..	5/5/23	Intestate.
48	Grantham, Mary Ann .. ..	Wellington ..	Charwoman ..	9/5/23	Testate.
49	Gundersen, Anita .. ..	Christchurch ..	Widow ..	4/5/23	"
50	Hailwood, Eric George .. ..	Frankton Junction ..	Clerk ..	25/3/23	"
51	Hargreaves, Alice .. ..	Auckland ..	Married woman ..	21/2/23	Intestate.
52	Harris, William Henry .. ..	Onehunga ..	Retired farmer ..	11/5/23	Testate.
53	Harrison, Edward .. ..	Wellington ..	Labourer ..	2/5/23	Intestate.
54	Hayes, John .. ..	Rukuhia ..	" ..	17/4/23	"
55	Higgins, Vivian .. ..	Wellington ..	School-teacher ..	16/8/23	Testate.
56	Hodgkinson, Alfred .. ..	Greymouth ..	Retired contractor ..	6/5/23	"
57	Honeyman, Mary .. ..	Dunedin ..	Married woman ..	24/4/23	"
58	Hunt, Francis .. ..	New Brighton ..	Carpenter ..	25/3/23	Intestate.
59	Hurley, Jeremiah .. ..	Wellington ..	Retired farmer ..	16/5/23	Testate.
60	Ingram, Frederick Miles .. ..	Wanganui ..	Farm labourer ..	9/4/23	Intestate.
61	Innes, William Grant .. ..	England ..	Director ..	12/11/22	Testate.
62	Levin, Celia Grace .. ..	London ..	Spinster ..	26/1/22	"
63	Liddell, James Muir .. ..	Masterton ..	Engineer ..	7/5/23	"
64	Liken, Thomas .. ..	Dunedin ..	Farmer ..	21/4/23	Intestate.
65	Mack, Robert Hugh Garside .. ..	Papakura ..	Butcher ..	24/4/23	Testate.
66	Mann, Isabella .. ..	Greymouth ..	Married woman ..	14/4/23	"
67	Marshall, Edward James .. ..	Christchurch ..	Coal foreman ..	30/4/23	"
68	Marshall, Helen .. ..	Waikawa Valley ..	Domestic duties ..	29/3/23	"
69	Marson, Ann Watson .. ..	Christchurch ..	Widow ..	24/4/23	Intestate.
70	McArthur, Ellen Victoria Mildred ..	Timaru ..	Married woman ..	7/1/10	"
71	McBride, Jane .. ..	Kaukapakapa ..	Widow ..	24/10/22	"
72	McCurdy, Daniel .. ..	Auckland ..	Miner ..	22/4/23	Testate.



DECEASED PERSONS' ESTATES UNDER ADMINISTRATION—*continued.*

No.	Name of Deceased.	Residence.	Occupation.	Date of Death.	Remarks.
73	McConaghey, Joseph .. ..	Doyleston .. ..	Labourer .. ..	3/8/17	Intestate.
74	McDowell, Andrew .. ..	Cheviot .. ..	Retired farmer .. ..	19/5/23	"
75	McDowell, Jessie Mitchell .. ..	Mataura .. ..	Widow .. ..	25/4/23	Testate.
76	McMaster, Lucy Teresa .. ..	Wellington .. ..	Married woman .. ..	12/5/23	"
77	Meredith, Owen Glendower .. ..	Tulagoi (British Solomon Islands)	Plantation manager	24/11/21	Intestate.
78	Meyer, Theodore Albert .. ..	New Plymouth .. ..	Clerk in holy orders	3/4/23	Testate.
79	Millikin, Elizabeth McGregor .. ..	Addison's .. ..	Married woman .. ..	5/4/23	"
80	Norton, Bruce Grantley .. ..	Annat .. ..	Farmer .. ..	16/5/23	Intestate.
81	Olsen, Erasmus Kennedy .. ..	Taihape .. ..	Electric lineman .. ..	30/4/23	"
82	Oliver, Marion .. ..	Marton .. ..	Married woman .. ..	17/2/23	Testate.
83	Phillips, Lewis .. ..	Waipawa .. ..	Settler .. ..	13/4/23	"
84	Purden, Arthur James .. ..	Hastings .. ..	Barman .. ..	21/4/23	Intestate.
85	Quinn, James .. ..	Hairini .. ..	Farmer .. ..	4/4/23	"
86	Ransby, Mary .. ..	Christchurch .. ..	Married woman .. ..	6/12/22	"
87	Ransby, William .. ..	" .. ..	Labourer .. ..	14/5/23	"
88	Richardson, Matilda; also known as Richardson, Tillie .. ..	Wadestown .. ..	Domestic .. ..	24/4/23	"
89	Roberts, William .. ..	Westport .. ..	Labourer .. ..	8/2/23	Testate.
90	Ross, David .. ..	Wellington .. ..	Retired Civil servant	13/5/23	"
91	Roughan, Bridget .. ..	Lawrence .. ..	Widow .. ..	3/1/23	"
92	Sale, George Samuel .. ..	London .. ..	Retired .. ..	25/12/22	"
93	Sanson, George Thomas .. ..	Port Chalmers .. ..	Retired quarryman	3/5/23	"
94	Sawle, Jane .. ..	Christchurch .. ..	Widow .. ..	14/8/22	"
95	Schleich, John Anthony .. ..	Auckland .. ..	Labourer .. ..	21/4/23	Intestate.
96	Schultze, Elizabeth Newton .. ..	Wellington .. ..	Spinster .. ..	14/5/23	Testate.
97	Shepherd, Patrick Nimmo .. ..	Invercargill .. ..	Sheet-metal worker	29/3/23	Intestate.
98	Shield, John Ross .. ..	Waikino .. ..	Battery hand .. ..	20/4/23	"
99	Sinclair, Alexander .. ..	Mosgiel .. ..	Engine-driver .. ..	10/11/22	Testate.
100	Smith, Matthew Gorman .. ..	Christchurch .. ..	Leather - goods manufacturer	25/4/23	"
101	Swift, Frederick William .. ..	Otaki .. ..	Railway bookstall proprietor	30/4/23	"
102	Thurgarland, Mary .. ..	England .. ..	Widow .. ..	20/9/22	"
103	Tisdall, Eliza .. ..	Christchurch .. ..	Married woman .. ..	11/5/23	Intestate.
104	Vance, John .. ..	Dunedin .. ..	Retired railway employee	14/5/23	Testate.
105	Vesey, Margaret Helen .. ..	Christchurch .. ..	Married woman .. ..	2/5/23	"
106	Wadsworth, Thomas .. ..	Waitati .. ..	Attendant .. ..	23/12/21	"
107	Wheatley, James .. ..	Westport .. ..	Retired storekeeper	15/4/23	"
108	White, Mary .. ..	Dunedin .. ..	Widow .. ..	27/4/23	"
109	Whitehead, John Keith .. ..	Wellington .. ..	Labourer .. ..	20/4/23	Intestate.
110	Woodham, Harry Wilkins .. ..	Christchurch .. ..	Yardman .. ..	20/4/23	Testate.
111	Woods, Daniel William .. ..	Dunedin .. ..	Contractor .. ..	16/4/23	"
112	Wright, Henry James .. ..	Matapu .. ..	Farm assistant .. ..	4/5/23	Intestate.
113	Wright, Joseph .. ..	Dunedin .. ..	Ironworker .. ..	25/4/23	Testate.
114	Yardley, S. E. .. ..	New Brighton .. ..	Married woman .. ..	20/4/23	"
115	Young, David Tweedie .. ..	Invercargill .. ..	Scholar .. ..	1/2/23	Intestate.

Public Trust Office, Wellington, 2nd June, 1923.

J. W. MACDONALD, Public Trustee.

*Fire Boards under the Fire Brigades Act, 1908.*

Department of Internal Affairs,  
Wellington, 12th June, 1923.

THE undermentioned persons have been appointed or elected to be members of the following Fire Boards constituted under the Fire Brigades Act, 1908.

WM. DOWNIE STEWART,  
Minister of Internal Affairs.

AUCKLAND FIRE BOARD.

- Appointed by the Governor-General—  
David Goldie.
- Elected by the fire-insurance companies—  
John James Kingston.  
Walter Pavitt.  
Walter Robert Saunders.
- Elected by the Auckland City Council—  
J. W. Hardley.  
A. E. Lawry.  
J. Paterson.

BALCLUTHA FIRE BOARD.

- Appointed by the Governor-General—  
Archibald John Campbell.
- Elected by the fire-insurance companies—  
William Harrington Cowper.  
John Stuart Hislop.  
Henry Robert Law.

- Elected by the Balclutha Borough Council—  
Allan Bishop.  
George Wm. Wood.  
Angus Macdonald.

CHRISTCHURCH FIRE BOARD.

- Appointed by the Governor-General—  
Henry Richard Rushbridge.
- Elected by the fire-insurance companies—  
James Reynolds Cameron.  
Percy Harold Harris.  
Kenneth William Robinson.
- Elected by the Christchurch City Council—  
Alfred Williams.  
E. H. Andrews.  
Henry Holland.

DANNEVIRKE FIRE BOARD.

- Appointed by the Governor-General—  
Jas. McMillan.
- Elected by the fire-insurance companies—  
W. G. Hay.  
J. W. F. Norrie.  
George Thorne-George.
- Elected by the Dannevirke Borough Council—  
Archibald John Carson Runciman.  
David Drummond.  
Colin McGibbon.

## DUNEDIN FIRE BOARD.

- Appointed by the Governor-General—  
J. J. Clark.
- Elected by the fire-insurance companies—  
Thomas Chalmer.  
John Stuart Hislop.  
Joseph Skittowe Webb.
- Elected by the Dunedin City Council—  
Walter Alexander Scott.  
William Begg.  
John Wilson.

## DARGAVILLE FIRE BOARD.

- Appointed by the Governor-General—  
Francis A. Jones.
- Elected by the fire-insurance companies—  
Thomas A. Blair.  
A. D. Cook.  
Geoffrey Nevill.
- Elected by the Dargaville Borough Council—  
Robert E. Hornblow.  
Hugh Lloyd.  
Harry P. Clear.

## FEILDING FIRE BOARD.

- Appointed by the Governor-General—  
Edward Henry Fisher.
- Elected by the fire-insurance companies—  
Vernon Irving.  
S. S. Dean.  
W. A. Parton.
- Elected by the Feilding Borough Council—  
James S. Tingey.  
Victor E. Smith.  
Arthur Hillier Sutton.

## FOXTON FIRE BOARD.

- Appointed by the Governor-General—  
John K. Hornblow.
- Elected by the fire-insurance companies—  
F. G. Cray.  
Vernon Irving.  
E. C. Rowe.
- Elected by the Foxton Borough Council—  
John Chrystall.  
Robert Bryant.  
Arthur Nalder Smith.

## GISBORNE FIRE BOARD.

- Appointed by the Governor-General—  
D. S. Jamison.
- Elected by the fire-insurance companies—  
Ernest Adair.  
James Lyndon Kirker.  
Harold Clay.
- Elected by the Gisborne Borough Council—  
Thomas Todd.  
David W. Coleman.  
George Wildish.

## GREYMOUTH FIRE BOARD.

- Appointed by the Governor-General—  
Jesse Steer.
- Elected by the fire-insurance companies—  
John F. Grierson.  
James Reynolds Cameron.  
George Thomas Moss.
- Elected by the Greymouth Borough Council—  
William Henry Parfitt.  
Alexander C. Armstrong.  
James McGinley.

## HAMILTON FIRE BOARD.

- Appointed by the Governor-General—  
George Parr.
- Elected by the fire-insurance companies—  
Horace H. McCullough.  
Frank H. Pope.  
Harry S. Malcolm.
- Elected by the Hamilton Borough Council—  
John McKinnon.  
Percy Harold Watts.  
Alfred Ernest Webb.

## HASTINGS FIRE BOARD.

- Appointed by the Governor-General—  
Samuel Thomas Tong.
- Elected by the fire-insurance companies—  
W. G. Hay.  
J. W. F. Norrie.  
George Thorne-George.
- Elected by the Hastings Borough Council—  
G. A. Maddison.  
A. Garnett.  
L. W. Fowler.

## HAWERA FIRE BOARD.

- Appointed by the Governor-General—  
Richard A. D. Welsh.
- Elected by the fire-insurance companies—  
Karl Caro Akers.  
George Duncan.  
David Hood Thomson.
- Elected by the Hawera Borough Council—  
John Gray Osborne.  
Harry Leopold Spratt.  
Leonard Alfred Bone.

## HOKITIKA FIRE BOARD.

- Appointed by the Governor-General—  
John Jerome Breeze.
- Elected by the fire-insurance companies—  
John Frederick Grierson.  
James Reynolds Cameron.  
John H. Wilson.
- Elected by the Hokitika Borough Council—  
Hon. Henry L. Michel, M.L.C.  
Herbert Maxton Coulson.  
John Lloyd.

## KAIAPOI FIRE BOARD.

- Appointed by the Governor-General—  
L. B. Evans.
- Elected by the fire-insurance companies—  
James Buchan.  
Harold C. Rogers.  
Harold G. Wiley.
- Elected by the Kaiapoi Borough Council—  
Thomas R. Leithead.  
Hector McIntosh.  
Robert J. Dunn.

## KAITANGATA FIRE BOARD.

- Appointed by the Governor-General—  
Edward McFadyen.
- Elected by the fire-insurance companies—  
William H. Cowper.  
John Stuart Hislop.  
Henry Robert Law.
- Elected by the Kaitangata Borough Council—  
Robert Aitcheson.  
Robert McGillivray.  
Gordon Smail.

## LAWRENCE FIRE BOARD.

- Appointed by the Governor-General—  
David McIntosh.
- Elected by the fire-insurance companies—  
David James Calder.  
James A. Davis.  
Hugh Duncan.
- Elected by the Lawrence Borough Council—  
Thomas H. Clark.  
James B. McKinlay.  
James R. Smyth.

## LEVIN FIRE BOARD.

- Appointed by the Governor-General—  
W. Jenson.
- Elected by the fire-insurance companies—  
Vernon Irving.  
F. G. Cray.  
E. C. Rowe.
- Elected by the Levin Borough Council—  
F. E. Parker.  
A. Dempsey.  
J. C. Milnes.

## MASTERTON FIRE BOARD.

- Appointed by the Governor-General—  
Thomas Sidney Jenkins.
- Elected by the fire-insurance companies—  
S. S. Dean.  
W. A. Parton.  
J. Wesley.
- Elected by the Masterton Borough Council—  
T. Jordan.  
William Candy.  
R. Russell.

## MILTON FIRE BOARD.

- Appointed by the Governor-General—  
George Hamilton Thomson.
- Elected by the fire-insurance companies—  
William H. Cowper.  
John Stuart Hislop.  
Henry Robert Law.
- Elected by the Milton Borough Council—  
Alexander Rennie.  
James Gray.  
W. D. Rose.

NAPIER FIRE BOARD.

- Appointed by the Governor-General—  
James Parson Williamson.
- Elected by the fire-insurance companies—  
W. G. Hay.  
J. W. F. Norrie.  
George Thorne-George.
- Elected by the Napier Borough Council—  
John Blight Andrew.  
Thomas A. Heath.  
Henry J. Harman.

NEW PLYMOUTH FIRE BOARD.

- Appointed by the Governor-General—  
Walter Crowley Weston.
- Elected by the fire-insurance companies—  
Keppel G. Archer.  
E. J. W. Carr.  
Dann Le Cren Morgan.
- Elected by the New Plymouth Borough Council—  
Frank E. Wilson.  
Frederick John Hill.  
James Lobb.

OAMARU FIRE BOARD.

- Appointed by the Governor-General—  
Andrew Fraser.
- Elected by the fire-insurance companies—  
David James Calder.  
Thomas Ruddiman.  
Joseph S. Webb.
- Elected by the Oamaru Borough Council—  
John M. Forrester.  
David Sinclair.  
Robert Mahan.

OHAKUNE FIRE BOARD.

- Appointed by the Governor-General—  
Albert William Gould.
- Elected by the fire-insurance companies—  
N. C. Barstow.  
R. Murdoch.  
W. A. Parton.
- Elected by the Ohakune Borough Council—  
J. A. Butler.  
C. H. Fletcher.  
R. John Lyttle.

PALMERSTON NORTH FIRE BOARD.

- Appointed by the Governor-General—  
John Bett.
- Elected by the fire-insurance companies—  
D. J. Bews.  
S. S. Dean.  
W. A. Parton.
- Elected by the Palmerston North Borough Council—  
Archibald James Graham.  
Frederick Jackson.  
Wm. Lockhart Fitzherbert.

PETONE FIRE BOARD.

- Appointed by the Governor-General—  
James Kerr.
- Elected by the fire-insurance companies—  
A. H. Clerke.  
G. C. Edwards.  
N. S. S. Perry.
- Elected by the Petone Borough Council—  
John William McEwan.  
Albert James Pointon.  
George Cook.

PORT CHALMERS FIRE BOARD.

- Appointed by the Governor-General.—  
Richard Young.
- Elected by the fire-insurance companies—  
Frederick T. Anderson.  
Somerset B. Macdonald.  
Maurice H. T. Priest.
- Elected by the Port Chalmers Borough Council—  
Alfred Doric Asher.  
William Lunn.  
Nicholas Dodds.

ROTORUA FIRE BOARD.

- Appointed by the Governor-General—  
Frederick Goodson.
- Elected by the fire-insurance companies—  
Horace Haines McCullough.  
Frank H. Pope.  
Harry S. Malcolm.
- Elected by the Rotorua Borough Council—  
John Falloona.  
Edward La Trobe Hill.  
Duncan Wm. Steele.

TAUMARUNUI FIRE BOARD.

- Appointed by the Governor-General—  
Charles J. Ryan.
- Elected by the fire-insurance companies—  
Frank Evans.  
Thomas E. Miller.  
Herbert A. Marriner.
- Elected by the Taumarunui Borough Council—  
Charles C. Marsack.  
Denis B. Tacon.  
Arthur E. Seaton.

TAURANGA FIRE BOARD.

- Appointed by the Governor-General—  
Benjamin Conrad Robbins.
- Elected by the fire-insurance companies—  
Alfred Cecil Baker.  
Wm. Charles Kemble.  
Arthur E. Moore.
- Elected by the Tauranga Borough Council—  
J. H. Beale.  
Chas. Whiting.  
Bradshaw Dive.

TE AROHA FIRE BOARD.

- Appointed by the Governor-General—  
R. L. Somers.
- Elected by the fire-insurance companies—  
William Graham Bell.  
Wilfrid Skegg.  
Charles E. Palmer.
- Elected by the Te Aroha Borough Council—  
Robert Coulter.  
John W. Ritchie.  
Clarence A. Arthur.

TIMARU FIRE BOARD.

- Appointed by the Governor-General—  
John Hole.
- Elected by the fire-insurance companies—  
Charles James Cooper.  
John Frederick W. Grierson.  
Herbert Marshall.
- Elected by the Timaru Borough Council—  
Wm. Chute Raymond.  
Alfred G. Foster.  
John P. Murphy.

WAIHI FIRE BOARD.

- Appointed by the Governor-General—  
Richard B. Philpot.
- Elected by the fire-insurance companies—  
William Graham Bell.  
Wilfrid Skegg.  
Charles E. Palmer.
- Elected by the Waihi Borough Council—  
Evan Morgan.  
Stewart H. Walmsley.  
William M. Wallnutt.

WAITARA FIRE BOARD.

- Appointed by the Governor-General—  
T. Taylor.
- Elected by the fire-insurance companies—  
Thomas Corkill.  
H. J. Grayson.  
H. G. Smith.
- Elected by the Waitara Borough Council—  
William Roberts Johns.  
Henry Spurdle.  
John Blair.

WANGANUI FIRE BOARD.

- Appointed by the Governor-General—  
George Bullock.
- Elected by the fire-insurance companies—  
N. C. Barstow.  
R. Murdoch.  
W. A. Parton.
- Elected by the Wanganui Borough Council—  
George Spriggens.  
Wm. Mace Luxford.  
Alexander E. Halligan.

WHANGAREI FIRE BOARD.

- Appointed by the Governor-General—  
Hugh C. Rishworth.
- Elected by the fire-insurance companies—  
Thomas A. Blair.  
Archibald D. Cook.  
Geoffrey Nevill.
- Elected by the Whangarei Borough Council—  
John Samuel Dent.  
Donald A. McLean.  
Alexander Douglas Jack.

## CROWN LANDS NOTICES.

*Lands in the Auckland Land District forfeited.*

Department of Lands and Survey, Wellington, 6th June, 1923.

NOTICE is hereby given that the leases and licenses of the undermentioned lands having been declared forfeited by the resolution of the Auckland Land Board, the said lands have thereby reverted to the Crown, under the provisions of the Land Act, 1908, and the Discharged Soldiers Settlement Act, 1915.

## SCHEDULE.

## AUCKLAND LAND DISTRICT.

Lease or License No.	Section.	Block.	District.	Lessee or Licensee.	Reason for Forfeiture.
O.R.P. 5454	3	III	Wharepapa .. ..	Elizabeth Gibbs .. ..	Non-fulfilment of conditions.
D.S. 576 ..	60	..	Reporoa Settlement .. ..	J. G. Creamer .. ..	Non-payment of rent and interest.
D.S. 606 ..	2	..	Tahaia Settlement .. ..	E. C. Boulton .. ..	At request.
S. 757 ..	35	..	Reporoa Settlement .. ..	C. S. Richardson .. ..	"
L. 1493 ..	8	I	Aongatete .. ..	Samuel L. Shergold .. ..	"

F. H. D. BELL, for Minister of Lands.

*Lands in the Marlborough Land District declared forfeited.*

Department of Lands and Survey, Wellington, 11th June, 1923.

NOTICE is hereby given that the leases of the undermentioned lands having been declared forfeited by resolution of the Marlborough Land Board, the said lands have thereby reverted to the Crown, under the provisions of the Discharged Soldiers Settlement Act, 1915, and the Land Act, 1908, and amendments.

## SCHEDULE.

## MARLBOROUGH LAND DISTRICT.

Tenure and Lease No.	Section.	Block.	District.	Settlement.	Lessee.	Reason for Forfeiture.
R.L.S./D.S. 109	{ 8s 8A s	II VII	} Avon ..	Erina ..	Frederick John Hansen ..	Non payment of rent.
R.L.S./D.S. 123	7s	II				

W. NOSWORTHY, for Minister of Lands.

*Reserve in Canterbury Land District for Lease by Public Auction.*District Lands and Survey Office,  
Christchurch, 11th June, 1923.

NOTICE is hereby given that the undermentioned reserve will be offered for lease by public auction at the District Lands and Survey Office, Christchurch, at 12 o'clock p.m. on Tuesday, the 17th day of July, 1923, under the provisions of the Public Reserves and Domains Act, 1908, and amendments.

## SCHEDULE.

## CANTERBURY LAND DISTRICT.—SECOND-CLASS LAND.

*Amuri County.—Waiiau Survey District.*

RESERVE 3419, Block XIII: Area, 24 acres 3 roods 22 perches; upset half-yearly rent, £8.

Situating about one mile and a half from the Waiiau Township by good road.

## ABSTRACT OF TERMS AND CONDITIONS OF LEASE.

1. The purchaser of the lease shall, immediately upon the fall of the hammer, deposit an amount equal to six months' rent at the rate offered, together with £1 ls. lease fee, and rent for broken period.

2. Possession will be given on the day of sale.

3. The Commissioner of Crown Lands may at any time resume possession of the land comprised in the lease, or any portion thereof, by giving to the lessee twelve months' notice in writing of his intention so to do.

4. The lessee shall have no right to compensation either for any improvements that may be placed upon the land or on account of the aforesaid resumption.

5. The lessee shall have no right to sublet, transfer, or otherwise dispose of the whole or any portion of the land comprised in the lease, except with the written consent of the Commissioner of Crown Lands first had and obtained.

6. The land shall be used for grazing purposes only, and shall not be broken up or cropped without the written consent of the Commissioner of Crown Lands first had and obtained.

7. The lessee shall destroy all rabbits on the land, and shall prevent their increase or spread to the satisfaction of the Commissioner of Crown Lands.

8. The lessee shall prevent the growth and spread of gorse, broom, and sweetbrier on the land comprised in the lease; and he shall with all reasonable despatch remove, or cause to be removed, all gorse, sweetbrier, broom, Californian thistle, or other noxious weeds or plants, as may be directed by the Commissioner of Crown Lands.

9. The rent shall be payable half-yearly in advance, free from all deductions whatsoever.

10. The lease shall be liable to forfeiture in case the lessee shall fail to fulfil any of the conditions of the said lease within sixty days after the date on which the same ought to be fulfilled.

Form of lease may be perused and full particulars obtained at this office.

G. H. BULLARD,  
Commissioner of Crown Lands.*Lands in Wellington Land District for Sale or Lease to Discharged Soldiers.*District Lands and Survey Office,  
Wellington, 11th June, 1923.

NOTICE is hereby given that the undermentioned lands are open for sale or lease to discharged soldiers under the Discharged Soldiers Settlement Act, 1915, and the regulations thereunder; and applications will be received at the District Lands and Survey Office, Wellington, up to 4 o'clock p.m. on Monday, the 30th day of July, 1923.

The lands may be purchased for cash or on deferred payments, or selected on lease for a term of thirty-three years, with right of renewal for further successive terms of thirty-three years and a right to acquire the freehold.

Applicants must appear personally before the Land Board for examination at the District Lands and Survey Office, Wellington, on Tuesday, the 31st day of July, 1923, at 10.30 o'clock a.m., but if any applicant so desires he may be examined by the Land Board of any other district.

The ballot will be held at the conclusion of the examination of applicants.

SCHEDULE.

WELLINGTON LAND DISTRICT.—FIRST-CLASS LAND.

*Waitotara County.—Cherry Grove Settlement.*

SECTION 3s: Area, 232 acres 3 roods; capital value, £1,470; annual instalment on deferred payment (excluding interest), £73 10s.; half-yearly rent on lease, £33 1s. 6d.

Situated at end of Brunswick Road, about five miles from Westmere Railway station and ten miles from Wanganui. About 30 acres flat land, balance easy hill covered in gorse and broom. Well watered. Altitude, 200 ft. to 500 ft.

Weighted with £111, valuation for fencing; to be paid for in cash, or treated as an advance on current account. Stock and implements, &c., valued at £383 may be taken over at the option of successful applicant.

*Manawatu County.—Makowai Settlement.*

Section 15s and Lot 1 of 16s; Area, 77 acres 3 roods 25 perches; capital value, £2,205; annual instalment on deferred payment (excluding interest), £110 5s.; half-yearly rent on lease, £49 12s.

Situated about fourteen miles from Feilding via Awahuri Road, and about same distance from Foxton by Foxton-Sandon tramway. Practically all flat land in grass, suitable for dairying and cropping. Fairly well watered.

Weighted with £217, valuation for improvements consisting of three-roomed dwelling, cow-shed and fencing; to be paid for in cash, or treated as an advance on current account. Stock and chattels valued at £69 may be taken over at the option of successful applicant.

*Pahiatua County.—Puketoi Settlement.*

Sections 10 and 11: Area, 660 acres 2 roods 33 perches; capital value, £4,155; annual instalment on deferred payment (excluding interest), £207 15s.; half-yearly rent on lease, £93 9s. 9d.

Situated about seventeen miles from Pahiatua Railway station by metalled road. Section 11 has a frontage to Moore's Road and Section 10 to Puketoi Road. Section 11 is the homestead-site for Section 10, which consists of broken hilly land, about one-third of an acre in stunted native bush, one-third in secondary growth, and balance in fair pasture. Soil is of a fair quality, resting on sandstone and limestone formation. Altitude, 1,800 ft. to 2,400 ft.

Improvements.—The improvements comprise 381 chains fencing valued at £402, £35 of which is to be paid in cash. The value for the remainder of the fencing is included in the capital value of the section.

Sale plans and full particulars may be obtained at this office.

THOS. BROOK,  
Commissioner of Crown Lands.

*Lands in Wellington Land District for Sale or Lease to Discharged Soldiers.*

District Lands and Survey Office,  
Wellington, 11th June, 1923.

NOTICE is hereby given that the undermentioned lands are open for sale or lease to discharged soldiers under the Discharged Soldiers Settlement Act, 1915, and the regulations thereunder; and applications will be received at the District Lands and Survey Office, Wellington, up to 4 o'clock p.m. on Monday, the 30th day of July, 1923.

The lands may be purchased for cash or on deferred payments, or selected on lease for a term of sixty-six years, with right of renewal for further successive terms of sixty-six years and a right to acquire the freehold.

Applicants must appear personally before the Land Board for examination at the District Lands and Survey Office, Wellington, on Tuesday, the 31st day of July, 1923, at 10.30 o'clock a.m.; but if any applicant so desires he may be examined by the Land Board of any other district.

The ballot will be held at the conclusion of the examination of applicants.

SCHEDULE.

WELLINGTON LAND DISTRICT.—RURAL LAND.

*Kaitieke County.—Retaruke Survey District.*

SECTION 6, Block XV, area 960 acres; and Section 13, Block XI, area 5 acres 3 roods 19 perches. Capital value, £1,470; annual instalment on deferred payment (excluding interest), £73 10s.; half-yearly rent on lease, £33 1s. 6d.

Weighted with £937 10s., valuation for improvements comprising felling and grassing 170½ acres, £682; 89 acres felled, £178; sheep-yards, £20; and fencing, £57 10s. This amount will have to be paid for in cash or treated as an advance on current account.

Situated on the Raetihi-Ohura Road, about thirty-two miles from Raetihi and about twenty-nine miles from Raurimu by dray-road. Section 13 is the homestead-site for Section 6, and is situated close to Wade's Landing on the Wanganui River. Section 6 comprises undulating to steep hilly country. Soil is of fair quality, on sandstone and papa formation; well watered. Good sheep and cattle country when cleared.

Sale plans and full particulars may be obtained at this office.

THOS. BROOK,  
Commissioner of Crown Lands.

*Maori Land for Sale by Public Tender.*

Tokerau District Maori Land Board,  
Auckland, 7th June, 1923.

NOTICE is hereby given, in terms of the Native Land Act, 1909, and the regulations thereunder, that written tenders are invited and will be received at the office of the Tokerau District Maori Land Board, Auckland, up to 4 o'clock p.m. on Thursday, 2nd August, 1923, for the purchase of the lands named in the Schedule hereto.

SCHEDULE.

HOKIANGA COUNTY.

*Block XV, Mangamuka Survey District.*

WAIMA NORTH A 3 Block: Area, 48 acres 3 roods; upset price, £74.

Third-class land, mostly covered with mixed bush. About 7 acres at south-western end is raupo swamp. There is no road access. Access is by the Taheke River.

ABSTRACT OF CONDITIONS.

1. Every tenderer to deposit along with his tender a sum equal to 5 per cent. of the price tendered, and to pay a further 5 per cent. on being declared the purchaser. The balance of the purchase-money to be paid in twenty equal half-yearly instalments.

2. The purchaser to pay interest on unpaid purchase-money at the rate of 5 per cent. per annum. Interest to be payable on the 1st July and 1st January of each year, and to date from the signing of the contract of sale.

3. Tenders for purchase must be accompanied by a fee of £4 4s. to meet costs and expenses incidental thereon, together with the amount with which the section is loaded for improvements (if any), and also an amount sufficient to cover stamp duty (10s. for every £50 or portion thereof) and 10s. for registration fee.

4. The purchaser shall, at the end of five years, upon payment of balance of purchase-money, be entitled to a transfer of the fee-simple of the land.

5. Residence and improvements to conform with sections 250 and 256 of the Native Land Act, 1909.

GENERAL INSTRUCTIONS TO TENDERERS.

1. The land to be sold subject to reserve price specified.  
2. Each tender shall be enclosed in a sealed envelope, addressed to the President of the Board, and marked on the outside as follows: "Tender for purchase of Block as advertised in the newspaper of the day of 1923."

3. The highest tenderer to be declared the purchaser, but the Board reserves to itself the right to decline to accept any tender.

4. The successful purchaser will require to make a declaration to the effect that he is legally qualified to become the purchaser of the land, and that he is acquiring the land solely for his own use and benefit, and not directly or indirectly for the use or benefit of any other person.

5. The land is offered under the Native Land Act, 1909, and the regulations made thereunder, and the purchaser shall be deemed to be acquainted with the provisions thereof, and be bound thereby as effectually as if such provisions were embodied herein.

6. Intending purchasers are notified that they must make their own arrangements for road access to the block.

INSTRUCTIONS TO APPLICANTS.

The land is described for the general information of intending tenderers, who are recommended, nevertheless, to make personal inspection, as the Board is not responsible for the absolute accuracy of any description.

The area may be liable to slight alterations. Tenders must be sent to the office of the Tokerau District Maori Land Board, Auckland, and must be made on the proper forms, to be obtained at the office of the Board.

Full particulars may be obtained at the office of the Tokerau District Maori Land Board, Auckland.

A. G. HOLLAND,  
President, Tokerau District Maori Land Board.

## BANKRUPTCY NOTICES.

*In Bankruptcy.—In the Supreme Court holden at Auckland.*

NOTICE is hereby given that HILDEBRAND JOHANSON, of Ruakaka, Gumdigger, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Whangarei, on Friday, the 15th day of June, 1923, at 10 o'clock a.m.

E. P. RAMSEY,  
Deputy Official Assignee.  
2nd June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Auckland.*

NOTICE is hereby given that JOHN JAMES GOONAN, of Waihi, Ironmonger, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Friday, the 15th day of June, 1923, at 10.30 o'clock.

W. S. FISHER,  
Official Assignee.  
5th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Hamilton.*

NOTICE is hereby given that BERTRAM SIM, of Pirongia (now Kihikihi Road, Te Awamutu). Blacksmith, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Courthouse, Hamilton, on Monday, the 18th day of June, 1923, at 10.30 o'clock a.m.

V. H. SANSON,  
Deputy Official Assignee.  
8th June, 1923.

*In Bankruptcy.*

NOTICE is hereby given that dividends are now payable in the undermentioned estates on all proved claims; promissory notes (if any) to be produced for endorsement prior to receiving dividends:—

Hawes, Alfred, of Gisborne, Builder: First and final dividend of 5s 6d. in the pound.  
Gordon, Charles, of Waerenga-a-hika, Farmer: First and final dividend of 5d. in the pound.  
Neilson, Peter, of Mangapapa, Carrier: First and final dividend of 1s. 2d. in the pound.

C. BLACKBURN,  
Deputy Official Assignee.  
29th May, 1923.

*In Bankruptcy.—In the Supreme Court holden at Gisborne.*

NOTICE is hereby given that WILLIAM HENRY JENKINS, of Frasertown, Labourer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at Wairoa on Friday, the 15th day of June, 1923, at 2.30 o'clock.

C. BLACKBURN,  
Deputy Official Assignee.  
5th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Gisborne.*

NOTICE is hereby given that WALTER JOHN HENRY DAVIDSON, of Gisborne, Carrier, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Jury Room on Tuesday, the 19th day of June, 1923, at 2.30 o'clock.

C. BLACKBURN,  
Deputy Official Assignee.  
5th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Napier.*

NOTICE is hereby given that GERALD CONNOR, of Sherenden, Hawke's Bay, Sheep-farmer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Monday, the 18th day of June, 1923, at 11 o'clock a.m.

ROBERT BISHOP,  
Deputy Official Assignee.  
7th June, 1923.

*In Bankruptcy.*

In the estate of ALFRED EDWARD IVIN, Hastings, Cycle Mechanic, bankrupt.

NOTICE is hereby given that a first and final dividend of 3s. 4½d. in the pound is now payable on all accepted proved claims at my office, Dickens Street, Napier.

ROBERT BISHOP,  
Deputy Official Assignee.  
7th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Wanganui.*

NOTICE is hereby given that JOHN GEORGE HAY, of Kai Iwi, Stud-groom, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, 44 Maria Place, Wanganui, on Friday, the 15th day of June, 1923, at 10.30 o'clock a.m.

F. J. HILL,  
Deputy Official Assignee.  
7th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Wanganui.*

NOTICE is hereby given that HARRY JOHN WINDLEBURN, of Waimahaka, Invercargill, Settler, was this day adjudged bankrupt on the creditor's petition of Sam Woon, of Waingehu, Aboriginal Native; and I hereby summon a meeting of creditors to be holden at my office, 44 Maria Place, Wanganui, on Thursday, the 21st day of June, 1923, at 10.30 o'clock a.m.

F. J. HILL,  
Deputy Official Assignee.  
7th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Wanganui.*

NOTICE is hereby given that FRANCIS WILLIAM MERCHANT, of Rangiwahia, Farmer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Courthouse, Mangaweka, on Friday, the 22nd day of June, 1923, at 1 o'clock p.m.

F. J. HILL,  
Deputy Official Assignee.  
11th June, 1923.

*In Bankruptcy.*

Estate of A. J. BARNES, Dairy Farmer, Levin.

NOTICE is hereby given that a first and final dividend of 4s. in the pound is now due and payable on all proved accepted claims at my office, Palmerston North.

CHARLES E. DEMPSY,  
Deputy Official Assignee.  
11th June, 1923.

*In Bankruptcy.*

Estate of A. C. J. WALLACE, Fruiterer, Palmerston North.

NOTICE is hereby given that a first and final dividend of 1s. 2d. in the pound is now due and payable on all proved accepted claims at my office, Palmerston North.

CHARLES E. DEMPSY,  
Deputy Official Assignee.  
11th June, 1923.

*In Bankruptcy.*

NOTICE is hereby given that first and final dividends are now payable in the undermentioned estates on all proved claims; promissory notes (if any) are to be produced for endorsement prior to the receiving of dividends:—

Black, Robert, of Ladbrooks, Labourer: 2s. 6d. in the pound.  
Conway, William Henry, of Governor's Bay, Farmer: 5d. in the pound.  
Warring, Jane Emma, of Sumner, Married Woman: 6s. 1d. in the pound.  
Watson, John Louis, of Riccarton, Grocer: 1s. 9d. in the pound.  
Wolland, Henry Milton, of Lyttelton, Hairdresser and Tobacconist: 2d. in the pound.

A. W. WATTERS, Official Assignee,  
Christchurch, 6th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Christchurch.*

NOTICE is hereby given that ROBERT THOMPSON NORRIE, of 269 Barbadoes Street, Christchurch, Farmer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Friday, the 15th day of June, 1923, at 2.30 o'clock.

A. W. WATTERS,  
Official Assignee.  
6th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Timaru.*

NOTICE is hereby given that ROBERT HUGH BAKER WILLIS, of Timaru, Insurance Agent, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Arcade, Timaru, on Tuesday, the 12th day of June, 1923, at 2 o'clock.

F. A. RAYMOND,  
Deputy Official Assignee.  
22nd May, 1923.

*In Bankruptcy.—In the Supreme Court holden at Dunedin.*

NOTICE is hereby given that GEORGE SAMUEL THOMPSON, of Dunedin, Agent, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Law Courts Building, Stuart Street, on Monday, the 18th day of June, 1923, at 11 o'clock a.m.

W. W. SAMSON,  
Official Assignee.  
9th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Invercargill.*

NOTICE is hereby given that JAMES HUNTER, of Invercargill, Tailor, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Monday, the 18th day of June, 1923, at 2.30 o'clock p.m.

CHARLES B. ROUT,  
Deputy Official Assignee.  
6th June, 1923.

*In Bankruptcy.—In the Supreme Court holden at Invercargill.*

NOTICE is hereby given that ALFRED STEPHEN ARCHER, of Bluff, Hotelkeeper, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Monday, the 11th day of June, 1923, at 3.30 o'clock p.m.

CHARLES B. ROUT,  
Deputy Official Assignee.  
7th June, 1923.

**LAND TRANSFER ACT NOTICES.**

EVIDENCE of the loss of Memorandum of Lease 7516, affecting Allotment No. 63r No. 7, Parish of Waipa, and being the whole of the land comprised in certificate of title, Vol. 245, folio 120, from HORI TAKEREI and PARE TAKEREI, both Aboriginal Natives (lessors), to JOHN ANDERSON PIKE and WILLIAM CLAYTON, both Wellington Merchants, as tenants in common in equal shares (lessees), having been lodged with me, together with an application for a provisional memorandum of lease, notice is hereby given of my intention to issue such provisional memorandum of lease accordingly on the expiration of fourteen days from the 14th June, 1923.

Dated at the Land Registry Office at Auckland this 11th day of June, 1923.

A. V. STURTEVANT, District Land Registrar.

NOTICE is hereby given that the parcels of land herein after described will be brought under the provisions of the Land Transfer Act, 1915, unless caveat be lodged forbidding the same on or before 16th July, 1923.

6866. GEORGE HENRY LEAMING.—Eastern portion of Allotment 29, Parish of Waiau, containing 58 acres. Occupied by applicant. Plan 15626.

7034. DENNETT JACQUES WRIGHT and AMOS HENRY JACQUES.—Part Lot 8 of Allotment 25, Section 17, City of Auckland, containing 2.6 perches, fronting Albert Street. Occupied by applicants. Plan 16470.

7058. GEORGE HENRY SEED.—Part Allotment 112, Section 10, Suburbs of Auckland, containing 1 acre 3 roods 36 perches. Unoccupied. Plan 16716.

Diagrams may be inspected at this office.  
Dated this 11th day of June, 1923, at the Land Registry Office, Auckland.

A. V. STURTEVANT, District Land Registrar.

NOTICE is hereby given that the parcel of land herein after described will be brought under the provisions of the Land Transfer Act, 1915, unless caveat be lodged forbidding the same within one month from the date of the *Gazette* containing this notice.

Application 1503 (plan 4307). MARY ELIZABETH EARP.—2 roods 2.34 perches, being Sections 1378H and 1378I, Town of New Plymouth. Occupied by applicant and L. H. Barnes.

Diagram may be inspected at this office.  
Dated this 11th day of June, 1923, at the Land Registry Office, New Plymouth.

A. L. B. ROSS, District Land Registrar.

NOTICE is hereby given that the parcel of land herein after described will be brought under the provisions of the Land Transfer Act, 1915, unless caveat be lodged forbidding the same on or before 16th July, 1923.

1547. ELIZABETH JANE MORRISEY.—Parts Town Section 57 and Suburban Section 17, Napier, fronting Lucknow Terrace and Havelock Road, containing 24.93 perches. Occupied by William Sanders. Plan 4241.

Diagram may be inspected at this office.  
Dated this 11th day of June, 1923, at the Land Registry Office, Napier.

J. J. L. BURKE,  
Deputy District Land Registrar.

NOTICE is hereby given that the parcel of land herein after described will be brought under the provisions of the Land Transfer Act, 1915, unless caveat be lodged forbidding the same within one calendar month from the date of publication of the *New Zealand Gazette* containing this notice.

5163. CHARLES GILBERT WHITE.—9.55 perches, more or less, being parts of Sections 550 and 552, City of Wellington. Occupied by applicant. (Plan 6309.)

Diagram may be inspected at this office.  
Dated this 13th day of June, 1923, at the Land Registry Office, Wellington.

C. E. NALDER, District Land Registrar.

EVIDENCE having been furnished of the loss of certificate of title, Vol. 10, folio 7, for part of the Education Endowment Reserve No. 128, containing 3 acres, more or less (whereon stands the Kumara Old People's Home, and which is now vested in THE WESTLAND HOSPITAL BOARD), and application having been made to me for the issue of a provisional certificate of title for same, notice is hereby given of my intention to issue a provisional certificate of title accordingly at the expiration of fourteen days from the date of the *Gazette* containing this notice.

Dated at the Land Registry Office at Hokitika this 11th day of June, 1923.

E. C. ADAMS, District Land Registrar.

NOTICE is hereby given that the parcel of land herein after described will be brought under the provisions of the Land Transfer Act, 1915, unless caveat be lodged forbidding the same within one calendar month of the issue of the *Gazette* containing this notice.

No. 13129. HERBERT MASSEY SIMPSON.—Part of Rural Section 257, Lot 1, deposit plan No. 6536, Springfield Road, City of Christchurch. Occupied by applicant.

Diagram may be inspected at this office.  
Dated this 12th day of June, 1923, at the Land Registry Office, Christchurch.

F. W. BROUGHTON, District Land Registrar.

## ADVERTISEMENTS.

## THE COMPANIES ACT, 1908, SECTION 266 (3).

IT having been reported to me that the undermentioned company has ceased to carry on business, I hereby give notice that at the expiration of three months from the date hereof the said company will, unless cause is shown to the contrary, be struck off the Register, and the company dissolved:—

T. Best and Company (Limited). 1920/38.

Given under my hand at Christchurch this 2nd day of June, 1923.

J. MORRISON,  
Assistant Registrar of Companies.

## THE COMPANIES ACT, 1908, SECTION 266 (4).

NOTICE is hereby given that the name of the undermentioned company has been struck off the Register, and the company has been dissolved:—

The Wellington Jasper and Argillite Quarries (Limited).  
1916/56.

Dated at Wellington this 9th day of June, 1923.

W. H. FLETCHER,  
Assistant Registrar of Companies.

NOTICE is hereby given, pursuant to the provisions of section 302 of the Companies Act, 1908, that the office or place of business within New Zealand of HUME PIPE COMPANY (AUSTRALIA) LIMITED, a company incorporated outside New Zealand, is situated in Accountants' Chambers, 39 Johnston Street, in the City of Wellington.

Dated at Wellington this 29th day of May, 1923.

ALFRED SMITH,  
Attorney in New Zealand for Hume Pipe  
Company (Australia) Limited.

Witness to the signature of Alfred Smith—Douglas Jackson, Solicitor, Wellington. 585

NOTICE is hereby given that ARKELL AND DOUGLAS INCORPORATED'S place of business is situated at Number 202 Queen Street, Auckland.

Dated at Auckland the 1st day of May, 1923.

RUSSELL, CAMPBELL, AND McVEAGH,  
Solicitors to Arkell and Douglas Incorporated.  
599

WE beg to announce that the business of the ROTORUA AUCTIONEERING COMPANY has been acquired by Mr. C. W. Griffiths as from this date. All accounts owing to the firm are payable to him, and all accounts payable by the firm will be paid by him.

Dated the 31st day of May, 1923.

CHARLES GRIFFITHS.  
GRANVILLE HUNT.

Witness to both signatures—M. H. Hampson, Solicitor, Rotorua. 612

## PUBLIC NOTICE.

PUBLIC notice is hereby given that I am no longer a member of the firm of COLLETT AND WELLS, Builders and Joiners, Raglan.

O. F. WELLS, Raglan.  
613

THE Partnership heretofore existing between SOLOMON REYNOLDS and WOLF SINGER, trading at Auckland under the name of "The London Clothing Factory," is hereby dissolved by mutual consent as from the first day of June, 1923. All liabilities of the late Partnership shall be discharged and all debts received by the said SOLOMON REYNOLDS, who will carry on the business of the late Partnership in the same premises in Durham Street West, in the City of Auckland.

Dated this 2nd day of June, 1923.

S. REYNOLDS.  
W. SINGER.

Witness—F. G. Massey, Solicitor, Auckland. 615

NOTICE is hereby given that the Partnership heretofore subsisting between us, the undersigned, WILLIAM THOMAS TRETHERWEY, of Christchurch, Sculptor, and DANIEL BERRY, also of Christchurch, Monumental Mason, carrying on business as Monumental Masons at the corner of Montreal and Victoria Streets, Christchurch, under the style or firm of "Tretthewey and Berry," has been dissolved by mutual consent as from the 21st day of May, 1923. All debts due to and owing by the said late firm will be received and paid by the said WILLIAM THOMAS TRETHERWEY, who will continue to carry on the said business under the style or firm of "W. T. Tretthewey."

Dated this 28th day of May, 1923.

W. T. TRETHERWEY.  
DANIEL BERRY.

Witness to both signatures—R. B. Ward, Solicitor, Christchurch. 616

## UAWA COUNTY COUNCIL.

## RESOLUTION MAKING SPECIAL RATE.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, the Uawa County Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan of £1,580, authorized to be raised by the Uawa County Council, under the above-mentioned Act, for the renewal of Oldfield's Bridge and the erection of Wigan Bridge, the said Uawa County Council hereby makes and levies a special rate of one-seventeenth of one penny in the pound sterling upon the rateable value of all rateable property of the Wigan Bridge and Oldfield's Bridge Special Rating District, comprising the Tawhareparae Riding of the County of Uawa; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable yearly on the first day of July in each and every year during a period equal to the currency of such loan, being a period of thirty-six and one-half years, or until the loan is fully paid off. The rate of interest to be four and one-half per cent.

D. H. HAWKINS, Chairman.  
F. T. ROBINSON, Clerk.

617

## MEDICAL REGISTRATION.

I, NORMAN CHARLES SPEIGHT, M.B., Bac. Surg., Univ. N.Z., 1923, now residing in Wellington, hereby give notice that I intend applying on the 11th July next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Registrar of Births and Deaths at Wellington.

NORMAN C. SPEIGHT, M.B., Ch.B.

Dated at Wellington 11th June, 1923.

618

## CANTERBURY COLLEGE.

## ELECTION OF MEMBERS OF THE BOARD OF GOVERNORS.

IN pursuance of regulations under the Canterbury College and Canterbury Agricultural College Act, 1896, I, Leonard Aubrey Stringer, Returning Officer, do hereby declare that the undermentioned persons have been duly elected members of the Board of Governors of Canterbury College by the electors on the several electoral rolls:—

Elected by Members of Parliament: George John Smith,  
C.B.E., M.L.C.

Elected by Graduates: William Brock, M.A.  
Arthur Edward Flower, M.A.,  
M.Sc.

Elected by Teachers: Christopher Thomas Aschman.  
Elected by School Committees: James Deans.

L. A. STRINGER, Returning Officer.

619



COUNTY OF TARANAKI.

RESOLUTION LEVYING SPECIAL RATE.—UPLAND ROAD SPECIAL LOAN.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, the Taranaki County Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan of £1,000, authorized to be raised by the Taranaki County Council, under the above-mentioned Act, for the purpose of forming and metalling the Upland Road, the said Council hereby makes and levies a special rate of two and fifteen-sixteenths pence in the pound upon the rateable value of all rateable property of the Upland Road Special Rating District, being Sections pt. 32, pt. 32, Block XI, Paritutu Survey District, 27, 26, Block X, Paritutu Survey District, 31, 20, 21, 29, 30, 43, Block XI, Paritutu Survey District, 25, 19, 17, 18, Block X, Paritutu Survey District; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable on the first day of April in each and every year during the currency of such loan, being a period of thirty-six and a half (36½) years, or until the loan is fully paid off.

JOHN CONNELL, County Chairman.

New Plymouth, 6th June, 1923. 620

COUNTY OF TARANAKI.

RESOLUTION LEVYING SPECIAL RATE.—UPPER MANGOREI ROAD SPECIAL LOAN.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, the Taranaki County Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan of £300, authorized to be raised by the Taranaki County Council, under the above-mentioned Act, for the purpose of forming and metalling the Upper Mangorei Road, the said Council hereby makes and levies a special rate of threepence in the pound upon the rateable value of all rateable property of the Upper Mangorei Road Special Rating District, being Sections 3, 130, 131, 135, pt. 134, pt. 134, pt. 128, pt. 128, pt. 128, pt. 128, 125, 124, pt. 127, Block 5, Egmont Survey District; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable on the first day of April in each and every year during the currency of such loan, being a period of thirty-six and a half (36½) years, or until the loan is fully paid off.

JOHN CONNELL, County Chairman.

New Plymouth, 7th June, 1923. 620A

AKAROA BOROUGH COUNCIL.

RESOLUTION MAKING SPECIAL RATE.

IN pursuance and in exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, and of all other powers (if any) it thereunto enabling, the Akaroa Borough Council hereby resolves as follows:—

That, for the purpose of providing for the payment of interest, sinking fund, and other charges on the Akaroa Borough Council Antecedent Liability Loan of £1,190, 1923, authorized to be raised by the Akaroa Borough Council, under the above-mentioned Act, for the purpose of repaying the Council's antecedent liability as defined by the Local Bodies' Finance Act, 1921-22, the said Council hereby makes and levies a special rate of nine-fiftieths of a penny (9/50d.) in the pound sterling on the rateable value (on the basis of the capital value) of all rateable property in the Akaroa Borough; and that such special rate shall be an annually recurring rate during the currency of such loan, and be payable yearly on the first day of August in each and every year during the currency of such loan, being a period of ten (10) years, or until the loan is fully paid off.

G. ARMSTRONG, Mayor.  
P. G. RICHES, Town Clerk.

621

OHINEMURI COUNTY COUNCIL.

RESOLUTION MAKING A SPECIAL RATE OVER THE FRANKTON ROAD SPECIAL RATING AREA.

IN pursuance of the power vested in it in that behalf by the Local Bodies' Loans Act, 1913, and the amendments thereof and the regulations thereunder, the Chairman,

Councillors, and Inhabitants of the County of Ohinemuri hereby resolve as follows:—

That, for the purpose of providing the instalments in respect of the principal and interest and other charges on a loan of one thousand one hundred pounds, authorized to be raised by the Chairman, Councillors, and Inhabitants of the County of Ohinemuri, under the above-mentioned Act, for the purpose of forming and metalling portions of Frankton and Old Tauranga Roads, the said Chairman, Councillors, and Inhabitants of the County of Ohinemuri hereby make and levy a special rate of 1½d. in the pound upon the capital value of all the rateable property in the Frankton Road Special Rating Area of the said county; and that such special rate shall be an annual-recurring rate during the currency of such loan, and be payable half-yearly on the first day of April and the first day of October in each and every year during the currency of such loan, being a period of thirty-six and a half years, or until the loan is fully paid off.

Frankton Road Special Rating Area.—Description of Boundaries.

All that area of land bounded as follows: Commencing at a point on the south-west boundary of the Old Tauranga Road, being the most easterly corner of Section No. 15 of Block III, Aroha Survey District, by the south-eastern and south-western boundaries of the said Section 15, running in a south-westerly and north-westerly direction to a point on the south-eastern boundary of Section 14, Block III, Aroha Survey District; thence by part of the south-eastern boundary of the said Section 14 and the south-eastern boundary of Section 13 of Block III, Aroha Survey District, running in a south-westerly direction to the south-east corner of Section 13; thence by the south-west boundaries of the said Section 13 and Section 10 of Block III, Aroha Survey District, running in a north-westerly direction, part of the south-east boundary of Section 22 of Block III, Aroha Survey District, running in a south-westerly direction, the south-western boundary of the said Section 22 running in a general north-westerly direction, the western boundary of Sections 22 and 6 of Block III, Aroha Survey District, running in a general northerly direction; by the north-western boundary of the said Section 6 and Section 7 of Block III, Aroha Survey District, running in a general north-easterly direction; and by the western boundaries of Sections 33 and 32 of Block XV, Ohinemuri Survey District, running in a general northerly direction to a point on the left bank of the Ohinemuri River; thence by the left bank of the Ohinemuri River in general northerly and easterly directions to the junction of the Ohinemuri River and the Waimata Stream; thence by the centre of the Waimata Stream in a general south-easterly direction to the intersection of the centre-line of the stream with a prolongation in an easterly direction of the southern boundary of Section 32 of Block XVI, Ohinemuri Survey District; thence by the said prolongation of and the southern boundary of the said Section 32 running in a westerly direction; by the south-eastern boundaries of Sections 42 and 41 of Block XV, Ohinemuri Survey District, running in a south-westerly direction; by the north-eastern boundary of Section 19 of Block III, Aroha Survey District, running in a south-easterly direction; by the south-eastern boundary of the said Section 19 running in a south-westerly direction; and by a prolongation of the last boundary in a south-westerly direction to a point on the south-west boundary of the Old Tauranga Road; thence by the south-western boundary of the said road running in a south-easterly direction to the point of commencement.

622

R. W. EVANS, County Clerk.

NOTICE is hereby given that the Partnership heretofore existing between ROBERT JOHNSTON and HENRY MILLER, carrying on business at Gisborne as Tailors under the style or firm of "Johnston and Miller," has been dissolved by mutual consent as from the 10th day of April, 1923. The said business will in future be carried on in the firm's premises by the said HENRY MILLER alone.

Dated this 25th day of May, 1923.

ROBERT JOHNSTON.

Signed by the said Robert Johnston in the presence of—  
N. H. Bull, Solicitor, Gisborne.

HENRY MILLER.

Signed by the said Henry Miller in the presence of—  
N. H. Bull, Solicitor, Gisborne.

623

## PRIVATE BILL.

In the matter of a proposed Bill or Act intituled "An Act to incorporate The Baptist Union of New Zealand and to vest certain real and personal property in the Union and to provide for the transfer of real property to the Union to be held in trust for individual Churches of the Union."

WHEREAS certain persons being members of the religious denomination called Baptists, in the Dominion of New Zealand, did in or about the year 1882 form an association called "The Baptist Union of New Zealand": And whereas certain lands and buildings in various parts of the Dominion of New Zealand are vested in trustees for the said association: And whereas certain other lands in connection with the various Churches of the said denomination are vested in trustees elected by the said Churches individually and in trust Boards duly incorporated: And whereas the sole right of appointment of trustees to hold the real and personal property of a certain institution near the City of Auckland called the Manurewa Children's Home, and formerly known as the Remuera Children's Home, is vested in and exercised by the said association: And whereas from time to time inconvenience is occasioned by the vesting of the property of each Church and of the Manurewa Children's Home and of the said association in separate sets of trustees, and difficulties arise through the death, incapacity, resignation, or absence from New Zealand of trustees: And whereas it is expedient that the said association should be incorporated with the powers in the said proposed Bill particularly set forth:

Now, therefore, notice is hereby given that at the meeting of the General Assembly of New Zealand held next after the date of this notice a petition will be presented to the said General Assembly praying and applying for leave to bring in a Private Bill to be called "The Baptist Union Incorporation Act."

The objects of the said petition, application, and proposed Bill are (*inter alia*)—

- (a.) To provide for the incorporation of the said Union.
- (b.) To vest in the said Union when incorporated all the estate and interest (in fee-simple or as mortgagees) in certain lands set forth and described in the Third, Fourth, and Fifth Schedules to the said proposed Bill.
- (c.) To empower the trustees in whom any land is vested upon trust for any Church to convey or transfer the same to the Union.

A copy of the said petition and proposed Bill will be deposited in the office of the Examiner of Standing Orders either before or within fourteen days after the commencement of the said session, and may be seen at the office of the Baptist Union situate at Number 205 Lambton Quay, Wellington, or at the offices of the Union's Solicitors, Messrs. Mazengarb, Hay, and Macalister, 39 Johnston Street, Wellington.

Dated at Wellington this 11th day of June, 1923. 624

## WHANGAREI COUNTY COUNCIL.

## RESOLUTION MAKING SPECIAL RATE.—MANAIA SPECIAL LOAN AREA.

IN pursuance and exercise of the powers vested in it in that behalf by the Local Bodies' Loans Act, 1913, and its amendments, the Whangarei County Council hereby resolves as follows:—

That, for the purpose of providing the interest and other charges on a loan of £8,000, authorized to be raised by the Whangarei County Council, under the above-mentioned Act, for the purpose of formation, construction, and metalling of certain roads in the Manaia Special Rating District, the Whangarei County Council hereby makes and levies a special rate of 1½d. in the pound upon the rateable value of all rateable property within the said Manaia Special Loan Rating District, comprising all the area and rateable property within the following boundary-lines,—

Commencing at the western corner of Section 2, Parish of Parahaki, Block IX, Whangarei S.D.; thence along the north-western boundary of Sections 2 and 94, western boundary of Sections 91 and 90, along northern boundary of Sections 90 and 10 and N.E. 14, north and eastern boundary of Sections 7 and 8, 14, and 20, Parish of Wariara; thence by southern boundary of Sections 212 and 205 of Block X, Whangarei S.D.; thence by road between said Section 205 and Section 201, and along western boundary of Sections 202, 203, and 204 of said block and S.D.; thence along northern boundary of said 204 and Section 193; thence along north-western boundary of E.R. 100; thence along

north boundary of Forest Reserve to its junction with Section 11 of Block XI, Whangarei S.D.; along the north-eastern boundary of said Section 11 to northern boundary of Thorn's Grant O.L.C. No. 250; thence along said northern boundary to and along southern boundary of 3795A to the sea-coast; thence by sea-coast, taking in the island of Pataua 3945 to Bream Head; along the coast to Busby Head; along the Whangarei Harbour boundary, including Motukiore and Limestone Islands, and continuing along harbour boundary to Waimahunga; thence along the south-western and southern boundaries of Whangarei Harbour endowments to the western corner of Section pt. 1 (sub-division) of Section 1, Parish of Parahaki (Whangarei Borough Boundary); thence east and north along the northern boundaries of said Section pt. 1 (sub-division) and Section part 1 (containing 7 acres 1 rood 35'6 perches) to its northern boundary; thence north-west along the south-western boundary of Section 2, Parahaki, to its north-western corner, being point of commencement.

That such special rate shall be an annual-recurring rate during the currency of such loan, and shall be payable yearly on the 1st day of September in each and every year during the currency of such loan, being a period of 36½ years, or until the loan is fully paid off.

625

H. C. HEMPHILL, County Clerk.

NOTICE is hereby given, pursuant to the provisions of section 302 of the Companies Act, 1908, that the office or place of business within New Zealand of ROBERT BRYCE AND COMPANY (PROPRIETARY) LIMITED, a company incorporated outside New Zealand, is situated in 18 to 20 Harris Street in the City of Wellington.

Dated at Wellington this 13th day of June, 1923.

H. WILLIAMSON,  
Manager in New Zealand for Robert Bryce and  
Company (Proprietary) Limited.

Witness to the signature of Herbert Williamson—G. W. M. Newman. 626

## DISSOLUTION OF PARTNERSHIP.

TAKE notice that the Partnership heretofore carried on between WILLIAM HENRY SYDNEY WEBSTER and PERCY FAITHFULL at Lorne Street in the City of Auckland under the style of "P. Faithfull and Co." has been dissolved as from the 1st day of June, 1923.

All debts due to the late Partnership shall be paid to the Receivers thereof—namely, the firm of Hutchinson and Elliffe, Public Accountants, Premier Buildings, Auckland; and all creditors of the late Partnership should apply to the said Receivers for payment of the moneys due to them.

Dated at Auckland this 7th day of June, 1923.

W. H. WEBSTER.

Witness to the signature of William Henry Sydney Webster—G. Lincoln Lee, Law Clerk, Auckland.

PERCY FAITHFULL.

Witness to the signature of Percy Faithfull—G. H. Metoalfe, Solicitor, Auckland. 627

## MEDICAL REGISTRATION.

I, GEORGE PERCEVAL ADAMSON, B.A., M.B., B.Ch., B.A.D., L.M., Univ. Dublin, now residing in Auckland, hereby give notice that I intend applying on the 12th day of July next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Registrar of Births and Deaths at Auckland.

GEORGE PERCEVAL ADAMSON.

Dated at Auckland 11th June, 1923.

628

## MEDICAL REGISTRATION.

I, NORMAN RAWSTRON, Bachelor of Medicine and Bachelor of Surgery, Univ. N.Z., 1923, now residing in Auckland, hereby give notice that I intend applying on the 8th July next to have my name placed on the Medical Register of the Dominion of New Zealand; and that I have deposited the evidence of my qualification in the office of the Registrar of Births and Deaths at Auckland.

NORMAN RAWSTRON, M.B., Ch.B.

Dated at Auckland 7th June, 1923.

629

RESOLUTION.

THE following regulations were laid before the members of the Geraldine Racing Club at a meeting held on the 30th day of May, 1923, at Geraldine, with a recommendation by the Chairman of such club, Mr. D. E. Lewis, that the same be passed at once with a view to their approval by His Excellency the Governor-General, in pursuance of the Gaming Act, 1908, section 33.

Mr. D. E. Lewis, the Chairman of such club and the meeting, moved, and Mr. Donald Macdonald seconded, and it was resolved, that such regulations should be adopted, and that the Chairman and Secretary be authorized to sign the same in authentication thereof.

The following are the regulations referred to:—

GERALDINE RACING CLUB.

REGULATIONS.

(Under the Gaming Act, 1908.)

In pursuance and exercise of the powers in that behalf contained in section 33 of the Gaming Act, 1908, and of all other powers and authorities it enabling in that behalf, the Geraldine Racing Club, a racing club within the meaning of the said Act (hereinafter referred to as "the said club"), doth hereby revoke the regulations dated the 4th day of June, 1919, and in lieu thereof doth hereby make the following regulations controlling the admission of persons to that part of the Racecourse Reserve situated in the district of Geraldine while the said racecourse is used or occupied by the said club for race meetings.

1. These regulations shall come into force on the date of the same being published in the *New Zealand Gazette*.

2. In these regulations the words "bookmaker," "racing club," and "race meeting" shall have the meanings ascribed to those terms respectively by section 2 of the Gaming Act, 1908.

3. The following persons shall be and are hereby excluded from the racecourse above described while the same is used or occupied by the said club for a race meeting, namely,—

- (a.) Bookmakers.
- (b.) Bookmakers' clerks, bookmakers' assistants, and bookmakers' agents.
- (c.) All persons under disqualification inflicted by any racing or trotting club in the Dominion of New Zealand, the Commonwealth of Australia, or elsewhere, if affiliated to the New Zealand Racing Conference, or the New Zealand Trotting Conference, or the New Zealand Trotting Association.
- (d.) Common prostitutes, and persons who habitually consort with thieves or persons who have no lawful visible means of support.
- (e.) Professional tipsters, persons convicted of house-breaking or pocket-picking, forgery, uttering or possessing counterfeit coin, theft, false pretences, receiving stolen goods, mischief, assault, or any offence or crime of any kind under the Crimes Act, 1908, and also idle and disorderly persons, rogues and vagabonds, and incorrigible rogues convicted under the Police Offences Act, 1908, and persons convicted of an offence under the Gaming Act, 1908.

Provided always that the Stipendiary Stewards' Committee appointed by the New Zealand Racing Conference, upon being satisfied by evidence as to character and otherwise that any person who, by reason of any conviction, comes within the scope of this regulation should have relief from the effect thereof, may grant exemption to any such person, and may at any time revoke any such exemption without notice to such person, and without assigning any reason for such revocation.

The foregoing regulations of the Geraldine Racing Club were made and passed by such club on the 30th day of May, 1923, and signed by the Chairman and Secretary.

D. E. LEWIS, Chairman.  
JOHN KENNEDY, Secretary.

The foregoing regulations of the Geraldine Racing Club are hereby approved this 12th day of June, 1923.

630 JELLICOE, Governor-General.

CONSOLIDATED STATUTES.

REDUCTION IN PRICE TO THE PUBLIC.

SETS of Consolidated Statutes consisting of Five Volumes, in Cloth Binding, may now be obtained at the price of £5 per set; postage, 3s. 6d. extra.

W. A. G. SKINNER, Government Printer.

AWARDS, RECOMMENDATIONS, AND DECISIONS UNDER THE INDUSTRIAL CONCILIATION AND ARBITRATION ACT.—

The issue of this publication in monthly Parts has been discontinued; but it has been arranged to supply copies in sheet form, when each sheet is printed, at £2 per annum.

The price for Vol. XXIII, for year 1922, bound in cloth, is £1 12s. 6d.; and in quarter cloth, £1 10s.; postage, 1s. 2d. extra.

Orders should be addressed—

"GOVERNMENT PRINTER, WELLINGTON."

PATENTS, DESIGNS, TRADE-MARKS, AND COPYRIGHT.

The Patents, Designs, and Trade-marks Acts: Price, 2s. 3d.; postage, 3d.

The Copyright Act, 1913, and Regulations: Price, 1s. 6d.; postage, 3d.

The Patent Office Journal, containing applications for patents and trade-marks, abridged descriptions and drawings of inventions, illustrations of trade-marks accepted, &c., published fortnightly: 1s. 6d. a copy (postage 2d. extra), or £1 10s. per annum (including postage).

The above may be obtained on application to the GOVERNMENT PRINTER, WELLINGTON.

EDUCATION ACTS AND REGULATIONS.

N. 1. EDUCATION ACT PAMPHLET, to 1921. Paper cover. Price, 3s.; postage, 3d.

N. 2. ACTS AND REGULATIONS RELATING TO EDUCATION RESERVES. Paper cover. Price, 1s.; postage, 2d.

N. 3. GENERAL REGULATIONS UNDER THE EDUCATION ACT (exclusive of those printed separately below). Paper cover. Price, 6d.; postage, 2d.

N. 4. REGULATIONS FOR INSPECTION AND SYLLABUS OF INSTRUCTION. Paper cover. Price, 1s.; postage, 3d.

N. 5. REGULATIONS FOR TRAINING COLLEGES, PROBATIONERS, AND PUPIL-TEACHERS. Paper cover. Price, 6d.; postage, 2d.

N. 6. REGULATIONS: TEACHERS' SUPERANNUATION (including Extracts from Act). Paper cover. Price, 6d.; postage, 2d.

N. 7. REGULATIONS: STAFFS, SALARIES, ATTENDANCE, AND PAYMENTS BASED THEREON. Paper cover. Price, 6d.; postage, 2d.

N. 8. REGULATIONS: EXAMINATION AND CLASSIFICATION OF TEACHERS. Paper cover. Price, 1s.; postage, 2d.

N. 9. REGULATIONS: PUBLIC SERVICE ENTRANCE EXAMINATION. Paper cover. Price, 6d.; postage, 2d.

N. 10. REGULATIONS: PUBLIC SERVICE SENIOR EXAMINATION. Paper cover. Price, 6d.; postage, 2d.

N. 12. REGULATIONS AND CONDITIONS: EDUCATIONAL BURSARIES, SIR GEORGE GREY SCHOLARSHIPS, HOME AND DOMESTIC ARTS BURSARIES. Paper cover. Price, 6d.; postage, 2d.

N. 13. REGULATIONS: JUNIOR AND SENIOR NATIONAL SCHOLARSHIPS AND INTERMEDIATE EXAMINATION (SENIOR FREE PLACES). Paper cover. Price, 6d.; postage, 2d.

N. 14. REGULATIONS: MANUAL AND TECHNICAL INSTRUCTION. Paper cover. Price, 6d.; postage, 2d.

N. 15. ACTS AND REGULATIONS: PUBLIC AND SECONDARY SCHOOL TEACHERS' INCORPORATION AND COURT OF APPEAL. Paper cover. Price, 6d.; postage, 2d.

N. 16. ACTS AND REGULATIONS RELATING TO INDUSTRIAL SCHOOLS. Paper cover. Price, 1s.; postage, 2d.

N. 17. REGULATIONS RELATING TO NATIVE SCHOOLS. Paper cover. Price, 1s.; postage, 3d.

The above may be obtained on application to the GOVERNMENT PRINTER, WELLINGTON.

## LAND-TAX AND INCOME-TAX.

**T**ABLES showing Amounts payable under the Finance Act, 1921:—

LAND-TAX TABLES .. .. .	1s. 6d.
GRADUATED INCOME-TAX TABLES .. .. .	1s. 6d.

(Postage 3d. extra.)

Now obtainable from

GOVERNMENT PRINTER, WELLINGTON.

**S**PECIAL REPORTS ON EDUCATIONAL SUBJECTS.—CATALOGUE OF THE PLANTS OF NEW ZEALAND: Indigenous and Naturalized Species. By T. F. CHEESEMAN, F.L.S., F.Z.S. Price, 1s.; postage, 2d.

Orders should be addressed—

“GOVERNMENT PRINTER, WELLINGTON.”

## NEW ZEALAND GOVERNMENT PUBLICATIONS.

**T**HE following Works, published under the authority of the Government, are now on sale at the Stationery Department, Wellington, and will be transmitted at the published price to any address in the Dominion:—

**AWARDS, RECOMMENDATIONS, AGREEMENTS, ETC.**, made under the Industrial Conciliation and Arbitration Act, New Zealand. Vols. i, ii, iii, v, vi, and vii are out of print. Vol. iv, year 1903, quarter cloth, 2s. 6d. Vol. viii, year 1907, quarter cloth, 3s. 6d. Vols. ix to xvii, years 1908 to 1916, cloth boards, 7s. 6d.; quarter cloth, 5s. Vols. xix and xx, years 1918 and 1919, cloth boards, £1; quarter cloth, 15s. Vol. xxi, 1920, in two Parts, cloth, £1 each Part; quarter cloth, 15s. each Part. Vol. xxii, 1921, in two Parts, cloth, £1 1s. each Part; quarter cloth, £1 each Part. Postage, 1s. Vol. xxiii, 1922, cloth boards, £1 12s. 6d.; quarter cloth, £1 10s.; postage, 1s. 2d.

**CONSOLIDATED DIGEST OF DECISIONS AND INTERPRETATIONS OF THE COURT OF ARBITRATION**, under the Industrial Conciliation and Arbitration Acts. Compiled by JOHN H. SALMON. This Digest deals with all the cases from the inception of the Act till the 31st December, 1914, and thus embraces Vols. i to xv (inclusive) of the Book of Awards. Price: cloth boards, 5s.; quarter cloth, 3s. 6d.; paper covers, 3s.; postage, 6d. Further Supplementary Digest will be issued annually, bound in paper covers, 6d. each; postage, 2d.

**CONSOLIDATED DIGEST OF WORKERS' COMPENSATION CASES.** Compiled by JOHN H. SALMON. This Digest deals with all cases under the Act up till the 31st December, 1914. Price: paper covers, 1s. 6d.; postage, 6d. Supplementary Digests for 1915 and 1916, bound in paper covers, 6d. each; postage, 2d. No later Supplementary Digests have been published.

**MINING AND ENGINEERING AND MINERS' GUIDE.** By H. A. GORDON, Assoc. M.I.C.E., Inspecting Engineer. Copiously illustrated. Royal 8vo. Cloth, 10s.; postage, 1s.

**MINING HANDBOOK OF NEW ZEALAND.** With Maps and Illustrations. Demy 8vo. Paper cover, 2s. 6d.; cloth boards, 5s.; postage, 1s.

**THE FIRST GOLD DISCOVERIES IN NEW ZEALAND.** 6d. Postage, 3d.

**TROUT-FISHING AND SPORT IN MAORILAND,** By Captain G. D. HAMILTON. Demy 8vo. 450 pp., with illustrations. Cloth boards, 10s. 6d.; postage, 10d.

Orders should be addressed to—

GOVERNMENT PRINTER, WELLINGTON.

## CONTENTS.

	PAGE
ADVERTISEMENTS .. .. .	1716
APPOINTMENTS, ETC. .. .. .	1642, 1699
BANKRUPTCY NOTICES .. .. .	1714
CROWN LANDS NOTICES .. .. .	1712
DEFENCE FORCES .. .. .	1644
<b>LAND—</b>	
Crown Land proclaimed .. .. .	1631
Destructor, Taken for a Site for the Erection of a Domain, Increasing Number of Days on which Charges may be made for Admission to .. .. .	1632
Electric-power District constituted .. .. .	1631
Foreshore, Licensing Use and Occupation of .. .. .	1637
National-endowment Land, Proclaimed as ceasing to be set apart as .. .. .	1630
Native Land, Confirming Scheme of Consolidation of Interests of Owners of .. .. .	1638
Native Land, Prohibiting all Alienation of certain .. .. .	1638
Rabbit District constituted .. .. .	1634
Railway Purposes, Taken for .. .. .	1633
Recreation-ground, Increasing Number of Days on which Charges may be made for Admission to .. .. .	1640
Recreation Reserve brought under Part II of the Public Reserves and Domains Act .. .. .	1639
Reserve, Notice of Exchange of .. .. .	1640
Road stopped, Government .. .. .	1632
Road, Taken for .. .. .	1632
Roads declared to be County Roads .. .. .	1635
Roads proclaimed and closed .. .. .	1632
Sale by Public Auction .. .. .	1641
Sand-drift Act, Declaring certain Area to be subject to .. .. .	1630
Selection by Discharged Soldiers, Revoking the Setting-apart of Land for .. .. .	1631
State Forest, Land set apart as Provisional, declared to be subject to the Land Act .. .. .	1629
State Forest, Set apart as Provisional .. .. .	1629
Street exempted from the Provisions of Section 117 of the Public Works Act .. .. .	1635
LAND TRANSFER ACT NOTICES .. .. .	1715
<b>MISCELLANEOUS—</b>	
Butler's Electro-medical Teething Necklaces, &c., Prohibiting the Importation of .. .. .	1638
By-laws confirmed .. .. .	1643
Closing-day of Shops .. .. .	1643
Consulate-General to be temporarily in Charge of Vice-Consul .. .. .	1642
Cook Islands: Appointment of Member of Island Council .. .. .	1641
Electric Lines, Authorizing Erection of .. .. .	1636
Electric Lines, Authorizing Use of .. .. .	1637
Fire Boards, Election of Members of .. .. .	1709
Honours conferred by His Majesty the King .. .. .	1643
Incorporated Societies dissolved .. .. .	1644
Inspector of Scenic Reserves appointed .. .. .	1641
Licensing Act, Direction in Terms of Section 98 of .. .. .	1643
Loans. Consenting to raising .. .. .	1634
Main Highways Board, Appointing Members of .. .. .	1641
Officiating Ministers for 1923 .. .. .	1644
Polls for Proposed Loans, Results of .. .. .	1643
Public Hall, Authorizing Erection of .. .. .	1640
Public Trustee, Deceased Persons Estates placed under Charge of .. .. .	1708
Public Trustee: Elections to administer Estates .. .. .	1644
Regulations under the Industrial Conciliation and Arbitration Act amended .. .. .	1639
Regulations under the Patents, Designs, and Trade-marks Act amended .. .. .	1634
Regulations under the Stock Act amended .. .. .	1640
Resignation of Minister .. .. .	1642
Statistics, Vital .. .. .	1704
Statutory Declarations, Postmasters appointed to take and receive .. .. .	1641
Toheroa, Cancelling Notice for taking .. .. .	1644
<b>SHIPPING—</b>	
Lighthouse Dues, Amending Order in Council fixing .. .. .	1639
Notice to Mariners .. .. .	1644
Rules for Examination of Masters and Mates .. .. .	1645

By Authority: W. A. G. SKINNER, Government Printer, Wellington.