

THE  
**NEW ZEALAND GAZETTE**

Published by Authority.

WELLINGTON, THURSDAY, JUNE 1, 1933.

*Land proclaimed as a Road in Block VII, Whangaroa Survey District, and Block II, Kaeo Survey District, Whangaroa County.*

[L.S.]

BLEDISLOE, Governor-General.  
 A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Whangaroa and Kaeo Survey Districts described in the Schedule hereto.

SCHEDULE.

Approximate Areas of the Pieces of Land proclaimed as a Road.	Being Portion of	Situated in Block	Situated in Survey District of	Sheet No. of Plan	Coloured on Plan
A. R. P. 0 0 25	} Reclaimed land, Whangaroa Harbour	VII	Whangaroa	1	Purple.
0 0 33		VII	"	1	Pink.
0 1 2		VII	"	1	"
0 0 9		VII	"	1	"
0 0 11		VII	"	1	"
0 0 30		VII	"	1	"
0 1 18		} Land below high-water mark, Whangaroa Harbour	II	Kaeo	2
0 0 31	II		"	2	"
0 0 4·8	II		"	3	"
2 1 11	II		"	3	"
4 0 26	II		"	3	"
4 3 0	II		"	3	"
	(S.O. 20011.)				

In the North Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 68486, deposited in the office of the Minister of Public Works at Wellington, 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 25th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 62/1/6/2.)

A

*Land proclaimed as a Road in Block III, Takapau Survey District, Waipawa County.*

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

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Takapau Survey District described in the Schedule hereto.

SCHEDULE.

APPROXIMATE areas of the pieces of land proclaimed as a road:—

A.	R.	P.	Being
0	2	21	Otawahao A No. 3, Section 15; coloured red.
0	0	5.4	Part Otawahao A No. 3, Section 60D; coloured sepia.
0	3	32.7	Part Otawahao A No. 3, Section 63; coloured yellow.
0	0	1.3	Part Otawahao A No. 3, Section 64B 2; coloured sepia.
0	1	0	Part Otawahao A No. 3, Section 64B 1; coloured red.
0	1	39	Part Otawahao A No. 3, Section 64A; coloured yellow.
0	0	11.2	Part Otawahao A No. 3, Section 1; coloured red.

Situated in Block III, Takapau Survey District (Hawke's Bay R.D.). (S.O. 1045, green.)

In the Hawke's Bay Land District; as the same are more particularly delineated on the plan marked P.W.D. 81782, deposited in the office of the Minister of Public Works at Wellington, 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 27th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 40/392.)

*Land proclaimed as a Street in the City of Wellington.*

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

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as a street the land in the City of Wellington described in the Schedule hereto.

SCHEDULE.

APPROXIMATE areas of the pieces of land proclaimed as a street:—

A.	R.	P.	Being Portion of
0	0	4.90	Lot 64, D.P. 3382, being part Sections 26 and 27; coloured red.
0	0	0.37	Lot 65, D.P. 3382, being part Section 27; coloured blue.

Situated in Block XIII, Port Nicholson Survey District (Ohio R.D.), (City of Wellington). (S.O. 2778.)

In the Wellington Land District; as the same are more particularly delineated on the plan marked P.W.D. 85560, deposited in the office of the Minister of Public Works at Wellington, 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 27th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 51/1799.)

*Land proclaimed as a Road, and Road closed, in Block IX, Teviotdale Survey District, Kowai County.*

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

A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as a road the land in Teviotdale 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 areas of the pieces of land proclaimed as a road:—

A.	R.	P.	Being Portion of
0	0	27.8	Rural Section 3040; coloured sepia.
1	3	25.8	Rural Section 3040; coloured red.
0	2	13.9	Rural Section 4498; coloured blue.
0	0	21.5	Rural Section 4498; coloured yellow.

SECOND SCHEDULE.

ROAD CLOSED.

APPROXIMATE area of the piece of road closed: 2 acres 2 roods 5.7 perches.

Adjoining or passing through Rural Sections 3670 and 3040; coloured green.

All situated in Block IX, Teviotdale Survey District (Canterbury R.D.). (S.O. 939/453.)

All in the Canterbury Land District; as the same are more particularly delineated on the plan marked P.W.D. 85433, deposited in the office of the Minister of Public Works at Wellington, 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 25th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 62/14/101/26.)

*Land taken for the Purposes of a Police-station Site in Block XIV, Town of Runanga.*

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

A PROCLAMATION.

IN pursuance and exercise of the powers and authorities vested in me by the Public Works Act, 1928, and of every other power and authority in anywise enabling me in this behalf, I, Charles, Baron Bledisloe, 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 police-station site; and I do also declare that this Proclamation shall take effect on and after the twelfth day of June, one thousand nine hundred and thirty-three.

SCHEDULE.

APPROXIMATE area of the piece of land taken: 1 rood 1 perch.

Being Section 5.

Situated in Block XIV, Town of Runanga.

In the Westland Land District; as the same is more particularly delineated on the plan marked P.W.D. 85524, deposited in the office of the Minister of Public Works at Wellington, 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 27th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 25/537.)

*Portions of Roads closed in Blocks I, II, and V, Tiritiri Survey District, Waitemata County.*

[L.S.] BLEDISLOE, Governor-General.  
A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as closed the portions of roads in Tiritiri Survey District described in the Schedule hereto.

SCHEDULE.

Approximate Areas of the Pieces of Roads closed.	Adjoining or passing through	Situated in Block	Situated in Survey District of
A. R. P. 21 2 0	Part Allotment 237, and Allotments 1, 245, 247, 248, 249, 250, 251, and 252	I, II, and V	Tiritiri.
0 0 21	Allotment 252 .. ..	II	..
0 0 20	Allotments 245 and 247 .. .. (Parish of Waiwera), (Auckland R.D.), (S.O. 27127).	V	..

In the North Auckland Land District; as the same are more particularly delineated on the plan marked P.W.D. 85172, deposited in the office of the Minister of Public Works at Wellington, 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 24th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 34/2632/1.)

*Portion of Street closed in the Borough of Napier.*

[L.S.] BLEDISLOE, Governor-General.  
A PROCLAMATION.

IN pursuance and exercise of the powers conferred by section twelve of the Land Act, 1924, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby proclaim as closed the portion of street in the Borough of Napier described in the Schedule hereto.

SCHEDULE.

APPROXIMATE area of the piece of street closed: 1.2 perches. Adjoining or passing through part Suburban Section 64 and part Town Section 129.

Situated in the Borough of Napier (Hawke's Bay R.D.). (S.O. 1080, green.)

In the Hawke's Bay Land District; as the same is more particularly delineated on the plan marked P.W.D. 85537, deposited in the office of the Minister of Public Works at Wellington, 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 25th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 51/1687.)

*Altering the Boundaries of the Tauranga and Thames Valley Electric-power Districts.*

[L.S.] BLEDISLOE, Governor-General.  
A PROCLAMATION.

IN pursuance and exercise of the powers conferred on me by the Electric-power Boards Act, 1925, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New

Zealand, do hereby alter the boundaries of the Tauranga and Thames Valley Electric-power Districts by excluding the area described in the First Schedule hereto from the Tauranga Electric-power District and including such area in the Thames Valley Electric-power District; and do hereby declare that the altered boundaries of the Tauranga and Thames Valley Electric-power Districts shall be those described in the Second and Third Schedules hereto respectively.

FIRST SCHEDULE.

ALL that area of land in the Auckland Land District, being part of the Borough of Waihi and also being part of the Waihi Beach Reserve: Bounded by a line commencing from the mouth of the Waihi Stream, Bay of Plenty; thence southerly along the sea-coast to the southern boundary of the Waihi Beach Reserve; thence westerly and northerly along the southern and western boundaries of the said reserve to its intersection with a right line between Te Aroha Mountain and the mouth of the Waihi Stream; thence easterly along the said right line to the commencing-point. As the said area is more particularly delineated on the plan marked P.W.D. 85477, deposited in the office of the Minister of Public Works at Wellington.

SECOND SCHEDULE.

TAURANGA ELECTRIC-POWER DISTRICT.

ALL that area in the Auckland Land District, comprising the County of Tauranga and part of the County of Rotorua: Bounded towards the north-east generally by the ocean from the south-eastern corner of the Waihi Beach Reserve to a point on the coast north of Trig. Station J-1 (Otamarakau) in Block IV, Waihi South Survey District; thence towards the east by a line running due south through the aforesaid Trig. Station J-1 to a point due east of Trig. Station 1039 (Otane-Wainuku); thence due west along that line to its intersection with the Paraite or Mangorewa River; thence up the middle of the said Mangorewa River to a point in line with the western boundary of Section 7 (Scenic Reserve), Block XIII, Maketu Survey District; thence to and along that boundary to the north-western corner of the said Section 7; thence along the south-eastern and south-western boundaries of Section 6 (Education Reserve), Block XIII aforesaid, to Matai Road; thence south-westerly along Matai Road to the south-western boundary of Section 15, Block XVI, Otane-Wainuku Survey District; thence along that boundary to the Whataroa Stream; thence down the middle of that stream to a point due east of Otane-Wainuku Trig. Station; thence due west through Otane-Wainuku Trig. Station to a point on a straight line joining Trig. Station 27 (Puwhenua) and Trig. Station 146 (Te Weraiti); thence towards the south-west by the aforesaid straight line to the aforesaid Trig. Station 146; thence along a right line to Trig. Station 909 (Waiuananu); thence towards the south-west by the north-eastern boundary of the Okauia No. 1, Block "A" portion; thence towards the north-west by Crown land; thence towards the south-west generally by lines drawn from hill to hill along the summit of the range forming the western boundary of the Tauranga Confiscation District to the confiscation-line; thence towards the south-east by the aforesaid confiscation-line to Trig. Station 567 (Te Aroha); thence north-easterly along a line in the direction of the mouth of the Waihi Stream to its intersection with the western boundary of the Waihi Beach Reserve; thence southerly and easterly along the western and southern boundaries of the said Waihi Beach Reserve to its south-eastern corner, the place of commencement.

THIRD SCHEDULE.

THAMES VALLEY ELECTRIC-POWER DISTRICT.

ALL that area in the Auckland Land District, comprising the Counties of Hauraki Plains, Thames, Ohinemuri, and parts of the Counties of Piako, Matamata, and Waikato, the Boroughs of Te Aroha, Paeroa, Morrinsville, and Thames, and portion of the Borough of Waihi, and the Town Districts of Matamata, Turua, and Putaruru: Bounded by a line commencing at Pukorokoro on the Firth of Thames; thence proceeding easterly along the sea-coast to the southern boundary of the Thames Borough; thence along the southern, western, and part of the northern boundaries of the said boroughs to the sea-coast; thence northerly along the sea-coast to the mouth of the Waikawau River, and up the middle of that river to its source; thence along a right line to the northern head of the Tairua Harbour, in the Bay of Plenty; thence southerly to the southern boundary of the Waihi Beach Reserve; thence

westerly and northerly along the southern and western boundaries of the said reserve to its intersection with a right line between the Te Aroha Mountain and the mouth of the Waihi Stream on the Bay of Plenty; thence south-westerly along the said right line to the Te Aroha Mountain; thence north-easterly along a right line in the direction of Ngakuriawhare Trig. Station to the westerly boundary of the Tauranga Confiscation Block, and south-easterly along the said boundary to the northernmost point of Okauia No. 1A Block; thence south-easterly along the north-eastern boundary of that block to Trig. Station 909 (Waiannu), and along right lines through Trig. Stations 146 (Te Weraiti), 27 (Puwhehua), and 807 (Uraura); thence along a right line in the direction of the mouth of the Waihora Stream (Lake Taupo) to the Waikato River; thence down the middle of that river to its intersection with a right line between Trig. Stations 807 (Uraura) and 1427 (Maungatautari); thence north-westerly along the said right line to the last-mentioned Trig. Station; thence along a right line to the easternmost corner of Pukekura No. 15 Block; thence along the north-eastern boundaries of the Pukekura Nos. 15 and 17 Blocks, and the south-eastern and north-eastern boundaries of Pukekura No. 18B Block, to Trig. Station 52 (Pukekura); thence along the north-western boundaries of Pukekura Nos. 6, 5, 4, 3, 2, and 1 Blocks to the Waikato River; thence up the middle of the Waikato River to its intersection with the Mangahanene Stream; thence up the middle of that stream to its source; thence along the eastern boundary of Section IV, Gordon Estate, to the Cambridge-Hinuera Road, across the said road; thence in a north-westerly direction along the eastern boundaries of Section 7A, Lots 1 of Section 3, Sections 2 and 1, Whitehall Settlement, to the county boundary; thence south-westerly along the north-western boundary of Section 1, Whitehall Settlement, to the road, a road crossing; thence generally in a north-westerly direction along the north-eastern boundaries of Sections 5s, 4s, Te Miro Settlement, a road crossing, and Sections 10s, 39s, 38s, 70s, Te Miro Settlement, a road crossing, and Sections 34s, 42s, again 34s, to the northernmost corner of 34s, Te Miro Settlement; thence in a westerly direction along the northern boundaries of Sections 34s and 35s, Te Miro Settlement, to Trig. Station 50 (Pukemoremore); thence generally northerly along the confiscation boundary-line to Pukorokoro, the point of commencement: but excluding therefrom the area formerly comprising the Borough of Waihi, as described in the *New Zealand Gazette* of the 20th February, 1902, at page 413.

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 27th day of May, 1933.

JOHN BITCHENER, Minister of Public Works.

GOD SAVE THE KING!

(P.W. 26/926 and 26/1115.)

*Proclaiming Native Land to have become Crown Land.*

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

A PROCLAMATION.

WHEREAS the Native owners of the land described in section twenty-two of the Native Purposes Act, 1931, have assented to a gift of the said land to the Crown:

Now, therefore, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, being satisfied upon the matters upon which I am required by law to be satisfied, and in pursuance of the power and authority conferred upon me by the said section twenty-two, and all other powers me enabling, do hereby proclaim that the Native land set out in the Schedule hereto has become Crown land.

SCHEDULE.

ALL that land situated in the Taranaki Land District, containing 7 acres, more or less, and being Subdivision 2B 1 of Section 2, Block III, Waitara Survey District.

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 24th day of May, 1933.

JOHN G. COBBE, for Native Minister.

GOD SAVE THE KING!

*Amending Order in Council of the 17th day of April, 1924, licensing Alfred Ernest Harding to use and occupy a Part of the Foreshore at Dargaville, Wairoa River, in Kaipara Harbour, as a Site for a Motor-garage.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

WHEREAS by Order in Council dated the seventeenth day of April, one thousand nine hundred and twenty-four, and published in the *Gazette* of the twenty-fourth day of the same month, at page 1037, Alfred Ernest Harding was licensed to occupy a portion of the foreshore at Dargaville, Wairoa River, in Kaipara Harbour, in order to erect and maintain thereon a motor-garage, subject to the terms and conditions therein prescribed:

And whereas it is desirable to modify the said conditions in the manner hereinafter described:

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 the Harbours Act, 1923, 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 revoke clause three of the conditions contained in the Schedule to the herebefore-recited Order in Council of the seventeenth day of April, one thousand nine hundred and twenty-four, and doth substitute the following condition in lieu thereof:—

“3. In consideration of the concessions and privileges granted by this Order in Council the licensee shall, on the 1st day of April in each year, pay to the Minister an annual rental of £1, dating from the 1st day of April, 1931.”

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

*Boundaries of Borough of Green Island and County of Taieri altered.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

WHEREAS in pursuance of section one hundred and thirty-two of the Municipal Corporations Act, 1920, a petition was presented to the Governor-General praying that a certain area be excluded from the County of Taieri and included in the Borough of Green Island:

And whereas it is deemed expedient to make such alteration of the boundaries of the said borough:

Now, therefore, in pursuance and exercise of the powers and authorities vested in him by the said Municipal Corporations Act, 1920, and of all other powers and authorities enabling him in that behalf, His Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, doth hereby declare that the area described in the Schedule hereto shall be excluded from the County of Taieri and included in the Borough of Green Island.

SCHEDULE.

AREA EXCLUDED FROM THE COUNTY OF TAIERI AND INCLUDED IN THE BOROUGH OF GREEN ISLAND.

ALL that area in the Otago Land District bounded by a line commencing at the northernmost corner of Section 97, Lower Kaikorai District; thence south-easterly along the north-eastern boundary of that section to the Main South Road; thence across that road and north-westerly along its southern side to a point on the north-western boundary of Section 101, Lower Kaikorai District; thence north-easterly across the Main South Road and along the north-western boundaries of Sections 101, 100, 99, 98, and 97, to the northernmost corner of the last-mentioned section, the place of commencement.

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

(I.A. 1933/105/4.)

*Regulations under the Air Navigation Act, 1931.*

—  
 BLEDISLOE, Governor-General.

## ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of  
 May, 1933.

Present :

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers and authorities conferred upon him by the Air Navigation Act, 1931, His Excellency the Governor-General of the Dominion of New Zealand, acting by and with the consent and advice of the Executive Council of the said Dominion, doth hereby make the following regulations under the said Act, and declare that such regulations shall come into force from the date of publication thereof in the *Gazette*.

## REGULATIONS.

## SHORT TITLE.

1. THESE regulations may be cited as "The Air Navigation Regulations, 1933."

## INTERPRETATION OF TERMS.

2. In these regulations, unless the context otherwise requires,—

"The Act" means the Air Navigation Act, 1931.

"Aerodrome" means any definite and limited ground or water area intended to be used, and capable of being used either wholly or in part, for the landing or departure of aircraft.

"Aircraft" includes all balloons, whether fixed or free, kites, gliders, airships, and flying-machines.

"Airship" means an aircraft using gas lighter than air as a means of support, and having means of propulsion, and means of directional control.

"Authorized person" means any person duly authorized by the Minister.

"Balloon" either fixed or free, means an aircraft using gas lighter than air as a means of support and having no means of propulsion.

"Controller of Civil Aviation" means the person appointed by the Minister to control civil aviation.

"Convention" means the International Convention for the Regulating of Aerial Navigation signed at Paris on the 13th day of October, 1919, and includes the additional protocol thereto and any additions to or amendments of the said International Convention.

"Contracting State" means any State which is for the time being a party to the Convention.

"Flying-machine" includes all aeroplanes, seaplanes, flying-boats, or other aircraft heavier than air, and having means of propulsion.

"Glider" means an aircraft heavier than air, not fixed to the ground, and having no means of mechanical propulsion, but having means of directional control.

"Military aircraft" includes naval, military, and Air Force aircraft; and every aircraft commanded by a person in naval, military, or Air Force service detailed for the purpose shall be deemed military aircraft.

"Minister" means the Minister of Defence, and includes in relation to any purpose of these regulations any person authorized by the Minister for that purpose.

"Passenger aircraft" and "Goods aircraft" mean respectively aircraft intended for carrying passengers or goods for hire or reward, and include aircraft in which passengers or goods are actually so carried.

"Personnel" (in relation to an aircraft) includes the pilot, commander, navigator, and engineer, and any operative member of the crew.

"Goods" include mails.

"State aircraft" means military aircraft, and aircraft exclusively employed in State service, including postal, Customs, and police service.

"Licensed aerodrome" means an aerodrome licensed under these regulations.

"Licensed instructor" is a pilot who has been approved by the Minister as an instructor in flying.

"Proprietor of an aerodrome" includes any person responsible for the management thereof.

"Prescribed" (except where otherwise expressly provided) means prescribed by these regulations or by the directions of the Minister thereunder.

"Prohibited area" means any area declared to be a prohibited area for the purpose of these regulations.

In these regulations reference to New Zealand includes reference to the territorial waters adjacent thereto; and references to passengers carried for hire or reward include reference to persons carried in aircraft for the purpose of instruction in flying for which payment is made:

Provided that for the purpose of determining whether a pilot is required to hold a licence to fly aircraft carrying passengers or goods for hire or reward, a member of an aeroplane club carried in an aircraft belonging to the club shall

not, if the pilot is also a member of the same club, be deemed to be a passenger carried for hire or reward, notwithstanding that payment is made to the club in respect of such carriage:

Provided further, that for the purpose of this clause members of the Aero Clubs affiliated to the New Zealand Aero Club shall be regarded as members of the same club.

For the purpose of these regulations references to "aircraft" shall not be deemed to include references to "gliders," unless specially stipulated in the context.

#### NATIONALITY OF AIRCRAFT.

3. (1) An aircraft shall be deemed to possess the nationality of the State on the register of which it is entered.

(2) Aircraft registered in any part of His Majesty's dominions other than New Zealand shall be deemed to be British aircraft.

#### AIRCRAFT TO WHICH REGULATIONS APPLY.

4. The provisions of these regulations apply (unless the contrary intention appears) to all New Zealand aircraft registered in the Dominion of New Zealand, and to all British and foreign aircraft when in or over the Dominion of New Zealand.

#### GENERAL CONDITIONS OF FLYING.

5. (1) No person shall fly an aircraft unless the following general conditions are complied with:—

(i) The aircraft shall be registered and bear the prescribed nationality and registration marks painted on the aircraft in the prescribed manner.

(ii) The aircraft shall be certified as airworthy in the prescribed manner, and any terms or conditions on or subject to which the certificate of airworthiness was granted shall be duly complied with.

(iii) The personnel of the aircraft shall be of the prescribed number and description, and shall be provided with the prescribed certificates of competency and licenses.

(iv) There shall be carried in the aircraft the prescribed documents kept up to date in the prescribed form and manner provided that—

(a) Conditions (i), (ii), and (iv) shall not apply to aircraft flown for the purpose of experiment or test only within three miles of a licensed aerodrome or a New Zealand Air Force aerodrome, or to aircraft flown in accordance with directions or special permission in writing given by the Minister under this article, and subject to any conditions or limitations which may be laid down in such directions or permission.

(b) Condition (iii), in so far as it relates to certificate of competency and licences, shall not apply in the case of candidates undergoing official tests for the purpose of obtaining a licence, or within three miles of a licensed aerodrome or a New Zealand Air Force aerodrome in the case of personnel whilst under instruction or whilst engaged in a flight in accordance with such directions as aforesaid for the purpose of becoming eligible for the issue of a licence.

(c) Condition (ii) shall not apply to balloons or kites when being flown within New Zealand and not carrying passengers for hire or reward.

(2) In this clause "prescribed" in relation to aircraft other than New Zealand aircraft registered in the Dominion of New Zealand means prescribed by the law of the State on whose register the aircraft is entered, and in relation to New Zealand aircraft has the meaning assigned to it by clause 2 of these regulations.

#### FURTHER CONDITIONS OF FLYING IN NEW ZEALAND.

6. (1) Save as hereinafter expressly provided, no person shall fly an aircraft within the Dominion of New Zealand unless the following further conditions are complied with:—

(i) The aircraft shall possess the nationality of a contracting State.

(ii) The provisions of these regulations as to general safety, and as to the dropping of articles from aircraft shall be duly complied with.

(iii) Such members of the personnel of the aircraft as are British subjects shall be provided with certificates of competency and licences issued or rendered valid by a duly competent authority within His Majesty's dominions.

(iv) The prescribed conditions as to the maintenance of airworthiness shall be complied with, and the prescribed certificate as to airworthiness shall be carried in the aircraft.

(v) The aircraft shall conform to such orders as may be lawfully given in regard to it by officers of Police or of Customs. Provided that—

(a) Condition (i) shall not apply to the aircraft of a State with which a special convention relating to air navigation entered into by or on behalf of the Government of the Dominion of New Zealand is for the time being in force, so long as the conditions of the special convention are complied with.

(b) Conditions (i) and (iv) shall not apply to aircraft flown for the purpose of experiment or test only within three miles of a licensed aerodrome or a New Zealand Air Force aerodrome, or to aircraft flown in accordance with directions or special permission in writing given by the Minister under this clause, and subject to any conditions or limitations which may be laid down in such directions or permission.

(c) Condition (iii) shall not apply in the case of candidates undergoing official tests for the purpose of obtaining a licence or within three miles of a licensed aerodrome, or a New Zealand Air Force aerodrome in the case of personnel whilst under instruction or whilst engaged in a flight in accordance with such directions as aforesaid, for the purpose of becoming eligible for the issue of a licence.

(2) A fixed balloon shall not be flown by any person within the Dominion of New Zealand except with the special permission in writing of the Minister and subject to any conditions that may be attached to such permission, and the Minister may on the granting of such permission or subsequently, direct that the provisions of these regulations or any of them shall not apply to the balloon in question, or shall apply subject to such modifications as he thinks fit.

FURTHER CONDITIONS APPLICABLE TO PASSENGER AIRCRAFT.

7. (1) Any person flying an aircraft carrying passengers for hire or reward shall not use as a regular place of departure or landing any place in New Zealand other than a licensed aerodrome, or an aerodrome specially approved for the purpose by the Minister.

(2) Where any such aircraft as aforesaid is engaged in international navigation on—

- (a) A flight by day of more than 100 miles over inhabited regions without landing; or
- (b) A flight by day of more than 100 miles, but not more than 625 miles, entirely over the high seas or uninhabited regions without landing; or
- (c) A flight by night of more than 16 miles, but not more than 625 miles, without landing;

such aircraft shall carry on board as part of the personnel thereof a navigator who holds a first or second class certificate in that behalf.

(3) Where any such aircraft as aforesaid is engaged in international navigation on—

- (a) A continuous flight by day of more than 625 miles entirely over the high seas or uninhabited regions; or
- (b) A continuous flight by night of more than 625 miles;

such aircraft shall carry on board as part of the personnel thereof a navigator who holds a first-class certificate in that behalf.

(4) For the purpose of this regulation—

- (a) The expression " uninhabited region " is deemed to be a region where in consequence of the sparsity of the population and of the absence of natural landmarks or of the insufficiency of the maps, the difficulties of navigation are similar to those met with over the high seas; and
- (b) The word " night " is deemed to be a period commencing one hour after sunset and terminating one hour before sunrise; and
- (c) The expression " flight over the high seas " is deemed to be a flight in the course of which an aircraft in following a straight line may find itself at a distance of more than 62 miles from the coast.

EXCEPTIONS.

8. Except where otherwise expressly stated, these regulations apply to aircraft belonging to or employed in the service of His Majesty other than military aircraft, but shall not apply to any aircraft or person to which or to whom the Minister directs that these regulations or any part thereof shall not apply.

REFERENCES TO SCHEDULES.

9. The provisions in Schedules I to VII of these regulations shall have effect as part of these regulations, and shall be duly observed by all persons concerned in the cases to which they relate, that is to say—

Schedule.	Subject-matter.
I ..	Registration and marking of aircraft.
II ..	Certificates of airworthiness for aircraft; periodical overhaul and examination; classification of aircraft; licensing and duties of ground engineers.
III ..	Log-books.
IV ..	Rules as to lights and signals and rules for air traffic.
V ..	Licensing of personnel.
VI ..	Fees.
VII ..	Prohibited areas.

AERODROMES.

10. (1) No place in New Zealand shall be used as a place of landing or departure by aircraft carrying passengers, for hire or reward, unless it has been licensed for the purpose by the Minister, and the conditions of such licence complied with.

This prohibition does not apply to the use of military aerodromes: Provided further that private flying-machines may operate from unlicensed aerodromes though they have no right of landing in any place as against the owner of the land or any persons interested therein.

(2) The proprietor of an aerodrome licensed for public use shall exhibit in a conspicuous place on the aerodrome a tariff of charges for landing and length of stay applicable alike to all aircraft, in accordance with such form and scale as the Minister directs or approves, provided that State aircraft shall be exempt from all such charges.

(3) The Minister may grant to the proprietor of any aerodrome a licence subject to such conditions as are prescribed in these regulations.

(4) In the case of any contravention of or failure to comply with this regulation, the proprietor of an aerodrome shall be deemed to have acted in contravention of, or as the case may be, failed to comply with, these regulations.

*Licensed Aerodromes.*

(5) Applications for aerodrome licences shall be made on the prescribed forms to the Controller of Civil Aviation, Defence, Wellington.

(6) Aerodromes may be licensed either for all types of aircraft or for certain specified types.

(7) Adequate first-aid appliances must be kept at all licensed aerodromes.

(8) The licensee of an aerodrome shall keep such aerodrome in a fit state for landing and shall as required from time to time renew the marking thereof.

(9) Aerodromes may be licensed by the Controller of Civil Aviation for temporary use under certain conditions for a specified period not exceeding six months.

## RIGHT OF INSPECTION AND ACCESS TO AERODROMES AND FACTORIES.

11. (1) Any person authorized by the Minister for the purpose shall have the right of access at all reasonable times to any aerodrome for the purpose of inspecting the same, or to any place to which access is necessary, for the purpose of carrying out his powers and duties under these regulations.

(2) All military aircraft belonging to or employed in the service of the New Zealand Government shall have at all reasonable times the right of access to any licensed aerodrome, subject to the conditions of the licence.

(3) During the construction of an aircraft for which a certificate of airworthiness is desired, any person authorized by the Minister shall at all times during working-hours have the right of access for the purposes of inspection to that portion of the shops in which the parts are being manufactured or assembled and to drawings of the parts under inspection whether at the works of the main contractor or of sub-contractors.

## GENERAL SAFETY PROVISIONS.

12. (1) No person shall fly an aircraft over any city or town in New Zealand except at such altitude as will enable the aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other cause: Provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed aerodrome or a New Zealand Air Force aerodrome.

(2) An aircraft in or over New Zealand shall not—

(a) Be used by any person to carry out any acrobatics or exhibition flying over any city or town or populous district; or

(b) Be used by any person to carry out any acrobatics or exhibition flying over any regatta, race meeting, or meeting for public games or sports, except where specially arranged for in writing by the promoters of such regatta or meeting and approved in writing by the Controller of Civil Aviation; or

(c) Be flown by any person in such circumstances as, by reason of low altitude or proximity to persons or dwellings or for any other reason, to cause unnecessary danger to any person or property on land or water.

(d) No aircraft shall be flown by any person unless the control column in the dual control seat has been removed and the dual rudder bar disconnected, unless such aircraft is used for instructional purposes and is in charge of a duly approved flying instructor, or the passenger and pilot's seats are occupied by "B" licence pilots.

In the case of aircraft where the dual rudder bar cannot be disconnected a suitable cover which will allow for the movement of the rudder bar must be provided, to prevent interference with the dual control.

(3) No person shall commit any act, whether by interference with the pilot or a member of the operative crew, or by tampering with the aircraft or its equipment, or by disorderly conduct or by any other means, likely to imperil the safety of any aircraft, its passengers, or crew.

## SMOKING IN AIRCRAFT.

13. No person shall smoke in any aircraft registered in New Zealand unless and except in so far as smoking in that aircraft is permitted by a notice exhibited by the owner of the aircraft in a prominent place therein.

A notice permitting smoking in any aircraft may only be exhibited therein if and in so far as smoking in the aircraft is permitted by the certificate of airworthiness of the aircraft or by the direction of the Minister.

The owner of every passenger aircraft registered in New Zealand shall exhibit in a prominent place in the aircraft a notice stating whether and to what extent smoking is prohibited or permitted therein.

## POWER TO PREVENT FLIGHTS IN CONTRAVENTION OF REGULATIONS.

14. Where it appears to any person authorized in writing by the Minister for the purpose of this regulation that any aircraft is intended or likely to be flown in such circumstances that the flight would be in contravention of any of the provisions of subparagraphs (i), (ii), and (iii) of paragraph (1) of clause 5, or subparagraphs (i) of paragraph (1) of clause 6, or clause 23 of these regulations, or in such circumstances as to infringe any other provision of these regulations, and to be a cause of danger to persons in the aircraft or to persons or property on the ground, the person so authorized may give such directions and take such steps by way of detention of the aircraft or otherwise in relation thereto as appears to him to be necessary in order to prevent the flight, and without prejudice to any provisions of these regulations with respect to the obstruction of authorized persons, any person acting in contravention of any directions given under this regulation shall be deemed to have acted in contravention of these regulations.

## DRUNKENNESS OF PILOTS, ETC.

15. A person acting as, or carried in an aircraft for the purpose of acting as, pilot, commander, navigator, engineer, or operative member of the crew thereof, shall not while so acting or carried be in a state of intoxication or in a state of health in which by reason of his having taken or used any sedative, narcotic, or stimulant drug or preparation his capacity so to act is impaired, and no other person while in a state of intoxication shall enter or be in any aircraft.

## DROPPING OF ARTICLES FROM AIRCRAFT.

16. No person shall drop or cause or permit to be dropped from an aircraft flying within New Zealand any article except:—

(a) Fine sand or clean water constituting ballast.

(b) Chemical substances dropped for the purpose of dusting or spraying crops from aircraft which comply with the following conditions:—

(i) The aircraft shall be equipped with appliances or apparatus suitable for the operation of dusting or spraying crops.



(ii) The classification of the aircraft on its certificate of airworthiness as provided in paragraphs 20 to 22 of Schedule II shall be such as permits the use of the aircraft for the purpose of dusting or spraying crops.

(c) The following articles :—

(i) Smoke-producing or other apparatus or material dropped for the purpose of navigating an aircraft, where the approval of the Minister to the type of apparatus and method of use has been previously notified.

(ii) Message bags and apparatus for dropping articles to the ground, and articles so dropped, where the approval of the Minister to the type of apparatus, method of use, and place where the dropping is to take place, has been notified, and subject to any other conditions which may be laid down.

(d) Articles dropped in terms of a special permission in writing issued by the Minister.

If any article other than as aforesaid drops or falls from an aircraft a breach of these regulations shall be deemed to have been committed by the person in charge of the aircraft.

#### PARACHUTE DESCENTS.

17. No person shall make a parachute descent from aircraft unless he has previously obtained special permission in writing from the Controller of Civil Aviation so to do.

#### INSTRUMENTS TO BE CARRIED.

18. There shall be carried and maintained in working order in every New Zealand aircraft registered in New Zealand, when flying, such instruments and equipment applicable to the class or description of the aircraft as prescribed in Section VII of Schedule II.

#### RADIO.

19. There shall be carried in every New Zealand aircraft registered in New Zealand when flying such radio equipment and operators, and there shall be maintained such radio service as are respectively prescribed in Section VI of Schedule IV.

#### DOCUMENTS CARRIED BY NEW ZEALAND AIRCRAFT.

20. (1) Save as hereinbefore expressly provided, there shall be carried in every New Zealand aircraft registered in New Zealand the following documents when flying :—

- (a) Its certificate of registration.
- (b) Its certificate of airworthiness, and any other certificate relating to the aircraft which may be required by these regulations.
- (c) The certificates of competency and licences of its personnel.
- (d) The radio-station licence issued by the Postmaster-General in accordance with Article 2 of the International Radio-Telegraph Convention of Washington, 1927.

(2) There shall be carried in every aircraft engaged in international navigation, in addition, the following documents :—

- (a) If passengers are carried, a list of their names.
- (b) If freight is carried, bills of lading and manifest in respect thereof.

#### CERTIFICATE OF AIRWORTHINESS.

21. The certificate of airworthiness of a contracting State shall at all times be kept in the pocket of the journey log-book.

#### PRODUCTION OF DOCUMENTS.

22. (1) Any person required under these regulations to be provided with a licence shall on demand produce his licence, and in the case of a pilot his pilot's log-book for the inspection of any person authorized for the purpose by the Minister or of any police constable.

(2) The owner, hirer, and person in charge of any aircraft shall on demand produce or cause to be produced, for the inspection of any person authorized for the purpose by the Minister, or of any police constable, any certificates, licences, or log-books relating to the aircraft: and in the case of an aircraft engaged in international navigation, if it carries passengers or freight, the list of names and the bills of lading and the manifest respectively.

#### PROHIBITED CARRIAGE.

23. Save for the purposes of the provisions of Schedule IV to these regulations as to signals :—

- (1) An aircraft engaged in international navigation shall not carry explosives of war, arms of war, or munitions of war.
- (2) A foreign aircraft shall not carry explosives of war, arms of war, or munitions of war between any two points within New Zealand.

#### AERIAL LIGHTHOUSES.

24. (1) An aerial lighthouse shall not be established or maintained within New Zealand, nor the character of the light exhibited therefrom altered, except with the approval of the Minister and subject to such conditions as he may prescribe: Provided that, in the case of an aerial lighthouse the light from which would or might be visible from the sea or from any waters over which the Minister of Marine or a Harbour Board exercises jurisdiction, such approval shall not be given except with the consent of the Minister of Marine or the Harbour Board.

(2) A person shall not wilfully or negligently injure or interfere with any aerial lighthouse established or maintained with the approval of the Minister or any light exhibited from any such lighthouse.

## FALSE LIGHTS.

25. (1) Whenever in New Zealand any light is exhibited—

- (a) In the neighbourhood of an aerodrome or an aerial lighthouse so as to be liable to be mistaken for a light proceeding from an aerial lighthouse or for a prescribed light at an aerodrome; or
- (b) Which by reason of its liability of being mistaken for a light proceeding from an aerial lighthouse or for a prescribed light at an aerodrome, is calculated to endanger the safety of aircraft;

the Minister may serve a notice upon the owner of the place where the light is exhibited or upon the person having charge of the light, directing that owner or person within a reasonable time to be specified in the notice, to take effectual means for extinguishing or for effectually screening the light and for preventing for the future the exhibition of any similar light.

(2) The notice may be served either personally or by post, or by affixing the same in some conspicuous place near to the light to which the notice relates.

(3) If any owner or person on whom a notice is served under this article fails, without reasonable cause, to comply with the directions contained in the notice, he shall be deemed to have committed a breach of these regulations.

(4) If any owner or person on whom a notice under this article is served neglects for a period of seven days to extinguish or effectually to screen the light mentioned in the notice, the Minister may enter upon the place where the light is and forthwith extinguish the same, doing no unnecessary damage, and may recover the expenses incurred by him in so doing from the owner or person on whom the notice has been served.

(5) In the case of lights which would or might be visible from the sea or waters over which the Minister of Marine or a Harbour Board exercises jurisdiction, the powers of the Minister under this article shall not be exercised except with the consent of the Minister of Marine or the Harbour Board.

## USE OF SIGNALS, SIGNS, AND MARKS.

26. (1) In making or receiving signals by radio or other methods of communication, except by visual signals when the Morse code is not being used, every aircraft possessing the nationality of a contracting State shall use as its call sign the complete group of five letters which constitutes its nationality and registration marks preceded, in the case of a signal by radio telephony, by the name of the owner of the aircraft:

Provided that after communication has been established by means of such call sign the aircraft may employ an abridged call sign consisting—

- (a) In the case of radio telegraphy, of the first and last letters of the complete call sign of five letters;
- (b) In the case of radio telephony, of the whole or part of the name of the owner of the aircraft followed by the last two letters of the complete call sign of five letters:

Provided also that nothing in this paragraph shall affect the special rules as to signals laid down in Section II of the Fourth Schedule of these regulations.

(2) A person in an aircraft shall not make any signal prescribed by these regulations except for the purposes specified therein, and shall not knowingly make without lawful authority or excuse (proof whereof shall lie on the accused), any naval, military, or Air Force signal.

(3) An aircraft other than a State aircraft shall not bear any mark or sign used or appropriated for use by State aircraft.

## AERIAL CORRIDORS AND ARRIVAL AND DEPARTURE FROM ABROAD.

27. (1) The Minister may prescribe points between which aircraft when entering New Zealand from abroad or leaving New Zealand for abroad shall pass.

(2) Any provisions for the time being in force under the Immigration Restriction Act, 1908, or the Undesirable Immigrants Exclusion Act, 1919, or the Health Act, 1920, or any amendments of these Acts, or of any Orders in Council under such Acts, with respect to ships or persons arriving in or departing from New Zealand by sea, shall apply to aircraft or persons arriving or departing by air as if the same were herein set out, with such modifications as are necessary for adapting them to such purpose.

## FORGERY, ETC., OF DOCUMENTS.

28. (1) No person shall—

- (a) Forge or fraudulently alter or assist in forging or fraudulently altering, or procure to be forged or fraudulently altered, any licence or certificate required under these regulations; or
- (b) Make, assist in making, or procure to be made any false representation for the purpose of procuring for himself or any other person the issue, validation, or renewal of any such licence or certificate; or
- (c) Fraudulently use any such licence or certificate which has been forged, altered, cancelled, or suspended, or to which he is not entitled; or
- (d) Fraudulently lend any such licence or certificate or allow it to be used by any other person.

(2) No person shall destroy, mutilate, alter, or render illegible any log-book or any entry made therein, or wilfully make or procure or assist in the making of any false or fraudulent entry in or omission from any log-book.

## APPLICATION TO FOREIGN MILITARY AIRCRAFT.

29. A foreign military aircraft shall not fly over or land in New Zealand except on the express invitation or with the express permission of the New Zealand Government, but any aircraft so flying or landing on such invitation or with such permission shall be exempt from the provisions of these regulations except to such extent as may be specified in the invitation or permission.

## EXCEPTIONS TO OPERATION OF REGULATIONS.

30. (1) The Minister may, by a special and temporary authorization and subject to such conditions as may be specified, permit the flight within the limits of New Zealand of an aircraft which does not possess the nationality of a contracting State or of a State to which proviso (a) to paragraph (1) of clause 6 of these regulations applies:

Provided that an aircraft, the flight of which is so permitted as aforesaid, shall while flying within the said limits carry a certificate issued either by the Minister or by the competent authority in the State whose nationality the aircraft possesses, stating that permission has been granted and the conditions, if any, subject to which it has been granted.

## PENALTIES.

31. (1) If an aircraft is flown in contravention of, or fails to comply with, these regulations or any provision thereof, or if in or in respect of any aircraft any act is committed which is or is deemed to be a contravention of these regulations or any provision thereof, the owner or hirer of the aircraft (if other than the Crown) and the pilot or commander thereof shall be deemed to have contravened or, as the case may be, failed to comply with these regulations. Provided that—

(a) It shall be a defence to any proceedings for such contravention of, or failure to comply with, these regulations if the contravention or failure is proved to have been due to accident, stress of weather, or other unavoidable cause; and

(b) It shall be a defence to any proceedings under these regulations against the owner, hirer, pilot, or commander of an aircraft to prove that the alleged contravention took place without his actual fault or privity.

(2) If any person obstructs or impedes any person acting under the authority of the Minister in the exercise of his powers and duties under these regulations, such first-mentioned person shall be deemed to have acted in contravention of these regulations.

(3) If any person contravenes or commits a breach of or fails to comply with these regulations or any provision thereof, he shall on summary conviction be liable to imprisonment for a term not exceeding six months or to a fine not exceeding two hundred pounds, or to both such imprisonment and fine.

## POWER TO CANCEL, SUSPEND, OR ENDORSE LICENCES AND CERTIFICATES.

32. (1) Any certificate granted under Schedule I, or any licence granted under Schedule II or V, to these regulations, or the licence of any aerodrome may be cancelled, suspended, or endorsed by the Minister on sufficient ground being shown to his satisfaction, after due inquiry, and his decision shall be final; and in special cases the Minister may suspend any such licence temporarily and provisionally pending the holding of an inquiry.

(2) Any certificate granted under these regulations relating to the airworthiness of an aircraft may be cancelled or suspended by the Minister if he is satisfied that reasonable doubt exists as to the safety of the aircraft in question or of the type to which the aircraft in question belongs, and the conditions attached to any such certificate may be varied by the Minister if he is satisfied that those conditions may properly be relaxed, or that reasonable doubt exists as to whether those conditions afford a sufficient margin of safety.

(3) Where any person is convicted of any contravention of or failure to comply with these regulations in respect of any aircraft, the Minister may cancel or suspend any certificate of registration granted under these regulations relating to that aircraft.

(4) The Minister may vary or cancel any particulars or other matter entered by him or on his authority in any licence or certificate granted, or in any journey log-book issued, under these regulations.

(5) The Minister may require the holder of any licence, certificate, or other document granted or issued under these regulations (or any person having the possession or custody of any such licence, certificate, or document) to surrender the same to him for cancellation, suspension, endorsement, or variation, in accordance with the provisions of these regulations; and any person failing to comply with any such requirement within a reasonable time shall be deemed to have failed to comply with these regulations.

## DIRECTIONS.

33. The Minister may issue such directions as he thinks fit for the purpose of supplementing or giving full effect to the provisions of these regulations, including the Schedules thereto.

## STATISTICAL RETURNS.

34. Every person engaged in civil aviation shall forward to the Controller of Civil Aviation such monthly or other returns as the Minister may from time to time prescribe or require for statistical purposes.

## INVESTIGATION OF ACCIDENTS.

*Application of Regulations.*

35. The following regulations shall apply to accidents arising out of, or in the course of, air navigation which occur in or over New Zealand, or which occur elsewhere to New Zealand aircraft registered in New Zealand

*Notification of Accidents.*

36. (1) Where an accident to which these regulations apply occurs, and involves death or personal injury to any person, whether carried in the aircraft or not, or such serious structural damage to the aircraft as is hereinafter mentioned, or is believed on reasonable grounds to have been caused or

contributed to by the failure in the air of any part of the aircraft, the pilot, or, if the pilot is incapacitated by injury, the owner or hirer of the aircraft shall:—

- (i) If the accident occurs in or over New Zealand—
    - (a) Send notice thereof by telegram to the Controller of Civil Aviation, Defence, Wellington; and
    - (b) Notify the Magistrate and the local police.
  - (ii) If the accident has occurred elsewhere than in or over New Zealand, shall send notice thereof in writing to the Controller of Civil Aviation, Defence, Wellington.
  - (iii) Provided that in the case of an aircraft which is engaged on hire at the time of the accident, the owner thereof shall, as between himself and the hirer and in the absence of any written agreement to the contrary, be responsible for compliance with this regulation.
- (2) The notice shall be sent as soon as possible, and if the accident occurs in or over New Zealand within twenty-four hours after the occurrence of the accident, unless the person whose duty it is to send it proves that it was not possible to send it within that time, and in any case shall state—
- (i) The nationality and the registration marks of the aircraft;
  - (ii) The name of the owner and hirer (if any) of the aircraft;
  - (iii) The name of the pilot of the aircraft;
  - (iv) The place where the accident took place;
  - (v) The date and time when the accident took place;
  - (vi) The nature of the accident; and
  - (vii) Whether death or personal injury was caused by the accident, and, if so, to whom.

3. In this regulation the expression "serious structural damage" in relation to aircraft means:—

- (i) The telescoping or breaking apart from the fuselage; or
- (ii) The breaking of a main spar; or
- (iii) The breaking of any part of the controls; or
- (iv) Damage by fire to any part of the aircraft.

37. Where an accident to which these regulations apply occurs in or over New Zealand and involves any such serious structural damage to the aircraft as aforesaid:—

- (a) The aircraft shall not, except under the authority of the Controller of Civil Aviation, be removed from its place or otherwise interfered with; provided that—
  - (i) The aircraft or any parts thereof may be removed or interfered with so far as may be necessary for the purpose of extricating persons or animals involved, removing any mails carried by the aircraft, preventing destruction by fire or other cause, or preventing any danger or obstruction to the public; or for some other urgent reason approved of by the Magistrate or the senior officer of police in the district;
  - (ii) Goods, mails, or passengers' baggage may be removed from the aircraft under the supervision of the pilot or an officer of police, but, in the case of an aircraft which has come from a place outside New Zealand, shall not be removed from the vicinity of the aircraft except on clearance by or with the consent of an officer of Customs.
- (b) The Controller of Civil Aviation may authorize any person, so far as may be necessary for the purposes of investigation under these regulations, to take measures for the preservation of the aircraft and to have access to examine, remove, or otherwise deal with the aircraft:

Provided that if an aircraft is wrecked on the water, the aircraft or any parts or contents thereof may be removed to such extent as may be necessary for bringing it or them to a place of safety.

#### *Preliminary Investigation.*

38. Where an accident occurs or is suspected to have occurred to which these regulations apply a person generally or specially appointed by the Minister for the purpose (in these regulations referred to as an Inspector of Accidents) may, whether or not such accident is one whereof notice is required to be given under these regulations, makes inquiries as to the cause of the accident and report thereon to the Minister. All persons are required to assist an Inspector of Accidents, and he shall have access to and authority to examine any aircraft concerned in the accident and the place where the accident occurred.

39. (a) The Minister may, without any inquiry or report having been made by an Inspector of Accidents, appoint a Board of inquiry for the purpose of investigating and reporting on an accident or a suspected accident.

(b) A Board of inquiry so appointed shall have power to inspect or authorize any person to inspect any aircraft concerned in the accident, and to enter and inspect, or authorize any person to enter and inspect, any place or building the entry and inspection whereof appears to the Board to be necessary for the purpose of the investigation.

(c) For the purposes of such inquiry the provisions of the Commissions of Inquiry Act, 1908, shall, so far as they are applicable, apply as if the Board of inquiry were a Commission of inquiry appointed under that Act.

40. Every person attending as a witness before a Board of inquiry may be paid out of moneys specifically appropriated by Parliament for the purposes of the Act allowances in accordance with the scale applicable to witnesses in criminal cases in a Magistrate's Court: Provided that in the case of an owner or hirer of an aircraft concerned in the accident and of any person in his employment, such allowances may be disallowed if the Board, in its discretion, so directs.

41. (1) The Board may order any costs and expenses in and about the inquiry (including allowances to witnesses at the scale rates, the remuneration to any member of the Board, the remuneration and expenses of the Inspector of Accidents, and the cost of service of process) to be paid by any person summoned before it to the Minister if it finds that the accident was due to the default or negligence of that person.

(2) Subject, however, to any such order, such costs and expenses, including the cost of service of process, shall be part of the expenditure incurred by the Minister, and shall be paid out of moneys specifically appropriated by Parliament to the purposes of the Act.

42. The report of a Board of inquiry to the Minister as to the cause of and responsibility for the accident, shall, where necessary, include observations and recommendations with a view to the preservation of life and the avoidance of similar accidents in future, including a recommendation for the cancellation, suspension, or endorsement of any licence or certificate.

43. A person shall not obstruct or impede a Board of inquiry, an Inspector of Accidents, or any person acting under the authority of the Minister in the exercise of any powers or duties under these regulations.

*Penalties.*

44. If any person contravenes or commits a breach of, or fails to comply with, the foregoing regulations or any provisions thereof, relating to the notification and investigation of accidents, he shall be liable on summary conviction to a fine not exceeding fifty pounds, or to imprisonment for a term not exceeding three months.

SCHEDULE 1.—REGISTRATION AND MARKING OF AIRCRAFT.

A.—REGISTRATION.

*Certificates of Registration of Aircraft.*

1. (1) THE registration of aircraft in New Zealand shall be carried out by the Minister, who may grant to the owner of any aircraft a certificate of registration in respect thereof, and shall assign to the registered aircraft a registration mark.

(2) Application for the registration of aircraft in New Zealand should be made to the Controller of Civil Aviation, Defence, Wellington, by whom application forms will be supplied on demand.

*Register of New Zealand Aircraft.*

2. The register of New Zealand aircraft shall be open for inspection at such times, and subject to such conditions, as may be convenient.

*Certificates of Registration to be granted to British Subjects only.*

3. Except in special cases, a certificate of registration in respect of an aircraft shall not be granted to any person unless he is a British subject, or to any firm or company unless it is registered in and has its principal place of business in New Zealand, and whereof the chairman and at least two-thirds of the directors are British subjects.

4. In the event of any change in the ownership of a registered aircraft, or if a registered aircraft ceases to be owned wholly either by persons or by a company or corporation fulfilling the conditions specified in the preceding paragraph of this Schedule, then:—

(1) The registered owner of the aircraft shall forthwith notify the Controller of Civil Aviation of such change of ownership, or, as the case may be, that the aircraft has ceased to be so owned as aforesaid; and

(2) The registration and the certificate thereof shall lapse as from the date of such change of ownership or the date on which the aircraft ceased to be so owned.

5. When a registered aircraft has been destroyed or permanently withdrawn from use, the registered owner shall, as soon as possible, notify the Controller of Civil Aviation accordingly, and the registration and the certificate thereof shall lapse as from the date of such notification.

6. No aircraft shall be registered in New Zealand which is already validly registered in any other State.

B.—MARKING.

*Form of Registration and Nationality Marks.*

7. The New Zealand nationality mark shall be the capital letters "ZK" or "ZM" or "ZL" in Roman character, and the registration mark shall be a group assigned by the Controller of Civil Aviation of three capital letters in Roman character—e.g., ZK-AAA.

*The Affixing of Marks.*

8. (1) The marks shall be of such a colour in relation to the colour of the background on which they are painted as will render them clearly legible at a distance of not less than 250 yards in a clear atmosphere.

(a) *Flying-machines.*—The marks shall be painted once on the lower surface of the lower main planes, and once on the upper surface of the top main planes, the top of the letters to be towards the leading edge. They shall also be painted along each side of the fuselage between the main planes and the tail planes. In cases where the machine is not provided with a fuselage, the marks shall be painted on the nacelle.

(b) *Airships and Balloons.*—In the case of airships the marks shall be painted near the maximum cross-section on both sides and on the upper surface, equidistant from the letters on the sides. In the case of balloons, the marks shall be painted twice near the maximum horizontal circumference, of a spherical balloon as far as possible from one another, and on a non-spherical balloon, near the maximum cross-section on both sides immediately above the rigging band or the points of attachment of the basket suspension cables. In the case both of airships and balloons the side marks shall be visible both from the sides and ground.

*Height of Marks.*

9. (1) In the case of flying-machines, the height of the marks shall be—
- (a) On the main planes and tail planes, equal to four-fifths of the chord;
  - (b) On the rudder, as large as possible; and
  - (c) On the fuselage or nacelle, equal to four-fifths of the greatest depth of the narrowest part of that portion of the fuselage or nacelle on which the marks are painted.
- (2) In the case of airships—
- (a) The height of the nationality mark painted on the tail plane shall be equal to four-fifths of the chord of the tail plane;
  - (b) The height of the nationality mark painted on the rudder shall be as large as possible; and
  - (c) The height of the other marks shall be equal to at least one-twelfth of the circumference of the maximum transverse cross-section of the airship.
- (3) In the case of balloons—
- (a) The height of the nationality mark painted on the basket shall be four-fifths of the height of the basket; and
  - (b) The height of the other marks shall be equal to at least one-fifteenth of the maximum horizontal circumference of a spherical balloon, and for a non-spherical balloon equal to at least one-twelfth of the circumference at the maximum cross-section.
- (4) Notwithstanding anything contained in any of the last three preceding subparagraphs, the nationality and registration marks on any aircraft need not exceed 8 ft. in height.

*Width and Thickness of Letters in Marks, &c.*

10. (1) The width of letters in a mark shall be two-thirds of their height, and the thickness shall be one-sixth of their height.
- (2) Letters in a mark shall be painted in plain block type, and shall be uniform in shape and size.
- (3) A space equal to half the width of the letters shall be left between each letter.
- (4) Where the nationality and registration marks appear together a hyphen of a length equal to the width of one of the letters shall be painted between the nationality mark and the registration mark.
- (5) The nationality and registration marks shall be displayed to the best possible advantage having regard to the constructional features of the aircraft. The marks must always be kept clean and visible.

## SCHEDULE II.

SECTION I, paragraphs 1-12	.. Certificates of Airworthiness.
Section II, paragraphs 13-19	.. Periodical Overhauls and Examinations.
Section III, paragraphs 20-23	.. Classification of Aircraft.
Section IV, paragraphs 24-35	.. Licensing of Ground Engineers.
Section V, paragraphs 36-37	.. Inspection before Flight.
Section VI, paragraph 38	.. Overhauls, Repairs, &c.
Section VII, paragraphs 39-40	.. Instruments and Equipment.

## SECTION I.—ISSUE OF CERTIFICATES OF AIRWORTHINESS.

1. Subject to paragraph 3 the Minister may issue to a constructor of aircraft a certificate of airworthiness in respect of one aircraft of any type (in this Schedule referred to as a "type aircraft").
2. Upon the issue of a certificate under the last preceding paragraph, any other aircraft of that type constructed by the constructor shall be inspected under arrangements approved by the Minister, and if the aircraft conforms in all essential respects with the type aircraft and is of satisfactory workmanship and materials, the Minister may issue a certificate of airworthiness in respect of the aircraft.
3. A certificate of airworthiness shall not be issued unless—
- (a) The design of the aircraft in regard to safety conforms to certain minimum requirements approved by the Minister.
  - (b) A satisfactory demonstration is made in flying trials of the actual flying qualities of the type of aircraft examined provided that machines subsequently manufactured need not be subject to such trials. The trials shall conform to certain minimum requirements approved by the Minister.
  - (c) The construction of every aircraft with regard to workmanship and materials is approved by the Minister. The control of the construction and of the tests shall be in accordance with certain minimum requirements.
4. An application for a certificate of airworthiness should be made at a very early stage in the design of an aircraft, addressed to the Controller of Civil Aviation, Defence, Wellington.

*Validation and Renewal of Certificates of Airworthiness.*

5. Applications for the validation and renewal of certificates of airworthiness should be made to the Controller of Civil Aviation, Defence, Wellington, by whom application forms will be supplied on demand.
6. Except in the case of aircraft designed and constructed in New Zealand when an aircraft registered in New Zealand in respect of which a certificate of airworthiness has been granted by the duly competent authority in Great Britain or in any other part of His Majesty's dominions or in any contracting State, and provided such certificate is in force at or immediately prior to the time of registration of the aircraft in New Zealand, the Minister may, subject to considerations of public safety, and for a reasonable period, confer on such certificate the same validity as if it had been granted under these regulations.

7. When applying for the validation of a certificate of airworthiness for a flying-machine, an applicant should forward the certificate of airworthiness issued by the duly competent authority in respect of the said machine and state the proposed category and the purpose or purposes for which it is proposed to employ the machine in question.

8. Following the receipt by the Controller of Civil Aviation of an application form duly completed, together with the certificate of airworthiness for the aircraft in question, the Minister may, subject to considerations of public safety, and for a reasonable period, confer on such certificate the same validity as if it had been granted under these regulations.

9. After the erection of an aircraft by duly competent persons licensed in accordance with provisions of these regulations, trial flights will be carried out by the applicant's or constructor's pilot under arrangements approved by the Minister.

10. A certificate of airworthiness shall remain valid only for such period as may be prescribed therein unless renewed for a further period.

For the purpose of granting any such renewal the Minister may require to be furnished with such evidence as to the existing condition of the aircraft as he may think fit.

*Weight.*

11. Every flying-machine for which a certificate of airworthiness is for the time being in force shall bear clearly painted upon it in a prominent position—

- (a) Its weight empty (including water in radiators), as ascertained at its last previous weighing; and
- (b) The maximum total weight authorized for it, as shown for the time being in its certificate of airworthiness; and shall carry displayed in a prominent position a weight schedule showing what items of equipment (if any) are included in the "weight empty" (including water in radiators), as painted on it.

*Modifications subsequent to Issue of Certificate.*

12. (a) If at any time the Minister considers modifications to an aircraft, in respect of which a certificate of airworthiness is in force, to be necessary for safety, he may require such modifications to be carried out as a condition of the certificate of airworthiness remaining in force.

(b) The owner of an aircraft, in respect of which a certificate of airworthiness is in force, shall not carry out any modifications (including changes of equipment or its installation) which affect the safety of the aircraft without first obtaining the approval of the Minister.

SECTION II.—PERIODICAL OVERHAULS AND EXAMINATIONS.

13. All New Zealand aircraft shall be inspected, overhauled, and certified as airworthy from time to time in accordance with these regulations by competent persons licensed in that behalf.

14. Aircraft, in respect of which a certificate of airworthiness has been issued, renewed, or validated under this Schedule, may be inspected by authorized representatives of the Minister, and if any aircraft is deemed to be unsafe as a result of such inspection, the certificate of airworthiness may be cancelled or suspended.

*Examination before Flight.*

15. The following provisions shall apply to New Zealand flying-machines carrying passengers or goods for hire or reward:—

(1) Any such flying-machine shall not be flown unless it has within twenty-four hours been inspected and certified as safe for flight in accordance with paragraph 36 of this Schedule, nor during such twenty-four hours if in the course thereof the flying-machine has landed owing to a defect which is not such as would in accordance with ordinary aeronautical practice be remedied by the pilot or crew, unless it has, after such defect has been remedied, been again inspected and certified as aforesaid.

Provided that—

(a) If after leaving the place where it was last so certified as aforesaid, it has been accidentally delayed through some cause other than such a defect as aforesaid, it may proceed to any destination which but for the delay it would have reached within twenty-four hours since it was certified under this paragraph;

(b) Nothing in this provision shall require the landing of a flying-machine which is actually in flight.

(2) An inspection under this paragraph shall be carried out by a competent person licensed for the purpose of this Schedule and shall be in accordance with these regulations.

(3) If the result of the inspection is satisfactory a certificate under this paragraph in the form prescribed in paragraph 37 of this Schedule stating that the flying-machine is safe for flight shall be signed in duplicate by the person who has carried out the inspection.

(4) A period of twenty-four hours for the purposes of subparagraph (1) of this paragraph shall be reckoned from the time stated in the certificate as the time when the inspection was completed.

16. (1) Any such certificate shall, on demand, be produced for the inspection of any police officer or of any other person or persons authorized for the purpose by the Minister.

(2) Any such aircraft may be inspected by a person authorized by the Minister, and, if that person reports that the aircraft is unsafe, the certificate of airworthiness may be cancelled or suspended.

*Detention of Unairworthy Aircraft.*

17. If the Minister has reason to believe, on complaint or otherwise, that a passenger or goods aircraft within New Zealand is intended or is about to proceed on any flight while in a condition unfit for flight, he may give such directions and take such steps, by way of provisional detention of the aircraft or otherwise

in relation thereto, as may be necessary for the purpose of causing the aircraft to be inspected by authorized representatives of the Minister, and may, upon the result of such inspection, cause the aircraft to be detained until the execution of such alterations or repairs as he may consider necessary to render the aircraft fit for flight.

*Responsibility of Pilot.*

18. The pilot of every New Zealand aircraft shall satisfy himself before commencing any flight that—

- (a) The aircraft is equipped with the prescribed instruments and equipment;
- (b) The aircraft and the instruments and equipment are fit in every way for the proposed flight;
- (c) The aircraft is satisfactorily loaded for safety in flight;
- (d) The view of the pilot for the purpose of navigating the aircraft is not interfered with by any obstruction not forming part of the structure of the aircraft;
- (e) Sufficient fuel, oil, and water are carried for the proposed flight; and
- (f) In the case of an aircraft carrying passengers or goods for hire or reward, the examination certificate referred to in paragraph 15 of this Schedule has been completed.

19. Of the copies of any such certificate as is mentioned in paragraph 15 of this Schedule, one copy shall, if the certificate was issued by a person in the employment of the owner of the aircraft, be retained by the owner, and if not issued by such person be sent by the pilot to the owner and shall in either case be kept by the owner for six months from the date of the certificate, and the duplicate copy shall be carried in the journey log-book of the aircraft until a fresh certificate under the said paragraph is issued and then sent by the pilot to the owner to be kept by him till the expiration of the said period of six months.

SECTION III.—CLASSIFICATION OF AIRCRAFT.

“A.”—*Flying-machines.*

20. *Principles of Classification.*—Every flying-machine for which a certificate of airworthiness is granted will be classified on such certificate as belonging to one of the following categories, and to one or more of the subdivisions:—

(1) *Normal Category* :—

Subdivision (a)—Public transport machines for passengers.

Subdivision (b)—Public transport machines for mails.

Subdivision (c)—Public transport machines for goods.

“Public transport machines” are defined as those which may be used for flight with passengers, mails, or goods for remuneration.

Subdivision (d)—Private machines.

“Private machines” are defined as those which may be used for purposes, other than either the carriage of passengers, mails, or goods for remuneration or any other industrial purposes.

Subdivision (e)—Aerial work machines.

“Aerial work machines” are defined as those which may be used for industrial purposes not included in the definition of public transport machines.

(These purposes, which may depend on the incorporation of special structural features of equipment, may be limited by the certificate of airworthiness.)

(2) “*Special*” *Category*—

Subdivision (f)—Racing or record machines.

“Racing or record machines” are defined as those which are specially intended or arranged for the purpose of sporting or technical performances, to the exclusion of any other use.

Subdivision (g)—Research or experimental machines.

“Research or experimental machines” are defined as those which are specially intended or arranged for the purpose of experimenting in flight with regard to new apparatus and checking the results thereof, to the exclusion of any other use.

(3) *Acrobatic Category*—

Subdivisions (a) to (g) in the two preceding categories.

NOTES.—(i) All machines in the Normal and Special Categories are limited to straight flying—*i.e.*, are precluded from any evolution which might cause abrupt variations in the height or attitude of the machine.

(ii) The flight of machines in the special category may be limited, as a precautionary measure, to certain areas and to certain periods.

(iii) Machines in the Acrobatic Category are not restricted to straight flying.

*Classification of Individual Machines.*

21. (1) The category in which a machine may be given a certificate of airworthiness will depend mainly upon its load factors.

(2) The subdivisions, which are the means of further classification of machines according to the purposes for which they may be used, are defined above.

These definitions are not, however, to be understood as necessarily restricting a machine to use for the purpose of only one subdivision, for, as indicated in paragraph 22 (2) below, it may be used for the purpose of more than one subdivision provided that (except in the case mentioned in (3) (1) of this paragraph) the subdivisions concerned are specified on its certificate of airworthiness.

(3) (i) A public transport machine for passengers may be used for the carriage of passengers without remuneration.

(ii) The classification of a machine only under subdivision (d) does not enable it to be used for the purposes of public transport.

(iii) A machine will be classified as an aerial work machine under subdivision (3) for the special purposes for which its structural features and/or equipment are accepted as satisfactory.



*Employment of Machines.*

22. (1) A machine may be employed, in any given flight, solely for the purpose of one of the subdivisions in which it is classified on its certificate of airworthiness, provided that in that flight all requirements (including those in respect of the equipment and operation of the machine) which attach to the subdivision concerned are complied with.

(2) A machine may be employed, in any given flight, for the purpose of more than one of the subdivisions in which it is classified, on its certificate of airworthiness, provided that in that flight all requirements (including those in respect of the equipment and operation of the machine) which are common to the subdivisions concerned are complied with, and in cases where differences occur between the requirements attached to the subdivisions in question the highest standard is satisfied.

(3) In the event of its being desired to use a machine for purposes of subdivisions other than those stated on its certificate of airworthiness, an application for reclassification should be forwarded to the Controller of Civil Aviation, Defence, Wellington, prior to the machine being used for such purposes. The existing certificate of airworthiness will then be endorsed, or a new certificate issued, if it can be shown that all requirements in respect of the proposed new classification are satisfied.

*General.*

23. In this Schedule, unless the context otherwise implies, the term "aircraft" includes the aircraft and all equipment, and the term "flying-machine" includes the flying-machine and all equipment.

## SECTION IV.—LICENSING OF GROUND ENGINEERS.

24. Licences to competent persons for the purposes of this Schedule shall be granted by the Minister, on compliance with the conditions prescribed in the following paragraphs of this Schedule and in Schedule V. Any such person may be the owner, or in the service of the owner, of an aircraft.

25. The procedure for the issue of licences to persons desirous of being licensed as competent persons for the inspection and maintenance of aircraft in accordance with this Schedule and for other purposes in connection with the regulations as is set out below. Persons so licensed are hereinafter referred to as "ground engineers."

26. A candidate may apply to be licensed as a ground engineer in any or all of the following categories:—

- A.—Inspection and maintenance of aircraft before flight.
- B.—Inspection of aircraft after overhaul.
- C.—Inspection and maintenance of aero-engines before flight.
- D.—Inspection of aero-engines after overhaul.
- X.—Other duties, as specified in the licence, which, under these regulations, are required to be performed by a licensed ground engineer.

27. In order to qualify for the issue of a ground engineer's licence, a candidate—

- (a) Must not be under twenty-one years of age;
- (b) Must pass an examination held by representatives of the Minister; and
- (c) Must produce satisfactory proof of practical experience or knowledge in accordance with paragraph 29 below.

28. Syllabuses of the examinations for the various categories may be obtained on application to the Controller of Civil Aviation, Defence, Wellington.

29. (1) As regards licences in categories A, B, C, and D, a candidate will normally be required to have had at least two years' satisfactory practical experience—

- (i) On aircraft construction and/or maintenance in the case of an application for a licence in Category A and/or Category B;
- (ii) On aero-engine construction and/or maintenance in the case of an application for a licence in Category C and/or Category D.

(2) As regards licences in Category X, a candidate will be required to have had such practical experience as will enable him to perform satisfactorily the duties for which the licence is required:

Provided, however, that in lieu of such two years' practical experience, proof may be accepted that the candidate has otherwise acquired adequate knowledge of the construction or maintenance of aircraft or aero-engines as the case may require.

30. Where a candidate's experience or knowledge is limited to any particular type or types of aircraft or engine, a licence may be granted in respect of such type or types only.

31. Applications for licences should be made to the Controller of Civil Aviation, Defence, Wellington, by whom application forms will be supplied on demand. After forwarding to the Controller of Civil Aviation a completed form, the applicant will be advised regarding time and place of examination.

32. Aircraft, engines, &c., certified by licensed ground engineers, and work performed by them within the terms of their licences, will be periodically examined by a person or persons duly authorized by the Minister who reserves the right to cancel, suspend, or endorse the licences of the ground engineers concerned should it appear to him, as a result of the examination, that such certification or work has not been carried out in a careful and competent manner.

33. The Minister may cancel, suspend, or endorse the licence of a ground engineer who signs a certificate in a category for which he is not licensed.

34. The Minister may, after due inquiry, cancel, suspend, or endorse the licence of a ground engineer in circumstances other than those specified in paragraphs 32 and 33.

35. Ground engineers' licences will be valid for a period of twelve months, and will then be subject to renewal. The Minister may re-examine the candidate for renewal if considered necessary.

SECTION V.—INSPECTION AND CERTIFICATION OF AIRCRAFT BEFORE FLIGHT, ETC.

36. With reference to paragraph 15 of this Schedule, the inspection thereunder of an aircraft shall be in accordance with the following provisions :—

- (a) Inspection of the aircraft (including its instruments and equipment, but exclusive of the engine or engines and engine installation and of instruments relating thereto) shall be carried out by a ground engineer licensed in Category A in respect of aircraft of the type in question.
- (b) In the case of a flying-machine or an airship, inspection of the engine or engines and engine installation and of the instruments relating thereto shall be carried out by a ground engineer licensed in Category C in respect of the engines of the type or types in question.
- (c) The whole of the inspection may be carried out by the same ground engineer, provided that he is licensed in both Category A and in Category C in respect of aircraft and engines of the types in question.

37. The certificate as to the safety of the aircraft for flight required by (3) of paragraph 15 of the Schedule shall be in the following form or in such other form as may be approved by the Minister as suitable for the purpose :—

*Certificate of Safety for Flight.*

Aircraft type : .....

Nationality and registration marks : .....

(a) I HEREBY certify that I have this day inspected the above aircraft (including its instruments and equipment, but exclusive of the engine(s) and engine installation and of the instruments relating thereto), and that I am satisfied that it is safe in every way for flight, provided that the conditions of loading specified in the certificate of airworthiness are complied with.

The time at which this inspection was completed was .....

Signed : .....

(Ground Engineer : Licence No. .)

Date : ..... Time : .....

(b) And I hereby certify that I have this day inspected the engine(s) and engine installation (including the instruments relating thereto) of the above aircraft and that I am satisfied that they are in every way fit for flight.

The time at which this inspection was completed was .....

Signed : .....

(Ground Engineer : Licence No. .)

Date : ..... Time : .....

SECTION VI.—OVERHAULS, REPAIRS, ETC.

38. (1) When any aircraft with respect to which a certificate of airworthiness issued by the Minister is, or has been, in force, is overhauled, repaired, or modified, or when any part thereof is replaced, the aircraft shall not again be flown (except in so far as under the regulations it might be flown if it had no certificate of airworthiness) unless and until the following conditions have been complied with :—

- (a) In the case of repairs, overhauls, or replacements, the work must be in all essential respects in accordance with the approved type and design in conformity with which the aircraft was constructed, including any modifications to that design that may have been required under paragraph 12 (a) of Schedule II of these regulations, or with any repair scheme issued by the constructors of the aircraft that has been approved by the Minister.
- (b) In the case of repairs, overhauls, and replacements, all materials used must be equal to those authorized for the approved type design.
- (c) In all cases all work must be inspected in accordance with the conditions required for the inspection of subsequent aircraft that are applicable to the case.
- (d) In all cases a certificate of compliance with the above requirements, in accordance with the terms of this paragraph, must be given :

Provided that in cases of repairs where it is not reasonably practicable to comply with the above requirements, whether by reason of particulars of the approved type design not being available or otherwise, a temporary repair may be made for the purpose of enabling the aircraft to proceed directly to the nearest place at which a repair complying with the above requirements can be carried out, and, if the pilot is satisfied that, having regard to the circumstances and exigencies of the case, such repair is adequate for the purpose, the aircraft may then proceed to fly to such place :

Provided also that if it is desired that such temporary repair remain in service, it shall be treated as a modification requiring approval under paragraph 12 (b) of Schedule II of these regulations, and until such approval has been obtained the aircraft shall not be flown except as specified in the preceding proviso or in so far as under the regulations it might be flown if it had no certificate of airworthiness.

(2) Such certificate shall be appended to particulars of the overhaul, repair, or replacement to which it relates and shall be in the following form :—

I HEREBY certify that, in carrying out the  
 Overhaul  
 Repair  
 Replacement

specified above, all the conditions laid down in paragraph 38 (1) which are applicable thereto, have been complied with.

Signed : .....

Date : .....

(3) Such certificate shall be signed by a ground engineer qualified under the terms and conditions of his licence to carry out the overhaul, repair, or replacement to which the certificate relates, or by the authorized representative of a firm or company approved by the Minister for the purpose of giving such certificates: Provided that if the overhaul, repair, or replacement has been carried out at an N.Z. Permanent Air Force aerodrome by N.Z.P.A.F. personnel, the certificate may be signed by the officer in charge of workshops at that aerodrome.

(4) Such certificate shall, when relating to the aircraft exclusive of the engine or engines, be written in the aircraft log-book, and when relating to the engine or engines, be written in the engine log-book: Provided, however, that if the appropriate log-book is not at the place where the overhaul, repair, or replacement is carried out, the certificate may be given separately from the log-book, in which case it shall be pasted in the log-book as soon as reasonably practicable and meanwhile shall be kept with the journey log-book.

(5) When damage occurs to the main structure of an aircraft in respect of which a certificate of airworthiness issued by the Minister is in force, the aircraft shall not again be flown (except in so far as under these regulations it might be flown if it had no certificate of airworthiness) until such damage has been repaired in accordance with the requirements of this paragraph and to the satisfaction of the person by whom the certificate required under this paragraph is signed.

#### SECTION VII.—INSTRUMENTS AND EQUIPMENT TO BE CARRIED.

39. With reference to paragraph 18 of the regulations, the instruments and equipment to be carried and maintained in working order in New Zealand aircraft registered in New Zealand, when flying, are, in the cases indicated, as follows:—

##### (1) *Flying-machines*,—

###### (i) In all flying-machines—

###### (a) For all flights—

Air-speed indicator.  
Altimeter.

Such gauges as are considered necessary by the Minister for the particular installation.

Revolution indicator.

Safety-belt for each person carried in an open cockpit and for the pilot or pilots whether carried in an open cockpit or not.

###### (b) For flights which extend beyond a radius of three miles from the point of departure—

Equipment, as required by the circumstances of the case, for making the signals prescribed for aircraft in Section II of Schedule IV of the regulations.

###### (c) For flights by night—

Navigation lights.

Illumination for instruments and equipment.

###### (ii) In amphibian flying-machines—

Indicator of position of landing-wheels.

###### (iii) In flying-machines carrying passengers or goods for hire or reward—

###### (a) For flights which extend beyond a radius of twenty miles beyond the point of departure—

Compass.

Watch.

Turn indicator, except for flying-machines in which the number of seats (including those for the crew) as shown in the certificate of airworthiness is not more than five.

Maps or maps to cover the whole route of the proposed flight.

###### (b) For flights on which, under clause 7 (2) of the regulations, a licensed navigator is required to be on board—

Drift indicator, except for flying-machines in which the number of seats (including those for the crew) as shown in the certificate of airworthiness is not more than five.

###### (c) For flights on which a licensed navigator other than the pilot is on board—

Chart table.

Navigation instruments.

Also when the pilot's instruments are not readily visible to the navigator—

Second air speed indicator.

Second altimeter.

Second compass.

###### (d) For flights at any point of which the machine is more than ten miles from the nearest land—

Life-belt for each person on board.

###### (e) For flights by night—

Landing lights.

##### (2) *Airships*,—

###### (i) For all flights—

Air-speed indicator.

Altimeter.

Such gauges as may be considered necessary by the Minister for the particular installation.

Revolution indicator.

Fore and aft level.

Manometer for each gas bag or balloonette.

Statoscope.

Watch.

Compass.

Drift sight.

Map or maps to cover the whole of the proposed flight.

Chart table.

- Navigation instruments.  
Equipment, as required by the circumstances of the case, for making signals prescribed for aircraft in Section II of Schedule IV of the regulations.
- (ii) For flights by night—  
Navigation lights.  
Illumination for instruments and equipment.
- (iii) For flights at any point of which the airship is more than ten miles from the nearest land—  
Life-belt for each person on board.
- (3) *Balloons*,—
- (i) Free balloons carrying passengers for hire or reward—
- (a) For all flights—  
Altimeter.  
Statoscope.  
Compass.  
Watch.  
Map or maps to cover the whole route of the proposed flight  
Equipment, as required by the circumstances of the case, for making the signals prescribed for aircraft in Section II of Schedule IV of the regulations.
- (b) For flights by night—  
Navigation lights.  
Illumination for instruments and equipment.
- (c) For flights at any point of which the balloon is more than ten miles from the nearest land—  
Life-belt for each person on board.
- (ii) Free balloons not carrying passengers or goods for hire or reward—
- (a) For all flights—  
Altimeter.  
Statoscope.
- (b) For flights by night—  
Navigation lights.
- (iii) Fixed balloons—
- (a) For all flights—  
Altimeter.  
Statoscope.
- (b) For flights by night—  
Lights as prescribed in paragraph 8 of Schedule IV of the regulations.
40. With regard to paragraph 39—
- (a) The instruments and equipment must be of approved types.
- (b) The expression "flight by night" means a flight any part of which takes place between sunset and sunrise.

#### SCHEDULE III.—LOG-BOOKS.

1. (1) THE following log-books shall be kept in respect of New Zealand aircraft:—
- (a) For every passenger aircraft and every aircraft engaged in inter-State flying, a journey log-book.
- (b) In addition for every aircraft an aircraft log-book and an engine log-book and where more than one engine is fitted a separate log-book for each engine.
- (2) Every pilot licensed under these regulations shall keep a pilot's log-book.
- (3) The log-books shall be kept up to date as prescribed in this Schedule.
2. The journey log-book shall be issued by the Controller of Civil Aviation.
3. The log-books shall be preserved for two years after the last entry therein.

#### INSTRUCTIONS FOR USE OF LOG-BOOKS.

4. (1) (a) The constructor shall fill in and sign the original entries in the aircraft and engine log-books so far as he is in a position to do so.  
Subsequent entries therein shall be made and signed by such persons as may from time to time be prescribed, provided that as regards matters which could not have come to the notice of any person so prescribed as aforesaid the pilot shall be responsible for making and signing the entries.
- (b) Entries in the journey log-book shall be made and signed by the pilot or navigator as the case may be.
2. All entries shall be made in ink: Provided that in the case of a journey log-book the entries may be entered daily from a rough notebook kept in pencil. The rough notebook shall be produced when called for in the event of any inspection or investigation.
5. With reference to this Schedule, applications for the issue of journey log-books should be made, accompanied by the prescribed fee, to the Controller of Civil Aviation, Defence, Wellington. Such books will be issued only in respect of individual aircraft, and the first page of each book will be completed by the Controller of Civil Aviation before issue.
6. Journey log-books, aircraft log-books, engine log-books, and pilot's log-books shall, respectively, be in all essentials in the form of the following authorized patterns—viz., journey log-book (C.A. Form A.-8); the aircraft log-book (C.A. Form A.-6); the engine log-book (C.A. Form A.-7); and the pilot's log-book (C.A. Form C.-16). These log-books are obtainable from the Controller of Civil Aviation, Defence, Wellington.

#### INSTRUCTIONS FOR USE OF LOG-BOOKS.

7. Entries in journey log-books, except those on the first page, and any *visas* by the aeronautical or Customs authorities, shall be made and signed by the pilot or navigator in the case of the left-hand pages, and by the pilot in the case of the right-hand pages.

8. Journey log-books shall be kept so as to furnish all the information and particulars for which they provide, and the Instructions for Use set out therein shall be complied with: Provided, however, that—

- (i) The sections of the log-book headed "Navigation" need not be fully entered up except where a navigator is carried on the aircraft; in all cases, however, sufficient details shall be entered in the column headed "Geographical Route" to enable the route followed by the aircraft to be clearly identified; and
- (ii) When an aircraft is engaged in a number of flights upon the same day on all of which the aircraft returns to the point of departure after a flight of less than thirty minutes, entries in respect of the whole of such flights may, notwithstanding paragraph 6 of the Instructions for Use, be included on a single right-hand page of the journey log-book. In that event the actual number of flights so included shall be shown together with the total duration of the flights, the total time the engines have been run on the ground, and the total number of passengers carried.

9. Entries in aircraft and engine log-books, other than the original entries:—

- (a) In the case of a certificate under paragraph 37 of Schedule II, shall be made and signed in accordance with that paragraph;
- (b) In other cases shall be made and signed by a licensed ground engineer, except that, as regards matters which could not have come to the notice of a licensed ground engineer, the entries shall be made and signed by the pilot.

10. (1) Aircraft log-books, engine log-books, and pilots' log-books shall be kept so as to furnish all the information and particulars provided for in the authorized patterns referred to in paragraph 6, and the Instructions for Use set out in such authorized patterns shall be complied with, subject to these regulations.

The term "repairs" in the authorized patterns shall be deemed to include all overhauls, replacements, repairs, and work of a like nature.

(2) When repairs to an aircraft or engine have been required in consequence either of damage caused by a forced landing or of defects which have occasioned a forced landing, the entry of such repairs made in the aircraft or engine log-book shall state that they have been so required and shall identify the forced landing in question by referring to the entry thereof contained in the journey log-book.

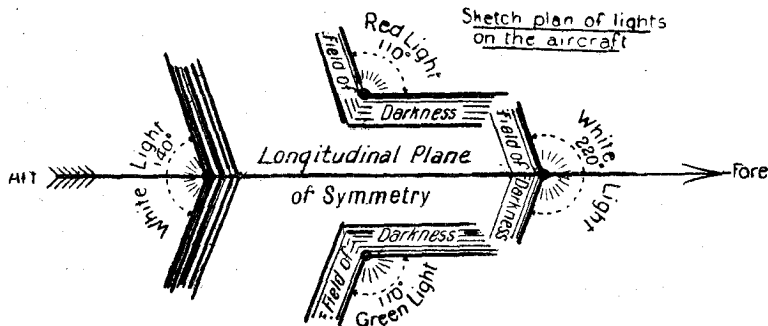
11. Entries in the journey log-books and the pilot's log-book shall be made at latest within twenty-four hours after the events to which they relate, and the relevant particulars in the journey log-book shall be entered in the aircraft or engine log-book at latest within twenty-four hours after the return of the aircraft to its station.

SCHEDULE IV.—RULES AS TO LIGHTS AND SIGNALS AND RULES FOR AIR TRAFFIC.

SECTION I.—INTERPRETATION.

1. For the purpose of this Schedule:—

- (a) An aircraft shall be deemed to be on the surface of the water when any part of the aircraft is in contact with the water;
- (b) An aircraft, being in the air or on the surface of the water, shall be deemed to be under way when it is not moored to the ground or to any fixed object on the land or in the water;
- (c) An aircraft under way in the air or on the surface of the water shall be deemed to be making way when it has a velocity relative to the air or water respectively;
- (d) An aircraft shall be deemed not to be under control when it is unable to execute a manœuvre required in respect of it by the rules laid down in this Schedule or by the Regulations for Preventing Collisions at Sea;
- (e) The expression "landing area" means that part of an aerodrome which is reserved for departures and landing of aircraft;
- (f) The expression "visible," when used in relation to lights, means visible on a dark night with a clear atmosphere;
- (g) The expression "plane of symmetry" in relation to an aircraft, means the plane of symmetry passing through the longitudinal axis of the aircraft;
- (h) The angular limits for lights laid down in the rules in section IA of this Schedule shall be determined when the aircraft is in its normal attitude for flying on a rectilinear horizontal course, as illustrated in the following sketch plan:—



## SECTION 1A.—RULES AS TO LIGHTS AND DAY MARKINGS.

*General.*

2. (1) The rules as to lights in this section of this Schedule shall be complied with by aircraft in all weathers during the period from sunset to sunrise, or, in the case of aircraft being on or over the territory of a State by the law of which any other period is substituted for the period aforesaid, during the period so substituted.

(2) Throughout the period during which the rules aforesaid are to be complied with no other lights shall be displayed which may be mistaken for the lights required to be displayed by those rules.

(3) The lights required to be displayed by the said rules shall not be dazzling.

3. (1) In the event of the failure of any light which is required by this section of this Schedule to be displayed by aircraft in flight, the aircraft concerned shall, if the light cannot be repaired or replaced in flight, land as soon as it can do so without danger.

(2) Where, owing to the difficulty of producing lamps to meet the requirements of this section of this Schedule as regards sector lights, an overlap of those lights is unavoidable, the overlap shall be as slight as possible; there shall be no sector in which no light is visible.

4. Nothing in this section of this Schedule shall interfere—

- (a) With the operation of any special rules made by any State with respect to the additional station or signal lights for military aircraft or for aircraft in group formation; or
- (b) With the exhibition of recognition signals adopted by owners of aircraft which have been authorized by their respective Governments and published.

*Flying-machines.*

5. (1) Every flying-machine in the air or on a land aerodrome shall display the following lights, that is to say—

(a) On the right side, a green light, fixed so as to show an unbroken light visible at a distance of at least five miles in a dihedral angle of  $110^\circ$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead, and the other is directed to the right;

(b) On the left side, a red light, fixed so as to show an unbroken light visible at a distance of at least five miles in a dihedral angle of  $110^\circ$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead, and the other is directed to the left;

(c) At the rear, a white light, fixed so as to show an unbroken light, visible at a distance of at least three miles in a dihedral angle of  $140^\circ$  formed by two vertical planes bisected by the plane of symmetry.

(2) In a case where, in order to comply with the foregoing provisions of this paragraph, a single light has to be replaced by several lights the field of visibility of each of those lights shall be so limited that only one can be seen at a time.

(3) In the case of a flying-machine with a maximum span of less than 65 ft. the lights required by this paragraph may be combined in one or more lamps, placed centrally, provided that the requirements of this paragraph as to colour and visibility are complied with.

6. Every flying-machine under way on the surface of the water shall display lights in accordance with the following provisions of this paragraph:—

(a) If it is under control and is not being towed, it shall display the lights required by paragraph 5 of this Schedule, and in addition, forward, a white light fixed so as to show forward an unbroken light visible at a distance of at least three miles in a dihedral angle of  $220^\circ$  formed by two vertical planes and bisected by the plane of symmetry;

(b) If it is being towed, it shall display the lights required by paragraph 5 of this Schedule;

(c) If it is not under control, it shall display two red lights placed where they can best be seen, one vertically over the other, not less than 3 ft. apart, and both being visible, so far as practicable, all round the horizon at a distance of at least two miles, and it shall also display—

(i) If making way, the lights required by paragraph 5 of this Schedule; or

(ii) If not making way, the light required by subparagraph (1) (c) of paragraph 5 of this Schedule.

7. Every flying-machine at anchor or moored on the surface of the water shall display lights in accordance with the following provisions of this paragraph:—

(a) In every case, it shall display forward centrally where it can best be seen, a red light 3 ft. vertically above a white light, both being visible all round the horizon at a distance of at least one mile;

(b) In a case where the length of the flying-machine is 150 ft. or upwards it shall display, in addition to any other light required by this paragraph, a white light at or near its stern at a lower height than the lights mentioned in subparagraph (a) of this paragraph, and visible all round the horizon at a distance of at least one mile;

(c) In a case where the maximum span of the flying-machine is 150 ft. or upwards it shall display, in addition to any other light required by this paragraph, a white light on each side placed in such a manner as to demarcate the maximum lateral dimension of the flying-machine and visible, so far as practicable, all round the horizon at a distance of at least one mile.

*Giders, Balloons, and Kites.*

8. In all cases in which flying-machines are required by this section of this Schedule to display lights, a glider shall display a white light visible, so far as practicable, in all directions.

9. A free balloon shall display a white light placed not less than 15 ft. or more than 30 ft. below the basket and visible, so far as practicable, in all directions at a distance of at least two miles.

10. (1) In the case of a captive balloon or kite, lights shall be displayed in accordance with the following provisions of this subparagraph:—

(a) The balloon or kite shall display two white lights placed 12 ft. apart, one vertically below the other and both being visible so far as practicable in all directions at a distance of at least two miles, the upper light being placed not less than 15 ft. or more than 30 ft. below the basket, or, if there is no basket, below the lowest part of the balloon or kite;

(b) In addition, from the mooring cable of the balloon or kite there shall be displayed at intervals of 1,000 ft. measured from the said group of two white lights, similar groups of two white lights, and if the lowest group of lights is obscured by clouds, an additional group shall be displayed below the cloud base;

(c) In addition, the position of the object to which the balloon or kite is moored on the ground shall be marked by a similar group of two white lights.

(2) By day, the mooring cable of a captive balloon shall have attached to it at intervals of not more than 300 ft. measured from the basket (or, if there is no basket, from the lowest part of the balloon) tubular streamers, not less than 8 in. in diameter and 6 ft. in length, and marked with alternate bands of white and red 18 in. in width.

(3) By day, the mooring cable of a kite shall be marked, either:—

(a) In the manner required by the last preceding subparagraph in the case of a captive balloon; or

(b) By streamers of stout paper attached to the cable at intervals of 150 ft. measured from the lowest part of the kite, being streamers not less than 30 in. in length or 1 ft. in width in their widest part, and marked with alternate bands of white and red 4 in. wide.

#### *Airships.*

11. (1) Except as provided in the next following paragraph, an airship when under way shall display the following lights:—

(a) Forward, a white light fixed so as to show forward an unbroken light visible at a distance of at least five miles in a dihedral angle of  $220^{\circ}$  formed by two vertical planes and bisected by the plane of symmetry;

(b) On the right side, a green light fixed so as to show an unbroken light visible at a distance of at least five miles in a dihedral angle of  $110^{\circ}$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead, and the other is directed to the right;

(c) On the left side, a red light fixed so as to show an unbroken light visible at a distance of at least five miles in a dihedral angle of  $110^{\circ}$  formed by two vertical planes, of which one is parallel to the plane of symmetry and directed dead ahead, and the other is directed to the left;

(d) At the rear, a white light fixed so as to show astern an unbroken light visible at a distance of at least three miles in a dihedral angle of  $140^{\circ}$  formed by two vertical planes and bisected by the plane of symmetry.

(2) In a case where, in order to comply with the foregoing provisions of this paragraph, a single light has to be replaced by several lights, the field of visibility of each of those lights shall be so limited that only one can be seen at a time.

12. (1) An airship which is under way and which is not under control, or which has voluntarily stopped its engines, or which is being towed, shall display the following lights:—

(a) The forward and rear lights required by subparagraphs (1) (a) and (1) (d) of the last foregoing paragraph;

(b) In addition, below the airship, two red lights, one placed vertically below the other 12 ft. apart, the upper light being 25 ft. below the control car, and both being visible so far as practicable in all directions at a distance of not less than two miles;

(c) In addition, if making way but not otherwise, the side lights required by subparagraphs (1) (b) and (1) (c) of the last foregoing paragraph.

(2) By day, an airship in the circumstances mentioned in subparagraph (1) of this paragraph shall display two black balls or shapes, each at least 2 ft. in diameter, one placed vertically below the other 12 ft. apart, and both being visible so far as practicable in all directions.

Where necessary in order to comply with the foregoing provisions of this subparagraph, the said group of two black balls or shapes may be duplicated.

13. (1) An airship when moored to a mooring-mast shall display at or near the rear a white light visible, so far as practicable, in all directions at a distance of at least three miles.

(2) An airship, when moored to the ground or the surface of the water by a cable, shall display, forward, the white light required by subparagraph (1) (a) of paragraph 11 of this Schedule, and, at the rear, the white light required by subparagraph (1) (d) of that paragraph, and, in addition, the airship and its mooring cable shall be lighted or marked in accordance with such of the provisions of paragraph 10 of this Schedule as are applicable in the case of a captive balloon.

(3) An airship while picking up its moorings shall be considered as being under way and not being under control until it is finally made fast.

#### SECTION II.—RULES AS TO SIGNALS.

##### *Landing at Aerodromes at Night.*

14. (a) An aircraft wishing to land at night, without being compelled to do so, on an aerodrome having a ground control, shall before landing make intermittent signals either with a lamp or projector other than the navigation lights

or with any sound apparatus. In addition it shall make by international Morse code by means of sound or luminous signals the two-letter group composed of the first letter and the last letter of the five-letter group constituting its nationality and registration marks.

(b) Permission to land will be given by the same two-letter sign from the ground, made with a green light and followed by intermittent signals of the same colour.

15. The firing of a red pyrotechnical light or the display of a red flare from the ground shall be taken as an instruction that aircraft are not to land.

*Aircraft compelled to land at Night.*

16. An aircraft compelled to land at night shall, before landing, make a series of short and intermittent flashes with its navigation lights.

*Aircraft in Distress.—Signals.*

17. When an aircraft is threatened by grave and imminent danger and requires immediate assistance, the following shall be the signals of distress to be used, or displayed either together or separately :—

- (a) The international signals, S O S, by means of visual or radio-telegraphic signals;
- (b) The international distress call "MAYDAY" (corresponding to the French pronunciation of the expression "m'aider") by means of radio-telephony.
- (c) The international code flag signal of distress indicated by N.-C.
- (d) The distant signal, consisting of a square flag having either above or below it a ball, or anything resembling a ball.
- (e) A continuous sounding with any sound apparatus.
- (f) A signal consisting of a succession of white pyrotechnical lights fired at short intervals.

18. (a) Where an aircraft has a message to send stating that it is in difficulties and about to land compulsorily, but does not require immediate assistance, it shall preface its call sign with several repetitions of the urgency signal PAN.

(b) Where the signal PAN is received from an aircraft without any message following, it shall signify that the aircraft has been compelled to land, and is unable to transmit its intended message owing to the rapidity of the landing, but does not require immediate assistance.

(c) Where the signal PAN is sent by radio-telegraphy, the three letters shall be well separated so that the signals AN are not transformed into one signal P.

19. Where an aircraft has a very urgent message to send concerning the safety of the aircraft, or of any person on board, or of any ship, aircraft, vehicle, or person within sight, it shall, for the purpose of indicating the urgency of the message, preface its call sign with several repetitions of the group XXX, the letters of each group being clearly separated from the letters of the successive group.

20. Neither the signal PAN nor the signal XXX may be transmitted except with the authority of the commander or person responsible for the aircraft.

*Navigational Messages.*

21. Where an aircraft has a message to send concerning the safety of navigation or containing important information relative to meteorological warning messages, it shall preface its call sign by the safety signal, consisting of the group TTT (transmitted with the letters well separated) followed by the word DE.

*Warnings in Vicinity Prohibited Areas.*

22. To warn an aircraft that it is in the vicinity of a prohibited area, and should change its course, the following signals shall be used :—

- (a) By day—Three projectiles discharged at intervals of 10 seconds, each showing on bursting white smoke, the location of the burst indicating the direction the aircraft should follow;
- (b) By night—Three projectiles discharged at intervals of 10 seconds, each showing on bursting white lights or stars, the location of the burst indicating the direction the aircraft should follow.

*Aircraft required to Land.*

23. To require an aircraft to land, the following signals shall be used :—

- (a) By day—Three projectiles discharged at intervals of 10 seconds, each showing on bursting black or yellow smoke;
- (b) By night—Three projectiles discharged at intervals of 10 seconds, each showing on bursting green lights or stars;
- (c) In addition, where necessary to prevent the landing of aircraft other than the one ordered, a searchlight, which shall be flashed intermittently, shall be directed towards the aircraft whose landing is required.

*Fog Signals.*

24. (a) In the event of fog or mist rendering aerodromes invisible, their presence may be indicated by a balloon acting as an aerial buoy and/or other approved means.

(b) In fog, mist, falling snow, or heavy rainstorms, whether by day or night, an aircraft on the water shall make the following sound signals :—

- (i) If not anchored or moored, a sound at intervals of not more than two minutes, consisting of two blasts of about five seconds duration, with an interval of about one second between them;
- (ii) If at anchor or moored, the rapid ringing of an efficient bell or gong for about five seconds at intervals of not more than one minute.

*Use of Station and Signal Lights, &c.*

25. Nothing in this part shall prevent—

- (a) The use, in respect of military aircraft, or aircraft in formation, of additional station and signal lights;



(b) The exhibition of recognition signals adopted by owners of aircraft ; provided these station and signal lights and recognition signals are approved and registered by the Minister.

SECTION III.—GENERAL RULES FOR AIR TRAFFIC.

*Right of Way.*

26. Subject to the provisions of paragraph 46 below, flying-machines shall always give way to gliders and to balloons, fixed or free, and to airships, and airships shall always give way to gliders and to balloons, whether fixed or free.

27. An airship, when not under its own control, shall, for the purposes of the provisions of this section of this Schedule, be classed as a free balloon.

28. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing and angle of elevation of an approaching aircraft. If neither the bearing nor the angle of elevation appreciably change, such risk shall be deemed to exist.

29. The term "risk of collision" shall include all risk of accident due to undue proximity of other aircraft. Every aircraft that is required by these rules to give way to another to avoid collision shall keep a safe distance, having regard to the circumstances of the case.

*Motor-driven Aircraft.—Rules as to Manœuvre.*

30. While observing the rules regarding risk of collision contained in paragraph 28 of this Schedule, a mechanically-driven aircraft must always manœuvre according to the rules contained in the following paragraphs as soon as it is apparent that, if it pursued in its course, it would pass at a distance of less than 200 yards from any part of another aircraft.

*Mechanically-driven Aircraft.—Meeting one another, Crossing, &c.*

31. When two motor-driven aircraft are on courses which cross, the aircraft which has the other on its own right side shall keep out of the way of the other.

32. When two mechanically-driven aircraft are meeting end on, or nearly end on, each shall alter its course to the right.

*Aircraft overtaking another.*

33. (1) An aircraft overtaking another shall keep out of the way of the overtaken aircraft by altering its own course to the right, and must not pass by diving.

(2) Every aircraft coming up with another aircraft from any direction more than 110 degrees from ahead of the latter—*i.e.*, in such a position with reference to the aircraft which it is overtaking that at night it would be unable to see either of the aircraft's side lights, shall be deemed to be an overtaking aircraft, and no subsequent alteration of the bearing between the two aircraft shall make the overtaking aircraft a crossing aircraft within the meaning of these rules, or relieve it of the duty of keeping clear of the overtaken aircraft until it is finally passed and clear.

(3) As by day the overtaking aircraft cannot always know with certainty whether it is forward or abaft the direction mentioned above, it should, if in doubt, assume that it is an overtaking aircraft and keep out of the way.

*Action to be taken by other Aircraft.*

34. Where by any of these rules one of the two aircraft is to keep out of the way, the other shall keep its course and speed. When in consequence of thick weather or other causes, the aircraft having the right of way finds itself so close that collision cannot be avoided by the action of the giving-way aircraft alone, it shall take such action as will best aid to avert collision.

*Aircraft not to cross ahead of another.*

35. Every aircraft which is directed by these rules to keep out of the way of another aircraft shall, if the circumstances of the case permit, avoid crossing ahead of the other.

*Aircraft following Official Aerial Route.*

36. In order to obviate the increased risk of collision which exists on air-traffic routes, the following rules shall, so far as it is safe and practicable, be observed when flying on or in the vicinity of such routes :—

- (a) Every aircraft when flying by compass along the straight line (rhumb-line), joining two points on an air-traffic route in common use, shall keep such line at least 500 yards on its left ;
- (b) Every aircraft following an air-traffic route, which has been officially recognized, shall keep such route at least 300 yards on its left ;
- (c) Every aircraft which, in the vicinity of a route frequented by aircraft, is following a line of landmarks such as a road, railway, river, canal, or coast-line, &c., shall keep such line of landmarks at least 300 yards on its left ;
- (d) An aircraft shall not fly keeping any of the lines or routes above referred to on its right, except at a distance therefrom sufficient to avoid aircraft following such lines or routes in accordance with these rules ;
- (e) When crossing one of these lines or routes above referred to an aircraft shall cross it at right angles as rapidly as possible and as high as reasonably practicable.
- (f) In the case of flights in group formation the aircraft of the leader of the group shall be responsible for leading the flight in such a manner that every aircraft in the group can comply with the above rules of this paragraph.

*Aircraft taking off.*

37. All aircraft on land or sea about to ascend shall not attempt to take off until there is no risk of collision with alighting aircraft.

*Aircraft in Cloud, Fog, &c.*

38. (1) Every aircraft in a cloud, fog, mist, or other conditions of bad visibility shall proceed with caution, having careful regard to the existing circumstances.

(2) Every aircraft when flying beneath clouds shall always do so, so far as it is safe and practicable, at such a distance below the clouds as will enable it readily to see and be seen.

## SECTION IV.—SPECIAL RULES FOR AIR TRAFFIC ON AND IN THE VICINITY OF AERODROMES OPEN TO PUBLIC USE.

*Circuit of Aerodromes.*

39. If a flying-machine or glider starting from, or about to land at, an aerodrome makes a circuit or a partial circuit, the turning must be made clear of the landing area and must be left-handed (anti-clockwise), so that during the circuit the landing area shall always be on its left.

*Flying in Vicinity of Aerodromes.*

40. Subject to the provisions of any special rules in force with respect to any particular aerodrome, no flying-machine or glider shall fly over the landing area of an aerodrome at a lower height than 6,000 ft., except when departing therefrom or landing thereat.

41. Every flying-machine and glider flying outside the landing area of an aerodrome at a distance of less than three miles from the nearest point of that area shall, unless it is flying at a greater height than 6,000 ft., keep the landing area on its left.

*Aerial Acrobatics.*

42. Acrobatic landings are prohibited at aerodromes. Flying-machines and gliders are prohibited from engaging in aerial acrobatics in the vicinity of aerodromes at a distance of less than three miles from the nearest point of the perimeter of the aerodrome unless they are flying at a greater height than 6,000 ft.

*Direction of Wind.*

43. At every licensed aerodrome the direction of the wind shall be clearly indicated by one or more of the recognized methods—*e.g.*, landing T, conical streamer, or smudge fire, &c. In the event of there being no wind, a ball, easily visible, shall be hoisted on a mast, and if there is a landing T it shall be fixed.

*Flying-machines to take off up-wind.*

44. Every flying-machine and glider when taking off from or alighting on an aerodrome shall do so up-wind, except when the natural conditions of the aerodrome do not permit, or in the event of there being no wind. In the latter case, every flying-machine and glider when taking off or landing shall do so in the direction indicated by an appropriate signal, or, if there is a landing T, in the direction indicated by that T.

*Two or more Flying-machines landing at Aerodromes.*

45. In the case of two flying-machines or two gliders approaching an aerodrome for the purpose of landing, the flying-machine or glider flying at the greater height shall be responsible for avoiding the flying-machine or glider at the lower height, and shall, as regards landing, observe the rules of paragraph 32 of this Schedule for passing.

46. Aircraft about to land on an aerodrome shall be given free way.

*Flying-machines taking off from Aerodromes.*

47. (1) At every land aerodrome, along the perimeter and at the approaches to the hangars, a neutral zone shall be set apart for aircraft manoeuvring on the ground.

(2) The landing area shall be as large as possible.

(3) Every flying-machine and glider when landing or taking off shall do so in conformity with the provisions of paragraph 44 of this Schedule, and shall leave clear on its left any flying-machine which has already landed or which is at rest on the ground.

(4) Every flying-machine and glider moving on the ground in the landing area shall do so in the direction of landing: Provided that, on aerodromes approved by the Minister for the purpose, flying-machines and gliders moving on the ground may be authorized to cross the landing area subject to regulations approved by the Minister.

48. (1) By way of exception to the general rule laid down in subparagraph (3) of paragraph 47 of this Schedule, at aerodromes to which this paragraph applies, the landing area may be regarded as divided into two approximately equal zones, by a vertical plane bearing in the direction of landing described in paragraph 44 of this Schedule. For an observer facing in the direction of landing, the zone on the right shall be reserved for landings, and the zone on the left for departures.

(2) The aerodromes to which this paragraph applies shall be indicated by a full white star of five points, placed flat on the ground in the centre of the landing area. The lines joining the points of the star shall form a regular pentagon of such a size that it may be inscribed in a circle the diameter of which is not less than 15 yards.

(3) At aerodromes to which this paragraph applies a flying-machine or glider when landing shall do so in conformity with paragraph 44 of this Schedule, in the left part of the zone reserved for that purpose, but leaving clear on its left any other flying-machine or glider which has already landed, and a flying-machine or glider when taking off shall do so in conformity with paragraph 44 of this Schedule, in the left part of the zone reserved for that purpose, but leaving clear on its left any other flying-machines or gliders which are at rest on the ground.

*Fixed Balloons, &c., not to be elevated in the Vicinity of Aerodromes.*

49. No fixed balloon, kite, or moored airship shall be elevated in the vicinity of any aerodrome without the special authorization of the Minister, except in cases provided for in paragraph 24 of this Schedule.

*Marking of Dangerous Obstacles.*

50. Suitable signals shall be placed on all obstacles on aerodromes, and also as far as possible on fixed obstacles dangerous to flying within a zone of 500 yards of all aerodromes.

*Marking of Aerodromes for Night Landings.*

51. At every land aerodrome while night landings thereat are expected, the following requirements shall be complied with:—

- (1) The aerodrome shall be defined as accurately as possible by red lights placed on the perimeter and on any obstacles on the aerodrome;
- (2) The direction of landing shall, as far as possible, be indicated by a luminous T, or, failing this, by three white lights forming an isosceles triangle, the base of which shall be about 200 yards long, and the height of which shall be at least twice as long as the base;
- (3) The white lights aforesaid shall be so placed that a flying-machine will land in the direction leading from the middle of the base line to the apex of the triangle;
- (4) The base line shall indicate the place where a flying-machine should come into contact with the ground, and the apex shall indicate the point before reaching which it should come to rest.

52. The Minister may, by directions, temporarily suspend the application of all or any of the rules contained in this section with reference to any aerodrome in New Zealand which is open to public use.

## SECTION V.—GENERAL.

*Aircraft manoeuvring on Water.*

53. Every aircraft manoeuvring under its own power on the water shall conform to the Regulations for Preventing Collisions at Sea, and for the purpose of these regulations shall be deemed to be a steam-vessel, but shall only carry the lights specified in the preceding rules, and not those specified for steam-vessels in the Regulations for Preventing Collisions at Sea, and shall not use, except as specified in paragraphs 17 and 24 of this Schedule, or be deemed to hear the sound signals specified in the above-mentioned rules.

*Rules not to prevent Legal Consequences of Neglect.*

54. Nothing in the above rules shall exonerate any aircraft, or the owner, pilot, or crew thereof, from the consequences of any neglect in the use of 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 the air, or by the special circumstances of the case.

55. In conforming with the rules laid down in Section III and Section IV of this Schedule—

- (a) Due regard shall be had to all dangers of navigation and collision and to any special circumstances which may render a departure from those rules necessary in order to avoid immediate danger; and
- (b) In particular it shall be borne in mind that steam-vessels in narrow channels are not able to manoeuvre so as to avoid collision with aircraft.

56. Nothing in the above rules shall interfere with the operation of any special rule or rules approved by the Minister and published relative to navigation of aircraft in the immediate vicinity of any aerodromes or other place, and it shall be obligatory on all owners, pilots, or crews of aircraft to obey such rules.

## SECTION VI.—RADIO APPARATUS.

57. With reference to clause 19 of the regulations, every New Zealand aircraft registered in New Zealand and capable of carrying ten or more persons, including the crew, shall, when carrying passengers or goods for hire or reward, carry apparatus for radio communication capable of sending either Morse or spoken messages.

58. (1) The type of apparatus, the installation (including bonding and screening) and the qualifications of operators carried in aircraft shall be in accordance with the requirements laid down by the Minister after consultation with the Postmaster-General.

(2) Nothing in these regulations shall be construed as exempting any aircraft radio station from the provisions of the Radio Convention or the New Zealand Radio Regulations issued under the provisions of the Post and Telegraph Act, 1928 (including inspection and the obligation to be licensed), and such convention and regulations shall be read in conjunction herewith.

59. Notwithstanding the provisions of section 8 of Article 5 of the Radio Convention Regulations and clauses 26 and 27 of the Radio Regulations issued under the provisions of the Post and Telegraph Act, 1928, the installation and use at radio telegraphy stations of spark waves (types B of the General Regulations annexed to the Radio Convention) is prohibited on board aircraft.

60. The Minister may, at his discretion, grant in writing exemption to any individual aircraft or classes of aircraft from all or any of the obligations imposed by this section, and upon such conditions and for such period as appear to him necessary or desirable; and the Minister may at any time revoke such exemption by notice in writing accordingly.

61. In this section references to the number of persons which an aircraft is capable of carrying relate to the number of persons for whom seating accommodation is normally provided in the aircraft as shown in its certificate of airworthiness.

“Certified operator” means a person duly authorized by the Postmaster-General to operate an aircraft radio station.

“Radio Convention” means the International Radio-telegraphic Convention signed at Washington on the 25th November, 1927, and the General and Supplementary Regulations annexed thereto; and includes any amendment or modification of such convention or regulations as may hereafter be made.

#### SCHEDULE V.—LICENSING OF PERSONNEL.

1. SAVE as provided by clauses 5 and 6 of these regulations, every person acting as a commander, pilot, navigator, aircraft engineer, or other operative member of the crew of a New Zealand aircraft shall be the holder of a licence in respect of the capacity in which he is so acting, and in respect of the class or type of aircraft in which he is so acting, granted or rendered valid under the provisions of these regulations.

##### LICENSING AUTHORITY.

2. All licences required by the Act and the regulations shall be granted by the Minister:—

- (a) *Pilots' Licences.*—There shall be two classes of pilots' licences—
- (i) Class “A”: Private pilot's licence—*i.e.*, licence to fly aircraft other than aircraft carrying passengers or goods for hire or reward or for any industrial purpose.
  - (ii) Class “B”: Commercial pilot's licence—*i.e.*, licence to fly aircraft carrying passengers or goods for hire or reward or for any industrial purpose.
- (b) *Ground Engineers' Licences.*—There shall be five categories—*viz.*, “A,” “B,” “C,” “D,” and “X.”
- (c) *Navigators' Licences.*—There shall be two classes of licences to navigate aircraft—*viz.*, first-class and second-class.

##### LICENSING OF PERSONNEL.

3. Applications for the grant or validation of licences under Schedule V should be made to the Controller of Civil Aviation, Defence, Wellington, by whom particulars of the requirements for obtaining a licence and application forms will be supplied on demand.

4. (1) Licences remain valid for the following periods:—

- (a) Pilot's licence to fly aircraft carrying passengers or goods for hire or reward or being flown for any industrial purpose: Not more than six months where the holder is of the male sex, and not more than four months where the holder is of the female sex.
  - (b) Any other pilot's licence: Not more than twelve months.
  - (c) Licence to navigate aircraft: Not more than six months where the holder is of the male sex, and not more than four months where the holder is of the female sex.
  - (d) All other licences: Twelve months.
- (2) In this Schedule references to carrying passengers or goods for hire or reward include references to carrying passengers or goods (whether for hire or reward or not) on behalf of an air transport undertaking.

##### PRIVATE PILOTS.

5. A person applying for a pilot's licence to fly aircraft other than aircraft carrying passengers or goods for hire or reward, or being flown for any industrial purpose, will be required to produce such proofs of competency, medical fitness, and recent reasonable flying experience as are prescribed in the following rules or failing such proof of recent flying experience, he may be required to undergo practical tests.

##### PROOFS OF COMPETENCY.

6. With reference to paragraph 5 of this Schedule, the proofs of competency required in the case of a person applying for a licence as pilot shall (subject as hereinafter provided) consist of his having passed, to the satisfaction of the Minister, the respective tests and examinations specified in paragraphs 7 to 10 below.

##### MEDICAL REQUIREMENTS.

###### *Private Pilot's Licence (“A” Licence).*

7. Any person applying for the issue or renewal of a pilot's licence to fly aircraft other than aircraft carrying passengers or goods for hire or reward or being flown for any industrial purpose (*i.e.*, a “Private Pilot's Licence” as referred to in paragraph 5 hereof), will be required to undergo a medical examination by a duly qualified medical practitioner who may be the applicant's usual medical attendant. Such examination shall be conducted in accordance with C.A. Form C.-14, and the original copy of this form, completed as required, shall be forwarded by the medical examiner to the Controller of Civil Aviation. Application for copies of this form should be made to the Controller of Civil Aviation, Defence, Wellington.

8. This medical examination will be based upon the following requirements of mental and physical fitness:—

- (a) Good family and personal history, with particular reference to nervous stability, as to which information shall be given in a statement made and signed by the applicant and satisfactory to the medical examiner:
- (b) The applicant must not be under seventeen years of age:
- (c) *General Surgical Examination.*—The applicant must neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of aircraft under ordinary conditions:
- (d) Palpation of the abdomen and abdominal viscera, particularly the pyloric, vesicular, duodenal, and appendicular regions, whenever it reveals any swelling or distinct pain, must be completed by a radioscopic and radiographic examination:

- (e) Any surgical intervention in the biliary passages or the digestive tube, except appendicitis, involving a total or partial excision or a diversion of one of these organs, any anatomical lesion in the walls of any part whatever of the digestive tube, any stricture of its calibre, any calculus or foreign body, any peritoneal lesion, established by clinical or laboratory examinations will entail rejection, unless two years after a surgical operation the effects of the operation are not deemed liable to cause sudden incapacity in the air. Exception may be made for spasmodic strictures not accompanied by other troubles, and for ptoses compensated by a good abdominal musculature :
- (f) Diseases of the liver (including those of the biliary passages) and of the pancreas will in cases where it is deemed necessary be verified by laboratory examination, particularly by radiography as well as by an examination of the blood and of the urine and will entail rejection only if they afford indication of the existence of a calculus, tumour, or lesion involving a persistent impairment of function of these organs :
- (g) *General Medical Examination.*—The applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. He must possess heart, lung, and nervous system in a state to withstand the effects of altitude. He must be free from kidney disease, and must not present any clinical sign of syphilis, nor have any cardiac lesion :
- (h) *Eye Examination.*—The candidate must possess, with correction by glasses if necessary, a visual acuity equal to at least 80 per cent. of the normal visual acuity, for each eye taken separately, or 90 per cent. for one eye and 70 per cent. for the other, the visual acuity being measured by means of standard test types powerfully illuminated in such a manner that the light does not shine directly into the eyes of the examinee. Binocular vision, ocular poise, the field of vision of each eye, and colour perception must be normal :
- (i) *Ear Examination.*—The middle ear must be healthy. The applicant must possess an auditory acuity not less than that corresponding with the perception of the whispered voice at one metre. The vestibular mechanism must be intact and not hypersensitive. It must be equal on both sides :
- (j) *Nose, Throat, and Mouth Examination.*—The applicant must possess free tubal air entry on both sides :

Provided, however, that a person who does not satisfy the above requirements may, at the discretion of the Minister, be accepted as eligible for the issue of a licence, so far as medical requirements are concerned, if he has been previously found medically fit for flying.

#### PILOTS OF FLYING-MACHINES.

##### “ A ” *Private Pilot's Licence.*

9. The tests and examination of a pilot's licence to fly flying-machines other than flying-machines carrying passengers and goods for hire or reward or being flown for any industrial purpose shall be as follows :—

- (1) *Practical Tests* (in each test the candidate must be alone in the flying-machine)—
- (a) *Test for Altitude and Gliding Flight.*—A flight which shall finish with a glide. To carry out the glide the candidate must, at a height of not less than 2,000 ft. above the landing or alighting area, either cut off the engine or completely throttle down the engine. The landing shall be made without restarting the engine or engines or without opening the throttles of the engines and within 150 yards or less of a point fixed beforehand by the official examiners of the test.
- (b) *Test of Skill.*—A flight without landing around two posts (or bouys) situated 500 yards apart, making a series of five figure-of-eight turns, each turn reaching one of the two posts (or bouys). This flight shall be made at an altitude of not more than 600 ft. above the ground (or water) without touching the ground (or water). The landing shall be effected by—
- (i) Finally shutting off the engine at latest when the aircraft touches the ground (or water).
- (ii) Finally stopping the flying-machine within a distance of 50 yards from a point fixed by the candidate before starting.
- (c) The above practical tests may be attempted twice during the course of an official flying test.
- (2) *Technical Examination :—*
- (a) Knowledge of rules as to lights and signals, general rules for air traffic, and special rules for air traffic on and in the vicinity of aerodromes open to public use.
- (b) A practical knowledge of international air legislation.
- (c) A general knowledge of, in so far as they affect the responsibilities of a pilot, the Regulations and Notices to Airmen, issued by the Controller of Civil Aviation :

Provided that, for the purpose of the grant of such licences, persons who are qualified as pilots in the Air Forces of the British Empire may be exempted from the above tests.

##### *Flying Experience, &c.*

10. As regards private pilots' licences for flying-machines :—

- (a) An applicant for the issue of a licence will be required to produce satisfactory evidence that he has carried out not less than five hours' solo flying during the twelve months preceding the date of the application. The evidence normally required for this purpose will consist of the production of a pilot's log-book recording such flying, or of a certificate issued by a responsible authority or person approved for the purpose by the Minister.

- (b) An applicant for the renewal of a licence will be required to produce in respect of the preceding twelve months evidence that he has carried out not less than three hours flying in sole charge of an aeroplane, or in default thereof to carry out satisfactorily the following practical flying tests under the observation of some person approved for the purpose by the Minister—
- (i) To execute three figure-of-eight turns; and
  - (ii) To carry out three landings, finally stopping the aircraft on each occasion within a distance of 50 yards from a point fixed by the applicant before starting.
- (c) A licence will be granted only for such types of flying-machines as the applicant can produce evidence of his ability to fly.
- (d) A private pilot's licence granted to a pilot with less than forty hours' flying experience in sole charge of a flying-machine will be limited to solo flying, provided that this restriction may be removed prior to the completion of forty hours' solo flying on the production of a certificate from a licensed Instructor that the pilot has—
- (i) Completed twenty-five hours' solo flying;
  - (ii) Satisfactorily completed an advanced dual course of not less than three hours' duration;
  - (iii) Made a successful cross-country flight of fifty miles.
- NOTE.—The advanced dual training shall not count for this purpose until the pilot has completed a minimum of fifteen hours' solo flying.
- (e) A private pilot will not be permitted to carry passengers until his licence has been endorsed to that effect by a responsible authority approved by the Minister.

PILOT'S LICENCE FOR PASSENGER, MAIL, OR GOODS AIRCRAFT.—“ B ” LICENCE.

11. A person applying for a pilot's licence to fly aircraft carrying passengers, mail, or goods for hire or reward will be required—

- (a) To produce such further proofs of competency as are prescribed in paragraphs 25–27 of this Schedule;
- (b) To pass such medical examination as is prescribed in paragraphs 16–19 of this Schedule;
- (c) To submit proofs of recent reasonable flying experience on the class of aircraft for which the licence is required, or failing such proof to undergo practical tests;
- (d) To be nineteen years and under forty-five years of age.

12. A person applying for a pilot's licence who is qualified as a pilot in the Air Forces of the British Empire shall be granted such exemption from the requirements of the last two preceding paragraphs as the Minister may direct.

FLYING INSTRUCTORS.

13. (1) No person shall give practical instruction in flying unless such person has satisfactorily completed a course in flying instruction and has been examined by an authorized representative of the Minister and is licensed as a Flying Instructor.

(2) An applicant for a licence as a Flying Instructor shall have fulfilled the following conditions:—

- (a) Be in possession of a pilot's licence for passenger aircraft, and have held such licence for the preceding twelve months;
- (b) Have carried out a minimum of 250 hours' in sole charge of a flying-machine.

NAVIGATORS.

*Navigator's Licence.*

14. A person applying for a licence to navigate passenger, mail, or goods aircraft will be required to:—

- (a) Pass such medical examination as is prescribed in paragraphs 16–19 of this Schedule; and
- (b) Produce such proofs of competency as are prescribed in paragraph 29 of this Schedule;
- (c) Be nineteen years of age and under forty-five years of age.

*Proofs of Competency.*

15. With reference to paragraphs 11 and 12 of this Schedule, the proofs of competency required in the case of a person applying for a licence as pilot shall (subject as hereinafter provided) consist of his having passed, to the satisfaction of the Minister, the respective tests and examination specified in paragraphs 16 to 27 below, and the proofs of competency required in the case of a person applying for a licence as navigator shall be as specified in paragraph 29 below:

Provided further that the Minister may withhold the issue of any licence if he has reasonable doubt as to the fitness, due to any cause whatsoever, of the applicant for the issue of such licence.

MEDICAL REQUIREMENTS.

*Pilot's Licence for Passenger or Goods Aircraft and Navigator's Licence.*

16. In the following paragraphs 17 to 30 the word “ licence ” means a pilot's licence to fly aircraft carrying passengers or goods for hire or reward, or being flown for any industrial purpose, or a licence to navigate aircraft.

17. (1) A person applying for the grant of a licence will be required to undergo a medical examination conducted by a Board of specially qualified medical officers appointed by or acting under the authority of the Minister which will be based on the requirements set out in paragraphs 18 and 19.

(2) The examination will be conducted in accordance with C.A. Form C.-15, and the original and duplicate copies of that form completed as required shall be forwarded by the President of the Medical Board to the Controller of Civil Aviation, Defence, Wellington.

Applications for copies of this form should be made to the Controller of Civil Aviation.

*General Examination.*

18. This examination will be based on the following requirements:—

The applicant must have the complete use of his four limbs, must not be completely deprived of the use of either eye, and must be free from any active or latent, acute or chronic, medical or surgical, disability or infection. He must be free from any injury or wound which would entail any degree of functional incapacity which might interfere with the safe handling of aircraft at any altitude, even in the case of prolonged or difficult flight. He must be completely free from hernia, must not suffer from any detectable sensory lesion, and must be free from a history of morbid mental or nervous trouble.

*Special Examination.*

19. This examination will be based on the following requirements of mental and physical fitness:—

(a) The applicant will be questioned concerning his family and personal history.

(b) *Examination of the Nervous System.*—The examination of the nervous system of the applicant shall comprise a full inquiry into the family and personal history. The information gathered shall be given in a statement made and signed by the applicant and accompanied, if possible, by a certificate in regard especially to losses of consciousness, fits and convulsions of all kinds, from the applicant's ordinary medical adviser or a responsible person who has known him for a long time. This statement and this certificate must be deemed satisfactory by the examining medical officer.

(i) The applicant must not present any mental or trophic impairment, pathological tremor, or presumptive evidence of latent epilepsy. Motility, sensibility, tendinous, cutaneous, and pupillary reflexes, co-ordination of movements, and cerebellar functions must be normal. An exception may be made for local peripheral trouble due to accidental section of a nerve branch.

(ii) Fractures of the cranium involving the internal table of the cranium box, even without apparent impairment, will entail temporary unfitness during a period of two years from the date of the fracture.

(iii) Any presumed nervous syphilis will entail rejection, unless the non-existence of such an impairment is proved by an examination of the blood and an examination of the cerebro-spinal fluid, made with the consent of the applicant.

(c) Pilots of aircraft carrying passengers or goods for hire or reward and navigators may not enter upon their duties before nineteen or after forty-five years of age.

(d) *General Surgical Examination.*—The applicant must neither suffer from any wound or injury, nor have undergone any operation, nor possess any abnormality, congenital or acquired, which might interfere with the safe handling of aircraft at any altitude, even in the case of prolonged or difficult flight.

(i) Palpation of the abdomen and abdominal viscera, particularly the pyloric, vesicular, duodenal and appendicular regions, whenever it reveals any swelling or distinct pain, must be completed by a radio-scopic and radiographic examination.

(ii) Any surgical intervention in the biliary passages or the digestive tube, except appendicitis, involving a total or partial excision or a diversion of one of these organs, any anatomical lesion in the walls of any part whatever of the digestive tube, any stricture of its calibre, any calculus or foreign body, any peritoneal lesion established by clinical or laboratory examination will entail rejection. Exception may be made for spasmodic strictures not accompanied by other trouble and for ptoses compensated by a good abdominal musculature.

(iii) Diseases of the liver (including those of the biliary passages) and of the pancreas will in cases where it is deemed necessary be verified by laboratory examination, particularly by radiography as well as by an examination of the blood and of the urine, and will entail rejection only if they afford indication of the existence of a calculus, tumour, or lesion involving a persistent impairment of function of these organs.

(e) *General Medical Examination.*—The applicant must not suffer from any disease or disability which renders him liable suddenly to become incompetent in the management of aircraft. His muscular power must be adequate for the handling of the types of aircraft he will have to pilot or the apparatus he is to use.

(i) He must not have any signs of aneurism of the large arterial trunks, nor have any cardiac lesion, even if well compensated; the heart must be normal, with normal function, and only respiratory arrhythmia, increase of pulse rate from excitement or exercise, and a general slow pulse not associated with auriculo-ventricular dissociation will be allowed.

(ii) The applicant must not suffer from any acute disability of the lungs, nor possess any cicatricial lesion of the lungs, and must be free from tuberculosis capable of being diagnosed by the usual clinical methods, from tracheo-bronchial disease of the glands and from pulmonary emphysema, even if slight. In addition, each examination shall include a radioscopic record in doubtful clinic cases.

(iii) The applicant must not present any signs of organic disease of the kidneys; these latter must be insensitive to palpitation and of normal size. Renal ptosis will entail rejection. The urine must not contain any pathological element. Affections of the urinary passages and of the genital organs, even blennorrhoea, may entail temporary or definite unfitness. Applicants of the female sex must present a normal uterus and appendages. Cases in which surgical intervention has taken place will be considered individually. Any presumed pregnancy will entail rejection. The applicant must not present any clinical signs of syphilis.

Dysentery shall be considered as an acute disease; provided that a presumption of dysenteric infection shall entail rejection, unless the medical examiner considers that the clinical phenomena have disappeared.

- (f) *Eye Examination.*—The candidate must possess a degree of visual acuity compatible with the efficient performance of his duties. Binocular vision, ocular poise, the field of vision of each eye, and colour perception must be normal. Pilots must possess, without correction by glasses, visual acuity equal to at least 80 per cent. of the normal visual acuity for each eye taken separately, or 90 per cent. for one eye and 70 per cent. for the other, the visual acuity being measured by means of standard test types powerfully illuminated in such a manner that the light does not shine directly in the eyes of the examinee. Navigators must possess the same visual acuity, but with correction with glasses if necessary.
- (g) *Ear Examination.*—The middle ear must be healthy. The applicant must possess an auditory acuity not less than that corresponding with the normal perception of the tuning forks C (1) 64 vibrations per second, C (3) 256 vibrations per second, and C (7) 4,096 vibrations per second, the forks being held perpendicularly to the ground one centimetre from the auditory tube. The vestibular mechanism must be intact and not hypersensitive; it must be equal on both sides.
- (h) *Nose, Throat, and Mouth Examination.*—The applicant must possess free nasal and tubal air entry on both sides and must not suffer from serious, acute, or chronic affections of the buccal cavity or upper respiratory tract.

20. In the case of persons who have been previously found medically fit for flying, certain relaxations of the requirements set out in paragraph 19 may be made at the discretion of the Minister.

21. A person applying for the renewal of a licence will be required to undergo a medical examination conducted by a specially qualified medical officer or officers appointed by or acting under the authority of the Minister. This examination will be based on the requirements set out in paragraph 19.

22. In order to ensure the maintenance of efficiency, every holder of a licence shall be re-examined and pronounced fit before resuming air duties—

- (a) Whenever he has performed a total of 125 flying hours in the capacity of pilot within any period of thirty consecutive days since his last medical examination under these regulations, provided that not more than six months shall elapse between two successive examinations, and, in the case of a navigator, at least every six months.
- (b) After illness or accident (including, in the case of licence-holder of the female sex, confinement or miscarriage).

23. The date and result of each re-examination, whether for the purpose of renewal of the licence or in consequence of illness or accident will be recorded on the licence.

24. Applications for official medical examination should be made to the Controller of Civil Aviation, Defence, Wellington.

#### “ B ” PILOT'S LICENCE FOR PASSENGER OR GOODS FLYING-MACHINES.

25. The tests and examination for a pilot's licence to fly flying-machines carrying passengers or goods for hire or reward or for any industrial purpose shall be as follows:—

(1) *Practical Tests.*—In each practical test, except as otherwise specified, the candidate must be alone in the flying-machine:—

- (a) The same tests are required under (1) (a) and (b) of paragraph 9 for a private pilot's licence. Candidates already in possession of the latter licence are not, however, required to pass these tests again.
- (b) A left-hand and right-hand spin.
- (c) Two cross-country or oversea flights of at least two hundred miles each. As regards one of these, the flight shall be made in the same aircraft within eight hours, shall include two obligatory landings (when the machine must come to rest at points, other than the point of departure, fixed beforehand by the examiners), and shall terminate with a landing at the point of departure. During this flight a height of at least 6,500 ft. shall be maintained for one hour. As regards both flights the candidate will at the time of departure be informed of his course and furnished with the appropriate map. The examiners will decide whether the course has been correctly followed.
- (d) A cross-country or oversea flight of at least two hundred miles with an examiner on board and including three forced landings at points selected by the examiner.
- (e) General flying for about half an hour with an examiner on board and including five landings.
- (f) A night flight of at least thirty minutes made between two hours after sunset and two hours before sunrise at a height of at least 1,500 ft. This test will be carried out on a dark night, the markings of the aerodrome and its surroundings being in normal operation during the flight.



- (g) A candidate who desires a licence permitting him to fly a type of flying-machine equipped with two or more engines will be required to undergo a practical test of his ability to fly and manœuvres such a machine with each engine in turn completely throttled down.
- (2) *Technical Examination.*—Candidates will submit themselves, when summoned, to an examination in the following subjects, under arrangements made by the Controller of Civil Aviation:—
- (a) *Flying-machines.*—Theoretical knowledge of the laws of the resistance of the air, especially as concerns its effects on wings and tail-planes, rudders, elevators, and airscrews; functions of the different parts of the machine and of their controls. Assembling of flying-machines, propellers, undercarriages, rudders, elevators and their controls. Knowledge of instruments and equipment (exclusive of engine instruments).
- (b) *Engines.*—General knowledge of internal-combustion engines, and their various functions, valve gear, carburation, ignition, exhaust. Characteristics of aero engines and a general knowledge of their construction, adjustment, and assembling. Causes of the faulty running of engines. Fuels and oils. Description of the details of the aero engines used. Adjustments, lubrication, upkeep, disassembling, and assembling of the principal parts; causes of breakdown. Use of throttle and other controls. Knowledge of engine instruments.
- (c) *Air Regulations and Pilotage.*—Knowledge of rules as to lights and signals, general rules for air traffic, and special rules for air traffic on and in the vicinity of aerodromes open to public use. Knowledge of the special conditions of air traffic and international air legislation. A general knowledge of, in so far as they affect the responsibilities of a pilot, the Regulations and Notices to Airmen issued by the Controller of Civil Aviation. Map-reading, measurement of distances, calculation of courses, compensation of compasses for deviation, and method of determining drift, elementary meteorology.
- (d) *Practical tests in running repairs and on rigging.*

Provided that, for the purpose of the grant of such licences, persons who are qualified as pilots in the Air Forces of the British Empire may be exempted from the above tests and examinations, except as regards the subjects of the examination, specified in (c). Such exception may be made conditional upon the satisfactory completion of a special flying test.

26. The practical tests specified in paragraph 25 shall be carried out within a maximum period of one month:—

- (a) They may be carried out in any order, and each may be attempted twice. They shall be witnessed by at least two properly accredited examiners, who will hand over the official reports to the Controller of Civil Aviation.
- (b) The official reports will give full details of the flights, especially of the landings. The candidates shall furnish, before each test, proof of identity, which the examiners have the right to demand.
- (c) A barograph shall be carried on all practical tests, and the graph signed by the two examiners shall be attached to their report.
27. As regards pilots' licences for passenger or goods flying-machines,—
- (a) The maximum period for which an applicant for the issue or renewal of a licence may not have flown, but yet may be considered to have recent reasonable flying experience is six months:
- (b) An applicant for the issue of a licence will be required to produce proof that during the preceding two years he has carried out as pilot in sole charge of a flying-machine at least 100 hours' flying, and at least thirty landings:
- (c) A licence will be granted only for such types of flying-machines as the applicant can produce evidence of his ability to fly. A licence may, however, be extended to cover further types on production of proof of the holder's ability to fly these types:
- (d) An applicant for the renewal of a licence will be required to produce proof of recent reasonable flying experience on the class of flying-machines for which the renewal is required, or, failing such proof, to undergo practical tests.

28. With reference to proviso (b) to clause 5 (1) and proviso (c) to clause 6 (1) of the regulations, a flying-machine may be flown by a person not holding a pilot's licence for flying-machines for the purpose of becoming eligible for the issue or renewal of such a licence, provided that the following conditions are complied with:—

- (i) The flight must start from, take place within three miles of, and finish at, a licensed aerodrome, a N.Z. Air Force Aerodrome, or an aerodrome under the control of the Minister.
- (ii) Before the flight is commenced, notice that it is being undertaken for the purpose stated above must be given to the person in charge of the aerodrome from which the flight starts.
- (iii) No passengers may be carried.

#### NAVIGATORS.

29. (1) There shall be two classes of licences to navigate aircraft—second and first class.

(2) A candidate for a second-class licence to navigate aircraft will be required to produce proofs of competency in the practice and theory of the subjects specified in Sub-Schedule A below. He will also be required to produce proof of having had at least two years' air experience, during which at least 300 hours must have been spent in the air.

(3) A candidate for a first-class licence to navigate aircraft will be required to produce proofs of competency in the practice and theory of the subjects specified in Sub-Schedule B below. He will also be required to produce proof of having

had at least four years' air experience, during which at least 600 hours must have been spent in the air, not less than 100 hours of this being experience of navigation in the air and not less than 15 hours being air experience in night flying.

(4) In this paragraph the expression "air experience" means experience as an operative member of the crew of an aircraft.

*Sub-Schedule A.*

(i) Form of the earth; its divisions and their notation; mathematical calculation of the various elements by plane trigonometry to obtain course and distance.

(ii) Maps and charts; how to read and use them; practical properties of the common forms of projections.

(iii) Compasses; their construction and use and adjustment; elementary principles of earth's magnetism.

(iv) Flight by dead reckoning; with the use of instruments for the measurement and calculation of the elements of the triangle of velocities.

(v) Navigation by radiogoniometry; methods of fixing the position of the aircraft; with the application of the necessary corrections.

(vi) International air legislation; regulations for the prevention of collisions at sea; publications for the assistance of navigators.

(vii) Signalling—semaphore, flashing, and international code flags.

(viii) Meteorology; knowledge of meteorological elements and observations; arrangements for the issue of meteorological reports for aviation; principles of forecasting; construction and interpretation of synoptic charts; climatology.

*Sub-Schedule B.*

(i) Form of the earth, as in Sub-Schedule A (i), with the addition of mathematical calculation of various elements by spherical trigonometry (great circle courses and distances).

(ii) Maps and charts, as in Sub-Schedule A (ii), with the addition of the principles of construction of the common forms of projections.

(iii) Tides—elementary theory and prediction by the aid of tables.

(iv) Compasses, as in Sub-Schedule A (iii); more advanced knowledge.

(v) Flight by dead reckoning, as in Sub-Schedule A (iv).

(vi) Navigation by radiogoniometry, as in Sub-Schedule A (v).

(vii) International air legislation, &c., as in Sub-Schedule A (vi).

(viii) Signalling, as in Sub-Schedule A (vii), with the addition of general knowledge of radio-electric communication.

(ix) Astronomical navigation; various methods of fixing the position of an aircraft, with the use and care of tables, diagrams, and instruments for the solution of this problem; knowledge of the mathematics involved.

(x) Meteorology as in Sub-Schedule A (viii); more advanced knowledge.

(xi) Internal-combustion engines; general handling.

NOTE.—The arrangement of subjects in Sub-Schedules A and B is not necessarily that adopted in the examination, where two or more subjects may be grouped into one paper.

**OTHER PERSONS.**

30. Persons applying for a licence in any other capacity than those above specified must comply with such conditions as may be directed by the Minister.

**VALIDATION OF FOREIGN LICENCES.**

31. When a licence has been granted by the duly competent authority in any foreign State, and is for the time being in force, the Minister may, subject to such conditions and limitations and for such period as he shall think fit, confer on such licence the same validity for the purpose of flying New Zealand aircraft as if it had been granted under these regulations.

**VALIDITY OF LICENCES ISSUED IN HIS MAJESTY'S DOMINIONS.**

32. A licence granted by the duly competent authority of any place within His Majesty's dominions to a pilot, navigator, or engineer shall, for the purpose of these regulations, have the same validity and effect and may be cancelled or suspended so far as relates to its validity within New Zealand in like manner and circumstances as if it had been granted under these regulations.

**FURTHER MEDICAL EXAMINATIONS.**

33. Holders of licences may be required from time to time to undergo further medical examinations carried out under arrangements approved by the Minister.

34. In this Schedule the expression "licence" includes a certificate of competency.

35. The holder of a licence who applies for the renewal thereof may be required to satisfy all or any of the requirements which are for the time being applicable to the issue of a licence of the same class.

**SCHEDULE VI.—FEES.**

**A.—REGISTRATION.**

*Fees in respect of Licence.*

1. The fee chargeable on the issue of a certificate of registration of an aircraft shall be £1 ls.

Provided that, where the aircraft has been previously registered in New Zealand, and the certificate of registration last issued in respect of the aircraft lapsed by reason of the sale of the aircraft by the registered owner, the fee chargeable for the issue of the certificate shall be five shillings.

B.—AIRWORTHINESS.

2. (a) The fee chargeable for the issue of a certificate of airworthiness for a "type" aircraft shall be £5 5s.  
 (b) The fee chargeable for the validation or renewal of a certificate of airworthiness shall be £1 1s.  
 (c) No fee shall be charged for the issue or renewal of a certificate of airworthiness in respect of State aircraft on loan to Aero Clubs.

C.—AERODROMES.

*Fee in respect of Licence for Aerodrome.*

3. (1) The fee chargeable in respect of the issue or renewal of a licence for an aerodrome shall be £2 2s.  
 (2) The fee chargeable in respect of the use of a temporary aerodrome by aircraft operating for hire or reward shall be 10s.

D.—PERSONNEL.

*Fees in respect of Licences to Personnel.*

4. The following fee shall be chargeable in respect of the issue and renewal of licences to personnel:—

(a) Where the application is for the issue of a licence:—

Nature of Licence.	For Technical Examination.	For Flying Test.	For Licences.
	s. d.	£ s. d.	s. d.
Navigator .. .. .	10 0	..	5 0
Aircraft Engineer .. .. .	10 0	..	5 0
Ground Engineer .. .. .	10 0	..	5 0
Pilot "A" Licence .. .. .	..	1 1 0	5 0
Pilot "B" Licence .. .. .	10 0	2 2 0	5 0
Flying Instructor .. .. .	..	2 2 0	..

(b) Where the application is for the renewal of a licence:—

Nature of Licence.	For Technical Examination.	For Flying Test (if required).	For Licences.
	s. d.	£ s. d.	s. d.
Navigator .. .. .	10 0	..	5 0
Aircraft Engineer .. .. .	10 0	..	5 0
Ground Engineer .. .. .	10 0	..	5 0
Pilot .. .. .	10 0	1 1 0	5 0

5. The fee chargeable for the validation of a pilot's, navigator's, or engineer's licence under paragraph 31 of the Schedule V to these regulations shall be 5s.

E.—GENERAL.

*Fee in respect of Duplicate or Copy Certificates.*

6. A fee of 5s. shall be charged for the issue of a duplicate or a copy certificate or licence of any kind when the original is lost or destroyed.

APPLICATION FOR CERTIFICATE OR LICENCE TO BE ACCOMPANIED BY REMITTANCE

7. An application for any certificate or licence, or for the renewal of any certificate or licence, shall be accompanied by a remittance by crossed cheque (with exchange added) or postal order made payable to the Defence Department, Wellington, or a Public Account bank receipt to cover the prescribed fees for the issue or renewal, as the case may be.

SCHEDULE VII.—PROHIBITED AREAS.

1. UNDER section five (V) of the Act, power is given to provide measures for preventing aircraft from flying over prohibited areas. (At present there are no prohibited areas in New Zealand.)

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

*Regulations for the Loading of Grain Cargoes in Ships at Ports  
in New Zealand.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 15th day of May,  
1933,

Present :

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

**I**N pursuance and exercise of the powers and authorities conferred upon him by section two hundred and nineteen of the Shipping and Seamen Act, 1908, 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 make the following regulations for the loading of grain cargoes in ships at ports in New Zealand.

REGULATIONS.

PART I.—PRELIMINARY.

1. These regulations are divided into parts, as follows :—

- Part I.—Preliminary.
- Part II.—General.
- Part III.—Inspection and Fitting of Holds.
- Part IV.—Loading and Stowage.
- Part V.—Light Grain.
- Part VI.—Safety.

2. In these regulations, unless the contrary intention appears,—

- “Grain” includes wheat, oats, maize, barley, rice, paddy, pulse, seeds, nuts or nut-kernels, or any mixture or combinations thereof :
- “Light grain” means oats. All other grain is “heavy grain” :
- “Surveyor” means a Surveyor of Ships appointed under the Act :
- “The Act” means the Shipping and Seamen Act, 1908, and amendments.

PART II.—GENERAL.

3. (1) Subject to the next succeeding subregulation, these regulations shall apply to every British or foreign ship carrying or loading at any port in New Zealand grain, either in bulk or in bags.

(2) These regulations shall not apply to—

- (a) River and extended-river ships :
- (b) Home-trade ships loading cargoes of grain in bulk less than one-third, or grain in bags or partly in bulk and partly in bags to the extent of not more than one-half, of their total cargo-capacity.

4. (1) Where it is proposed to load into any ship to which these regulations apply bulk grain in any quantity, or grain in bags to the extent of more than one-half of the total cargo-capacity of the ship, the owner, master, or agents shall give notice to the Marine Department of such proposal twenty-four hours before loading is to commence, or in sufficient time to permit of a preliminary survey of the ship being made before any fittings are erected.

(2) The notification shall contain the following particulars :—

- (a) Name of ship, dead-weight cargo-capacity, and intended voyage :
- (b) The kind of grain to be loaded and the quantity thereof, which quantity may be stated in cubic feet or in tons weight :
- (c) The proposed distribution of the grain in the various holds of the ship :
- (d) The precautions intended to be taken to secure the grain against shifting :
- (e) The mean (loaded) draught and freeboard.

(3) If the vessel has a plan showing the proposals for the erection of shifting-boards, feeders, &c., which has been approved by the Board of Trade or any authority administering regulations approved by the Board of Trade, such plan shall be submitted to the Marine Department with the notification required by Subregulations (1) and (2) of this regulation.

5. The fee payable for the services of a Surveyor in connection with the survey or inspection of a vessel in respect of which a notice of intention to load a grain cargo is required to be given under these regulations shall be the sum of £2 for the first visit and the sum of £1 for each subsequent visit.

6. Where it appears to the Secretary of the Marine Department on the report of a Surveyor that the requirements of these regulations insufficiently provide for the safety of any particular ship, or that they could with safety be modified, the Secretary may, in his discretion, either require the observance of additional precautions necessary for the safety of the ship, or, upon the written application of an owner, agent, or master, modify the requirements of the regulations as the circumstances of the particular case warrant.

7. If the loading is satisfactory to the Surveyor he shall, if required by the master, issue a certificate that these regulations have been complied with.

PART III.—INSPECTION AND FITTING OF HOLDS.

PRELIMINARY SURVEY.

8. (1) Agents, owners, or masters of vessels arriving at a port in New Zealand for a grain cargo shall notify the Marine Department and make arrangements for a preliminary survey.

(2) At the preliminary survey, section of the limber-boards must be clear for inspection of the bilges, which must be clean and clear of any refuse liable to choke the suction-pipes.

(3) All pipes, gearing, rods, and sounding-tubes entering the bilges must be absolutely grain-tight. Drain-pipes and scupper-pipes from compartments carrying bulk wheat must be blocked up.

(4) Limber-boards must be grain-tight.

(5) Cement cappings or chocks must be in good condition.

(6) Permanent ceilings on tank-tops must be made grain-tight, and when laid on top of fuel-oil tanks must have a clear space of 2½ in. between ceiling and tank-top, and be laid on athwartship bearers.

(7) The Surveyor, if requested, shall issue within twenty-four hours of the completion of such preliminary survey a written report setting out the repairs and work necessary to render the vessel fit to carry her proposed grain cargo and any modifications considered necessary for the erection of shifting boards, feeders, &c.

(8) The report shall also specify the dunnage required to be laid.

SHIFTING-BOARDS, UPRIGHTS, AND SHORES.

9. (1) Longitudinal grain-tight shifting-boards must be fitted from deck to deck or deck to ceiling in any compartment or hold in which bulk grain is carried, and must be continuous for the whole length of the compartment or hold, excepting where vessels load parcels of bulk grain in the lower holds not exceeding one-third the capacity of their respective holds, and provided the bulk grain is levelled and covered with platforms in accordance with Regulation 12 (5), and secured with approved cargo to prevent grain from shifting.

(2) Shifting-boards are to be fitted in the hatchways and trunk feeders up to the bottom of the hatch-covers.

(3) Shifting-boards of a minimum thickness of 2 in. of good sound lumber will be accepted.

(4) The maximum unsupported span to be allowed for shifting-boards of varying thickness is as follows (not to apply to permanent fittings):—

Thickness.	Span.	Housing of Bulkheads.
2 in. planks . .	Unsupported span not to exceed 8 ft.	3 in.
2½ in. planks	Unsupported span not to exceed 10 ft.	3 in.
3 in. planks . .	Unsupported span not to exceed 12 ft.	3 in.

(5) When shifting-boards have a greater unsupported span than the above they must be supported by wood uprights or other approved means spaced with their centres at distances not greater than provided for by these figures.

(6) Wood uprights must not be less than 10 in. in width and 2 in. in thickness.

(7) Shifting-boards must be securely housed at bulkheads, and where permanent angle-bar stiffeners are not available for this purpose wood uprights must be fitted not less than 6 in. in width and 3 in. in thickness shored to requirements.

(8) Where 2½ in. or 3 in. shifting-boards are used longitudinal joints may be butt joints between uprights, care being taken to have at least 4 in. of plank supported. Where 2 in. shifting-boards are used joints must overlap by at least 9 in. between uprights.

(9) Wood uprights must be supported by steel-wire-rope stays set up at the ship's side, or else by wood shores securely heeled against the permanent structure of the ship, such as frames or stringers at the ship's side, hatch coamings, girders, pillars, &c., but not against the plating.

(10) In all ships over 50 ft. in breadth it is strongly recommended that, instead of wood shores, steel-wire-rope stays be fitted for supporting the shifting-boards.

All wood shores must be of good sound timber in a single piece.

(11) The size of the shores required is based on the area of the boards to be supported, thus :—

The length of shores may in ordinary cases be taken as equal to half the registered breadth of the vessel less one foot.

S = spacing of shores fore and aft.

D = registered depth (reduced aft by the height of tunnel above floors).

N = number of shores in depth.

$$\text{Area per shore} = \frac{S \times D}{N + 1}$$

(12) Convenient standard sizes of rectangular shores, as follows, may be taken as the minimum permissible sizes :—

Length of Shores.	Minimum Size.
Up to and not exceeding 16 ft. . . . .	6 × 4
Over 16 ft. and not exceeding 20 ft. . . . .	6 × 6
Over 20 ft. . . . .	8 × 6

Shores 24 ft. and over must be bridged, and no shores to be spliced.

(13) Where difficulties and delays might be experienced in procuring scantlings as above, shores of lesser scantling may be sanctioned, provided the area supported is reduced in proportion as may be prescribed by the Surveyor. Where vessels are already fitted with shores of lesser scantlings than prescribed by the above, the Surveyor may sanction the continued use of these, provided the timber is in good condition and the area supported is reduced as may be prescribed by the Surveyor and approved by the Marine Department.

(14) Vertical spacing of shores. The uppermost shore is to be within 18 in. of the top of uprights approximately in a line with the lower edge of hatch-coamings and heeled against hatch-coamings or girder; every succeeding shore is to be spaced 7 ft. apart vertically measured from the uppermost shore down, except that 8 ft. may be accepted between the lowest shore and heel support. Shores may be heeled on the permanent floors or ceilings provided that cleats or cants are used of sufficient dimensions to distribute the load over several planks.

(15) The angle between any shore and the surface to be supported must not exceed 45° from the horizontal.

(16) When shore is set at an angle exceeding 10° from the horizontal the next larger size of shore to that required by its length must be used.

(17) Uprights should be cleated to the floor or ceiling where fitted, and when the upright is not securely housed at the top the upper supporting shore should not be more than 18 in. down from the deck or top of the upright.

(18) When either the hold or 'tween decks are fitted with tiers of closely spaced pillars these may be utilized for supporting the shifting-boards, provided that they are of the approved size of deck-beam pillars.

(19) When the pillars are not reeled or staggered to support both sides of the shifting-boards, additional support must be given by hook or U clamps spaced 6 ft. apart.

(20) When wire stays are used in lieu of shores for either permanent or non-permanent fittings, the following minimum sizes will be required :—

- (a) 3 in. flexible steel-wire-rope stays, fitted horizontally.
- (b)  $1\frac{1}{4}$  in. rigging screws, which preferably should be fitted at the side of the ship for convenience and easy access for tightening.
- (c) 1 in. shackles.
- (d)  $1\frac{1}{4}$  in. screw bolts through wood or angle-bar uprights.
- (e) Four  $\frac{7}{8}$  in. nut and screw bolts, for securing the wood uprights or steel angle bars together.
- (f) 1 in. eyeplates, efficiently riveted to side stringers or frames, or 1 in. shackle through frame.

(21) Where no special arrangements are made for grain-tight filling between the beams, wood filling-pieces the same thickness as the shifting-boards must be fitted grain-tight between the beams, and must be secured in place by cleats at both ends and fitted both sides. The cleats are to be at least 2 in. by 4 in., and must extend the full depth of the filling-piece and as much again below, and be securely nailed or spiked to the shifting-boards and filling-pieces.

(22) Where permanent steel uprights and wire stays are fitted which have been approved by the Board of Trade or any authority administering regulations approved by the Board of Trade, the maximum unsupported span allowed for boards of various thicknesses is as follows :—

Thickness.	Span.	Housing of Bulkheads.
$2\frac{1}{2}$ in. planks ..	Unsupported span, 12 ft.	3 in.
3 in. planks ..	Unsupported span, 13 ft.	3 in.

(23) Where steel uprights are secured as approved at both head and heel one wire stay on each side of each upright will be accepted in holds 20 ft. and under in depth, to be placed approximately one-third down from under deck. Over 20 ft. two wire stays on each side of each upright will be required, the upper stays to be placed approximately one-quarter down from under deck and the lower stays at half-depth of hold. In after holds depth to be measured to tunnel-top.

(24) The following dimensions are recommended for angle-bar uprights :—

Each upright to consist of four angle bars 4 in. by 4 in. by 0.40 and steel plate  $11\frac{1}{2}$  in. by 0.50 riveted to form one complete structure allowing 4 in. housings on both forward and aft sides; equivalent brackets riveted to head and heel of uprights, each to take five  $\frac{7}{8}$  in. bolts with corresponding lugs and/or angles on tank-top, tunnel-top, and hatch-webs.

CONSTRUCTION OF FEEDERS AND WOOD BULKHEADS.

10. (1) The walls of trunk feeders and wood bulkheads must be of sufficient strength to withstand the pressure due to the head of grain contained, and must be made grain-tight.

(2) Trunk feeders in the 'tween decks constructed in the hatchways must be made grain-tight around the hatch-coamings and hatch-beams.

(3) Ships having one or more decks with one continuous hold forward and/or one continuous hold aft with two hatches to each hold shall have a well-constructed bulkhead extending from side to side of the ship between the two hatches to divide the space.

(4) Thwart ship bulkheads in holds for partitioning holds or reserve bunkers shall be constructed of planks not less than 3 in. in thickness, efficiently stiffened and shored.

(5) Trunk feeders in the 'tween decks fitted in the hatchways may be constructed of planks worked vertically of a minimum thickness of 2 in. When the vertical unsupported span exceeds 8 ft. thicker planks must be used, or increased stiffening must be fitted, as the Surveyor may require.

(6) Where more convenient, feeders may be constructed of studding and lined with grain-tight boards 2 in. or two 1 in. layers of shiplap, laid horizontally with broken joints. Studding where possible should be placed inside the hatch-coamings and must be not less than 4 in. by 6 in. on edge spaced not more than 2. centres.

Wing feeders are to be constructed in a similar manner. Feeders already erected may be accepted if such feeders are equal from a structural standpoint to specifications as outlined.

(7) Engine-room and stokehold bulkheads and donkey recesses where subjected to heat must be sheathed with wood and made grain-tight. An air-space of at least 6 in. should be left between the bulkhead and the sheathing, and a box trunk ventilator 6 in. by 8 in. should be provided from the top of the air-space to a ventilator or hatchway, or other equal and approved means of ventilation adopted.

(8) Sheathing should be supported on vertical wood runners spaced not less than 2 ft. centres and should consist of 2 in. planks or two thicknesses of 1 in. boards laid to break joint.

#### PART IV.—LOADING AND STOWAGE.

##### LOADING.

11. (1) In these regulations "steamship" includes any vessel propelled wholly or in part by steam or by any machinery or power other than sails or oars.

##### *Single-deck Steamships.*

(2) (a) Single-deck steamships with high hatch-coaming may load full cargoes of grain in bulk below deck. The hatch-coamings may be used as feeders provided they contain not less than 2 per cent. of the capacity of the hold they are designed to feed and are so placed that they are capable of feeding the centre and both ends of such hold.

(b) Where no provision is made for feeding the hold the bulk grain must be secured by four heights of bagged grain laid on a suitable platform on top of the grain in bulk.

(c) Grain in bags may be carried above deck in deck erections when complying with regulations *re* shifting-boards and dunnage.

##### *Two-deck Steamships.*

(3) (a) Two-deck steamships may carry bulk grain to the full capacity of all lower holds, provided properly constructed feeders are fitted in the hatches and trunked in the 'tween decks, and, if necessary, with supplementary feeders as required by Regulation 12 (4). Such feeders shall contain not less than 2½ per cent. and not more than 8 per cent. of the capacity of the hold they are designed to feed, and be so placed that they are capable of feeding the centre and both ends of such hold.

(b) All other grain in the 'tween decks and/or deck erections must be in bags, complying with regulations affecting shifting-boards and dunnage.

##### *Two-deck Steamships with Bridge Deck or Bridge and Poop combined.*

(4) Two-deck steamships having a bridge deck or bridge and poop combined, constituting in each case a third deck over a partial length of vessel, may carry bulk grain in the lower 'tween decks in that part of vessel where there are three decks, providing properly constructed feeders are erected between the uppermost and second decks to efficiently feed the bulk grain in the respective 'tween decks and lower holds—as in the case of three-deck steamships.

##### *Three-deck Steamships.*

(5) (a) Three-deck steamships may carry bulk grain to the full capacity of all lower holds and lower 'tween decks, provided properly constructed midship feeders are fitted trunked in the upper 'tween decks, and the third deck down is fitted with proper trimming-hatches suitably placed to feed the wing spaces and ends of the holds. If the third deck down is fitted with proper trimming-hatches the lower hold and the lower 'tween decks may be considered as one hold and loaded accordingly. All hatches and trimming-hatch covers on the third deck down are to be left off. The feeders shall contain not less than 2½ per cent. and not more than 8 per cent. of the combined capacity of the lower holds and 'tween decks which they are designed to feed.

(b) Lower holds and lower 'tween decks when loaded to capacity may be loaded as separate compartments, provided that properly constructed feeders are erected in both upper and lower 'tween decks to efficiently feed the bulk grain in both the lower holds and lower



'tween decks independently. The feeders shall contain not less than  $2\frac{1}{2}$  per cent. and not more than 8 per cent. of the compartments they are designed to feed.

(c) All other grain in the upper 'tween decks and/or erections must be in bags and have shifting-boards fitted.

(d) *Deep Tanks.*—A vessel loading part cargo of bulk grain not exceeding two-thirds of the total cargo-carrying capacity of such vessel will not be required to have a feeder for the deep tank, provided the deep tank is divided by a steel centre longitudinal bulkhead and that the bulk grain is well stowed, the tank completely filled, and hatch-covers secured. Feeders will be required over deep tanks for vessels loading in excess of this quantity.

#### STOWAGE.

12. (1) In loading, the grain shall be properly stowed, trimmed, and secured.

(2) Feeders must be suitably arranged as far as possible to feed the different parts of the holds or compartments, and when this can be done in ships of ordinary proportions minimum capacity of feeders in 'tween deck vessels is not to be less than  $2\frac{1}{2}$  per cent. and not more than 8 per cent. of the capacity of the holds which they are designed to feed, and in the case of single-deck vessels the minimum capacity of the deep hatch-coamings is not to be less than 2-per-cent. capacity of the holds.

(3) Capacity of feeders is to be the net internal capacity after allowing for shifting-boards, shores, or hatch-beams measured above the line of the deck to the top of the feeder.

If the depth of the hatch end-beams or coamings exceeds 15 in., special means must be adopted to allow the grain to pass from the feeders to the holds. When the depth is 16 in., 2 in. in diameter, and when 18 in.,  $3\frac{1}{2}$  in. in diameter, feeding-holes are sufficient when spaced not more than 2 ft. apart.

(4) In ships fitted with 'tween decks, should the distance in the lower holds between the forward and after bulkheads in such hold and the nearest end of the hatchway feeder exceed 25 ft. (unless in the opinion of the Surveyor the distance should be less) the vessel must have a supplementary feeder provided on each side of the 'tween decks forward and aft to feed the space in the hold below; the size of the supplementary feeder to be prescribed by the Surveyor: Provided that if supplementary feeders to the lower holds are not fitted the grain in the end spaces shall be levelled off and a proper platform provided and four tiers of bagged grain stowed on the platform to within 25 ft. of the end of the main feeder. This rule shall apply to the lower 'tween decks in the case of three-deck vessels when this compartment and the hold are loaded as one compartment.

(5) When bulk grain does not completely fill the compartment in which it is carried and is secured by bagged grain or other suitable cargo laid on top of the grain in bulk, such bagged grain or other cargo shall be supported on platforms laid on the bulk grain and so stowed as to prevent the grain from shifting.

(6) Platforms to consist of thwartship bearers spaced not more than 4 ft. apart and 1 in. boards laid fore and aft spaced not more than 4 in. apart.

(7) Vessels carrying parcels of grain in bulk in the lower holds exceeding one-third of the capacity of such holds must have shifting-boards to the top of the grain, and the bulk grain must be covered with platforms as afore described before any other cargo is stowed over it. When a partially loaded vessel does not carry other cargo to secure the bulk grain shifting-boards must be fitted and the grain be levelled off and covered with a suitable platform, upon which shall be stowed not less than four tiers of bagged grain.

(8) Partially loaded vessels proceeding to another port in New Zealand to pick up additional cargo to be laid on the bulk grain may proceed to such ports without securing the bulk grain as required by the preceding subregulation, provided it is secured to the satisfaction of the Surveyor.

(9) Bagged grain stowed in the lower holds shall be secured by longitudinal shifting-boards to extend from the beams at least 4 ft. down from the lower edge of beams, such shifting-boards to be laid with not more than 4 in. between their edges and to be supported by uprights and shores spaced the same distances as laid down for bulk grain.

(10) Shifting-boards securing bagged grain in 'tween-deck compartments and deck erections to extend from deck to under-side of beams, edges to be not more than 4 in. apart and supported in the manner laid down for bulk grain.

(11) Bagged-grain cargo stowed on iron or on steel decks is to be properly dunnaged.

(12) Where cargo battens are not fitted bagged-grain cargo must be properly dunnaged from the ship's side.

(13) When grain cloths of approved quality are laid over the ceilings covering water-ballast tanks to the approval of the Surveyor the caulking of the seams of the ceilings or the coverings of the seams with battens may be dispensed with.

(14) In the case of vessels of modern construction with specially heavy ballast-tank top plating in good condition without wooden ceiling, certificates may be granted to load bulk grain, provided the bilges and watercourses in the wings are sufficiently deep and that proper precautions are taken against overflow from the bilges and leakage from manhole covers, air and sounding pipes, &c.

(15) Subregulations (11) and (12) of this regulation shall not apply to vessels loading cargoes of bulk grain when the grain in 'tween decks is bagged to comply with Regulation 11 (3) (b) only and which will ultimately be discharged in bulk; in which cases dunnage and vertical battens over 'tween-deck sparing may be dispensed with. This not to affect in any way the requirements for protecting cargoes or consignments of bagged grain.

#### PART V.—LIGHT GRAIN.

13. (1) Light grain may be carried in bulk in all 'tween decks and lower holds subject to the requirements laid down in Regulations 8, 9, 10, 11, and 12.

Hatch-webs and fore-and-afters to be secured in place.

(2) *Feeders.*—(a) For single-deck steamships Regulation 11 (2) will apply.

(b) For steamships having two decks grain-tight feeders in accordance with Regulation 10 are to be erected in hatches and trunked in 'tween decks to feed the lower holds and to contain not less than 2½ per cent. and not more than 8 per cent. of the capacity of the holds they are designed to feed.

These trunk feeders must not interfere with or decrease the 2 per cent. which is required to be carried within the hatch-coamings to feed the 'tween decks.

(c) For steamships having three decks regulations as outlined for feeders in two-deck vessels shall apply; such feeders are to be erected in the upper 'tween decks to feed the lower 'tween decks and lower holds. The hatches and trimming-hatches in lower 'tween decks to be left off.

(3) Light grain may be loaded in bulk in 'tween decks over heavy grain in lower holds, provided that the above regulations are observed, and that proper separation is made.

(4) In steamships where 'tween decks and/or shelter decks are not subdivided, bulkheads are to be constructed as per Regulation 10 (4), to divide such shelter or 'tween decks into compartments of a maximum length of not exceeding 70 ft.

(5) All grain in poop, peaks, or bridge space must be in bags; regulations for shifting-boards and dunnage must be complied with.

#### PART VI.—SAFETY.

##### SECURITY OF HATCHES.

14. (1) Surveyors shall pay special attention to the security of hatchways and other weather-deck openings; they shall satisfy themselves that the hatch-covers and their supports are in good condition, and that the steamer is provided with good and sufficient tarpaulins, cleats, and wedges to enable the hatches to be properly battened down.

##### FREEBOARD.

(2) The freeboard of all ships laden with grain shall not be less than that assigned under the laws of the country in which they are registered.

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

*Regulations under the Naval Defence Act, 1913, amended.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present :

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

**I**N pursuance and exercise of the powers and authorities conferred on him by section twenty-five of the Naval Defence Act, 1913, and of all other powers and authorities enabling him in that behalf, the Governor-General, with the advice of the Executive Council, doth hereby amend and supplement the regulations referred to in the Schedule hereto as shown therein.

SCHEDULE.

REGULATIONS FOR THE GOVERNMENT AND PAYMENT OF THE NEW ZEALAND DIVISION OF THE ROYAL NAVY.

**Chapter V.—Leave : Men.—Article 93, paragraph 4.**—Cancel last four lines, and substitute—

“ When a man is discharged as above, he should not be required to rejoin his ship and, provided he is eligible under Article 286, is to be issued, on proceeding on leave, with a single travelling-warrant at public expense.”

**Chapter VIII.—Extra Pay and Allowances not in the Nature of Full Pay.**—Add new Article—

“ **178. Living under Canvas.**—When officers and men are engaged in field training, service at rifle ranges, or other duty which necessitates their living under canvas, they may be paid allowances for each night spent under canvas, calculated at half the rates of extra pay, Class I, laid down in Article 161.

“ The authority of the Commodore Commanding is to be obtained in each case before payment is made, and is to be forwarded to Navy Office with the ledger in which the allowance is credited.”

Article 178 to have effect from 1st January, 1933.

**Chapter XI.—Passages.—Article 262.**—Cancel paragraph 4.

**Chapter XII.—Travelling-expenses, Subsistence, Lodging, and Provision Allowances.—Article 286.**—Add to first paragraph—

“ The home of a rating is to be regarded for this purpose as the place at which he was resident on entry, or such other place, not more distant, at which he may intend to reside. If particulars of residence on entry are not available locally, application should be made to Navy Office.

“ Where the rating to be discharged was not entered in New Zealand, e.g., an Imperial rating transferred permanently to the New Zealand Division, he should be regarded as having been resident at Auckland.

“ Loan ratings are ineligible for a free travelling-warrant on final discharge in New Zealand.”

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

*Directing Sale of Railway Land at Te Rapa, under the Public Works Act, 1928.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present :

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

**W**HEREAS by the thirty-fifth section of the Public Works Act, 1928 (hereinafter termed “ the said Act ”), it is enacted that if it is found that any land held, taken, purchased, or acquired at any time under this or any other Act or Provincial Ordinance, or otherwise howsoever, for any public work is not required for such public work, the Governor-General may, by Order in Council publicly notified and gazetted, cause the same to be sold under the conditions set forth in 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 upon him by the said Act, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby order and direct the sale of the said land described in the Schedule hereto.

SCHEDULE.

APPROXIMATE areas of the pieces of land :—

A.	R.	P.	
4	3	25	Part Railway Reserve, Conveyance 77718.
0	3	21.86	Part Railway Reserve, Conveyance 77718.

Portions of Allotment 215, Pukete Parish, Block XIII, Komakorau Survey District, Waipa County. (S.O. 26884 blue and 27044 blue.)

In the Auckland Land District; as the same are more particularly delineated on the plans marked L.O. 2459 and L.O. 2545, deposited in the office of the Government Railways Board at Wellington, and thereon coloured yellow.

(L.O. 1411.) F. D. THOMSON,  
Clerk of the Executive Council.

*Domain Board appointed to have Control of the Templeton Domain.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by section forty-four of the Public Reserves, Domains, and National Parks Act, 1928, 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 appoint

Morgan Evans,  
James Leslie,  
Cornelius Frederick Richards,  
Thomas Alvin Guy,  
John Alexander Crawford,  
Thomas Chappell,  
Edward Ernest Cunneen,  
Andrew Richard Carter, and  
George Alexander Kissel

to be the Templeton Domain Board, having control of the land described in the Schedule hereto; and doth hereby appoint Monday, the twenty-ninth day of May, one thousand nine hundred and thirty-three, at half-past seven o'clock p.m., as the time when, and the Islington Hall, Islington, as the place where, the first meeting of the Board shall be held.

SCHEDULE.

CANTERBURY LAND DISTRICT.—TEMPLETON DOMAIN.

RESERVE 2351, Block IX, Christchurch Survey District: Area, 106 acres 1 rood, more or less.

Reserve 2418, Block IX, Christchurch Survey District: Area, 122 acres 3 roods, more or less.

Reserve 4146, Block XIII, Christchurch Survey District: Area, 5 acres, more or less.

Reserve 4147, Block XVI, Rolleston Survey District: Area, 6 acres, more or less.

Reserve 4148, Block IX, Christchurch Survey District: Area, 5 acres, more or less.

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

(L. and S. 1/158.)

*Domain Board appointed to have Control of the Ataahua Domain.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by section forty-four of the Public Reserves, Domains, and National Parks Act, 1928, 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 appoint

Keith Holman Parkinson,  
Frank Coop,  
Ityd Leonard Mautai Coop,  
Cyril Ellesmere Gray, and  
George Martin Turrell

to be the Ataahua Domain Board, having control of the land described in the Schedule hereto; and doth hereby appoint Saturday, the eighth day of July, one thousand nine hundred and thirty-three, at half-past two o'clock p.m., as the time when, and the Ataahua Domain as the place where, the first meeting of the Board shall be held.

SCHEDULE.

CANTERBURY LAND DISTRICT.—ATAAHUA DOMAIN.

RESERVE 3705, Block III, Ellesmere Survey District: Area, 5 acres 3 roods 39 perches, more or less.

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

(L. and S. 1/96.)

*Revoking Order in Council of the 28th July, 1930, licensing the Dargaville Sawmilling Co., Ltd., to use and occupy a Part of the Foreshore and Land below Low-water Mark at Awakino Creek, in the Wairoa River, Kaipara Harbour, as a Site for Timber-booms.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

WHEREAS by Order in Council dated the twenty-eighth day of July, one thousand nine hundred and thirty, and published in the *Gazette* of the thirty-first day of the same month, at page 2298, the Dargaville Sawmilling Company, Limited (hereinafter called "the company"), was licensed to use and occupy a part of the foreshore and land below low-water mark at Awakino Creek, in the Wairoa River, Kaipara Harbour, as a site for timber-booms, for a term of fourteen years:

And whereas the company has removed the said timber-booms from the site, and have applied to have the hereinbefore-recited license revoked, and it is desirable to revoke the same:

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 the Harbours Act, 1923, 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 revoke the hereinbefore-recited Order in Council of the twenty-eighth day of July, one thousand nine hundred and thirty, as from the first day of April, one thousand nine hundred and thirty-three.

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

*The Western Side generally of Portion of the Dunedin-Port Chalmers Main Highway, in the Borough of West Harbour, exempted from the Provisions of Section 128 of the Public Works Act, 1928, subject to a Condition as to the Building-line.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Act, 1928, 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 West Harbour Borough Council on the first day of September, one thousand nine hundred and thirty-one, the portion of street affected by such resolution being more particularly described in the Schedule hereto, viz.:

"The West Harbour Borough Council, being the local authority having control of the streets in the Borough of West Harbour, by resolution, declares that the provisions of section one hundred and twenty-eight of the Public Works Act, 1928, shall not apply to that portion of street known as Dunedin-Port Chalmers Highway, adjoining part of Sections 33 and 35, Sawyers Bay Survey District"; subject to the condition that no building or part of a building shall at any time be erected on the land fronting the western side generally of the portion of the Dunedin-Port Chalmers Main Highway (described in the Schedule hereto), within a distance of thirty-three feet from the centre-line of the said portion of street.

SCHEDULE.

The western side generally of all that portion of street situated in the Otago Land District, Borough of West Harbour, known as the Dunedin-Port Chalmers Main Highway, fronting part Section 33, Sawyers Bay District. As the said portion of street is more particularly delineated on the plan marked P.W.D. 85561, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

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

(P.W. 51/1800.)

*The Western Side of Portion of Frankley Road and the Northern and Eastern Sides of Portions of Unnamed Roads in the County of Taranaki exempted from the Provisions of Section 128 of the Public Works Act, 1928, subject to a Condition as to the Building-line.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred by the Public Works Act, 1928, 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 Taranaki County Council on the third day of April, one thousand nine hundred and thirty-three, the portions of roads affected by such resolution being more particularly described in the Schedule hereto, viz. —

“That the Taranaki County Council, being the local authority having control of the roads in the County of Taranaki, by resolution declares that the provisions of section one hundred and twenty-eight of the Public Works Act, 1928, shall not apply to those portions of the Frankley Road fronting part Section 492, Grey District, Block IX, Paritutu Survey District, nor to that portion of the unnamed roads having a frontage to the aforesaid part Section 492, Block IX, Paritutu Survey District, as more particularly delineated on plan prepared by Mr. William Laing, Registered Surveyor, and dated the eleventh day of January, one thousand nine hundred and thirty-three”;

subject to the condition that no building or part of a building shall at any time be erected on the land fronting the western side of the portion of Frankley Road or fronting the northern and eastern sides of the portions of unnamed roads (described in the Schedule hereto), within a distance of thirty-three feet from the centre-line of the said portions of roads.

SCHEDULE.

THE western side of all that portion of road, situated in the Taranaki Land District, County of Taranaki, known as Frankley Road, fronting parts Section 492, Grey District, Block IX, Paritutu Survey District.

Also the northern side of all that portion of unnamed road, situated in the said Land District and County, fronting part Section 492, Grey District, Block IX, Paritutu Survey District.

Also the eastern side of all that portion of unnamed road, in the said Land District and County, fronting part Section 492, Grey District, Block IX, Paritutu Survey District.

As the said portions of roads are more particularly delineated on the plan marked P.W.D. 85508, deposited in the office of the Minister of Public Works at Wellington, and thereon coloured red.

F. D. THOMSON,

Clerk of the Executive Council.

(P.W. 51/1761.)

*Order in Council varying the Conditions in respect of Portion—viz., £347,200—of the New Plymouth Borough Council's Loan of £553,000 by prescribing Repayment on the Instalment-repayment System.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

WHEREAS by Order in Council made on the twenty-fourth day of August, one thousand nine hundred and thirty-two (hereinafter called “the first order”), and subject to the determinations therein set out, consent was given to the raising by the New Plymouth Borough Council (hereinafter called “the said local authority”) of the sum of five hundred and fifty-three thousand pounds (£553,000), by a loan therein referred to as Loans Repayment Loan, 1932, the full title of which is “The New Plymouth Borough Council Loans Repayment Loan, 1932, of £553,000” (hereinafter called “the said loan”):

And whereas by Order in Council made on the twenty-seventh day of March, one thousand nine hundred and thirty-three (hereinafter called “the second order”), and subject to the determinations therein set out which varied certain of the determinations set out in the first order, consent was given to the raising by the said local authority of a portion—viz., three hundred and seventy thousand six hundred pounds (£370,600)—of the said loan:

And whereas the said local authority desires to raise three hundred and forty-seven thousand two hundred pounds (£347,200) upon the terms of repayment hereinafter mentioned:

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, and in pursuance and exercise of the powers and authorities conferred on him by section eleven of the Local Government Loans Board Act, 1926, as set out in section twenty-nine of the Finance Act, 1932 (No. 2), and by section thirty-two of the Local Bodies' Loans Act, 1926, and of all other powers and authorities enabling him in this behalf, doth hereby vary the determinations set out in the second order by prescribing that the aforesaid sum of three hundred and forty-seven thousand two hundred pounds (£347,200) may be raised by the said local authority upon terms of making such sum, together with interest thereon, repayable by instalments extending over a period not exceeding twenty-six (26) years.

F. D. THOMSON,

Clerk of the Executive Council.

(T. 49/106/9.)

*Postal Regulations: “Householder” Circulars.*

BLEDISLOE, Governor-General.

ORDER IN COUNCIL.

At the Government Buildings at Wellington, this 22nd day of May, 1933.

Present:

THE RIGHT HON. J. G. COATES PRESIDING IN COUNCIL.

IN pursuance and exercise of the powers conferred on him by the Post and Telegraph Act, 1928, 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 on the twentieth day of July, one thousand nine hundred and thirty-one, and published in the *Gazette* on the twenty-third day of the same month, at page 2145, with respect to “Householder” circulars, and in lieu thereof doth make the regulations set forth in the Schedule hereto, and doth declare that such revocation shall take effect and the regulations hereby made shall apply in respect of “Householder” circulars posted on and after the first day of June, one thousand nine hundred and thirty-three.

SCHEDULE.

CIRCULARS or other printed matter and samples, whether enclosed in covers or not, either unaddressed or addressed merely by designation to a class of persons to whom delivery is to be made, such as “The Householder” (with or without a place of delivery), may be prepaid in cash, when the postage is not less than 10s., at the rate for each postal packet of  $\frac{1}{2}$ d. for each 2 oz. or fraction thereof.

In cases in which 100,000 or more “Householder” circulars from one sender are posted at one time, the postage rate for each circular shall be reduced by 25 per cent. A single posting of more than 75,000 and less than 100,000 circulars shall be charged as for 100,000. A posting of more than 75,000 circulars may be spread over a period not exceeding twelve months without disqualifying the sender from enjoying the benefit of the concession. When the posting is spread over a period, however, postage must be paid at the rate applicable until 75,000 circulars have been posted. After 75,000 have been posted, a further posting or postings not exceeding 25,000 shall be accepted postage free, provided the further posting or postings are made within twelve months from the date of the initial posting.

Provided the circulars bear the inscription “Postage Paid,” the special permit required under the “Prepayment of Postage in Cash” system shall not require to be obtained for “Householder” circulars.

Circulars posted in accordance with these regulations but not delivered may be recovered by the person or firm posting them.

F. D. THOMSON,

Clerk of the Executive Council.

*Appointment of Cemetery Trustees revoked: Karamea Public Cemetery.—(H.C. 108.)*

BLEDISLOE, Governor-General.

IN pursuance and exercise of the powers and authorities vested in me by the Cemeteries Act, 1908, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby revoke the several Warrants set out in the First Schedule hereto, appointing Trustees for the Karamea Public Cemetery, as described in the Second Schedule hereto.

FIRST SCHEDULE.

Date of Warrant.	Date of Gazette.
17th June, 1886 .. ..	24th June, 1886.
27th June, 1908 .. ..	2nd July, 1908.
10th October, 1913 .. ..	16th October, 1913.
17th February, 1917 .. ..	22nd February, 1917.
24th August, 1921 .. ..	25th August, 1921.

SECOND SCHEDULE.

KARAMEA PUBLIC CEMETERY.

ALL that area containing 20 acres, more or less, being Section 33, Block XIV, Oparara Survey District, Nelson Land District.

As witness the hand of His Excellency the Governor-General, this 27th day of May, 1933.

J. A. YOUNG, Minister of Health.

*Establishing Children's Court at Ruatoria.*

BLEDISLOE, Governor-General.

IN pursuance and exercise of the powers and authorities conferred upon me by the Child Welfare Act, 1925, I, Charles, Baron Bledisloe, Governor-General of the Dominion of New Zealand, do hereby establish for the purposes of the said Act a Children's Court at Ruatoria; and I do hereby further declare that the said Court shall have jurisdiction within the North Island of New Zealand.

As witness the hand of His Excellency the Governor-General, this 27th day of May, 1933.

JOHN G. COBBE, Minister of Justice.

*Approving of Testing Officer under the Motor-drivers Regulations, 1931.*

IN terms of Regulation 5 of the Motor-drivers Regulations, 1931, I, Joseph Gordon Coates, Minister of Transport, do hereby approve, until further notice, of the person named in column 2 of the Schedule hereunder being Testing Officer under the said regulations for the local authority described in column 1 of the said Schedule.

SCHEDULE.

Column 1.	Column 2.
Matakaoa County Council ..	D. J. McNaught, County Officer, Te Araroa.
Dated at Wellington, this 30th day of May, 1933.	
J. G. COATES, Minister of Transport.	
(T.T. 9/4.)	

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

Department of Internal Affairs,  
Wellington, 30th May, 1933.

IT 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 undermentioned persons have been appointed Rangers under and for the purposes of that Act for the undermentioned districts respectively:—

Name.	Address.	Acclimatization District.
Shepherd, James ..	Whenuapai ..	Auckland.
Murfit, Ernest Edward ..	Wayby ..	Auckland.
Hunter, Lindsay Horatio ..	Patetonga ..	Auckland.
McGill, James ..	Arapuni ..	Auckland.
Kehoe, Richard Henry ..	Otiaka Valley, Whangarei ..	Bay of Islands.
Wright, George ..	Kohukohu ..	Bay of Islands.
Ashdown, Alfred Ernest ..	Matawai ..	East Coast.
Jones, Lance ..	Waeregaahika ..	East Coast.
Morice, Geoffrey Hamilton ..	Tahunga ..	East Coast.
Powell, Walter Leighton ..	Dargaville ..	Hobson.
Lines, William Morrison ..	Puniwhakau ..	Stratford.
Savage, Ernest Edward ..	New Plymouth ..	Taranaki.

J. A. YOUNG, Minister of Internal Affairs.  
(I.A. 1933/35/35.)

*Trustees for Public Cemeteries appointed.—(H.C. 110.)*

Department of Health,  
Wellington, 18th May, 1933.

HIS Excellency the Governor-General has, in pursuance of section 4 of the Cemeteries Act, 1908, been pleased to appoint trustees for Public Cemeteries as follows:—

The Ven. Archdeacon Oliver James Kimberley to be a trustee in place of John Brown, whose seat has become vacant by death, to provide for the maintenance and care of the Omaka Public Cemetery;

George Weir

to be a trustee in place of James Haldane, whose seat has become vacant by death, to provide for the maintenance and care of the Waikawa Public Cemetery.

J. A. YOUNG, Minister of Health.

*Consul-General of Sweden at Sydney appointed.*

Department of Internal Affairs,  
Wellington, 27th May, 1933.

HIS Excellency the Governor-General directs it to be notified that the appointment of

Carl Otto David von Dardel, Esquire,

as Consul-General of Sweden at Sydney, with jurisdiction over New Zealand, has been recognized.

J. A. YOUNG,  
Minister of Internal Affairs.

(I.A. 1933/60/3.)

*Coroner resigns.*

Department of Justice,  
Wellington, 29th May, 1933.

HIS Excellency the Governor-General has been pleased to accept the resignation by

Timothy Healey, Esquire, J.P.,

of Maungaturoto, of his appointment as a Coroner for the Dominion of New Zealand.

JOHN G. COBBE, Minister of Justice.

*Member of Licensing Committee appointed.*

Department of Justice,  
Wellington, 31st May, 1933.

HIS Excellency the Governor-General has been pleased to appoint

Thomas Borthwick McNeil, Esquire, S.M.,

to be a Member of the Licensing Committee for the District of Hutt, vice J. G. L. Hewitt, Esquire, S.M.

JOHN G. COBBE, Minister of Justice.

*Justices of the Peace appointed.*

Department of Justice,  
Wellington, 31st May, 1933.

HIS Excellency the Governor-General has been pleased to appoint

Arthur James Hartley-Kirkham, Esquire, of Aorangi, County Waiapu, and  
Arnold Beetham Williams, Esquire, of Te Puia Springs, County Waiapu,

to be Justices of the Peace for the Dominion of New Zealand.

JOHN G. COBBE, Minister of Justice.

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

Registrar-General's Office,  
Wellington, 30th May, 1933.

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:—

Name.	District.
Harold Albert Perfect ..	Mercer.
Maurice Daniel Hunter ..	Maungaturoto.
William Fred Cobb ..	Ashburton.

R. P. WARD, Registrar-General.

*Registrars of Births and Deaths of Maoris appointed.*

Registrar-General's Office,  
Wellington, 30th May, 1933.

IT is hereby notified that the undermentioned person has been appointed Registrar of Births and Deaths of Maoris at the place set opposite his name, viz. :—

Name.	Place.
Harold Albert Perfect	Mercer.

R. P. WARD, Registrar-General.

*Appointment in the Public Service.*

Office of the Public Service Commissioner,  
Wellington, 1st June, 1933.

THE Public Service Commissioner has made the following appointment in the Public Service :—

George Henry Loney, Esquire,

to be Government Printer, as from the 1st day of June, 1933.

T. MARK, Secretary.

*Appointments in the Public Service.*

Office of the Public Service Commissioner,  
Wellington, 29th May, 1933.

THE Public Service Commissioner has made the following appointments in the Public Service :—

Felix Herbert Waters

to be Commissioner of Crown Lands and Chief Surveyor for the Taranaki Land District for the purposes of the Land Act, 1924, as from the 26th day of May, 1933 ;

William David Armit

to be Commissioner of Crown Lands for the North Auckland Land District for the purposes of the Land Act, 1924, as from the 27th day of May, 1933 ;

George Smeaton Clark

to be Clerk of the Magistrates' Court at Huntly for the purposes of the Magistrates' Courts Act, 1928, as from the 15th day of May, 1933 ;

Sergeant Duncan Wilson

to be Clerk of the Magistrates' Court at Lyttelton for the purposes of the Magistrates' Courts Act, 1928, as from the 17th day of May, 1933 ;

Ronald Gregory Durney

to be Registrar of Marriages and Registrar of Births and Deaths for the District of Taupo, and Registrar of Births and Deaths of Maoris at Taupo, as from the 18th day of May, 1933 ;

William John Hogan

to be Registrar of Marriages and Registrar of Births and Deaths for the District of Dunstan, as from the 17th day of May, 1933 ;

Roland Yorke Boyes

to be Registrar of Marriages and Registrar of Births and Deaths for the District of Eketahuna, as from the 19th day of May, 1933 ;

Mary Dillon (Miss)

to be Registrar of Births and Deaths of Maoris at Jerusalem, as from the 1st day of April, 1933 ;

Edward Henry Nepia

to be Registrar of Births and Deaths of Maoris at Horoera, as from the 14th day of March, 1933 ;

Leonard Victor Wordsworth

to be Registrar of Births and Deaths of Maoris at Pamoana, as from the 22nd day of May, 1933 ;

Robert Henry Arnold Shutt

to be Registrar of Births and Deaths of Maoris at Paparore, as from the 1st day of February, 1933 ;

Lennox Fisken Thomson

to be Registrar of Births and Deaths of Maoris at Reporua, as from the 1st day of February, 1933 ;

Leslie Merrit Perry

to be Registrar of Births and Deaths of Maoris at Whakapara, as from the 22nd day of May, 1933 ;

William Ross Edwards

to be Registrar of Births and Deaths of Maoris at Whangaparaoa, as from the 13th day of March, 1933.

T. MARK, Secretary.

*Commissioner of the Supreme Court appointed.*

NOTICE.

LEONARD NEWMAN POOLE, Esquire, of Sydney, New South Wales, a Solicitor of the Supreme Court of New South Wales, has this day been appointed by the Right Honourable Sir Michael Myers, P.C., K.C.M.G., Chief Justice of New Zealand, a Commissioner of the Supreme Court of New Zealand in New South Wales under the 47th section of the Judicature Act, 1908, for the purpose of administering and taking all such oaths, affidavits, and affirmations as in the said section mentioned.

Dated at Wellington, this 26th day of May, 1933.

W. W. SAMSON,  
Registrar, Supreme Court, Wellington.

*Classification of Streets in Rotorua Borough.*

IN pursuance and exercise of the powers conferred on me by the Transport Department Act, 1929, and the Heavy Motor-vehicle Regulations, 1932, I, Joseph Gordon Coates, Minister of Transport, do hereby approve of the Rotorua Borough's proposed classification of the streets described in the Schedule hereto, and situated in Rotorua Borough.

SCHEDULE.

ROTORUA BOROUGH.

STREETS classified in Class Four : Available for the use thereon of any heavy motor-vehicle (other than a multi-axled heavy motor-vehicle) which with the load it is carrying weighs not more than 4½ tons, or any multi-axled heavy motor-vehicle which with the load it is carrying weighs not more than 6½ tons :—

Hamilton-Rotorua Main Highway No. 18 (Lake Road) from the borough boundary to Tutanekai Street ;

Rotorua-Whakatane Main Highway No. 24 (Wairoa Road) from Fenton Street to the borough boundary ;

Rotorua-Napier Main Highway No. 18 (portion of Fenton Street and Hemo Road) from Froude Street to the borough boundary ;

Malfroy Road from the intersection of Ranolf Street to the borough boundary ;

Old Taupo Road from the borough boundary on the north side to the intersection of Hemo Road at the south end.

Dated at Wellington, this 25th day of May, 1933.

J. G. COATES, Minister of Transport.

(T.T. 10/210.)

*Land vested in the Christchurch City Council declared to be a Public Reserve.*

Department of Lands and Survey,  
Wellington, 27th May, 1933.

NOTICE is hereby given that the following resolution was passed by the Christchurch City Council, pursuant to section 5 of the Public Reserves, Domains, and National Parks Act, 1928, on the 10th day of April, 1933, due notice of intention to pass such resolution having been given in terms of the said section and no objection thereto received :—

"That the Christchurch City Council doth hereby declare that all that parcel of land, containing of admeasurement 1 rood 17½ perches, being Lot 23 on the deposited plan 2287, being the whole of the land comprised in certificate of title, Volume 300, folio 270, vested in it, be a public reserve within the meaning of the Public Reserves, Domains, and National Parks Act, 1928."

The land to which the foregoing resolution relates is delineated on the plan marked L. and S. 1/241, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered green.

E. A. RANSOM, Minister of Lands.

(L. and S. 1/241.)

*Notification of Approval of Rules, Waitaki Acclimatization Society.*

Department of Internal Affairs,  
Wellington, 26th May, 1933.

PURSUANT to the provisions of section 25 of the Animals Protection and Game Act, 1921-22, I hereby notify that two copies of the rules made by the Waitaki Acclimatization Society on the 26th day of January, 1933, have been forwarded to me, and were approved on the 26th day of May, 1933.

J. A. YOUNG,  
Minister of Internal Affairs.

(I.A. 1933/14/2.)

*Defence Rifle Club accepted.*

Wellington, 27th May, 1933.

HIS Excellency the Governor-General has been pleased to accept the services of the undermentioned Defence Rifle Club under section 43, Defence Act, 1909:—

Levin Defence Rifle Club, with headquarters at Levin.  
Dated 7th April, 1933.

JOHN G. COBBE, Minister of Defence.

*Stipendiary Magistrate authorized to exercise Jurisdiction in Children's Court.*

Department of Justice.

Wellington, 31st May, 1933.

HIS Excellency the Governor-General has been pleased to authorize

Wyvern Wilson, Esquire, S.M.,

to exercise jurisdiction in the Children's Court established at Auckland.

JOHN G. COBBE, Minister of Justice.

*Electrical Wiremen's Registration Act, 1925.—Results of Examination, March, 1933.*

PURSUANT to Regulation 4k of the Electrical Wiremen's Registration Regulations, 1929, notice is hereby given of the results of the examination held in March, 1933.

Examinations were held in the following centres:—

## WRITTEN PART.

	Candidates.	Passed.	Per Cent.
Auckland .. .. .	30	25	84
Christchurch .. .. .	19	13	68
Dunedin .. .. .	15	13	87
Gisborne .. .. .	6	5	83
Greymouth .. .. .	5	4	80
Hamilton .. .. .	9	4	44
Invercargill .. .. .	7	6	86
Kurow .. .. .	1	1	100
Masterton .. .. .	5	3	60
Napier .. .. .	6	5	83
Nelson .. .. .	1	1	100
New Plymouth .. .. .	7	3	43
Opotiki .. .. .	1	Nil	..
Paeroa .. .. .	5	2	40
Palmerston North .. .. .	8	6	75
Timaru .. .. .	3	2	67
Wellington .. .. .	20	11	55
Westport .. .. .	2	1	50
Whangarei .. .. .	1	1	100
Totals .. .. .	151	106	70

## PRACTICAL PART.

	Candidates.	Passed.	Per Cent.
Auckland .. .. .	18	11	61
Christchurch .. .. .	9	4	44
Dunedin .. .. .	8	4	50
Gisborne .. .. .	3	1	33
Greymouth .. .. .	1	1	100
Hamilton .. .. .	6	1	17
Invercargill .. .. .	7	2	29
Kurow .. .. .	1	1	100
Masterton .. .. .	2	Nil	..
Napier .. .. .	4	2	50
New Plymouth .. .. .	6	1	17
Paeroa .. .. .	3	2	67
Palmerston North .. .. .	4	1	25
Timaru .. .. .	3	1	33
Wellington .. .. .	17	10	59
Westport .. .. .	2	2	100
Whangarei .. .. .	1	1	100
Totals .. .. .	95	45	47

The highest marks obtained in the written part were 93, and in the practical part 84. The maximum marks obtainable in each case being 100.

The examination results for the above centres are as follows:—

## PASSED IN WRITTEN PART.

## Auckland—

Arthur, G. F., Barley, G. C., Compston, W., Copland, L., Cronin, L. D., Crosher, J. C., Crotty, E. S., Currie, R. G., De Carteret, R. P. G., Draper, G. H. S., Dunsmuir, A. I. S., Gibbons, A., Goddard, E. B., Hall, K. D., Jones, K. I., McCowan, F. W., McKinnon, A. R., Newbery, S. A. L., Rayner, F. P., Sorensen, R. S., Stoupe, C. S., Thomas, A. W., Whyte, D. H., Wilson, S., Wolfenden, E. G.

## Christchurch—

Bennett, R. O., Blake, G. D., Bowen, H., Cockroft, J. J., Cornish, N. L., Ellis, C., Galbraith, A., Laughlin, P. du B., Phillips, A. S., Robb, W. P., Smith, A. S., Turner, F. E., Wilkins, T. D.

## Dunedin—

Abbott, W. J., Burns, J., Clark, J. A., Davison, J. G., Docherty, S. A., Edmonds, J. W., Fullerton, R. S., Kinaston, A. R. T., Millar, D. T., Sparrow, M. W., Traynor, N. S., Trinder, A. J., Winton, A. T.

## Gisborne—

Beattie A. N., Brodie, C. C., Doyle, M. J., McMahon, A. A., Parker, C.

## Greymouth—

Cooper, H. J., Houston, J. R. A., Jellie, D. C., Priestley, H. H.

## Hamilton—

Clark, G. C. C., Martin, G. W., O'Reilly, E. P., Petersen, E. R.

## Invercargill—

Blackmore, R. F., Carr, J. E., Grubb, A. H. McL., Henderson, J. W., Mathews, A. G., Patterson, R. J.

## Kurow—

Milne, G. E.

## Masterton—

Lane, E. C., McKinnon, R. J., Millichamp, P. J. H.

## Napier—

Davidson, R. J., Harris, A. H., Krebs, L. N., Martin, J. A., Smith, R. L.

## Nelson—

Rzoska, E. P.

## New Plymouth—

Barlow, F. G., Jones, W. E., Moles, C. W.

## Paeroa—

Dickson, J. G., Horn, A. W. F.

## Palmerston North—

Bambery, C. McL., Combs, E. C., Drysdale, I. G., Larsen, C. O., Marchant, C. W., Wilson, M. C.

## Timaru—

Adkins, A. B., Marshall, T. V.

## Wellington—

Andrews, N. C., Clark, M. H., Crawford, C. L., Crawford, S. K., Houston, J. R., Jackson, A. B., Mouat, W. N., Murphy, B. R., Tate, D., Turner, E. J., Walshaw, A.

## Westport—

Wiseman, J.

## Whangarei—

Churstain, W.

## PASSED IN PRACTICAL PART.

## Auckland—

Atcheson, N. L., Crombie, J., Crosher, J. C., Hamlin, S. M. Y., James, W. C., Mandeno, P. H., Newbery, S. A. L., Parkinson, R. J., Plummer, E. A., Whyte, D. H., Wilson, S.

## Christchurch—

Barwick, E. H., Cornish, N. L., Ellis, C., McIndoe, J. K.

## Dunedin—

Clark, J. A., Fox, W. W., Traynor, N. S., Varcoe, E. E.

## Gisborne—

Paulson, E. J.

## Greymouth—

Jellie, D. C.

## Hamilton—

Boord, J. C.

## Invercargill—

Clayton, E. C., Hannah, J. A.

## Kurow—

Milne, G. E.

## Napier—

Hocking, A. E. S., Ross, R. J.

## New Plymouth—

McInnes, L. G.

## Paeroa—

Horn, A. W. F., Mortimer, R. J.

## Palmerston North—

Combs, E. C.

## Timaru—

Marshall, T. V.

## Wellington—

Akhurst, F. R., Blackett, A. F., Chisholm, W. P., Clark, M. H., Houston, J. R., Jackson, A. B., Kernahan, L. T., Oxley, J. S., Wilson, M. P., Yates, T. A.

## Westport—

Marshall, W., Wiseman, J.

## Whangarei—

Meyer, F. R.

Dated this 29th day of May, 1933.

P. H. GWYNN, Registrar.

(P.W. 26/200/A.)



Import Duties Act of United Kingdom.

Customs Department, Wellington, 30th May, 1933.

WITH reference to the notification published in the Gazette of 3rd March, 1932, at page 441, it is hereby notified for public information that, according to advice received by the Customs Department, the form of invoice and certificate of origin set out therein for produce entering the United Kingdom has been cancelled.

In future, in order that New Zealand produce exported to the United Kingdom may be entitled to the benefits of the exemptions from duty provided for in the legislation of the United Kingdom, it is necessary that certificates should be produced to the Customs authorities in that country in the form set out in the Schedule hereto.

Exporters of goods to the United Kingdom should, therefore, see that with respect to all future shipments of New Zealand produce entitled to preference in the United Kingdom certificates in that form are forwarded with the documents relating to goods.

A form of certificate different from that set out in the Schedule is required for manufactured goods (i.e., other than butter, cheese, fruit, and other primary products) entitled to preference in the United Kingdom. Copies of these forms may be obtained at any Customhouse in New Zealand.

GEO. CRAIG, Comptroller of Customs.

SCHEDULE.

IMPERIAL PREFERENCE.—CERTIFICATE OF ORIGIN D. No. 119 (SALE).

For goods grown or produced in the British Empire and consigned therefrom to Great Britain or Northern Ireland for admission at the preferential rates of duty, e.g.,

- Chicory. Silk—cocoon, waste and raw silk.
Cocoa (other than preparations). Spirits.
Coffee. Sugar (which has not passed through a refinery).
Dried Fruit. Tobacco—unmanufactured.
Hops (other than preparations). Wine.

Note.—This Certificate must be given personally by the proprietor, or by a partner or principal official, of the firm or Company concerned. A certificate given by a Company or "on behalf of," "per pro," "per," "for," etc., a person, firm, or Company will not be accepted.

I..... Proprietor of.....
\*Partner of.....
Principal Official

the \*producer of the goods designated below hereby certify:
grower
supplier

- (1) that I have the means of knowing and am duly authorised to make and sign this certificate on behalf of the said \*producer;
grower
supplier
(2) that the merchandise designated below is of..... (\*growth
(country of origin) } produce;
(3) †that this merchandise is to be shipped to..... (port of ultimate destination)
via.....
from..... (port of shipment)
consigned to..... (name and address of consignee)

Table with 6 columns: Number and Description of Packages, Marks and Numbers, Weight or Quantity, Total Invoiced Value, Contents, Name of Grower or Producer.

Dated at..... Signature.
this..... day of..... 19.....

SUPPLEMENTARY CERTIFICATE BY THE EXPORTER.

Note.—This certificate is only required when (3) above is not completed. Where required it must be given personally by the proprietor, or by a partner or principal official, of the firm or Company exporting the goods. A certificate given by a Company or "on behalf of," "per pro," "per," "for," etc., a person, firm, or Company will not be accepted.

I..... Proprietor of.....
\*Partner of.....
Principal Official

the exporter of the merchandise specified in the foregoing certificate hereby certify:

- (1) that I have the means of knowing and am duly authorised to make and sign this certificate on behalf of the said exporter;
(2) that the merchandise designated above is of..... (\*growth
(country of origin) } produce;
(3) that this merchandise is to be shipped to..... (port of ultimate destination)
via.....
from..... (port of shipment)
consigned to..... (name and address of consignee)

Dated at..... Signature.
this..... day of..... 19.....

\* Delete as necessary.

† When the signatory to the main certificate cannot give the particulars at (3) the supplementary certificate below must be completed by the exporter of the goods.

## Minister's Decisions under Sales Tax Act, 1932-33.

Customs Department, Wellington, 30th May, 1933.

IT is hereby notified for public information that the Minister of Customs has decided to interpret the Sales Tax Act, 1932-33 (hereinafter referred to as "the Act") as under:—  
It should be understood that the decisions contained herein may be revised from time to time in the light of further information which may be obtained by the Minister.

Record No.	No. of Decision.	Decision of Minister.																				
C (s) 21/63	10	<p>With respect to the exemption in the First Schedule to the Act concerning chemicals, drugs, and similar preparations for use in hospitals the following institutions have been approved thereunder:—</p> <p>(a) Hospitals under the control of the Department of Health.            (b) Charitable institutions under the control of Hospital Boards.            (c) The Rannerdale Home, Christchurch.            (d) The Evelyn Firth Home, Auckland.            (e) The Mowai Home, Wellington.            (f) The Montecillo Home, Dunedin.</p> <p>Chemicals, drugs, and similar preparations, approved by the Minister, when purchased exclusively for use in such institutions and not for resale will accordingly be exempt from sales tax.</p>																				
	11	<p>The following goods are to be regarded as (a) included or (b) not included under the exemptions set out in Column No. 1 (below):—</p> <table border="1"> <thead> <tr> <th>Exemption. Column No. 1.</th> <th>Goods regarded as included under Exemption. Column No. 2.</th> <th>Goods not regarded as included under Exemption. Column No. 3.</th> </tr> </thead> <tbody> <tr> <td>C (s) 7/1 .. Animal fats or oils, crude or refined</td> <td>Cod liver oil, whale oil, shark oil, and fish oil, provided that they have not been mixed with other materials. Suet, shredded, and dusted with rice flour.</td> <td></td> </tr> <tr> <td>C (s) 6/4 .. Bags, bottles, boxes, &amp;c., being ordinary trade containers for packing goods</td> <td>Seed pockets printed or lithographed to illustrate the nature of the seeds to be packed therein; also envelopes printed with the name of a seedsman and a reference to seeds to be packed therein. Timber in the form of "box shooks."</td> <td></td> </tr> <tr> <td>C (s) 10/1 .. Bread, cakes, scones, pastry, and sandwiches</td> <td>..</td> <td>Biscuits and rusks.</td> </tr> <tr> <td>C (s) 20/1 .. Candles .. ..</td> <td>"Night lights" and tapers.</td> <td></td> </tr> <tr> <td>C (s) 4/4 .. Chemicals, drugs, and similar preparations, for use in hospitals, &amp;c.</td> <td>The following goods when purchased exclusively for use in hospitals or institutions included in, or approved by the Minister under, the exemption and not for resale:— Drugs and chemicals used for therapeutic purposes only. Acids, viz.: Acetic, citric, oleic, tartaric. Agar. Adeps Lanae (Lanolin or wool fat). Camphor. Cocoa butter. Cresote, beechwood. Dyes, acri-flavine and similar. Dyes, microscopic. Ergosterol, irradiated. Fructose (Laevulose). Gases, viz.: Carbon dioxide, oxygen, oxygen and carbon dioxide mixture, oxygen and nitrous oxide mixture, nitrous oxide. Glucose (dextrose or grape sugar). Glycerin. Guaiacol. Gums, viz.: Acacia and tragacanth. Iodine. Iron, therapeutic. Kaolin. Liquorice. Malt extract. Menthol. Mercury. Methyl salicylate.</td> <td></td> </tr> </tbody> </table>			Exemption. Column No. 1.	Goods regarded as included under Exemption. Column No. 2.	Goods not regarded as included under Exemption. Column No. 3.	C (s) 7/1 .. Animal fats or oils, crude or refined	Cod liver oil, whale oil, shark oil, and fish oil, provided that they have not been mixed with other materials. Suet, shredded, and dusted with rice flour.		C (s) 6/4 .. Bags, bottles, boxes, &c., being ordinary trade containers for packing goods	Seed pockets printed or lithographed to illustrate the nature of the seeds to be packed therein; also envelopes printed with the name of a seedsman and a reference to seeds to be packed therein. Timber in the form of "box shooks."		C (s) 10/1 .. Bread, cakes, scones, pastry, and sandwiches	..	Biscuits and rusks.	C (s) 20/1 .. Candles .. ..	"Night lights" and tapers.		C (s) 4/4 .. Chemicals, drugs, and similar preparations, for use in hospitals, &c.	The following goods when purchased exclusively for use in hospitals or institutions included in, or approved by the Minister under, the exemption and not for resale:— Drugs and chemicals used for therapeutic purposes only. Acids, viz.: Acetic, citric, oleic, tartaric. Agar. Adeps Lanae (Lanolin or wool fat). Camphor. Cocoa butter. Cresote, beechwood. Dyes, acri-flavine and similar. Dyes, microscopic. Ergosterol, irradiated. Fructose (Laevulose). Gases, viz.: Carbon dioxide, oxygen, oxygen and carbon dioxide mixture, oxygen and nitrous oxide mixture, nitrous oxide. Glucose (dextrose or grape sugar). Glycerin. Guaiacol. Gums, viz.: Acacia and tragacanth. Iodine. Iron, therapeutic. Kaolin. Liquorice. Malt extract. Menthol. Mercury. Methyl salicylate.	
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Record No.	No. of Decision.	Exemption. Column No. 1.	Goods regarded as included under Exemption. Column No. 2.	Goods not regarded as included under Exemption. Column No. 3.
C (s) 21/63/5— <i>continued.</i>	..	Chemicals, drugs, and similar preparations, for use in hospitals, &c.— <i>contd.</i>	The following goods when purchased exclusively for use in hospitals or institutions included in, or approved by the Minister under, the exemption and not for resale— <i>continued.</i> Oils, essential. Oils, fixed, viz.: Vegetable. Oils, viz.: Medicinal paraffin (liquid petrolatum) Petroleum jelly. Plasters, medicated. Potassium permanganate. Potassium dichromate. Prepared chalk and precipitated chalk. Pyroxilin. Terebene. Vitamin concentrates.	
C (s) 20/7	..	Explosives, viz.: Blasting, mining, &c.	Mirbane oil, detonators, percussion caps, blasting cartridges and fuse	Rifle and shot gun cartridges.
C (s) 19/7	..	Foods peculiar to use as stock and poultry foods	Grain, kibbled, cracked, or crushed	Dog biscuits and dog foods.
C (s) 3/9/2	..	Milk and cream cans	..	Milk buckets.
C (s) 20/6	..	Sand, gravel, rubble, and fowl grit	Building stone of rough irregular shape, unworked Pumice, calcined or raw Road metal, including screenings. Sea-shell, whole or broken.	Building stone, worked or shaped (however roughly). Tarred road metal or tarred screenings.
C (s) 10/14	..	Sugar (sucrose) .. ..	Cube or loaf sugar and icing sugar.	
C (s) 10/17	..	Vegetables, fruits, nuts, grains, and seeds, in their natural state, &c.	Cocoa beans and coffee beans, unroasted.	
C (s) 10/12/2	..	..	..	Nuts shelled; nuts, crushed or ground; and nut meat.
C (s) 21/133	..	Water .. ..	Ice.	
C (s) 10/2	..	Infants' and invalids' food (Tariff item 43)	"Karil," "Karilac," and "Kariol."  Terry's infants' foods.	
C (s) 4/7	..	Disinfectants n.e.i., &c. (Tariff item 104)	"Joligud" disinfectant.	
C (s) 4/5/2	..	Preparations made from animal glands or tissues (Tariff item 120)	"Vytal," a liver extract.	

GEO. CRAIG, Comptroller of Customs.

*Public Trust Office Act, 1908, and its Amendments.—Election 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.

No.	Name.	Occupation.	Residence.	Date of Death.	Date Election filed.	Testate or Intestate.	Stamp Office concerned.
1	Broadhead, Joseph ..	Joiner .. ..	Christchurch ..	28/4/33	25/5/33	Testate	Christchurch.
2	Brocklehurst, Elizabeth Ann	Married woman ..	Thames .. ..	24/11/32	25/5/33	"	Auckland.
3	Berry, Willie Ronald Stewart (also known as William Burnett)	Cook .. ..	Auckland (formerly Paddington, Sydney, New South Wales)	19/1/33	25/5/33	"	"
4	Douglas, John Arthur ..	Farmer .. ..	Hawera .. ..	24/1/33	25/5/33	Intestate	New Plymouth.
5	George, Euphemia Morrison	Widow .. ..	Hastings .. ..	15/4/33	25/5/33	Testate	Napier.
6	Henwood, Annie .. ..	" .. ..	New Plymouth ..	26/4/33	25/5/33	"	New Plymouth.
7	Hooper, Benjamin Gordon	Bushman .. ..	Inangahua Landing	12/4/33	25/5/33	Intestate	Hokitika.
8	McKee, George Thermal Wilson	Grocer .. ..	Auckland .. ..	18/4/33	25/5/33	Testate	Auckland.
9	O'Sullivan, Cornelius ..	Ex police constable	Christchurch (formerly Auckland)	21/4/33	25/5/33	"	Christchurch.
10	Pierce, George Henry ..	Retired waiter ..	Christchurch ..	3/5/33	25/5/33	"	"
11	Wadsworth, James ..	Railway clerk ..	Christchurch (formerly Carterton)	1/5/33	25/5/33	"	"

Public Trust Office, Wellington, 29th May, 1933.

J. W. MACDONALD, Public Trustee.

*Minister's Decisions under Customs Acts.*

Customs Department, Wellington, 29th May, 1933.

IT is hereby notified for public information that the Hon. the Minister of Customs has decided to interpret the Customs Acts in relation to the undermentioned articles as follows:—

NOTES.—(a) "Not elsewhere included" appears as n.e.i.; "other kinds" as o.k.; "articles and materials suited for, and to be used solely in, the fabrication or repair of goods within New Zealand" as a. and m.s. (b) Articles marked thus † are revised decisions. (c) Wherever the General Tariff rate shown opposite any goods enumerated in these decisions is lower than that provided for in the First Schedule to the Customs Amendment Act, 1927, action has been taken by the Minister under section 11 of the Customs Amendment Act, 1927. In such cases the reduced rate is marked with an asterisk. (d) Steam-engines, gas-engines, oil-engines, and electric or other motors are not, unless otherwise indicated, to be regarded as parts of the machines with which they are imported. (e) Surtax as provided for in section 5 of the Customs Acts Amendment Act, 1930, or primage duty as provided for in section 4 of the Customs Acts Amendment Act, 1931, as the case may be, is payable in addition to the duties set out hereunder.

Record.	Goods.	Classification under Tariff, and Item No.	Rate of Duty.	
			British Preferential Tariff.	General Tariff.
4/303	A. and m.s., viz.:— Chemicals, &c., used in manufactures, viz.— Ferri et ammoni Cit B.P. (iron and ammonium citrate), on declaration by a manufacturer that it will be used by him solely in the manufacture of "Glaxo"	As a. and m.s. (448) ..	Free ..	Free.
7/146/8	Lacquers, cellulose or pyroxylin, chemicals for making, viz.— Barkite .. .. } Cyclohexanol oxalate .. .. } Sextate .. .. } Howards and Sons, Ltd., Ilford, manufacturers	As a. and m.s. (448) ..	Free ..	10 per cent.
†4/390	Triethanolamine, for use in such manufacturing processes as may be approved by the Minister (NOTE.—Revises decision in M.O. 39.)	As a. and m.s. (448) ..	Free ..	Free.
7/146/8	Weaving, dyeing, &c., of textiles, materials used in, viz.— Cyclohexanol .. .. } Cyclohexane .. .. } Sextol .. .. } Sextone and Sextone B } Howards and Sons, Ltd., Il- ford, manufac- turers	As a. and m.s. (448) ..	Free ..	Free.
6/8/15	Paper, viz.— Japanese copying-paper in sheets not less than 20 in. by 15 in. or the equivalent, if declared for use in the manufacture of copying-letter books	As a. and m.s. (448) ..	Free ..	Free.
†6/41	Educational apparatus, appliances, articles and materials, viz.:— The following are admitted as educational apparatus, &c., on declaration that they have been specially imported and will be used solely for educational purposes in a school, college, or university, and that they will not be removed therefrom without payment of the duty,— School chalks .. .. . (NOTE.—Modifies decision on page 197 of the Tariff-book.)	As educational apparatus (416)	Free ..	25 per cent.
2/514	Machinery, &c., and appliances:— Manufacturing, &c., viz.— Cloth working machines, viz.— Sanitary pad making machine .. .. . (NOTE.—Belting for use therewith is to be separately classified under its appropriate Tariff item.)	As machinery, &c., peculiar to use in manufacturing, industrial, and similar processes (352)	Free ..	25 per cent.
†2/309	Coffee roasting and cooling cabinets, the "Uno," having a capacity of 3 lb. and upwards (NOTE.—Cooling-fans therefor are to be separately classified under Tariff item 351 (4).) (NOTE.—Revises decision in M.O. 7.)			
3/197/23	Metal-working, wood-working, &c., viz.— Furnace, rotary carburizing, gas or oil fired (NOTE.—Refractory linings therefor unless actually imported in position are to be separately classified under Tariff item 211 (1) or Tariff item 211 (4).)	As machinery, &c., peculiar to metal-working, wood-working, &c. (351 (11))	Free ..	25 per cent.
3/592	Saw mandrels .. .. .			
2/528	N.e.i., other kinds, viz.— Transmission gear, viz.— Bearings for shafting, including plummer blocks (other than ball or roller bearing plummer blocks) Couplings and collars for shafting .. .. Hangers, other than pressed steel, for supporting shafting, including wall brackets and hanger brackets Keys for preventing pulleys from revolving on shafts	As machinery, &c., n.e.i., other kinds (353 (5))	20 per cent.	45 per cent.

MINISTER'S DECISIONS UNDER CUSTOMS ACTS—*continued.*

Record.	Goods.	Classification under Tariff, and Item No.	Rate of Duty.	
			British Preferential Tariff.	General Tariff.
3/592	Machinery, &c., and appliances— <i>continued.</i> N.e.i., other kinds, viz.— <i>continued.</i> Transmission gear, viz.— <i>continued.</i> Pedestals and sole plates for plummer blocks Pulleys, belt, grooved or flat, including guide pulleys and carrier pulleys, other than pulleys admissible under Tariff item 352 Shafting, with key ways cut, or otherwise worked, not being flexible shafting Tools, artificiers' n.e.i., &c., viz.— Saws, circular and band, not forming parts of saw-benches	As machinery, &c., n.e.i., other kinds (353 (5))  As saw blades (354) ..	20 per cent.	45 per cent.
			Free ..	25 per cent.
<p>NOTE.—The following decisions are cancelled:— Hangers, cast iron, for shafting, on page 495 of the Tariff-book. Pulleys, draft and knot, for haystacking outfits, on page 495 of the Tariff-book. Keys for keying gear wheels to tram-car axles, on page 497 of the Tariff-book. Keys, steel, for preventing pulleys from revolving on shafts, on page 497 of the Tariff-book. Universal ball joints for transmission shafting, in M.O. 17. Wall-boxes for plummer blocks, in M.O. 2.</p>				

Minister's Order No. 55.]

GEO. CRAIG, Comptroller of Customs.

*The Industrial Conciliation and Arbitration Amendment Act, 1932.—Notice of Cancellation of Awards*

In the matter of the Industrial Conciliation and Arbitration Act, 1925, and its amendments, and in the matter of the industrial disputes specified in the First Column of the Schedule hereto.

WHEREAS the Conciliation Commissioner has in the case of each of the said disputes notified the Clerk of Awards that a settlement of the dispute has not been arrived at by the Council of Conciliation appointed for the hearing thereof, and whereas in accordance with section 7 (4) of the Industrial Conciliation and Arbitration Amendment Act, 1932, every award or industrial agreement theretofore binding on the parties to the dispute in connection with the industry to which the dispute relates shall be deemed to be cancelled, and shall thereupon cease to be in force on the expiration of one month from the date of the Commissioner's notification to the Clerk of Awards as aforesaid:

And whereas the date of the Commissioner's notification to the Clerk of Awards is in each case set forth in the Second Column of the Schedule hereto.

Notice is hereby given that the Awards specified in the Third Column of the said Schedule are deemed to be cancelled and cease to be in force on the expiration of one month from the respective dates set forth in the Second Column of the said Schedule.

SCHEDULE.

First Column.	Second Column.	Third Column.	
Industrial Disputes.	Date of Commissioner's Notification to Clerk of Awards.	Awards.	Reference. (Book of Awards.)
G. H. Trott, Rendezvous Luncheon and Tea-rooms, Wanganui, Applicant, and the Wellington District Hotel, Club, and Restaurant Workers Industrial Union of Workers and Others, Respondents	22nd May, 1933 ..	New Zealand Tea-rooms and Restaurant Employees' Award, dated 9th May, 1930 (Award cancelled in respect of that portion of the Wellington Industrial District lying outside a radius of twenty-five miles from the General Post Office, Wellington)	Volume XXX, page 429.
William Gamble, Lambton Quay, Wellington, and Others, Applicants, and the Wellington District Hotel, Club, and Restaurant Workers' Industrial Union of Workers and Others, Respondents	20th May, 1933 ..	New Zealand Tea-rooms and Restaurant Employees' Award, dated 9th May, 1930 (Award cancelled in respect of that portion of the Wellington Industrial District lying within a radius of twenty-five miles from the General Post Office, Wellington)	Volume XXX, page 429.

Dated at Wellington, this 31st day of May, 1933.

HENRY E. MOSTON, Deputy Registrar of Industrial Unions.

Abstract of Railway Working Account.

FOUR-WEEKLY PERIOD ENDED 29TH APRIL, 1933, WITH COMPARATIVE FIGURES FOR CORRESPONDING PERIOD OF PREVIOUS YEAR.

Section.	Revenue.			Expenditure.			Net Revenue.	
	1933-34.	1932-33.	Variation.	1933-34.	1932-33.	Variation.	1933-34.	1932-33.
	£	£	£	£	£	£	£	£
Kaihu .. .. .	273	452	- 179	543	528	+ 15	- 270	- 76
Gisborne .. .. .	1,028	1,286	- 258	1,456	1,618	- 162	- 428	- 332
North Island main line and branches	238,743	268,289	- 29,546	202,848	228,449	- 25,601	35,895	39,840
South Island main line and branches	190,003	189,152	+ 851	143,968	154,708	- 10,740	46,035	34,444
Westport .. .. .	5,061	5,696	- 635	3,909	4,991	- 1,082	1,152	705
Nelson .. .. .	937	1,380	- 443	1,250	2,215	- 965	- 313	- 835
Pictou .. .. .	2,237	2,295	- 58	1,909	1,730	+ 179	328	565
Total railway operation .. .. .	438,282	468,550	- 30,268	355,883	394,239	- 38,356	82,399	74,311
Miscellaneous revenue .. .. .	24,401	26,374	- 1,973	..	..	..	24,401	26,374
Lake Wakatipu steamers .. .. .	694	617	+ 77	688	609	+ 79	6	8
Refreshment-rooms, advertising, motor service, and other subsidiary services	18,369	16,504	+ 1,865	15,424	14,507	+ 917	2,945	1,997
Departmental dwellings .. .. .	10,733	10,718	+ 15	10,820	10,731	+ 89	- 87	- 13
Total .. .. .	492,479	522,763	- 30,284	382,815	420,086	- 37,271	109,664	102,677

ANALYSIS OF RAILWAY OPERATING REVENUE AND TRAFFIC.

	Four-weekly Period.			Year to Date.		
	1933-34.	1932-33.	Variation.	1933-34.	1932-33.	Variation.
	£	£	£	£	£	£
Passengers .. .. .	112,632	83,763	+ 28,869	..	..	..
Parcels, luggage, and mails .. .. .	20,806	23,593	- 2,787	..	..	..
Goods .. .. .	297,432	352,989	- 55,557	..	..	..
Labour and demurrage .. .. .	7,412	8,205	- 793	..	..	..
Total railway operating revenue	438,282	468,550	- 30,268	..	..	..
Passengers .. .. . No.	1,227,566	1,172,975	+ 54,591	..	..	..
Live-stock .. .. . Tons	56,739	69,558	- 12,819	..	..	..
Timber .. .. . "	16,530	20,260	- 3,730	..	..	..
Other goods .. .. . "	366,664	457,106	- 90,442	..	..	..
Total goods .. .. . "	439,933	546,924	- 106,991	..	..	..
Road Motor Service—						
Passengers .. .. . No.	221,174	227,615	- 6,441	..	..	..
Revenue .. .. . £	6,456	6,270	+ 186	..	..	..

ANALYSIS OF RAILWAY OPERATING EXPENDITURE.

	Four-weekly Period.			Year to Date.		
	1933-34.	1932-33.	Variation.	1933-34.	1932-33.	Variation.
	£	£	£	£	£	£
Maintenance—						
Way and works .. .. .	70,630	67,314	+ 3,316	..	..	..
Signals and electrical appliances	7,665	7,692	- 27	..	..	..
Rolling-stock .. .. .	81,265	97,848	- 16,583	..	..	..
Transportation—						
Locomotive .. .. .	85,114	96,657	- 11,543	..	..	..
Traffic .. .. .	94,210	105,892	- 11,682	..	..	..
General charges .. .. .	4,426	6,195	- 1,769	..	..	..
Superannuation subsidy .. .. .	12,573	12,641	- 68	..	..	..
Total operating expenses .. .. .	355,883	394,239	- 38,356	..	..	..
Net operating revenue .. .. .	82,399	74,311	+ 8,088	..	..	..
Total .. .. .	438,282	468,550	- 30,268	..	..	..

Capital cost of open lines as at 31st March, 1931 .. .. . £ 60,545,154  
 Capital cost of open lines as at 31st March, 1932 .. .. . £ 51,424,883

*Incorporated Societies Act, 1908.—Declaration revoking  
Dissolution of a Society.*

**I**, ERNEST CLAUDE ADAMS, Assistant Registrar of Incorporated Societies, do hereby declare that the declaration made by the Assistant Registrar of Incorporated Societies at Nelson on the 13th day of April, 1931, dissolving the Murchison Young Men's Institute, Incorporated, was made in error, and the said declaration is accordingly hereby revoked in pursuance of section 38, subsection (3), of the Incorporated Societies Act, 1908.

Dated at Nelson, this 25th day of May, 1933.

E. C. ADAMS,  
Assistant Registrar of Incorporated Societies.

*Election of Member of Wellington Land Board.*

Department of Lands and Survey,  
Wellington, 23rd May, 1933.

**I**, HENRY WILLIAM CHARLES MACKINTOSH, Returning Officer for the election of a member of the Wellington Land Board, do hereby notify, in accordance with the provisions of section 47 of the Land Act, 1924, and the regulations made thereunder, that the only person nominated to fill the vacancy occurring on the said Board was Charles Harris Burnett, of Wanganui.

I do therefore hereby declare the said Charles Harris Burnett to be duly elected a member of the Wellington Land Board for a term of two years from the 10th day of July, 1933.

Dated at Wellington, this 23rd day of May, 1933.

H. W. C. MACKINTOSH, Returning Officer.  
(L. and S. 22/748/4.)

*Customs Tariff Commission, 1933.*

Wellington, 29th May, 1933.

**I**T is hereby notified for public information that the Customs Tariff Commission, 1933, appointed (*inter alia*) to inquire into the Customs Tariff of New Zealand, will commence its sittings in Room No. 17 (Joint Committee Room), Library Wing, Parliamentary Buildings, at Wellington, at 10 a.m. on Wednesday, 7th June, 1933, for the purpose of hearing evidence from persons desiring to make representations respecting the Customs tariff.

It is desired that persons intending to appear should previously notify the Chairman of the Commission at the above address, and should arrange with him as to the time at which their evidence will be heard.

GEO. CRAIG, Chairman.

*Incorporated Societies Act, 1908.—Declaration by the 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 undermentioned society is no longer in existence, the said society is hereby dissolved in pursuance of section 28 of the Incorporated Societies Act, 1908:—

The Stokes Valley Ratepayers' Association, Incorporated.  
1928/26.

Dated at Wellington, this 30th day of May, 1933.

W. H. FLETCHER,  
Assistant Registrar of Incorporated Societies.

**CROWN LANDS NOTICES.**

*Land in the Auckland Land District forfeited.*

Department of Lands and Survey,  
Wellington, 1st June, 1933.

**N**OTICE is hereby given that the license over the under-mentioned land, having been declared forfeited by resolution of the Auckland Land Board, the said land has thereby reverted to the Crown under the provisions of the Land Act, 1924.

SCHEDULE.

AUCKLAND LAND DISTRICT.

TENURE: O.R.P. License No.: 4406. Section 4, Block II, Ranginui Survey District. Licensee: P. Rock. Reason for forfeiture: Non-compliance with conditions.

This notice is in substitution of that dated the 11th April, 1933, and published at page 768 of the *Gazette* of the 13th April, 1933, in so far as it relates to the aforementioned land.

E. A. RANSOM, Minister of Lands.  
(L. and S. 22/950/1.)

*Land in Taranaki Land District for Selection on Renewable Lease.*

District Lands and Survey Office,  
New Plymouth, 31st May, 1933.

**N**OTICE is hereby given that the undermentioned section is open for selection on renewable lease under the Land Act, 1924, and applications will be received at the District Lands and Survey Office, New Plymouth, up to 4 o'clock p.m. on Monday, 26th June, 1933.

Applicants should appear personally for examination at the District Lands and Survey Office, New Plymouth, on Wednesday, 28th June, 1933, at 10.30 o'clock a.m., but if any applicant is unable to attend he may be examined by any other Land Board or by any Commissioner of Crown Lands.

The ballot will be held immediately upon conclusion of the examination of applicants.

SCHEDULE.

TARANAKI LAND DISTRICT.—SECOND-CLASS LAND.

*Ohura County.—Ohura Survey District.*

(Exempt from payment of rent for three years.)

SECTION 6, Block XI: Area, 694 acres. Capital value, £500. Renewable lease: Half-yearly rent, £10.

After payment of rent for the first half-year, and broken period, if any, exemption from payment of rent for three years will be granted provided improvements to the value of £50 are effected annually during the exemption period.

Loaded with £1,760 for improvements, comprising five-roomed dwelling, three sheds, two yards and dips, small orchard, approximately 650 chains fencing, and felling and grassing; payable by £30 cash, leaving £580 on first mortgage to the State Advances Superintendent for thirty years (half-yearly instalment, £20 19s. 1d.), and £1,150 on second mortgage, term thirty-six years and a half, half-yearly instalment £34 10s., to a discharged soldier, or thirty-four

years and a half, half-yearly instalment £37 7s. 6d., to other purchasers.

The property, which is suitable for mixed farming, is situated on the Kakahi Road, six miles from Roto Post-office, two miles from Kakahi School, eight miles and a half from Tokirima Railway-station, and eight miles from Ohura Saleyards. Cream is collected at the section. Access is from Ohura by unmetalled road. Soil is a light to fairly good loam on clay and sandstone watered by springs and streams. Approximately 150 acres are ploughable, the remainder being undulating to broken country. About 540 acres are in good pasture, 140 acres in fern and rough feed, and 10 acres in shelter bush. The area is subdivided into eight paddocks.

Full particulars may be obtained from the Commissioner of Crown Lands, New Plymouth.

F. H. WATERS,  
(L. and S. 26/1103.) Commissioner of Crown Lands.

*Land in Auckland Land District for Sale by Public Auction.*

District Lands and Survey Office,  
Auckland, 31st May, 1933.

**N**OTICE is hereby given that the undermentioned land will be offered for sale by public auction for cash or on deferred payments at the Lands Office, Te Kuiti, on Wednesday, 5th July, 1933, at 2 o'clock p.m., under the provisions of the Land Act, 1924.

SCHEDULE.

AUCKLAND LAND DISTRICT.—WAITOMO COUNTY.—TE KUITI NATIVE TOWNSHIP.

(Native Land Settlement Land.)

SECTION 16, Block XI: Area, 3 roods 9-8 perches. Upset price, £150.

Weighted with £300 for improvements, consisting of a dwelling of five rooms, bathroom, and kitchen; fitted with electric light and town water-supply.

This sum is payable in cash or may remain on mortgage to the State Advances Department, payable over a period of twenty years by half-yearly instalments of £13 10s. 3d., principal and interest.

The section is situated in Tonga Street; about 30 chains from Te Kuiti Railway-station by a formed road and foot-path.

SPECIAL CONDITION.

The State Advances Superintendent is prepared to consider painting the outside walls and roof, installing a new high-pressure range, repairing the hot-water service, and renewing spouting and downpipes, at a cost of £50.

The loading for improvements will then be increased to £350, payable to the State Advances Superintendent over a period of twenty years by half-yearly instalments of £15 15s. 4d., principal and interest.

Any further information required may be obtained from the undersigned.

K. M. GRAHAM,  
(L. and S. 7/581/1.) Commissioner of Crown Lands.

**BANKRUPTCY NOTICES.***In Bankruptcy.—In the Supreme Court of New Zealand.*

**N**OTICE is hereby given that A. L. JAFFREY, Manager, of Auckland, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Law Court Buildings, High Street, Auckland, on Monday, the 5th day of June, 1933, at 10.30 o'clock a.m.  
Dated at Auckland, this 26th day of May, 1933.

A. W. WATTERS,  
Official Assignee.

*In Bankruptcy.—In the Supreme Court of New Zealand.*

**N**OTICE is hereby given that FREDERICK JOHN NEWSON, of Wardville, Share Milker, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Courthouse, Te Aroha, on Tuesday, the 6th day of June, 1933, at 10 o'clock a.m.  
Dated at Hamilton, this 24th day of May, 1933.

V. R. CROWHURST,  
Official Assignee.

*In Bankruptcy.—In the Supreme Court of New Zealand.*

**N**OTICE is hereby given that HARRY BOWSON, of Napier, Fruiterer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at the Courthouse, Napier, on Wednesday, the 7th day of June, 1933, at 11 o'clock a.m.  
Dated at Napier, this 29th day of May, 1933.

G. G. CHISHOLM,  
Official Assignee.

*In Bankruptcy.*

**N**OTICE is hereby given that dividends are now payable in the undermentioned estates on all proved claims; promissory notes (if any) are to be produced for endorsement prior to receiving dividends:—

- Allen, A., of Wellington, Salesman—Second dividend of 1s. 4d. in the pound, making 2s. 4d. in the pound.  
Atkinson, L. O. (deceased), late of Wellington, Accountant—Second and final dividend of 8½d. in the pound, making 1s. 11½d. in the pound.  
Clark and Baker, of Lower Hutt, Coal-merchants—First and final dividend of 2s. 0½d. in the pound.  
Coop, W. H., of Wellington, Builder—First dividend of 2s. 5d. in the pound.  
Gold and Sneddon, of Petone, Millinery Manufacturers—Second and final dividend of 7d. in the pound, making 9½d. in the pound.  
Mallinson, A., of Wellington, Tobacconist—First and final dividend of 11½d. in the pound.  
Preston, C. H., of Wellington, Service-station Proprietor—First and final dividend of 10½d. in the pound.  
Prior and Hepburn, of Wellington, Bakers and Pastrycooks—First dividend of 9½d. in the pound.  
Ryder, R. J., of Paraparaumu, Baker—First dividend of 1s. in the pound.  
Ward, Agnes, of Wellington, Married Woman—First and final dividend of 4½d. in the pound.  
Weepu Ihaia (Dick Webb), of Wellington, Carpenter—Third dividend of 2s. 6d. in the pound, making 8s. in the pound.

S. TANSLEY,  
Wellington C. 1, 27th May, 1933. Official Assignee.

*In Bankruptcy.—In the Supreme Court of New Zealand.*

**N**OTICE is hereby given that THOMAS JONES, of 15 Bristol Street, St. Albans, Christchurch, Labourer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office, Government Departmental Buildings, Worcester Street, Christchurch, on Friday, the 2nd day of June, 1933, at 10.30 o'clock a.m.  
Dated at Christchurch, this 26th day of May, 1933.

J. H. ROBERTSON,  
Official Assignee.

*In Bankruptcy.—In the Supreme Court of New Zealand.*

**N**OTICE is hereby given that THOMAS DAVID MARSHALL, of Paretai, Farmer, was this day adjudged bankrupt; and I hereby summon a meeting of creditors to be holden at my office on Tuesday, the 6th day of June, 1933, at 2.15 o'clock in the afternoon.

Dated at Dunedin, this 25th day of May, 1933.

J. M. ADAM,  
Official Assignee.

**LAND TRANSFER ACT NOTICES.**

**E**VIDENCE of the loss of—firstly, certificate of title, Vol. 42, folio 256 (Auckland Registry), for Allotment 73, Parish of Tauhoa, excepting the portion thereof taken by Proclamation No. 6079; secondly, certificate of title, Vol. 63, folio 136 (Auckland Registry), for Allotment 170A, Parish of Tauhoa; thirdly, certificate of title, Vol. 458, folio 278 (Auckland Registry), for Allotments 232 and 233, Parish of Tauhoa; and fourthly, certificate of title, Vol. 625, folio 56 (Auckland Registry), for Allotments 157 and 158, Parish of Tauhoa, of all of which LOUISA OLIVE GIBBS, of Hoteo North, Widow, is the registered proprietor, and evidence of the loss of memorandum of mortgage No. 213670 of all the aforesaid parcels of land, from the said LOUISA OLIVE GIBBS, as mortgagor, to SYDNEY NEWTON GLEESON, of Warkworth, Baker, as mortgagee, having been lodged with me, together with an application for the issue of new certificates of title and a provisional memorandum of mortgage, notice is hereby given of my intention to issue such new certificates of title and provisional memorandum of mortgage accordingly upon the expiration of fourteen days from 1st June, 1933.

Dated at the Land Registry Office at Auckland, this 26th day of May, 1933.

W. JOHNSTON, District Land Registrar.

**A**PPPLICATION having been made to me to register a notice of re-entry by ERUINI TAIPARI, of Turua, Aboriginal Native, as lessor under Lease No. 11743, of the block of land called Te Aroha, Block 9, Section 14c, being all the land in certificate of title, Vol. 357, folio 58 (Auckland Registry), of which KATHLEEN FRANCIS SCOTT, of Te Aroha, Married Woman, is the registered lessee, I hereby give notice of my intention to register such notice of re-entry upon the expiration of one month from the 1st June, 1933.

Dated at the Land Registry Office at Auckland, this 26th day of May, 1933.

W. JOHNSTON, District Land Registrar.

**A**PPPLICATION having been made to me to register a re-entry by the Aotea District Maori Land Board, as lessor under memorandum of lease No. 17245, of all that parcel of land containing 1,310 acres, more or less, being Section 1, Block XI, Tauakira Survey District, and being part of the land comprised in certificate of title, Vol. 299, folio 184 (Wellington Registry), of which WILLIAM SPENCER FLEMING and HERBERT GEORGE FLEMING, both of Galatea, Waiganui River, Farmers, are the registered lessees, I hereby give notice that I will register such re-entry as requested at the expiration of one month from the date of the *Gazette* containing this notice.

Dated at the Land Registry Office at Wellington, this 31st day of May, 1933.

J. J. L. BURKE, District Land Registrar.

**ADVERTISEMENTS.**

THE COMPANIES ACT, 1908, SECTION 266 (4).

**N**OTICE is hereby given that the names of the undermentioned companies have been struck off the Register, and the companies dissolved:—

- Clear, Laurie, and Hardy, Limited. 1927/157.  
Finemita Products, Limited. 1931/194.  
Dominion Publications, Limited. 1932/23.

Given under my hand at Auckland, this 27th day of May, 1933.

H. B. WALTON,  
Assistant Registrar of Companies.



THE COMPANIES ACT, 1908, SECTION 266 (3).

NOTICE is hereby given that, at the expiration of three months from this date, the name of the undermentioned company will, unless cause is shown to the contrary, be struck off the Register, and the company dissolved:—

Campbell and Bond's Wellington-Taihape Transport Company, Limited. 1932/114.

Given under my hand at Wellington, this 30th day of May, 1933.

W. H. FLETCHER,  
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 dissolved:—

Red Star Motors, Limited. 1930/44.

Given under my hand at Christchurch, this 26th day of May, 1933.

J. MORRISON,  
Assistant Registrar of Companies.

MARSHALL SHOE COMPANY PROPRIETARY, LIMITED.

NOTICE is hereby given that MARSHALL SHOE COMPANY PROPRIETARY, LIMITED, a company incorporated under the Companies Acts of the State of Victoria, and having its registered office at Burnley Street, Richmond, in the said State, proposes to commence and carry on business at Wellington, in the Dominion of New Zealand, and that the office or place of business of such company where legal process of any kind may be served upon it and notices of any kind may be addressed or delivered is situate at the New Zealand Express Company's Building, corner of Customhouse Quay and Hunter Street, Wellington.

Dated at Wellington, this 16th day of May, 1933.

MARSHALL SHOE COMPANY PROPRIETARY, LIMITED,

110 By its Attorney—JOHN HARLEY GILL.

NATIONAL EMPLOYERS' MUTUAL GENERAL INSURANCE ASSOCIATION, LIMITED.

IN THE MATTER OF PART IX OF THE COMPANIES ACT, 1908.

NOTICE is hereby given that the NATIONAL EMPLOYERS' MUTUAL GENERAL INSURANCE ASSOCIATION, LIMITED, a company limited by guarantee, and duly incorporated in Great Britain, and having its registered office at 10 and 12 St. Mary Axe, London E.C. 3, intends to carry on business in New Zealand, and the principal office or place of business for carrying on of such business in New Zealand where legal process may be served and notices of any kind may be addressed or delivered is situated in Brandon House, Featherston Street, Wellington.

Branch offices will be established at—  
Corner of Fort and Commerce Streets, Auckland;  
103 Hereford Street, Christchurch; and  
Central Chambers, Bond Street, Dunedin.

Dated this 20th day of May, 1933.

128 For the Company's Attorney in New Zealand,  
M. O. BARNETT, Solicitor.

CO-OPERATIVE COLD STORAGE, LTD.

IN VOLUNTARY LIQUIDATION.

In the matter of the Companies Act, 1908, and its amendments, and in the matter of CO-OPERATIVE COLD STORAGE, LTD. (in Liquidation).

NOTICE is hereby given that at an extraordinary general meeting of the members of the said company, duly convened, and held at Pukekohe on the 11th day of April, 1933, the following special resolution (1) was duly passed;

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and at a subsequent extraordinary general meeting of the members of the said company, also duly convened, and held at the same place on the 27th day of April, 1933, the following resolution (2) was duly confirmed:—

Resolved: "(1) That it has been proved to the satisfaction of this meeting that the company should be wound up, and accordingly that the company go into voluntary liquidation."

"(2) That Mr. M. S. CAMPBELL, of Messrs. Wilkinson and Campbell, Public Accountants, of Pukekohe, be appointed Liquidator for the purpose of such winding-up."

All persons, firms, or companies having any claim against the above-named company are required to furnish full particulars thereof to the Liquidator on or before the 8th day of June, 1933.

M. S. CAMPBELL,  
Liquidator.

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CHANGE OF NAME.

I, HARRY LONGHURST PINFOLD, of Mangamutu, Pahiatua, Lorry-driver, hereby give public notice that on the day of the date hereof, by deed poll executed by me and about to be enrolled in the office of the Supreme Court at Wellington, I formally and absolutely renounced, relinquished, and abandoned the use of the name under which my birth was registered—namely, Henry Longhurst Faulknor, and thereby assumed and adopted the name of Harry Longhurst Pinfold, by which latter name I have been called all my life so far as I can remember.

Dated this 16th day of May, 1933.

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HARRY LONGHURST PINFOLD.

CHANGE OF NAME.

To whom it may concern:

I, GUINIVERE NEILSON HOSKINS, hereby give notice that by deed poll, dated the 11th day of May, 1933, and filed in the Supreme Court of New Zealand, at Auckland, I have declared my intention to add to my surname the name "Tarrant," and that I will henceforth be known by the name of Guinivere Neilson Tarrant Hoskins.

Dated the 22nd day of May, 1933.

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G. N. HOSKINS.

METHODIST CHURCH OF NEW ZEALAND.

I, ARTHUR JOHN SEAMER, President of the New Zealand Methodist Conference, certify that the Rev. MAJOR ALBERT RUGBY PRATT is appointed authorized representative for the year 1933-34, in accordance with the provisions of the Methodist Church Property Trust Act, 1887.

A. J. SEAMER,  
President of the Conference.

Auckland, 1st May, 1933.

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AARD MOTOR SERVICES ASSOCIATION OF N.Z., LTD.

IN LIQUIDATION.

In the matter of the Companies Act, 1908, and in the matter of AARD MOTOR SERVICES ASSOCIATION OF N.Z., LTD. (in Liquidation).

NOTICE is hereby given that on the 19th day of May, 1933, the following extraordinary resolution was passed:—

"That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and that accordingly the company go into voluntary liquidation, and that ALEXANDER JOHN McLENNAN, of Wellington, Public Accountant, be appointed Liquidator for the purposes of such winding-up."

A. J. McLENNAN,  
Liquidator.

D.I.C. Building, Panama and Brandon Streets, Wellington.

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**AARD MOTOR SERVICES ASSOCIATION OF N.Z., LTD.**  
IN LIQUIDATION.

In the matter of the Companies Act, 1908, and in the matter of AARD MOTOR SERVICES ASSOCIATION OF N.Z., LTD. (in Liquidation).

**N**OTICE is hereby given that the above-named company is in voluntary liquidation, and that all persons or companies having claims against the company are required to send full particulars thereof to me on or before the 30th day of June, 1933, otherwise they may be excluded from participation in the distribution of the assets.

Dated at Wellington this 24th day of May, 1933.

A. J. McLENNAN,  
Liquidator.

D.I.C. Building, Panama and Brandon Streets, Wellington.  
151

**MEDICAL REGISTRATION.**

**I**, JAMES KENNEDY ELLIOTT, M.B., Ch.B. Univ. of Edinburgh, 1932, now residing in Wellington, hereby give notice that I intend applying on the 30th June 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 Department of Health at Wellington.

JAMES KENNEDY ELLIOTT,  
45 Kent Terrace, Wellington, N.Z.

Dated at Wellington, this 30th day of May, 1933. 152

**WAIPAPAKAURI RACING CLUB, INCORPORATED.**

**N**OTICE is hereby given that at a general meeting of the members of the above-named incorporated society, held at Kaitaia on the 1st day of March, 1933, the following resolution was passed:—

“That the Waipapakauri Racing Club, Incorporated, be wound up, and that WILLIAM JAMES ERIC MAYHILL, of Kaitaia, Accountant, be and he is hereby appointed the Liquidator thereof”;

and that such resolution was duly confirmed at a subsequent general meeting of such members called together for that purpose, and held at Kaitaia on the 3rd day of April, 1933.

153 W. J. E. MAYHILL, Liquidator.

**THE NATIONAL COAL AND CEMENT SYNDICATE, LIMITED.**

IN VOLUNTARY LIQUIDATION.

**N**OTICE is hereby given that the NATIONAL COAL AND CEMENT SYNDICATE, LIMITED, passed the following resolution for the winding-up of the company by entry in its minute-book under date the 24th day of May, 1933:—

“It is resolved that the company be wound up voluntarily, and that EDWARD MARRIOTT BOULTON, of Wellington, Public Accountant, be and is hereby appointed Liquidator for the purpose of winding-up the affairs of the company and distributing its assets.”

154 E. M. BOULTON, Liquidator.

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