

AMENDMENT No. 1.

Paragraph 27: *Renumber* subclauses (1) to (5) as (a) to (e).

Paragraph 38 (b): *Amend to read* :—

(b) When at anchor or secured, if lighting restrictions have been imposed in the port, no lights are to be visible from outboard (but see paragraph 39); the Chief Examining Officer is responsible for informing masters of incoming vessels what restrictions, if any, are in force.

Paragraph 50: *Cancel and substitute* :—

50. *Steps necessary on the Part of Masters and/or Agents before a Vessel may leave the Port* :—

(a) All vessels other than those specified in clauses (c) and (d) leaving the ports of Auckland, Wellington, Lyttelton, and Dunedin are on each occasion required to obtain—

- (i) A Naval Clearance from the Naval Control Service Officer of the port.
- (ii) A Customs Clearance from the Collector of Customs.

The Collector of Customs requires to receive a copy of (i) before issuing (ii).

(b) Instructions given by the Naval Control Service Officer do not in themselves constitute sufficient authority for the departure of a vessel.

(c) A Naval Clearance, valid in the port of issue only, to cover a period not exceeding one month, may be granted to such vessels as the Naval Control Service Officer may recommend, and subject to such conditions as may be prescribed by him.

(d) A Naval Clearance need not be obtained by fishing vessels (other than steam trawlers); pleasure yachts, or pleasure launches.

Paragraph 51: *Cancel and substitute* :—

51. *Signal prohibiting Sailing*.—No merchant ship is to leave port while the following signals are exhibited :—

- (a) *By Day*: A blue flag hoisted at Pipitea Wharf.
- (b) *By Night*: Two red lights, one vertically above the other, 6 ft. apart, at Pipitea Wharf.

1st July, 1940.

PUBLIC TRAFFIC REGULATIONS 1939.—PORT OF LYTTELTON.

The following amendments to the above regulations have been agreed upon by the New Zealand Naval Board and the Lyttelton Harbour Board.

By order of the Lyttelton Harbour Board—H. H. COOK, Acting-Secretary.

By direction of the Naval Board—N. T. P. COOPER, Naval Secretary.

AMENDMENT No. 1.

Paragraph 2: *Amend to read* :—

2. *Limits of the Port*.—The port is all that area of tidal waters within a radius of three nautical miles off Godley Head Lighthouse.

Paragraph 26 (a) (2): *Amend to read* :—

(2) A similar signal hoisted at Toloa (Adderley) Head Signal-station, at the Port War Signal-station, and at Battery Point.

Paragraph 26 (b) (2): *Amend to read* :—

(2) A similar signal hoisted at Toloa (Adderley) Head Signal-station, at the Port War Signal-station, and at Battery Point.

Paragraph 30: *Cancel and substitute* :—

30. *Special Regulations for Small Craft wishing to enter the Port*.—All small craft are to report to the Examination Vessel from whom permission to enter must be obtained. In the absence of the Examination Vessel the port will be closed, and small craft are to comply with paragraph 25 above—i.e., they are not permitted to proceed inward farther than the examination anchorage.

Paragraph 36 (3): *Amend to read* :—

(3) Vessels from overseas requiring medical inspection will proceed to the examination anchorage. When, owing to weather conditions, it is impracticable to board the vessel in the stream the medical inspection will, at the discretion of the Port Health Officer, take place after the vessel has berthed.

Paragraph 40 (b): *Cancel and substitute* :—

(b) When at anchor or secured, if lighting restrictions have been imposed on shore, similar restrictions will be imposed on vessels using the port (but see paragraph 41); the Chief Examining Officer is responsible for informing masters of incoming vessels what, if any, restrictions on lighting are in force.

Paragraph 45: *Amend to read* :—

45. *Fog and Thick Weather Regulations*.—Vessels are not allowed to enter during fog or thick weather, but special arrangements may be made for ferry steamers.

Paragraph 54: *Cancel and substitute* :—

54. *Steps necessary on the Part of Masters and/or Agents before a Vessel may leave the Port* :—

(a) All vessels other than those specified in clauses (c) and (d) leaving the ports of Auckland, Wellington, Lyttelton, and Dunedin are on each occasion required to obtain—

- (i) A Naval Clearance from the Naval Control Service Officer of the port.
- (ii) A Customs Clearance from the Collector of Customs.

The Collector of Customs requires to receive a copy of (i) before issuing (ii).

(b) Instructions given by the Naval Control Service Officer do not in themselves constitute sufficient authority for the departure of a vessel.

(c) A Naval Clearance, valid in the port of issue only, to cover a period not exceeding one month, may be granted to such vessels as the Naval Control Service Officer may recommend and subject to such conditions as may be prescribed by him.

(d) A Naval Clearance need not be obtained by fishing vessels (other than steam trawlers), pleasure yachts, or pleasure launches.

Paragraph 56: *Cancel and substitute* :—

56. *Signal prohibiting Sailing*.—No merchant ship is to leave port while the following signals are exhibited :—

- (a) *By Day*: A blue flag hoisted at the time-ball signal-station.
- (b) *By Night*: Two red lights, one vertically above the other, 6 ft. apart, at the time-ball signal-station.

1st July, 1940.

Mining Privileges to be struck off the Register.

Mining Registrar's Office, Paeroa, 8th July, 1940.

NOTICE is hereby given in accordance with the provisions of section 188 (3) of the Mining Act, 1926, as amended by section 18 of the Mining Amendment Act, 1937, that, unless sufficient cause to the contrary is shown within one month from the date hereof, the mining privileges mentioned in the Schedule hereto will be struck off the Register

J. D. O'BRIEN, Mining Registrar.

SCHEDULE.

License No.	Date.	Nature of Privilege.	Locality.	Licensee.
1602	7/6/1900	Residence-site	Karangakake	Lewis Griffin.
7801	7/10/1909	Maratoto	Reginald Dixon.
9271	9/7/1923	Water-race	Karangahake	W. A. Greaves.
9835	6/6/1932	Karangakake	Walter V. Wilson.