

Notice to Mariners No. 9 of 1943.

Marine Department,
Wellington, N.Z., 16th March, 1943.

NEW ZEALAND.—SOUTH ISLAND.—OTAGO HARBOUR.

New Entrance Leading Beacons.

Previous notice: No. 28 of 1941 hereby cancelled.

Position: Taiaroa Head Flagstaff. Lat., 45° 46' 6 S.; long., 170° 43' 6 E. (approx.).

Abridged Description—

Front beacon: Fl. ev. sec. 24 ft. 5 M. (U).

Rear beacon: Occ. ev. 5 sec. 60 ft. 10 M. (U).

Details: Two lighted leading beacons for the new main entrance have been established in positions 266° 3.8 cables and 232½° 7.2 cables from the above flagstaff and are in line bearing 204½°. On the 29th inst. lights will be exhibited from the new beacons, and on the same date the lights on the existing beacons will be discontinued.

The front beacon, painted orange with a vertical black stripe, is 20 ft. high and stands on a dolphin. A white light flashing every second, flash 0.3 sec., eclipse 0.7 sec., will be exhibited at an elevation of 24 ft.

The rear beacon, painted orange with two black vertical stripes, is 35 ft. high, and will exhibit an occulting white light every 5 sec., eclipse 2.5 sec., at an elevation of 60 ft.

NOTE.—The existing beacons will remain in position.

AMENDMENTS TO INFORMATION IN THE NEW ZEALAND NAUTICAL ALMANAC AND TIDE-TABLES.

Page 282:—

Entrance and Harbour.—Alter length of bank from 1½ miles to 7.2 cables.

Page 283:—

Entrance: Lighted Leading Beacons.—Cancel existing paragraphs and substitute:—

“*Front:* A flashing white light, 1 sec., flash 0.3 sec., 24 ft., visible 5 M. (U), is exhibited from a beacon 20 ft. high, coloured orange with one black vertical stripe, erected on a dolphin between North Mole and Howlett Pt. and bearing 266° 3.8 cables from the flagstaff at Taiaroa Head Signal Station.

“*Rear:* An occulting white light, 5 sec., eclipse 2.5 sec., 60 ft., visible 10 M. (U), is exhibited from a beacon 35 ft. high, coloured orange with two black vertical stripes, situated on the North Spit and bearing 232½° 7.2 cables from the flagstaff at the Taiaroa Head Signal Station.

“The beacons in line bearing 204½° will lead through the main N.E. Channel.”

Page 283:—

Bank.—A sandbank, extending northwards 7.2 cables from Taiaroa Heads to the eastward edge of the new N.E. entrance channel, has a least depth of 19½ ft. L.W. with Taiaroa Head Lighthouse bearing 176½° 4½ cables. To the westward of the lighted N.E. entrance channel and extending over the line of unlit beacons of the N.W. entrance channel an isolated diminishing bank has a least depth of 25 ft. L.W. with Taiaroa Head Lighthouse bearing 157° 9 cables.

Caution.—This paragraph should be replaced by the following:—

“Ships using the old N.W. channel may do so only in daylight with the old red, and red and white unlighted beacons. Ships waiting for a Pilot should not attempt to enter either channel, but should keep well clear of the banks.”

Page 285:—

Entrance Channel.—Cancel and substitute:—

“*Entrance Channels.*—The new N.E. entrance channel, running along the western side of the bank extending from Taiaroa Head, is defined by two lighted leading beacons bearing 204½°, and has a least depth of 35 ft. L.W. on the line of beacons, and a minimum depth of 30 ft. L.W. over a width of 400 ft. to the eastward of the line of leading beacons and a width of 600 ft. to the westward of the line of leading beacons. The line of leading beacons passes 330 ft. clear of the Mole end.

“*Old N.W. Entrance Channel.*—The unlighted leading beacons mark the eastern edge of the old channel, which is still navigable in daylight with a least L.W. depth of 35 ft. and a least width of 800 ft. to the westward of the line of beacons.”

Page 285:—

Anchorage: Outer.—Delete the following sentence: “Steamships may anchor closer, taking care not to anchor too close to the bank which runs north 1½ M. from the entrance.”

Page 286:—

To enter the Channel.—Delete paragraph and substitute:—

“*To enter the Channels: New N.E. Channel.*—When about 2 M. from Taiaroa Head, ships should enter on the line of the two lighted leading beacons bearing 204½°; when abreast of the Mole end, course should be altered to pass half a cable off Harrington Point. Then proceed towards Port Chalmers or Dunedin, leaving the red beacons on the starboard hand and the black beacons on the port hand.

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“*Old N.W. Channel.*—When about 2 M. from Taiaroa Head, ships should enter to the westward of the line of the two unlighted beacons bearing 165½°, as at present this line defines the eastern edge of the channel, and when about 3 to 4 cables from the Mole end should cross the line of leads to the eastward to make the entrance between the Mole and Taiaroa Head, passing about half a cable off the end of the North Mole (see sailing course on plan). When abreast of the Mole end course should be altered to pass half a cable off Harrington Point. Then proceed to Port Chalmers as stated in paragraph above.”

Charts affected: No. 2411.

Other publications affected: New Zealand Pilot, 1930 ed., pages 292 and 294; Admiralty List of Lights, Part X, 1939, Nos. 2287 and 2288.

Authority: Otago Harbour Board, 11/3/43.

L. B. CAMPBELL, Secretary.

(M. 3/3/120.)

Industrial Man-power Emergency Regulations 1942.—Amendments to Declarations of Essential Undertakings.

Department of National Service,
Wellington, 16th March, 1943.

THE Controller of Man-power doth hereby give notice that the Minister of Industrial Man-power has made the following amendments to declarations of essential undertakings as enumerated hereunder as from the dates indicated:—

Declaration No. 13, 10th March, 1943.

Addition—

New Zealand Woolpack and Textiles, Ltd., at Mangaiti.

Declaration No. 22, 10th March, 1943.

Addition—

Waipawa Cases, Ltd., at Waipawa, in respect only of the manufacture of wooden boxes or of wooden containers or parts of wooden boxes or wooden containers.

Declaration No. 59, 10th March, 1943.

Addition—

Blenheim Brick and Pipe Co., at Tuamarina.

Declaration No. 96, 10th March, 1943.

Additions—

Nicholls Bros., Ltd., at Auckland.
Enterprise Engineering Co., at Wellington.
New Zealand Lead Works, Ltd., at Auckland.

Declaration No. 105, 4th March, 1943.

Addition—

Waimakariri River Trust, except in respect of workers whose wages are subsidized wholly or in part from Government funds under Scheme No. 13.

Declaration No. 105, 10th March, 1943.

Addition—

The Vehicle-testing Station of the Christchurch City Council, at Christchurch.

Declaration No. 106, 10th March, 1943.

Additions—

Anvil Steelite Paints, Ltd., at Dunedin.
E. Astley and Sons, Ltd., at 107 Hobson Street, Auckland.
Chromos Ltd., at Wellington.
Cyclone Fence and Gate Co., Ltd., at Christchurch.
Cyclone Fence and Gate Co., Ltd., at Auckland.
Lockwood and Son, Ltd., at Wellington.
Paget Shoe Co., Ltd., at Auckland.
Gadabouts, at Auckland.

Declaration No. 106, 11th March, 1943.

Addition—

Hekter (N.Z.), Ltd., at Ryle Street, Auckland.

Declaration No. 106, 12th March, 1943.

Additions—

Donaghy's Rope and Twine Co., Ltd., at Auckland.
Donaghy's Rope and Twine Co., Ltd., at Dunedin.

H. L. BOCKETT, Controller of Man-power.

Notice calling up Reservists for Service with the Armed Forces.

National Service Department,
Wellington, 18th March, 1943.

IT is hereby notified for general information that, in pursuance of the powers vested in me by Regulation 44 of the National Service Emergency Regulations 1940, I have, on the 18th March, 1943, issued to—

Herbert Maurice Neill, Grader-driver, Diamond Harbour, Christchurch, Registration No. 637345, and
Francis John Robert McDowall, Carrier, Hedgehope, Registration No. 637215,

notices calling them up for service with the Armed Forces, such persons having been severally convicted for that, being reservists belonging to a division of the Reserve the enrolment of which has been proclaimed, they did fail to make application in writing for enrolment in that class of the Reserve as required by Regulation 43 (1) of the National Service Emergency Regulations 1940.

J. S. HUNTER, Director of National Service.