

The Linseed Oil Control Revocation Notice 1949

PURSUANT to the Factory Emergency Regulations 1939, I, Leslie Raymond Morris, Factory Controller, do hereby direct and give notice as follows:—

1. (1) This notice may be cited as the Linseed Oil Control Revocation Notice 1949.

(2) This notice shall come into force on the 1st day of March, 1949.

2. The Linseed Oil Control Notice 1943* is hereby revoked. Dated at Wellington, this 15th day of February, 1949.

L. R. MORRIS, Factory Controller.

* Gazette, 18th February, 1943, Vol. I, page 137.

Revocation of Price Order No. 873 (Baking-powder Manufactured by T. J. Edmonds, Ltd.)

PURSUANT to the Control of Prices Act, 1947, the Price Tribunal, acting with the authority of the Minister of Industries and Commerce, doth hereby revoke Price Order No. 873* relating to baking-powder manufactured by T. J. Edmonds, Ltd.

Dated at Wellington, this 16th day of February, 1949.

The Seal of the Price Tribunal was affixed hereto in the presence of—

[L.S.] W. J. HUNTER (Judge), President.
P. N. HOLLOWAY, Member.

* Gazette, 6th May, 1948, Vol. II, page 493.

Notice to Mariners No. 7 of 1949

Marine Department,
Wellington, N.Z., 15th February, 1949.

NEW ZEALAND.—NORTH ISLAND.—PORT NICHOLSON.—FRASER ROCK

Beacon Disappeared

Position: 216½° 2,300 ft. from Point Halswell Beacon. Lat., 41° 17' 3 S.; long., 174° 49' 3 E. (approx.).

Details: The beacon marking the above rock has disappeared and will be re-established as soon as possible, probably six to eight weeks.

Charts affected: Nos. 803, 1423.

Publications: New Zealand Pilot, page 112: New Zealand Nautical Almanac and Tide-tables, page 229.

Authority: Wellington Harbour Board, 14th February, 1949.

W. C. SMITH, Secretary.

(M. 3/3/179.)

Notice to Mariners No. 8 of 1949

Marine Department,
Wellington, N.Z., 15th February, 1949.

*RADIO-TELEPHONE SERVICE FOR SHIPS**Change in Frequencies*

Details: From midnight, 28th February, 1949, ships employing radio telephony will be required to use 2,182 kc/s when calling coast stations and to listen on that frequency for the reply. Traffic must be transmitted on the working frequency of 2,162 kc/s or 2,012 kc/s, whichever is applicable.

The following is an example of the procedure to be adopted:—

Ship station calls coast station on 2,182 kc/s—

“Hullo Wellington, Maimai calling, message for you, may I go ahead on 2,162 (2,012 kc/s where this frequency is used), over.”

Coast station replies on 2,182 kc/s—

“Hullo Maimai, Wellington answering, go ahead on 2,162 (2,012 kc/s where applicable), over.”

Ship station transmits traffic on working frequency—

“Hullo Wellington, Maimai calling, telegram begins.”

It should be noted that although a ship is required to change to its working frequency for traffic handling, brief remarks indicating the ship's position, advice of leaving port, &c., may be made on 2,182 kc/s.

When a coast station wishes to communicate with a ship it will use the following procedure:—

Coast station calls ship station on 2,182 kc/s—

“Hullo Alert, Awarua calling, message for you, over.”

Ship station replies on 2,182 kc/s—

“Hullo Awarua, Alert answering, go ahead 2,162, over.”

(The ship station should then listen on 2,162 kc/s for reception of traffic from the coast station.)

In order to provide for those ships which, through unavoidable circumstances, are not able to have their transmitting equipment modified by the 1st March, 1949, listening watches will be maintained at coast stations for a few weeks thereafter on both 2,012 and 2,182 kc/s. The watch on 2,012 kc/s will be discontinued at short notice and, in the circumstances, frequency modifications should be completed as soon as possible after the date in question.

Authority: Director-General, Post and Telegraph Department.

W. C. SMITH, Secretary.

(M. 10/165.)

Notice to Mariners No. 9 of 1949

Marine Department,
Wellington, N.Z., 16th February, 1949.

NEW ZEALAND.—SOUTH ISLAND.—WESPORT

Radio Telephones Established

(Date of coming into operation March 1st, 1949.)

1. Position: At Signal Station (Westport).

Details:—

Call sign: ZLAZ.

Output power: 500 watts.

Watches: Daily watch will be kept during periods as follows:—

h.	h.
0000	0600
0800	0900
1100	1200
1430	1530
1700	1730
2200	2400

Between the times stated, after R/T contact has been established further contact may be arranged as mutually agreed upon.

2. Position: Tug “James O'Brien.”

Details:—

Call sign: ZMYT.

Output power: 25 watts.

Watches: Within port limits a watch will be maintained when the tug is in use. When the tug is at sea watch will be maintained in accord with regulation shipping-telegraph times.

3. Position: Dredge “Eileen Ward.”

Details:—

Call sign: ZMYV.

Output power: 2½ watts.

Watches: When the dredger is at sea only will watch be maintained, and then in accord with regulation shipping-telegraph times.

4. Position: Dredge “Maui.”

Details:—

Call sign: ZMDM.

Output power: 2½ watts.

Watches: When the dredger is at sea only will watch be maintained, and then in accord with regulation shipping-telegraph times.

Frequencies.—All the above-named stations will operate on the international frequencies as from 1st March, 1949, of:—

Watch frequency calling 2,182 kc/s.

Working frequency 2,162 kc/s.

W. C. SMITH, Secretary.

(M. 3/13/732.)

Result of an Election Under the Government Railways Act, 1926, and Amendments.—Government Railways Appeal Board

New Zealand Government Railways,
General Manager's Office,
Wellington, 10th February, 1949.

THE following is the result of an election held on Monday, 7th February, 1949, of the elective members of the Government Railways Appeal Board constituted under the Government Railways Amendment Act, 1927:—

FIRST DIVISION

King, G. J. (unopposed).

*SECOND DIVISION**Workshops Branch*

					Votes.
Hudson, R. H.	..	..	..	..	889
Maxwell, R. G.	..	..	..	..	1,486
McLeod, F. M.	..	..	..	..	1,182
Informal	..	..	..	..	32

Locomotive Running Branch

Elliott, W. G.	..	..	..	..	555
Hill, G.	..	..	..	..	786
Informal	..	..	..	..	10

Traffic Branch

Collin, W. F.	..	..	..	..	1,151
Hunkin, K. W.	..	..	..	..	1,195
Informal	..	..	..	..	32

Maintenance Branch (Exclusive of Works Staff)

Barton, J. A. (unopposed).

I hereby declare Gordon Joseph King, Ronald George Maxwell, George Hill, Keith Wade Hunkin, and James Andrew Barton duly elected to act as members of the Government Railways Appeal Board.

JNO. HANNAH, Returning Officer.