

The Standards Act 1941—Draft Amendment to the New Zealand Standard Model Building Bylaw (N.Z.S.S. 95) Part V, Reinforced and Plain Concrete Construction

PURSUANT to subsection (3) of section 8 of the Standards Act 1941, notice is hereby given that the above draft amendment is being circulated under the reference No. D. 7020.

All persons who may be affected by this amendment and who desire to comment thereon may, on application, obtain copies free of charge from the New Zealand Standards Institute, Bowen State Building, Bowen Street, or Private Bag Wellington C. 1.

The closing date for receipt of comment is 29 June 1962.

NOTE—The amendment alters one figure in Table 5, and in clause 518 allows for a tensile stress of 20,000 p.s.i. for deformed bars in conjunction with concrete of 3,000 p.s.i. crushing strength.

Dated at Wellington this 25th day of May 1962.

E. J. SUTCH,
Acting Executive Officer, Standards Council.

(S.I. 114/2-177)

Standard Specification Revoked

PURSUANT to the provisions of the Standards Act 1941 and regulations made thereunder, the Minister of Industries and Commerce, on 29 May 1962, revoked the undermentioned standard specification:

N.Z.S.S. 756 : 1950: Definitions for use in motor car cleaning, lubrication, and allied servicing.

Dated at Wellington this 30th day of May 1962.

E. J. SUTCH,
Acting Executive Officer, Standards Council.

(S.I. 114/2-178)

Boundaries of City of Napier, County of Hawke's Bay, and Meeanee Riding of That County Defined

PURSUANT to section 26 of the Municipal Corporations Act 1954, the Secretary for Internal Affairs hereby defines, as set out in the Schedule hereto, the boundaries of the City of Napier, County of Hawke's Bay, and Meeanee Riding of the County of Hawke's Bay, the previous boundaries having been altered by Order in Council made on the 1st day of May 1961 and published in *Gazette*, 11 May 1961, No. 32, page 675.

SCHEDULE

BOUNDARIES OF CITY OF NAPIER

ALL that area in the Hawke's Bay Land District bounded by a line commencing at a point on the mean high-water mark of the ocean in line with the northern side of Ellison Street and proceeding westerly to and along that roadside, across the Marine Parade, and again along that roadside to the western side of the Wellington-Napier Railway; thence southerly across Ellison Street to and along the western side of the said railway to a point in line with the northern boundary of Lot 10, D.P. 6396; thence westerly along a right line through Suburban Section 657, Napier, and across Te Awa Avenue, to and along the northern boundaries of the said Lot 10 and Lot 9, D.P. 6396, to the eastern boundary of a drain reserve; thence northerly along the eastern boundaries of that drain reserve and Lots 5 and 4, D.P. 6396, to the north-eastern corner of the said Lot 4; thence north-westerly along the north-eastern boundaries of Lots 4 and 3, D.P. 6396, to the south-eastern boundary of Lot 6, D.P. 7354; thence generally south-westerly along that boundary to the north-eastern boundary of Lot 7, D.P. 6396; thence north-westerly along that boundary to its northernmost point; thence south-westerly along the north-western boundary of the said Lot 7, including the crossings of Geddis Avenue and Barnard Avenue, to the north-eastern boundary of Lot 6, D.P. 6396; thence north-westerly along that boundary to the south-eastern side of Bledisloe Road; thence south-westerly along that roadside to the eastern side of Riverbend Road; thence southerly along that roadside to a point in line with the southern boundary of Lot 1, D.P. 493; thence westerly across Riverbend Road, to and along the southern boundary of the said Lot 1 and its production for a distance of approximately 4 chains to intersect a right line bearing 20° 30' as described in the Second Schedule of Napier Harbour and Napier Borough Enabling Act 1945; thence southerly along that right line bearing 200° 30' for a distance of 1,970 links, approximately, to a point on the northern boundary of Suburban Section 69, Meeanee; thence along a right line

bearing 281° 16' for a distance of 7,740 links, being also the northern boundary of Suburban Section 69, Meeanee, the southern boundary of Lot 1, D.P. 4206, the northern boundaries of Suburban Section 68, Meeanee, a Crown Grant road, and Suburban Sections 67 and 65, Meeanee, including the crossing of Kennedy Road and Number 50 State Highway to its intersection with a right line bearing 13° 44' and being parallel to and 850 links distant from the western side of the said highway; thence northerly along that line bearing 13° 44' for a distance of 4,850 links, and along another right line bearing 37° 30' for a distance of 1,400 links to a point in the middle of a drain adjacent to the south-western boundaries of Lots 2 and 5, D.P. 6562, and shown on S.O. Plan 2252; thence north-westerly along the middle of that drain to the south-eastern side of a private road shown on the above-mentioned S.O. Plan 2252; thence north-easterly along that roadside to the middle of the Meeanee drain; thence north-westerly along the middle of that drain to the right bank of the main gravity drain also shown on S.O. Plan 2252; thence north-easterly along that bank to the left bank of the Old Tutaekuri River; thence northerly along a right line to the eastern side of the Pokeno Wellington via Gisborne State Highway No. 2, being the point of intersection of two roadside boundaries shown on D.P. 6313 as bearing 342° 48', distance 191·8 links, and bearing 345° 57', distance 191·8 links, along that roadside to the northernmost corner of Lot 2, D.P. 6408, and along a right line to the southernmost corner of Lot 1, D.P. 2531, being a point on the eastern side of the said highway, along that roadside to a point in line with the northern boundary of Town Section 253, Westshore; thence easterly along a right line across the East Coast Main Trunk Railway to and along that boundary and its production to the mean high-water mark of the ocean, including the crossing of the Esplanade; thence south-easterly generally along that mean high-water mark to a point at which the western mole at the entrance to the Inner Harbour crosses that mean high-water mark; thence north-easterly along a right line to a point at which the eastern mole at the said entrance crosses the mean high-water mark; thence easterly and southerly generally along that mean high-water mark to the point of commencement.

BOUNDARIES OF COUNTY OF HAWKE'S BAY

ALL that area in the Hawke's Bay Land District bounded by a line commencing at a point in the middle of the Ngaruroro River at the intersection with a right line between Trig. Stations 26 (Tauwhekete-whango) and 65A and proceeding easterly along that right line to the said Trig. Station 65A in Block XXI, Kaweka Survey District; thence north-easterly along a right line to Trig. Station 68A and its production to the middle of the Mohaka River; thence down the middle of that river to a point in line with the north-eastern boundary of Section 6, Block V, Waitara Survey District; thence south-easterly to and along that boundary and the north-eastern boundary of Section 3, Block XI, Waitara Survey District, to the middle of the Waikari River; thence down the middle of that river to the sea coast; thence generally southerly along the sea coast to a point in line with the northern boundary of Lot 2, D.P. 3216, in Block III, Waimarama Survey District; thence generally westerly to and along that boundary and the northern boundary of Lot 1, D.P. 3215, to its north-western corner; thence northerly along the eastern boundaries of Sections 6, 5, and 4, Block III, Oero Survey District, to the northern boundary of the last-mentioned section; thence westerly along that boundary and its production to the middle of the Hawea Stream; thence down the middle of that stream to and up the middle of the Tukituki River, to and up the middle of the Papanui Stream to the middle of Waitukai Road; thence generally north-westerly along the middle of that road and the middle of Papanui-Te Aute Road and Boundary Road to the middle of National State Highway No. 2; thence south-westerly along the middle of that highway to a point in line with the north-eastern boundary of Lot 5, D.P. 5103; thence north-westerly to and along that boundary, the north-eastern boundaries of Lot 29, D.P. 4416, Section 1, Block XV, and Section 1, Block XIV, both Maraekakaho Survey District (including the crossing of Te Onepu Road), to the northernmost corner of the last-mentioned section, along a right line to the middle of the Mangaonuku Stream in line with the north-western boundary of Section 1, Block X, Maraekakaho Survey District, up the middle of that stream to a point in line with the north-eastern boundary of Block 3, Gwavas Crown Grant District, in Block IV, Wakarara Survey District, to and along that boundary and south-westerly along the north-western boundaries of that block, Blocks 1 and 5, and again Block 1, all Gwavas Crown Grant District, and the production of the last-mentioned boundary to the middle of the Mangamauka Stream; thence up the middle of that stream to its intersection with the north-eastern boundary of Section 1, Block XI, Wakarara Survey District; thence north-westerly along that boundary to the northernmost point of the said Section 1, along a right line to the confluence of the Makaroro River and Makaroro Stream (east of Section 8, Block IX, Wakarara Survey District), along a right line in the direction of Trig. Station 30 (Aorangi) to the summit of the Ruahine Range; thence northerly along the summit of that range to Trig. Station Y on the western boundary of Block XVIII, Ngaruroro Survey District; thence north-easterly along a right line to a point in the middle of the Taruarau River in Block II, Ngaruroro Survey District, in