

SCHEDULE CONDITIONS

1. This licence is subject to the Foreshore Licence Regulations 1960, and the provisions of those regulations shall, so far as applicable, apply hereto.

2. The term of the licence shall be 14 years from the 1st day of June 1969.

3. The annual sum so payable by the licensee shall be 10 cents (10c), payable on demand.

Dated at Wellington this 7th day of May 1969.

W. J. SCOTT, Minister of Marine.

(M. 54/3/421)

Assignment of Rock Oyster Farming Lease

PURSUANT to the Rock Oyster Farming Act 1964 and to the Rock Oyster Farming Regulations 1964, the Minister of Marine hereby gives notice that the lease of the lease land shown in the plan numbered M.D. 13163, granted to Keith Richard Brandon on 21 October 1968 for the purpose of developing a rock oyster farm, has been assigned to Western Bay Oysters Ltd., together with its successors and assigns.

Dated at Wellington this 5th day of May 1969.

W. J. SCOTT, Minister of Marine.

(M. 54/5/60)

The Motor Launch (Pohara Beach) Notice 1968—Pohara Domain Board

PURSUANT to the Motor Launch Regulations 1962*, the Minister of Marine hereby gives the following notice.

NOTICE

1. (a) This notice may be cited as the Motor Launch (Pohara Beach) Notice 1968.

(b) This notice shall come into force on the date of its publication in the *Gazette*, and shall remain in force for a period of 2 years after that date.

2. Subject to the conditions set forth in the Second Schedule hereto, regulations 11 and 12 of the Motor Launch Regulations 1962 shall not apply to the area described in the First Schedule hereto.

*The Motor Launch Regulations 1962/180

FIRST SCHEDULE

ALL that area of water in Golden Bay, adjoining Pohara Beach, bounded by a line commencing at a point on the water's edge 75 yards west of the north-western corner of Lot 14, D.P. 1703, and proceeding northerly for 200 yd on a bearing of 350° true; thence easterly for 200 yd on a bearing of 80° true; thence southerly for 200 yd on a bearing of 170° true to the water's edge; thence westerly along the said water's edge to the point of commencement.

SECOND SCHEDULE

THE access lane shall be marked as follows:

1. Two 8-ft transit posts with a distance of not less than 10 ft or more than 20 ft between and painted with 12 in. bright orange and black bands shall be erected on land in line with each side of the access lane, the first post being placed at high-water mark.

2. On each of the transit posts placed at high-water mark there shall be fastened in line with the sides of the access lane a notice board measuring not less than 2 ft 6 in. by 2 ft, painted bright orange with black lettering.

3. The aforesaid notice board shall contain the following notice:

"NOTICE

MOTOR LAUNCH REGULATIONS 1962

Access lane through which motor launches and water skiers may travel at speeds greater than 5 miles per hour.
Bathers Keep Out."

4. Marker buoys, either barrel, drum, or spherical shaped, painted bright orange with a vertical black stripe, shall be moored 50 yd apart and in line with each set of transit posts, the first buoy being 50 yd from the water's edge.

Dated at Wellington this 18th day of December 1968.

W. J. SCOTT, Minister of Marine.

(M. 43/114/10)

The Traffic (Patea Borough) Notice No. 1, 1969

PURSUANT to the Transport Act 1962, the Minister of Transport hereby gives the following notice.

NOTICE

THIS notice may be cited as the Traffic (Patea Borough) Notice No. 1, 1969.

The roads specified in the Schedule hereto are hereby excluded from the limitation as to speed imposed by section 52 of the Transport Act 1962, and are hereby declared to be 40-miles-an-hour speed limit areas for the purposes of regulation 27A of the Traffic Regulations 1956*.

SCHEDULE

SITUATED within Patea Borough:

No. 3 State Highway (Hamilton-Woodville via New Plymouth), also known as Egmont Street (from a point 28 chains measured northerly generally along the said highway from Hadfield Street to the northern boundary of Patea Borough).

No. 3 State Highway (Hamilton-Woodville via New Plymouth), also known as Bedford Street (from a point 42 chains measured south-easterly generally along the said highway from Devon Street to the southern boundary of Patea Borough).

Dated at Wellington this 9th day of May 1969.

J. B. GORDON, Minister of Transport.

*S.R. 1956/217 (Reprinted with amendments No. 1 to 16: S.R. 1968/32)

Amendment No. 17: S.R. 1969/54

(TT. 9/2/183)

The Traffic (Inangahua County) Notice No. 1, 1969

PURSUANT to the Transport Act 1962, the Minister of Transport hereby gives the following notice.

NOTICE

THIS notice may be cited as the Traffic (Inangahua County) Notice No. 1, 1969.

The area specified in the First Schedule hereto is hereby declared to be a closely populated locality for the purposes of section 52 of the Transport Act 1962.

The roads specified in the Second Schedule hereto are hereby declared to be 40-miles-an-hour speed limit areas for the purposes of regulation 27A of the Traffic Regulations 1956*.

The Warrant under section 3 of the Motor Vehicles Amendment Act 1936, dated the 20th day of December 1937†, which relates to Inangahua County, at Reefton, is hereby revoked.

FIRST SCHEDULE

SITUATED within the Inangahua County:

All that area at Reefton bounded by a line commencing at the junction of the western side of Crampton Road with the northern side of Boundary Road and proceeding thence southerly generally along the western side of Crampton Road to the north-eastern side of Buller Road; thence along that roadside to a point 8 chains measured north-westerly generally from Crampton Road; thence across Buller Road at right angles to its north-eastern side to its south-western side; thence south-easterly generally along the south-western side of Buller Road to Plaskett Street; thence south-westerly generally along that roadside to Conlon Street; thence along that roadside and including David Place to Plaskett Street; thence southerly generally along that roadside to Crampton Road; thence southerly generally along the western side of Crampton Road and its prolongation to the northern bank of the Inangahua River; thence easterly generally along the said northern bank of the Inangahua River to a point opposite the eastern side of Donovan Street; thence by a right line northerly generally to the eastern end of Donovan Street; thence along the eastern side of Donovan Street to Boundary Road; thence westerly generally along the northern side of Boundary Road to the commencing point.