

Area B.—Enclosed by a line from Culver Cliff to a point three miles east (true) of Culver Cliff, thence within the three-mile limit to a point three miles south (true) of Freshwater Gate, thence to Freshwater Gate.

Area C.—Enclosed by a line joining Christchurch Head to St. Albans Head.

2. The term craft as used herein includes ships, barges, boats, and vessels of all descriptions, and the orders apply to all fishing and pleasure craft.

3. No craft are to go out in specified areas between sunset and sunrise.

4. All craft from places within these areas are to be on shore or back in their harbour half an hour after sunset.

5. No craft are to put to sea during fog or thick weather, and any caught at sea by fog, &c., are to return to shore or harbour at once, if possible.

6. Craft unable to return to harbour owing to failing wind or fog, &c., are to anchor and show the regulation anchor lights at night. No bright lights are permitted.

7. Fishing is permitted by all *bona fide* fishermen in sailing-craft, provided they are in possession of a permit which can be obtained from their District Fishery officers. When applying for these permits they are to state the port from which they intend to work, and this will be entered on the permit.

8. All fishing-craft mentioned in paragraph 7 above must carry either their permit number or their registered number painted on each bow in figures not less than 12 in. in height.

9. Fishing is absolutely prohibited for all steam fishing-vessels.

10. Craft found after dark in the areas detailed in paragraph 1 above are liable to be fired upon.

11. No craft are to proceed to sea with any petrol, motor oil, heavy oil, &c., on board with the exception that—

(i.) Traders and all other craft may carry oil, petrol, motor spirit, &c., in bulk, barrels, or as stores for the equipment or navigation of the vessel, provided that the goods are properly pre-entered and that clearance is obtained from the Customs Officials in accordance with the Customs War Powers Act, 1915, paragraphs 1 to 3.

(ii.) Sailing-vessels may not have on board a quantity of petrol, motor spirit, benzene, paraffin, petroleum, or similar substances, exceeding 2 gallons.

12. Owners of motor craft, pleasure craft, and small craft of all descriptions are to supply to the Coastguard Officer of the district lists of all their boats and vessels which they may place afloat, and they are to obtain from him permits for them. Without such permits these craft are not to be used. The number of the permit is to be painted on either bow in figures not less than 12 in. in height.

13. Motor craft, pleasure craft, and small craft of all descriptions are not to proceed outside of their ports, creeks, or rivers during the hours of official day, unless in possession of a permit which may be obtained from a Customs Official on personal application, or (in places where there is no Customs Official) from the Coastguard Officer of that district.

14. The areas within which pleasure craft with permits may move during daylight are as follows, and they are forbidden to move in any other areas:—

Newhaven: Within one mile of *occulting* light at entrance.
Brighton and Hove: Within one mile of *fixed* light on western pier.

New Shoreham: Within one mile of high *occulting* light.
Worthing: Within one mile of *fixed* light on pier.

Littlehampton: Within one mile of *fixed red* light at entrance.

Bognor: Within one mile of *green* fishing light.

Sandown Bay: Inside the line joining Culver Cliff and Dunnose Head.

Ventnor: Within one mile of Ventnor Pier.

Christchurch: Inside the entrance to Christchurch Harbour.

Christchurch Head to Sandbanks: Within 400 yards of low-water mark.

Poole Harbour: Within the line joining North and South Havens.

Studland Bay: From opposite Studland Village to the Old Breakwater within 400 yards of low-water mark.

Swanage Bay: To the west of the line joining Ballard and Peverill Points.

15. No excursion traffic is allowed except with the written permission of the Commander-in-Chief, to be obtained for the season in regard to standing excursions, and on each occasion for special excursions.

16. Nothing in these orders shall affect the standing orders relating to the defence areas at Newhaven, Portsmouth, and Poole.

(2.) *Portland Harbour Approach.—Restriction of Navigation; Caution re Target Practice.*

Former Notice.—No. 258 of 1915; hereby cancelled.

(a.) RESTRICTION OF NAVIGATION.—CAUTION.—(i.) No vessels or boats of any description are to move in the area

north of a line joining Portland Bill with St. Albans Head, by day or night, unless proceeding into Weymouth anchorage.

(ii.) No vessels or boats of any description are to move in the area north of a line joining Portland Bill with Hopes Nose between sunset and sunrise.

No vessels or boats of any description are to put to sea in this prohibited area during fog, and any caught at sea by fog are to return to shore or harbour at once.

Vessels or boats found in this area after dark are liable to be fired upon.

(b.) CAUTION *re* TARGET PRACTICE.—CAUTION.—Target practice will take place, without further notice, from ships lying in Portland Harbour, and it will therefore be dangerous henceforth for vessels to enter the following area:—

Limits of Dangerous Area.—(i.) On the North: By a line drawn in a 97° (S. 67° E. mag.) direction from the north end of the outer breakwater until St. Albans Head bears 18° (N. 34° E. mag.). (ii.) On the South: By a line drawn in a 119° (S. 45° E. mag.) direction from the south end of the outer breakwater until St. Albans Head bears 18° (N. 34° E. mag.). (iii.) On the East: By a line joining the eastern extremities of limits (a) and (b). (iv.) On the West: By Portland outer breakwater.

Variation.—16° W.

Note.—This notice is a repetition of Notice No. 258 of 1915, with the addition of Section (1).

Charts temporarily affected.—No. 2615, Portland to Christchurch (2) b; No. 2450, Portland to Owers (2) b; No. 2255, Weymouth and Portland (2) b; No. 2675b, English Channel, middle sheet (2) b.

Notice to Mariners No. 70 of 1915.

GISBORNE HARBOUR.—REMOVAL OF OLD ANCHORAGE LEADING-LIGHTS.

Marine Department,
Wellington, 24th August, 1915.

THE Gisborne Harbour Board have notified that on Wednesday, 22nd September, 1915, the two *green* lights on the western side of the harbour which mark the "inner anchorage" will be permanently removed, being no longer required owing to new lights having been fixed on the breakwater and groyne.

Re *Dredging Signals.*

The Gisborne Harbour Board notify that during the time the "Maui" is dredging in the channel between the groyne and the breakwater masters of vessels are warned not to attempt to pass the dredger until the red flag is hauled down in the daytime, or the two red lights are hauled down in the night-time, and the side to pass day or night will be signalled from the dredge.

Re "Channel blocked" Signal.

The Board also give notice that should the entrance channel at any time be temporarily blocked by dredging operations in progress, the following signals will be exhibited:—

In the daytime the International Code signal I.L.F. flown from the flag-staff, and at night three red lights horizontally exhibited from the signal-station. These signals shall indicate "Channel blocked: Keep outside."

Charts, &c., affected: Admiralty Charts Nos. 3321 and 3343; "New Zealand Pilot," eighth edition, 1908, Chapter iv, pages 126 and 127; "New Zealand Nautical Almanac," 1915, page 266, and plans facing 264 and 266.

GEORGE ALLPORT,
Secretary.

Officiating Ministers for 1915.—Notice No. 28.

Registrar-General's Office,
Wellington, 24th August, 1915.

PURSUANT to the provisions of the Marriage Act, 1908, the following names of Officiating Ministers within the meaning of the said Act are published for general information:—

Church of the Province of New Zealand, commonly called the Church of England.

The Reverend ROBERT HERCULES BRIDECAKE MCCOMBIE.
The Reverend FRANCIS ALBERT TOOLEY.

F. W. MANSFIELD,
Registrar-General