

The Christchurch Farriers' Industrial Union of Workers, registered number 922, situated at Christchurch.

The Christchurch Horse and Commercial Motor Drivers' Industrial Union of Workers, registered number 947, situated at Christchurch.

The South Canterbury Plumbers, Gasfitters, and Sheet-metal Workers' Industrial Union of Workers, registered number 746, situated at Timaru.

OTAGO AND SOUTHLAND INDUSTRIAL DISTRICT.

*Industrial Union of Workers.*

The Dunedin and Port Chalmers Ships Tally-clerks' Industrial Union of Workers, registered number, 990, situated at Dunedin.

*Notice to Mariners.—No. 43 of 1918.*

EXAMINATION OF MASTERS AND MATES.—NOTICE TO CANDIDATES.

Marine Department,  
Wellington, N.Z., 12th July, 1918.

**R**EFERRING to Notices to Mariners Nos. 40 and 101 of 1917, it has been decided that the following changes will take effect on 1st October, 1918.

1. *Navigation.*—The whole of the examination in navigation will be brought under the mark system. A specified time will be allotted for each paper (see paragraph 8 of this notice), and papers will not be returned to candidates for correction. Candidates will be required to obtain 75 per cent. of the total marks for the ordinary examination, and 85 per cent. for the Extra Masters' Examination, in order to pass.

2. *Second Mate.*—Candidates for certificates as second mate will be required to answer questions on plane trigonometry and elementary *viva voce* questions on the main parts of a ship's construction; and, in place of the present dictation paper, to write a short essay on some simple subject.

3. *First Mate.*—Candidates for certificates as first or only mate will be required, in addition to the work for the second mate's certificate, to answer questions on right-angled spherical trigonometry and more advanced questions on the main parts of a ship's construction and their general use.

*Law of Storm* (paragraph 37 (m), Appendix H).—The paper on the law of storms in the examination for certificates as first mate or master will be replaced by a paper on meteorology.

4. *Master.*—Candidates for certificates as master (foreign-going) will be required, in addition to the work for the first mate's certificate, to answer questions on ship-construction and naval architecture, and a few elementary questions on stability (for standard text-book see Notice to Mariners No. 88 of 1917), and to write a short essay on some suitable subject. The questions on the deviation of the compass (Appendix I) will be remodelled.

5. *Extra Master.*—Candidates for certificates as extra master will be required, in addition to the work for the master's certificate, to answer more advanced questions on naval architecture, including ship-construction and stability; questions on magnetism as relating to the compass; and a paper on general knowledge, including shipping business, imports and exports, astronomy, and general elementary science (except chemistry).

*Signalling.*—Candidates for the extra master's certificate and the voluntary examination in signalling will be required to attain a minimum speed of twelve words a minute in semaphore and ten words a minute in Morse flashing; the minimum speed for Morse flag-waving remaining at six words a minute.

6. *Home-trade Mate.*—The examination will include all the chart-work and the use of the sextant.

7. *Home-trade Master.*—Candidates will be required to find compass corrections by amplitude of the sun and by time azimuth of a star, by the aid of azimuth tables, also the position of ship by two stars at twilight, or by one star combined with the bearing of a distant mountain, headland, or sounding, by the aid of inspection azimuth and reduction tables.

8. *Time allowed.*—The time allowed for the written and worked portions of the examination for foreign-going and home-trade certificates will be arranged as follows:—

A regular luncheon interval will be given each day between 1 p.m. and 2 p.m., the *viva voce* and practical parts of the examinations being taken at such times as may be convenient.

FOREIGN-GOING EXAMINATIONS.

*Second Mate.*—Paper on navigation and nautical astronomy, three hours; nautical astronomy and trigonometry, two hours; chart-work, three hours; essay, one hour.

*First or Only Mate.*—Paper on navigation and nautical astronomy, three hours; nautical astronomy and trigono-

metry, two hours; chart-work, three hours; Sumner problem, two hours; meteorology paper, one hour and a half.

*Master.*—Paper on navigation and nautical astronomy, three hours; nautical astronomy and trigonometry, two hours; chart-work, three hours; meteorology paper, one hour and a half; compass-deviation, one hour and a half; naval architecture, one hour and a half; essay, two hours.

*Extra Master.*—Paper on navigation and nautical astronomy, three hours; nautical astronomy and trigonometry, two hours; chart-construction, three hours; chart-work, two hours; naval architecture and stability, three hours; magnetism, three hours; general knowledge, two hours; essay on meteorology, or other subject as may be selected, two hours.

HOME TRADE.

*Second Mate.*—Arithmetic papers, two hours.

*Mate.*—Arithmetic paper, two hours; chart-work and navigational papers, three hours.

*Master.*—Arithmetic paper, two hours; chart-work, three hours; nautical astronomy and deviation questions, three hours; nautical astronomy, one hour and a half.

GEORGE ALLPORT,  
Secretary.

*Notice to Mariners.—No. 44 of 1918.*

SOUTH PACIFIC OCEAN.—DERELICT STEEL BARQUE.

Marine Department,  
Wellington, N.Z., 17th July, 1918.

**N**OTICE is hereby given that the steel barque "Inverness," of Aberdeen, 1817 tons register, was burnt at sea, and abandoned in latitude 37° 52' S. and longitude 148° 59' W. Ship was heading to the N.E. with lower topsails, foresails, and lower topsails set for the port tack, with a strong N.W. wind, backing to westward, and gradually going down when the ship was abandoned. The mainmast was settling down, and swaying heavily from side to side.

It is probable that by this time the derelict will have drifted about 2,000 miles to E.N.E. with the prevailing wind and current to somewhere to eastward of Pitcairn Island, and may be expected in the near future to drift to W.N.W. and westward into the neighbourhood of the Low Archipelago.

GEORGE ALLPORT,  
Secretary.

CROWN LANDS NOTICES.

*Land in Taranaki Land District forfeited.*

Department of Lands and Survey,  
Wellington, 12th July, 1918.

**N**OTICE is hereby given that the lease of the under-mentioned land having been declared forfeited by resolution of the Taranaki Land Board, the said land has thereby reverted to the Crown under the provisions of the Land Act, 1908, and the Discharged Soldiers Settlement Act, 1915.

SCHEDULE.

TARANAKI LAND DISTRICT.

*Section 3s, Tututawa Settlement, Block XIV, Ngatimaru Survey District.*

TENURE: S.T.L.S. 2. Formerly held by A. C. Maxwell.  
Reason: Non-fulfilment of conditions.

D. H. GUTHRIE,  
Minister of Lands.

*Land in Taranaki Land District forfeited.*

Department of Lands and Survey,  
Wellington, 13th July, 1918.

**N**OTICE is hereby given that the lease of the under-mentioned land having been declared forfeited by resolution of the Taranaki Land Board, the said land has thereby reverted to the Crown, under the provisions of the Land Act, 1908.

SCHEDULE.

TARANAKI LAND DISTRICT.

*Section 3, Block II, Rangi District.*

TENURE: O.R.P. Formerly held by E. H. Cook. Reason: Non-residence and deficient improvements.

D. H. GUTHRIE,  
Minister of Lands.