

a moored mine, particularly if the vessel is in any doubt of her position; and they strongly recommend that any vessel likely to proceed to any such areas should retain its Otter equipment. Arrangements are being made whereby any fitting of, or repairs to, Otters and Otter gear will, in future, be effected by Messrs. Vickers (Limited), on application being made to them direct. Any work of this nature effected after the date of this letter will be the shipowners' liability. The Government will accept no liability, after this date, for fitting or upkeep, except for such work as is ordered to be carried out by the Ministry of Shipping or other Government Department in respect of vessels under requisition for the time being.

4. In the event of a shipowner desiring to retain the Otter gear on board any of his vessels already fitted, the Admiralty are prepared to transfer the installation (other than the actual Otters themselves) to him free of all cost, on the condition that he will undertake any subsequent reconditioning required at his own expense, and on the understanding as stated above that the Government do not accept any liability for its upkeep.

5. The Otters themselves cannot be transferred free of charge; but the Admiralty are prepared to supply them on loan to shipowners not desirous of acquiring them outright, on the understanding that they will eventually be returned into the custody of the Admiralty.

6. All clearances or changes in minefields will continue to be promulgated by the Admiralty in the form of Mine Warnings to Mariners as heretofore.

7. In cases where it is not desired to retain Otter gear on board, arrangements will be made to remove the actual Otters on receipt of notification from the owner. Arrangements can also be made to carry out any reconditioning work essential in connection with the removal of the equipment. My Lords desire, however, to make it clear that, in consequence of the great reductions which have been made in the staff available for overseeing such reconditioning, a very long time would be required to deal with the number of vessels now fitted; and no guarantee could be given as to the date by which any particular vessel could be dealt with.

8. They are therefore of opinion that shipowners may in these circumstances prefer to make their own arrangements for reconditioning their vessels on the basis of a lump-sum agreement; and they are accordingly prepared to negotiate to this end.

9. The calculation of the lump sum should not include any charges for dry-docking, as in the event of no such agreement being made, complete reconditioning will not be effected until the ship is dry-docked for ordinary purposes.

10. All arisings consequent on such reconditioning, other than the Otters themselves, would, under such an arrangement, remain the property of the shipowners to remove and dispose of as they might see fit. The value of these arisings should be taken into consideration in calculating the lump-sum settlement.

11. I am to express the hope that shipowners will forward to the Admiralty, at as early a date as possible, their proposals in respect of each of their vessels affected. Letters should be addressed to the Director of the Trade Division, Admiralty, Whitehall, S.W. 1.

12. I am to request that the shipping associations will bring this letter to the notice of their affiliated members. A supply of the letter is enclosed for that purpose. I am further to request that the Secretary of Lloyd's will give prominence to the letter in Lloyd's List.

I am, &c.,

J. W. S. ANDERSON.

CIRCULAR TO SHIPOWNERS AND MASTERS OF THE BRITISH MERCANTILE MARINE.

THE order of the Lords Commissioners of the Admiralty relative to the employment of special masthead lookouts, promulgated in circular of the 1st August, 1919, is cancelled as from the 30th November, on which date the Admiralty allowance, calculated at the rate of 15s. a month payable to the men so employed, will cease.

2. These special lookouts were instituted at the time of the submarine menace; their original object was the detection of periscopes, but their employment was continued after the armistice as a precaution against drifting mines. This latter danger is no longer regarded as a matter for special Admiralty legislation, though some considerable time must elapse before the menace disappears.

3. Shipowners and masters are recommended, therefore, to continue the special employment of lookouts, since drifting mines may be encountered not only in waters adjacent to pre-existent minefields, but also in areas which have been comparatively free from mines hitherto, notably the North Atlantic.

ALAN HOTHAM, Captain, R.N.,
Director of Trade Division.

Naval Staff, Admiralty, 13th November, 1919.

Defining the Middle-line of a Portion of the Wairoa to Waikokopu Branch of the East Coast Main Trunk Railway.

[L.S.] LIVERPOOL, Governor-General.

A PROCLAMATION.

WHEREAS the Wairoa to Waikokopu Branch of the East Coast Main Trunk Railway (hereinafter termed "the said railway") is a railway the construction of which is authorized by the Railways Authorization Act, 1919:

And whereas it has been determined to construct and maintain a portion of the said railway:

Now, therefore, I, Arthur William de Brito Savile, Earl of Liverpool, the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred upon me by the Public Works Act, 1908, and of every other power and authority in anywise enabling me in this behalf, do hereby proclaim and declare that the middle-line of the said portion of the said railway shall be that defined and set forth in the Schedule hereto.

SCHEDULE.

COMMENCING at a point in Te Kopua Block, Block II, Clyde Survey District, marked 2 miles, and proceeding thence generally in an easterly direction for a distance of about seven miles, and passing in, into, through, or over the following lands, &c.—viz., Te Kopua Block, Kairangi No. 2 Block, Block II; Ohuia No. 1, Sub. 1, Block VII; Tukemokihi No. 2, and Sections 4 and 3, Block III; Tukemokihi No. 1, Block IV; Hereheretau Block, Subs. A, C, and B 2, Block VIII; all in Clyde Survey District; and terminating at a point in the said Hereheretau Block, Sub. B 2, marked 9 miles: including all adjoining and intervening places, lands, reserves, roads, tracks, lakes, rivers, streams, and water-courses. All in the Hawke's Bay Land District. As the same is delineated on the plan marked P.W.D. 48056, deposited in the office of the Minister of Public Works at Wellington, in the Wellington Land District.

Given under the hand of His Excellency the Right Honourable Arthur William de Brito Savile, Earl of Liverpool, Member of His Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Knight Grand Cross of the Most Excellent Order of the British Empire, Member of the Royal Victorian Order, Knight of Justice of the Order of Saint John of Jerusalem, Governor-General and Commander-in-Chief in and over His Majesty's Dominion of New Zealand and its Dependencies; and issued under the Seal of the said Dominion, at the Government House at Wellington, this twenty-fourth day of February, in the year of our Lord one thousand nine hundred and twenty.

W. FRASER,
Minister of Public Works.

GOD SAVE THE KING!

Officiating Ministers for 1920.—Notice No. 6.

Registrar-General's Office,
Wellington, 24th February, 1920.

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 Percival Ernest James.

Church of Christ.

Mr. William David More.

Salvation Army.

Adjutant William Avenell.

Commandant Charles H. Creswell.

Charles Davies.

Adjutant Edward L. Garner.

Staff Captain Alfred Greene.

Joseph Hildreth.

Adjutant Harold Rimmer.

Commandant George B. Robertson.

Major Henry P. Sharp.

Adjutant Thomas Vost.

Major Charles Walls.

W. W. COOK,
Registrar-General.