

*Notice of Vesting of Land in the Public Trustee under the Public Trust Office Act, 1908, Part II, Unclaimed Lands.*

WHEREAS I, the undersigned, the Public Trustee, have, for the purposes of Part II of the Public Trust Office Act, 1908 (relating to unclaimed lands), made due inquiries with respect to the land described in the Schedule hereunder, and the whereabouts of the owner thereof, and have, in respect of the said land, given the notices prescribed by section 66 of that Act, and have in all respects complied with the provisions of that Act pertinent hereto: And whereas I have not thereby ascertained the whereabouts of the owner and believe that such owner or an agent of such owner is not in the Dominion, nor has such owner established his title to the said land, as required by the said Act: I hereby give notice that the said land is, under and by virtue of the said Act, vested in the Public Trustee as aforesaid, as from the date of the publication hereof, and will be administered under the Public Trust Office Act, 1908; the value of the land for the purposes of section 67 (d) of the said Act being less than £500.

Dated at Wellington, this 29th day of April, 1925.

J. W. MACDONALD, Public Trustee.

SCHEDULE.

ALL that piece of land situate in the Parish of Mangatete, containing by admeasurement 40 acres, more or less, being south-western portion of Allotment 38. Bounded on the north-east by part Allotment 38, 2700 links; on the south-east by Allotments 34 and 35, 2600 links; on the south-west by a road 100 links wide, 150 links, 334 links, 432 links, 756 links, 577 links, 471 links, 550 links, and 90 links; and on the north-west by Allotment 41, 940 links; being the land included in unregistered Crown grant to Anne Jane Taylor, of Auckland, Settler.

*Notice to Mariners No. 38 of 1925.*

NEW ZEALAND.—WRECKS.—UNIFORM SYSTEM OF MARKING.

Mariners Department,  
Wellington, N.Z., 2nd May, 1925.

MARINERS are hereby informed that the new "Uniform System of marking Wrecks," which came into force in England, Wales, Scotland, Ireland, and the Isle of Man on the 1st September, 1923, has, on the request of the Imperial authorities, been adopted by the Government of the Dominion of New Zealand, and will come into force in this Dominion on 1st August, 1925.

The new system of marking wrecks referred to above is as follows:—

BUOYING AND MARKING OF WRECKS.

PART I.

*Preliminary.—Caution.*

WHILE it may be assumed that care is taken to moor or anchor wreck-marking vessels and buoys securely, and, when lights are used, to fit them with efficient lighting-apparatus, yet mariners should not place undue reliance on wreck-marking vessels and buoys being maintained in position or on their lights, as through heavy weather or other causes they are liable both to drag their moorings and to break adrift, and their lights are liable to be extinguished.

Mariners should regard these marks and lights merely as aids to navigation, and, while observing all proper precautions, should give due heed to information contained in Notices to Mariners or to messages received by wireless telegraphy or telephony as to the position and bearings of a wreck, and they should not assume that a wreck has been removed from the position given by such notice or message merely because it may not be marked.

When two or more vessels and/or buoys are used to mark a wreck a mariner should not attempt to pass between them. Mariners should always give a wreck-mark a wide berth.

*Colour for Wreck-marking Purposes.*

Green shall be the colour for all purposes connected with wreck-marking, viz:—

For lights, buoys, balls, shapes, flags, wreck-marking vessels, &c.

Green colour should not be used—

(a.) For floating lights other than the green starboard side-light carried by ships under way.

(b.) For buoys and other markings afloat not used for wreck-marking purposes.

Vessels and buoys shall have the word "WRECK" written in white letters on a green ground on their sides.

PART II.

*For the Open Sea.—General.*

Throughout the following regulations the words "Port hand" and "Starboard hand" refer to the definition of those words given at the end of this notice.

A light on a wreck-marking vessel shall be carried in a lantern so constructed as to show a clear and unbroken light visible all round the horizon at a distance of at least one mile.

If a wreck-marking buoy is lighted, the light shall be carried in a lantern so constructed as to show a clear light visible all round the horizon at a distance of at least one mile.

The word "visible" when applied to lights shall mean visible on a dark night with a clear atmosphere.

*Shapes and Characteristics of Wreck-marking Buoys.*

When a wreck-marking buoy is used it shall be one of the following shapes, and (if a light is carried) it shall be lighted in one of the manners following to indicate to the mariner on which hand he shall pass the buoy.

- (a.) To be passed on the mariner's port hand—  
Shape: Can.  
Light: If lighted, a green light giving 2 flashes.
- (b.) To be passed on the mariner's starboard hand—  
Shape: Conical.  
Light: If lighted, a green light giving 3 flashes.
- (c.) To be passed on either side—  
Shape: Spherical.  
Light: If lighted, a green light giving 1 flash.

*Characteristics of wreck-marking Vessels.*

When a wreck-marking vessel is used it shall carry the lights and shapes and give the sound signals following to indicate to the mariner on which hand he should pass the vessel, viz:—

(1.) Lights.

(i.) Between sunset and sunrise to carry the following lights:—

- (a.) To be passed on the mariner's port hand—  
Two green lights in a vertical line not less than 6 ft. (1m8) apart, from the end of a cross-yard, the lower light to be of a height not less than 15 ft. (4m6) above the hull.
- (b.) To be passed on the mariner's starboard hand—  
Three green lights in a vertical line not less than 6 ft. (1m8) apart, from the end of a cross-yard, the lowest light to be of a height not less than 9 ft. (2m7) above the hull.
- (c.) To be passed on either side—  
Four green lights, two in a vertical line one over the other, not less than 6 ft. (1m8) apart, on each end of a cross-yard, with a horizontal distance between the lights at either end of the cross-yard not less than 15 ft. (4m6) and not exceeding 25 ft. (7m6). The height of the two lower lights to be not less than 15 ft. (4m6) above the hull.

(ii.) A wreck-marking vessel shall not carry the ordinary riding light for a vessel at anchor.

(2.) Shapes.

Between sunrise and sunset to carry green balls or shapes corresponding in number and arrangement to the green lights as detailed above.

(3.) Sound Signals.

A wreck-marking vessel during fog, mist, falling snow, or heavy-rain storms, whether by day or night, to ring a deep-toned bell at intervals of not more than thirty seconds as follows:—

- (a.) To be passed on the mariner's port hand—  
Two strokes in succession.
- (b.) To be passed on the mariner's starboard hand—  
Three strokes in succession.
- (c.) To be passed on either side—  
Four strokes in succession.

*Definition of the Words "Starboard Hand" and "Port Hand."*

The term "starboard hand" shall denote that side which would be on the right hand of the mariner either going with the main stream of flood or approaching a harbour, river, or estuary from seaward; the term "port hand" shall denote the left hand of the mariner under the same circumstances.

*Direction of the "Main Stream of Flood Tide."*

The mariner when approaching the coast must determine his position on the chart, and must note the direction of the main stream of flood tide.