

And whereas by an Order in Council dated the 11th day of June, 1910 (S.R. & O. 1910 (No. 671), p. 475), after reciting that the Board of Trade had certified that certain statutory regulations which had been approved by the Netherlands Government relating to overloading so far as regards the assignment of load-lines to Netherlands ships were equally effective with the corresponding regulations in force in the United Kingdom respecting the assignment of load-lines to British merchant ships, it was directed that on proof that Netherlands ships had complied with the aforesaid Netherlands regulations such ships should not, when in ports of the United Kingdom, be liable to detention for non-compliance with the provisions of the Merchant Shipping Acts relating to overloading, nor should there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions:

And whereas by subsection (2) of section 67 of the Merchant Shipping (Safety and Load-line Conventions) Act, 1932 (22 & 23 Geo. V, c. 9), (hereinafter called "the Act"), it was amongst other things enacted that section 445 of the principal Act should be repealed as from the appointed day subject to a proviso that any Order in Council in force immediately before the appointed day under section 444 or section 445 of the principal Act should, until revoked, continue to have effect as if for references in the Order to Part V of the principal Act relating to overloading or improper loading as the case might be there were substituted references to Part II of the Act, so, however, that no such Order should continue to have effect with respect to Load-line Convention ships plying on international voyages:

And whereas by subsection (3) of section 67 of the Act it was enacted that for the purpose of the section the expression "the appointed day" meant such day as His Majesty in Council might appoint:

And whereas by an Order in Council dated the 10th day of November, 1932 (S.R. & O., 1932 (No. 917), p. 929), His Majesty appointed the 1st day of January, 1933, as the date on which Part II of the Act should come into operation:

And whereas by section 738 of the principal Act it is amongst other things provided that where His Majesty has power under that Act to make an Order in Council His Majesty may from time to time by Order in Council revoke any Order so made:

And whereas it is expedient that the said recited Order in Council of the 11th day of June, 1910, should be revoked:

And whereas by subsection (2) of section 59 of the Merchant Shipping (Safety and Load-line Conventions) Act, 1932, it is amongst other things enacted subject to the proviso that no Order in Council made under the subsection shall apply to Load-line Convention ships plying on international voyages, that where the Board of Trade certify that provision has been made for the fixing, marking, and certifying of load-lines by the law in force in any foreign country with respect to ships (or any class or description of ships) of that country, and has also been so made (or has been agreed to be so made) for recognizing United Kingdom load-line certificates as having the same effect in ports of that country as certificates issued under the said provision; and that the said provision for the fixing, marking, and certifying of load-lines is based on the same principles as the corresponding provisions of Part II of the Act and is equally effective, His Majesty may by Order in Council direct that load-line certificates issued in pursuance of the said provision in respect of ships (or that class or description of ships) of that foreign country shall have the same effect for the purpose of Part II of the Act as United Kingdom load-line certificates:

And whereas the Board of Trade have certified that provision has been made by the law in force in the Netherlands for the fixing, marking, and certifying of load-lines on Netherlands ships of the class or description specified in the Schedule hereto, and that it has been agreed that provision shall be so made for recognizing United Kingdom load-line certificates as having the same effect in Netherlands ports as certificates issued under the said first-mentioned provision, and, further, that the said first-mentioned provision is based on the same principles as the corresponding provisions of Part II of the Act and is equally effective:

Now, therefore, His Majesty, in pursuance of the powers vested in him by section 59 of the Act, and of all other powers enabling him in that behalf, by and with the advice of his Privy Council, is pleased to direct, and doth hereby direct, as follows:—

1. The aforesaid Order in Council dated the 11th June, 1910, is hereby revoked.

2. Load-line certificates issued in respect of Netherlands ships of the class or description specified in the Schedule hereto in pursuance of the aforesaid provision for the fixing, marking, and certifying of load-lines shall have the same effect for the purpose of Part II of the Act as United Kingdom load-line certificates.

3. The Interpretation Act, 1889 (52 & 53 Vict., c. 63), shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

4. This Order may be cited as the Merchant Shipping (Netherlands Load-line Certificates) Order, 1936.

M. P. A. HANKEY.

SCHEDULE.

1. Ships of 150 tons gross tonnage or upwards which do not carry cargo or passengers.
2. Ships of less than 150 tons gross tonnage.

List of Agreements with Foreign Countries regarding Deserting Seamen no longer in force.

Marine Department,
Wellington, 31st July, 1936.

THE agreements entered into with the undermentioned countries regarding the apprehension of deserters from foreign ships are no longer in force, and the publication of the notices in the undernoted *Gazettes*, in so far as such notices affect the said countries only, is hereby cancelled.

P. FRASER, Minister of Marine.

Austria-Hungary	<i>Gazette</i> , 1878, page	646.
		1880,	975.
Chile	1878,	646.
		1880,	975.
Independent State of Congo	1888,	1328.
Republic of the Equator	1886,	1621.
Germany	1880,	975.
Hawaiian Islands	1877,	204.
		1880,	975.
Republic of Honduras	1902,	20.
Madagascar	1878,	484.
		1880,	975.
United States of Mexico	1889,	916.
Republic of Paraguay	1888,	314.
All the Russias	1878,	646.
		1880,	975.
Republic of Salvador	1878,	646.
		1880,	975.
Tunis	1880,	975.
United States of America	1892,	1571.
Oriental Republic of Uruguay	1886,	1621.
Zanzibar	1887,	720.

Results of Polls for Proposed Loans.

Wellington, 29th July, 1936.

THE following notices received from the Chairman, Putaruru Town Board, are published in accordance with the provisions of the Local Bodies' Loans Act, 1926.

W. NASH, Minister of Finance.

PUTARURU TOWN DISTRICT.

PURSUANT to section 13 of the Local Bodies' Loans Act, 1926, I hereby give notice that at a poll of the ratepayers of the Town District of Putaruru taken on the 27th day of July, 1936, on the proposal of the Putaruru Town Board to borrow the sum of £900 for the purpose of additions, alterations, and renovations to the Putaruru Public Hall, and additional hall furnishings and equipment—

	Votes.
The number of votes recorded for the proposal was	.. 73
The number of votes recorded against the proposal was	.. 56
Informal	.. 2

I therefore declare that the proposal was carried.

Dated this 28th day of July, 1936.

A. L. MASON,
Chairman, Putaruru Town Board.

Pursuant to section 13 of the Local Bodies' Loans Act, 1926, I hereby give notice that at a poll of the ratepayers of the Town District of Putaruru taken on the 27th day of July, 1936, on the proposal of the Putaruru Town Board to borrow the sum of £600 for the purpose of purchasing plant and accessories for the reproduction of sound films—

	Votes.
The number of votes recorded for the proposal was	.. 71
The number of votes recorded against the proposal was	.. 58
Informal	.. 2

I therefore declare that the proposal was carried.

Dated this 28th day of July, 1936.

A. L. MASON,
Chairman, Putaruru Town Board.