

Enclosure.

ORDER IN COUNCIL OF THE 13TH OCTOBER, 1910, RELATING TO THE RECOGNITION OF SWEDISH LOAD-LINE CERTIFICATES.

At the Court at Saint James's, the 13th day of October, 1910. Present: The King's Most Excellent Majesty in Council.

WHEREAS by section four hundred and forty-five of the Merchant Shipping Act, 1894, it is enacted that where the Board of Trade certify that the laws and regulations for the time being in force in any foreign country and relating to overloading and improper loading are equally effective with the provisions of that Act relating thereto, His Majesty in Council may direct that on proof of a ship of that country having complied with those laws and regulations, she shall not, when in a port of the United Kingdom, be liable to detention for non-compliance with the said provisions of that Act, nor shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions:

And whereas by section one of the Merchant Shipping Act, 1906, provision, as is more particularly therein mentioned, is made for applying to foreign ships while they are within any port in the United Kingdom certain sections of the Merchant Shipping Act, 1894, which relate to load-line, without prejudice to any direction of His Majesty in Council given under the said section four hundred and forty-five of the last-mentioned Act.

And whereas the Board of Trade have certified that certain statutory regulations which have been approved by the Swedish Government relating to overloading, so far as regards the assignment of load-lines to Swedish ships, are equally effective with the corresponding regulations in force in this country respecting the assignment of load-lines to British merchant ships:

Now, therefore, His Majesty in Council doth direct that on proof that Swedish ships have complied with the aforesaid Swedish regulations, such ships shall 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 shall there arise any liability to any fine or penalty which would otherwise arise for non-compliance with those provisions.

ALMERIC FITZROY.

No. 89.

New Zealand, No. 256.

MY LORD,—

Downing Street, 31st October, 1910.

I have the honour to transmit to you, for the information of your Ministers, ^{A.-1, 1911, No. 61.} the paper noted below on the subject of the resurvey of Rangitoto Channel, Auckland.

I have, &c.,

CREWE.

The Officer administering the Government of New Zealand.

Date.	Description.
25th October, 1910	From the Admiralty.

Enclosure.

SIR,—

Admiralty, S.W., 25th October, 1910.

With reference to your letter of the 14th instant, No. 31052, transmitting a copy of a despatch from the Governor of New Zealand, relative to the resurvey of Rangitoto Channel, Auckland, I am commanded by my Lords Commissioners of the Admiralty to request that you will inform the Secretary of State for the Colonies that, as the assistance rendered by the Royal Navy in the resurvey of this channel will be limited to supplying the officer and surveying staff required (*i.e.*, two recorders and the necessary leadsmen, together with instruments, &c.), it will be necessary for the Auckland Harbour Board to supply any further labour and stores required by the surveying officers for the erection of marks, &c., as stipulated in Admiralty letter M. 4399, of the 26th May last.

I am, &c.,

The Under-Secretary of State, Colonial Office.

W. GRAHAM GREENE.

No. 90.

New Zealand, No. 257.

MY LORD,—

Downing Street, 3rd November, 1910.

I have the honour to transmit to you, for the information of your Ministers, the paper noted below on the subject of a new steamship service between Auckland and San Francisco.

I have, &c.,

CREWE.

The Officer administering the Government of New Zealand.