

Enclosures.

No. 1.

[TRANSLATION.]

The Imperial Ministry for Foreign Affairs have been informed by the Ministry of Communications that, by Departmental Ordinances Nos. 46 and 47, published in the *Official Gazette* of the 17th ultimo, certain amendments have been made in the regulations for the enforcement of the Ship Load-line Law and in the Ship Load-line Rules.

The Ministry for Foreign Affairs have the honour to forward to the British Embassy herewith the text of the above Ordinances, and a provisional English translation, and to request that they should be transmitted to the British authorities concerned.

11th October, 1928.

No. 2.

ORDER No. 46.

The Department of State for Communications,
17th September, 1928.

Regulations for Enforcement of the Ship Load-line Law are amended as follows, and the new regulations shall come into force on and after the 15th of October, 1928.

Art. 4. Amended to read—

“Vessels shall be allowed to navigate in rivers or inland waters with a draught exceeding the marked load-line or the load-line corresponding to the limit of the preceding article. However, when a vessel leaves the final port in a river or inland waters on her way to open sea, the excess of the draught shall not be greater than that which is due to the weight of fuel to be consumed for propulsion of the vessel before reaching the open sea.”

“The inland waters in the preceding paragraph shall be taken as the limits of the smooth-water routes as stipulated in Detailed Regulations for Enforcement of the Ship Inspection Law and the corresponding limits in Korea, Formosa, Sakhalin, and foreign countries.”

Art. 23. Amended to read—

“When a vessel having the load-line mark assumes the class which does not require the load-line mark, the shipowner, or ship-administrator, or charterer, or master, shall obliterate the mark, provided that, when a vessel assumes such a class temporarily, the mark may be retained.”

Art. 25. Deleted.

Art. 26. Deleted.

In Forms No. 1A and No. 1B in the Appendix, added “(Summer freeboard)” after the term “Vertical distance from the upper edge of the horizontal line indicating the freeboard deck to the centre of the disc.”

In forms No. 1C and No. 1D in the Appendix, added “(Salt-water freeboard)” after the term “Vertical distance from the upper edge of the horizontal line indicating the freeboard deck to the centre of the disc.”

No. 3.

ORDER No. 47.

The Department of State for Communications,
17th September, 1928.

The Ship Load-line Rules are amended as follows, and the new rules shall come into force on and after the 15th of October, 1928 :—

In Art. 11 “15th of March” is substituted for “15th of February.”

In Art. 12 “14th of March” is substituted for “14th of February.”

No. 12.

New Zealand, No. 20.

SIR,—

Downing Street, 16th January, 1929.

With reference to my despatch, No. 1, of the 1st January, I have the honour to transmit for the information of His Majesty's Government in New Zealand the accompanying copy of a note to the French Ambassador regarding the attitude of His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland in respect of the arrangement of the 25th November, 1925, for the creation of an International Wine Office.

I have, &c.,

L. S. AMERY.

Governor-General His Excellency General Sir C. Fergusson, Bart.,

LL.D., G.C.M.G., K.C.B., D.S.O., M.V.O., &c.