

THE
NEW ZEALAND GAZETTE
EXTRAORDINARY.

Published by Authority.

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Notice to Mariners No. 480 of 1939.

PUBLIC TRAFFIC REGULATIONS.

Marine Department,

Wellington, N.Z., 2nd September, 1939.

THE following regulations relating to public traffic in the Ports of Auckland, Wellington, and Lyttelton, and issued by order of the New Zealand Naval Board and the respective Harbour Boards, are published for general information.

L. B. CAMPBELL, Secretary.

PUBLIC TRAFFIC REGULATIONS 1939.

PORT OF AUCKLAND.

INTRODUCTORY.

1. Until further notice the following regulations are to be observed by all merchant vessels (see definition, paragraph 6) approaching or moving within the Port of Auckland.

2. *Limits of the Port.*—The port is all that area of the tidal waters within a straight line drawn from the northern extreme of the eastern head of Tamaki River to the southern extreme of Park Point, Waiheke Island; thence by high-water mark of ordinary spring tides to the northern extreme of the western entrance point to Owhanaki Bay; thence by a straight line to the southern extreme of Home Bay Point, Tapu (Motutapu) Island; thence by high-water mark of ordinary spring tides to Emu Point, and onwards, following the eastern shore of Islington Bay inwards to its head at its narrowest width, and its western shore outwards to Motukoreho Channel, continuing along the southern and western shore of Rangitoto Island to a position where a straight line projecting 270° passes through Rangitoto Beacon to the mainland.

3. The ordinary regulations of the port are to be adhered to except where varied by these regulations.

4. All former Public Traffic Regulations are hereby cancelled.
 5. *Use of Wireless Telegraphy, Wireless Telephony, and Sound-Signalling.*—The use of any of the above methods of communicating or signalling for any purpose whatsoever is forbidden in the harbours of New Zealand; the only exceptions to this rule are such sound signals as are authorized to be made by the Regulations for Preventing Collisions at Sea and by local regulations.

(2) For the proper enforcement of the above the wireless telegraph office or offices of such ships will be sealed up while in harbour by the Customs or other officer to whom this responsibility has been assigned. During the stay of the vessel in harbour access to the wireless telegraphy office(s) will only be allowed under the following condition: If the vessel is remaining in harbour for some time so that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, &c., the master of the merchant vessel will be responsible for warning the Customs officers who may arrange for the breaking of the seals. The master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required in order that the Customs officers may afterward go on board and reseal the office(s).

(3) In vessels fitted with "wireless switches" (whereby the master can prevent the operator from sending messages without his knowledge unless the latter tampers with the apparatus) the procedure detailed above may be dispensed with.

(4) Any breach of these regulations renders the master of an offending ship liable to a fine not exceeding £1,000.

6. *Definitions.*—For the purpose of these regulations—

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|--|---|
| <ul style="list-style-type: none"> (a) Fog (b) Thick weather | Is considered to exist when it is impossible owing to meteorological, or other conditions affecting visibility, to communicate between the examination steamer and the examination battery by visual signals. |
| <ul style="list-style-type: none"> (c) The term "merchant vessel" includes all vessels other than the examination vessels and ships flying the White Ensign or a foreign naval flag. (d) The term "small craft" refers to all vessels under 100 net register tons, and includes small steamers, scows, schooners, ketches, trawlers, fishing-boats, yachts, and launches, other than those flying the White Ensign or a foreign naval flag. (e) The term "examination steamer" includes any vessel employed in the examination service which displays the signals specified in paragraph 25. (f) The Examining Officer is the officer of the examination service normally in the examination steamer who examines merchant vessels wishing to enter a defended port prior to their entry. As a result of his examination he permits or does not permit a merchant vessel to enter the defended port. | |

PART I.—ENTRY INTO THE PORT.

11. *Advice to Shipowners and Shipping Agents.*—Shipowners and shipping agents are advised that, in their own interests, and in order to avoid delays to their vessels in their recognition by and passage through the examination service, they should when circumstances permit—

- (a) As a general rule arrange for their vessels to arrive at the port during daylight.
- (b) Give notice of the expected arrival of their vessels at the port to the Chief Examining Officer, the Harbourmaster, Auckland, stating the following particulars:—
 - (1) Name of vessel(s).
 - (2) Date and time due at the port.
 - (3) Appearance and distinguishing features such as funnel markings, &c.
 - (4) Nature of cargo.
 - (5) Ports of loading and ports of discharge of cargo.
 - (6) Number of passengers, if any.
- (c) See that their vessels are provided with a complete set of international code flags, also with two white and two red lanterns (ready and available for use) in addition to the regulation navigation lights.

12. *Instructions for Merchant Vessels wishing to enter the Port.*—(For special regulations for small craft wishing to enter the port see paragraph 31.)

Subject to the pilotage regulations contained in paragraphs 66–68, merchant vessels arriving from seaward may proceed to the examination anchorage and there anchor at any time.

(2) Normally, merchant vessels are permitted to enter the port by day and by night after having passed through the examination service.

(3) For fog and thick-weather restrictions on entry into the port, see paragraph 23.

(4) For other restrictions on entry into the port, see paragraph 26.

13. Merchant vessels approaching the port are especially cautioned against making use of private signals of any description either by day or night; the use of such signals will render merchant vessels liable to be fired on.

14. All merchant vessels must pass through the examination service before they will be permitted to enter the port.

15. All merchant vessels approaching a New Zealand port at which the examination service is in force must hoist their signal letters on arriving within visual-signalling distance of the port and are not to wait for the signal "What ship is that?" to be made by the examination vessel or signal-station.

16. Merchant vessels (other than small craft—for definition of which see paragraph 6—and for instructions for which see paragraph 31) wishing to enter the port are to proceed to the examination anchorage and there anchor unless before anchoring they are given permission and the necessary instructions to proceed into the port by the Examining Officer.

17. All orders and instructions necessary to enable a merchant vessel to enter the port will be given by the Examining Officer whose orders and instructions are to be implicitly obeyed. Disobedience will render a merchant vessel liable to be fired on.

18. As a general rule merchant vessels will be examined by the Examining Officer in the order of their arrival in the examination anchorage.

19. Any merchant vessels attempting to leave the examination anchorage without permission of the Examining Officer will be fired on.

20. Should bad weather or any other cause prevent a merchant vessel anchoring in the examination anchorage she will be ordered by the Examining Officer to remain under way in the examination anchorage or to proceed to sea, and will not be permitted to enter the port unless she can be identified while under way by the Examining Officer.

21. Port dues will not be collected from merchant vessels which close the examination vessel solely for the purpose of obtaining information.

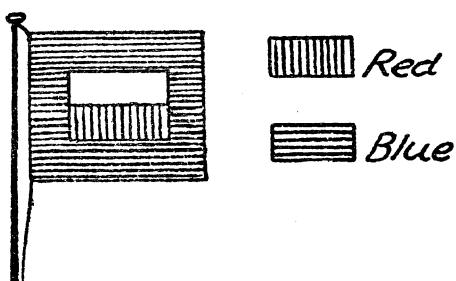
22. *Prohibited Entrances.*—Motukoreho Channel and the passage south of Motukoreho Island will be closed to all traffic.

23. *Fog or Thick-weather Restrictions.*—Vessels should anchor during fog or thick weather.

24. *Examination Anchorage, Position and Limits.*—The examination anchorage is situated in Rangitoto Channel, as shown on Admiralty Charts 1896, Approaches to Auckland, and 1970, Auckland Harbour.

25. *Examination Steamers.*—The examination steamers will be found in the examination anchorage or in the vicinity thereof, and will be known by the following distinguishing marks:—

(a) By Day: They will fly a special flag—white and red horizontal surrounded by a blue border—at the fore masthead and the Blue Ensign.



Should the port be closed (see paragraph 26) they will hoist in addition to the above three red balls vertical 6 ft. apart in a position where they are clearly visible all round the horizon.

(b) By Night: They will carry in addition to the ordinary navigation lights three lights vertical 6 ft. apart in a position where they are clearly visible all round the horizon. These three lights will be white when the port is open, red when the port is closed (see paragraph 26).

26. "*Port closed*": *Meaning of the Term.*—The term "Port closed" means that vessels are not permitted to proceed inward further than the examination anchorage.

(2) The port will be closed as stated in paragraph 23. In addition, the port may be closed at any other time by order of the Captain-in-Charge.

27. *Signal to indicate "Port closed" and where hoisted.*—The signal to indicate that the port is closed is—

(a) By day—

(1) Three red balls hoisted vertically 6 ft. apart in a position in the examination steamer (see paragraph 25) where they are clearly visible all round the horizon.

(2) A similar signal hoisted at Takapuna Head.

(b) By night—

(1) Three red lights hoisted vertically 6 ft. apart in a position in the examination steamer where they are clearly visible all round the horizon in lieu of the three white lights hoisted when the port is open (see paragraph 25).

(2) A similar signal hoisted at Takapuna Head.

28. *Instructions to Merchant Vessels when the Port is closed.*—When the signals specified in paragraph 27 are displayed the port is closed, and all merchant vessels must either remain in the examination anchorage or proceed to sea. No merchant vessel is permitted to proceed to sea from the examination anchorage without permission from the Examining Officer (see paragraph 19).

29. *Regulations to be observed when in the Examination Anchorage.*—Except to save life or to avoid accident, or with previous permission from the Examining Officer, masters of merchant vessels are forbidden to—

(1) Move the vessel.

(2) Communicate in any way with the shore or with other vessels.

(3) Lower any boats.

(4) Work any cables.

(5) Allow any person to leave the vessel, or any part of the vessel, cargo, stores, &c., to be removed.

(2) Should it be necessary in order to save life or to avoid accident to do any of these things without previous permission of the Examining Officer, this officer is to be communicated with at once.

30. *To get into Communication with the Examining Officer when in the Examination Anchorage:*—

(a) By day—Merchant vessels are to hoist flags D.P.G. international code.

(b) By night—Merchant vessels are to hoist two lights, red over white, 3 ft. apart, at the fore masthead.

31. *Special Regulations for Small Craft wishing to enter the Port.*—All small craft must enter by the Rangitoto Channel and are to report to the examination vessel, from whom permission to enter must be obtained.

32. *Prohibitions affecting Small Craft.*—Small craft must not anchor in the fairways of the Rangitoto Channel or of the Inner Harbour.

PART II.—INTERNAL MOVEMENT.

37. *Local Authority controlling Internal Movement.*—The Harbourmaster, Auckland Harbour Board, is the local authority controlling internal movement. No movement in the port is to take place without the authority of this officer.

38. *Restrictions on Merchant Vessels entering certain Areas in the Port.*—Vessels with quantities of explosives exceeding ten tons should enter the examination anchorage, whence they will be directed by the pilot to the large explosives anchorage.

(2) Vessels with explosives not exceeding ten tons will proceed to the examination anchorage, and then to the small explosives anchorage off Orakei Wharf.

(3) Vessels from overseas requiring medical examination will enter examination anchorage, and then proceed to gazetted anchorage in Inner Harbour for medical inspection.

39. *Routes to be followed* are as laid down in the New Zealand Pilot.

40. *Speed Limits*.—Vessels are not to exceed a maximum speed of 10 knots.

41. *Anchorages* are as laid down in the New Zealand Pilot and on Admiralty Charts.

42. *Special Regulations for Small Craft*.—Small craft are, as far as practicable, to keep clear of the fairways of the Rangitoto Channel and Inner Harbour.

43. *Lights to be shown or obscured at Night in the Port and in the Examination Anchorage—By all Merchant Vessels* :—

(a) When under way.—The regulation lights are to be displayed :

(b) When at anchor or secured.—Normally, no lights are to be visible from outboard (but see paragraph 44).

44. When a merchant vessel is under way, merchant vessels at anchor or secured are to show anchor lights (see paragraph 46) until such vessel is anchored or secured, or, in the case of a merchant vessel leaving, until such vessel is clear of the port. Vessels at anchor in the examination anchorage are to obscure their lights when the vessel under way is clear of the examination anchorage.

45. *Steaming Lights and Bow Lights*.—Merchant vessels permitted to navigate within the port and in the examination anchorage in the dark hours are not to employ electrically-lit lanterns as steaming or bow lights.

46. *Anchor Lights*.—Electrically-lit lanterns are not to be used. Normal brilliancy of all lanterns used is to be reduced by one-half. All lanterns used are to be fitted with overhead screens arranged so as to cut off the light at an angle of between 20° and 25° above the horizontal.

47. *Other Lights*.—No lights aloft, on deck, or below (except those mentioned in paragraphs 43 to 46 above, and such as are necessary for authorized signalling purposes) shall be permitted to be visible from outboard. This applies to all merchant vessels whether under way, at anchor, or secured.

(2) It is imperative that masters and others in charge of merchant vessels should see that this order, which is for their own protection, is carried out.

48. *Fog and Thick-weather Regulations*.—Vessels other than ferry-steamers and small craft should anchor during fog or thick weather.

49. *Approach to Government Vessels and Establishments*.—No merchant vessel is to approach any Government vessel, ship, lighter, or other Government craft, or any Government dockyard or establishments without a written permit from the Captain-in-Charge to be obtained through the Collector of Customs.

(2) The Examining Officer will inform merchant vessels that vessels flying certain distinguishing signals are Government vessels and are not to be approached.

50. *Merchant Vessels to keep clear of H.M. Ships*.—All merchant vessels are to keep clear of any of H.M. ships being navigated in the port.

51. *Patrol of Internal Waterways and Approaches to the Port*.—The internal waterways of the port and the approaches thereto may be patrolled by Naval patrol craft and/or other Government vessels. Captains, masters, and others in charge of merchant vessels are hereby warned to observe any orders given by the patrols. All merchant vessels are subject to inspection and search by these patrols. Disobedience of orders given by these patrols renders a merchant vessel liable to be fired on.

PART III.—DEPARTURE FROM THE PORT.

56. *Steps necessary on the part of Masters and/or Agents before a Vessel may leave the Port*.—Permission to leave must be obtained from the Collector of Customs and masters are to inquire from that officer as to the source from which mine warnings, sailing orders, and clearance papers are issued.

57. *Fog and Thick-weather Restrictions*.—Vessels other than ferry-steamers and small craft should anchor during fog or thick weather.

58. *Signal Prohibiting Sailing*.—A blue flag, hoisted at King's Wharf Signal-station and Mount Victoria, indicates that no merchant vessel is to leave the port while that signal is flying.

59. *Routes to be followed* are as laid down in the New Zealand Pilot.

60. *Speed Limits.*—Vessels are not to exceed a maximum speed of 10 knots.

61. *Special Regulations for Small Craft.*—Small craft are as far as practicable to keep clear of the fairways of the Inner Harbour and Rangitoto Channel.

PART IV.—PILOTAGE.

66. *Whether Compulsory: Entering or Leaving.*—Pilotage is compulsory when entering or leaving for all vessels over 100 tons net register.

67. *If Compulsory, between what Limits.*—Pilotage is compulsory in Auckland Harbour and the Hauraki Gulf inside a line drawn from Whangaparaoa Peninsula to Tiritiri, Matangi, and thence to Moturakia Island (The Noises).

68. *Exemptions.*—The following are exempt from pilotage provided that the master has obtained a pilotage-exemption certificate for the Port of Auckland:—

(a) Ships actually trading and which have made in the course of trading at least one round trip between New Zealand and any port within the Commonwealth of Australia, or between New Zealand and any of the islands lying between the parallels of thirty degrees north and thirty degrees south latitude and the meridians of one hundred and fifty-five degrees east and one hundred and thirty degrees west longitude.

(b) Ships actually trading between any ports or places in New Zealand, including the Chatham, Antipodes, Bounty, Campbell, and Auckland Islands.

PART V.—AUTHORITIES.

73. *List of Authorities concerned with these Regulations from whom Permission to do certain Acts is to be obtained:—*

Nature of Permission Granted by Authority Concerned.	Authority Concerned.	Paragraphs in Regulations.
To enter the port (merchant vessels)	Examining Officer ..	16, 17.
To enter the port (small craft)	Examining Officer ..	31.
To leave the port ..	Collector of Customs ..	56.
To move in or leave the examination anchorage	Examining Officer ..	19, 28, 29.
For internal movement ..	Harbourmaster ..	37.
To open wireless offices ..	Collector of Customs ..	5.
To approach Government vessels or establishments	Captain-in-Charge through Collector of Customs	49.
To communicate or lower boats in the examination anchorage	Examining Officer ..	29.

PORT OF WELLINGTON.

INTRODUCTORY.

1. Until further notice the following regulations are to be observed by all merchant vessels (see definition, paragraph 6) approaching or moving within the port of Wellington.

2. *Limits of the Port.*—The port is all that area of the tidal waters of Port Nicholson north of a line drawn from Pencarrow Head to Palmer Head.

3. The ordinary regulations of the port are to be adhered to except where varied by these regulations.

4. All former Public Traffic Regulations are hereby cancelled.

5. *Use of Wireless Telegraphy, Wireless Telephony, and Sound Signalling.*—The use of any of the above methods of communicating or signalling for any purpose whatsoever is forbidden in the harbours of New Zealand; the only exceptions to this rule are such sound signals authorized to be made by the Regulations for Preventing Collisions at Sea.

(2) For the proper enforcement of the above, the wireless telegraph office or offices of such ships while in harbour will be sealed by the Customs or other officer to whom this responsibility has been assigned. During the stay of the vessel in harbour access to the wireless telegraph office(s) will only be allowed under the following condition : If the vessel is remaining in harbour for such a period that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, &c., the master of the merchant vessel will be responsible for warning the Customs officers who may arrange for the breaking of the seals. The master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required in order that the Customs officers may afterward go on board and reseal the office(s).

(3) In vessels fitted with "wireless switches" (whereby the master can prevent the operator from sending messages without his knowledge unless the latter tampers with the apparatus) the procedure detailed above may be dispensed with.

(4) Any breach of these regulations renders the master of an offending ship liable to a fine not exceeding £1,000.

6. Definitions.—For the purpose of these regulations—

- (a) Fog Is considered to exist when it is impossible owing to meteorological, or other conditions affecting visibility, to communicate between the examination steamer and the examination battery by visual signals.
- (b) Thick weather
- (c) The term "merchant vessel" includes all vessels other than the examination vessels and ships flying the White Ensign or a foreign naval flag.
- (d) The term "small craft" refers to all vessels under 100 net register tons, and includes small steamers, scows, schooners, ketches, trawlers, fishing-boats, yachts, and launches, other than those flying the White Ensign or a foreign naval flag.
- (e) The term "examination steamer" includes any vessel employed in the examination service which displays the signals specified in paragraph 23.
- (f) The Examining Officer is the officer of the examination service normally in the examination steamer who examines merchant vessels wishing to enter a defended port prior to their entry. As a result of his examination he permits or does not permit a merchant vessel to enter a defended port.

PART I.—ENTRY INTO THE PORT.

11. Advice to Shipowners and Shipping Agents.—Shipowners and shipping agents are advised that, in their own interests, and in order to avoid delays to their vessels in their recognition by and passage through the examination service, they should when circumstances permit—

- (a) As a general rule arrange for their vessels to arrive at the port during daylight :
- (b) Give notice of the expected arrival of their vessels at the port to the Chief Examining Officer, the Harbourmaster, Wellington, stating the following particulars :—
 - (1) Name of vessel(s).
 - (2) Date and time due at the port.
 - (3) Appearance and distinguishing features such as funnel marks, &c.
 - (4) Nature of cargo.
 - (5) Ports of loading and ports of discharge of cargo.
 - (6) Number of passengers, if any.
- (c) See that their vessels are provided with a complete set of international code flags, and two white and two red lanterns (ready and available for use) in addition to the regulation navigation lights.

12. Instructions for Merchant Vessels wishing to enter the Port.—(For special regulations for small craft wishing to enter the port, see paragraph 29.)

Merchant vessels arriving from seaward may proceed to the examination anchorage and there anchor at any time.

(2) Normally, merchant vessels are permitted to enter the port by day and night after having passed through the examination service.

13. Merchant vessels approaching the port are especially cautioned against making use of private signals of any description either by day or by night ; the use of such signals will render merchant vessels liable to be fired on.

14. All merchant vessels must pass through the examination service before they are permitted to enter the port.

15. All merchant vessels approaching a New Zealand port at which the examination service is in force must hoist their signal letters on arriving within visual-signalling distance of the port and are not to wait for the signal "What ship is that?" to be made by the examination steamer or signal-station.

16. Merchant vessels (other than small craft—for definition of which, see paragraph 6, and for instructions for which, see paragraph 29) wishing to enter the port are to proceed to the examination anchorage and there anchor, unless before anchoring, they are given permission and the necessary instructions to proceed into the port by the Examining Officer.

17. All orders and instructions necessary to enable a merchant vessel to enter the port will be given by the Examining Officer whose orders and instructions are to be implicitly obeyed. Disobedience will render a merchant vessel liable to be fired on.

18. As a general rule merchant vessels will be examined by the Examining Officer in the order of their arrival in the examination anchorage.

19. Any merchant vessels attempting to leave the examination anchorage without the permission of the Examining Officer will be fired on.

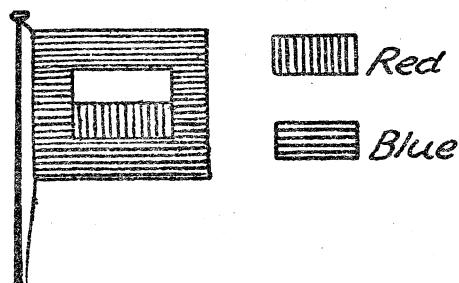
20. Should bad weather or any other cause prevent a merchant vessel anchoring in the examination anchorage she will be ordered by the Examining Officer to remain under way in the examination anchorage or to proceed to sea and will not be permitted to enter the port unless she can be identified while under way by the Examining Officer.

21. Port dues will not be collected from merchant vessels which close the examination steamer solely for the purpose of obtaining information.

22. *Examination Anchorage, Position, and Limits.*—The examination anchorage is situated in Worser Bay, within the following limits : From Steeple Rock, 090° 2 cables ; thence 000° 10 cables ; thence 270° to the land.

23. *Examination Steamers.*—The examination steamer will be found in the examination anchorage or in the vicinity thereof and will be known by the following distinguishing marks :—

(a) By Day : They will fly a special flag—white and red horizontal surrounded by a blue border—at the fore masthead and the Blue Ensign.



Should the port be closed (see paragraph 24) they will hoist in addition to the above three red balls vertical 6 ft. apart, in a position where they are clearly visible all round the horizon.

(b) By Night : They will carry in addition to the ordinary navigation lights three lights vertical 6 ft. apart, in a position where they are clearly visible all round the horizon. These three lights will be white when the port is open and red when the port is closed.

24. "*Port closed*": *Meaning of the Term*.—The term "Port closed" means that vessels are not permitted to proceed further than the examination anchorage.

The port may be closed at any time by order of the Naval Officer-in-Charge.

25. *Signal to indicate "Port closed" and where hoisted*.—The signal to indicate that the port is closed is—

(a) By day—

(1) Three red balls hoisted vertically 6 ft. apart, in a position in the examination steamer (see paragraph 23) where they are clearly visible all round the horizon.

(2) A similar signal hoisted at Beacon Hill.

(b) By night—

(1) Three red lights hoisted vertically 6 ft. apart, in a position in the examination steamer where they are clearly visible all round the horizon in lieu of the three white lights hoisted when the port is open (see paragraph 23).

(2) A similar signal hoisted at Beacon Hill.

26. *Instructions to Merchant Vessels when the Port is closed*.—When the signals specified in paragraph 25 are displayed, the port is closed, and all merchant vessels must either remain in the examination anchorage or proceed to sea. No merchant vessel is permitted to proceed to sea from the examination anchorage without permission from the Examining Officer (see paragraph 19).

27. *Regulations to be observed when in the Examination Anchorage*.—Except to save life or to avoid accident, or with previous permission from the Examining Officer, masters of merchant vessels are forbidden to—

(1) Move the vessel.

(2) Communicate in any way with the shore or with other vessels.

(3) Lower any boats.

(4) Work cables.

(5) Allow any person to leave the vessel, or any part of the vessel, cargo, stores, &c., to be removed.

(2) Should it be necessary in order to save life or to avoid accident to do any of these things without previous permission of the Examining Officer, this officer is to be communicated with at once.

28. *To get into Communication with the Examining Officer when in the Examination Anchorage*:—

(a) By day—Merchant vessels are to hoist flags D.P.G. international code.

(b) By night—Merchant vessels are to hoist two lights red over white 3 ft. apart, at the fore masthead.

29. *Special Regulations for Small Craft wishing to enter the Port*.—All small craft are to report to the examination steamer from whom permission to enter must be obtained.

PART II.—INTERNAL MOVEMENT.

34. *Local Authority controlling Internal Movement*.—The Harbourmaster, Wellington Harbour Board, is the local authority controlling internal movement. No movement in the port is to take place without the authority of this officer.

35. *Restrictions on Merchant Vessels entering certain Areas in the Port*.—Vessels are not to anchor in the entrance to Evans Bay. Vessels with quantities of explosives in excess of five tons are to proceed direct from the examination anchorage to the explosive anchorage, and vessels requiring medical examination to the Health Officers examination ground.

36. *Routes to be followed* are as laid down in the New Zealand Pilot.

37. *Anchorages* are as laid down in the New Zealand Pilot and on Admiralty Charts.

38. *Lights to be shown or obscured at Night in the Port and in the Examination Anchorage—By all Merchant Vessels*:—

(a) When under way—The regulation lights are to be displayed.

(b) When at anchor or secured—Normally, no lights are to be visible from outboard (but see paragraph 39).

39. When a merchant vessel is under way, merchant vessels at anchor or secured are to show anchor lights (see paragraph 41) until such vessel is anchored or secured, or, in the case of a merchant vessel leaving, until such vessel is clear of the port. Vessels at anchor in the examination anchorage are to obscure their lights when the vessel under way is clear of the examination anchorage.

40. *Steaming and Bow Lights.*—Merchant vessels permitted to navigate within the port and in the examination anchorage in the dark hours are not to employ electrically-lit lanterns as steaming or bow lights.

41. *Anchor Lights.*—Electrically-lit lanterns are not to be used. Normal brilliancy of all lanterns used is to be reduced by one-half. All lanterns used are to be fitted with overhead screens arranged so as to cut off the light at an angle of between 20° and 25° above the horizontal.

42. *Other Lights.*—No lights aloft, on deck, or below (except those mentioned in paragraphs 38 to 41 above, and such as are necessary for authorized signalling purposes) shall be permitted to be visible from outboard. This applies to all merchant vessels whether under way, at anchor, or secured.

(2) It is imperative that masters and others in charge of merchant vessels should see that this order, which is for their own protection, is carried out.

43. *Approach to Government Vessels and Establishments.*—No merchant vessel is to approach any Government vessel, ship, lighter, or other Government craft or any Government dockyard or establishment without a written permit from the Naval Officer-in-Charge to be obtained through the Collector of Customs.

(2) The Examining Officer will inform merchant vessels that vessels flying certain distinguishing signals are Government vessels and are not to be approached.

44. *Merchant Vessels to keep clear of H.M. Ships.*—Merchant vessels are to keep clear of any of H.M. ships being navigated in the port.

45. *Patrol of Internal Waterways and Approaches to the Port.*—The internal waterways of the port and the approaches thereto may be patrolled by Naval patrol craft and/or other Government vessels. Captains, masters, and others in charge of merchant vessels are hereby warned to observe any orders given by the patrols. All merchant vessels are subject to inspection and search by these patrols. Disobedience of orders given by these patrols renders a merchant vessel liable to be fired on.

PART III.—DEPARTURE FROM THE PORT.

50. *Steps necessary on the part of Masters and/or Agents before a Vessel may leave the Port.*—Permission to leave must be obtained from the Collector of Customs and masters are to inquire from that officer as to the source from which mine warnings, sailing orders, and clearance papers are issued.

51. *Signal Prohibiting Sailing.*—A blue flag hoisted at Pipitea Wharf indicates that no merchant vessel is to leave the port while this signal is flying.

52. *Routes to be followed* are as laid down in the New Zealand Pilot.

PART IV.—PILOTAGE.

57. *Whether Compulsory : Entering or Leaving.*—Pilotage is optional both entering and leaving and the arrangements detailed in the New Zealand Pilot will continue to be in force.

PART V.—AUTHORITIES.

62. *List of Authorities concerned with these Regulations from whom Permission to do certain Acts is to be obtained :*

Nature of Permission Granted by Authority Concerned.	Authority Concerned.	Paragraphs in Regulations.
To enter the port (merchant vessels)	Examining Officer ..	16.
To enter the port (small craft)	Examining Officer ..	29.
To leave the port ..	Collector of Customs ..	50.
To move in or leave the examination anchorage	Examining Officer ..	19, 27.
For internal movement ..	Harbourmaster ..	34.
To open wireless office/s ..	Collector of Customs ..	5.
To approach Government vessels or establishments	Naval Officer - in - Charge through Collector of Customs	43.
To communicate or lower boats in the examination anchorage.	Examining Officer ..	27.

PORT OF LYTTTELTON.

INTRODUCTORY.

1. Until further notice the following regulations are to be observed by all merchant vessels (see definition, paragraph 6) approaching or moving within the port of Lyttelton.

2. *Limits of the Port.*—The port is all that area of tidal waters within a radius of 5 nautical miles of Baleine Point.

3. The ordinary regulations of the port are to be adhered to except where varied by these regulations.

4. All former Public Traffic Regulations are hereby cancelled.

5. *Use of Wireless Telegraphy, Wireless Telephony, and Sound Signalling.*—The use of any of the above methods of communicating or signalling for any purpose whatsoever is forbidden in the harbours of New Zealand; the only exceptions to this rule are such sound signals as are authorized to be made by the Regulations for Preventing Collisions at Sea.

(2) For the proper enforcement of the above wireless telegraph office or offices of such ships will be sealed up while in harbour by the Customs or other officer to whom this responsibility has been assigned. During the stay of the vessel in harbour access to the wireless telegraphy office(s) will only be allowed under the following condition: If the vessel is remaining in harbour for some time so that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, &c., the master of the merchant vessel will be responsible for warning the Customs officers who may arrange for the breaking of the seals. The master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required in order that the Customs officers may afterward go on board and reseal the office(s).

(3) In vessels fitted with "wireless switches" (whereby the master can prevent the operator from sending messages without his knowledge unless the latter tampers with the apparatus) the procedure detailed above may be dispensed with.

(4) Any breach of these regulations renders the master of an offending ship liable to a fine not exceeding £1,000.

6. *Definitions.*—For the purpose of these regulations—

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| <ul style="list-style-type: none"> (a) Fog (b) Thick weather | Is considered to exist when it is impossible owing to meteorological, or other conditions affecting visibility, to communicate between the examination steamer and the examination battery by visual signals. |
| <ul style="list-style-type: none"> (c) The term "merchant vessel" includes all vessels other than the examination vessels and ships flying the White Ensign or a foreign naval flag. (d) The term "small craft" refers to all vessels under 100 net register tons, and includes small steamers, scows, schooners, ketches, trawlers, fishing-boats, yachts, and launches, other than those flying the White Ensign or a foreign naval flag. (e) The term "examination steamer" includes any vessel employed in the examination service which displays the signals specified in paragraph 24. (f) The Examining Officer is the officer of the examination service normally in the examination steamer who examines merchant vessels wishing to enter a defended port prior to their entry. As a result of his examination he permits or does not permit a merchant vessel to enter the defended port. | |

PART I.—ENTRY INTO THE PORT.

11. *Advice to Shipowners and Shipping Agents.*—Shipowners and shipping agents are advised that, in their own interests, and in order to avoid delays to their vessels in their recognition by and passage through the examination service, they should when circumstances permit—

- (a) As a general rule arrange for their vessels to arrive at the port during daylight:
- (b) Give notice of the expected arrival of their vessels at the port to the Chief Examining Officer, the Harbourmaster, Lyttelton, stating the following particulars:—
 - (1) Name of vessel(s).
 - (2) Date and time due at the port.
 - (3) Appearance and distinguishing features such as funnel markings, &c.
 - (4) Nature of cargo.
 - (5) Ports of loading and ports of discharge of cargo.
 - (6) Number of passengers, if any.

(c) See that their vessels are provided with a complete set of international code flags, also with two white and two red lanterns (ready and available for use) in addition to the regulation navigation lights.

12. *Instructions for Merchant Vessels wishing to enter the Port.*—(For special regulations for small craft wishing to enter the port, see paragraph 30.)

Merchant vessels arriving from seaward may proceed to the examination anchorage and there anchor at any time.

(2) Normally, merchant vessels are permitted to enter the port by day and by night after having passed through the examination service.

(3) For fog and thick-weather restrictions on entry into the port, see paragraph 22.

(4) For other restrictions on entry into the port, see paragraph 25.

13. Merchant vessels approaching the port are especially cautioned against making use of private signals of any description either by day or night; the use of such signals will render merchant vessels liable to be fired on.

14. All merchant vessels must pass through the examination service before they will be permitted to enter the port.

15. All merchant vessels approaching a New Zealand port at which the examination service is in force must hoist their signal letters on arriving within visual-signalling distance of the port, and are not to wait for the signal "What ship is that?" to be made by the examination vessel or signal-station.

16. Merchant vessels (other than small craft—for definition of which, see paragraph 6, and for instructions for which, see paragraph 30) wishing to enter the port are to proceed to the examination anchorage and there anchor unless before anchoring they are given permission and the necessary instructions to proceed into the port by the Examining Officer.

17. All orders and instructions necessary to enable a merchant vessel to enter the port will be given by the Examining Officer, whose orders and instructions are to be implicitly obeyed. Disobedience will render a merchant vessel liable to be fired on.

18. As a general rule, merchant vessels will be examined by the Examining Officer in the order of their arrival in the examination anchorage.

19. Any merchant vessels attempting to leave the examination anchorage without permission of the Examining Officer will be fired on.

20. Should bad weather or any other cause prevent a merchant vessel anchoring in the examination anchorage she will be ordered by the Examining Officer to remain under way in the examination anchorage or to proceed to sea, and will not be permitted to enter the port unless she can be identified while under way by the Examining Officer.

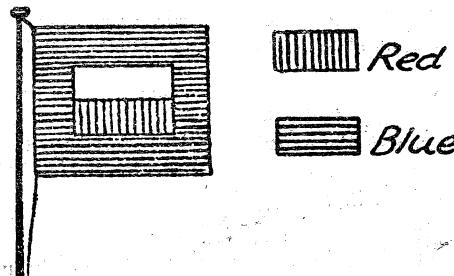
21. Port dues will not be collected from merchant vessels which close the examination vessel solely for the purpose of obtaining information.

22. *Fog or Thick-weather Restrictions.*—Vessels should anchor during fog or thick weather.

23. *Examination Anchorage, Position and Limits.*—The examination anchorage is situated in Port Lyttelton as shown on Admiralty Chart No. 1999.

24. *Examination Steamers.*—The examination steamers will be found in the examination anchorage or in the vicinity thereof and will be known by the following distinguishing marks:—

(a) By Day: They will fly a special flag—white and red horizontal surrounded by a blue border—at the fore mastheads and the Blue Ensign.



Should the port be closed (see paragraph 25) they will hoist in addition to the above three red balls vertical 6 ft. apart, in a position where they are clearly visible all round the horizon.

(b) By Night: They will carry in addition to the ordinary navigation lights three lights vertical 6 ft. apart in a position where they are clearly visible all round the horizon. These three lights will be white when the port is open, red when the port is closed (see paragraph 25).

25. "*Port closed*": *Meaning of the Term.*—The term "Port closed" means that vessels are not permitted to proceed inward further than the examination anchorage.

(2) The port will be closed as stated in paragraph 22. In addition the port may be closed at any other time by order of the Naval Officer-in-Charge.

26. *Signal to indicate "Port closed" and where hoisted.*—The signal to indicate that the port is closed is—

(a) By day—

(1) Three red balls hoisted vertically 6 ft. apart, in a position in the examination steamer (see paragraph 24) where they are clearly visible all round the horizon.

(2) A similar signal hoisted at Toloa (Adderley) Head Signal-station.

(b) By night—

(1) Three red lights hoisted vertically 6 ft. apart, in a position in the examination steamer where they are clearly visible all round the horizon in lieu of the three white lights hoisted when the port is open (see paragraph 24).

(2) A similar signal hoisted at Adderley Head.

27. *Instructions to Merchant Vessels when the Port is closed.*—When the signals specified in paragraph 26 are displayed the port is closed, and all merchant vessels must either remain in the examination anchorage or proceed to sea. No merchant vessel is permitted to proceed to sea from the examination anchorage without permission from the Examining Officer (see paragraph 19).

28. *Regulations to be observed when in the Examination Anchorage.*—Except to save life or to avoid accident, or with previous permission from the Examining Officer, masters of merchant vessels are forbidden to—

(1) Move the vessel.

(2) Communicate in any way with the shore or with other vessels.

(3) Lower any boats.

(4) Work any cables.

(5) Allow any person to leave the vessel, or any part of the vessel, cargo, stores, &c., to be removed.

(2) Should it be necessary in order to save life or to avoid accident to do any of these things without previous permission of the Examining Officer, this officer is to be communicated with at once.

29. *To get into Communication with the Examining Officer when in the Examination Anchorage:*—

(a) By day—Merchant vessels are to hoist flags D.P.G. international code.

(b) By night—Merchant vessels are to hoist two lights red over white 3 ft. apart, at the fore masthead.

30. *Special Regulations for Small Craft wishing to enter the Port.*—All small craft are to report to the examination vessel from whom permission to enter must be obtained.

PART II.—INTERNAL MOVEMENT.

35. *Local Authority controlling Internal Movement.*—The Harbourmaster is the local authority controlling internal movement. No movement in the port is to take place without the authority of this officer.

36. *Restrictions on Merchant Vessels entering certain Areas in the Port.*—Vessels with quantities of explosives exceeding five tons should enter the examination anchorage, whence they will be directed by the pilot to the large explosives anchorage.

(2) Vessels are not to anchor in the outer dredged channel above Ripa Island.

(3) Vessels from overseas requiring medical examination will enter examination anchorage, and then proceed to gazetted anchorage in Inner Harbour for medical inspection.

37. *Routes to be followed* are as laid down in the New Zealand Pilot.

38. *Speed limits*.—Vessels are not to exceed a maximum speed of 10 knots.

39. *Anchorages* are as laid down in the New Zealand Pilot and on Admiralty Charts.

40. *Lights to be shown or obscured at Night in the Port and in the Examination Anchorage—By all Merchant Vessels:*—

- (a) When under way—The regulation lights are to be displayed.
- (b) When at anchor or secured—Normally, no lights are to be visible from outboard (but see paragraph 41).

41. When a merchant vessel is under way, merchant vessels at anchor or secured are to show anchor lights (see paragraph 43) until such vessel is anchored or secured, or, in the case of a merchant vessel leaving, until such vessel is clear of the port. Vessels at anchor in the examination anchorage are to obscure their lights when the vessel under way is clear of the examination anchorage.

42. *Steaming Lights and Bow Lights*.—Merchant vessels permitted to navigate within the port and in the examination anchorage in the dark hours are not to employ electrically-lit lanterns as steaming or bow lights.

43. *Anchor Lights*.—Electrically-lit lanterns are not to be used. Normal brilliancy of all lanterns used is to be reduced by one-half. All lanterns used are to be fitted with overhead screens arranged so as to cut off the light at an angle of between 20° and 25° above the horizontal.

44. *Other Lights*.—No lights aloft, on deck, or below (except those mentioned in paragraphs 40 and 43 above, and such as are necessary for authorized signalling purposes), shall be permitted to be visible from outboard. This applies to all merchant vessels whether under way, at anchor, or secured.

(2) It is imperative that masters and others in charge of merchant vessels should see that this order, which is for their own protection, is carried out.

45. *Fog and Thick-weather Regulations*.—Vessels other than ferry-steamers and small craft should anchor during fog and thick weather.

46. *Approach to Government Vessels and Establishments*.—No vessel is to approach any Government vessel, ship, lighter, or other Government craft, or any Government dockyard or establishment without a written permit from the Naval Officer-in-Charge to be obtained through the Collector of Customs.

(2) The Examining Officer will inform merchant vessels that vessels flying certain distinguishing signals are Government vessels and are not to be approached.

47. *Merchant Vessels to keep clear of H.M. Ships*.—All merchant vessels are to keep clear of any of H.M. ships being navigated in the port.

48. *Patrol of Internal Waterways and Approaches to the Port*.—The internal waterways of the port and the approaches thereto may be patrolled by Naval patrol craft and/or other Government vessels. Captains, masters, and others in charge of merchant vessels are hereby warned to observe any orders given by the patrols. All merchant vessels are subject to inspection and search by these patrols. Disobedience of orders given by these patrols renders a merchant vessel liable to be fired on.

PART III.—DEPARTURE FROM THE PORT.

54. *Steps necessary on the part of Masters and/or Agents before a Vessel may leave the Port*.—Permission to leave must be obtained from the Collector of Customs, and masters are to inquire from that officer as to the source from which mine warnings, sailing orders, and clearance papers are issued.

55. *Fog and Thick-weather Restrictions*.—Vessels other than ferry-steamers and small craft should anchor during fog or thick weather.

56. *Signal Prohibiting Sailing*.—A blue flag, hoisted at the Time Ball Signal-station, indicates that no merchant vessel is to leave the port while that signal is flying.

57. *Routes to be followed* are as laid down in the New Zealand Pilot.

PART IV.—PILOTAGE.

62. *Pilotage is compulsory* when entering and leaving, and the arrangements detailed in the New Zealand Pilot will continue in force.

63. *Exemptions.*—The following are exempt from pilotage provided that the master or mate has obtained a pilotage-exemption certificate for the port of Lyttelton:—

- (a) Ships actually trading, and which have made in the course of trading at least one round trip between New Zealand, and any port within the Commonwealth of Australia, or between New Zealand and any of the islands lying between the parallels of thirty degrees north and thirty degrees south latitude and the meridians of one hundred and fifty-five degrees east, and one hundred and thirty degrees west longitude.
- (b) Ships actually trading between any ports or places in New Zealand including the Chatham, Antipodes, Bounty, Campbell, and Auckland Islands.

PART V.—AUTHORITIES.

68. *List of Authorities concerned with these Regulations from whom Permission to do certain Acts is to be obtained:*

Nature of Permission Granted by Authority Concerned.	Authority Concerned.	Paragraphs in Regulations.
To enter the port (merchant vessels)	Examining Officer ..	16, 17.
To enter the port (small craft)	Examining Officer ..	30.
To leave the port ..	Collector of Customs ..	54.
To move in or leave the examination anchorage	Examining Officer ..	19, 27, 28.
For internal movement ..	Harbourmaster ..	35.
To open wireless offices ..	Collector of Customs ..	5.
To approach Government vessels or establishments	Naval Officer in Charge, through Collector of Customs	46.
To communicate or lower boats in the examination anchorage	Examining Officer ..	28.