

PORT OF LYTTELTON.

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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| <p>(a) Fog</p> <p>(b) Thick weather</p> | } | <p>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.</p> |
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- (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.