

(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. *Anchorage*s 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.