

(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—

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| <p>(a) Fog
(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 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.