

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 Harbour-master, 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. *Anchorage* 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.