

Notice to Mariners No. 18 of 1942.

Marine Department,  
Wellington, N.Z., 19th August, 1942.

THE following regulations relating to public traffic in the Otago Harbour, and issued by direction of the Naval Board pursuant to Regulation 4:1 of the Shipping Control Emergency Regulations 1939, are published for the attention of mariners and for general information.

L. B. CAMPBELL, Secretary.

(M. 25/324.)

# PUBLIC TRAFFIC REGULATIONS 1942, OTAGO HARBOUR.

The following regulations have been agreed upon by the New Zealand Naval Board and the Otago Harbour Board.

By order of the Otago Harbour Board—

J. RENTON, Secretary.

By direction of the New Zealand Naval Board—

N. H. BEALL, Naval Secretary.

## INTRODUCTORY.

1. Until further notice the following regulations are to be observed by all merchant vessels (see definition, paragraph 7) approaching or moving within the Otago Harbour.

2. *Limits of the Harbour.*—The limits of the Harbour of Otago shall extend to and include all waters comprised within the area enclosed by a straight line commencing at Hayward Point Trig. Station, and running thence in a north-easterly direction on a true bearing of 20° 00' for a distance of three nautical miles; thence by a straight line in a south-easterly direction on a true bearing of 126° 00' for a distance of one and three-quarter nautical miles; thence by a straight line running in a south-westerly direction on a true bearing of 200° 00' for a distance of three nautical miles to a point situated at Howlett Point, bearing 309° 00' true and distant 550 ft. from Trig. Station N, Tairaroa Head; and thence south-westerly, north-easterly, and north-westerly by high-water mark along the shores of the Harbour of Otago as commonly known, back to the commencing point. All the said area is more particularly shown and delineated on plan marked M.D. 6816, and deposited in the office of the Marine Department at Wellington.

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 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. *Signalling by light* in the Otago Harbour limits is restricted to urgent or essential messages only, and to the use of a light of minimum brilliancy consistent with efficient communication. Neither the light nor its reflection should be visible from a ship at sea.

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

(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 Vessel and the Examination Battery by visual signals:

(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 Vessel" 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 Vessel 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, Dunedin, stating the following particulars:—

(i) Name of vessel(s):

(ii) Date and time due at the port:

(iii) Appearance and distinguishing features such as funnel marks, &c.

(iv) Nature of cargo:

(v) Ports of loading and ports of discharge of cargo:

(vi) 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 Vessel or signal station. Vessels, however, which hoist their signal letters when approaching the port War Signal Station may haul their letters down as soon as the signal has been acknowledged by the Tairaroa Head Signal Station.

16. Merchant vessels (other than small craft—for definition of which see paragraph 7 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.

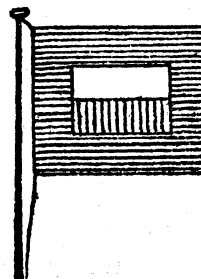
20. Should bad weather or any other cause prevent a merchant vessel anchoring in the Examination Anchorage she will be ordered by the Examining Officer to remain under way in the Examination Anchorage or to proceed to sea, and will not be permitted to enter the port unless she can be identified while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

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

22. *Examination Anchorage, Position, and Limits.*—From a position 009° 9½ cables from Tairaroa Head, the southern limit of the Examination Anchorage extends 271° 7½ cables; thence 359° 5 cables; then parallel to the southern limit for a distance of 7½ cables; then it joins the position 009° 9½ cables from Tairaroa Head.

23. *Examination Vessels.*—The Examination Vessel 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 mast-head and the Blue Ensign.



 Red

 Blue

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 will be closed between the hours of sunset and sunrise and at any other time by order of the Naval Officer in Charge.