

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 Vessel (see paragraph 23) where they are clearly visible all round the horizon.

(2) A similar signal hoisted at Taiaroa Head.

(b) *By Night*—

(1) Three red light hoisted vertically 6 ft. apart in a position in the Examination Vessel 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 Taiaroa Head.

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—

(a) Move the vessel:

(b) Communicate in any way with the shore or with other vessels:

(c) Lower any boats:

(d) Work cables:

(e) 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 Vessel from whom permission to enter must be obtained.

(2) Small craft, other than vessels provided with a Naval Clearance Certificate, are forbidden to proceed outwards beyond a line joining Harrington Point and the Spit Jetty. This prohibition applies by day as well as by night.

(3) The Naval Clearance Certificate referred to above may be in respect of a single voyage, or may be issued for such period and subject to such limitations as the Naval Control Service Officer, Dunedin, may think fit.

## PART II.—INTERNAL MOVEMENT.

34. *Local Authority controlling Internal Movement.*—The Harbourmaster, Otago 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.*—No gunpowder or explosives shall be loaded or discharged unless under the jurisdiction of the Harbourmaster or other duly authorized officer. Vessels with quantities of explosives in excess of 5 tons are to proceed as directed by the Examining Officer, and vessels requiring medical examination to the Health Officer's examination ground.

36. *Routes to be followed.*—Are as laid down in the New Zealand Pilot.

37. *Speed Limits in Victoria Channel.*—The speed of vessels of 300 tons and over from a point due east of Burkes to Dunedin shall be limited to 6 knots.

38. *Anchorage.*—Are as laid down in the New Zealand Pilot and on Admiralty charts.

39. *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, if lighting restrictions have been imposed in the port, no lights are to be visible from outboard (but see paragraph 40); the Chief Examining Officer is responsible for informing Masters of incoming vessels what restrictions (if any) are in force.

40. When a merchant vessel is under way, merchant vessels at anchor or secured are to show anchor lights (see paragraph 42) 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.

41. *Steaming 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.

42. *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 twenty and twenty-five degrees above the horizontal.

43. *Other Lights.*—No lights aloft, on deck, or below (except those mentioned in paragraphs 39 to 42 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.

44. *Approach to Government Vessels and Establishments.*—No merchant 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. The Examining Officer will inform merchant vessels that vessels flying certain distinguishing signals are Government vessels and are not to be approached.

45. *Merchant Vessels to keep clear of H.M. Ships.*—Merchant vessels are to keep clear of any of H.M. ships being navigated in the port.

46. *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.

50. *Steps necessary on the Part of Masters and/or Agents before a Vessel may leave the Port:*—

(a) All vessels other than those specified in clauses (c) and (d) leaving the Ports of Auckland, Wellington, Lyttelton, Dunedin, and Port Chalmers, are on each occasion required to obtain—

(i) A naval clearance from the Naval Control Service Officer of the port;

(ii) A Customs clearance from the Collector of Customs.

The Collector of Customs requires to receive a copy of (i) before issuing (ii).

(b) Instructions given by the Naval Control Service Officer do not in themselves constitute sufficient authority for the departure of a vessel:

(c) A naval clearance, valid in the port of issue only, to cover a period not exceeding one month, may be granted to such vessels as the Naval Control Service Officer may recommend, and subject to such conditions as may be prescribed by him:

(d) A naval clearance need not be obtained by fishing-vessels (other than steam trawlers), pleasure yachts, or pleasure launches. (But see paragraph 29.)

51. *Signal prohibiting Sailing.*—No merchant ship is to leave port while the following signals are exhibited:—

(a) *By Day*—

A blue flag hoisted at Harbour Board Office, Dunedin.  
A blue flag hoisted at Harbour Board Office, Port Chalmers.

(b) *By Night*—

Two red lights, one vertically above the other, 6 ft. apart, at Harbour Board Office, Dunedin.  
Two red lights, one vertically above the other, 6 ft. apart, at Harbour Board Office, Port Chalmers.

52. *Routes to be followed.*—As laid down in the New Zealand Pilot.

## PART IV.—PILOTAGE.

57. *Whether Compulsory: Entering or leaving.*—Pilotage is compulsory when entering or leaving. No vessel should attempt to enter this harbour without a pilot, unless the Master possesses local knowledge.

*Exemptions.*—The following are exempt from pilotage provided that the Master has obtained a pilotage exemption certificate for the Otago Harbour:—

(a) Ships actually trading, and which have made in the course of trading at least one round trip between New Zealand and any port within the Commonwealth of Australia, or between New Zealand and any of the islands lying between the parallels of 30° N. and 30° S. latitude and the meridians of 155° E. and 130° W. longitude.

(b) Ships actually trading between any ports or places in New Zealand, including the Chathams, Antipodes, Bounty, Campbell, and Auckland Islands.

## PART V.—AUTHORITIES.

62. *List of Authorities concerned with these Regulations from whom Permission to do certain Acts is to be obtained:*—

Nature of Permission granted by Authority concerned.	Authority concerned.	Paragraphs in Regulations.
To enter the port (merchant vessels)	Examining Officer ..	16
To enter the port (small craft)	Examining Officer ..	29
To leave the port ..	Collector of Customs ..	50
To move in or leave the Examination Anchorage	Examining Officer ..	19, 27
For internal movement	Harbourmaster ..	34
To open wireless office(s) ..	Collector of Customs ..	5
To approach Government vessels or establishments	Naval Officer in Charge through Collector of Customs	44
To communicate or lower boats in the Examination Anchorage	Examining Officer ..	27