

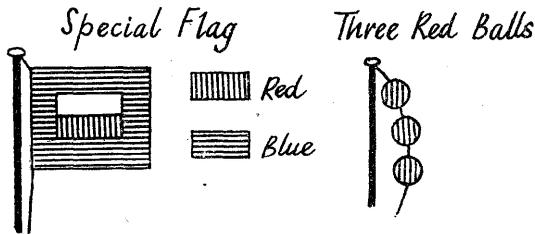
(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (7) will be charged with the duty of examining ships which desire to enter the port and of allotting positions in which they shall anchor. If Government vessels, or vessels belonging to the local port authority, are found patrolling in the offing, merchant vessels are advised to communicate with such vessels with a view to obtaining information as to the course on which they should approach the port. Such communication will not be necessary in cases where the pilot on board has already received this information from the local authorities.

(6) As the institution of the Examination Service will probably be unknown to vessels desiring to enter the port, especial care should be taken in approaching the ports, by day and night, to keep a sharp look-out for any vessel carrying the flags or lights mentioned in paragraph (7), and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun or sound rocket.

In approaching by night any port in the British Isles and the Commonwealth, serious delay and risk will be avoided if four efficient all round lanterns, two red and two white, are kept available for use.

(7) By day the distinguishing flag of the Examination Vessel or Traffic Control Vessel will be a special flag (white and red horizontal surrounded by a blue border).

Also, three red balls vertically disposed if entrance is prohibited.



Usually the Examination Vessels or Traffic Control Vessels will fly the Blue Ensign, but in certain circumstances they may fly the White Ensign and in the ports of some Commonwealth countries they may fly the national flag or an ensign authorized by that Commonwealth country.

By night the steamer will carry:

- (a) Three red lights vertically disposed if entrance is prohibited.
- (b) Three white lights vertically disposed if entrance is permitted.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Merchant vessels approaching a British or Commonwealth Port at which the Examination Service is in force must hoist their signal letters on arriving within visual signal distance of the port, and are not to wait for the signal "What is the name of your vessel?" to be made from the Examination Vessel.

(9) Masters are warned that before attempting to enter any port when the Examination Service is in force they must in their own interests strictly obey all instructions given to them by the Examination Vessel or Traffic Control Vessel.

Whilst at anchor in the Examination Anchorage, masters are warned that it is forbidden, except for the purpose of avoiding accident, to do any of the following things without permission from the Examining Officer:

- To lower any boat.
- To communicate with the shore or with other ships.
- To move the ship.
- To work cables.
- To allow any person or thing to leave the ship.

The permission of the Home Office Immigration Officer must be obtained before any passenger or member of the crew who has embarked outside the United Kingdom is allowed to land.

(10) In the case of fog, masters are enjoined to use the utmost care, and the port should be approached with caution.

(11) When the Examination Service is in force merchant vessels when approaching ports are especially cautioned against making use of private signals of any description, either by day or night; the use of them will render a vessel liable to be fired on.

(12) The pilots attached to the ports will be acquainted with the regulations to be followed.

PART III

Other Regulations in Force

Nothing in this notice is to be taken as overruling such general or local regulations as may be issued by the Public Traffic Regulations at each port, through routing authorities, by Notices to Mariners or other means, to meet new dangers or situations which may arise or to cover local conditions.

Attention is called to Notice to Mariners 13 of each year and NEMEDRI.

NOTE.—This notice is a revision of Notice 1/53.

Authority.—The Lords Commissioners of the Admiralty. (H. 6046/53.)

Wellington, N.Z., 15 December 1953.

W. C. SMITH, Secretary for Marine.

(M. 10/145)

Notice to Mariners No. 4 of 1954

OFFICIAL MESSAGES TO BRITISH MERCHANT SHIPS AND FISHING VESSELS

THIS organization provides for the transmission of important messages from naval authorities to small ships, trawlers, etc., fitted with radiotelephony, on occasions when such messages may be of vital importance to their safety and welfare. Tests of the organization, lasting for one week, may be held at irregular intervals without prior notice, and all small craft fitted with R/T apparatus are earnestly requested to listen for the messages broadcast during these tests and to forward particulars of those received.

NOTE.—This notice will be issued annually as New Zealand Notice to Mariners.

2. When the organization described in this Notice to Mariners is ordered to be brought into force—

- (a) Ships are to continue to read the traffic from the coast station serving the waters in which they are sailing. Official messages will be broadcast as shown in the table below.
- (b) T.R.s are to be discontinued.
- (c) Messages are not to be acknowledged unless ships are specially directed to do so in the text of the message.
- (d) Ships are to conform to any restrictions regarding the use of radio which may be issued by the naval authorities.

New Zealand Coastal Waters

These messages are to be broadcast at definite times from the radio stations given in the following table. Normal R/T procedure to which small ships are accustomed is employed as far as possible. A preliminary call will be made on 2,182 kc/s and the messages will then be broadcast on the coast station's working frequency of 2,162 kc/s; this frequency will be referred to in the preliminary call. The text of each message indicates the Naval Authority who has originated it and contains, if necessary, details of the locality to which it refers.

Example.—The shore station calls on 2,182 kc/s "Hullo, all British merchant ships, this is Wellington Radio. I have a message from the New Zealand Naval Board. Please listen on 2,162 kc/s."

The shore station then changes frequency and proceeds: "Hullo, all British merchant ships, this is Wellington Radio. Here is a message from the New Zealand Naval Board. Begins. The organization for broadcasting official messages for ships fitted with radiotelephony given in N. to M. No. 4 is now in force for test for one week ending . . . (repetition of text) . . . (date time group) . . . ends."

All ships hearing these messages, when transmitted for test purposes only, are particularly requested to forward brief reports through their owners to the Navy Department and the Marine Department, Wellington, stating the times and their approximate position when these test messages were heard.

R/T Broadcast Routines

Naval Authority who will Arrange Transmission	R/T Stations by which Messages will be Transmitted	Frequency (kc/s)		Time G.M.T.
		Calling	Working	
New Zealand Naval Board	Auckland Wellington Awarua ..	2,182	2,162	*0735 and 1935. *0725 and 1925. *0740 and 1940.

* In all cases official messages will be transmitted prior to the weather report and navigational warnings scheduled for the above times.

Authority: New Zealand Naval Board.

Wellington, N.Z., 15 December 1953.

W. C. SMITH, Secretary for Marine.

(M. 10/145)

Notice to Mariners No. 5 of 1954

NEW ZEALAND—RADIOTELEPHONY DISTRESS FREQUENCY 2182 Kc/s—SILENCE PERIODS

THE attention of mariners is drawn to regulation 123 of the Radio Regulations 1953, which reads as follows:

"All stations licensed to use radiotelephone installations in the authorized maritime mobile service frequency bands between 1,605 kc/s and 2,850 kc/s shall, during their hours of service, observe a listening watch on the distress frequency of 2,182 kc/s twice each hour for three minutes commencing on the hour and half hour, New Zealand time. During these periods all transmissions between the frequencies of 2,167 kc/s and 2,197 kc/s, except for distress, urgency, or safety transmissions, shall cease."

It is important that all ships refrain from transmitting between 2,167 kc/s and 2,197 kc/s during the periods indicated.

Authority: Director-General, Post and Telegraph Department, Wellington.

W. C. SMITH, Secretary for Marine.

(M. 10/7)