

Officer of the Most Excellent Order of the British Empire (O.B.E.)—

Acting Commander John David Keay, V.R.D., Royal New Zealand Navy, of Wellington.
Lieutenant-Colonel William Denzil Philp, D.S.O., E.D., Royal New Zealand Artillery (Territorial Force), of Palmerston North.
Squadron-Leader Cecil David Melville Kingsford, Royal New Zealand Air Force, of R.N.Z.A.F. Headquarters, London.

Member of the Most Excellent Order of the British Empire (M.B.E.)—

Lieutenant Arthur Beevor Wilkinson, Royal New Zealand Navy, of Auckland.
Captain (Temporary Major) Wilson George Dixon, Royal New Zealand Artillery, of Upper Hutt.
Major Leslie Rexnold Musgrave, New Zealand Regiment, of Papakura.
Chaplain, Third Class, Francis John Green, Royal New Zealand Chaplains Department (Regular Force), of Waiouru.
Lieutenant (Temporary Captain) Hugh Bannatyne Fraser-Tytler, Royal New Zealand Infantry (Territorial Force), of Wanganui.
Warrant Officer, Class II (Temporary Warrant Officer, Class I), Carl Alexander Walter, Royal New Zealand Electrical and Mechanical Engineers (Regular Force), of Christchurch.
Flight Lieutenant Noel Alexander Spring-Rice, Royal New Zealand Air Force, of Hobsonville.
Warrant Officer Leslie William Thompson, Royal New Zealand Air Force, of Whenuapai.
Warrant Officer Clifford Huia Perrett, Royal New Zealand Air Force, of Whenuapai.

Air Force Cross (A.F.C.)—

Flight Lieutenant Raymond Arthur Mackinder, Royal New Zealand Air Force, of Wigram.

British Empire Medal (B.E.M.)—

Chief Petty Officer Claude Wilfred Mason-Riseborough, Royal New Zealand Navy, of Auckland.
Chief Petty Officer Mervyn Leslie St. Clare, Royal New Zealand Navy, of Auckland.
Petty Officer Edward Maurice Hancock, Royal New Zealand Navy of H.M.N.Z.S. *Lachlan*.
Chief Engine Room Artificer James Nathan Rothwell, Royal New Zealand Navy, of H.M.N.Z.S. *Bellona*.
Staff Sergeant Joseph Matthew Lowe, Royal New Zealand Signals (Territorial Force), of Petone.
Flight Sergeant James Hugh Watts, Royal New Zealand Air Force, of Wigram.
Flight Sergeant William Harrison Staniland, Royal New Zealand Air Force, of Ohakea.

Air Force Medal (A.F.M.)—

Sergeant Signaller Ivan Noel Moran, Royal New Zealand Air Force, of R.N.Z.A.F. Station, Lauthala Bay, Fiji.

Commendation for Valuable Services in the Air—

Flight Lieutenant Francis John Vickers, Royal New Zealand Air Force, of R.N.Z.A.F. Station, Lauthala Bay, Fiji.
Flying Officer Bruce McGill, Royal New Zealand Air Force, of Whenuapai.
Master Engineer Leslie Gordon Woods, Royal New Zealand Air Force, of R.N.Z.A.F. Station, Lauthala Bay, Fiji.

D. E. FOUHY, Official Secretary.

Notice to Mariners No. 1 of 1955 (Repeating Admiralty Notice to Mariners No. 1 of 1955)

CAUTION WHEN APPROACHING BRITISH AND COMMONWEALTH PORTS

PART I

Closing of Ports; Stopping of Movement in Ports

Former Notice 1/54 cancelled.

(1) My Lords Commissioners of the Admiralty, in conjunction with the Commonwealth Naval Authorities, having taken into consideration the fact that it may be necessary to forbid all entrance to certain ports under their control, this is to give notice that on approaching the shores of the British Isles, or any ports or localities in the Commonwealth, a sharp look-out should be kept for the signals described in the following paragraph, and for the distinguishing and other signals made by them. In the event of such signals being displayed, the port or locality should be approached with great caution, as it may be apprehended that obstructions may exist.

(2) If entrance to a port is prohibited, three red lights vertically disposed by night, or three red balls vertically disposed by day, will be exhibited in some conspicuous position, in or near its approach, which signals will also be shown by the vessels indicated in paragraph (5), Part II, of this Notice.

If these signals are displayed, vessels must approach the port with the greatest caution and implicitly obey all orders or signals given them by the Examination Vessel, Traffic Control Vessel, or signal station.

If movement of shipping in a port or anchorage under naval control is prohibited, three lights *red—green—red* vertically disposed by night, or a blue flag by day, will be exhibited. Signals affecting movement of shipping in parts of a port will be found in the Public Traffic Regulations for that port.

(3) At some ports or localities at home or abroad, searchlights are occasionally exhibited for exercise.

Instructions have been given to avoid directing movable searchlights during practice on to vessels under way, but mariners are warned that great care should be taken to keep a sharp look-out for the signals indicated in paragraph (2) above, when searchlights are observed to be working.

Vessels are particularly warned not to enter a declared "Dangerous Area" or approach boom defences without permission, nor to anchor or remain stopped in a dangerous area or prohibited anchorage unless specially instructed so to do.

PART II

Examination Service

(4) In certain circumstances it is also necessary to take special measures to examine individual vessels desiring to enter ports and localities at home and abroad and to control entry generally. This is the function of the Examination Service. Where Traffic Control Vessels take the place of Examination Vessels their authority is the same.

(5) In such case, vessels carrying the distinguished 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.

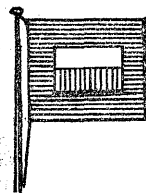
In approaching by night any port in the British Isles and the Commonwealth, serious delay and risk will be avoided if four efficient all round lanterns, two *red* and two *white*, are kept available for use.

(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.

Special Flag

Three Red Balls



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.