

(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 and N.Z. 6 of each year and NEMEDRI.

NOTE.—This notice is a revision of Notice 1/54.

Authority: The Lords Commissioners of the Admiralty. (H. 6028/54.)

Wellington, N.Z., 22 December 1954.

W. C. SMITH, Secretary for Marine.

(M. 10/145)

Notice to Mariners No. 2 of 1955

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. 2 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., 22 December 1954.

W. C. SMITH, Secretary for Marine.

(M. 10/145)

Notice to Mariners No. 3 of 1955

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)

Notice to Mariners No. 4 of 1955

WARNING SIGNALS TO DENOTE THE PRESENCE OF SUBMARINES

(1) Attention is drawn to the following warning signal which is in use to denote the presence of submarines:

British vessels fly one of the two International Code Groups HP or OIY to denote that submarines, which may be submerged, are in the vicinity. Vessels are cautioned to steer so as to give a wide berth to any vessel flying either of these signals. If from any cause it is necessary to approach her, vessels should proceed at slow speed until warning is given of the danger zone by flags, semaphore, or megaphone, etc., a good look-out being kept meanwhile for submarines whose presence may be only indicated by their periscopes showing above water.

A submarine submerged at a depth too great to show her periscope, may sometimes indicate her position by releasing a smoke-candle, which gives off a considerable volume of smoke on first reaching the surface. Her position may sometimes be indicated by red-and-white or red-and-yellow buoys or floats, which tow on the surface close astern.

(2) It must not be inferred from the above that submarines exercise only when in company with escorting vessels.

(3) Under certain circumstances warnings that submarines are exercising in specified areas may be broadcast by a General Post Office W/T Station.

(4) Submarines may be met on the surface by night, particularly in the vicinity of the following ports:

Thames Estuary, Portsmouth, Portland, Plymouth, Barrow, Liverpool, Londonderry, and Clyde areas.

(5) Hitherto the navigational lights of submarines have been exhibited from the conning tower, which is near the centre of the vessel. The steaming light, bow lights, and overtaking light have been necessarily low down and closely spaced with the result that they give no indication of the submarine's length, nor of her exact course or change of course. Consequently, they may be mistaken for the lights of a very much smaller vessel of the coastal type.

(6) Special arrangements have now been made to fit H.M. submarines with a second steaming light. The forward steaming light will be fitted on a special jack staff in the forepart of the vessel about 6 ft. above the casing, while the after light will continue to be fitted on the conning tower. The vertical separation in some cases will be less than 15 ft.

The overtaking light will be fitted on a special ensign staff in the stern of the submarine.

(7) Until all submarines have been modified, mariners are cautioned that they may expect to see some submarines with the arrangement of lights described in paragraph (5) above.

Publication affected: New Zealand Nautical Almanac and Tide Tables, 1954, Vol. 2, pages 22 and 23.

Authority: Admiralty.

Wellington, N.Z., 22 December 1954.

W. C. SMITH, Secretary for Marine.

(M. 6/1/197)

Notice to Mariners No. 5 of 1955

AIR-SEA RESCUE

Action to be Taken When Survivors are Picked Up

A SURVIVOR from an aircraft casualty at sea who is picked up by a ship may be able to give information which will assist in the rescue of other survivors.

Masters are therefore asked to put the following questions to rescued survivors of an aircraft casualty and to communicate the answers to a coast radio station.

The position of the rescuing vessel, the wind speed and direction, and the time when the survivor was picked up should also be given. If practicable communication should be maintained with the shore station until released.