3. In any submarine accident time is the most vital factor affecting the chances of rescue of survivors, and as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action.

4. The sighting of any buoy answering the attached description should at once be reported by the quickest available means. When practicable the name of the submarine should be included in the report.

5. Indicator buoys are attached to the submarine with 600 feet of wire. If a buoy is sighted in depths of water greater than 100 fathoms therefore it is certain to be adrift and this fact should also be reported as soon as possible. It is, however, quite possible for indicator buoys to break adrift accidentally even though the parent submarine may not have sunk. In any case, it is therefore important to establish by the most seamanlike practicable means whether or not the buoy is adrift. In this connection it should be noted that the mooring wire is ½ inch galvanised acid grade steel wire rope with a nominal breaking strain of 1 ton. Its total weight in water is 26 lbs. Although, if no other means is available, the lowering of a boat and the weighing of the wire by hand is permissible, very great care should be exercised in this operation since it is absolutely vital not to part the wire. In no circumstances should the boat be secured to the buoy or turns taken on the wire once it has been established that the latter is not adrift. If the buoy is found to be adrift this is not necessarily an indication that all is well since it may have broken adrift after being deliberately released following a submarine accident.

6. At any time after a submarine accident survivors may start attempting to escape. Conditions inside are likely to deteriorate rapidly and postponement of escapes will only be made in order to allow rescue ships time to reach the scene. Any ship finding a moored submarine indicator buoy should not therefore leave the position but should stand by well clear ready to pick up survivors. The latter will ascend nearly vertically, and it is plainly important plenty of sea room is given to enable them to do so in safety. On arrival on the surface men may be exhausted or ill, and if circumstances are favourable therefore the presence of a boat already lowered is very desirable. Some men may require recompression chamber, and it will therefore be the aim of the Naval authorities to get such a chamber to the scene as soon as possible.

7. In order that those trapped in the submarine shall be made aware that help is at hand Naval vessels drop small charges into the sea which can be heard from inside the submarine. There is no objection to the use of small charges for this purpose; but it is vital that they are not dropped too close since men in the process of making ascents are particularly vulnerable to under water explosions, and may easily receive fatal injuries. A distance of a quarter of a mile is considered to be safe. If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the water-line is likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

8. Submarines may at any time release pyrotechnic floats which on reaching the surface burn with flame and/or smoke thus serving to mark the position of the wreck. They are likely to acknowledge sound signals by this means.

9. To sum up, the aims of a submarine rescue operation are—

(*a*) To fix the exact position of the submarine.

(*b*) To get a ship standing by to pick up survivors, if practicable with boats already lowered.

(*c*) To get medical assistance to survivors picked up.

(*d*) To get a diver's recompression chamber to the scene in case this is required by those seriously ill after being exposed to great pressure.

(*e*) To inform the trapped men that help is at hand.

10. There is a large Naval organisation designed to fulfil these aims, which is always kept at instant readiness for action. It is clear, however, that any ship may at any time find evidence of a submarine disaster, and if she takes prompt and correct action as described above she may be in a position to play a vital part.

11. *Description of Submarine Indicator Buoy.*

Modern submarine indicator buoys are made of aluminium and are cylindrical in shape. They are 2 ft. 3 in. in diameter and 18½ in. deep, and there is a cylindrical projection on the bottom about 6 in. deep. On the sides are two fittings which carry a stirrup, from which is suspended 600 ft. of ½ in. circumference steel mooring wire. The buoys float end up with a freeboard of about 6 in.

A light which flashes approximately twice every second for at least 40 hours is mounted in the centre of the top surface. In darkness, and during good weather, the visibility of the light without binoculars is 3,500 yards. A ring carrying "cat's-eye" reflectors is fitted around the base of the light, the reflectors being for the purpose of reflecting searchlight beams from the search ships.

The buoys carry a mast, to which is attached a red nylon flag. Each buoy is coated with a high visibility paint. The forward buoy is quartered red and yellow, and the after buoy is yellow. For identification purposes, the following inscription is carried on each buoy around the top surface: "H.M.S. ..... (submarine's name). Finder inform Navy, Coastguard or Police. Do not secure to or touch". The lettering on the forward buoy is white, and black on the after buoy.

(NOTE.—Later models of the buoy will be fitted with an automatic transmitting radio unit but these are unlikely to be in service until 1956. These buoys will be similar in appearance to the present buoys but the flag mast will be replaced by a vertical whip aerial.)

Authority: The Lords Commissioners of the Admiralty (H. 6054/53).

Wellington, N.Z., 12 January 1955.

W. C. SMITH, Secretary for Marine.

(M. 6/1/197)

New Zealand Notice to Mariners No. 11 (Temporary) of 1955

NEW ZEALAND—SOUTH ISLAND—DOUBTFUL SOUND

Omapere Rock Buoy

OMAPERE Rock buoy in a position 45° 19·0′ S., 166° 59·2′ E., has disappeared from its mooring and is to be temporarly expunged from the chart.

Charts temporarily affected: 768, 2589.

Authority: Marine Department.

Wellington, N.Z., 13 January 1955.

W. C. SMITH, Secretary for Marine.

(M. 3/3/242)

Notice to Mariners No. 12 of 1955

CANCELLATION OF ADMIRALTY CHART

THE following chart has been cancelled by a large correction:

Chart 2588—New Zealand—Wanganui Harbour.

Authority: Admiralty.

Wellington, N.Z., 18 January 1955.

W. C. SMITH, Secretary for Marine.

(M. 19/2/8)

Sale of Unclaimed Property

IT is hereby notified that unclaimed property in the hands of the Police at Auckland, Hamilton, Gisborne, Palmerston North, Wellington, Christchurch, Dunedin, and Invercargill Stations will, if not claimed before Saturday, 5 February 1955, be sold thereafter by public auction.

Particulars as to the time and place of sale may be obtained from the Superintendent or Inspector of Police in charge of the District.

Dated at Wellington this 29th day of December 1954.

E. H. COMPTON, Commissioner of Police.

BANKRUPTCY NOTICES

In Bankruptcy

NOTICE is hereby given that dividends are now payable in the undermentioned estates on all proved claims:

Sylvia May Oliver, Edgecumbe, Married Woman. First and final dividend of 2⅛d. in the pound.

Walter Osborne, Sandringham, Bitumastic Asphalte Contractor. Second and final dividend of 6d. in the pound.

Horace Clark, Opotiki, Agent. First and final dividend of 11¾d. in the pound.

Leonard John Bergman, Birkenhead, Painter. Second and final dividend of 11½d. in the pound.

R. B. Reid, Epsom, Builder. First and final dividend of 2s. 1¼d. in the pound.

T. C. DOUGLAS, Official Assignee.

Fourth Floor, Dilworth Building, Customs Street East, Auckland C. 1.

In Bankruptcy—Supreme Court

RAYMOND WILLIAM HEARSEY, of 11 Lincoln Street, Frankton, Plumber, was adjudged bankrupt on 18 January 1955. Creditors' meeting will be held at my office, Courthouse, Hamilton, on Tuesday, 1 February 1955, at 11 a.m.

C. P. SIMMONDS, Official Assignee.

P.O. Box 473, Hamilton, 18 January 1955.

In Bankruptcy—Supreme Court

KINGI NEWTON, of Bridge Pah, Hastings, Shearing Contractor, was adjudged bankrupt on 20 October 1954. Creditors' meeting will be held at the Courthouse, Napier, on 27 January 1955, at 11 a.m.

P. MARTIN, Official Assignee.

Courthouse, Napier.