

The New Zealand Gazette.

Published by Authority.

SATURDAY, AUGUST 28, 1858.

Colonial Secretary's Office,
Auckland, 27th August, 1858.

HIS Excellency the Governor directs it to be notified that

The Honorable C. W. RICHMOND,
has been appointed Minister for Native Affairs.

E. W. STAFFORD.

Colonial Secretary's Office,
Auckland, 27th August, 1858.

HIS Excellency the Governor directs it to be notified that a Writ, issued for the election of a Superintendent of the Province of Wellington has been returned with a certificate to the effect that

ISAAC EARL FEATHERSTON, Esq., of Tinakori Road, Doctor of Medicine,
has been duly elected.

E. W. STAFFORD.

Colonial Secretary's Office,
Auckland, 27th August, 1858.

ENQUIRIES having been made through Her Majesty's Secretary of State for Foreign Affairs respecting a person named REICKER, *alias* ROMIRO, a native of Wolfsberg, in Carinthia, any one who can give any information of such a person, or of any property in New Zealand held by a person of that name, is requested to communicate with this Office.

E. W. STAFFORD.

Colonial Secretary's Office,
Auckland, 27th August, 1858.

THE following Instructions and Regulations respecting Lights to be carried by sea-going British Ships, to come into operation on the 1st of October next, and to supersede the existing Regulations, are published for general information.

E. W. STAFFORD.

INSTRUCTIONS TO OFFICERS OF CUSTOMS AND REGISTRARS OF SHIPPING IN BRITISH POSSESSIONS ABROAD.

Admiralty Regulations Concerning Lights and Fog Signals.

The new Regulations issued on the 24th February 1858 by the Lords Commissioners of the Admiralty concerning Lights and Fog Signals to be carried by sea-going Vessels to prevent Collision are to take effect from the 1st October next.

Copies of these Regulations have been forwarded to the Governor of the Colony, and the Officer of Customs, Registrar of Shipping, or Shipping Master at the Port should take all possible steps to make the Regulations known to Seafaring Persons and Ship Owners in the Colony.

The Rules for Steamers' Lights it will be observed remain as before. The Rules concerning Lights for Sailing Vessels, and concerning Fog Signals are new.

T. H. FARRER,
Assistant Secretary,
Marine Department.

ADMIRALTY NOTICE RESPECTING LIGHTS AND FOG SIGNALS TO BE CARRIED AND USED BY SEA-GOING VESSELS, TO PREVENT COLLISION.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

By virtue of the power and authority vested in us, we hereby revoke, as from and after the thirtieth day of September 1858, the regulations made and published by us on the first day of May 1852, relating to the Lights to be carried by Sea-going Vessels to prevent collision: And we hereby make the following regulations, and require and direct that the same be strictly observed and carried into effect on and after the first day of October 1858.

STEAM VESSELS.

All Sea-going Steam Vessels, when under Steam, shall, between sunset and sunrise, exhibit the following Lights:

1. A bright White Light at the Foremast Head.
A Green Light on the Starboard side
A Red Light on the Port side.

2. The Mast-head Light shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 5 miles, and shall show an uniform and unbroken light over an arc of the horizon of 20 points of the compass, and it shall be so fixed as to throw the light 10 points on each side of the ship, viz.: from right ahead to 2 points abaft the beam on either side.

3. The Green Light on the Starboard side and the Red Light on the Port side shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, and they shall be so fixed as to throw the light from right ahead to 2 points abaft the beam on the Starboard and on the Port sides respectively.

4. The Side Lights are to be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent the lights from being seen across the bow.

5. Steam Vessels under Sail only are not to carry their Mast-head Light.

FOG SIGNALS.

All Sea-going Steam Vessels, whether propelled by paddles or screws, when their steam is up, and when under way, shall in all cases of Fog use as a Fog Signal a Steam Whistle, placed before the Funnel at not less than 8 feet from the deck, which shall be sounded once at least every five minutes; but when the steam is not up, they shall use a Fog Horn or Bell, as ordered for Sailing Ships.

SAILING VESSELS.

1. All Sea-going Sailing Vessels when under way or being towed shall between sunset and sunrise exhibit a Green Light on the Starboard side and a Red Light on the Port side of the vessel, and such Lights shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and shall show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, from right ahead to 2 points abaft the beam on the Starboard and on the Port sides respectively.

2. The Coloured Lights shall be fixed whenever it is practicable so to exhibit them; and shall be fitted with inboard screens projecting at least 3 feet forward from the Light, so as to prevent the Lights being seen across the bow.

3. When the Coloured Lights cannot be fixed (as in the case of small vessels in bad weather), they shall be kept on deck between sunset and sunrise, and on their proper sides of the vessel ready for instant exhibition; and shall be exhibited in such a manner as can be best seen on the approach of, or to, any other vessel or vessels, in sufficient time to avoid collision, and so that the Green Light shall not be seen on the Port side, nor the Red Light on the Starboard side.

FOG SIGNALS

All Sea-going Sailing Vessels, when under way, shall in all cases of Fog, use when on the Starboard Tack a Fog Horn, and when on the Port Tack shall Ring a Bell. These signals shall be sounded once at least every five minutes.

SAILING PILOT VESSELS are to carry only a White Light at the Mast-head, and are to exhibit a Flare-up Light every 15 minutes, in accordance with Trinity House regulation.

VESSELS AT ANCHOR.

All Sea-going Vessels when at anchor in roadsteads or fairways shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a White Light in a Globular Lantern, of 8 inches in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon, at a distance of at least 1 mile.

Given under our hands this 24th day of February 1858.

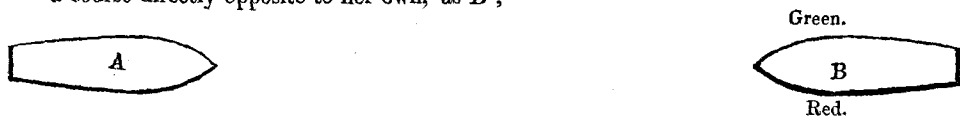
CHARLES WOOD.
R. S. DUNDAS.

By Command of their Lordships,
W. G. ROMAINE,
Secretary,

The following Diagrams are intended to illustrate the use of the Lights carried by vessels at sea, and the manner in which they indicate to the vessel which sees them the position and description of the vessel which carries them :—

FIRST.—When both Red and Green Lights are seen :

A sees a Red and Green Light ahead ;—A knows that a vessel is approaching her on a course directly opposite to her own, as B ;



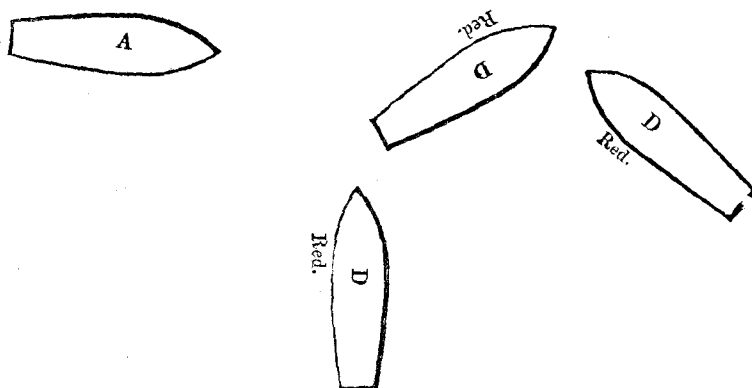
If A sees a White Mast-head Light above the other two, she knows that B is a steam-vessel.

SECOND.—When the Red, and not the Green light, is seen :

A sees a Red Light ahead or on the bow ; A knows that either, 1, a vessel is approaching her on her port bow, as B ;



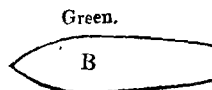
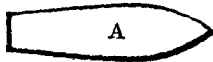
or, 2, a vessel is crossing in some direction to port, as D D D.



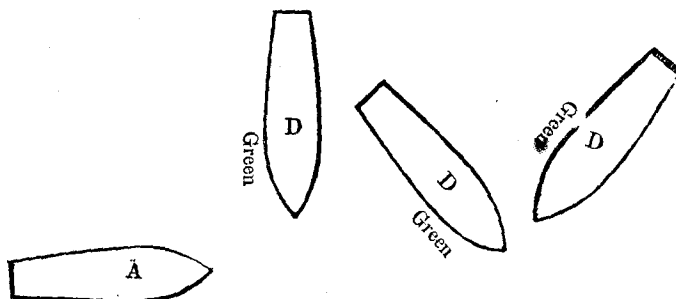
If A sees a White Mast-head Light above the Red Light, A knows that the vessel is a steam vessel, and is either approaching her in the same direction as B, or is crossing to port in some direction as D D D.

THIRD.—When the Green and not the Red Light is seen :

A sees a Green Light a-head or on the bow ;—A knows that either,
1, a vessel is approaching her on her starboard bow, as B ;



or, 2, a vessel is crossing in some direction to starboard, as D D D.



If A sees a White Mast-head Light above the Green Light, A knows that the vessel is a steam-vessel, and is either approaching her in the same direction as B, or is crossing to starboard in some direction as D D D.

THE FOLLOWING ARE THE ENACTMENTS HAVING REFERENCE TO
THE ABOVE REGULATIONS.

“THE MERCHANT SHIPPING ACT, 1854,”

(17 & 18 Vict. Cap. 104.)

Lights and Fog Signals, and Meeting and Passing.

Rules as to
Lights, Meet-
ing and Pass-
ing.

Regulations as
to Lights and
Fog Signals.

CCXCV. The following Rules shall be observed with regard to Lights and Fog Signals ;
(that is to say,)

- (1.) The Admiralty shall from Time to Time make Regulations requiring the exhibition of such Lights, by such Classes of Ships, whether Steam or Sailing Ships, within such places and under such Circumstances as they think fit, and may from Time to Time revoke, alter or vary the same :
- (2.) The Admiralty may, if they think fit, make Regulations requiring the Use of such Fog Signals, by such Classes of Ships, whether Steam or Sailing Ships, within such places and under such Circumstances as they think fit, and may from Time to Time revoke, alter, or vary the same :
- (3.) All Regulations, made in pursuance of this Section shall be published in the *London Gazette*, and shall come into operation on a Day to be named in the Gazette in which they are published, and the Admiralty shall cause all such Regulations to be printed, and shall furnish a Copy thereof to any Owner or Master of a Ship who applies for the same, and Production of the Gazette containing such Regulations shall be sufficient Evidence of the due making and Purport thereof :
- (4.) All Owners and Master shall be bound to take notice of the same, and shall, so long as the same continue in force, exhibit such Lights, and use such Fog Signals, at such Times, within such Places, in such Manner, and under such Circumstances as are enjoined by such Regulations, and shall not exhibit any other Lights or use any other Fog Signals, and in case of Default the Master or the Owner of the Ship, if it appears that he was in fault, shall for each Occasion upon which such Regulations are infringed incur a Penalty not exceeding Twenty Pounds.

Rules as to
Ships meeting
in other.

CCXCVI. Whenever any Ship, whether a Steam or Sailing Ship, proceeding in One Direction, *meets* another Ship, whether a Steam or Sailing Ship, proceeding in another Direction, so that if both Ships were to continue their respective Courses they would pass so near as to involve any Risk of a Collision, the Helms of both Ships shall be put to Port so as to pass on the Port Side of each, other ; and this Rule shall be obeyed by all Steam Ships and by all Sailing Ships whether on the Port or Starboard Tack, and whether close-hauled or not, unless the circumstances of the case are such as to render a departure from the Rule necessary in order

to avoid immediate danger, and subject also to the Proviso that due regard shall be had to the Dangers of Navigation, and, as regards Sailing Ships on the Starboard Tack close-hauled, to the keeping such Ships under Command.

CCXCVII. Every Steam Ship, when navigating any narrow Channel, shall whenever it is safe and practicable, keep to that Side of the Fairway or Mid-channel which lies on the Starboard Side of such Steam Ship. Rule for Steamers in narrow Channels.

CCXCVIII. If in any Case of Collision it appears to the Court before which the Case is tried that such Collision was occasioned by the Non-observance of any Rule for the Exhibition of Lights or the Use of Fog Signals issued in pursuance of the Powers herein-before contained, or of the foregoing Rule as to the passing of Steam and Sailing Ships, or of the foregoing Rule as to a Steam Ship keeping to that Side of a narrow Channel which lies on the Starboard Side, the Owner of the Ship by which such Rule has been infringed shall not be entitled to recover any Recompence whatever for any Damage sustained by such Ship in such Collision, unless it is shown to the Satisfaction of the Court that the Circumstances of the Case made a Departure from the Rule necessary. If Collision ensues from Breach of the above Rules, Owner not to be entitled to recover.

CCXCIX. In case any Damage to Person or Property arises from the Non-observance by any Ship of any of the said Rules, such Damage shall be deemed to have been occasioned by the wilful Default of the Person in charge of the Deck of such Ship at the Time, unless it is shown to the Satisfaction of the Court that the Circumstances of the Case made a Departure from the Rule necessary. Breaches of such Rules imply wilful Default.

Colonial Secretary's Office,
Auckland, 27th August, 1858.

THE Honorable the Colonial Secretary directs the publication of the following Despatch for the information and guidance of the respective Postmasters throughout New Zealand.

W. GISBORNE,
Under Secretary.

General Post Office,
London, 11th May, 1858.

SIR,—A Postal Convention having been concluded between the United Kingdom and Sardinia, I am directed by the Postmaster-General to request that all Letters despatched from New Zealand, addressed to Sardinia, may be sent in the Mail which is made up at your Office for Alexandria, in order that they may be forwarded thence to Sardinia by way of Malta and Genoa, instead of *via* the United Kingdom.

The Sardinian Post Office will also account to this Office hereafter for the whole of the British sea postage chargeable upon letters forwarded from Sardinia to New Zealand *via* Genoa and Malta, and no further charge should be levied by your Office on behalf of this Department.

I am, &c.,
F. HILL.

The Postmaster General,
Auckland.

NOTICE TO MARINERS.

Colonial Secretary's Office,
Auckland, 27th August, 1858.

THE Honorable the Colonial Secretary directs the publication of the following particulars, the results of a recent survey made by the officers of H. M. S. "Actæon" and "Dove," respecting the Pratas Reef, a dangerous shoal about 160 miles S. E. and E. of Hongkong, and in the direct route of all ships bound to the

Northern parts of China, through the China Sea.

W. GISBORNE,
Under Secretary.

Description of the Pratas Reef, and Island.

The Pratas Reef is of Coral formation, about 14 miles in diameter, nearly circular, slightly flattened on its Northern side, having a lagoon in the centre. The Reef is from one to two miles broad, nearly two thirds of it is just dry at low water spring tide, the remainder forms a sunken barrier to the lagoon on its Western side. An Island rising from this sunken barrier, forms two Channels into the Lagoon; the North Channel is 4 miles broad, and has 3 fathoms in it near the middle; the South Channel is 5 miles broad, and has 4 fathoms near the middle—the latter is by far the best of the two, from its superior capacity as well as its comparative freedom from Coral Knolls. The Lagoon has from 5 to 10 fathoms in it, it is thickly studded with Coral Knolls round its margin, but is comparatively clear near the middle.

Numerous Coral Knolls are believed to exist in the Lagoon, and Channels leading thereto.

Vessels wishing to enter the Lagoon, are recommended to use the South Channel, which is believed to be available for 15 feet draft. Great caution is required. The vessel should be coned from the mast head, having the sun astern, or abaft the beam.

Pratas Island is situated at the west side of the Reef, near the middle of the sunken part. It is $1\frac{1}{2}$ miles long E. by S. and W. by N., $\frac{1}{2}$ mile wide and 40 feet high, of which elevation the scrubby bush with which it is covered forms about 10 feet. There is a shallow lagoon running into its western side for about $\frac{1}{2}$ mile. The Island is a mere heap of sand. We did not see a particle of mould, or earthy matter. Brackish water may be had by digging a few feet into the sand. The N. E. point of the Island is in Lat. $20^{\circ} 42' 03''$ S., Longitude

116° 43' 22". Variation of compass, 1° Easterly. Highwater, at full and change, about 4 a.m. Rise and fall, about 5 feet. There is only one perceptible ebb and flow in 24 hours. The highest tide on the occasion of our visit in April, 1858, occurred on the third day after the full moon; but we found the tides very irregular.

NOTICE TO MARINERS.

Colonial Secretary's Office,
Auckland, 27th August, 1858.

THE Honorable the Colonial Secretary directs the publication of the following Notice, relative to the establishment of a Light House on Cape Borda, the North Western extremity of Kangaroo Island.

W. GISBORNE,
Under Secretary.

SOUTH AUSTRALIA.

CAPE BORDA LIGHTHOUSE, KANGAROO ISLAND.

The Master and Wardens of the Trinity House of South Australia hereby Give Notice, that the LIGHT on Cape Borda was first exhibited on the evening of the 13th July, 1858, and will continue to be exhibited every night from sunset to sunrise.

Cape Borda lies in lat. 35° 45' 20" south, long. 136° 38' 0" east, and is a bold cliffy headland 480 feet above the sea level.

The Lighthouse is a square stone tower, and stands thirty (30) feet from the ground, on the summit of a small mound, about five hundred (500) yards from the edge of the cliffs. The total height of the Lantern is therefore five hundred and ten (510) feet above the level of the sea.

The Light which is on the catoptric principle, exhibits a Bright and Red Flash alternately every half minute ($\frac{1}{2}$ -minute), and may be seen on an arc extending from N. 60° E. to S. 35° W. (round by west). The Bright Flash may be seen at a distance of *Thirty (30) Miles*, in clear weather; but the Red Light will not be visible more than *than about half that distance*, therefore when the Red Light is not distinguishable, the Bright light *only* will appear *at intervals of one minute*.

Vessels approaching Cape Borda from the Southwest should keep the Light well open of the high land to the southward of the Cape, to avoid the Reef off Cape Bedout, the western extremity of the Island. Vessels bound up Investigator's Straits, after having rounded Cape Borda, should keep the Light quite clear of the high land to the eastward of it, on a S.W. by W. bearing until Cape Forbin is passed, when it may be shut in with the high land.

Vessels bound down Investigator's Straits should not bring the light to bear to the westward of S.W. by W.

The above bearings are magnetic, the variation being 5° east.

B. DOUGLAS,
Master of the Trinity House,
South Australia.

Trinity House, Port Adelaide,
South Australia, 15th July, 1858.

Treasury,
Auckland, 27th August, 1858.

HIS Excellency the Governor has been pleased to appoint

R. F. PORTER, Esq.,

to be Assistant Treasurer.

This appointment to date from the 1st July last.

C. W. RICHMOND.

Treasury,
Auckland, 27th August, 1858.

HIS Excellency the Governor has been pleased to appoint

IHAKA TAKAANINI, of the Akitai Tribe, Pukaki, Auckland District,
to be a Native Assessor.

C. W. RICHMOND.

Treasury,
Auckland, 27th August, 1858.

WHEREAS in some cases where Licenses for the Sale of Arms to Natives have been granted, Arms of a different description from those described in the License have been supplied, Notice is hereby given, that persons so selling Arms will incur the penalties imposed upon unlicensed sales of Arms by the "Arms Importation Ordinance."

C. W. RICHMOND.

NOTICE.

Resident Magistrate's Court,
Auckland, 23rd August, 1858.

A SPECIAL MEETING of the Justices of the Peace for the District of Auckland, will be holden at the Resident Magistrate's Court, at Auckland, on TUESDAY, the 7th day of September next, at twelve o'clock, noon, for the purpose of receiving applications for the Transfer of Publicans' Licenses.

JAS. JNO. PIERCY,
Clerk of the Court.

Custom House, Napier,
June 8th, 1858.

NOTICE is hereby given, that a Wooden Building, the property of John Alexander Smith, situated in Hardinge Road, in the Town of Napier, has been approved, under the 34th Section of the Ordinance of the Governor and Council of New Zealand, 4th Victoria, No. 3, as a Warehouse for the reception of Goods under Bond,

EDW. CATCHPOOL,
Sub-Collector.