



The New Zealand Gazette.

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WEDNESDAY, DECEMBER 5, 1860.

At the Government House, at Auckland, the
5th day of December, 1858.

Present:—

HIS EXCELLENCY THE GOVERNOR IN COUNCIL.

WHEREAS by the Harbour Regulations Ordinance, No. 15, of Session 2, it is enacted that it shall be lawful for the Governor in Council, from time to time, to make all such Regulations respecting Pilots and Pilotage, Quarantine and Harbours, as in the said Ordinance provided:

Now, therefore, His Excellency the Governor, by and with the advice of his Executive Council, doth hereby make the following Regulations for the Port and Harbour of Wellington.

F. G. STEWARD.

HARBOUR REGULATIONS.

Pilots and Masters of Vessels.

1. No person shall be deemed a Pilot unless he be duly licensed by his Excellency the Governor.

2. All persons so licensed shall be provided with a license according to the form hereto annexed.

3. Every Pilot shall carry his license with him and shall produce it to the Master of any Ship or Vessel on its being demanded, or forfeit a sum not exceeding forty shillings.

4. The rates of pilotage into or out of the Port of Wellington, from or to the distance of one league from the Pilot Station, are as follows, viz:—

Vessels under 200 tons,	4d. per ton
Ditto 200 to 300 tons,	3½d. “
Ditto 300 to 400 tons,	3d. “
Ditto 400 to 600 tons,	2½d. “
Ditto 600 and upwards,	2d. “

But no pilotage is to be chargeable on any Vessel engaged in the Coasting trade, unless the assistance of a Pilot be required by the Master of the Vessel.

5. The Master of every vessel requiring a Pilot to conduct her to sea, must make an application at least twenty-four hours previously at the office of the Harbour Master.

6. Pilots are not bound to conduct any Vessel to sea until payment of the pilotage has been satisfactorily secured.

7. Pilots on being appointed to outward bound Vessels, before taking charge are to ascertain that their decks are clear, and that they are sufficiently manned, and in a proper state for working as regards masts, rigging, sails and anchors.

8. Every Pilot detained on board a Vessel longer than forty-eight hours, whether by stress of weather, quarantine, or otherwise, is to be paid eight shillings per day in addition to the regular pilotage.

9. Pilots refusing or neglecting their duty are to forfeit a sum not exceeding twenty pounds.

10. The Master of every Vessel (except as hereinafter mentioned) arriving from beyond seas, and not being a Coasting Vessel, shall pay the full amount of pilotage whether taking a Pilot or not.

11. All Vessels trading to or from the neighbouring Colonies, shall be exempted from taking a Pilot, upon paying one-half the usual rate of pilotage, whatever that may be; if a Pilot is taken, however, full pilotage to be paid.

12. All Vessels under 100 tons, trading from or to the neighbouring Colonies shall, upon the Master proving himself qualified, be furnished with a certificate of exemption from pilotage, but shall in lieu thereof pay one full pilotage inwards and outwards per annum.

13. Every Master so qualified and exempted, shall, on approaching the Harbour within two leagues, hoist a white flag at the main, showing his exemption, or forfeit a sum not exceeding the full pilotage.

14. Every Master of every Ship or Vessel required to take a Pilot shall be furnished with a copy of the Harbour Regulations on her entry into Port, by the boarding Pilot, and any Pilot failing to deliver such copy before leaving the Vessel, shall forfeit and pay a fine not exceeding five pounds.

15. To the Master of every Vessel not required to take a Pilot, or in the absence of the Master to the principal Officer on board, a copy of the Harbour Regulations shall be delivered by the Harbour Master: provided, however, that it shall not be necessary in any case to issue a second copy of the regulations to the Master or Officer in charge of the same Vessel, unless on demand of such Master or Officer, and in such case only on the payment of a fee of two shillings and sixpence, to be accounted for as other fees collected by the Harbour Master.

16. Every Master or other Officer of a Ship or Vessel to whom a copy of the Harbour Regulations shall have been delivered, shall give on demand an acknowledgment thereof to the Pilot or other Officer delivering the said copy; and any Pilot failing to demand, or any Master of a Ship or Vessel refusing on demand to give such acknowledgment, shall forfeit and pay a fine of not more than five pounds.

17. The Master of every Vessel shall anchor or moor where the Harbour Master or Pilot may direct, and he shall not unmoor or quit the anchorage until notice be given in writing at the Harbour Master's office, or forfeit a sum not exceeding five pounds.

18. All Vessels moored or at anchor are to have both cables clear, and in readiness to slack away when required, or forfeit a sum not exceeding ten pounds.

19. All Vessels are to have buoys and buoy-ropes to their anchors to show their position, and to hoist a conspicuous light at their peak-end, from dark to daylight, or forfeit a sum not exceeding ten pounds.

20. After a Vessel has been unloaded and properly ballasted, it will be at the option of the Harbour Master to remove her out clear of the shipping, to make room for Vessels requiring berths to unload.

21. No person shall, without due authority, interfere with the Harbour Master or any Pilot in the execution of his duty, or resist, obstruct, or impede him in the performance thereof, under a penalty not exceeding five pounds.

Gunpowder.

22. The Master of every Vessel arriving with Gunpowder on board, exceeding the quantity necessary as Ship's stores, shall give immediate notice thereof to the Pilot on his boarding the Vessel, and shall land the same at the Powder Magazine before anchoring at the usual anchorage grounds, or forfeit a sum not exceeding twenty pounds.

23. No Gunpowder is either to be received or issued by the keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

24. The Master of every Vessel shall cause all Gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding ten pounds.

25. All Gunpowder so landed to be packed in barrels, containing not more than one hundred weight each, closely joined and hooped without any iron about the packages, and so secured that no portion of the Gunpowder be in danger of being scattered in the passage, under a penalty of any sum not exceeding ten pounds.

26. Previous to the delivery of any Gunpowder so stored, fees as per Schedule shall be first paid.

The Harbour.

27. No rubbish or filth is to be landed on any lands belonging to the Crown, except in such places as the Harbour Master may point out, under a penalty of any sum not exceeding five pounds.

28. No timber or any bulky article is to be left on any public Wharf or landing place under a penalty of any sum not exceeding five pounds.

29. Any person obstructing or impeding the navigation of any channel, river, inlet, or creek, or obstructing any public landing place, by placing a vessel, cable, boat, warp, or other article in the way, shall be liable to a penalty not exceeding ten pounds; and, in case any person causing such obstruction or impediment will not remove, or cause to be removed, the same, when ordered by the Harbour Master or Pilot, the Harbour Master or Pilot may cast off or cut such obstruction.

30. The owner, or part owner, or the commander of any vessel or boat, which has been sunk, stranded, or run on shore, or the owner of any baulk of timber, or other bulky article which is in the water, who does not clear the harbour of such vessel or boat, or remove such baulk of timber or other bulky article upon

being required so to do by notice in writing under the hand of the Harbour Master, or any Justice of the Peace, within such reasonable time as may be mentioned for that purpose in such notice, shall, for every such offence, forfeit a penalty not exceeding twenty pounds, and a further and separate penalty of twenty pounds each and every week, or portion of a week, after the time named in such notice, until such vessel, boat, baulk of timber, or other bulky article shall be removed or cleared away; and any Justice, upon the complaint of the Harbour Master, or any other person, may issue his warrant for the clearing of the Harbour, or the removing of such vessel, boat, baulk of timber, or other bulky article, in such manner as such Justice shall direct, and for causing such vessel or boat, baulk of timber, or other bulky article, to be sold; and out of the money arising from such sale, may pay the charges of such clearing or removal, as the case may be, and penalties incurred by the refusal or neglect to remove or clear the same, paying the surplus to the Harbour Master, to be accounted for as fees collected by him.

31. No wreck is to be left stranded in any part of the Harbour, but must be conveyed on shore above high-water-mark; and if any wreck is so left, the owner thereof shall be liable to a penalty not exceeding five pounds each day, or part of a day, during which such wreck shall be so left.

32. Vessels, unless specially permitted in writing by the Harbour Master, are prohibited from firing guns between the hours of sunset and sunrise and on the Sabbath (except in cases of distress), under a penalty of any sum not exceeding five pounds.

33. Any person removing shingle, stone, shells, or any part of the soil below high-water mark (except where the water frontage has been given by the New Zealand Company to their purchasers) without permission from the Harbour Master, or in the absence of the Harbour Master the Resident Magistrate, shall forfeit a sum not exceeding ten pounds.

34. No ballast, rubbish, gravel, earth, stone or filth, is to be thrown overboard from any

vessel or boat, but is to be landed at any place the Harbour Master may direct, under a penalty of any sum not exceeding twenty pounds.

35. Any person removing, wilfully injuring or destroying any Buoy, Beacon, or Sea Mark, shall forfeit a sum of twenty pounds.

36. Any person throwing a dead animal into the harbour (within the limits of the anchorage) without attaching to it sufficient weight to sink it, is liable to a penalty of not more than twenty nor less than five shillings.

The third part of the Act of the Imperial Parliament, "The Merchant Shipping Act, 1854," has been brought into operation in New Zealand, as far as applicable.

Pilots' License.

By virtue of the power vested in me, you are hereby authorised and directed to act as Pilot for the Port of Wellington, and you are enjoined to use your best skill and knowledge in all duties appertaining to that office, strictly conforming to the Regulations of the Harbour aforesaid, and obeying such orders and instructions as you may from time to time receive from me.

Given under my hand this
 day of _____ in the year
 of our Lord one thousand
 eight hundred and
 at Government House, Auckland, New Zealand.

SCHEDULE.

For each and every barrel or package containing 50 lbs. of Gunpowder and upwards, for any period not exceeding six weeks	£0 1 0
Ditto, ditto, above six week, per week	0 0 2
For each and every barrel or package containing less than 50 lbs., for any period not exceeding six weeks	0 0 6
Ditto, ditto, above six weeks ...	0 0 1

