



The New Zealand Gazette.

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FRIDAY, FEBRUARY 22, 1861.

AT THE GOVERNMENT HOUSE, AT AUCKLAND,
THE TWENTY-FIRST DAY OF FEBRUARY,
1861.

Present :—

HIS EXCELLENCY THE GOVERNOR,
The Attorney General, | Mr. Tancred.
The Colonial Treasurer |

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 and consent of the Executive Council of New Zealand, doth hereby make the following Regulations for the Port and Harbour of Auckland.

F. G. STEWARD.

I.—Pilots and Pilotage.

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 following :

Pilot's License.

By virtue of the power vested in me, you are hereby authorised and directed to act as Pilot for the Port of Auckland, and you are enjoined to use your best skill and knowledge in all matters appertaining to that office, strictly conforming to the Regulations of the Harbour aforesaid, and obeying such orders and instruc-

tions as you may from time to time receive from me.

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

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 are :—

<i>Into or out of the Port and Harbour,</i>	
Vessels under 200 Tons	4d. per ton.
“ from 200 to 300 “	3½d. “
“ “ 300 to 400 “	3d.
“ “ 400 to 600 “	2½d.
“ “ 600 Tons and upwards	2d. “

Into or out of any outer Roadstead one half the above rates, but no pilotage is to be chargeable on any Vessel engaged in the coasting trade only.

5. The Master of any vessel requiring a Pilot to conduct her to sea, must make an application at least 24 hours previously at the office of the Harbour Master.

6. Pilots are not bound to conduct any vessel to sea until the pilotage has been paid, or satisfactorily secured. Nor are they compelled to take vessels to sea on Sunday.

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 24 hours, whether by stress of weather, quarantine, or otherwise, is to be paid 8 shillings per day, in addition to the regular pilotage.

9. Any Master who shall make a signal for a Pilot, or cause a Pilot to be sent for to take his vessel to sea, and shall not within 12 hours from the time of the arrival of the Pilot on board such vessel, proceed to sea, shall forfeit and pay a sum at the rate of £1 per day, for every day such Pilot may be detained on board such vessel, in addition to the regular pilotage; and the Pilot shall not be compellable to conduct such vessel to sea until such additional payment and pilotage shall have been paid, or satisfactorily secured.

10. Pilots, after securely anchoring any ship or vessel at any place within the limits of the Port, may, if such be prevented from going to sea from stress of weather or any act of the Master, leave such ship or vessel until she be ready for sea.

11. The Master of every vessel (except as hereinafter mentioned) arriving, and not being a coasting vessel, shall pay the full amount of pilotage whether taking a Pilot or not.

12. All vessels trading to or from the Australasian 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 must be paid.

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

14. Every Master so qualified and exempted shall, on approaching the Port within three leagues, hoist a white flag at the main, and keep the same flying until past the North Head, or forfeit full pilotage.

15. The Master of any vessel employing other than a duly licensed Pilot, if such shall have offered his services, shall forfeit double the amount of pilotage. Pilots refusing or neglecting to perform their duty shall forfeit a sum not exceeding £20.

16. To the Master of any vessel entering the harbour, or, in the absence of the Master, to the principal officer on board, a copy of the Harbour Regulations shall be delivered by the boarding Pilot or 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 the 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 by the Harbour Master.

17. 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 in writing

to the Harbour Master, or other officer delivering the said copy; and any Harbour Master failing to demand, or any Master of a ship or vessel refusing on demand to give, such acknowledgment, shall forfeit and pay a fine not exceeding £5.

18. No waterman or other person in charge of any boat shall go alongside, or board, or suffer or permit any person to board, any vessel arriving at any port from beyond sea, until such vessel is properly secured at her anchorage: and any person offending against this regulation shall forfeit and pay a sum not exceeding £5. Provided that this regulation shall not be construed to prevent the boarding of any such vessel by the owner or agent, or any other person having the written permission of the owner or agent, or by any Immigration agent, Pilot, boarding officer, officer of Customs, or health officer, or other person acting in the execution of his duty.

II.—Port and Harbour.

1. 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; and any Master offending against this regulation shall forfeit a sum not exceeding £5.

2. All vessels moored or at anchor are to have both cables clear, and in readiness to slack away when required, and in default thereof the Master shall forfeit and pay a sum not exceeding £10.

3. No vessel shall (except only while laying at, or in coming to, or going from the wharf) anchor or moor within the Dolphins and Buoys or Moorings off the outer end of the Queen-street Wharf, or in any other manner obstruct the passage to and from the same, and the master or person in charge of any vessel infringing this regulation will be liable to a penalty not exceeding £10.

4. All Masters or other persons in charge of vessels are immediately to strike any yard, or mast-top, or rig in any boom, and move or clear hawse, when called upon by the Port Master or Harbour Master, and are generally to follow such directions as the state of the weather or other circumstances may render necessary or expedient in the judgment of the Port Master, or Harbour Master, for the safety and interest of the Shipping; and in default thereof shall forfeit and pay any sum not exceeding £10.

5. All vessels, when it is so ordered by the Harbour Master or Pilot, 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, and in default thereof the Master shall forfeit and pay a sum not exceeding £10.

6. No vessel shall be unmoored on Sunday from her anchorage, or from her berth alongside any Quay or Wharf, except the state of the weather or the safety of the vessel renders it necessary, without the express permission in

writing from the Port Master or Harbour Master, under a penalty not exceeding £10.

7. All Masters of vessels exceeding two hundred tons register, shall cause a sufficient guard or watch to be kept on deck both by day and night. All other descriptions of decked vessels must have at least one person on board by day and night, and in default thereof shall be liable to a penalty of £10.

8. Any anchor, kedge, or cable, slipped or cut from, if not weighed within 24 hours, may be weighed by order of the Harbour Master, or Pilot, at the risk and expense of the owner; and when no buoy-rope has been attached, the anchor, kedge, or cable shall be forfeited.

9. After a vessel has been unloaded and properly ballasted, it will be at the option of the Port Master, or Harbour Master, to remove her out clear of the Shipping, to make room for vessels requiring berths to unload; and if there shall not be on board any vessel which has been unloaded sufficient men or ballast, or requisite tackle, to enable her to be removed, the Port Master or the Harbour Master may remove such vessel at the expense and risk of the owner thereof.

10. 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 £10; 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.

11. The owner, or part owner in, 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 Port Master, or 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 £20; and any Justice, upon the complaint of the Port Master, or Harbour Master, or any other person, may issue his warrant for the clearing of the Harbour, or the removing of such 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, paying the surplus to the Port Master, to be accounted for as fees collected by him.

12. Any person who makes any vessel, boat, timber, or other article fast to any buoy, beacon, or sea mark, and any Master or owner of a vessel being navigated without having a Pilot on board, or the owner of any boat by which

any such buoy, beacon, or sea mark is accidentally removed, injured, or destroyed, who does not forthwith make good such damage, or pay to the Harbour Master a sum sufficient to cover the expenses of so doing, shall, for every such offence, forfeit a penalty not exceeding £20.

13. Whenever a vessel not employed in coasting only arrives within the harbour, the Harbour Master shall appoint the place where she is to cast anchor or be moored, and as often as the master of any vessel is desirous of removing her from one place of anchorage to another, he shall notify in writing such his desire to the Harbour Master, who shall thereupon, unless he sees sufficient reason to the contrary, direct the removal accordingly; and the Harbour Master may remove any vessel, timber, or any other article, from any berth, alongside any wharf or elsewhere, or from or to any part of the harbour, whenever such removal is in the opinion of the Harbour Master desirable and proper for the general accommodation of the shipping; and for any such service so to be performed by such Harbour Master, there shall be paid by the master or owner of such vessel to such Harbour Master, the sum of 7s. 6d. for each vessel under 100 tons register and for each other article, and a sum at the rate of 1d. per ton register for each vessel above 100 tons register, not exceeding £5 in the whole.

14. In the performance of any such service by the Harbour Master the Master of the vessel and the crew thereof are required to give and afford to such Harbour Master all possible aid, and in effecting any such service or any other service in the execution of his duty, the Harbour Master is empowered to make fast and attach any rope or other tackle to any other vessel, and if there is no crew of the vessel to be removed or the crew thereof refuse or fail to aid and assist as aforesaid, or if the crew or tackle, or quantity of ballast on board of such vessel is not sufficient to enable the Harbour Master to effect such removal, he is empowered to hire and employ such other assistance and tackle, and to purchase and put on board such vessel such other quantity of ballast, as to him seems requisite, at the cost or charge of the Master or owner of such vessel, and such costs and charges such Master or owner is required to pay to the Harbour Master, to be accounted for as aforesaid; and if any person without the consent or authority of the Harbour Master cuts or casts off any such rope or tackle so made fast and attached to any other vessel as aforesaid, or in any other manner infringes this regulation, such person shall forfeit a penalty not exceeding £20.

15. Any person, without due authority, resisting, impeding, or obstructing the Port Master, Harbour Master, Pilot, or other person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them, or any of them, shall forfeit and pay a sum not exceeding £20, nor less than £5.

16. 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 not exceeding £5, to be paid by any person landing such rubbish or filth.

17. No ballast, rubbish, gravel, earth, stone, earthenware, glass, or filth is to be thrown overboard from any vessel or boat, but is to be landed and placed at such place as the Harbour Master may direct, and no gravel, earth, stone, earthenware, glass, bottles, filth, or rubbish, is to be placed by any other means at any place below the highwater mark within the harbour, and proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth, of any kind so as to prevent any part thereof falling into the harbour; and any person who shall offend against any of the provisions of this regulation, shall be liable to a penalty not exceeding £20.

18. No pitch, tar, rosin, or other combustible matter shall be lighted or heated on board any vessel or boat, whilst lying alongside or near any wharf or vessel in the harbour, and any person who shall offend against this regulation shall be liable to a penalty not exceeding £20.

19. 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 pay a penalty not exceeding £20.

20. Any person throwing a dead animal into the harbour or placing any dead animal below highwater mark within the limits of the anchorage, shall be liable to a penalty not exceeding £5, and to an additional penalty of £1 for every day during which any such animal remains in the harbour, or below highwater mark, or unburied on the beach above highwater mark. Provided that no such penalty and additional penalty shall together exceed the sum of £20.

21. Vessels, unless specially permitted in writing by the Harbour Master, are prohibited from firing guns between the hours of sunset and sunrise, and on Sunday (except in cases of distress), and any person who shall offend this regulation shall be liable to a penalty not exceeding £5.

22. Any person removing shingle, stone, shells, or any part of the soil below highwater mark without the permission of the Harbour Master, or in the absence of the Harbour Master, of a Resident Magistrate, shall forfeit a sum not exceeding £10.

23. Any person landing or shipping cattle from or into any vessel or boat, on the shores of the harbour, within the limits of the City or Suburbs of Auckland, (except as hereinafter mentioned) shall forfeit and pay £5 for each head of cattle so landed or shipped, but no such penalty shall exceed £20 in the whole. Tame cattle or thoroughbred stock imported for breeding purposes may, subject to the approval of the Harbour Master or Inspector of Police, whose permission in writing must be

first obtained, be shipped or landed at the Queen-street Wharf before eight o'clock in the morning; and any description of cattle may be landed or shipped within the Suburbs between sunrise and sunset, subject as aforesaid to the approval of the before-mentioned authorities.

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

Signals

to be made from vessels in harbour when required as under:—

Sea Pilot.—Union Jack at the fore.

Harbour Master.—Ensign at the fore.

Police Boat } Day Signal.—The Union Jack
over Ensign at the main.
Night Signal.—Two lights vertical at the peak, four feet between each.

Custom House Boat.—Union Jack at the peak.

Medical Assistance.—Union Jack over Ensign at the peak.

Rules to be observed by vessels passing each other.

24. Whenever any vessel proceeding in one direction meets a vessel proceeding in another, and the Master or other person having charge of either such vessel perceives that if both vessels continue their respective courses they will pass so near as to involve any risk of a collision, he shall put up the helm of his vessel to port so as to pass on the port side of the other vessel, due regard being had to the tide and to the position of each vessel with respect to the dangers of the channel, and as regards sailing vessels to the keeping of each vessel under command; and if the Master or any other person having charge of any vessel neglect to observe these regulations, he shall, for every such offence, be liable to a penalty not exceeding £20.

25. Steam vessels when passing or near to sailing vessels are always to be considered in the light of vessels navigating with a fair wind.

The following established nautical rules are appended for the guidance of Masters of vessels:—

26. Sailing vessels having the wind fair shall give way to vessels on a wind.

27. When two vessels are going by the wind the vessel on the starboard tack shall keep her wind and the one on the port tack bear up, thereby passing each other on the port hand.

28. When two vessels have the wind large or a-beam, and meet, they shall pass each other in the same way on the port hand, the helm of each being put a-port.

Gunpowder.

29. No Gunpowder shall be shipped or landed at any wharf or other place within the City of Auckland, except between Britomart

Point and Eden Street in Mechanics' Bay; and any person who shall offend against this regulation shall forfeit and pay for every such offence any sum not exceeding £20.

30. No boat or vessel of any kind shall take or have on board, (except only while passing) any Gunpowder within the usual anchorage ground, (that is to say within that portion of the port of Auckland, which is situate between a line drawn on the East side from the point on which St. Barnabas' Church stands, to the Flagstaff on Mount Victoria, and on the West side from the point on the Western side of Freemans' Bay to Stokes' point); and the Master or person in charge of any boat or vessel taking or having gunpowder on board, contrary so the provisions of this regulation, shall for every such offence forfeit and pay any sum not exceeding £20.

31. The foregoing regulation No. 30 shall not apply to Gunpowder in such quantity as may be sufficient only for and be on board as ship's stores, provided that such stores shall in no case exceed 50lbs. in weight, nor to vessels or boats in the act of landing Gunpowder within the limits specified in the foregoing regulation, No. 29.

32. The Master of any vessel arriving with Gunpowder on board, exceeding the said quantity necessary as ship's stores, shall hoist the signal thereof at the main, and shall land such powder at the Powder Magazine before anchoring at the usual anchorage ground, and the Master or person in charge of any vessel so anchoring before such powder shall have been so landed, shall forfeit and pay a sum not exceeding £20.

33. No Gunpowder will be either received or issued by the keeper of the Magazine except between the hours of 7 in the morning and 5 in the afternoon.

34. The Master of any vessel shall cause all Gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding £10.

35. All Gunpowder so landed must be packed in barrels containing not more than 1 cwt. each, closely joined and hooped, without any iron about the packages, 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 £10.

36. Nothing contained in these Regulations shall be deemed to apply to any ship, boat, or gunpowder, the property of Her Majesty, nor to any ship of war of any foreign nation, nor to any gunpowder in charge of the Government of the Colony.

AT THE GOVERNMENT HOUSE, AT AUCKLAND,
THE 21ST DAY OF FEBRUARY, 1861.

Present,—

His Excellency the Governor,
The Attorney General, | Mr. Tancred.
The Colonial Treasurer

WHEREAS by the Harbour Regulations Ordinance, No. 16 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 and consent of the Executive Council of New Zealand, doth hereby make the following Regulations for the Ports and Harbours in the Province of Otago.

F. G. STEWARD.

REGULATIONS FOR THE PORTS AND HARBOURS OF OTAGO.

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 following:

Pilot's Licence.

By virtue of the power vested in me, you are hereby authorised and directed to act as Pilot for the Port of _____, and you are enjoined to use your best skill and knowledge in all matters 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 _____ 18____, at the Govern-
ment House at Auckland, New
Zealand.

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 Master of any vessel employing other than a duly licensed pilot, if such shall have offered his services, shall forfeit double the amount of pilotage.

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

6. 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.

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

8. Any Master who shall make such application for a Pilot to take his vessel to sea, and shall not, within twelve hours after the arrival of the Pilot on board such vessel, proceed to sea, shall forfeit and pay a sum at the rate of one pound per day for every day such Pilot may be detained on board such vessel, in addition to the regular pilotage, and the Pilot shall not

be compellable to take such vessel to sea until such forfeiture and pilotage shall have been satisfactorily secured; Provided that no penalty or penalties under this regulation shall accumulate to a larger sum than twenty pounds.

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

10. All vessels trading to or from 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.

11. The rate of pilotage into or out of Harbour, from or to the distance of one league from the Pilot Station, is three-pence per register ton, ten shillings per mile for every mile beyond one league from the Pilot Station, and twenty-one shillings upon each occasion that a vessel is shifted from one part of the Harbour to another.

12. The Master of any vessel neglecting to heave to and take on board the first duly licensed Pilot who shall offer his services, or refusing to accept of his services when offered, shall be liable to the same amount of pilotage as if the services of such Pilot had been accepted, unless the Master of such vessel is provided with a certificate of exemption (which may be granted by the Governor of the Colony, or by the Superintendent of the Province) and shall have flown the exemption flag at the main from the time of his approaching within two leagues of any harbour in the Province, such exemption flag to consist of not less than six breadths of white bunting.

General Rules and Regulations.

13. 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, and any Master offending against this regulation shall forfeit a sum not exceeding five pounds.

14. All vessels must have buoys and buoy ropes to their anchors to show their position; and must hoist a conspicuous light at their peak end, and keep the same burning from sunset to sunrise, or forfeit a sum not exceeding ten pounds.

15. All vessels moored or at anchor are to have both cables clear, and in readiness to slack away when required, and any Master offending against this regulation shall forfeit a sum not exceeding ten pounds.

16. Pilots shall not be bound to take vessels to sea on Sunday.

17. Any person who shall board any vessel arriving from a foreign port, before such vessel shall have been boarded by some person duly authorized in that behalf, shall be liable to a penalty not exceeding five pounds.

18. No timber or any other article shall be left on any public jetty, wharf, or landing-place, or the approach thereto, for a longer period than six hours, and any person offending against this regulation shall incur a penalty not exceed-

ten pounds; and it shall be lawful for the Harbour Master, when in his opinion the public convenience requires it, at any time, during or after the expiry of such period, to cause such timber or other article immediately to be removed from any such jetty, wharf, or landing-place, or approach thereto, to any place he may think proper, at the expense and risk of the owner, or his agent, or the person in charge of such timber or other article.

19. Any person removing, wilfully injuring or destroying any buoy, beacon, or sea mark, shall forfeit the sum of twenty pounds.

20. Any person drowning any animal in or throwing a dead animal into the Harbour, or placing any dead animal below high water mark, shall be liable to a penalty not exceeding five pounds, and to an additional penalty of one pound per day during which any such animal remains in the Harbour, or below high water mark, or unburied on the beach above high water mark, provided that no such penalty shall together exceed the sum of twenty pounds.

21. No pitch, tar, resin, or other combustible matter shall be lighted or heated on board any vessel or boat whilst lying alongside or near any wharf or vessel in the Harbour; and any person who shall offend against this regulation shall be liable to a penalty not exceeding twenty pounds.

22. Any anchor or kedge slipped, parted, or cut from, if not weighed within twenty-four hours, may be weighed by order of the Harbour Master, at the risk and expense of the owner; and when no buoy has been attached the anchor or kedge shall be forfeited.

23. No wreck is to be left standing 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 twenty pounds.

24. The owner or part owner in, 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 vessels or boats, 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 the purpose in such notice, shall for every such offence be liable to a penalty not exceeding ten pounds 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 removing of such 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, paying the surplus to the Harbour Master to be accounted for as fees collected by him.

25. All vessels are to unshot their guns before they anchor, and no guns or firearms, except in self-defence or in cases of distress, are

to be discharged from any vessel unless permission in writing has been obtained from the Harbour Master, and any person who shall offend against this regulation shall be liable to a penalty not exceeding five pounds.

26. To the Master of every vessel, 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 or other officer, 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 by the Harbour Master.

27. 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, and 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.

28. It shall be competent at any time for the Port Officer, or Harbour Master, or a person deputed by either of them, to order any ship, lighter, boat, or timber to be removed from any berth alongside any wharf or anchorage, from or to any part of the harbour, whenever such removal shall, in his opinion, for the general accommodation of the shipping, be proper.

29. Any person without due authority resisting, impeding or obstructing the Harbour Master, Pilot, or person deputed by either of them, in the execution of his duty, or using threatening or abusive language to them, or any of them, shall forfeit and pay a sum not exceeding five pounds.

Wharves and Jetties.

30. The time allowed vessels to occupy berths at quays, for the purpose of discharging cargo, shall be (exclusive of Sundays and holidays, and the day of removal):—

For ships under 100 tons2 days.
" from 100 to 150 tons...	4 "
" " 150 " 200 "	...5 "
" " 200 " 250 "	...6 "
" " 250 " 300 "	...7 "

And so on at the rate of two days for every additional hundred tons register.

31. Ships discharging cargo at outside berths to be allowed two days for one of the foregoing scale.

32. Cargo may be discharged from any ship lying outside, over and across the deck of any ship lying alongside of any quay. Vessels taking in cargo to have an unoccupied berth, which is to be given up when required for other purposes by the Harbour Master.

33. All goods landed on any wharf or jetty are to be so placed as to keep the mooring posts or rings free, and allow a clear passage of at least eight feet from the edge of the wharf nearest the vessel, upon which space no goods are allowed to remain.

34. Any vessel whose time at a discharging berth has expired, or which the Officer or Harbour Master considers it necessary to remove, and on board of which there shall not be sufficient men or ballast, or the requisite tackle to enable her to be removed therefrom, may be removed by the Port Officer or Harbour Master at the expense of the owner.

Ballast.

35. 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, and any person offending against this regulation shall incur a penalty of any sum not exceeding five pounds.

36. 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, and any person offending against this regulation shall incur a penalty not exceeding twenty pounds.

37. Any person removing shingle, stone, or any part of the soil below high water mark, without permission from the Harbour Master, or in the absence of the Harbour Master a Resident Magistrate, shall forfeit a sum not exceeding ten pounds.

38. Proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth, so as effectually to prevent any part thereof falling overboard, and no ballast is to be taken on board or discharged from any vessel after dusk, under a penalty not exceeding five pounds.

39. All vessels carrying ballast for shipping shall have the stem and stern post of such vessel marked with a plate of iron in inches, shewing its tonnage, according to the draught of water when laden, such marks and corresponding draughts of water to be endorsed upon their license, which is to be produced when asked for.

Rules to be observed by vessels passing each other.

40. Whenever any vessel proceeding in one direction meets a vessel proceeding in another direction, and the Master or other person having charge of either such vessel, perceives that if both vessels continue their respective courses they will pass so near as to involve any risk of a collision, he shall put up the helm of his vessel to port so as to pass on the port side of the other vessel, due regard being had to the tide, and to the position of each vessel with respect to the dangers of the channel, and as regards sailing vessels to the keeping of each vessel under command; and the Master of any steam vessel navigating any river or narrow channel shall keep as far as is practicable to that side of the fairway or mid channel thereof which lies on the starboard side of such vessel. And if the Master or any other person having charge of any steam vessel neglect to observe these regulations, or either of them, he shall for every such offence be liable to a penalty not exceeding twenty pounds.

41. Steamers, when steering the same course in the river, or harbour, either with or

without vessels in tow, and one overtaking the other, the vessel gained upon shall slack her speed if practicable until the other has passed her.

42. When steamers have vessels in tow and are steering opposite courses, the steamer bound up the river shall, before meeting the vessel coming down the river, slack her speed, when practicable, until the other has passed her.

43. Steam vessels when passing or near to sailing vessels, are always to be considered in the light of vessels navigating with a fair wind.

44. Steamers shall, on nearing any vessel aground, slack their speed until safely passed.

45. Steamers at all times when under weigh, must have a responsible person on the bridge to look out.

46. No lower square-sails shall be set on board of any steamer whilst navigating amongst the shipping.

47. Sailing vessels and ships having the wind fair shall give way to ships on a wind.

48. When two ships are going by the wind, the ship on the starboard tack shall keep her wind, and the one on the port tack bear up, thereby passing each other on the port hand.

49. When two ships have the wind large or a beam, and meet, they shall pass each other in the same way on the port hand, the helm of each being put a port.

Gunpowder.

50. The Master of every Vessel arriving with Gunpowder on board, exceeding fifty pounds in weight, 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 ground, or forfeit a sum not exceeding twenty pounds.

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

52. 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.

53. All Gunpowder so landed shall be packed in barrels containing not more than one hundred weight each, closely joined and

hooped without any iron about the packages, and so secure that no portion of the Gunpowder be in danger of being scattered in the passage, and any person offending against this regulation, shall incur a penalty of any sum not exceeding ten pounds.

54. Nothing contained in these Regulations shall be deemed to apply to any Ship, Boat, or Gunpowder, the property of Her Majesty, nor to any Ship of War of any Foreign nation, nor to any Gunpowder in charge of the Government of the Colony.

Power to Resident Magistrate in certain cases.

55. The Resident Magistrate at any Port for which no Harbour Master is appointed shall have all such powers as are hereinbefore given to Harbour Masters.

All penalties hereby imposed shall be recoverable in a summary way.

NOTE.—Provision has been made for the application to this Colony of the Passengers' Act, 1855 (18 and 19 Victoria, cap. 119), by Proclamation dated the 19th day of March 1856.

SIGNALS AT THE FLAG STAFF, OTAGO HEADS.

Blue Peter—Keep to sea, the Bar is not fit to take.

Red Flag—Take the Bar, there is no danger.

Blue, with a white St. Andrew's cross—Ebb tide, and Bar not fit to take.

White Flag—First quarter flood.

The following Signals are in use at the Port.

Pilot—The Union Jack at the fore.

Customs Boat—The Union Jack at the peak.

Gunpowder on board—The Union Jack at the main.

Medical Assistance—The Union Jack over the Ensign at the peak.

Government Emigrants on board—Ensign at the mizen mast head.

Mails on board—White flag at the fore.

Boarding Officer—Blue flag at the main.

Clearing Officer—White flag at the main.

Police—The Ensign at the main.

Do. at night—Two lights vertical at the peak, having five feet between the two.