



# The New Zealand Gazette.

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## A PROCLAMATION

*Declaring the abandonment of the Waitara Purchase.*

By His Excellency Sir **GEORGE GREY**, Knight Commander of the Most Honorable Order of the Bath, Governor and Commander-in-Chief in and over Her Majesty's Colony of New Zealand and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

**WHEREAS** an engagement for the purchase of a certain tract of land at the Waitara, commonly known as Teira's block, was entered into by the Government of New Zealand in the year One thousand eight hundred and fifty-nine, but the said purchase has never been completed:

And whereas circumstances connected with the said purchase unknown to the Government at the time of the sale of the said land have lately transpired which make it advisable that the said purchase should not be further proceeded with:

Now, therefore, the Governor, with the advice and consent of the Executive Council, doth hereby declare that the purchase of the said block of land is abandoned, and all claim to the same on the part of the Government is henceforth renounced.

Given under my hand, at New Plymouth, and issued under the Seal of the Colony of New Zealand this eleventh day of May, in the year of our Lord one thousand eight hundred and sixty-three.

G. GREY.

By His Excellency's command,  
**ALFRED DOMETT.**

**GOD SAVE THE QUEEN!**

## PANUITANGA.

Na TA HORI KEREI, Kawana o Niu Tireni.

**K**O et mea, i te tau 1859, kua puta he ritenga o te Kawanatanga o Niu Tireni mo te hoko i tetahi wahi whenua i Waitara, otira kahore ano i oti te tikanga mo te hoko i taua wahi whenua.

A, ko te mea hoki ko etahi o nga tikanga mo taua whenua kahore ano i mohiotia e te Kawanatanga i te takiwa i timataia taua hokonga, engari kua kitca i naianei, no reira e kore e whakaotia te hoko o taua wahi.

Na, tenei a te Kawana te mea nei, me te uru ano me te whakaae ano tona runanga; Ko te tikanga mo te hoko i taua wahi kua mutu. Ko nga tikanga mo taua wahi i te taha o te Kawanatanga tenei te karanga nei, kua whakareera.

I tukua i taku ringa i Niu Paremata i te 11 o nga ra o Mei, 1863.

Naku,

Na Te Kawana.

Colonial Secretary's Office,  
Auckland, 15th May, 1863.

THE following Regulations issued by the Board of Trade for preventing Collisions at Sea, are published for general information.

READER WOOD,  
In the absence of Mr. Domett.

## REGULATIONS FOR PREVENTING COLLISIONS AT SEA, &c.

### PRELIMINARY.

Art 1. In the following Rules every Steam Ship which is under Sail and not under Steam is to be considered a Sailing Ship; and every Steam Ship which is under Steam, whether under Sail or not, is to be considered a Ship under Steam.

### RULES CONCERNING LIGHTS.

#### *Lights.*

Art 2. The Light mentioned in the following Articles numbered 3, 4, 5, 6, 7, 8, and 9, and no others, shall be carried in all Weathers, from Sunset to Sunrise.

#### *Lights for Stem Ships.*

Art 3. Seagoing Steam Ships when under way shall carry:

(a.) *At the Foremast Head*, a bright White Light, so fixed as to show an uniform and unbroken Light over an Arc of the Horizon of 20 Points of the Compass; 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; and of such a Character as to be visible on a dark Night, with a clear Atmosphere, at a Distance of at least Five Miles.

(b.) *On the Starboard Side*, a Green Light so constructed as to throw an uniform and unbroken Light over an Arc of the Horizon of 10 Points of the Compass; so fixed as to throw the Light from right ahead to two Points abaft the Beam on the Starboard Side; and of such a Character as to be visible on a dark Night, with a clear Atmosphere, at a Distance of at least Two Miles:

(c.) *On the Port Side*, a Red Light, so constructed as to show an uniform and unbroken Light over an Arc of the Horizon of 10 Points of the Compass; so fixed as to throw the Light from right ahead to 2 Points abaft the Beam on the Port Side; and of such a Character, as to be visible on a dark Night, with a clear Atmosphere, at a Distance of at least Two Miles:

(d.) The said Green and Red Side Lights shall be fitted with inboard Screens, projecting at least Three Feet forward from the Light, so as to prevent these Lights from being seen across the Bow.

#### *Lights for Steam Tugs.*

Art 4. Steam Ships, when towing other Ships, shall carry Two bright White Mast-head Lights vertically, in addition to their side Lights, so as to distinguish them from other Steam Ships. Each of these Mast-head Lights shall be of the same Construction and Character as the Mast-head Lights which other Steam Ships are required to carry.

#### *Lights for Sailing Ships.*

Art 5. Sailing Ships under weigh, or being towed, shall carry the same Lights as Steam Ships under weigh, with the exception of the White Mast-head Lights, which they shall never carry.

#### *Exceptional Lights for Small Sailing Ships.*

Art 6. Whenever, as in the case of small Vessels, during bad weather, the Green and Red Lights cannot be fixed, these Lights shall be kept on Deck, on their respective Sides of the Vessel, ready for instant Exhibition; and shall, on the approach of or to other Vessels, be exhibited on their respective Sides in sufficient Time to prevent Collision, in such manner as to make them most visible, and so that the Green Light shall not be seen on the Port Side, nor the Red Light on the Starboard Side.

To make the Use of these portable Lights more certain and easy, the Lanterns containing them shall each be painted Outside with the Colour of the Light they respectively contain, and shall be provided with suitable Screens.

*Lights for Ships at Anchor.*

Art. 7. Ships, whether Steam Ships or Sailing Ships, when at Anchor in Roadsteads or Fairways, shall exhibit, where it can best be seen, but at a Height not exceeding Twenty Feet above the Hull, a White Light, in a globular Lantern of Eight Inches in Diameter, and so constructed as to show a clear uniform and unbroken Light visible all round the Horizon,—and at a Distance of at least One Mile.

*Lights for Pilot Vessels.*

Art. 8. Sailing Pilot Vessels shall not carry the Lights required for other Sailing Vessels, but shall carry a White Light at the Mast-head, visible all round the Horizon,—and shall also exhibit a Flare-up Light every Fifteen Minutes.

*Lights for Fishing Vessels and Boats.*

Art. 9. Open Fishing Boats and other open Boats shall not be required to carry the Side Lights required for other Vessels; but shall, if they do not carry such Lights, carry a Lantern having a Green Slide on the one Side and a Red Slide on the other Side; and on the Approach of or to other Vessels, such Lantern shall be exhibited in sufficient Time to prevent Collision, so that the Green Light shall not be seen on the Port Side, nor the Red Light on the Starboard Side.

Fishing Vessels and open Boats when at Anchor, or attached to their Nets and stationary, shall exhibit a bright White Light.

Fishing Vessels and open Boats shall, however, not be prevented from using a Flare-up in addition, if considered expedient.

## RULES CONCERNING FOG SIGNALS.

*Fog Signals.*

Art. 10. Whenever there is Fog, whether by Day or Night, the Fog Signals described below shall be carried and used, and shall be sounded at least every Five Minutes; viz.:—

(a.) Steam Ships under weigh shall use a Steam Whistle placed before the funnel, not less than eight feet from the deck:

(b.) Sailing Ships under weigh shall use a Fog Horn:

(c.) Steam Ships and Sailing Ships when not under weigh shall use a Bell.

## STEERING AND SAILING RULES.

*Two Sailing Ships Meeting.*

Art. 11. If Two Sailing Ships are meeting End on or nearly End on so as to involve Risk of Collision, the Helms of both shall be put to Port, so that each may pass on the Port Side of the other.

*Two Sailing Ships Crossing.*

Art. 12. When Two Sailing Ships are crossing so as to involve Risk of Collision, then, if they have the Wind on different Sides, the Ship with the Wind on the Port Side shall keep out of the Way of the Ship with the Wind on the Starboard Side; except in the Case in which the Ship with the Wind on the Port Side is close hauled and the other Ship free, in which Case the latter Ship shall keep out of the Way; but if they have the Wind on the same Side, or if One of them has the Wind aft, the Ship which is to windward shall keep out of the Way of the Ship which is to leeward.

*Two Ships under Steam Meeting.*

Art. 13. If Two Ships under Steam are meeting End on or nearly End on so as to involve Risk of Collision, the Helms of both shall be put to Port, so that each may pass on the Port Side of the other.

*Two Ships under Steam Crossing.*

Art. 14. If Two Ships under Steam are crossing so as to involve Risk of Collision, the Ship which has the other on her own Starboard Side shall keep out of the Way of the other.

*Sailing Ship or Ship under Steam.*

Art. 15. If Two Ships, one of which is a Sailing Ship, and the other a Steam Ship, are proceeding in such Directions as to involve Risk of Collision, the Steam Ship shall keep out of Way of the Sailing Ship.

*Ship under Steam to Slacken Speed.*

Art. 16. Every Steam Ship, when approaching another Ship so as to involve Risk of Collision, shall slaken her Speed, or, if necessary, stop and reverse; and every Steam Ship shall, when in a Fog, go at a moderate speed.

*Vessels overtaking other Vessels.*

Art. 17. Every Vessel overtaking any other Vessel shall keep out of the Way of the said last-mentioned Vessel.

*Construction of Articles 12, 14, 15, 17.*

Art. 18. Where by the above Rules One of Two Ships is to keep out of the Way, the other shall keep her Course, subject to the Qualifications contained in the following Article.

*Proviso to save Special Cases.*

Art. 19. In obeying and construing those Rules, due regard must be had to all Dangers of Navigation; and due regard must also be had to any special Circumstances which may exist in any particular Case rendering a Departure from the above Rules necessary in order to avoid immediate Danger.

*No Ship under any circumstances to neglect proper precautions.*

Art. 20. Nothing in these Rules shall exonerate any Ship, or the Owner, or Master, or Crew thereof, from the Consequences of any Neglect to carry Lights or Signals, or of any neglect to keep a proper Look-out, or of the Neglect of any Precaution which may be required by the ordinary Practice of Seamen, or by the special Circumstances of the Case.

*Diagrams.*

Diagrams 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 that carries them.

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;



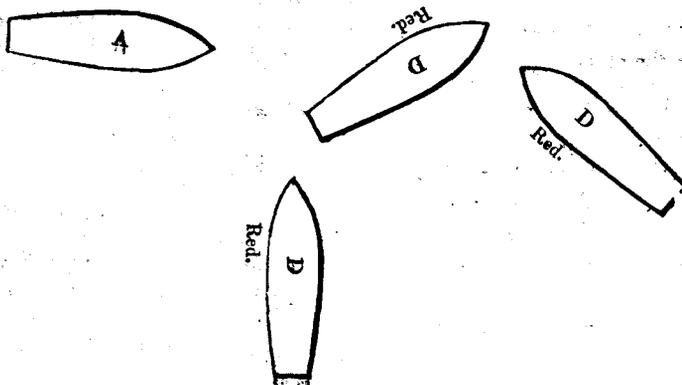
If A sees a White Mast-head Light above the other two, she knows that B is a steam-vessel.

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;



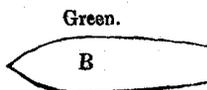
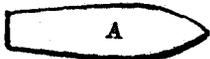
or, 2, a vessel is crossing in some direction to port, as D D D;



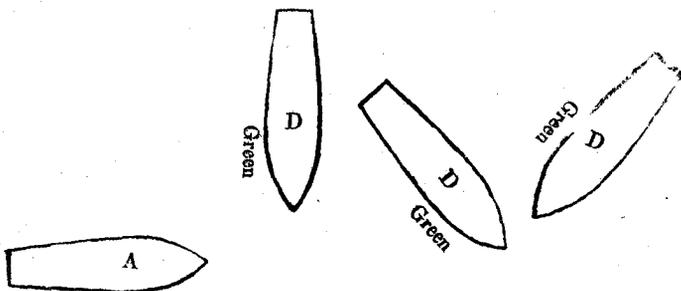
If A sees a White Mast head Light above the Red Light, A knows that the vessel is a steam-vessel, and is either approaching her in the same direction, as B, or is crossing to port in some direction, as D D D.

When the Green, and not the Red Light, is seen:

A sees a Green Light ahead 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 above Regulations come into operation on the 1st of June 1863.

The above Regulations apply to all Ships, whatever their Nationality, within the limits of British Jurisdiction, and to British and French Ships whether within British Jurisdiction or not.

POSTAL.

*Appointment of Postmasters.*

General Post Office,  
Auckland, 11th May, 1863.

IN virtue of the powers delegated to me by His Excellency the Governor, the following appointments have been made in the service of the Colony.

*Province of Wellington—*

ISAAC CRIPPS,

to be Postmaster at Whareama, from the 1st May, 1863.

*Province of Canterbury—*

WILLIAM FITZGERALD,

to be Postmaster at Pigeon Bay, from the 1st March, 1863.

*Province of Otago—*

FREDERICK LANGE,

to be Postmaster at Munro's Gully, from 1st April, 1863.

ANDREW SMITH BAIRD,

to be Postmaster at Waikouaiti, from 1st April, 1863.

SYDNEY JOHNSTONE DICK,

to be Postmaster at the Arrow River, from 1st April, 1863.

JOHN McCULLOCH McKEAN,

to be Postmaster at Tuapeka, from 1st April, 1863.

FERDINAND FALCK,

to be Postmaster at Weatherstone, from 1st April, 1863.

HENRY HILL,

to be Postmaster at Queenstown, from 1st April, 1863.

JAMES THOMPSON,

to be Postmaster at Franktown, from 1st April, 1863.

*Province of Hawke's Bay—*

Capt. ANDREW HAMILTON RUSSELL,  
to be Postmaster at Pourere.

*Chatham Islands—*

WILLIAM ESDAILE THOMAS,

to be Postmaster at the Chatham Islands.

READER WOOD,

For the Postmaster General.

## REPORT OF DESERTERS FROM HER MAJESTY'S FORCES SERVING IN NEW ZEALAND.

Auckland, 12th May, 1863.

Regiment.	Number, Rank and Name.	Age.	Size.		Color of			Date of desertion.	Place of desertion.	Date of enlistment.	At what place enlisted.	Fishes and County in which born.	Marks.	Trade.	Coat or Jacket.	Breaches or Trousers.	Remarks.	Signature of Officer commanding.
			Feet.	Inches.	Complexion.	Hair.	Eyes.											
14th	528, Private Edward Seefin	24	5	5	fresh	brown	grey	28 April, 1863	Camp, Otahuhu	5 Aug., 1858	Killeloe	Templemore, Co. Tipperary	letter D	tailor	blue smock regimental.			C. W. ABSZKY, Lieut.-Colonel.
do.	562, Private Daniel Russell	23 9-12	5	7½	sallow	brown	grey	25 April, 1863	Camp, Chisholm's Bush	12 Aug., 1858	Cork	Ballinacraig, Co. Cork.	letter D	laborer	blue serge smock	do.		Do.
do.	161, Private Ed. Fitzgerald	27	5	7	fair	light brown	blue	6 April, 1863	Napier, New Zealand	4 March, 1858	Longford	Co. Longford	none	laborer	do.	do.	Second desertion in New Zealand	Do.
do.	556, Private Samuel Norris	23	5	6	fair	dark brown	hazel	2 April, 1863	do.	7 July, 1858	Rotherham	Sheffield, York-shire	none	watch-maker laborer	shell jacket	do.		Do.
do.	1515, Private John Morton	24	5	9	fresh	light brown	grey	2 April, 1863	do.	1 Sept., 1860	Curragh	Fermanagh	none	laborer	do.	do.		Do.
do.	846, Private John Bolton	24	5	9½	fair	dark brown	blue	2 April, 1863	do.	5 Nov., 1858	Sheffield	Yorkshire	none	laborer	regimental tunic	do.		Do.
57th	47, Private Thompson Anderson	23 6-12	5	10	fair	fair	grey	11 April, 1863	Wanganui, New Zealand	8 Oct., 1857	Omaha	Donoughedy, Londouderry	none	laborer	red shell	summer	Waistbelt, shell jacket and forage cap found near the town. Probably now in plain clothes cut short.	H. BUTLER, Major.
do.	447, Private Patrick Meehan	21 8-12	5	5	fresh	brown	grey	20 April, 1863	do.	23 Nov., 1859	Liverpool	Connell, Tipperary	3 blue spots between thumb and forefinger, left hand, and one between thumb and finger, right hand	laborer	do.	do.		Do.
do.	2619, Private Jas. Donnelly	28-3	5	11	fair	brown	grey	20 April, 1863	do.	5 Jan., 1853	Glasgow	Antrim	none	laborer	red cloth tunic	do.		Do.