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GOVERNMENT GAZETTE,
PROVINCE OF CANTERBURY.

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By His Honor's command,

H. G. GOULAND, Provincial Secretary.

Vol. I.]

MONDAY, SEPTEMBER 25, 1854.

[No. XX.]

Provincial Secretary's Office,
Christchurch, 5th June, 1854.

THE following letter from Captain Drury, of H. M. S. *Pandora*, with its enclosures, is published for general information.

H. G. GOULAND,
Provincial Secretary.

H.M. Surveying Vessel *Pandora*,
Pelorus River, Cook's Strait,
13th February, 1854.

Sir,—I have the honour to transmit through you to His Excellency Colonel Wynyard, for general information, Sailing Directions for the navigation of the East Coast of the North Island, between Turanga (Poverty Bay) North of Hawke's Bay, and the Kati-Kati, North of the Bay of Plenty, with the adjacent islands and reefs.

A very fine season has permitted a general examination of all that is requisite in determining the extent and position of off-laying dangers; and having carefully investigated every report as to rocks and shoals, gathered from the Europeans and Natives along the coast, I have every reason to hope that this report will render the approach to these shores as easy as circumstances admit.

The *Pandora* has been employed a portion of two seasons on this part of the Survey, and officers have walked the whole line of country on the Coast; and it affords me much pleasure in stating that on all occa-

sions they have received kind assistance and hospitality from the Missionaries so characteristic of their vocation.

From the coasting traders (and I may especially mention Captain Ellis of the *Eliza*), we have received much valuable information.

The Natives have uniformly been very hospitable when occasion really required it; but at rivers in the Bay of Plenty, where no European was within reach, their exorbitant demands for crossing a few yards in their canoes were found a great source of annoyance and delay: it would be a great boon to travellers if some general understanding upon this point could be made with the various tribes on the coast, for the only difficulties our travellers met with may be comprehended in being at the mercy of the Natives on such occasions.

Should our detached Survey on the West Coast have successfully completed the examination of the Ports between Manukau and Taranaki, I think that in connection with the *Acheron's* Survey, the Northern Island has been fairly examined, and all the charts are now completed excepting such soundings along the coast as opportunity will admit of.

I have, &c.,

BYRON DRURY,
Commander and Surveyor.

The Honourable
The Colonial Secretary,
Auckland.

POVERTY BAY TO EAST CAPE.

Poverty Bay (Turanga)

Is the first anchorage north of Hawke's Bay being eight leagues from Table Cape; the bay is five miles from head to head, and four miles in depth. The entrance will be known by the heads being the first white projections from the land north of Table Cape; the south (or Young Nick's) head is 520 feet high, and has within it, anchorage off the Wero Wero River, but it is advisable to keep more than half a-mile from it as within this the ground is very foul changing from eight fathoms to nine feet, the bottom, however, is not rock, but apparently composed of vast fragments of the pipe clay cliff, which has from time to time slipped away. (A very common occurrence on this part of the Coast, upon which the sea is rapidly advancing, and which is so liable to smart shocks of earthquake.) The North Head (Tua-hini) bears N.E. from Young Nick's Head, it also has foul rocky ground, extending to the S.E. for two miles, at this distance we shoaled suddenly from sixteen to eight fathoms.

On the north side of the bay is what appears an island (Tua Motu), but it is joined to the main at low water, off this a reef extends two cables to the southward, between this peninsula and Turanga-nui River, there are rocks half-a-mile from the shore, the outer ones of which are covered or a-wash at low water.

With the exception of the above, the bay is free from dangers, and a vessel can anchor according to circumstances, but she should not remain if there is an appearance of a breeze from the S.E., for it freshens suddenly and vessels have been lost by waiting too long. In all westerly winds, and in ordinary N.E. sea breezes there is shelter. The bottom is sand and the soundings decrease gradually from twelve fathoms across the entrance to five fathoms, half a mile from the beach.

The flood outside sets to the northward, ebb to the southward, and their influence extends ten miles from the shore. Within the bay the tide is scarcely perceptible. At Wero Wero the high water at full and change is 6h. 5m. and the rise and fall six feet.

There are three small rivers in this bay—the Turanganui, the Kopututea, and the Wero Wero. The former is celebrated for being the first spot where Cook landed in New Zealand, and from the untoward circumstances attending it, and their hopeless attempts to obtain provisions, he named the bay Poverty.

The Turanganui has about a fathom at the entrance at low water, coasting schooners may cross the bar at high water, when the channel within is a cable broad. Half a mile above the river branches off to the N.W. and N.N.E. (at the fork there is ten feet at high

water) the former branch being the largest. This river terminates a sandy beach of eight miles from the south head.

The Kopututea has about the same water at the bar as Turanganui, but is less easy to define, it is a much larger River than the latter, and is a fine sheet of water when the tide is in, it flows through one of the richest valleys in New Zealand, where about 30,000 acres of level land and excellent soil is very partially cultivated, it affords pasturage to a great extent, being clothed with natural grass. The Church Mission Station is on the west bank three miles from the river's mouth.

The Wero Wero is only fit for boats, it is just within Young Nick's Head, and runs for a mile parallel to the beach (stretching through the Kopututea plain,) at high water a branch of it is connected, near the mouth, with the Kopututea River.

ARIEL ROCKS.

Ten miles E. $\frac{1}{2}$ N. from Tua-hini Point (North head of Poverty Bay) are the Ariel Rocks, it is a very dangerous patch only breaking in heavy seas. At low water spring there are two fathoms on it, it extends north and south, and the dangerous portion is not half a mile in length, we found it very steep to shoaling at one cast from twenty-three to eight and six fathoms when within half a cable of the shoalest portion. There are thirty one fathoms between it and the shore, green mud, and twenty fathoms one mile north, from whence it shoals more gradually than from the other sides.

Its vicinity may be known, the bottom being coarse gravel, and stones within a radius of two miles. If the soundings exceed thirty-five fathoms you are outside.

The following bearings give the position of the Ariel:—

Cape Gable (a very conspicuous white cliff) N. 15° W. 12 miles.

Tua-hini, (North Head of Poverty Bay) S. 84° W. 10 miles.

False Gable (the nearest point of land) N. 73° W. 8 $\frac{1}{2}$ miles.

The distance from the shore will render clearing marks available only in very clear weather. Tua Motu (in Poverty Bay) is shut in when north of it, when it just opens like an island you are half a mile north of the rocks. Again the top of the White Gable is nearly on a level with the land behind it.

A vessel called the *Martha* struck on these rocks and injured her keel, about fifteen years ago. The *Pandora* visited them, and during three days could not distinguish them until close to their position, and though the wind during the greater part of that time blew very fresh from the N.E., yet there was no break, but after a S.E. gale they were seen to break heavily from the shore.

POVERTY BAY TO TOLAGA BAY.

Cape Gable (Pari-nui-te-ra) is four miles N.N.E. of Poverty Bay, between it and the latter the shore is rugged with sterile hills rising to six hundred feet. Rocks extend a mile from the projecting points, having sandy bays within, also faced by rocks. Reefs extend two miles south from the Gable.

Cape Gable was so called by Cook from its having a glaring triangular facing like a whitewashed gable-end of a house, this appearance is contracted when within 3 miles of the land, but from the eastward it is very prominent; there is a small islet one-third of a mile S.S.E. of it, with a reef extending half a mile in the same direction; there are also detached rocks a mile north of the Gable, about three-quarters of a mile from the beach.

Between this and Tolaga, the rocks extend about half a mile from the shore at low water. The Motara rocks (above water) are three miles S.S.E. of Sporing's Island, and a quarter of a mile from the point.

TOLAGA BAY,

Or, more properly, Uawa, is 10 miles north of Cape Gable, it is N.N.W. and S.S.E. from head to head, one and one-third miles across, and about the same distance depth; in it there is anchorage in all westerly winds from north to south.

The north head rises to 400 feet, and the south to 890, both composed of the white marl so conspicuous along this coast. Sporing's Island (of the same nature) has only a fordable depth between it and the south head: it is surrounded by rocks extending a cable off.

The north head has an island off it (Motu Heka) surrounded by rocks, and outside again, N.E. from it, is a reef always breaking, its outer limit being one and a-half miles from the head; in the passage between this reef and Motu Heka there is 11 fathoms.

Tolaga Bay is clear of dangers; there are ten fathoms between the heads, shoaling everywhere gradually; there is one part, however, where an anchor will not hold well, the ground being shingle and rock; this small patch is one-third across from the south towards the north head. It is better to anchor within this line.

On the approach of easterly winds vessels should leave in good time, for the outer reef renders the beating out somewhat tedious.

Within the south head is a cove where Cook watered, and beyond is to be seen the remarkable arch in the cliffs which he speaks of; the natives shewed us several initials cut out on the rock where the artificial well exists made by Cook's crew; there is, however, some difficulty in getting water in Tolaga during the dry season. Here we obtained provisions, better and at a more

reasonable rate from Europeans and natives than anywhere else on this coast.

At the head of the Bay is the river Uawa, with a bar of five feet, which is said to be constantly shifting; coasters have occasionally entered it, the principal branch has its rise to the northward.

TOLAGA BAY TO OPEN BAY.

Between Tolaga and the East Cape there is no good anchorage, although coasters do sometimes anchor in Tokomaru and Open Bays, yet they can only be approached in fine weather, and scarcely deserve the name of bays.

Four miles north of Tolaga is Marau Point, a bluff projection off which there is a reef awash, rather more than a mile east of the point, this extends N.N.W. and S.S.E. half-a-mile.

N.N.W. two miles from Marau Point is the island of Anaura, a quarter of a mile from the main, with a boat passage between. It is sterile and precipitous, three-quarters of a mile in length, and forms the southern point of a bight called Waipari Bay, which is about a mile and a half broad, with sandy shores; the north point, and indeed the whole of this Bay, is rocky.

From Anaura Island to Mawai is North four and a half miles, midway is a rocky islet (Motu Repa), which has a narrow channel of five fathoms within it. Before reaching Mawai Point is a small cove, called by the whalers St. Patrick's Cove, which is well sheltered for boats; this cove takes its name from a curious pinnacle, which seen from seaward appears like a gigantic figure of a man with his arms folded.

Mawai Point (forming the south head of Tokomaru) is a sharp and barren projection surrounded by rocks. On the south side of Tokomaru Bay the rocks are visible; the Hikutu rocks in the middle of the bay have 14 fathoms all round them, and are visible only at low water. The heads are 4 miles apart, N. by E. and S. by W. No vessels, but such coasters as know the channels among the rocks, should attempt this bay, for it is a very open anchorage.

North of Tokomaru the coast is precipitous, trending N. by W. for three and a half miles (to Waipiro or Open Bay) and backed by a hill—Tawhiti—which rises to the height of 1670 feet, the highest peak on the coast. East of this peak, and half a mile from the shore, is the Island Mowhiauru, about 30 feet high, encircled by rocks.

OPEN BAY (WAIPIRO)

Will be known by its being the opening the north of Tawhiti Hill, it is 4 miles from north to south, and is little more than one mile deep. There is a considerable stream in the south-western corner of the bay, but

the landing there is generally difficult; in the middle of the bay, a quarter of a mile from the beach, is a reef immediately north of the Pah. Off the north point (Matahau) there is a reef extending (parallel to the beach) a quarter of a mile, within which boats can effect a landing, and from whence produce is shipped. There is nine fathoms in the middle of the bay in a line with the heads, and a rocky patch having two fathoms is said to exist on the N.W. corner of it, but this we did not find; another rock is said to exist one mile N.E. of Matahau, called Tokamonga.

The next danger is off Kaimouhu, a round head 670 feet high; these sunken rocks extend eastward for a mile, and about the same distance north and south; we found four fathoms close to, and seventeen fathoms, two cables east of them. Again three miles north of this, and one mile S.S.E. of Reporua village, are detached sunken rocks a good mile from the beach, and foul ground half a mile outside, with four fathoms; between those rocks and the shore there is eight fathoms, and only ten fathoms two miles from the beach.

Point Wharariki (the south point of the Awanui) is three and a half miles north of the Reporua village; rocks extend half a mile all round it. The coast (from three cables off) appears now to be clear of dangers to the East Cape Islet.

From Open Bay to the East Cape the coast is varied by white streaked cliffs, with sandy beaches intervening; the country is more or less cultivated.

Six miles south of the East Cape is the Waiapu stream, which is considerable at high water, the freshes come down with great violence, so as to render it unsafe as an anchorage even for the smallest vessels. It takes its rise under Ikaurangi, traversing through the various ranges and draining a considerable extent of country.

The land about the East Cape presents the most mountainous feature of the northern island; the summits of five distinct ranges may be seen, backed by the snow-capped Ikourangi, a most conspicuous mountain, rising to the height of 5,535 feet, 28 miles south-east by south of the Cape.

The East Cape is remarkably white (clayish sand), and this barren feature reaches to Hick's Bay in steep cliffs to the westward, and in broken cliffs with valleys intervening to the southward.

The East Cape Islet (half a mile in circuit) is a type of the Cape, having but a small proportion of stunted verdure; it is steep and almost inaccessible, and bounded by rocks, having a ledge extending from its northern extreme N.N.E. half a mile.

When the western points trending to Hick's Bay are well open the Islet, anchorage will be found in sixteen fathoms within

two miles of it, and when the weather admits a vessel might ride out the tide to great advantage.

The water deepens again to the southward until within a mile of the Islet, when it will be found to shoal suddenly to twelve and nine fathoms, which latter depth will be carried to a cable from the Islet.

There is a channel nearly a mile wide between the East Cape and the Islet, but as the winds here are liable to die away suddenly, leaving the vessel at the mercy of the tides and swell, it cannot be recommended. Flood tide sets to the northward and from East Cape to the westward.

From the preceding remarks it will be seen that the East Coast from Young Nick's Head (in Poverty Bay) to the East Cape,—about seventy miles,—has only two roadsteads for ships of burden, viz:—

Turanga and Tolaga—that the coast has many dangers within a league of it, that in fine weather and westerly winds, there are a few places where cargo can be shipped by vessels anchoring cautiously off the coast.

There are few places (if any) where even coasting schooners would be safe in a gale, for the rivers are only accessible in fine weather, at the proper time of tide.

Besides avoiding the Ariel Reef, a stranger should not approach the coast nearer than a league, and I know no coast where the position of a vessel may be better determined by night as well as by day. The soundings will be found to decrease from about forty fathoms two leagues off, to twenty-four one league off, green mud over twenty-four, and fine sand within twenty-four fathoms; great advantage can be taken by standing off or in according to tide.

BAY OF PLENTY, (HICK'S BAY.)

Is nearly two miles deep by one and a half broad, the bottom is greenish mud, good holding ground, shoaling very suddenly towards the sandy beach at the head. The north and south shores are very steep generally faced by perpendicular cliffs and off lying rocks (the latter are within half a cable of the high water.)

The north point (Ma'a Kawa) is a long low rocky tongue of indurated sandstone with a crust of scoria, the rocks off it are all visible having twenty-five fathoms within a cable of the extreme.

The south point (Kohau) is almost inaccessible; it forms the division between the long bay of Panaruku and Hick's bay.

From all westerly winds, north to south, Hick's Bay affords secure anchorage. In north winds—which are not uncommon—it is sheltered, but vessels must get well within Matakawa point.

N.E. gales which generally spring from the eastward and gradually freshen, give

sufficient warning to weigh, no vessel should lie here during N.E. or S.E. winds.

From the S.E. wind which is much more constant here than in the Hauraki Gulf, vessels may be sheltered by standing down to the white cliffs five miles to the eastward of Hick's Bay, anchoring in nine to twelve fathoms one and a-half miles west of the Awatere River and within a mile of the beach.

Fresh water can be obtained in Hick's Bay, from a gully within half a mile of Mata Kawa point. There is however some difficulty in landing if the wind blows fresh outside, for then there is a swell rolling into the bay; there is also a considerable stream, having fresh water five to six feet deep in the N.W. corner. Supplies may be obtained from a native village (Wharekahika) in the S.W. nook of the bay.

The natives catch Hapuku off Kohau Point, just within which there is a very small and deep sound where they retreat to, and which forms their best landing place, excepting the present whaling station, one mile within Matakawa Point, where the isolated rocks form a boat harbour.

HICK'S BAY TO CAPE RUNAWAY.

From Hick's Bay to Cape Runaway is west eighteen miles, a desolate country. There are three points, including Cape Runaway, and of the same formation, and therefore readily mistaken. In sloping from the range facing seaward, they rise to a small peak before they again taper in the same direction.

Point Midway and Point Lottin have this feature. There is a small sandy bight east of the former and west of the latter, but neither are anchorages.

The depth of the water is very considerable, and should the wind fail there is no anchorage on this part of the coast, and constant swell setting towards it. Soundings in twenty fathoms two cables, and forty to fifty within a mile.

The hills bordering the coast (rising to 800 feet) are clothed with thick bush one third down from their summits, and their steepness will render any cultivation very difficult.

Point Lottin is eight miles west of Hick's Bay, and making the land from the northward, this point of the coast may be readily known by a peak to the southward, seen much higher than the general range, and the land being lower west of Lottin than towards Hick's Bay.

From Cape Runaway (Tikirau) to the westward up the Bay of Plenty, the coast is very different, intersected by rivers, and having large blocks of land under cultivation.

The Cape has some detached rocks a quarter of a mile north of it, but with

twenty fathoms close to and a passage with six fathoms between them and it.

It is well however to avoid it, as the tides are strong. E.S.E. half a mile from these rocks is another, a-wash at low water.

WANGAPARAWA BAY

Having Cape Runaway for its north point, has an anchorage in S.E. winds off the present whaling station, two miles S.S.E. of the Cape. Vessels of any burden should not approach the shore nearer than twelve fathoms, anchoring about a mile west of the conical hill over the station; south of which, a quarter of a mile, is a fordable river, Wangaparawa, winding through a vast plain towards Hick's Bay. Up to this stream the coast is rocky and difficult to effect a landing. Beyond the river is a shingle beach, one and a half miles long, and then about the same extent of white cliffs, eighty feet high, having terraces of fine table land on the summit.

There is a ledge of rocks extending nearly half a mile off the south end of these cliffs, and then a sandy bay, extending to the long low part of Orete, which is five and a half miles S.W. half S. of Cape Runaway.

Upon the slightest appearance of a westerly wind, a vessel should not remain at anchor off the whaling station, and although well sheltered from a N.E. wind, it would be dangerous to ride it out, for these winds always shift to the northward and westward, and would bring in such a sea as to render it very difficult to get out.

The anchorage under Orete point, about half a mile within it, affords excellent shelter in S.W. and westerly winds. Bringing the outer extreme of the rocks off it to bear W. and N. and anchoring in from ten to seven fathoms fine sand.

The anchorage in Wangaparawa is open to another objection; between the changes from S.E. to westerly winds, there is frequently a calm, the westerly wind being preceded by a swell, and coming in flaws. The "Pandora" was thus placed in a critical position on two occasions.

FROM ORETE, WESTWARD, ROUND THE BAY OF PLENTY.

Orete to Waikana is S.W. nine and a half miles, for the most part a rocky coast and shingle beach, immediately west of Orete there are sunken rocks, three quarters of a mile from the shore, and the ground is every where foul within half a mile of the beach. Within the first five miles are the villages of Orete, Otawahao, Rau ko kore, and its river of the same name.

From Kotiki Point to Waikana the coast is steep and rugged, with thirty-five fathoms five miles off; but there is not above half that depth at the same distance after passing

Waikana. From Waikana, the coast trends S.S.W. It is four miles to Te Kaha Point, and midway there is a reef just awash, half a mile from the shore, to keep clear of which steer outside the line of points.

Te Kaha Point has off-lying rocks for half a mile; from thence to Opokohino it is five miles; between is the small peninsula of Motunui, where coasters haul into five fathoms, and ride out N.E. winds. From Motunui to Opokohino is a shingle beach of two miles, where the Aparapara and Omaio rivers disembogue. At the latter there is a large native village. The peak of Opokohino Point is 596 feet high.

Three miles westward is Koronohino Point (240 ft.), and round it is the large village of Tokata, being less than a mile north of the Maraenui river. The Maraenui is a small, bar river, expanding during freshets to half a mile in breadth, but it is in dry weather fordable half a mile from the mouth. The Bar is about thirty feet broad, and is close to the shore. It is a tolerable boat harbour, having eight feet water within.

Six miles and a half from Maraenui is Pehetaire Point (800 feet high), and east of it one mile is the large double fenced Pa of Tunapaho. The ground here shelves very gradually, having eighteen fathoms (mud) five miles from the beach.

The coast now takes a more westerly direction, the course from Pehetaire Point to Opotiki being S.W. half W. ten and a half miles, and Opotiki is in the bight of the Bay of Plenty.

The hills here are considerably lower, and fall back. The Porere and Waihow are inconsiderable streams, running through swampy land, parallel to the coast, which is now faced with sand hills.

Opape Point, three miles from Pehetaire, has rocks extending one third of a mile off and around it.

The Opotiki river divides into two branches about half a mile within the points. The east branch is the Opotiki proper; the west the Wai-o-eka. Both run nearly parallel to the south, about two miles apart, towards a wooded range of hills five miles from the coast. Their course is through a fine plain partially cultivated. The principal Pa (on the Opotiki branch) is named the Kowai; it is a mile from the mouth, and small vessels lie here at low water. Above this it is, probably, only navigable for boats.

The Wai-o-eka, from its junction with the branch, is full of snags up to the Church Mission Station of Te-huki-taia (three miles from the mouth), above which are rapids.

The entrance to the Opotiki is not more than a cable across. Both heads are sand, with no natural mark to lead in. The bar changes with the freshes, and N.E. gales affect it. The depth therefore is also affected,

but the river is navigable for the ordinary coasters.

Ohiwa river is six miles to the westward of Opotiki; before reaching it the Wai-o-tahi has to be crossed. This small river has a light yellow cliff on its eastern entrance.

The Ohiwa river is much broader and more extensive than the Opotiki, being half a mile across at the mouth at high water. It appears however surrounded by shoal water, and the bar is a mile seaward within. It branches off into three arms, extending through extensive mud flats.

Half a mile east of Ohiwa is a wooded cliff about 500 feet high, which, as it stands alone on the coast, would be a guide to this river.

A sandy beach of seven miles extends from Ohiwa to Kahi point, which forms the eastern head of the Whakatane river. The channel into this river is between large boulders, just covered at high water. These rocks are on either side of the bar, which at low water has only two feet on it, and nine or ten at high water springs. The Whakatane is a favourite port for the coasting trade. Schooners reach as far as Pupuarue, the Mission station, from which the river bends to the S.E., and flowing through the ranges at the back, takes the name of Ore-wera.

Kahi point rises to 637 feet, and has been covered by several PAs, the ridges and ditches having a curious appearance. Between it and Motu Hora there is fourteen fathoms fine sand.

From Whakatana to Matata is thirteen miles: having an extensive swamp at the back of the sandhills, and a plain of fern and flax extends to the foot of Mount Edgecumbe, which noble mountain rises abruptly from the flat to the height of 2575 feet. The native name is Putauaki. On the summit is said to be a lake of green water, probably occupying an old crater.

The river Orini connects the Whakatane and Matata, the stream always running to the former; it flows parallel to the beach about one and a half miles distant, and is navigable for boats the whole length.

The Ava-o-te-atua rises near the west foot of Mount Edgecumbe, and passing through the plain, becomes the Matata at its junction with the Orini, two and a half miles west of which is the village of Otamarora, a mile from the entrance.

From the Whakatane entrance (Kahi Point) the island of Motu Hora bears N.W. by N. 5 miles, west of which about four miles are the Ru Rima rocks, having from ten to fifteen fathoms between them and the coast. (Motu Hora and the Ru Rima rocks will be treated of hereafter.)

At Matata, coasting vessels are built. From it a range of hills runs south (forming

the western boundary of the plain from Whakatane), and cut off from the foot of Mount Edgecumbe by the valley through which the Awa-o-te-atua runs. Coastwise the cliffs are white, rising to 500 feet.

The Wai-teha-nui W.N.W., six miles distant from Matata, is fordable at low water. On it is the beautifully situated Pa of Otamaropa.

Before reaching Maketu, the Waihi river runs in many branches through an extensive flat.

Town Point (Okure) forming the S.E. head of the Kaituna river is sixteen miles N.W. by W., half W. of Matata. From this cliff point (100 feet high) towards Motiti, the ground is very foul, but I am not aware that there are any rocks—further than a mile off—which would bring a ship up.

The large Pa of Maketu is on the S.E. side of the Kaituna river, just within the bar, which at low water has three feet on it. Within, the river expands considerably, and is navigable for boats eight miles. It conveys the surplus water from Roto Roa lakes to the sea. At Maketu resides the Rev. Mr. Chapman, a gentleman whose name is so well known to travellers, from the unbounded hospitality he has extended to those visitors who pass his happily conducted mission station on their road to the lakes.

The beach from Maketu to Maunganui has already been described, as was also Tauranga harbour.

The Katikati river is N.W. by W. thirteen miles from Maunganui, a sandy beach the whole way. Two miles east of its north head (Te Ho), the water shoals suddenly from six to three and a half fathoms. Breakers extend a mile from the entrance, which appears to be choked up with banks, having scarcely at low water a safe boat channel between them. The Katikati is connected with Tauranga, thus forming a long sandy island between Te Ho and Maunganui. At low water the channel connecting Tauranga and Katikati is nearly dry.

The passage between Karewha Island and the sandy beach is three miles broad, having from ten to thirteen fathoms sand and shells.

ISLANDS AND DETACHED ROCKS.

The islands comprehended in this survey include the Mayor or Tuhoua, Karewha, Motiti, Motu Nau or Plate Island, Motu Huru or Whale Island, and Whakari or White Island.

The detached rocks are the Ru Rima near Motu Hora, the Astrolabe near Motiti, and the Schooner Rocks.

The Mayor or Tuhoua is an island seven miles in circumference, two and a quarter miles N.W. and S.E. and one and a half

miles in breadth, the northern peak being 1100 feet high. The centre of the island is an extinct crater open to the S.E. with stagnant water at the bottom; the western face is so covered with blocks of obsidian as to give it a remarkably dazzling appearance when reflecting the sun's rays.

There is a Pa on the S.E. extreme, strongly defended by a deep cut or pass, partially artificial, through which the invaders must approach, for the other sides have steep cliffs down to the water. There is a bay immediately west of the Pa, where anchorage may be had—sandy bottom; but as it is open to west and S.W. winds, it would seldom be available beyond a few hours, during which time a small quantity of provisions and water might be obtained. On the east side of the Pa is a small cove, where coasters ride in northerly winds. One mile east of the Pa Point is a rock under water, which breaks in a moderate swell; it is half a mile from the nearest or S.E. point of the island. Off the North point is a small sugar loaf islet. The rest of the island appears perfectly clear of danger, with forty fathoms one mile from its shores.

Karewha island has been treated of in the directions for entering Tauranga Harbour.

Motiti or Flat Island is three and a quarter miles from north to south, and one and a half from west to east. Its greatest elevation (190 feet) is at the north end. The rest of the island is not more than 100 feet above the level of the sea.

The north point is S.E. by S. nineteen miles from the Mayor, and eleven and a half miles E.N.E. from Tauranga harbour, between which and Motiti there is not more than twenty-two fathoms.

The holding ground off the island is very indifferent, and the east and S.E. sides should not be approached within two miles. There are two rocks awash S.E. by E. one and a half miles from the south point.

The "Pandora" anchored off the N.W. point of the Island, half a mile from the shore, in fourteen fathoms, rocky ground.

Schooner rocks (so called from their likeness to such a vessel at a distance) are four and a half miles E. by N. half N. of Motiti; they are not a cable in circumference, and sixty-two feet high and bold. There is forty fathoms between them and Motiti.

Astrolabe Rock is isolated, and uncovered at low water springs. The whole extent of the danger is not more than two cables, extending E.N.E. and W.S.W. It would break almost always, but as it is covered at high water, in very fine westerly weather it might not show. Our boats approached it, and found twenty fathoms all round it fifty yards distant. The ship passed two cables from it, sounding in thirty to forty fathoms, green mud and broken shells.

At the rock, the flat summit of Maun-

ganui is exactly on a level with the ridge of the table land, behind it. If you are inside the rock, Maunganui will appear above the distant land, and if outside it will appear below. The compass bearing of Maunganui from the rock, is S. 51 deg. W. the centre of Mayor Island, N. 45 deg. W. and the right of Motiti S. half W. four miles from the north point. This neighbourhood should be avoided at night, as there is no land near enough to guide, Motiti being too low.

This rock is in such a very different position from that assigned to the Astrolabe Reef, that were we not convinced that no rocks exist in the old position of the Astrolabe; I should have hesitated to give it this name.

I may here repeat that there is no such island as that represented in the old charts and maps as High Island. It evidently has crept in since Cook's time, by some navigators taking Maunganui Bluff for an island. At a distance it certainly appears so, as it rises to 860 feet from a sandy level.

Motu Nau (or Plate Island), so called from its hollow in the centre, is S.E. half S. three and a-half miles from the Schooner rock, and seven and a half miles E. by N. from the south extremity of Motiti. It is less than half a mile in extent (the highest part is 166 feet), and has deep water all round it, except off the south end, where there is a ledge just above water. Between this and Schooner Rocks there is 20 to 30 fathoms.

Ru Rima Rocks are (at the eastern extreme) four miles west of Motu Hora, and, like that island, retain volcanic heat. They are one mile east and west, and half a mile north and south. The highest rock above water is 120 feet, and about 300 yards in circumference.

The detached portions of these rocks extend to within three miles of the beach, and as they are covered, render it necessary to be cautious. The best plan is to keep the coast on board, which shelves gradually, the depth being eleven fathoms in the deepest part of the channel.

The outer rocks of Rua Rima are also awash. They are 6 miles from the shore, and have 18 fathoms half a mile to the northward.

Motu Hora, or Whale Island, is 1167 ft. high, one and a half miles east and west, and half a mile in length. It appears bell shaped from seaward, but on approaching there is a second peak on the west end.

The "Pandora" anchored under a shingle spit off the S.W. end of the island. I have no reason to doubt that with good ground tackle a vessel might ride out any gale here. But the island being small, the back swell in a N. E. gale would be considerable. At all events, it is the only spot affording any

shelter on this portion of the bay in case a vessel should be caught in a north-east wind, and not able to hold her position.

There are no dangers around this island, the depth between it and the shore is 20 fathoms, at the anchorage is 6 fathoms, but small vessels may get close in, under the shingle beach.

Abreast of the anchorage is a boiling spring. Goats are numerous, and there is some cultivated ground, but no one residing. Fresh water is scarce.

White Island, or Whakari, is about three miles in circumference, and 860 feet high. The base of the crater is one and a half miles in circuit, and level with the sea. In the centre is a boiling spring about 100 yards in circumference, sending volumes of steam full 2000 feet high in calm weather. Around the edges of the crater are numberless smaller geysers, sounding like so many high pressure engines, and emitting steam with such velocity, that a stone thrown into the vortex would immediately be shot in the air.

Here and there are lakes of sulphureous water, dormant; but the whole island is so heated as to make it difficult to walk. From the edges of the crater the scene below is only to be compared to a well dressed meadow of gorgeous green, with meandering streams feeding the boiling cauldron; but on approaching, we find this green to be the purest crystallized sulphur. No animal or insect breathes on this island, scarcely a limpet on the stones, and 200 fathoms will hardly reach the bottom within half a mile of its shores.

This is the eastern limit of that extensive belt of agitation extending from Mount Egmont, through Tongariro, the Taupo and Roto Mahana lakes, to the island of Motu Hora and the adjacent rocks (Ru Rima) north of which earthquakes are rarely felt.

N.W. half W. three miles from White Island are three rocky islets, 60 to 100 feet above water, the "Pandora" passed between them and the island, without striking bottom with 60 fathoms. Off the south-east extreme is another rugged islet, about 30 feet, half a mile from the high water. There is not the slightest appearance of any off laying danger.

TIDES, BAY OF PLENTY AND EAST COAST.

The average rise and fall in the Bay of Plenty is 7 feet. The flood runs to the westward, taking the direction of the coast.

Within 4 miles of the coast spring tides run two knots, neap one knot; but off the points of Hick's Bay, Cape Runaway, &c., they will be found to be more rapid, but either tide striking against the point has a tendency to set off the rocks.

Off White Island there is scarce any tide.

South of the East Cape the flood sets to the northward, ebb to the southward, within the Bays of Turanga and Tolaga the tide is not felt. The influence of the tides extend fifteen miles off this coast, the water being so much shoaler than in the Bay of Plenty.

WINDS AND WEATHER.

The winds on either side of the East Cape are frequently very different although it may be blowing very fresh. The strong westerly sea breezes, which blow through the Bay of Plenty, are suddenly lost when passing south of the East Cape Islet, the distinct line of breeze is curiously depicted on the water. A vessel may be becalmed here for hours in sight of very strong breezes.

Proceeding south it will be found that the ordinary sea breeze is N.E., while the N. E. gales are far less common than in the Hauraki Gulf, whereas the S.E. gales so uncommon at Auckland, are frequent, and blow very hard, on both sides of the East Cape, lasting several days.

The south winds come on very suddenly on both sides of the East Cape, frequently accompanied by rain.

The north winds with gloomy weather and rain, frequently precede the south winds, and the changes from north to south is very sudden.

These remarks although generally applicable, are from our own observations between October and February.

The N.E. gales are most frequent in March and April, the S.E. during the winter, accompanied by showers and lightning to the S.E.

In the Bay of Plenty the barometer rises to the W.S.W. winds, and the same effect is produced by the N.E. sea breezes south of the East Cape, it falls to northerly winds, and rises when about to shift to the southward.

Before N.E. gales the barometer is generally very high, they come on very gradually, with a leaden sky, rain follows, and they invariably shift to the N. and N.W., veering to W.S.W. it frequently remains at that quarter for some days, they seldom last more than forty-eight hours. It will be found that three o'clock in the afternoon is not an uncommon time for change during any gale in these seas.

The following are the Latitudes and Longitudes of some of the principal points and islands with the time of high water at full and change:—

	H.	M.
Kate Kate River, (north head) lat. 37° 27' S., long. 176° 2' East	7	44
Mayor Island, (Highest Peak) lat. 37° 16' S., long. 176° 18' E.	"	"
Motu Hora, (Highest Peak) lat. 37° 50' S., long. 177° 10' E.	"	"
Opotiki River, (Mission House) lat. 37° 58' S., long. 177° 20' E.	"	00
Tekaha Point (out extreme) lat. 37°		

42½ S., long. 177° 43' E.	H.W.	6	30
Hick's Bay, (Matakawa Point) lat. 37° 32' S., long. 178° 22½ E.	H.W.	9	00
East Cape Islet (summit of) lat. 37° 30' S., long. 178° 37½ E.	H.W.	8	55
Tolaga Bay, (Motu Heke) lat. 38° 22½ S., long. 178° 38½ E.	H.W.	"	"
Poverty Bay, (Halbert's house, Wero Wero) lat. 38° 42' S., long. 177° 58½ E.	H.W.	6	06

N.B.—All bearings in this are by compass.

BYRON DRURY,
Commander and Surveyor.

Provincial Secretary's Office,
Christchurch, June 5, 1854.

THE following Notice to Mariners is published for general information.

H. G. GOULAND,
Provincial Secretary.

VICTORIA, PORT PHILLIP.

AUSTRALIA, BASS' STRAITS.—REVOLVING LIGHT ON CAPE OTWAY.

Trinity House, London,
20th July, 1853.

The following particulars respecting the Revolving Light at Cape Otway (the first exhibition of which, in August, 1848, was notified from this house on the 11th April, 1849), having been communicated to this corporation by direction of Her Majesty's Secretary of State for the Colonies, are hereby made public for the general information of mariners, viz.—

The Lighthouse on Cape Otway in Bass's Strait is situated in latitude 38d. 51m. south, and in longitude 143d. 29m. east. The light revolves shewing a bright flash once in every minute, and burns at the height of 300 feet above the level of high water, and may be seen by estimation at the distance of eight leagues.

Mariners are requested to observe that the reef off Cape Otway lies about one-half or three-quarters of a mile therefrom, in a S.E. to S.S.W. direction, and extends one and a quarter miles to the westward.

By order,

J. HERBERT, Secretary.

ADDITIONAL LIGHTHOUSE AT THE ENTRANCE TO PORT PHILLIP.

The second Lighthouse at Shortland's Bluff being now nearly completed, mariners are requested to take notice that on and after the first day of January next, a fixed red light will be exhibited thereon from sunset to sunrise.

The leading lighthouse tower is built of

wood, painted white, and stands at an elevation of eighty (80) feet above the level of the water, bearing from the centre of the upper lighthouse on Shortland's Bluff south 33 degrees west, distant six hundred and seventy (670) feet.

The leading light will be seen in ordinary weather ten (10) miles to seaward, within the bearings of south one-quarter west round (westerly) to south-west one quarter west.

The two lighthouses by day, and lights by night, kept in one line of bearing, lead in mid-channel between Points Lonsdale and Nepean; but strangers are cautioned not to attempt the entrance by night, nor against the strength of the ebb tide by day.

BEACON ON SWAN POINT.

Mariners are requested to take notice that a cone-shaped Iron Beacon, painted white, elevated fifty (50) feet above the level of the water, has been erected on Swan point, bearing from the low lighthouse on Shortland's Bluff, north forty one (41) degrees east. This beacon, kept open to the eastward of the low lighthouse, leads in clear of Point Lonsdale reef, and the flag-staff on Shortland's Bluff, kept half a cable's length open to the westward of the low lighthouse leads in clear of the Corsair rock, and the other sunken dangers lying off Point Nepean; but in all practicable cases, mariners waiting the turn of tide, entering or leaving the harbour, are recommended to keep the Point Lonsdale shore aboard, as the tide there runs fairer, and in bad weather small vessels incur less risk on the Point Lonsdale shore than the tide ripples than towards Point Nepean.

No alteration has taken place in the Upper Lighthouse on Shortland's Bluff, which is as heretofore a bright stationary light, one hundred and nine (109) feet above the level of the water, seen in ordinary weather twenty (20) miles to seaward, within the bearings of south round by west to south-west by west.

The bearings are by compass, and heights at mean high water.

FLOATING LIGHTSHIP, HOBSON'S BAY.

A floating light is established at the north end of the West Channel leading into Port Phillip Bay, in the same position as that hitherto occupied by the North Fairway Buoy, which is now removed.

The Lightship is painted *Red*, and exhibits, between sunset and sunrise, two (2) bright lights, twenty-four (24) feet apart, and fifty (50) feet above the level of the water.

These Lights may be seen from all parts of the horizon within the distance of nine (9) miles in clear weather.

Vessels approaching the Lightship by night or by day, are warned to be cautious in avoiding collision.

The Lightship is moored in four (4) fathoms at low water, with the following magnetic bearings:—

Extreme point of Indented Head N.W. $\frac{3}{4}$ N.

Summit of Arthur's Seat, S.E. $\frac{1}{2}$ E.

Extremity of Point Nepean S.S.W. $\frac{1}{2}$ W.

ANONYMA ROCK, IN PORT PHILLIP BAY.

Commanders of vessels working up the east side of Port Phillip Bay are requested to take notice that a Chequered Buoy has been placed upon the Eight Foot rock off the Red Bluff, which has been ascertained to lie nearly two (2) miles closer in shore than the position assigned to it in the charts. Commanders are recommended to notice the following bearings, and lay the rock's position down on their charts.

Magnetic position of the Anonyma Rock.

Lighthouse, Gellibrand's Point, N.W. $\frac{3}{4}$ N.

Centre of the Red Bluff, E. by S.

A small white cliff, some distance north of the Red Bluff, N.E. $\frac{1}{2}$ E.

The Anonyma Rock lies a mile off shore, the least water on it being eight (8) feet at low tide, with five (5) fathoms just outside, and a clear passage half a mile on the inside of it with three (3) and four (4) fathoms, sandy bottom.

CORSAIR ROCK.

A dangerous Rock, with only eleven (11) feet of water over it at low tide, has recently been discovered nearly three-quarters of a mile west of Point Nepean. It is not laid down in any of the charts of this Port. Commanders of vessels navigating between the Heads are requested to observe the following marks in order to avoid the said Rock (which will hereafter be known as the "Corsair Rock") and are recommended to lay down its position on their charts as given underneath.

Magnetic Position of the Centre of the Corsair Rock.

Upper Lighthouse on Shortland's Bluff, N. 21 E.

Middle of the Rocky Islet off Point Nepean, N. 87 E.

Tidal flagstaff on Point Lonsdale, N. 76 W.

The above rock is about twenty (20) feet in diameter, the least water found over it at low tide is eleven (11) feet, with three (3), four (4), and five (5) fathoms water all round.

There is a clear passage between the Corsair Rock and the extreme end of Nepean Reef, of about a cable's length, with three (3), four (4), and five (5) fathoms of water; but no vessel should ever attempt it, as the tide, both ebb and flood, sets with great force on Nepean Reef.

Marks to Clear the Corsair Rock.

In working out between the Heads, keep the flagstaff on Observatory Point open half a cable's length with the lowest part of Nepean Point until Shortland's Bluff flagstaff is half a cable's length open to the westward of the low lighthouse; which latter mark must be kept on until you open out Nepean Rock to the eastward of that point, when you are out clear of the rock and Nepean Reef.

In working in between the Heads, keep Shortland's Bluff flagstaff half a cable's length open to the westward of the low lighthouse until you have the flagstaff on Observatory Point half a cable's length open to the lowest part of Point Nepean, which will lead you clear of the Corsair Rock; but to clear Nepean Reef, which lies a cable's length inside the rock, do not shut in the low lighthouse with Shortland's Bluff flagstaff until you open out the Nepean Rock to the westward of that point, when you are in clear of the reef.

NOTICE TO COMMANDERS OF VESSELS IN
HOBSON'S BAY.

Commanders of vessels are requested to take notice that for the purpose of enabling them to rate their chronometers, a Time Ball, painted black, will be dropped daily (Sundays excepted), from the top of the flagstaff at Gellibrand's Point, at the instant of 1 o'clock mean solar time, there corresponding to 15h. 20m. 19s. Greenwich time.

As a preparatory signal, a blue pennant will be hoisted at the mast-head at half-past twelve, and hauled down at ten minutes to one o'clock, when the Ball will be run up to the mast-head and dropped as above.

In the event of its being necessary at any time to suspend the dropping of the Time Ball either from strength of wind or any casualty occurring to the apparatus, this will be indicated by a white pennant being hoisted instead of the blue preparatory pennant.

Assigned position of the Time Ball, lat. 37d. 52m. 42s. S., long. 144d. 55m. 28s. E.

TIDAL SIGNALS.

A Flagstaff having been erected at Point Lonsdale, the following signals will be hoisted upon it between sunrise and sunset on and after this date, to denote the state of the tides at the heads:—

A blue flag will be hoisted half-mast high when the tide begins to flow in the middle of the entrance between Points Lonsdale and Nepean, which will be kept flying all the first quarter of the flood tide.

The second quarter, a blue flag at the mast head.

The third quarter, a red flag half-mast high.

The last quarter, a red flag at the mast head.

Ebb Tides.

The first quarter, a blue flag, half-mast high, with a ball underneath.

The second quarter, a blue flag at the mast-head, with a ball underneath.

The third quarter, a red flag, half-mast high, with a ball underneath.

The last quarter, a red flag, at the mast head, with a ball underneath.

River Yarra Yarra.

The following Tidal Signals will also be hoisted at the foremast head of the Water Police Hulk, moored at the entrance of the river Yarra, to denote the height of the tide on the bar:—

When there is 8 feet water on the bar, a ball will be hoisted at the mast-head.

8½ feet . . . a ball half-mast high.

9 feet . . . two balls at the mast-head.

9½ feet . . . two balls half-mast high.

10 feet . . . a blue flag at the mast-head.

10½ feet . . . a blue flag half-mast high.

11 feet . . . a red flag at the mast-head.

CHARLES FERGUSON,

Port and Harbour Master.

December 22, 1853.

IMMIGRATION.

APPPLICATIONS for assisted passages in ships under engagement with the Provincial Government may be sent in to the Provincial Secretary, Christchurch, or to the Inspector of Police, Lyttelton.

H. G. GOULAND,
Provincial Secretary.

REPRESENTATIONS having been made to the Government of the great want of domestic female servants in the settlement, His Honor the Superintendent directs it to be notified for public information that persons desirous of hiring such servants in England, and obtaining assisted passages for them to the colony, may receive information as to the manner in which this may be effected in accordance with the Immigration Regulations published in the Government Gazette of the 28th of March last, by application at this office, or at the office of the Inspector of Police, Lyttelton.

H. G. GOULAND,
Provincial Secretary.

SEVERAL Schoolmasters will shortly be wanted to take charge of the District Schools to be established by the Provincial Government.

Persons desirous of applying for such situations are requested to send in their applications to the Rev. O. Mathias, Commissary of the Lord Bishop of New Zealand.

Every application must state the age, and previous occupation of the applicant; and must be accompanied by testimonials as to character and qualification.

To take charge of some schools, married couples would be preferred.

The salaries will be determined by the Government according to the number of children in the school, and the qualification of the master, and will vary from £80 to £120 a year.

In all cases where it is possible, houses will be provided for the master adjoining the school.

H. G. GOULAND,
Provincial Secretary.