



THE
GOVERNMENT GAZETTE
PROVINCE OF MARLBOROUGH.

Published by Authority.

All Public Notifications which appear in this Gazette with any Official Signature thereunto annexed, are to be considered as Official Communications made to those persons to whom they relate, and are to be obeyed accordingly.

WILLIAM DOUGLAS HALL BAILLIE,
Superintendent.

Vol. II.]

FRIDAY, OCTOBER 4, 1861.

[No. 25.]

PROVINCE OF MARLBOROUGH.

Superintendent's Office, Picton,
September 26th, 1861.

I HEREBY notify that FRIDAY, the 1st day of November next, being the Anniversary of this Province, will be a PUBLIC HOLIDAY, and that the Government Offices will be closed upon that day.

W. D. H. BAILLIE,
Superintendent.

PROVINCE OF MARLBOROUGH.

Crown Land Office,
Picton, September 17th, 1861.

IN accordance with the Provisions of the Waste Land Regulations, notice is hereby given that a Dispute as to the undermentioned Boundary of Runs will be heard at this Office, on TUESDAY, the 12th day of November next, at Ten o'clock in the Forenoon, namely—

The Swincombe Run, belonging to the Reverend Charles Edmund Ruck Keene and Charles Ruck Keene, and George Ruck Keene, Esquires, and the Kaikora Run, belonging to Henry D. Williams, Esquire.

WILLIAM ADAMS,
Commissioner of Crown Lands.

Provincial Treasurer's Office,
Picton, September 11th, 1861.

NOTICE is hereby given, that JOHN GODFREY, Land Agent, of Mount Pleasant, near Picton, has taken out an AUCTIONEER'S LICENSE, from this date to the 31st of December next.

CYRUS GOULTER,
Provincial Treasurer.

Superintendent's Office, Marlborough,
23rd September, 1861.

I HEREBY notify that the undermentioned portions of the Waste Lands of the Crown, within the Province of Marlborough, as hereinafter described, have been reserved for various purposes of public utility, viz. :—

A block of land in the district of Wairau Valley, bounded on the north by the boundary line between the Province of Nelson and the Province of Marlborough, on the south and west by a Government Reserve granted June 7th, 1856, to the Superintendent of the Province of Nelson, and on the east by a stream and gully known as Ward's Pass, containing about 20,000 acres.

X
A block of land situated in the town of Picton, in the Province of Marlborough, being Sections numbered respectively 620, 621, 622, 623, and 624, on the plan of the said town, bounded on the northward 250 links by Broadway, on the eastward 410 links by Kent-street, on the southward 250 links by town section numbered 625, and on the westward 450 links by town sections numbered 616, 617, and 1142, containing about one acre and twelve perches.

A block of land situated in the centre of Grosvenor Square, in the town of Picton, in the Province of Marlborough aforesaid, bounded on all sides by Grosvenor Square aforesaid, and containing about one acre, three roods, and thirty-four perches.

A block of land, situated in the district of Picton Suburban, in the Province of Marlborough aforesaid, bounded on the north-west 1075 links by town sections numbered respectively 77, 78, 79, 80, 81, 82, 84, 85, and 86, and by Suffolk-street, on the plan of the town of Picton aforesaid, on the north-east 400 links by crown land, on the south-east 1075 links by crown land, and on the south-west 400 links by crown land, containing about four acres, one rood, and eight perches.

A block of land, situated in the town of Picton aforesaid, bounded on the north-east by the sea, on the eastward by Market Reserve and by London Quay, on the south-east 460 links by the mud flat, on the southward by London Quay, the Market Reserve, and for 1300 links by Dublin-street, on the west by Shakespeare-road, and on the north-west by public road in continuation of Shakespeare-road, containing about 53 acres and twenty-five perches.

A block of land, situated in Picton Harbour, Queen Charlotte's Sound, in the Province of Marlborough aforesaid, bounded on all sides by the sea, and known as Mabel Island, containing about one acre and three roods.

A block of land, situated in the district of Queen Charlotte's Sound,

in the Province of Marlborough aforesaid, bounded on all sides by the sea, and known as Negara Island, containing about forty acres.

208
4/446
A block of land, situated in the district of Pelorus Valley, in the Province of Marlborough aforesaid, being section numbered 22 on square numbered 19 of the said province, bounded on the northward by a public road one chain wide along the bank of the Pelorus River, on the eastward 320 links and 4350 links by section numbered 21 on the said square, on the southward 3550 links by section numbered 19 on the said square, and on the westward by crown land and 4750 links by section numbered 23 on the said square and by a public road one chain wide, containing about one hundred and eighty acres.

A block of land, situated in the district of the Pelorus Valley aforesaid, being section numbered 15 on square numbered 19 of the plan of the Province of Marlborough aforesaid, bounded on the northward 2100 links by section numbered 66 on the said square, on the eastward 2700 links by section numbered 64 on the said square, and on the southward and westward by public roads, containing about fifty-five acres.

A block of land, situated in the district of the Pelorus Valley aforesaid, being section numbered 25 on square numbered 19 of the plan of the Province of Marlborough aforesaid, bounded on the northward and eastward and southward by public roads, and on the westward 1150 links by section numbered 26 on the said square, containing about thirteen acres.

A block of land in the town of Picton, in the Province of Marlborough aforesaid, being town sections numbered respectively 139, 140, 141, 142, 143, 144, 145, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, and 157, containing about four acres and two roods.

W. D. H. BAILLIE,
Superintendent.

Res. D.
→
see L13388524
57400
15

208
4/446

ORDER IN COUNCIL
*Making Harbour Regulations for
the Harbour of Picton.*

AT THE GOVERNMENT HOUSE AT AUCK-
LAND, THIS 3RD DAY OF JUNE, 1861.

Present :

His Excellency the Governor in Council.

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

Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council of New Zealand, doth hereby make the following Regulations for the Port and Harbour of Picton.

F. G. STEWARD,
Clerk of Council.

**PORT AND HARBOUR OF
PICKTON.**

HARBOUR REGULATIONS.

Pilots and Masters of Vessels.

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

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

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

4. The rates of pilotage into or out of the Port of Picton, from or to the distance of one mile from the Island of Motuara, at the North entrance, and one mile from the Heads at the Tory Channel entrance are as follows, viz.:—

Vessels of 100 tons and under, £2 10s.

Every ton above, to 300, 3d. extra,

Every ton above 300, 2d. extra,

but no pilotage is to be chargeable on any vessel engaged in the coasting trade, unless the assistance of a Pilot be required by the master of the vessel.

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

6. Pilots are not bound to conduct any vessel to sea until the pilotage has been paid, or satisfactorily secured at the Harbour Office.

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

8. 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.

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

10. The master of every vessel shall anchor when the Harbour Master may direct, and he shall not unmoor or quit the anchorage until notice be given in writing at the Harbour Master's Office, or forfeit a sum not exceeding ten pounds.

11. When it is required to move a vessel from one inside anchorage to another not being at first entrance, or for the purpose of final departure, the Harbour Master shall be entitled to a fee of £1.

12. The Master of any vessel who shall make a signal for a Pilot to take his vessel to sea, and shall not proceed to sea within six hours of the arrival of the Pilot on board such vessel, shall forfeit and pay such Pilot a sum at the rate of £1 per day for every day such Pilot may be detained on board or otherwise, in addition to the regular pilotage, and the pilot shall not be compelled to take such vessel to sea, until such forfeiture shall be paid.

13. Masters of vessels neglecting to heave-to, to take the Pilot on board, or refusing to accept his services when offered, shall be liable to double the amount of pilotage.

14. The Harbour Master while removing any vessel from one anchorage to another may make her fast to any other vessel, or to any warp, or wharf, and any person resisting the same, or cutting away, or casting off the warp or fastening, shall be liable to a penalty of five pounds.

15. All vessels moored or at anchor are to have both cables clear, and in readiness to slack away when required, or forfeit a sum of ten pounds.

16. All vessels to have buoys and buoy ropes to their anchors to show their position, and to hoist a conspicu-

ous light at their peak end, from dark to daylight, or forfeit a sum not exceeding ten pounds.

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

18. No person shall interfere with the Harbour-master or any Pilot in the execution of his duty, resist, obstruct, or impede him in the performance thereof, under a penalty not exceeding ten pounds.

19. All Pilots are required to obey the lawful commands of the Harbour-master, and any Pilot not so doing shall forfeit a sum not exceeding five pounds, and be suspended from his duties until the Governor's commands are known.

20. Should the Harbour-master think it necessary to supersede any Pilot in charge of any vessel either inward or outward bound, he shall have the option of doing so, and may appoint any other duly licensed pilot to take charge of the vessel he may think fit.

21. The master of every vessel (except as hereinafter mentioned) arriving beyond seas, and not being a coasting vessel, shall pay the full amount of pilotage whether taking a pilot or not.

22. All vessels trading to or from the Colonies, shall be exempt from taking a pilot, upon paying one-half the usual rate of pilotage, whatever that may be; if a pilot, is taken however full pilotage to be paid.

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

24. Every master so qualified and exempt, shall on approaching the harbour within two leagues hoist a red flag at the main, showing his exemption, or forfeit a sum not exceeding the full pilotage.

25. Every master of every ship or vessel required to take a pilot shall be furnished with a copy of the Harbour Regulations on her entry into port by the boarding pilot, and any pilot failing to deliver such copy before leaving

the vessel shall forfeit and pay a fine not exceeding five pounds.

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

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, or any master of a ship or vessel refusing on demand to give such acknowledgment shall forfeit and pay a fine of not more than five pounds.

Harbours.

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

29. No timber or any bulky article is to be left on any public wharf or any landing place, under a penalty of any sum not exceeding five pounds; and any such timber or articles still remaining on any public wharf or landing place, seven days after due notice has been given by the Harbour-master shall be removed by him at the owner's expense.

30. No Ballast, rubbish, gravel, earth, stone, filth or glass, is to be thrown overboard from any vessel or boat, or otherwise, but is to be landed at any place the Harbour-master may direct, under a penalty of any sum not exceeding twenty pounds.

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

32. Any person making fast any vessel or boat to any buoy, beacon, or sea mark, without the sanction of the Harbour-Master shall forfeit any sum not exceeding five pounds.

33. Any person throwing a dead animal into the Harbour (within the

limits of the anchorage) without attaching to it sufficient weight to sink it, is liable to a penalty of not more than five pounds nor less than one pound.

34. 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), under a penalty of any sum not exceeding five pounds.

35. Any person removing shingle, stone, shells, or any part of the soil, above or below high water mark, from any lands belonging to the Crown, without permission from the Harbour-Master, or in his absence from the Superintendent, shall forfeit a sum not exceeding ten pounds, and a rate of one shilling per ton may (at the discretion of the Superintendent) be charged for ballast removed from within the limits of the harbour.

36. All masters of vessels are desired to warn their officers and crews to be particularly careful in ballasting their vessels or loading their boats with ballast, alongside any beach where they may have permission to take in ballast, all and any such masters being liable to a fine of not more than ten pounds nor less than five, for shouling the water alongside any beach.

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 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 as aforesaid, and obeying such orders and instructions as you may from time to time receive from me.

Given under my hand at the Government house at Auckland, this day of in the year of our Lord, One thousand eight hundred and

SIGNALS

To be made in Picton Harbour when a Pilot, &c., is required.

Harbour Master . Rendezvous at Peak.
Ditto at night . One lanthorn at Fore.

Sea Pilot . . . Union Jack at Fore.

Police Ensign at Main.
Ditto at night . Two lights vertical at Peak.

Medical assistance Union Jack at Peak.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that this is crucial for the company's financial health and for providing reliable information to stakeholders.

2. The second part of the document outlines the specific procedures for recording transactions. It details the steps from initial entry to final review, ensuring that all necessary information is captured and verified.

3. The third part of the document discusses the role of the accounting department in ensuring the accuracy and integrity of the financial records. It highlights the importance of regular audits and the use of appropriate accounting standards.

4. The fourth part of the document addresses the challenges associated with maintaining accurate records, such as data entry errors and incomplete information. It provides strategies to minimize these risks and ensure the reliability of the data.

5. The fifth part of the document discusses the importance of transparency and communication in the financial reporting process. It emphasizes the need for clear and concise reporting to all relevant parties, including management and external stakeholders.

6. The sixth part of the document concludes by summarizing the key points and reiterating the importance of accurate financial records for the company's success. It encourages all employees to adhere to the established procedures and standards.