



S O U T H L A N D  
P R O V I N C I A L G O V E R N M E N T  
G A Z E T T E.

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SATURDAY, FEBRUARY 1, 1862.

[No. 14.]

Superintendent's Office,  
Southland, 26 January 1862.

The following Sailing Directions for the entrance of the New River, drawn up by the Chief Surveyor, have been submitted to, and approved of by, several master mariners who have traded along this coast for many years, and are familiar with the ports of Foveaux's Straits.

J. A. R. MENZIES,  
Superintendent.

Survey Office, Jan. 16, 1862.

Sir,—I have the honour to append the Negotiation which it appears to me desirable should be made public in this and the neighbouring Colonies. As this is a matter in which the smallest error or omission may be productive of very disastrous consequences, I may perhaps suggest the prudence of requesting the opinion of competent persons upon these Sailing Directions before publishing them.

I have the honour to be,

Sir,

Your most obedient servant,

THEOPHILUS HEALE,  
Chief Surveyor.

NOTICE TO MARINERS.

ENTRANCE TO THE NEW RIVER.

Strangers bound for the New River from the Eastward should haul well off the land until they open the Flagstaff, in order to give time for the Pilot to communicate with them by signal, and to board them outside the bar.

If the tide or other circumstances should be unfavourable for a vessel entering, a Blue Peter will be hoisted at the Signal-staff, as a signal for the vessel to keep to sea.

On a Red Flag being hoisted, a vessel should stand in, keeping the Outer Beacon—which will be distinctly visible near the water's edge on the extremity of the South Head—in one with the Inner Beacon, which is in front of the Pilot's house, on a small green rise. The bearing of the Beacons is East by South by compass.

The Pilot—who is now provided with good boats and crew, and a substitute in case of absence—will invariably hoist all vessels not showing the Exemption Flag.

When about a cable's length from the Outer Beacon, the Channel will show out quite clear, E.  $\frac{1}{2}$  N. by compass, and the vessel can stand up it—keeping not less than a half-cable's length from the South shore.

The Inner Beacons must then be looked for. The lower one is conspicuous on the Beach, a long mile from the Pilot Station. The upper one is amongst the sand hills, about 40 feet above the other. The upper one should be kept a very little open on the South side of the lower one, and on no account be opened in the least to the North of it—until abreast of the small beacon next noticed.

About midway between the Pilot Station and the Inner beacon, and about a quarter of a mile outside (West) of the Maori Village, a small White Beacon will be seen on the Shore, near the edge of the Beach, marking a Reef which runs out from it, nearly a cable's length to the North. The extremity of this Reef is also marked by a pile—[a stake with a bush on it.—T. B., A. J. E., A. F. M.]—a vessel may pass this at a half-cable's length, the Channel being there two [2] cables length wide.

From thence the course is straight for the Bombay Rock. Buoys are now being prepared for the further marking of the Channel:—when they are laid down, due notice will be

given of their positions, and of the changes which will then be made in the Beacons.

Port of Invercargill,  
21st January, 1862.

We have carefully considered the foregoing Sailing Directions, and we entirely approve of them.

THOMAS ROBERTSON.  
A. J. ELLES.  
A. F. MORRIS.  
JOHN HOWELL.

REPORT  
BY THE  
CHIEF SURVEYOR  
ON THE  
BUOYS, BEACONS, &c., ON THE  
SOUTH SIDE OF THE NEW RIVER.

Survey Office,  
Invercargill, January 12, 1862.

SIR—1. I have the honor to forward herewith an enlarged map of a portion of the south shore of the New River, showing the channel from the Pilot's house to the Bombay Rock, and the position of the beacons, and of the wreck of the s.s. "Oscar."

2. It will be seen that this part of the channel is very nearly straight, nowhere less than a cable's length wide, with a minimum depth of 15 feet at low water spring tides, and that it is free from any danger whatever; but since the north side of the channel is bounded by a sandspit, which is never visible, it was obviously desirable to establish some marks to indicate either the fairway of the channel or what would have been far better, its extreme limit on the north side, especially at the point where the small convexity of the sandspit brings it nearest to the south shore—the exact spot where the "Oscar" was lost.

3. For this purpose, the two beacons (marked A and B) were erected; and by the notification in the Otago Government Gazette of September 27, 1860, it would appear that it was meant that vessels should keep them on with one another, that being the guide for the fairway of the channel.

4. These beacons are of inconsiderable size, and of very slight construction. The inner one is amongst and in front of sandhills, which it exactly resembles in colour, owing to the constantly drifting sand adhering to the paint; and it is therefore very difficult to discern it at any considerable distance.

5. The beacons stand 326 feet apart from one another, and the wreck of the "Oscar" is exactly one mile from the nearest beacon; the channel at that (the narrowest) part being only 10 chains wide; it therefore subtends an angle at the upper beacon of less than  $7^\circ$ .

6. Moreover, the beacons do not stand in the same plane, but the inner one is elevated about 40 feet above the outer one, so that in keeping them on, the one cannot be seen exactly behind the other, but reference must be had to an imaginary vertical line, which a little experience in Field Surveying will prove that many eyes are incapable of appreciating with accuracy.

7. I am, therefore, led to the conclusion that these beacons are so near together, and so distant from the point necessary to be marked; so difficult to be seen and to have

their angularity observed, while so small a difference in that angularity marks the transition from safety to danger, that they could never have constituted a safe guide for the channel, even if they had been placed so as to point truly to its centre. But I find, in fact, that they bear so much to the north of mid-channel, that the edge of the Spit is only  $1^\circ$ , and the side of the "Oscar" as she lies, only  $1^\circ 40'$  open of their centre bearing, so that a vessel bringing them truly on would be at the very edge of the shoal. As the form and position of the Spit appears to agree accurately with Mr. Thomson's chart, there is no reason whatever for supposing that the channel has shifted.

8. The position of the beacons might no doubt be considerably improved; but for the reasons given, I do not think they could ever by themselves make perfectly trustworthy and efficient marks in all weather, and in my opinion either the edge of the shoal, or as Mr Cheyne suggests, the centre of the fairway ought to be marked by two or perhaps three iron buoys; and, looking to the great objection there is to altering marks which have become known, I would not recommend any change to be made until efficient substitutes have been prepared, and their ultimate positions fully decided upon. But I would call your Honor's attention to the necessity of notifying that, in sailing up the channel, the beacons ought not to be kept on, but a little open to the southward, and that they should on no account be brought in the least open on their north sides.

9. I would also recommend that not less than five (5) Iron buoys, with proper chains, should be provided for this and the Bluff Harbour.

10. An Iron beacon ought also to be placed on the small reef which runs out a little way just below the Maori village. It is at present marked by a Munga pole, indicated on the map by a red cross.

11. I think also that a large and more substantial beacon might easily and advantageously be placed on the Bombay Rocks; but the very boisterous weather prevented my examining this and several other points as I wished to have done.

12. The two beacons for the outer bar make a very good mark as far as they go, but they are small and of so temporary a construction that they might be overthrown at any moment, and their absence for even a day might cause a disaster.

13. The flagstaff is very disadvantageously placed, being only open to the westward, so that a vessel coming from the direction of the Bluff is not seen from it until she is so close in that the Pilot may not have time to board her before she is over the bar, and until it is too late to warrant her to keep to sea if circumstances are unfavourable to her coming in.

14. There is a very good situation for a flagstaff about half-a-mile back, and if the Pilot has always four men, one of them might act as signal-man very well, since in case of need he would be able to join the boat's crew in time to go off. But of course a signal-man for that duty alone would be preferable.

I have the honor to be,

Sir,

Your most obedient Servant  
(Signed) THEOPH. HEALE

Chief Surveyor.

His Honor the Superintendent.

**A** REWARD of £100 shall be given to any person who shall give such information as shall lead to the conviction of the person or persons who set on fire the ship "Ocean Chief," in the Bluff Harbour, on the 23d inst.

(Signed) H. A. GILLER,  
Clerk to Superintendent.

Superintendent's Office,  
Southland, 27th January 1862.

Superintendent's Office,  
Southland, 27th January 1862.

**I**T is hereby notified that Mr JOHN AITKEN has been appointed a Sub-Assistant Surveyor in the Province of Southland; the appointment to date from the 18th December 1861.

J. A. R. MENZIES,  
Superintendent.

Superintendent's Office,  
Southland, 30th January 1862.

**I**T is hereby notified that I have appointed THOMAS M. M'DONALD, Esq. to be Provincial Solicitor for the Province of Southland; the appointment to date from the 1st February.

J. A. R. MENZIES,  
Superintendent.

**I**N conformity with the 60th Clause of the Land Regulations for the Province of Otago (1st April 1856) I hereby notify that the following persons have duly taken out Licenses for Depasturing Cattle within the several Hundreds, as mentioned below, during the present year:—

*Invercargill Hundred.*

W. S. Trotter  
Jas. H. Wilson  
Thos. Hamilton.

*Campbelltown Hundred.*

Arthur Hogue.

*Oteramika Hundred.*

George Brown  
Holmes & Co.  
William Johnston.

*Jacob's River Hundred.*

William Stevens  
C. L. Thystrup

WALTER H. PEARSON,  
Chief Commissioner.

Waste Land Board Office,  
Invercargill, 30th January 1862.

