



NEW ZEALAND
GOVERNMENT GAZETTE,
(PROVINCE OF WELLINGTON.)

Published by Authority.

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

J. WOODWARD,
ACTING PROVINCIAL SECRETARY.

VOL. X.]

WEDNESDAY, SEPTEMBER 9, 1863.

No. 42

*Election of Wellington Town
Board Commissioners.*

Provincial Secretary's Office,
Wellington, 9th September, 1863.

HIS HONOR THE SUPERINTENDENT directs it to be notified for general information, that the Returning Officer has declared the following gentlemen to have been duly elected Commissioners under the "Wellington Town Board Act" and the "Wellington Town Board Amendment Act, 1863," viz. :—

Thorndon Ward.

C. B. BORLASE, ESQ.
WILLIAM ALLEN, ESQ.
GEORGE HART, ESQ.

Lambton Ward.

GEORGE MOORE, ESQ.
LIPMAN LEVY, ESQ.
JOHN PLIMMER, ESQ.

Te Aro Ward.

WILLIAM HICKSON, ESQ.
JOHN MARTIN, ESQ.
JOHN HAMMOND HORNER, ESQ.,

J. WOODWARD,
Acting Provincial Secretary.

*Sailing Directions for the Port
of Invercargill—Southland.*

Provincial Secretary's Office,
Wellington, 8th September, 1863.

IN compliance with the request of His Honor the Superintendent of South-

land, the following Sailing directions for entering the port of Invercargill, are republished from the Gazette of the Province of Southland for general information.

J. WOODWARD,
Acting Provincial Secretary.

SAILING DIRECTIONS FOR EN-
TERING THE PORT OF INVER-
CARGILL.

VESSELS bound for New River should steer for the north end of Point Island, around which, to within a cable's length, there is not less than five fathoms water. A small patch is said to exist about a quarter of a mile off in a westerly direction, but the pilots have not been able to find less than five fathoms on it, hard sand bottom. Outside the Bar in six fathoms, is moored a spiral-shaped black buoy, bearing from the north end of the Island north half a mile. Steer for this buoy, and as you approach it, the leading beacons, painted white, will come on with each other bearing from you E. $\frac{1}{2}$ S. Keep the beacons, in one, leaving the black buoy on your port hand, which will lead you over the bar in fifteen feet at low water, spring tides. The breadth of the bar is about a good cable's length, and inside of it in four fathoms, is a spiral-shaped white buoy, marking the south side of the channel.

The course from this buoy, to about two cable's length above the Pilot Station, is E. $\frac{1}{2}$ N., and from thence, to about four cable's length farther up, E.

by N. The channel then gradually bends to the northward until past the Bombay Rock.

The Pilot Station is situated between the leading beacons, and except in heavy gales, a pilot will board the vessel abreast of the station; but, should the wind and sea be too strong for him to put off, the shipmaster, by attending to the following directions, may be able himself to conduct his vessel to a place of safety:—

The Channel is marked by white buoys on the starboard or south side, and by black buoys on the port or north side. Keep midway between the black and white buoys.

About three cables' length below the Bombay Rock lies a small rock called the "Guiding Star Rock," with only four feet water over it. A white buoy has been placed on the west side of this rock, in twelve feet water. The Sand Spit on the opposite side of the Channel, has been advancing into it during the last six months, and at present the breadth of the passage between the Spit and the rock is so narrow, that it would not be prudent for a stranger to run through.

It would be safer to anchor abreast of the second black buoy, above the Pilot Station, where a vessel with good ground tackle could ride in comparative safety.

The leading mark to pass midway between the rock and the Spit is:—Keep the high hummock on the extreme end of Sandy Point a sail's breadth open to the eastward of the iron white beacon on Bombay Rock, bearing N. E. $\frac{1}{4}$ N. When abreast of the white buoy, keep off a little, so as not to shave the point of the Spit too close; a N. by E. half E. course will then lead you through between the Bombay Rock and the black buoy on the opposite side of the channel.

On the west side of the Bombay Rock is placed an iron beacon, surmounted by a barrel painted white. The top of the beacon is fifteen feet above low-water mark, and the rock projects from the beacon twenty feet W. N. W. into the channel; immediately beyond there is eighteen feet water. The course from abreast of this beacon to the second white buoy, as you proceed upwards, is N. E. by N., and from thence to the third white buoy N. E., but allowance must be made for the set of the tide, which runs through the blind channel and strikes across the ship channel, between the Bombay Rock and the first white buoy above it.

The flood setting east, the ebb west.

The best anchorage for a stranger to take is abreast of the third white buoy

from the Bombay Rock, letting go the anchors nearest to the S. W. side, as it is pretty steep, too. The depth of water near the shore is three, and, in mid-channel, five fathoms—good holding ground.

It is high-water full and change at the Pilot Station at 12h. 30 m., and the rise of tide from six to eleven feet, according to the winds and state of the tides; westerly winds setting the tides up.

A Flag-staff has been erected on Steep Head, on which will be hoisted, on and after the 15th August, 1863, tidal signals nearly the same as shown at Lonsdale Point, Port Phillip, viz.:—

BETWEEN SUNRISE AND SUNSET.

During the first quarter flood, a blue flag half-mast high.

During the second quarter flood, a blue flag at the mast-head.

During the third quarter flood, No. 7, Marryatt's, half-mast high.

During the last quarter flood, No. 7, Marryatt's, at the mast-head.

EBB TIDE.

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

During second quarter, a blue flag at mast head, with a ball underneath.

During third quarter, No. 7, Marryatt's half-mast high, with a ball underneath.

Last quarter, No. 7, Marryatt's at the mast-head, with a ball underneath.

When the sea is high on the bar, a black ball will be hoisted at the north yardarm, in addition to the tidal signals; but, when it is unfit for a vessel to enter the harbour, the tidal signals will not be shown; but two black balls will be hoisted at the north yardarm. Communication may be had with vessels at sea, by means of Marryatt's signals, at the south yardarm.

Marryatt's signals, at the north yardarm, will be intended for the pilots at the station.

Masters of vessels should not run for the harbour during the ebb tide, unless with a good commanding breeze, smooth water, and with a vessel easily steered.

The bearings and courses given are by compass, and the soundings at low water spring tides.

J. B. GREIG,
Harbour Master.