



## NEW PLYMOUTH.

NEW ZEALAND

# GOVERNMENT GAZETTE.

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NEW PLYMOUTH, WEDNESDAY, NOVEMBER 24, 1858.

[No. 17.]

Provincial Secretary's Office,  
New Plymouth, 23rd November, 1858.

THE unalienated lands within the Town site of New Plymouth having been granted to the Superintendent under the provisions of "The Public Reserves Act, 1854," the Provincial Government is about to submit a measure to the Provincial Council for contracting the limits of the Town, and with that object is prepared to receive applications in the following order from owners and agents of sections who may desire to avail themselves of an opportunity of re-selecting sections.

1. Town sections comprised in Military Reserves.
2. Town sections comprised in Native Reserves.
3. Town sections traversed by roads, and
4. Special cases not enumerated above.
5. Town sections outside the new boundaries.

I. N. WATT,  
Provincial Secretary.

### TENDERS FOR FENCING.

Provincial Secretary's Office,  
New Plymouth, 23rd November, 1858.

TENDERS for the erection of about forty chains of kohekohe post and 3 rail fencing on the Native Reserve No. 18—

next to Mr Hamblyn's farm—will be received at this office till noon on Saturday the 4th December.

Further particulars may be had on application.

Tenders to state the price per chain, and to be sealed and endorsed "Tender for Fencing."

I. N. WATT,  
Provincial Secretary.

### TENDERS FOR EARTHWORK.

Provincial Secretary's Office,  
New Plymouth, 23rd December, 1858.

TENDERS for the removal of earth from the Brougham street side of Mount Eliot and depositing the same to seaward, will be received at this office till noon on Saturday, the 4th December.

Further particulars may be had on application at this office.

Tenders to state the price per cubic yard and to be sealed and endorsed "Tender for Earthwork."

I. N. WATT,  
Provincial Secretary.

ERRATUM.—*Gazette* No. 11, 12 July, 1858, page 64, for Alfred Marsh read James Marsh.

[Reprinted from the *New Zealand Gazette*.]

Colonial Secretary's Office,  
Auckland, 27th August, 1858.

THE following Instructions and Regulations respecting Lights to be carried by sea-going British Ships, to come into operation on the 1st of October next, and to supersede the existing Regulations, are published for general information.

E. W. STAFFORD.

INSTRUCTIONS TO OFFICERS OF CUSTOMS AND REGISTRARS OF SHIPPING IN BRITISH POSSESSIONS ABROAD.

*Admiralty Regulations concerning Lights and Fog Signals.*

The new Regulations issued on the 24th February 1858 by the Lords Commissioners of the Admiralty concerning Lights and Fog Signals to be carried by sea-going Vessels to prevent Collision are to take effect from the 1st October next.

Copies of these Regulations have been forwarded to the Governor of the Colony, and the Officer of Customs, Registrar of Shipping, or Shipping Master at the Port should take all possible steps to make the Regulations known to Seafaring Persons and Ship Owners in the Colony.

The Rules for Steamers' Lights it will be observed remain as before. The Rules concerning Lights for Sailing Vessels, and concerning Fog Signals are new.

T. H. FARRER,

Assistant Secretary.

Marine Department.

ADMIRALTY NOTICE RESPECTING LIGHTS AND FOG SIGNALS TO BE CARRIED AND USED BY SEA-GOING VESSELS, TO PREVENT COLLISION.

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

By virtue of the power and authority vested in us, we hereby revoke, as from and after the thirtieth day of September 1858, the regulations made and published by us on the first day of May 1852, relating to the Lights to be carried by Sea-going Vessels to prevent collision: And we hereby make the following regulations, and require and direct that the same be strictly observed and carried into effect on and after the first day of October 1858.

STEAM VESSELS.

All Sea-going Steam Vessels, when under Steam, shall, between sunset and sunrise, exhibit the following Lights:

1. A bright White Light at the Foremast Head.

A Green Light on the Starboard side

A Red Light on the Port side.

2. The Mast-head Light shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 5 miles, and shall show an uniform and unbroken light over an arc of the horizon of 20 points of the compass, and it shall be 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.

3. The Green Light on the Starboard side and the Red Light on the Port side shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and show an uniform and unbroken light over an arc of the horizon of 10 points of the compass, and they shall be so fixed as to throw the light from right ahead to 2 points abaft the beam on the Starboard and on the Port sides respectively.

4. The Side Lights are to be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent the lights from being seen across the bow.

## 5. Steam Vessels under Sail only are not to carry their Mast-head Light.

## FOG SIGNALS.

All Sea-going Steam Vessels, whether propelled by paddles or screws, when their steam is up, and when under way, shall in all cases of Fog use as a Fog Signal a Steam Whistle, placed before the Funnel at not less than 8 feet from the deck, which shall be sounded once at least every five minutes; but when the steam is not up, they shall use a Fog Horn or Bell, as ordered for Sailing Ships.

## SAILING VESSELS.

1. All Sea-going Sailing Vessels when under way or being towed shall between sunset and sunrise exhibit a Green Light on the Starboard side and a Red Light on the Port side of the vessel, and such Lights shall be so constructed as to be visible on a dark night, with a clear atmosphere, at a distance of at least 2 miles, and shall show an uniform and unbroken light over an arc of the horizon of 10 points of the compass from right ahead to 2 points abaft the beam on the Starboard and on the Port sides respectively.

2. The Coloured Lights shall be *fixed* whenever it is practicable so to exhibit them; and shall be fitted with inboard screens projecting at least 3 feet forward from the Light, so as to prevent the Lights being seen across the bow.

3. When the Coloured Lights cannot be fixed (as in the case of small vessels in bad weather), they shall be kept on deck between sunset and sunrise, and on their proper sides of the vessel ready for instant exhibition; and shall be exhibited in such a manner as can be best seen on the approach of, or to, any other vessel or vessels, in sufficient time to avoid collision, and so that the Green Light shall not be seen on the Port side, nor the Red Light on the Starboard side.

## FOG SIGNALS.

All Sea-going Sailing Vessels, when under way, shall in all cases of Fog, use when on the Starboard Tack a Fog Horn, and when on the Port Tack shall ring a Bell. These signals shall be sounded once at least every five minutes.

SAILING PILOT VESSELS are to carry only a White Light at the Mast-head, and are to exhibit a Flare-up Light every 15 minutes, in accordance with Trinity House regulation.

## VESSELS AT ANCHOR.

All Sea-going Vessels when at anchor in roadsteads or fairways shall, between sunset and sunrise, exhibit where it can best be seen, but at a height not exceeding 20 feet above the hull, a White Light in a Globular Lantern, of 8 inches in diameter, and so constructed as to show a clear, uniform, and unbroken light all round the horizon, at a distance of at least 1 mile.

Given under our hands this 24th day of February 1858.

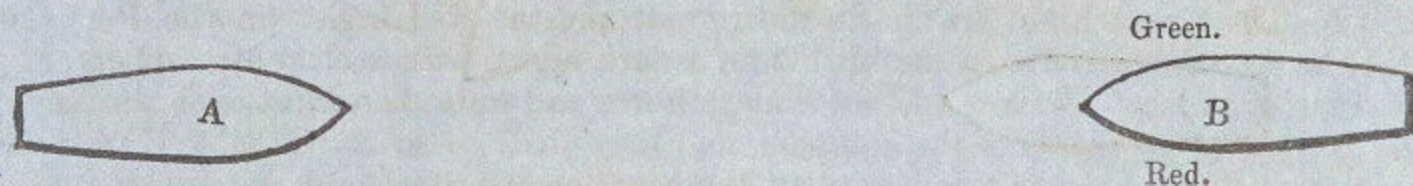
CHARLES WOOD.  
R. S. DUNDAS.

By Command of their Lordships,  
W. G. ROMAINE,  
Secretary.

The following Diagrams are intended 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 which carries them:—

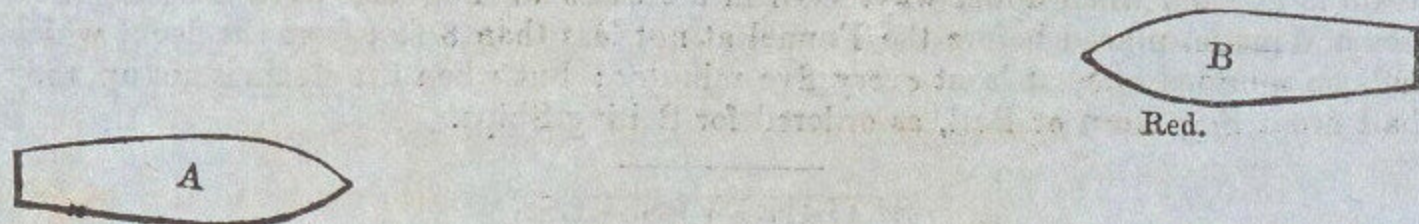
FIRST.—When both Red and Green Lights are seen:

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;

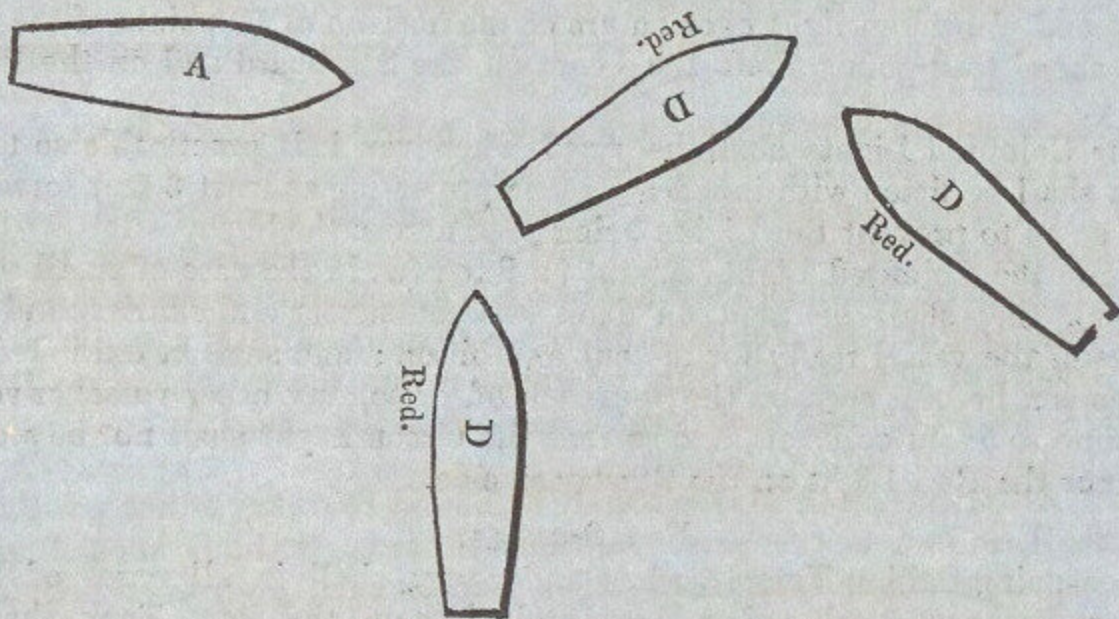


If A sees a White Mast-head Light above the other two, she knows that B is a steam-vessel.

SECOND.—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 ;

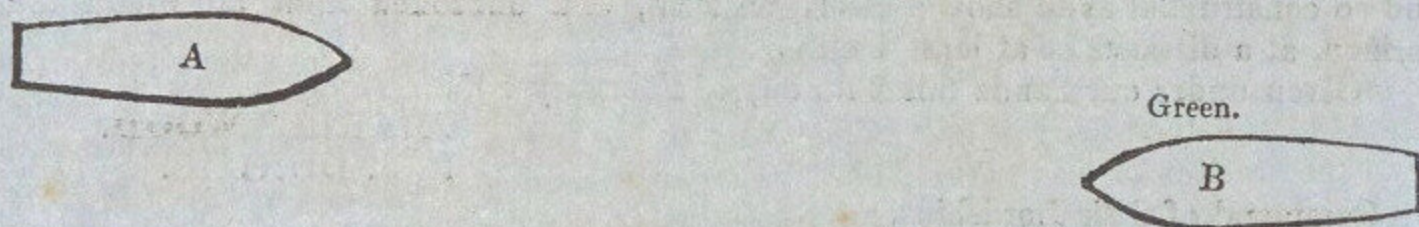


or, 2, a vessel is crossing in some direction to port, as D D D.

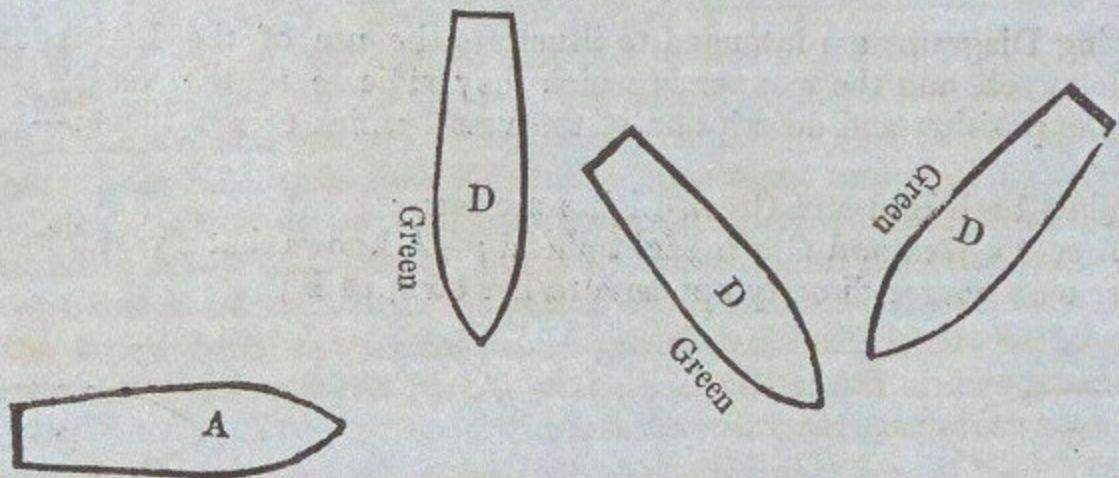


If A sees a White Mast-head Light above the Red Light, A knows that the vessel is a steam vessel, and is either approaching her in the same direction as B, or is crossing to port in some direction as D D D.

THIRD.—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 FOLLOWING ARE THE ENACTMENTS HAVING REFERENCE  
TO THE ABOVE REGULATIONS.

“THE MERCHANT SHIPPING ACT, 1854,”

(17 & 18 Vict. Cap. 104.)

*Lights and Fog Signals, and Meeting and Passing.*

CCXCV. The following Rules shall be observed with regard to Lights and Fog Signals; (that is to say,)

*Rules as to  
Lights Meeting  
and Passing.*

- (1.) The Admiralty shall from time to time make Regulations requiring the exhibition of such Lights, by such classes of Ships, whether Steam or Sailing Ships, within such places and under such circumstances as they think fit, and may from time to time revoke, alter, or vary the same :
- (2.) The Admiralty may, if they think fit, make Regulations requiring the use of such Fog Signals, by such classes of Ships, whether Steam or Sailing Ships, within such places and under such circumstances as they think fit, and may from time to time revoke, alter, or vary the same :
- (3.) All Regulations, made in pursuance of this Section shall be published in the *London Gazette*, and shall come into operation on a day to be named in the Gazette in which they are published, and the Admiralty shall cause all such Regulations to be printed, and shall furnish a copy thereof to any Owner or Master of a Ship who applies for the same, and production of the Gazette containing such Regulations shall be sufficient evidence of the due making and purport thereof :
- (4.) All Owners and Masters shall be bound to take notice of the same, and shall, so long as the same continue in force, exhibit such Lights, and use such Fog Signals, at such times, within such places, in such manner, and under such circumstances as are enjoined by such Regulations, and shall not exhibit any other Lights or use any other Fog Signals, and in case of default the Master or the Owner of the Ship, if it appears that he was in fault, shall for each occasion upon which such Regulations are infringed incur a Penalty not exceeding Twenty Pounds.

*Regulations as  
to Lights and  
Fog Signals.*

CCXCVI. Whenever any Ship, whether a Steam or Sailing Ship, proceeding in one direction, *meets* another Ship, whether a Steam or Sailing Ship, proceeding in another direction, so that if both Ships were to continue their respective courses they would pass so near as to involve any risk of a collision, the helms of both Ships shall be put to Port so as to pass on the Port side of each other; and this Rule shall be obeyed by all Steam Ships and by all Sailing Ships whether on the Port or Starboard tack, and whether close-hauled or not, unless the circumstances of the case are such as to render a departure from the rule necessary in order to avoid immediate danger, and subject also to the proviso that due regard shall be had to the dangers of navigation, and, as regards Sailing Ships on the Starboard tack close-hauled, to the keeping such Ships under command.

*Rules as to  
Ships meeting  
each other.*

CCXCVII. Every Steam Ship, when navigating any narrow channel, shall whenever it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the Starboard side of such Steam Ship.

*Rule for Steam-  
ers in narrow  
channels.*

CCXCVIII. If in any case of collision it appears to the Court before which the case is tried that such collision was occasioned by the non-observance of any rule for the exhibition of Lights or the use of Fog Signals issued in pursuance of the powers herein-before contained, or of the foregoing rule as to the passing of Steam and Sailing Ships, or of the foregoing rule as to a Steam Ship keeping to that side of a narrow channel which lies on the Starboard side, the owner of the Ship by which such rule has been infringed shall not be entitled to recover any recompence whatever for any damage sustained by such Ship in such collision, unless it is shown to the satisfaction of the Court that the circumstances of the case made a departure from the rule necessary.

*If collision  
ensues from  
breach of the  
above rules,  
owner not to be  
entitled to re-  
cover.*

CCXCIX. In case any damage to person or property arises from the non-observance by any Ship of any of the said rules, such damage shall be deemed to have been occasioned by the wilful default of the person in charge of the deck of such Ship at the time, unless it is shown to the satisfaction of the Court that the circumstances of the case made a departure from the rule necessary.

*Breaches of  
such rules if  
imply wilful  
default.*

## ERADICATION OF THISTLE.

Provincial Secretary's Office,  
New Plymouth, 13th November, 1858.  
**T**ENDERS for the eradication of the Scotch Thistle on the Native Reserves Nos. 3 and 4, in the Mangorei road, for the term of one year, commencing on the 1st of December next, will be received at this office until noon of Saturday the 27th instant.

Further particulars may be obtained on application at this office.

Tenders to be sealed and endorsed "Tender for Eradication of Thistles."

I. N. WATT,  
Provincial Secretary.

## TENDERS FOR PAINTING.

Provincial Secretary's Office,  
New Plymouth, 17th November, 1858.

**T**ENDERS for Painting the Henui, Huatoki, and Mangotuku Bridges will be received at this office until noon on Saturday the 27th instant.

Particulars may be obtained on application.

Tenders to be sealed and endorsed "Tender for Painting."

I. N. WATT,  
Provincial Secretary.

RETURN of the names of all persons to whom Scrip has been issued as Military Settlers under the 39th clause of the Land Regulations of the Province of New Plymouth from the 1st to the 31st October, 1858.

To whom issued.	Rank and Regiment.	Date of Issue.	Amount.
Henry Drory .....	Private 65th Regt.	16th October	£40 0 0

Provincial Secretary's Office,  
New Plymouth, 2nd November, 1858.

I. N. WATT,  
Provincial Secretary.

## ROADS AND BRIDGES ORDINANCE, 1858.

Provincial Secretary's Office, 17th November, 1858.

**T**HE following approximate statements of the manner in which the Boards of Commissioners for the districts specified propose expending the funds at their disposal are published for the information of the ratepayers.

I. N. WATT, Provincial Secretary.

## EIGHTH DISTRICT.

Improving line of road from Monamona to the beach .....	12	0	0
“ “ “ from Oxenham's to McDonald's.....	8	0	0
“ “ “ from Dixon's to W. Bayly's .....	12	0	0
“ Petoni Junction road .....	10	0	0
“ Oakura hill.....	20	0	0
“ road from Tapuae road to Poutoko pa.....	20	0	0
	£82	0	0

MANLEY DIXON,  
JAMES BAYLY, } Commissioners.  
PHILIP PRISKE, }

## NINTH DISTRICT.

Metal for roads .....	65	0	0
Pote's Bridge .....	5	0	0
Repairing Culverts.....	10	0	0
Sealy road .....	20	0	0
Hurford road .....	15	0	0
	£115	0	0

GEO. BAYLEY,  
JOHN HURFORD, } Commissioners.  
JOSEPH PARKER, }