

SAILING DIRECTIONS AND SIGNALS

IN USE AT THE VARIOUS PORTS OF NEW ZEALAND.

INVERCARGILL.

VESSELS bound for the 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. $\frac{3}{4}$ 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 cables' length above the Pilot Station is E. $\frac{1}{4}$ N., and from thence to about four cables' length further 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 vessels 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 with 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. $\frac{1}{2}$ 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 of 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. 30m., and the rise of the 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 the 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 yard-arm, 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 yard-arm. Communication may be had with vessels at sea by means of Marryatt's signals at the south yard-arm.

Marryatt's signals at the north yard-arm, 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.

PORT CHALMERS, OTAGO.

CLUTHA RIVER SIGNAL STATION.

The following signals will be exhibited at the flag-staff situated on the South Shore, at the entrance of the river, to steer the vessel by when crossing the bar, to indicate the state of the tide, and whether prudent or otherwise to approach the harbour.

If the vessel be too far to the northward, the white ball will be hauled out to south yard-arm; and if too far to the southward, it will be hauled out to the north yard-arm.

BLUE PETER: keep to sea, the bar is not fit to take.

RED FLAG: take the bar, there is no danger.

BLUE FLAG WITH WHITE ST. ANDREW'S CROSS: ebb tide, and the bar not fit to take.