

15. Any person drowning any animal in, or throwing a dead animal into the harbour, or placing any dead animal below high water mark, shall be liable to a penalty not exceeding five pounds, and to an additional penalty of one pound per day during which such animal remains in the harbour, or below high water mark, provided that no such penalty shall together exceed the sum of twenty pounds.

16. It shall be competent at any time for the Harbour Master, or a person deputed by him, to order any ship, lighter, boat, or timber to be removed from or to any part of the harbour whenever such removal shall, in his opinion, for the general accommodation of the shipping, be proper. And any person who shall fail to obey such order, or otherwise offend against this regulation, shall be liable to a penalty not exceeding ten pounds.

17. No vessel, not being a mail steamer, shall be unmoored on Sunday from her anchorage, and no work is to be done on board any vessel in harbour on Sundays (except such as may be necessary for the cleanliness and safety of the vessel), without the express permission, in writing, of the Harbour Master, under a penalty not exceeding ten pounds.

#### BALLAST.

18. 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, and any person offending against this regulation shall incur a penalty not exceeding five pounds.

19. No ballast, rubbish, gravel, earth, stone, or filth is to be thrown into the harbour, but is to be deposited at any place the Harbour Master may direct, and any person offending against this regulation shall incur a penalty not exceeding twenty pounds.

20. Any person removing shingles, stone, or any part of the soil below high water mark, without permission from the Harbour Master, or in the absence of the Harbour Master, a Resident Magistrate, shall forfeit a sum not exceeding ten pounds.

21. Proper tarpaulins are to be used in discharging or taking in ballast, coals, rubbish, gravel, earth, or filth, so as effectually to prevent any part thereof falling overboard, and no ballast is to be taken on board or discharged from any vessel after dusk, under a penalty not exceeding five pounds.

#### LIGHTERS AND BOATS.

22. No lighter or boat, when detained, shall anchor in the channel between Acheron Head and the Quarantine Island, nor in the middle of any fair-way, but shall anchor within the bays abreast of the aforesaid channel, and close over on either side of any fair-way, under a penalty not exceeding five pounds.

23. The Harbour Master, or any deputy of the Harbour Master, is empowered to take such means, and to give such orders and direction, as he may deem necessary, for the purpose of preventing risk or accident, confusion or overcrowding of boats alongside of vessels; and any person wilfully disobeying any orders so given as aforesaid, shall be liable to a penalty not exceeding five pounds.

#### PENAL HULK.

24. No vessel or boat is to pass between the hulk "Thomas and Henry," and the line of buoys moored round that vessel; all persons in charge of boats or vessels passing near the said hulk are to answer the sentries' challenge; any persons offending against this regulation shall incur a penalty of any sum not exceeding twenty pounds.

#### GUNPOWDER.

25. The Master of every vessel arriving with gunpowder on board, exceeding fifty pounds in weight, shall give immediate notice thereof to the Pilot, on his boarding the vessel, and shall land the same at the Powder Magazine, under the supervision of the Harbour Master or other competent authority, before anchoring at the usual anchorage ground, or forfeit a sum not exceeding twenty pounds.

26. No gunpowder is to be either received or issued by the Keeper of the Magazine, except between the hours of seven in the morning and five in the afternoon.

27. The Master of every vessel shall cause all gunpowder to be conveyed to the Magazine immediately after its being landed, or forfeit a sum not exceeding ten pounds.

28. All gunpowder so landed shall be packed in barrels containing not more than one hundred weight each, closely joined and hooped without any iron about the packages, and so secure that no portion of the gunpowder be in danger of being scattered in the passage, and any person offending against this regulation shall incur a penalty of any sum not exceeding ten pounds.

#### RULES TO BE OBSERVED BY VESSELS PASSING EACH OTHER.

29. Whenever any vessel proceeding in one direction meets a vessel proceeding in another direction, and a Master or other person having charge of either such vessel perceives that if both vessels continue their respective courses they will pass so near as to involve a risk of collision, he shall put up the helm of his vessel to port, so as to pass on the port side of the other vessel, due regard being had to the tide, and to the position of each vessel with respect to the dangers of the channel, and as regards sailing vessels, to the

keeping of each vessel under command; and the Master of any steam-vessel navigating any river or narrow channel shall keep, as far as is practicable, to that side of the fair-way or mid-channel thereof which lies on the starboard side of such vessel.

30. Steam-vessels shall not proceed at more than half speed whilst navigating any of the harbours, rivers, or lakes of Otago, between the hours of sunset and sunrise, and shall continue the sounding of a steam-whistle or the ringing of a bell, and any person offending against this regulation shall be liable to a penalty not exceeding twenty pounds.

31. Steamers, when steering the same course in the river or harbour, either with or without vessels in tow, and one overtaking the other, the vessel gained upon shall slack her speed, if practicable, until the other has passed her.

32. When steamers having vessels in tow are steering opposite courses, the steamer bound up the river shall, before meeting the vessel coming down the river, slack her speed, when practicable, until the other has passed her.

33. Steam-vessels, when passing or near to sailing vessels, are always to be considered in the light of vessels navigating with a fair wind.

34. Steamers shall, on nearing any vessel aground, slack their speed until safely passed.

35. Steamers at all times, when under weigh, must have a responsible person on the bridge to look out.

36. No lower square-sails shall be set of any steamer whilst navigating amongst the shipping.

37. Sailing vessels and ships, having the wind fair, shall give way to ships on a wind.

38. When two ships are going by the wind, the ship on the starboard tack shall keep her wind, and the one on the port tack bear up, thereby passing each other on the port hand.

39. When two ships have the wind large, or a-beam, and meet, they shall pass each other in the same way, on the port hand, the helm of each being put a-port.

40. The Master, or any other person having charge of any vessel, neglecting to observe the rules herein laid down for vessels passing each other, or either of them, shall, for every such offence, be liable to a penalty not exceeding twenty pounds.

#### MISCELLANEOUS RULES.

41. No steamer shall tow any vessel in, nor shall any vessel enter the Cross-Channel (Upper Harbour), unless there be (as shown by the Tide Signals) six inches more water in the channel than such vessel's draught of water.

42. All Masters, or other persons in charge of river-going steam-vessels plying to or from any wharf shall, immediately upon fixing the hours of sailing of such vessels, intimate the same to the Harbour Master, and shall depart punctually at the times of sailing so announced; excepting always in cases of accident actually happening to the vessels or machinery, or other unforeseen impediment occurring.

43. Steamers about to pass any dredging machine at work in any river or channel, or any licensed ferry, or public work in progress, must slow their engines to less than half-speed for at least one hundred yards before arriving abreast of the dredge, ferry, or work.

44. All persons transgressing any of the foregoing Miscellaneous Rules, shall, for each offence, be liable to a penalty not exceeding ten pounds.

#### SIGNALS AT THE FLAGSTAFF.

##### OTAGO HEADS.

Blue Peter—Keep to sea; the bar is not fit to take.  
 Red Flag—Take the bar; there is no danger.  
 Blue, with white St. Andrew's Cross—Ebb tide.  
 White Flag, half-mast high—First quarter flood.  
 White Flag, at the mast-head—Second quarter flood.  
 Red Flag, half-mast high—Third quarter flood.  
 Red Flag, at the mast-head—Last quarter flood.

The following Signals are in use at the Port:—

Pilot—The Union Jack at the fore.  
 Customs' Boat—The Union Jack at the peak.  
 Gunpowder on Board—The Union Jack at the main.  
 Medical Assistance—The Union Jack over the Ensign at the peak.  
 Government Immigrants on Board—Ensign at the mizen-mast head.  
 Mails on Board—White Flag at the fore.  
 Boarding Officer—Blue flag at the main.  
 Clearing Officer—White flag at the main.  
 Police—The Ensign at the main.  
 Ditto at night—Two lights vertical at the peak, having five feet between the two.