

THE PORT OF OAMARU

Is situated in a bay at the Oamaru headland to the north of Cape Wanbrow, is about forty-three miles north from Tairāroa Head, and thirteen miles south from the mouth of the Waitaki River, on the east coast of the Middle Island of New Zealand; lat. $45^{\circ} 6'$ S., long. $71^{\circ} 1'$ E.

It is the outlet for the produce of the Waitaki and part of the Waimate District, and forms the terminus of several branch lines of railway—the Windsor and Livingstone, Duntroon and Kurow, and the Waimate and Waihao forks, as well as the Moeraki-Waitaki section of the main line.

The principal articles of export are, wool and cloth, grain- and farm-produce, breadstuffs, frozen mutton, and the famous Oamaru building-stone.

The port has been improved by the construction of a concrete sea-wall and a rubble mole, 1,850ft. and 1,700ft. in length respectively, enclosing about 60 acres, and forming a perfectly safe, commodious, and easily-accessible harbour.

The entrance is 600ft. in width, well sheltered by the sea-wall. Four wharves have been built, (Macandrew, Normanby, Cross, and Sumpter Wharves), a large area has been dredged round the wharves, and the Sumpter Wharf especially stands in a basin dredged to accommodate vessels of the largest class.

Strong moorings have been laid, and warps, cranes, and other appliances are kept in readiness; every care and attention being afforded to vessels by the Harbourmaster and his assistants.

Full particulars of the by-laws, charges, &c., may be obtained on application at the office of the Harbour Board, Oamaru.

SAILING DIRECTIONS.

LIGHTS.

A fixed red light is exhibited from a lighthouse on the South Head, Oamaru Bay, and is seen in clear weather about eight to ten miles over an arc of $146^{\circ} 0' 15''$, between N.N.W. and S. by W. from seaward, the outer anchorage being on a S.W. by W. bearing, distant one and a half miles. All bearings are magnetic.

A green light is exhibited from a staff at the north end of the breakwater, at an elevation of 16ft. above the sea-level, and is seen in clear weather three or four miles from seaward, between bearings N.W. and S.S.W. (magnetic).

A red light is exhibited on east end of north mole. The light is about 14ft. above high-water mark, visible all round, and distant from the green light on the breakwater 550ft., the lights bearing from each other S.W. $\frac{1}{2}$ W., N.E. $\frac{1}{2}$ E., between which light is the entrance to the harbour.

Vessels entering should give the breakwater end a berth of at least 40 fathoms.

SIGNALS.

The signals are shown from a flagstaff erected on the cliff immediately south of the breakwater.

The following signals are shown in accordance with the provisions of the Harbour Regulations:—

Put to Sea or keep to Sea.—Day: Two balls horizontal on yard on either side of mast. Night: Two white lights horizontal, with red light between them.

In bad weather the green light at the end of the breakwater cannot be shown. Masters of vessels in the roadstead, in calm weather, will require to exercise judgment in getting their vessels to sea.

There are exhibited at the Port of Oamaru two leading lights on beacons erected above the cliff to the south-westward of the harbour: From the upper or south beacon, a fixed green light, 120ft. above sea-level; from the lower beacon, a fixed white light, 104ft. above sea-level.

The beacons are white, with a black vertical stripe in the centre of each: the north beacon, a circular disc; the south or upper beacon, the gable of a small hut. They are 180ft. apart, bearing from each other N.N.E. $\frac{1}{2}$ E., and S.S.W. $\frac{1}{2}$ W. (magnetic).

The beacons in line lead in, clearing the spit at the breakwater-end about 80ft., and the mole-end about 85ft., with 18ft. water at two cables' length off breakwater, 17ft. abreast of the spit, and 16ft. abreast of the mole end, low-water springs.

Vessels making for the harbour should get the lights or beacons in one when about two cables' length off the breakwater, keeping them in line till the end of the breakwater bears S.E. by E.; then starboard the helm, passing the mole (on which is a fixed red light) about 120ft. off, and steer for wharf, if directed, or anchor where convenient, out of the fairway, if possible.

Signals to Steamers.—Steamers arriving at night, and sounding whistle on approaching the breakwater, will be signalled to wharf as follows:—Macandrew Wharf: A red light on west or outer corner of wharf. Normanby and Sumpter Wharves: East side, a green light on east corner of wharf; west side, a red light on west corner of wharf.

If wharf-berth is not clear, the above lights will not be shown; then anchor or make fast to mooring-buoys.

Strangers should not attempt to take the port at night, but keep five miles to the windward till daylight, more especially in heavy southerly weather, as then the wind draws directly out of the entrance, and, if much sea on, vessels would be liable to get dangerously near to the north beach.

WM. SEWELL,
Harbourmaster.