

PAPERS RELATIVE TO RESURVEY OF THE MANUKAU BAR.

No. 1.

His Honor J. WILLIAMSON to the Hon. E. W. STAFFORD.

SIR,—

Wellington, 21st October, 1868.

I have the honor to direct your attention to the pressing necessity that exists for making an accurate survey of the Manukau Bar, which has shifted of late, with the view of preventing any casualty to shipping frequenting that port.

From the observations of the captains of steamers trading to Manukau, it would appear that the South bank has so shifted as to render the leading beacons erected on the South Head dangerous; in fact, to observe the sailing directions would bring any vessel on the tail of the bank. Moreover, Captain Kennedy of the s.s. "Airedale," on his last trip, came out by a new channel, not laid down on the charts, which he reports as being a mile shorter, and smoother and deeper water, than the South Channel, now usually taken by steamers and sailing vessels.

I would suggest that as it is of the utmost importance to determine these points, the General Government should direct a survey of the bar at the Manukau Harbour to be made, and for this purpose employ the Colonial steamer "St. Kilda," or other steam vessel. Being outside the Manukau Harbour, this duty devolves upon the Colonial Government; but if you should require it, I would direct Captain Wing, Pilot and Harbourmaster at the Manukau, to assist in making the survey.

I have, &c.,

J. WILLIAMSON,

The Hon. Colonial Secretary, Wellington.

Superintendent of the Province of Auckland.

No. 2.

The Hon. E. W. STAFFORD to His Honor J. WILLIAMSON.

(No. 268.)

Colonial Secretary's Office,

SIR,—

Wellington, 23rd October, 1868.

I have to acknowledge the receipt of your Honor's letter of the 21st instant, calling the attention of the Government to the alleged recent shifting of the Manukau Bar, and to the necessity of an accurate resurvey of it.

The Government has no vessel available at present for this service, but in order to lose no time in exactly ascertaining the present position of the bar, and in fixing the buoys and beacons accordingly, I have to request your Honor to be good enough to direct Captain Wing, the Pilot and Harbourmaster at the Manukau, to take the necessary steps at once to perform this service. The Marine Department will be instructed to communicate with Captain Wing on this subject, but he should not on that account delay the necessary work.

The General Government will advance the necessary funds, and the expenses will be charged against the Province of Auckland, under the 27th section of "The Marine Act, 1867," which requires such expenses on account of harbours "or the approaches thereto," to be charged against the Province in which such harbour is situated.

I have, &c.,

His Honor the Superintendent, Auckland.

E. W. STAFFORD.

No. 3.

Mr. BALFOUR to Captain WING.

SIR,—

Marine Department, Wellington, 24th October, 1868.

The Colonial Government have instructed me to communicate with you on the subject of a resurvey of the Manukau Bar, with a view to making any changes which may be necessary in the positions of the leading marks, buoys, &c., the Hon. the Colonial Secretary having requested His Honor the Superintendent of Auckland to instruct you to make such survey without delay.

It is to be regretted that the "St. Kilda" has been detached on other services, and is consequently unavailable for this work; at the same time, her considerable draft of water and small power render her inconvenient, if not unsafe, for bar survey work, and I should imagine that you will be able to procure a more suitable vessel on the spot—a light-draft paddle or twin-screw boat, of considerable power, would be much the most convenient style of craft for the work.

I am satisfied that no better arrangement could be made for the purpose of examining and buoying the new channel than has been done in intrusting it to your care, as your local experience will be greatly in your favour. I am not aware, however, whether you have been in the habit of making such surveys in the methodical manner which is necessary before the work can be laid down on paper, in a sufficiently accurate manner to stand the scrutiny of the Hydrographical Department of the Admiralty, and shall be glad to hear from you whether you can undertake to plot the new positions of the banks or not.

This, however, is not the most immediately necessary part of the work. The first thing is that you should make yourself and assistants thoroughly acquainted with existing channels, so as to be able to