THE PILOT

NEW ZEALAND MARITIME PILOTS ASSOCIATION

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OUTSIDE EDGE

Well, it's subscription time again and the form will be found on page 11. As you will see, while your subscription to the N.Z.M.P.A. remains at $25 the I.M.P.A. levy, for which all current pilots are liable, has risen by $20 to $135, making the cost of full membership $160.

Consider the contributions of the two Associations to our profession, however, and $160 seems a small price to pay.

Nationally Zealand Maritime Pilots Association has become the voice of New Zealand pilots, and when Maritime New Zealand is considering matters affecting pilots and pilotage it is to the New Zealand Maritime Pilots Association it turns for advice. Individuals may, of course, make submissions, but collectively we submit with greater authority and, generally, better results.

Internationally the International Maritime Pilots Association is our voice at the I.M.O. and other international maritime groups. As far as I am aware every advance in pilot safety since the formation of the I.M.P.A. in 1971 has been as a result of its activities and submissions.

$160 doesn't seem such a burden.

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PORT PROFILE-BLUFF
The report of Sir John Coode

Few people today will know of Sir John Coode, but in his day he was one of the World's leading harbour engineers. Born on 11 November 1816 in Cornwall he made his name as the engineer in charge of harbour works at Portland, for which he was knighted. In 1878 he was employed by the New Zealand Government to report on the future of the nation's harbours and made recommendations for future improvements. In the South Port archives I found his report on Bluff, all written in immaculate long-hand. This is what he had to say:-

5 Westminster Chambers,
London, S.W.
August 1879

New Zealand Harbours
The Bluff (Campbelltown)

Sir,

I have the honor to submit my Report on the Bluff Harbour, accompanied by the following illustrative drawings;_

No 1 isa general chart of the south eastern portion of the Awarua or Bluff Estuarys showing the Harbour and Campbelltown.

No's 2 and 3 are detailed plans, mainly compiled from the special survey prepared in accordance with Instructions framed by me when in the Colony, the former shews the Works hereinafter recommended for immediate execution, the latter a complete scheme of Harbour Improvements, of which any works to be undertaken from time to time should form instalments or portions.

Sir John Coode

No 4 gives details of the mode of construction proposed to be adopted.

No 5 is a chart illustrating the system of leading lights *(etc)* to enable vessels to enter or leave the port after nightfall.

Geographical position and physical features The geographical position of Bluff Harbour (when taken in connection with the area and depth of water in the Estuary) is certainly such as to justify the prediction that it is destined to become, at ant rate, one of the chief

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southern harbours of New Zealand.
As regards the South Island, it is the first port of arrival from - and the last for departure to - Tasmania, Victoria, South Australia and Europe; it is no further distant from Sydney than Manakau, which may be regarded as the western water-gate of Auckland, or than New Plymouth, at the south western extremity of the North Island; it is even nearer to Sydney than Wellington. Both as regards general commerce, and as a Mail-packet station for the South Island, Bluff Harbour therefore possesses unusual advantages.
The area of the Awarua Estuary, in which this Harbour is situated, is 21.75 square miles at high water, the quantity of tidal water passing in and out through the Entrance at ordinary spring tides is no less than 104,250,000 tons.
The entrance is unencumbered by any Bar, and is so situated that its aspect is upon the "weather" shore. There are two channels leading into and out from the Harbour, the principal of these runs nearly north and south, the other east and west.
At the time of my inspection, last year, there was no steam tug in connection with the Harbour, consequently sailing vessels were then dependent upon the tidal streams for their times of entry and departure; but inasmuch as these currents run fairly true through the respective channels, no difficulty has been experienced during the hours of daylight. I understand however, that arrangements are now in progress for obtaining a steam tug for the service of the Port. As regards the navigation by night, I shall hereinafter describe, in detail, the system of lights which I have to recommend for adoption.
I should here mention that on the western side of the Entrance, north and south of Starling *(sic)* Point, and under the shelter of the promontory of the "Bluff", there is a large area of sheltered water having depths varying from 3 to 6 fathoms at low water and good holding ground, which is admirably adapted for anchorage, and is found to be most useful in westerly and south-westerly winds; this is a very valuable adjunct to the Harbour.
I may further mention that, as is pointed out by Capt Thomson, the Harbour Master, vessels bound for this port may find perfect shelter with smooth water and safe anchorage, between Saddle Point and Port William on the North East coast of Stewart's Island, the best anchorage being "abreast of the Murray River, from a half a mile to a mile off the shore, in from 5 to 12 fathoms water".
Present and prospective Trade The trade of the port has been steadily progressive; taking the eight years from 1871 to 1878, both inclusive, the returns for which are now before me, it appears that the Imports have risen from (Pounds) 85,534 in the former year, to (Pounds) 226,864 in the latter; the Exports have advanced from the value of (Pounds) 154,590 in 1871 to (Pounds) 391,970 in 1878, the increase in both Imports and Exports having been at the average rate of from 20 to 25 percent per annum.
In view of its geographical position and great natural advantages as a port, coupled with the fact that it is, and must always continue to be, the southern terminus of the Railway system of the South Island, Bluff Harbour would seem to be of necessity, the permanent natural outlet and inlet for the seaborne trade of the southern portion of the Provincial District of Otago, and as such the progressive advance of its trade may be fairly anticipated to be at least as great in the future as it has been in the past, more especially when its undoubted natural advantages shall have been supplemented by artificial Works of Improvement.
Existing Works The existing works consist of a Timber Wharf about 800 feet in length, having a depth of about 20 feet alongside at low water of spring tides, and 28.5 feet at high water. This Wharf is generally parallel to the shore and is connected therewith by a Viaduct; the present Railway Station abuts on the root of the Wharf, and is joined to the berthage by branch lines.
It will be seen from the Drawings that abreast of the Town, and about 350 yards therefrom, there is a sandspit extending in and east-and-west direction, the eastern end of the spit being submerged being submerged with depths over it of from 4 to 6 feet at low water of spring tides. Between the spit and the shore in front of the Town, there is a wide channel through which the tidal water passes to and from the north north western part of the Estuary; the depths in this channel are, speaking generally, from 14 to 21 feet at low water of spring tides. Northward of the spit there is a fine channel having, along a portion of its length, a depth of about 40 feet at low water; through this channel by far the greatest part of the tidal water required to fill the Estuary passes on its way to the northern and eastern reaches.
At the time of my inspection the plan described in Mr Brunton's Report of 26th July 1877 was placed before me. It consisted of an Embankment of rubble stone, extending in a straight line from the shore just above Suir Street to the north-western termination of the present Wharf; the object of this Embankment was to train the flowing and ebbing currents which pass through the channel between the Town and the sand spit so as to cut off the southern end of the latter, and thereby to create and maintain a waterway having a sufficient depth for navigation purposes. There is no doubt that the formation of an Embankment of the character and in the position proposed, with the view of ultimately creating deep-water berthage, is sound in principle, but effectually to accomplish the object in view, it would be necessary, in conjunction with and parallel to such an Embankment, to form a low training work on the north side in order to prevent the southward growth of the sand spit into the fairway.
In the Report to which I have referred, Mr Brunton proposed to construct, in the first instance, a quay wall 10 chains in length measured from the western end of the present timber wharf. The space between the back of this quay Wall and the Embankment, was to have been filled up so as to form a wharf 60 feet in width. The estimated cost of this Embankment quay and Wharf was (Pounds) 40,381. Mr Brunton appears to have regarded the Works just described as the first instalment of a comprehensive scheme for Dock accommodation. Obviously it is sound in principle to so frame the Works to be undertaken in the first instance that they could, without