



The islands of New Zealand from the admiralty surveys of the English and French marine, from the officers of the New Zealand Company and from private surveys & sketches

<https://hdl.handle.net/1874/378288>

ISLANDS OF
NEW ZEALAND

from the
ADMIRALTY SURVEYS

OF THE
English and French Marine

FROM THE OBSERVATIONS OF THE OFFICERS OF THE
NEW ZEALAND COMPANY

AND FROM
PRIVATE SURVEYS & SKETCHES

COMPILED BY
JAMES WYLD

GEOGRAPHER TO THE QUEEN AND H.R.H. PRINCE ALBERT
CHURCH LANE, EAST LONDON



Sailing Directions for the Harbours in Cook's Strait

French Island For vessels bound for the S. I. should make the Land 20 or 25 miles to the N. of the Cape of Good Hope, and then the Channel between the Islands will open, and the vessels may proceed to the S. I. by the Channel, or by the Strait of Cook's Strait.

Blind Bay For vessels bound for the S. I. should make the Land 20 or 25 miles to the N. of the Cape of Good Hope, and then the Channel between the Islands will open, and the vessels may proceed to the S. I. by the Channel, or by the Strait of Cook's Strait.

Ship Cove Choose the passage between Long Island and Motunua, either round the S. point of Motunua, or the Cape Lee open. Soundings between the Islands are 10 to 15 fathoms, but dark Sand over the Watering place abundance of Wood. High Water full of Change 2 1/2 P.M.

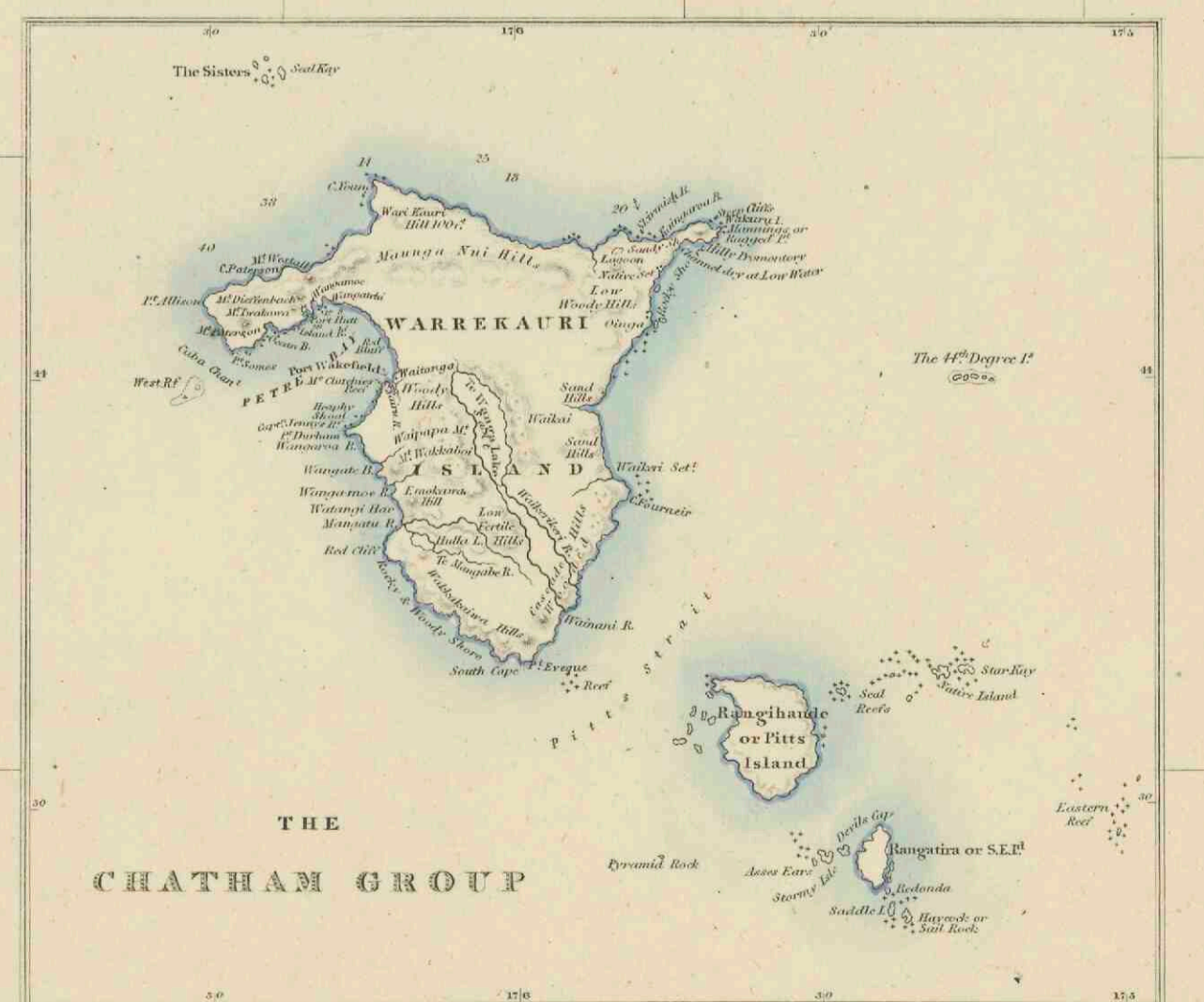
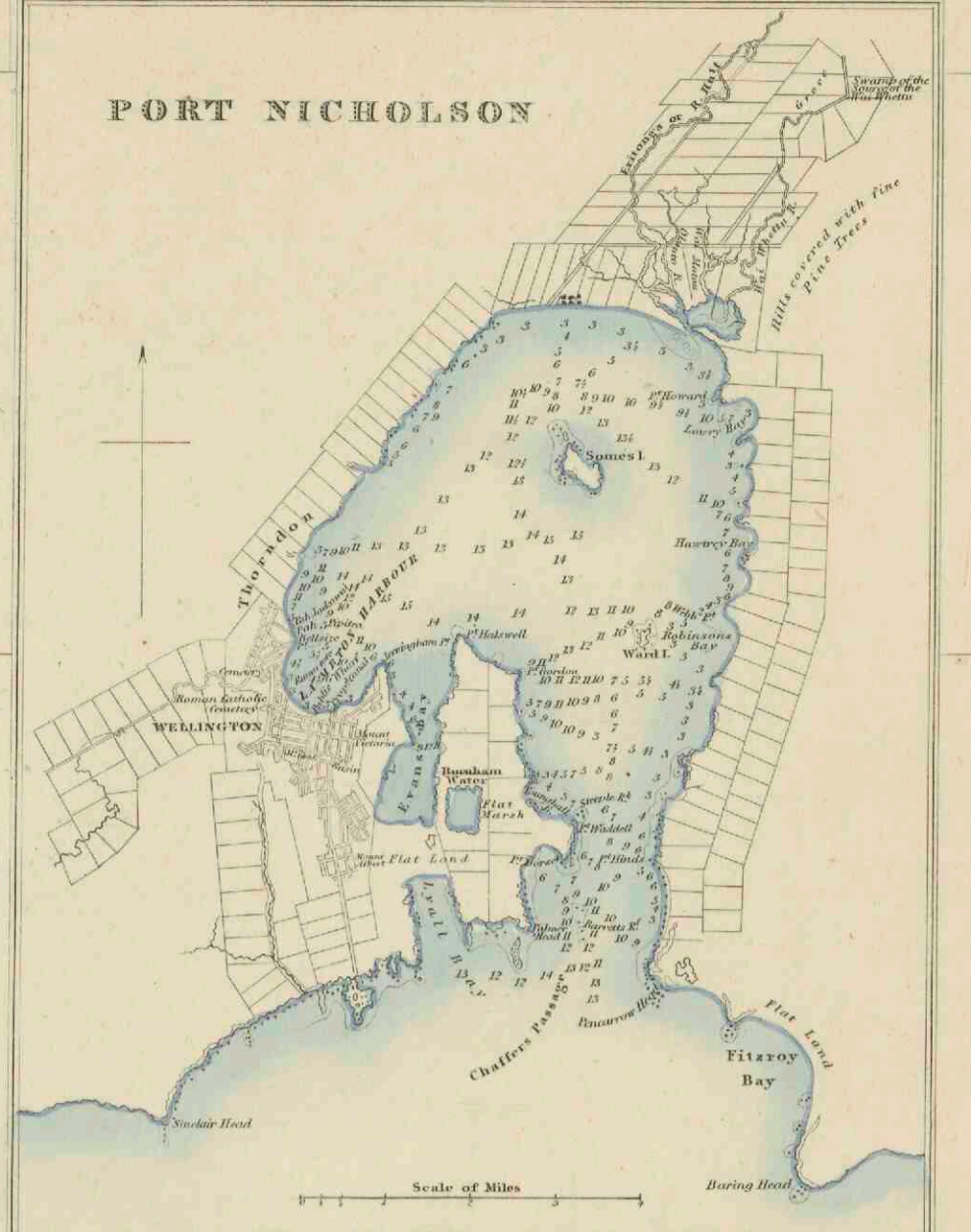
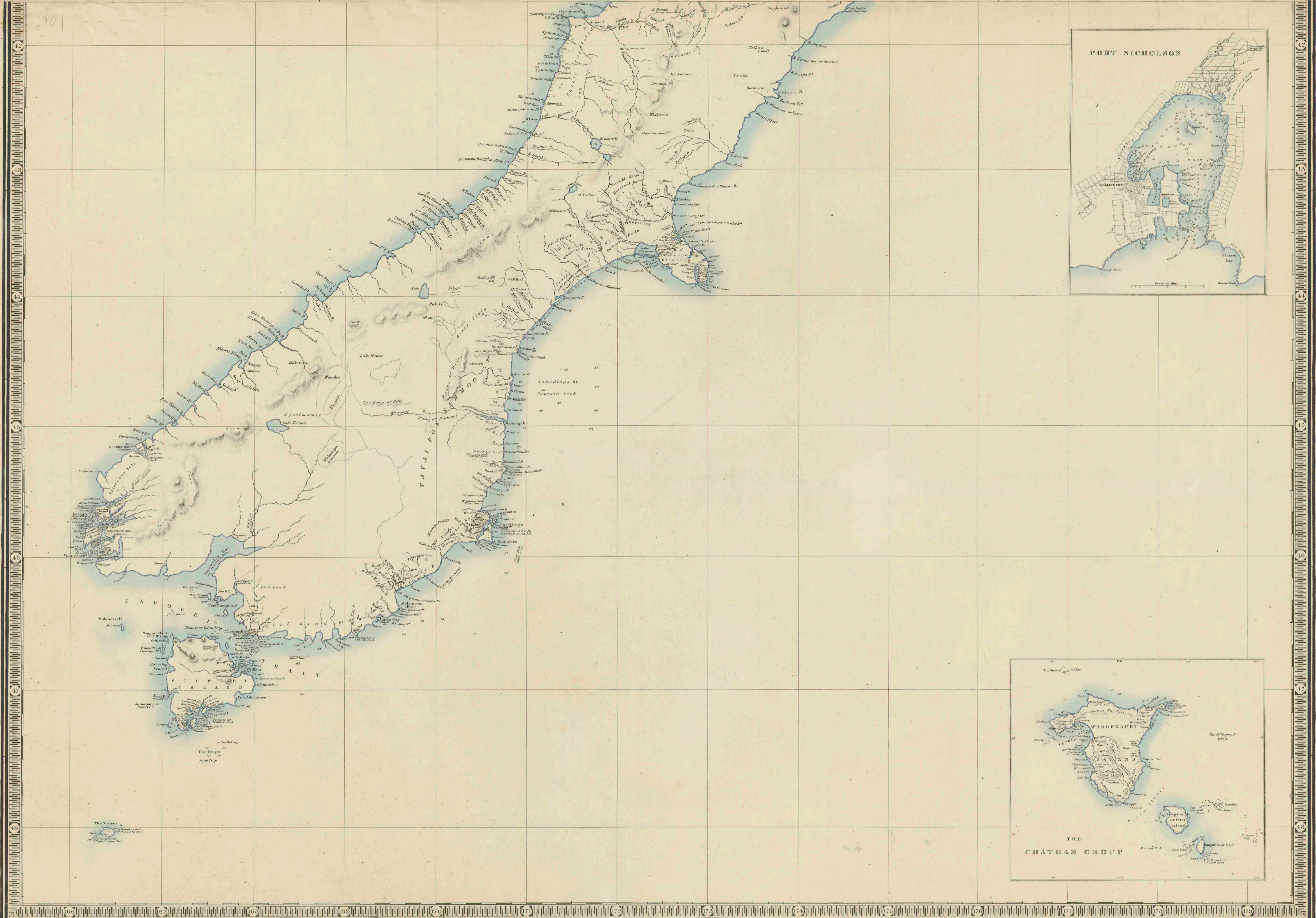
Cherry Bay Vessels bound for this place will save much time and trouble by running up Queen Charlotte's Sound, through the Channel.

Tree Channel In making this Channel, vessels should be taken care of the Horn of the Sound, running N. W. for 1 1/2 Miles to the mouth of the Channel. This may be done by the Cape of Good Hope, or by the Strait of Cook's Strait. Soundings in the middle of the Channel are 10 to 15 fathoms, but dark Sand over the Watering place abundance of Wood. High Water full of Change 2 1/2 P.M.

Port Underwood Vessels from the N. I. should not approach the Harbour by 2 or 3 Miles, as it would be difficult to clear the Rocks, and the Water is very shallow. The passage between the Islands is very narrow, and the Rocks are very numerous. The passage between the Islands is very narrow, and the Rocks are very numerous. The passage between the Islands is very narrow, and the Rocks are very numerous.

Port Nicholson In making this Port, keep about 1 Mile distant to avoid the Rocks lying between the Islands, and the passage through the Channel. The passage between the Islands is very narrow, and the Rocks are very numerous. The passage between the Islands is very narrow, and the Rocks are very numerous.

Kapiti Island Vessels from the N. I. will find anchorage inside in 17 fathoms at the South end of the Island. Watering place.



ISLANDS OF
NEW ZEALAND

from the
ADMIRALTY SURVEYS

OF THE
English and French Marine

FROM THE OBSERVATIONS OF THE OFFICERS OF THE
NEW ZEALAND COMPANY

(AND FROM
PRIVATE SURVEYS & SKETCHES)

COMPILED BY
JAMES WYLD
GEOGRAPHER TO THE QUEEN AND H.R.H. PRINCE ALBERT
CHURCH LANE EAST LONDON

sailing Directions for the Harbours in Cook's Strait
 Cook's Strait is the only passage between the N. & S. Islands of the New Zealand Group, and is the only anchorage for the large merchant ships. It is a narrow strait, about 20 miles long, and is bounded by the high mountains of the North and South Islands. The water is deep, and the anchorage is good. The following directions are given for the passage of the strait, and for the anchorage in the harbours on either side.
 1. The passage of the strait is best made in the forenoon, when the wind is from the north or north-east. The current runs to the south, and is strong. The passage should be made in the forenoon, when the wind is from the north or north-east. The current runs to the south, and is strong.
 2. The anchorage in the harbours on either side is best made in the forenoon, when the wind is from the north or north-east. The current runs to the south, and is strong.
 3. The anchorage in the harbours on either side is best made in the forenoon, when the wind is from the north or north-east. The current runs to the south, and is strong.

Whatsoever Harbours of New Zealand, French Harbours, or Harbours of the South Sea, are not mentioned in this Map, are not surveyed, and are not to be taken as harbours of refuge. The only harbours of refuge are those which are marked on this Map, and are to be taken as harbours of refuge. The only harbours of refuge are those which are marked on this Map, and are to be taken as harbours of refuge.

