

SUPPLEMENT

Government Gazette.

SATURDAY, OCTOBER 17, 1840.

*Colonial Secretary's Office, Perth,
October 15, 1840.*

His Excellency the Governor, in directing the publication of a communication which has been received from the Hon. the Surveyor-general relative to the establishment of two beacons as guides to vessels approaching Gage's Roads through the Southern passage, near Rottnest, together with the necessary sailing instructions for vessels approaching this Island, avails himself of the opportunity thus afforded him of expressing his high sense of the important and valuable services rendered on this occasion by Capt. Wickham, aided by the zealous cooperation of Lieut. Stokes, and the officers and crew of H. M. S. Beagle, whereby a lasting benefit has been conferred, not only on the inhabitants of Western Australia but to all persons in any way connected with commerce and navigation in these seas.

*By His Excellency's command,
PETER BROWN.*

*Survey Office, Perth,
Oct. 15, 1840.*

SIR,—I have the honor to report, for the information of His Excellency the Governor, my return, yesterday evening, in H. M. S. Beagle, from Rottnest Island where, by the kindness of Capt. Wickham, and the zealous cooperation of Lt. Stokes, and the officers and crew of that ship, two very serviceable beacons have been erected upon Duck Rock and Fisherman's Rock, for pointing out the best navigation into Gage's Roads through the Southern passage, near Rottnest. These sea-marks, and the admirable chart of the Island and passage, constructed by the indefatigable perseverance of Lieut. Stokes and his assistants, have enabled me to forward to His Excellency the enclosed sailing directions for the vicinity of Rottnest, which I beg leave to recommend should be made public as early and extensively as possible,—no minute chart or instructions for that navigation, having hitherto been published for the guidance of mariners.

J. S. ROE,
Surveyor-General.

To the Hon. the Colonial Secretary.

SAILING DIRECTIONS FOR THE NAVIGATION ABOUT ROTTNEST ISLAND.

Rottnest: Rottnest Island, 6 miles in length E. by N. and W. by S. with an extreme breadth of $2\frac{1}{2}$ miles, has an irregular hummocky surface, not much wooded, and may now be distinguished from Garden Island and the contiguous main land by a white obelisk, 15ft. in height, with a pole in the middle, of the same length, which has recently been erected on its highest part near the centre of the Island. This Sea-mark: sea-mark, being elevated about 157ft. above the level of the sea, may be seen from a ship's deck in clear weather at the distance of 7 or 8 leagues, and will shortly give place to a lighthouse of greater elevation. Its position, according to observations in H.M.S. Beagle, is lat. 32° Om. 14s. South, long. 115° d. 29m. 6s. East from Greenwich.

To round the Island on its north side, a ship should not approach nearer than one Horseshoe: mile, in order to avoid the Rock: *Horseshoe Rock*, which lies $\frac{3}{4}$ of a mile off shore, at the distance of two

Roe's: tremity, and *Roe's Reef*, situate Reef: $\frac{3}{4}$ of a mile N. 16 deg. W. from a small rock with a cask beacon upon it, about half a cable's length from the island's Duck: N.E. point. The beacon is upon Rock: *Duck Rock*, and the projection near it is *Bathurst Point*. A ship will be clear to the northward of Horse-shoe Rock while Duck Rock beacon is kept open of the N. point of Rottnest; and Roe's Reef may be cleared on the north by keeping the west end of Rottnest (Cape Vlaming) open of the north point, until Duck Rock bears south; a course may then be shaped about E. by S. for a remarkable white sand patch on the main, which will be distinctly visible $3\frac{1}{2}$ miles north from the entrance to Swan river; and when some rocky islets near the S.E. side of Rottnest are seen to the SSW., opening round the east end of another small rock with a cask beacon upon it $1\frac{1}{2}$ mile SE $\frac{1}{2}$ E from Duck Rock, a SE by E course will conduct into Gage's Roads.

Kingston: *Kingston Spit*, in front of Spit: Thompson's Bay, extends 2 miles east from Duck Rock, and a long mile NE by E from the beacon last mentioned, Fisherman's: which has recently been plac-

Rock: ed upon *Fisherman's Rock*, a small mass of white rocks about 2 cables length NE from the sandy east point of Rottnest Island, distinguished by the name of Point Philip. To clear Kingston Spit on the north, keep Duck Rock a little shut in to the south of a bare pointed hill near the northern shore of Rottnest; or should the bare hill not be distinguished, keep the north extreme of Rottnest to the southward of $W\frac{1}{2}$ S; and to clear Kingston Spit on the south, keep the south extreme of Rottnest (Point Parker) open of the next projection to the Thompson's: N.E. of it (S.W. by W.)

Bay: Thompson's Bay is a fit resort for boats only, being full of shoal rocky patches and sand banks, to the distance of a mile from the shore,—the remainder of Kingston Spit being occupied by foul uneven ground, with depths varying between 5 and 2 fathoms; near its north and east edges are 7 fathoms, deepening to 9 and 10 in $\frac{1}{2}$ a mile. Between Point Philip and the next projection a long $\frac{1}{2}$ mile to the SSW (Bickley Point) there is good shel-ter in *Beagle's Anchorage* from all the usual NW and SW gales of winter, the best birth being in 4 fathoms water, sandy ground, nearly $\frac{1}{2}$ a mile south from Fisherman's Rock, and a $\frac{1}{2}$ of a mile NE from two small rocks called the Twins,—the south point of Rottnest being also in a line with Bickley Point. In this situation a vessel should moor, on account of the limited space.

Southern: On the SE side of Rottnest Passage: there is a good channel, $2\frac{1}{2}$ miles wide, called the *Southern Passage* into Gage's Road,—the only obstruction in it being a patch of 3 fathoms, sand and weeds, Middle: called *Middle Bank*, in a line Rock: between Point Philip and the Champion Rock, at $1\frac{1}{2}$ miles from the former, and $1\frac{1}{4}$ miles from the latter. After a gale, the NW swell round the east end of Rottnest crossing the ocean roll from the SW, breaks heavily at this spot, and indicates its position; it may, however, be avoided by borrowing towards the rocky islets near Rottnest, which have no dangers fronting them beyond a cable's length; and the bank is cleared to the eastward when the beacon on Duck Rock opens round to the NE'd of that on Fisherman's Rock. These

Champion: length to the NE of the *Champion Rock*: *Champion Rock*, which has only 9f. water upon it, with 4 & 5 fathoms all around. This danger, which lies on the SE side of the Southern Passage, is at the NW extremity of a collection of rocks and foul ground that extend $2\frac{1}{2}$ miles NNW $\frac{1}{2}$ W from the Stragglers toward the east end of Rottnest, without any channel amongst them which can yet be pronounced safe. In working up for the southern passage with a northerly wind, the Champion Rock and dangers in its vicinity may be avoided by keeping the high lump of rock called the *Mewstone*, open to the SW of the largest and highest of the Stragglers, until the SW end of Rottnest shuts in round its south point, bearing about $W\frac{1}{2}$ N. This last mark will carry a ship clear between Champion Rock and Middle Bank; but should the Mewstone and Stragglers not be satisfactorily distinguished, the beacon on Fisherman's Rock should not be brought to bear more to the westward than N 30d. W by compass, until the SW point is shut in by the south point of Rottnest, as before shewn.

Approaching Rottnest and Southern Passage: In steering for Rottnest Island and the southern passage from the westward, the shore should not be approached nearer than half a mile, and the bays on each side of the south point are foul and rocky. *Porpoise Bay*, on its NE side, is also fronted by a low rocky mass called *Direction Islet*, which lies $1\frac{1}{2}$ miles E 23d. N from the south point, and has deep water to within a cable's length of its SE side. The summit of *Direction Islet* in a line with a hill with some trees on its summit (Tree Hill), about $\frac{1}{2}$ a mile to the north of the south point, leads directly over Middle Bank; therefore Tree Hill a little open to the north of *Direction Islet* leads clear to the north of Middle Bank,—and the same hill on with south point of *Direction Islet* leads clear on its south side. The next grey rock (*Wallace Islet*) $\frac{1}{2}$ a mile to the NNE, is very rugged, and lies close in to Bickley Point,—it has $2\frac{1}{2}$ fathoms, rocky ground, nearly $\frac{1}{2}$ of a mile SE of it, which may be avoided in hauling up for Beagle's Anchorage by keeping the south point on with the southern extreme of *Direction Islet* until Fisherman's Rock bears North. The Twin Rocks lie near each other, $\frac{1}{2}$ of a mile NE from Wallace Islet, and are bold and steep. Round their NE side is Beagle's Anchorage, which is a secure retreat in winter.

Currents: In beating up to Rottnest against a strong northerly or southerly breeze, much ground will be gained by working in the stream of the island, in order to avoid the strength of a lee current which is found on such occasions to run at the rate *Tides*: of 1 to $1\frac{1}{2}$ miles an hour. The Beagle found it highwater at full and change in Thompson's Bay at 7h. 50m. p. m.,—tide ebbing 10 hours, and flowing 14 hours, with a rise not exceeding 32 inches.

Winds:—Sea and land breezes prevail in summer. From March to October, NW gales may be expected, rising from the northward, preceded by a fall in the barometer,—blowing longest at NW,—strongest between WNW and W,—and moderating after a hard squall from the S.W.

J. S. ROE,
Surveyor-General.

Western Australia, Oct. 15, 1840.