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*Colonial Secretary's Office, Perth,  
April 14, 1840.*

**H**IS Excellency the Governor has been pleased to direct the following Sailing Directions for the South-West Coasts of Australia, which have been furnished by the Honorable J. S. ROE, Surveyor-General, to be published for general information.

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

**SAILING DIRECTIONS FOR THE  
SOUTH-WEST COASTS OF  
AUSTRALIA.**

BY J. S. ROE, SURVEYOR-GENERAL.

[CONTINUED]

**COVENTRY REEF.**—*Coventry Reef* bears from the N.W. extremity of Cape Peron S. 35 deg. W. (*magnetic*) distant about 4½ miles. It is small and sometimes a wash, with apparently 7 to 10 fathoms all round. From *Sandown*, on Garden Island, (some remarkable white sandhills about 2½ miles from south end of the Island,) *Coventry Reef* bears S. 20½ deg. W. 6½ miles, and S. 64 deg. W. nearly 3 miles from the conical summit of *Penguin Island*; the latter being situate 2 miles S. from the summit of Cape Peron. There is a clear deep channel, 2 miles wide, between *Coventry Reef* and a chain of rocks, both above and below water, which form the shelter of *Warnbro' Sound*—*Penguin Island* lying at the north end of the chain.

**CASUARINA SHOAL.**—*Casuarina Shoal*, 2½ miles W.½ N. (*magnetic*) from the N.W. point of Garden Island, is situate on a *Five fathom Bank*, which extends from the vicinity of *Coventry Reef* to the east end of *Rottnest Island*. *Casuarina Shoal* has 10 fathoms water ¼ of a mile eastward and ½ a mile westward of it, and has 6 or 7 feet on its shoalest part. To avoid it in coming from the southward, keep within 1½ or 2 miles from the north end of Garden Island, until the latter bears E. by S. by compass.

**FIVE FATHOM BANK.** } Between the *Five fathom Bank* and the other parts of Garden Island, there is a clear space of 2½ to 3 miles, with 8 to 11 fathoms water; and outside of it the depth increases rapidly to 20 and 25 fathoms.

**SEAWARD REEF.**—*Seaward Reef*, with 6 or 7 feet water upon it, is a small patch of rocks on the *Five fathom Bank*, and is situate 3¼ miles W.½ N. by compass from the north end of *Carnac Island*, or in a line between the S.W. end of *Rottnest* and the *Haycock* on Garden Island; and in a line also with *Rowboat Rock* and *Arthur's Head*, at the entrance of *Swan River*. A strait, or sounding in from seaward, may avoid approaching both *Casuarina Shoal* and *Seaward Reef* within a mile, by not bringing the beacon on summit of *Rottnest*

to bear westward of N. by W. ¾ W. by compass.

Half a mile E.N.E. from *Seaward Reef* A ROCKY PATCH. } is a rocky patch of 2 fathoms, with 6 and 6½ fathoms water between it and the reef, and a good clear channel of 10 and 11 fathoms towards *Carnac*, which must not be approached within a mile without a pilot on board.

**PASSAGE NORTH OF ROTTNEST.**—A ship bound for the anchorage off *Swan River*, and being without chart or pilot, would do well to pass to the westward and northward of *Rottnest*, where no dangers are known to exist beyond ¾ of a mile from the Island.

**ROTTNEST ISLAND.**—*Rottnest Island*, 6 miles in length E. by N. and W. by S., with an extreme breadth of 2½ 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, 15 feet 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 seamark, being elevated about 157 feet 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 light-house of greater elevation. Its position, according to observations in H.M.S. *Beagle*, is lat. 32 deg. 0 m. 14 sec. S., lon. 115 deg. 29 min. 6 sec. E. from Greenwich.

To round *Rottnest* on its north side, a ship should not approach nearer than one *HORSESHOE ROCK*. } mile, in order to avoid the *Horseshoe Rock*, which lies ¾ of a mile off shore, at the distance of 2 miles N. 39 deg. E. from the Island's west ROE'S } extremity, and *Roe's Reef*, situate REEF. } ¾ of a mile N. 16 deg. W. from a small rock with a cask beacon upon it, about ½ a cable's length from the Island's N.E. point. The beacon is upon *Duck Rock*, and the projection near it is *Bathurst Point*. A ship will be clear to the northward of *Horseshoe Rock*, while *Duck Rock* beacon is kept open of the north end 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, 3½ miles north from the entrance to *Swan River*, and when some rocky islets near the S.E. side of *Rottnest* are seen to the S.S.W., opening round the east end of another small rock with a cask beacon upon it, 1¼ mile S.E.½ E. from *Duck Rock*, a S.E. by E. course will conduct into *Gage's Roads*.

**KINGSTON SPIT.**—*Kingston Spit*, in front of *Thompson's Bay*, extends 2½ miles east from *Duck Rock*, and a long mile N.E. by E. from the beacon last mentioned, which has recently been placed upon *Fish-*

*erman's Rock*, a small mass of white rocks about 2 cables' length N.E. from the sandy east point of *Rottnest Island*, distinguished by the name of *Point Phillip*. 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.½ S. To clear *Kingston Spit* on the South, keep the south extreme of *Rottnest* (*Point Parker*) open of the next projection to the N.E. of it (S.W. by W.)

**THOMPSON'S 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 half a mile. Between *Point Phillip* and the next projection, a long ½ mile to the S.S.W. (*Bickley Point*), there

**BEAGLE'S } ANCHORAGE.** } is good shelter, in *Beagle's Anchorage*, from all the usual N.W. and S.W. gales of winter, the best berth being in 4 fathoms water, sandy ground, nearly ½ a mile south from *Fisherman's Rock*, and ¼ of a mile N.E. from 2 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 PASSAGE INTO GAGE'S ROADS.**—On the S.E. side of *Rottnest* there is a good channel, 2½ miles wide, called the *Southern Passage* into *Gage's Roads*,—the only obstruction in it being a patch of 3 fathoms, sand and weeds, called *Middle Bank*, in a line between *Point Phillip* and the *Champion Rock*, at 1½ mile from the former, and 1¼ from the latter. After a gale, the N.W. swell round the east end of *Rottnest*, crossing the ocean, roll from the S.W., 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 extending from them beyond a cable's length. This bank is cleared to the eastward by keeping the beacon on *Duck Rock* open to the northeastward of that on *Fisherman's Rock*. These beacons in a line lead also about a cable's length north-

**CHAMPION } ROCK.** } eastward of *Champion Rock*, which has only 9 feet water on it, with 4 and 5 fathoms all round. This danger, which lies on the S.E. side of the *Southern Passage*, is at the N.W. extremity of a collection of rocks and foul ground, that extend 2½ miles N.N.W.½ W. from the *Stragglers* towards 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 rocks called the *Mewstone* open to S.W. of the largest and highest of the Stragglers, until the S.W. 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. 30 deg. W. by compass, until the S.W. point is shut in by the south point of Rottnest, as before shown.

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

When abreast of the east end of Rottnest, which is distant  $9\frac{1}{2}$  miles W.N.W. from the mouth of Swan River, the flag-staff and low white Jail on Arthur's Head will be easily distinguished, and the vessel will be boarded by a pilot. Half-way over, the water deepens suddenly from  $4\frac{1}{2}$  and 5 fathoms to 9 and 10, gradually increasing to 12, which is the greatest depth, and best holding ground in Gage's Roads, at 2 to 3 miles from the main land. A safe and convenient berth will be found in somewhat more than 6 fathoms water, a mile from Arthur's Head, with its north extreme bearing N.E. by E., and its south extreme (Anglesca Point) just on with the end of a wooden pile jetty in South Bay,—the south extreme of Rous's Head (the north point of the river's entrance) being in a line with a long sandy point in the river, which projects from the Fremantle side. For the convenience of discharging and taking in cargo, vessels lie closer in shore, in half the above depth, but the ground is not so good, and at seven-tenths of a mile W.  $\frac{3}{4}$  S. from the Jail, there is a narrow rocky ledge of three fathoms, lying parallel with the shore.

**IN WINTER.**—The Harbor Master and Pilots are prohibited anchoring vessels in Gage's Roads between the 1st of May and 1st of October, on account of the westerly gales, which sometimes distress the shipping there during that period, and have driven some on shore. They commence occasionally in March, rise from the northward, preceded by a fall in the barometer, and clouds piling up in the N.E.—blow longest at N.W.—strongest between W.N.W. and

West—and moderate after a hard rainy squall from the S.W., with thunder and lightning.

**SEA AND LAND BREEZES.**—Sea and land breezes prevail in summer to the distance of 30 miles from the land, interrupted occasionally by strong southerly winds, or by light winds off the land for two or three days.

**OWEN'S ANCHORAGE.**—*Owen's Anchorage* offers a secure retreat from Gage's Roads during winter, for vessels drawing under 19 feet water, which should quit the Roads at that season when the barometer falls much below 30 inches, accompanied by threatening weather from the northward or N.W. The directions of Lt. Stokes, of the Beagle, for sailing from Gage's Roads over the Success Bank into Owen's Anchorage, are as follows,—“Steer for the **APPROACH TO IT FROM GAGE'S ROADS.** { *Mewstone*, bearing S.  $\frac{1}{2}$  W. until the western side of Carnac and the rocks off it can be made out; bring the western end of the inner rock on with the highest hill on Garden Island, which may be easily recognised by a white patch near the top, the bearing S. 4 deg. E.,—pass on either side of *Mewstone*, avoiding a rocky ledge which lies nearly a cable's length off its W.N.W. end—continue standing to the southward until the south end of some low cliffs, 2 miles north of Woodman's Point, bears S. 87 deg. E., then steer direct for them, hauling up N.E. when the north entrance point of the River is a little open of the south; anchor when they are in one; the depth will be  $9\frac{1}{2}$  fathoms. The following were the bearings from the Beagle's anchorage—*Mewstone*, N. 77 deg. W.; *Haycock*, S. 48 deg. W.; south end of the low cliffs, S. 59  $\frac{1}{2}$  deg. E.; *Jail*, N. 12 deg. E.; a deep hole, having 7 and 5 fathom within half a mile on either side, still large enough for 7 or 8 vessels moored; the security of it has been well tested by the Beagle, her yawl at anchor having rode out a heavy N.W. gale with perfect ease.

“The *Mewstone*, or *Seal Rock*, bearing S. 49 deg. W. leads over, in 3 fathoms, another part of the Success Bank, which adjoins the north side of Owen's Anchorage. A low flat rock lying close off the S.E. end of Carnac, on with the east end and highest part of a white sand patch on the north end of Garden Island, are the marks for this eastern passage, bearing S.  $10\frac{1}{2}$  deg. W. In the western, or *Beagle's Passage*, there are 4 feet more water; the *Mewstone* bearing S. 22 deg. E., leads through it; from the shoalest part (a bar 2 cables wide) the highest of the Stragglers bearing N. 65 deg. W. There is a single rock lying  $\frac{1}{2}$  of a mile N.  $\frac{1}{2}$  E. from *Seal Rock*, with 3 fathoms alongside it.”

**CURRENTS.**—In beating up to Rottnest against a strong northerly or southerly wind, 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 of 1 to  $1\frac{1}{2}$  mile an hour. The currents on the coast generally cannot be relied upon, either in point of direction or velocity, being apparently influenced by remote as well as local causes. Prevailing winds govern their movements, and the cessation of a gale is usually accompanied, or very speedily followed, by a change of current to the opposite direction: thus, a gale from seaward is either preceded or accompanied by very

high water on the shore and in the river,—whilst a prevalence of land winds produces the opposite effect. The recent experience of H.M.S. Beagle on these coasts went to shew that “during the winter, the current was either weak from the southward, to the extent of  $\frac{1}{4}$  or  $\frac{1}{2}$  a mile an hour, or strong from the opposite direction to the amount of 1 or  $1\frac{1}{2}$  mile; whilst during summer, when southerly winds prevail, it generally set from  $\frac{1}{2}$  to  $1\frac{1}{2}$  knot to the northward, and was strongest near projecting points, such as the west end of Rottnest.”

**TIDES.**—The Beagle found it high water on full and change days in Thompson's Bay, Rottnest, at 7 h. 50 m., P. M., and in Gage's Roads at 8 h. 50 m.; the tide ebbing 10 hours and flowing 14 hours, with a rise not exceeding 32 inches.

**BAR AT MOUTH OF SWAN RIVER.**—In crossing the Bar at the mouth of Swan River in a boat, observe that the deepest part of the channel is close to some detached covered rocks which lie to the north of the South Head. In steering for the channel, keep rather towards the South Head, until you bring a black cross-beacon (near the sandy beach inside the South Head) and the black gable-end of a house a little beyond it, in a line with a large heap of stones on the outline of the hills over the Town of Fremantle,—the heap of stones being distinguished from others of a smaller size, by having a white mark, resembling a road way, leading down the hill from it. These 3 marks in a line will lead, over sandy ground, close on north side of the covered rocks off the South Head, and clear of a larger ledge which points inwards from the North Head. The depth of water between the two is 5 to 7 feet, according to the time of tide.

(To be Continued.)

Colonial Secretary's Office, Perth,  
April 13, 1841.

HIS Excellency the Governor has been pleased to direct the publication of the following errors which appeared in a Government Notice in the Gazette of the 9th inst., declaring certain resumed Allotments in the Town of Perth open to purchase—

D 16, W. S. Ward,	should be W. S. Wood
W 65, E. P. King,	“ C. P. King
W 82, W. Hutton,	“ M. Hutton
Y 9, J. P. Wall,	“ T. E. Wall
Y 31, J. Ward,	“ J. Wood.

And Y 6, J. W. Mews, Jr., should not have been included in the list, as this allotment is not open for purchase.

By His Excellency's command,  
PETER BROWN.

Colonial Secretary's Office, Perth,  
April 13, 1841.

HIS Excellency the Governor has been pleased to direct the publication of the following arrangements which have been made for the Conveyance of Mails—

1st.—With J. P. Watts, to convey the mail between Perth and Fremantle three times a week, on Tuesdays, Thursdays, and Saturdays.

2d.—With John Ellis, to convey the mail between Perth and Guildford three times a week, on Mondays, Wednesdays, and Fridays.

3d.—With Joseph Lockyer, to convey the mail between Guildford and York once a week; to proceed from Guildford on Fri-

days, and return there from York on Tuesdays.

4th.—With Mr. J. Harris, to convey a monthly mail between Guildford and King George's Sound.

The mail between Perth and Fremantle will be closed at the Post Office, Perth, at 4 o'clock, P. M., on Mondays, Wednesdays, and Fridays; and at the Post Office, Fremantle, at 1 o'clock, P. M., on Tuesdays, Thursdays, and Saturdays.

The Mail between Perth and Guildford will be closed at Perth at 4 o'clock, P. M., on Tuesdays, Thursdays, and Saturdays; and at Guildford at 1 o'clock on Mondays, Wednesdays, and Fridays.

The York mail will be made up at Guildford every Thursday at 4 o'clock; and the Guildford mail at York, every Monday at the same hour.

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

*Colonial Secretary's Office, Perth*  
*March 25, 1841.*

#### SALE OF LAND, AND TOWN ALLOTMENT.

**T**HE Collector of Colonial Revenue will offer for sale by public auction, at the Public Offices, Perth, on Wednesday, the 28th day of April next, at one o'clock, the undermentioned portion of Crown Land, and Town Allotment, subject to the existing regulations:  
Location Y 8, containing 964 acres, com-

prised between Aron locations Y 3, 5, 10, 11, and 12, and situate half a mile N.N.W. from summit of Mount Bake-well.

Fremantle building allotment No. 87.

For further particulars reference to be made to the Surveyor-General, and Collector of Revenue.

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

*Colonial Secretary's Office, Perth,*  
*April 6, 1841.*

**H**IS Excellency the Governor has been pleased to direct the following notice, which has been issued by the Government Resident of Fremantle, in regard to the sale of two allotments, to be published for general information.

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

*Government Resident's Office,*  
*Fremantle, April 1, 1840.*

#### SALE OF TOWN ALLOTMENT, FREMANTLE.

**T**HE Sub-Collector of Revenue will offer for sale by public auction, at the Public Offices, Fremantle, on Wednesday, the 5th of May next, at 1 o'clock, the undermentioned allotment, subject to the existing regulations—

Fremantle Town Allotment, No. 382.

For further particulars application to be made to the Surveyor-General, Perth, or

Collector of Revenue, and Sub-Collector, Fremantle.

**R. McB. BROWN.**  
Resident and Sub-Collector.

*Colonial Secretary's Office, Perth,*  
*April 13, 1841.*

**T**ENDERS in triplicate will be received at this Office on Tuesday, the 27th inst., for supplying fuel for the use of the Public Offices during the winter months.

For further particulars application to be made at this office.

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

#### COMMISSARIAT NOTICES.

*Commissariat Office, Perth,*  
*April 15th, 1841.*

**T**ENDERS will be received at this Office on Friday, 30th April, at 12 o'clock, from such person or persons as may be willing to supply Firewood for use of the Commandant, and Commissariat Offices; also, the Military Hospital, in such quantities as may be required the ensuing winter.

The price per cord to be stated in words and figures.

**W. H. DRAKE,**  
*Dep.-Asst.-Com.-General.*

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