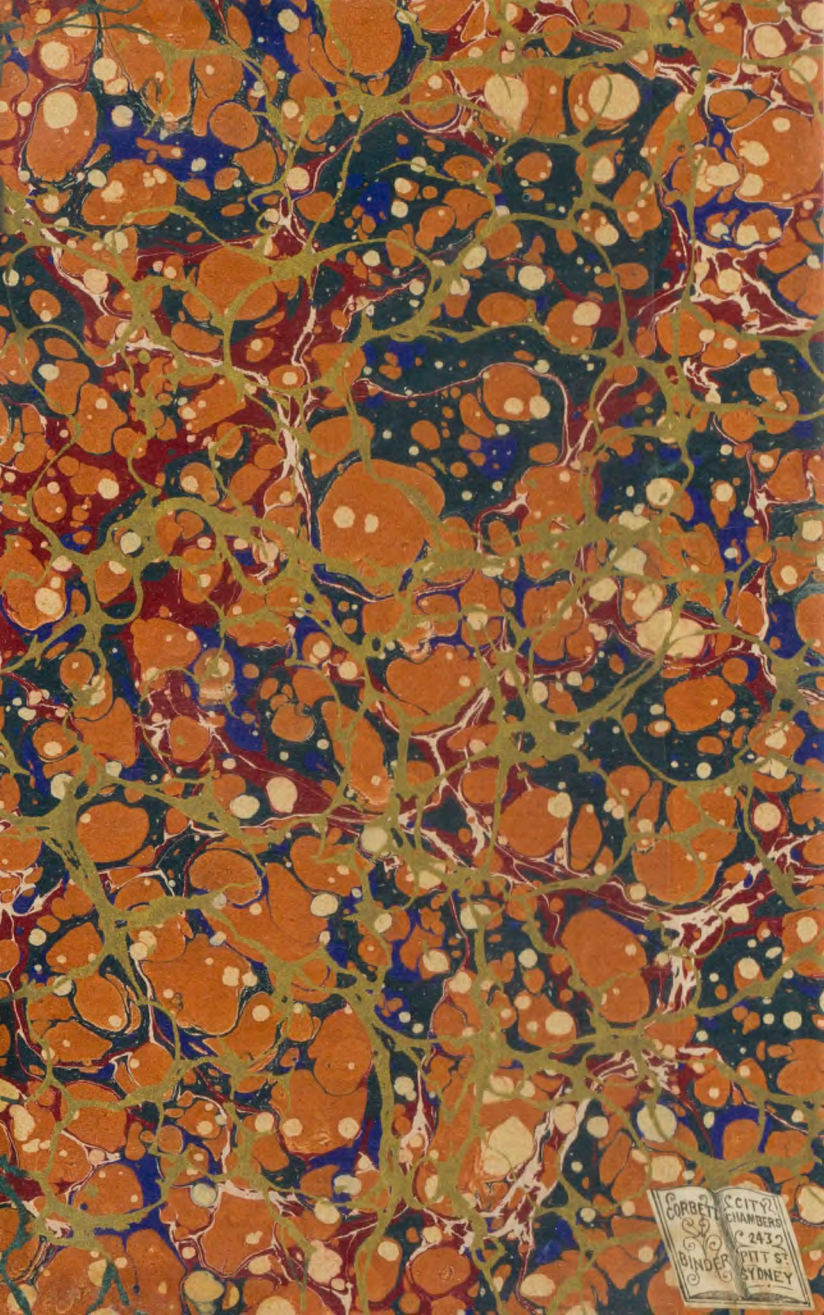


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SAILING DIRECTIONS



South Australia :

PORT LINCOLN, BOSTON BAY, COFFIN'S
BAY, INVESTIGATOR'S STRAITS, HARD-
WICKE BAY, ST. VINCENT'S GULPH,
BACK STAIRS PASSAGE,

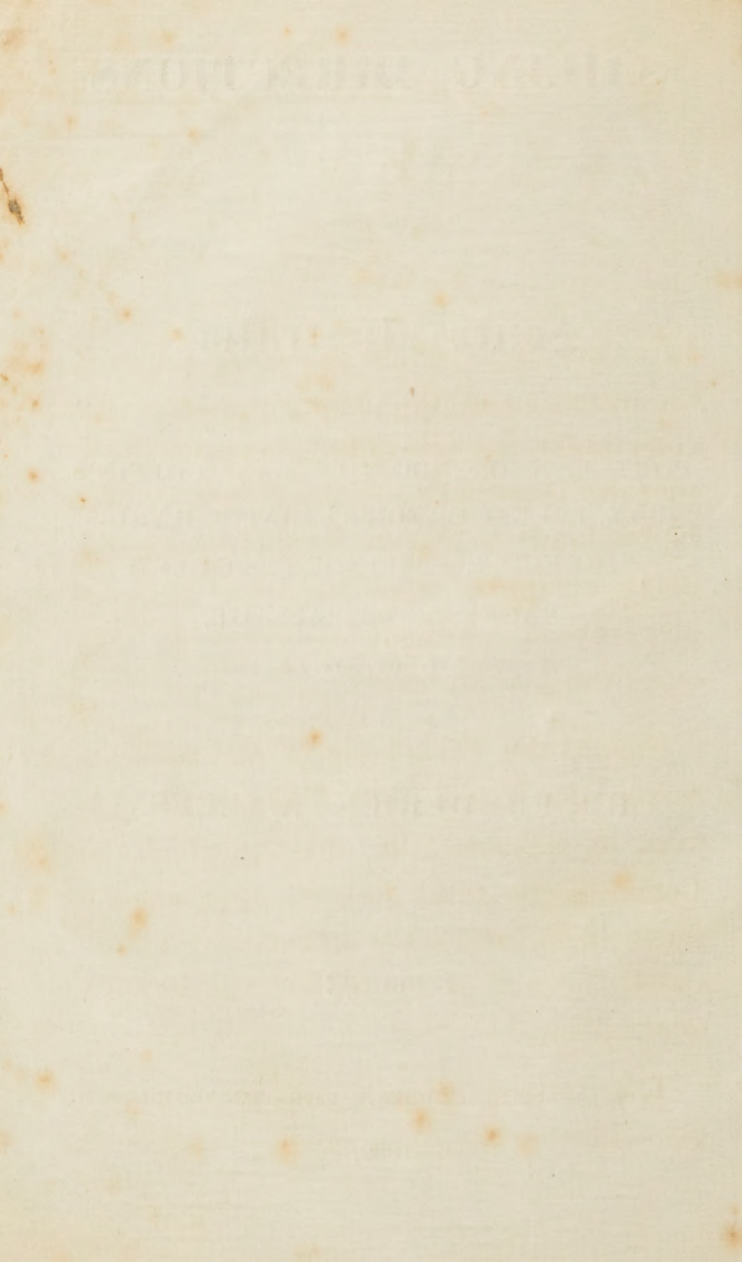
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BY FREDERICK R. LEES.

Sydney :

PRINTED BY A. COHEN, AUSTRALIAN OFFICE.

1839.



PREFACE.

IN submitting the few following pages to the attention of the Nautical part of the community, the author begs to assure them, that the Directions contained therein, may be implicitly relied on for their accuracy, being compiled from his own personal observations, without reference to any other work whatsoever.

Should the Directions be the means of saving one vessel from being wrecked or even of relieving the anxiety which all Commanders must feel on approaching, for the first time, a but imperfectly known coast, the aim of the author will be fully accomplished.

The various courses and bearings are all magnetic.

It is submitted that the following passage in
the introduction of the National Convention of 1844
contains the most pertinent observations on the
subject of the Convention contained in the
publicly printed reports for that year,
being compiled from his own personal
observations, without reference to any
other work whatsoever.

Should the Convention in the next
meeting one year from being called or
even of relieving the anxiety which all
concerned must feel on approaching
for the first time, but importantly known
that the aim of the nation will be
accomplished.

The various reports and letters of
the Convention.

SAILING DIRECTIONS.

PORT LINCOLN.

THE harbour of Port Lincoln, including Boston Bay, is situated near the extremity of the Peninsula which forms the west-side of Spencer's Gulf in the Province of South Australia, and from its great extent, and the number of its safe anchorages, is capable of containing the largest fleets, and as a *depôt* is not, perhaps, to be surpassed by any port in the world. Vessels from England, bound to Port Lincoln, should run along in about $35^{\circ} 20'$ South latitudes until they arrive in $135^{\circ} 20'$ East longitude, when they may haul up to the North-east and make Cape Catastrophe. After arriving near the Cape, they may then shape a course to pass between it and Williams' Island. There are strong tide riplings here, which, to a stranger, would present the appearance of reefs; but as the chan-

nel is perfectly clear, no danger need be apprehended. Having passed through the channel, should night be approaching, it would be advisable for a stranger, to keep the main land aboard, leaving another Island (Smith's Island), on the starboard hand, and bring up in Memory Cove, a perfectly safe anchorage, in about five fathoms, and wait for day-light. Proceeding then along shore to the northward, he will arrive at Taylor's Island, which may be passed on either side; after which he may run along shore at a distance of one mile, until he arrives at Cape Donnington. This Cape may be known by its having a small islet laying about half a mile from the point. Rounding this islet, at half a cable's length, in about nine fathoms' water, and hauling to the westward, he will open the magnificent harbour of Port Lincoln, stretching to the South-west as far as the eye can reach. Should the wind be fresh from the South or South-west, it would be better if bound to Boston Bay, to beat up between Boston Island and the Promontory of Cape Donnington. The

shores are steep on both sides, so that a vessel may stand close in on either tack. Should the wind be so strong as to prevent a vessel beating in, she may run up under easy sail to a bay on the North-east End of Boston Island, and bring up in seven fathoms, opposite a white sandy beach three-quarters of a mile off shore. There is also excellent anchorage at the entrance to Spalding Cove, bringing the western point of the Promontory of Cape Donnington to bear North by East, and the northernmost of Bicker's Island West by North, you will lay in seven fathoms, muddy bottom. Having arrived at Bicker's Island and bound for Boston Bay, stand directly over to the westward, passing the south end of Boston Island, until you open the bay, when you may choose a berth, according to circumstances, and in any depth from ten to four fathoms.

The positions of the various points and islands are so correctly laid down on Flinder's Chart, that the skilful navigator will at once know his exact situation by cross-bearings.

The anchorage in Port Lincoln itself is not so safe as in Boston Bay, and more difficult of access, especially in the winter months, when the winds are strong from the South-west, and in the summer months it is quite open to the North-east. In working up a vessel may stand close in to the Eastern shore, and to within half a mile of the Western, but should not attempt to pass between the two Bicker's Islands, as there is a reef running from the Northernmost island, nearly across to the other.

Vessels from Adelaide, bound to Boston Bay, after arriving at Althorpe's Island, should shape a course so as to pass between the Gambier Islands and Thistle's Islands. There is a small island bearing West five miles from the South end of Wedge Island, the largest of the Gambier Group, which is not laid down in Flinders, which should be left on the starboard hand. Bring the highest part of Thistle's Island to bear West, distant about six miles, and in twenty-two fathoms water, and a North-west half West course, will carry you through midway between the Horse-shoe Reef and

the rocks which lay off the North-west end of Thistle's Island, and in the direct track for Cape Donnington. The passage between the reefs is about three miles wide, and ought not to be attempted in the night, as the tides set directly across the channel. There is very good anchorage on the North-east side of Thistle's Island, well sheltered three-fourths of the year. Bring the rocks beforementioned to bear North-north-west, and two remarkable Sands hills South by West, and you will lay in five fathoms, one mile off shore—north end Thistle's Island West by South. Should the wind be so strong from South-west or West-south-west, so so that a vessel from the eastward cannot carry sail sufficient to fetch up to Cape Donnington, or under Thistle's Island, it would be advisable to bear up for Hardwick Bay; passing to the eastward of Wedge Island, come no nearer to the shore of Yorke's Peninsula than two miles, until you arrive within five miles of Corny Point, when you may haul in for that point, rounding it a distance of half a

mile, you may bring up in five fathoms, one mile from shore. Corney Point bearing West. Vessels from Sydney, bound to Port Lincoln, may pass through Backstairs Passage, and proceed according to the foregoing directions, or by keeping well to the southward, pass outside Kangaroo Island, until they arrive in longitude 136° E., when they may shape a course either to pass between Gambier's and Thistle's Islands, or else for Cape Catastrophe, taking care to give the Neptune's Islands a wide berth, and then proceed according to either of the foregoing directions.

With respect to Port Lincoln becoming hereafter the commercial emporium of South Australia, as it has been designated by its admirers; it is the opinion of the Author, that its situation will always prove a drawback to its attaining superiority as a seat of commerce.

We are told by some writers, that its situation is highly favourable, and in support of this assertion, they say that it has Spencer's Gulf, running directly up into the interior of the country, and forming,

as it were, a sort of marine rail road whereby wool and other produce may be sent in small vessels for shipment at Port Lincoln. This argument, instead of being in favour of Port Lincoln, will, on the contrary, when properly considered, prove to be against it. For instance, Spencer's Gulf is navigable up to the head for the largest vessels, so that there would be no more necessity for them to load at Port Lincoln, than there would be for vessels to load at the mouth of the St. Laurence, instead of going up to Quebec or Montreal, or at Gibraltar, instead of Smyrna or any other port in the Mediterranean, or to come nearer home, say at George Town, instead of going up to Launceston. Besides what wool grower or merchant would think of paying an extra freight to have his bales carried coastwise to a distant port for shipment, when the vessel which has to take them to England, may come, as it were, to his door; to say nothing of the damage and loss, consequent on the shipping, discharging and reshipping of a cargo. Port Lincoln may, perhaps, at some future

period, become the Falmouth or Plymouth of South Australia, where ships can call for orders, or as a rendezvous for men of war ; but looking at it in a commercial point of view, I should think it will prove a failure.

The situation of Port Adelaide is decidedly superior to Port Lincoln, from its facility of communication with the other colonies, both by sea and land, as well as from the superiority of the soil, timber, &c. in its vicinity, and it is much to be regretted the harbour is not easier of access, and the facilities of loading and unloading vessels greater ; but time and perseverance in a proper course, will, no doubt, overcome these drawbacks and render Port Adelaids, if not the first, certainly one of the most important sea ports in this beautiful province.

The head of Spencer's Gulf seems from its situation to be the best place, for forming the grand commercial mart of South Australia, being nearly in the centre of the province, having a splendid outlet to the ocean, commanding the whole of the in-

terior, and possessing apparently almost equal facility of communication over-land with New South Wales, that Adelaide enjoys, so that cattle, and perhaps sheep will be as easily conveyed to one place as the other. As a maritime province, South Australia is highly favoured, having a great number of splendid anchorages, with two or three known harbours, capable of containing vessels of almost any burthen.

INVESTIGATOR'S STRAITS, GULPH ST. VINCENT, AND BACK STAIRS PASSAGE.

Vessels from England bound to Port Adelaide, should, after leaving the Cape of Good Hope, run to the eastward in 37° or 38° south latitude, until they arrive in longitude 132° east, when they may haul to the northward, so as to get into latitude $36^{\circ} 25'$, in longitude $135^{\circ} 30'$; then steer to the north-east, and make Kangaroo Island, passing between which and a small island named Althorpe's Island, they will enter Investigator's Straits. These Straits form the western entrance

to St. Vincent's Gulph, and are so free from danger, that it seems almost wonderful how any vessel can get on shore without gross negligence. The only danger that can possibly affect a vessel, is the Troubridge Shoal, and this, by a little attention to the lead, may be easily avoided, as on the south side of the shoal the water deepens gradually from four to seventeen or eighteen fathoms. The shores on the side of Kangaroo Island are bold and rocky, whilst on the north side, on Yorke's Peninsula, they are low and sandy. In working up in the night, stand no nearer to the north shore than nine fathoms, or to the southward than twelve fathoms. You will have from sixteen to twenty fathoms in the fair way—fine grey sand mixed with small pieces of shell. In working up St. Vincents Gulph, you may stand to the eastward in six fathoms, and towards the Troubridge Shoal in nine fathoms. The prevailing winds are from the South-west to South-east, especially in the summer months, when the sea breeze sets in about nine o'clock. The strength of

tide in the Gulph is very irregular, with a strong South-west wind, the flood runs up at the rate of about two miles an hour, whilst with a northerly wind it is scarcely perceptible. The anchorage in Holdfast Bay is hardly safe in the winter months, as it is quite open to North-west West and South-west winds, which when blowing hard raise a short tumbling sea. The ground is a fine sand almost covered with weeds, so that when the anchor once starts, the weeds being raked up under the crown, will in a great measure prevent its again holding. In the summer months it may be considered a perfectly safe anchorage, if due caution is exercised in giving the vessel cable in time. The best anchorage for a large vessel is with the summit of Mount Lofty, bearing east in six fathoms. A small vessel will lay better close in, just allowing her depth of water sufficient to ride in.

The pilot station for Port Adelaide is about five miles north of Holdfast Bay. In running up keep in five fathoms, until abreast of the flag-staff on the beach, when

a pilot will come on board. It is always high water in Port Adelaide morning and evening, and consequently low water in the middle of the day. In the present state of the harbour, no vessel drawing more than sixteen feet water ought to go into the port. Several very serious accidents have befallen vessels in this port, for which the harbour itself ought certainly to be held blameless.

Vessels from Sydney bound to Port Adelaide, having arrived at Cape Howe, should shape a course for Hogan's Group in Bass' Straits, when off which, with a northerly wind, the best passage through the Straits is between Redondo and Wilson's promontory, because should a gale of wind come on from the North-west, as it almost invariably does commence in that quarter, they would have more drift to the South-east than if they passed through near Kent's Group or Sir R. Curtis's Island. It is also a great saving in distance. Having arrived off King's Island, with a north wind stand well out to the west or South-west so as to keep well to the southward of Cape

Northumberland, as the heavy gales from the North-west seldom last more than forty-eight hours, when they veer to the South-west, and fine weather ensues. Being abreast of Cape Northumberland, a South-west wind will be favourable wind to proceed to Adelaide. Steer directly for the east end of Kangaroo Island, which you may pass at a distance of one mile; and if the wind is from the South or South-east, you may then steer across Backstair's Passage to Cape Jarvis; having arrived off which, proceed as directed before, should the wind be strong from South-west or West-south-west, keep Kangaroo Island close on board until abreast of Cape Jarvis, when you will have the Gulph open. Should it be night time or thick weather, and you have sighted Cape Willoughby at the entrance after passing that Cape, steer North-west fifteen miles, and you may lay too or run up North-east by East under snug sail until daylight. There are four rocks at the entrance of this passage, called the Pages; with a beating wind, you may pass on either side of them, but with a leading wind

there is no necessity to approach them at all, as it is best to pass close round Cape Willoughby. Should the wind be so strong that a vessel could not carry sufficient canvas to fetch through the passage, it would be better for a stranger to stand out to the southward—rather than attempt to run into Encounter Bay. The anchorage in Encounter Bay is close round Granite Island, where a vessel may lay sheltered from all winds, save from South-east. There are several good anchorages where a vessel may run to, should she be caught in a gale of wind in Bass' Straits: one behind Wilson's Promontory, the corner inlet of Flinder's; another in Western Port; two under King's Island, besides several on the Van Diemen's Land side, as Circular Head, George Town, Preservation Island, &c., the whole of which may be attained by a proper consideration of the chart; but it is always better, provided a vessel has sufficient sea room, to keep at sea than to run for an anchorage, as the sea will seldom hurt a good ship properly managed, and she is

always ready to take advantage of any change that may take place.

Should a gale of wind come on when a vessel is far to the westward of King's Island, she may run for Portland Bay. In going in, you pass to the eastward of the St. Lawrence Islands, and haul directly in for the land West-north-west ; keep along the south shore of the bay, at a distance of one mile, until you see the flag-staff at Mr Henty's ; bring that to bear west, and you will have six fathoms water about three-quarters of a mile from shore.

COFFIN'S BAY.

This is a very large bay, perfectly secure from all winds, save from north to east, but unfortunately a great portion of it is rendered useless by the shallowness of the water. The best anchorage is with Point-Sir Isaac bearing North, north west, about one mile and a half from the Western Shore in four or five fathoms. In working in with a southerly wind, you may stand to the eastward until you bring the above

point to bear South-west by west, after which it would be better to make short tacks along the Western Shore. You must be careful to keep the lead going as the water shoalens from five and four fathoms to one and a half at a single cast. This bay seems well adapted for a fishing station. The inner part of the bay extends a long way back into the country, at least thirty miles from Point-Sir Isaac, and contains two or three secure harbours and excellent anchorages, a new chart of which is in course of publication.

Vessels from Sydney bound to Coffin's Bay, should proceed as if bound to Port Lincoln until arrived off the Neptune's Island's when they should steer for Perforated Island, having passed which, steer for Point Whidbey giving it a berth of at least two miles. In running along shore from Point Whidbey to Point-Sir Isaac, come no nearer the shore than two miles, until you get the latter point to bear East south-east as the rocks lay a long way from the shore. Having arrived at Point-Sir Isaac proceed as directed before.

Althorp's Island is of moderate height situated at the entrance of Investigator's Straits; may be passed close to on the south side. Several other islands and reefs lay between it and York's Peninsula rendering that passage highly dangerous.

Wedge Island, one of the Gambier group, may easily be known by its wedge-like form, sloping from South-east to North-west. There are two peaked rocks off the South-east end one mile off shore, also a small island, bearing west five miles from the south end not laid down in Flinder's charts.

Thistle's Island, is low at each end but high in the middle, it lays in a North-west and South-east direction. There are some rocks which lay off the northern point about three miles, which being connected with the island itself, forms a good anchorage behind, secure from all but north and east winds, another good place for a fishing party. See Port Lincoln directions.

Neptune's Islands are low, three in number, and having numerous rocks and reefs amongst them, ought not to be ap-

proached too closely, there being generally a strong swell from the South-west, the sea breaks over them with great violence.

Liguanea Island is of moderate elevation and may be passed on the south side at a distance of two miles.

Perforated Island, as its name imports, may be known by its having a hole through it near the north end and close to the top of the island, it may be passed close on nay side. *Four Hummocks* may easily be known from their appearance answering to their name.

Greenly Island, this is a peaked island rather high and may be seen ten leagues off. There is another island laying south and by west, seven miles, not laid down in Flinder's, and two other reefs between them rendering the passage unsafe.

Proceeding along shore to the northward you will fall in with Flinder's Island. This is a large island, covered with wood, with plenty of fresh water, possessing a secure anchorage on the northern side and is admirably adapted for a whaling station. In going on from the southward keep outside

the top Gall's Island and steer directly for the North-east point, rounding which, you will open the anchorage, and as there is no danger, but may be seen, you may choose a berth according to circumstances.

Waldegrave's Island, close to the main land, has good anchorage on the northern side, secure from South-east and South-west winds.

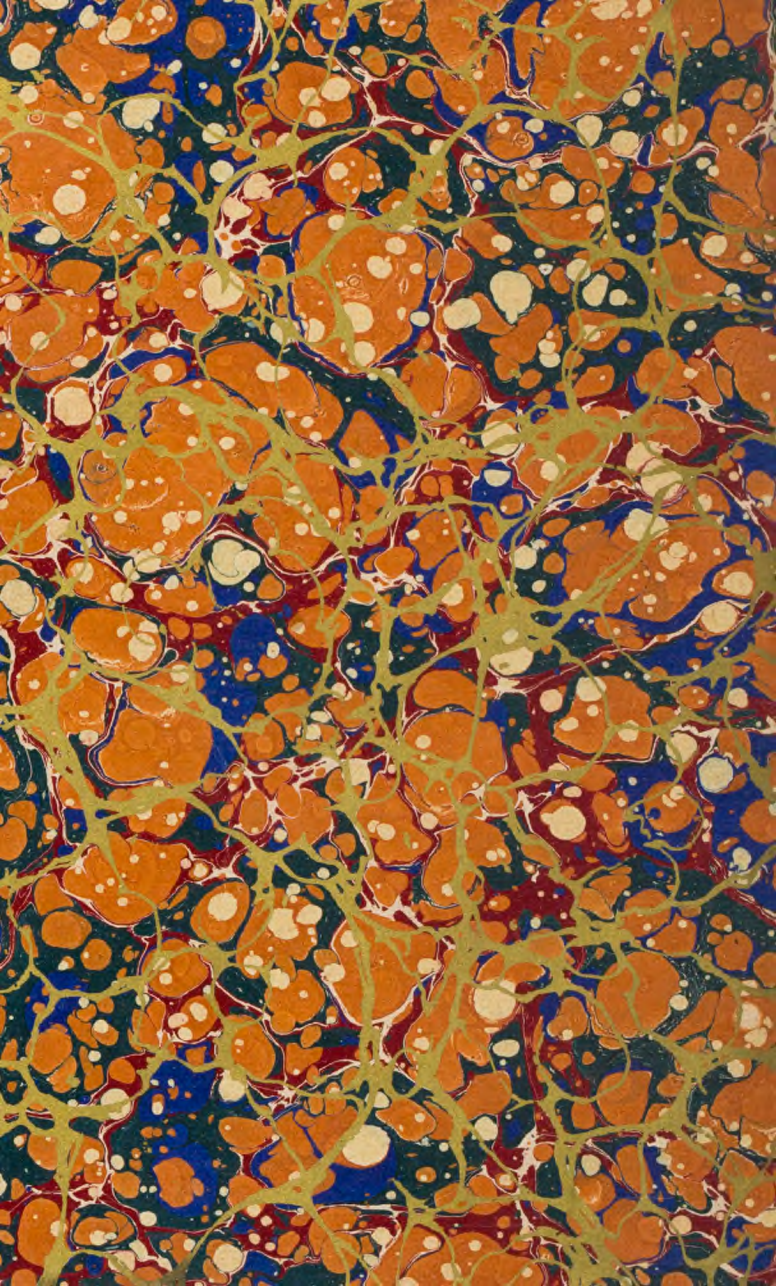
The shore, from Waldegrave's Island to Point Wayland, is low and sandy. There is a large body of water running in a direction parallel to the coast, all the way from Point Weyland to the northward of Cape Radstock, having an entrance at both points. It appears as if the action of the sea from the South-west, had broken through the coast range and filled up the valley immediately behind. Indeed the whole coast from Kangaroo Island to as far to the North-west, as has been visited by the author, bears evident marks of the encroachments of the sea. In some places marked down as small islands in Flinders, there are now only reefs, other places

which were formerly points of land, are transformed to islands.

The form of the coast, in many parts of the world, would almost indicate the prevailing winds on that coast, take for instance, the Australian bight, open to the South and south-west, the Bay of Biscay, open to the North-west, the Gulf of Mexico, open to the easterly trade wind, &c. &c.

It is matter of wonder, that the British Government should be apparently so supine in furthering any attempts to explore either the coast or interior of this island-continent, and leave it as they do to be carried into effect by private enterprise. They were active enough in sending to the North Pole—and may it be asked why New Holland, of infinitely more utility, should be so neglected ?





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