SUPPLEMENT

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SAILING DIRECTIONS FOR PORT PHILLIP, IN THE COLONY OF VICTORIA, INCLUDING THE PORTS OF MELBOURNE AND GEELONG.

HIS Excellency the Officer Administering the Government, has been pleased to direct the publication of the following Sailing Directions for general information.

By His Excellency's Command,
J. MOORE,
Assistant Colonial Secretary.

A series of events having rendered Port Phillip the most important Port in the southern hemisphere, and exaggerated accounts having been circulated of the dangers attending its entrance, it has become necessary to publish new Sailing Directions. Since the publication of those now in use, many alterations and improvements have taken place in the Port, and several positions of danger which were not generally known have been determined, and clear instructions are now given how to avoid them.

It will be observed that these Directions only contain a description of the West and South Channels; but, properly speaking, there are six channels leading from the Heads into Port Phillip Bay, namely, the West and South Channels, the Inner West and South Channels, Symond's and *Pinnance* Channels. None of these except the two first are buoyed—the others are too shallow and winding for general purposes.

In preparing these Directions I have derived much information from Mr. Ruffles, the late Assistant Harbor Master here, and Mr. McPherson, Harbor Master at Geelong.

CHARLES FERGUSON,
Chief Port and Harbor Master.

Port and Harbor Office,
Williamstown, 1st May, 1854.

SAILING DIRECTIONS FOR THE PORTS OF MELBOURNE AND GEELONG.

Cape Otway.—Ships from the westward bound to Port Phillip, usually make the land about Cape Otway, which is a high bold headland easily distinguished by a white circular Lighthouse on its southernmost extremity. It is advisable to round the Cape at a distance of not less than four (4) miles, and when the Lighthouse bears W. by N. six (6) miles, steer N.E. fifty-six (56) miles for Port Phillip Heads; but if when abreast of Split Point, it be found there is not sufficient daylight to get down to the entrance of the Harbor, the ship should be brought under easy sail, and kept standing off and on shore (not shoaling the water when standing in shore to less than twenty fathoms) until the morning is sufficiently far advanced to enable the ship to bear away for the entrance with safety.

On no account should a ship be hove to when waiting for daylight to enter the Heads, several vessels that have done so, have drifted into danger; two (the *Sacramento* and the *Earl of Charlemont*) were recently lost, one on Point Lonsdale, the other on Point Flinders, from this cause combined with inattention to the lead and the state of the tide.

Should Cape Otway be rounded early in the evening, with a fresh southerly breeze, it is necessary to beware of over running the distance, as the current, after a prevalence of westerly or southerly gales, is often found to set strong along the land to the N.E.

Appearance of the Entrance.—Should the weather be at all clear after passing Cape Paton, high land will be seen opening out on the starboard bow: this is Arthur's Seat, rising inland over the waters of Port Phillip, with a steep declivity to the N.W., but sloping gradually with an even outline to the S.E. Proceeding onward, the land about Cape Schanck will be seen more to the eastward, making it at first like a long low island, and also trending to the S.E.

Direction to make the Entrance. — From Cape Paton run along the coast until Flinders Point opens out on the port bow, which is an isolated saddle shaped scrubby hill about 150 feet high, and is an excellent mark for the Port, there being no high land at this part of the coast near it. Care however should be taken, in thick or hazy weather, not to mistake Flinders Point for Port Phillip Heads, which, in several instances, has led to vessels going ashore.

Reef off Flinders Point.—A Detached Reef lies about a mile and a half in a S.W. by W. direction from Flinders Point, with deep water just to the southward of it.

Point Lonsdale.—Point Lonsdale bears from Flinders Point E.$\frac{3}{4}$ N.5$\frac{1}{2}$ miles. It is neither so elevated nor so well marked in outline as Flinders Point, but is now easily distinguished by a Tidal Flagstaff upon the sandy hummocks near the S.E. extremity of the Point.

No stranger, however fine the weather may be, should ever attempt to enter the Heads at night, or in the day time against a strong ebb tide.

Tidal Signals.—The following Tidal Signals are exhibited daily at Point Lonsdale Flagstaff between sunrise and sunset, and the Signal Keeper has instructions, if he sees ships approaching the Heads and running into danger, to warn them by means of Marryatt's Signals. Strangers therefore should watch these signals.

A blue flag will be hoisted half-mast high when the tide begins to flow in the middle of the entrance between Point Lonsdale and Point Nepean, and it will be kept flying all the first quarter of the flood tide.

The second quarter, a blue flag at the mast head.

The third quarter, a red flag half-mast high.

The last quarter, a red flag at the mast head.

During ebb tide, the signals are as follow, viz.:—

The first quarter, a blue flag half-mast high, with a ball underneath.

The second quarter, a blue flag at the mast head, with a ball underneath.

The third quarter, a red flag half-mast high, with a ball underneath.

The last quarter, a red flag at the mast head, with a ball underneath.

By attention to these signals a ship master will know the true state of the tide, which cannot always be ascertained by the usual process of finding the time of high water, the strength and duration of the tide being so much influenced by the wind and weather.

Causes of Wreck.—A careful enquiry into the casualties which have occurred at the entrance of this Port, has shewn that in nearly every case they have taken place in consequence of the vessels either attempting to enter the Heads at night or at an improper time of the tide in the day. In this manner they have been forced in between the Heads against a strong ebb tide, which it must be remembered runs partly *athwart* the entrance with great force, frequently at the rate of seven (7) knots an hour, causing a high confused tumbling sea, which, in southerly or westerly gales, often break from Point to Point. A shipmaster must not suppose that, because he has a fine fair wind outside the Heads, he can always force his ship against the ebb. To this error is attributable the loss of several ships. The wind, although fresh outside, frequently falls light just as a vessel gets in the tide ripple between the Heads, when she becomes unmanageable; and even with a strong breeze vessels often sheer athwart the tide, which hereabouts forms a series of strong irregular eddies, and are liable to be carried over upon Point Nepean Reef, which it must be remembered extends a few feet under water nearly three (3) cables' length W. by N. of the rocky Islet off Point Nepean.

Corsair Rock.—A rock now called the Corsair Rock, and long known to many of the coasters, but not laid down in any of the charts, with only eleven (11) feet over it at low water, has been recently examined and found to lie nearly three quarters of a mile W. of Point Nepean, with the following bearings, viz.:—Nepean Rock, N. 87 E.; Upper Lighthouse, N. 21 E.; Flagstaff on Point Lonsdale, N. 76 W. The above rock is about twenty (20) feet in diameter, the least water found on it at low water was eleven (11) feet, with three (3), four (4), and five (5) fathoms all round. There is a passage between the Corsair Rock and the eastern end of Nepean Reef of about a cable's length, with three (3), four (4), and five (5) fathoms of water; but no vessel should ever attempt it, as the tide, both ebb and flood, sets with great force towards the rock and Nepean Reef.

Point Lonsdale Reef.—Point Lonsdale Reef runs out to the S.E. of that Point fully three (3) cables' length, and is about one-third ($\frac{1}{3}$) of that distance in width; the greater part of the reef dries at low water and is steep too, having five (5) fathoms within quarter a cable's length of the outer edge, with seven (7) and nine (9) fathoms in mid-channel, deepening irregularly to twenty (20) fathoms, within two (2) cables' length of the Corsair Rock, and suddenly decreasing to five (5) and six (6) fathoms just outside of it. Therefore ships of heavy draughts of water must not make too free with either side of the entrance, as the heavy tide ripple causes a ship to plunge and send several feet below the level of the water.

Marks to clear the Reefs at the Entrance.—The mark to clear Point Lonsdale Reef, is, to keep the beacon on Swan Point open east of Shortland's Bluff, until Point Lonsdale Flagstaff bears W. by N., when you are in clear of the reef; and, to clear the Corsair Rock, keep the Shortland's Bluff Flagstaff half a cable's length open to the westward of the Low Lighthouse until the Flagstaff on Observatory Point is half a cable's length open of the lowest part of Point Nepean, or the white beacon on Point Lonsdale open to the southward of the Signal Staff; but, to clear Nepean Reef, lying a cable's length inside the Corsair Rock, do not shut the Low Lighthouse with Shortland's Bluff Flagstaff until Nepean Reef opens out to the westward of that point.

Approaching the Harbor from the Eastward. Vessels steering for the Heads from the southward and eastward usually make the land about Cape Schanck, the extremity of which cannot be mistaken from the bold precipitous character of the coast. The opening into Western Port to the N.E., and the unbroken trending of the coast in a N.W. direction, thence to Port Phillip Heads. The extremity of Cape Schanck is distinguished by a marked isolated basaltic rock called the Pulpit, and when seen from the S.E., has the appearance of a sail. Vessels having passed Cape Schanck, should keep a good offing in running down towards the entrance, until

they open out the Lighthouses which are not seen before bearing N. ½E., owing to the high land of Point Nepean intervening, nor when near the Heads: bring the Point Lonsdale Flagstaff to the westward of N.W., before opening out the Shortland's Bluff Flagstaff, W. of the Low Lighthouse.

Entering the Heads in Bad Weather.—It is advisable for vessels waiting the turn of the tide outside the Heads to keep the Point Lonsdale shore aboard, and generally in entering or leaving the Harbor, a preference should be given to this side, as the tide runs fairer here, and in bad weather small vessels incur less danger from tide ripple, and will have smoother water. Should a pilot not have been taken on board outside the Heads, and the last quarter ebb signal be up, or it be flood tide, steer, when within three leagues of the entrance, to bring the High Lighthouse on Shortland's Bluff to bear N.E. by N., upon which line of bearing, as you approach the Heads, the Low Lighthouse will be seen to seaward of the upper one, when steer as follows:

Entering the Heads with Flood Tide.—With a fresh fair wind and flood tide, keep the two (2) Lighthouses in one, until you bring the rocky islet off Point Nepean open to the westward of that point, when you are in clear of the reef. With a scant or light wind (easterly) and flood tide, do not shut Swan Point Beacon in with Shortland's Bluff.

Entering the Heads against the Ebb Tide, West Channel.—Entering with the ebb tide, steer, when within two (2) miles of the Heads, to get the Low Lighthouse about a point and a half open east of the high one until you draw near Point Lonsdale, when haul as close round the reef as practicable, taking care however not to shut Swan Point Beacon in with the Low Lighthouse point until you are clear of the reefs and have the rocky islet off Point Nepean open to the westward of that point, when, if bound through the West Channel, steer N.E. ½ E. 4½ miles for the first white buoy, which lies at the S.W. point of Williamsand, giving the Lighthouse point a berth of three (3) cables' length in order to avoid a ledge which runs out about that distance S.S.E. of it: the white buoy and the two red buoys on the Pope's Eye Shoal* are to be left on the starboard hand, and when within two (2) cables' length of the former haul a little to the northward to pass between it and the Black Perch Buoy off Swan Spit, taking care not to bring Point Lonsdale Flagstaff to the westward of the Low Lighthouse until you bring the Swan Spit Beacon on with the Spit Buoy bearing N.W. by W., when steer N. by E. ½ E. for the two chequered buoys which lie in mid-channel a mile N.E. of Swan Point in two (2) fathoms at low water; they bear from each other N.E. and S.W. about a cable's length apart, and are placed upon two (2) recently formed knolls of sand. A vessel may pass the chequered buoys within ¼ of a cable's length on either side; when past, steer N.N.E. right up the channel for the Lightship, leaving the black buoys on the port, and white buoys on the starboard hand: following this track from the entrance of the channel to the Lightship, there will not be less than three (3) fathoms at low water.

The west bank must be approached with caution, between the second white buoy on the N.W. elbow of Williamsand and the Lightship, as there are several narrow spits with barely three (3) fathoms over them running out from the west bank nearly in a line with the Lightship and the buoy, about a third the distance from the former.

The east bank of the West Channel shows plain enough, but vessels with a scant wind proceeding up against the ebb must not stand too close over towards it, as the ebb which sets to the S.S.E. over the bank is liable to horse them on it, especially at the *north* end.

Entering the Heads and West Channel with a Contrary Wind.—Vessels working in between the Heads standing to the westward, must keep Swan Point Beacon open of Shortland's Bluff, and when heading to the eastward, keep the Flagstaff on Shortland's Bluff open west of the Low Lighthouse until well inside not standing too close over on the Nepean shore lest they get embarrassed with eddy tide, and when above the Lighthouses and standing to the westward do not shut in the clump of trees on Point Lonsdale with the Low Lighthouse, until well up to the Swan Point Buoy, and between the lower white buoy and Williamsand do not bring the buoy to the northward of Point Lonsdale Flagstaff; above Swan Point, keep the Lighthouses open of the point until up with Swan Bay Buoy; above the latter buoy, keep the Heads open and do not stand within the line of black buoys. The Lightship is moored at the N.E. point of the west bank of the West Channel, in five fathoms, but there is not more than fourteen feet within two cables' length inside of her; vessels therefore bound up or down must always pass to the eastward of the Lightship.

Course to Hobson's Bay.—After passing the Lightship steer north by east for Hobson's Bay, and as Gellibrand's Point is approached, give it a berth of one mile, in order to clear the rocky bank lying S.S.E. from the Lighthouse Point, the outer end of which is marked by a black buoy with a perch moored in four fathoms. Should you not be bound up the river, bring up abreast of the Lighthouse anywhere amongst the shipping in from three to five fathoms; the best anchorage is in four fathoms, a quarter of a mile off shore, the Lighthouse bearing from S. to S.W.

River Yarra.—The fairway to the Yarra is marked by black buoys on the port, and red on the starboard hand, within which no vessel is allowed to anchor; the shoal parts of the river are marked by beacons of the same colours. In consequence of the limited wharfage accomodation at Melbourne, and great confusion arising from the increase in the number of vessels at the wharves, a regulation has been issued prohibiting all above two hundred (200) tons register from going up the Yarra.

The following Tidal Signals are hoisted at the western yard arm of the Flagstaff at Gellibrand's Point.

When there is eight feet (8) water on the Bar, a black ball at the yard arm.

Eight feet and a half (8½), a ball over a blue flag.

* The Pope's Eye Shoal extends in a N.E. and S.W. direction, and is about ¾ of a mile long and three cables' length broad; the shoalest part is about a cable's length from the northermost buoy in a N.E. direction, where there is a small patch with not more than six feet over it.

Nine feet (9), a red flag at the yard arm.

Nine feet and a half (9½), a ball under a blue flag.

Ten feet (10), a blue flag at the yard arm.

Steam Tug.—Strangers usually employ a waterman to pilot them from Hobson's Bay to Melbourne, and in all cases take a steam tug. Vessels moving from the outer to the inner anchorage, and from one place to another in Hobson's Bay will find it much to their advantage to have a tug. Many vessels are now towed to sea direct from Hobson's Bay and Geelong, and a tug has recently been stationed in Swan Bay for the purpose of towing vessels through the channels and rendering assistance at the Heads. Great caution must, however, be exercised in towing through the tide ripple, lest the tow-ropes give way and the vessel sheer into danger.

South Channel.

South Channel Inwards.—The South Channel is six (6) miles in length, and free from danger, varying from one to a quarter of a mile in breadth, on E. ½ S. course, with a slight deviation to the north at its eastern end will carry a vessel through in mid-channel. Entering from the sea, this channel is marked with white buoys on the starboard, and black buoys on the port hand. The soundings are very irregular, varying from seven (7) fathoms at the western end to twelve (12) and twenty (20) off Point King, and decreasing to five (5) fathoms at the eastern end. A vessel from sea bound through the South Channel should, after clearing the Heads, steer along the south side of the Bay, with Flinder's Point kept just open of Point Lonsdale, in from nine (9) to eleven (11) fathoms, until Point King bears S. by E., leaving the two (2) red buoys on the Pope's Eye Shoal on the port hand; and when the white buoy off Point King comes on with that point, keep the Flagstaff on Observatory Point a large sail's length open to the southward of a small knob on the top of the western ridge of Point Nepean, which mark leads up in mid-channel until the White Cliff bears S. by E., when bring the Flagstaff just open to the southward of the knob until the easternmost white buoy comes on with an isolated clump of trees on the top of Arthur's Seat, which will lead through the channel, leaving the buoy on the starboard hand, and when to the eastward of it keep it open of Observatory Point Flagstaff astern until the easternmost black buoy is on with Mount Martha, then steer E. by N. for the latter buoy, leaving it on the port hand, when, if bound to Hobson's Bay, steer N. by W. twenty-seven (27) miles, or, if bound to Geelong, N.W. ½ N. fourteen (14) miles, for the red buoy off Prince George's Bank. (See *Sailing Directions for Geelong.*)

Beating up the South Channel.—Vessels beating through the South Channel must be guided by the lead, not standing into less than four (4) fathoms on either side, nor within the line of buoys.

Beating up the West side of Hobson's Bay. There is plenty of room between the middle ground and the shore, which may be approached within half a mile into five (5) fathoms, and when clear of the middle ground and to the northward of Point Martha you can stand to the westward until the northernmost land of Indented Head comes on with Station Peak. Vessels beating up from the Lightship to Hobson's Bay must not stand into less than five (5) fathoms on either side, nor approach the western shore nearer than three (3) miles until Station Peak comes on with Point Cook; when in standing to the westward do not bring the Lighthouse to the eastward of N.E., nor until you are to the northward of the buoy approach Gellibrand's Point within three quarters of a mile. The bottom that distance off shore from Wilson's Point to Gellibrand's Point is rocky, with patches having not more than eight (8) feet over them.

East side of the Bay.—The east side of the Bay is clear of danger and may be approached within a mile from Arthur's Seat right up to the Red Bluff, off which a rocky shoal lies at the distance of a mile, with only five (5) feet water over it, and three (3) fathoms within a cable's length all round to within a quarter of a mile to the beach. A chequered buoy has recently been placed just to westward of the shoal, between which and Hobson's Bay do not stand into less than four (4) fathoms.

Hobson's Bay.—A bank stretches out from the eastern shore of Hobson's Bay, nearly a mile and a half, the western end of which is marked by a white buoy laid down in five (5) fathoms, and bearing S.W from the Lighthouse with thirteen (13) feet, a cable's length itside of it. The water shoals gradually from the buoy to seventeen feet about half a cable's length from Sandridge Pier. Vessels beating in or out of Hobson's Bay will avoid the bank by not opening the Melbourne Flagstaff more than a sail's length east of Liardet's Hotel. To the southward of St. Kilda Buoy the bank trends away in the direction of the Red Bluff between St. Kilda and Brighton.

West Channel, Outwards.—Vessels bound to sea by the West Channel will generally clear the Heads the same day by leaving Hobson's Bay two or three hours before daylight, when there is frequently a moderate land or northerly wind; a S. by W. course from a fair berth of the Lighthouse leads down to the Lightship, after passing which steer S.S.W. down the channel leaving the black buoys on the starboard, and the white buoys on the port hand, passing the two chequered buoys lying off Swan Bay on either side. The extreme point of Point Nepean kept a sail's breadth open of Swan Point leads down mid-channel to abreast of Swan Bay Buoy, when open the Heads more out until you pass the last black buoy off the Swan Spit and have it on with the Swan Point Beacon, bearing N.W. by W., which mark clears the spit, when haul to the S.W. keeping Point Lonsdale a little open of Shortland's Bluff, leaving the Royal George Buoy (white) on the port hand, after passing which and the Pope's Eye (red buoy) the shoals are cleared, when a course may be steered for the extreme part of Shortland's Bluff, giving it in passing a berth of three cables' length, and in passing out betwen the Heads bring the opposite marks on which are given for entering. It is never advisable to go out between the Heads without a commanding breeze and favorable tide; strangers ought never to attempt to beat out, as, should the wind fall light, they are very liable to get horsed over on Point Nepean reef by the ebb tide, which sets strong out towards the reef from the bight between Point Lonsdale and the Lighthouse. Inattention to the set of the tide here has placed several ves-

sels in jeopardy, by being obliged to anchor in the foul ground, almost in the surf. An instance, shewing the necessity of great caution, occurred a few months back in the case of the ship *Sea*, of Liverpool, getting under weigh with the ebb tide and a scant wind, contrary to the advice of the pilot; the first board she made she was swept on Point Nepean reef, and in a few hours went to pieces, sixteen hands perished.

South Channel, Outwards.—Vessels bound to sea from Hobson's Bay by the South Channel should steer from a fair berth off Gellibrand's Point S. by E. 27 miles, for the easternmost black buoy of the middle ground, taking care to have the white cliffs bearing S.W. by W. before the top of Arthur's Seat bears S.S.E., and after passing the block buoy on the middle ground, haul up for the south white cliff until you bring the easternmost white buoy open to the northward of the Observatory Point Flagstaff, then keep away for the latter buoy, leaving it on your port hand, when a W. $\frac{1}{2}$ N. course will take you down mid-channel, keeping the easternmost white buoy on with the top of Arthur's Seat astern, and the knob on Point Nepean open to the northward of the Flagstaff on Observatory Point, leaving the black buoys on the starboard and white buoys on the port hand, and when to the westward of Point King steer to pass midway between Observatory Point and the Lighthouses, bringing the latter to bear in one, N.E. by N., with which marks on, be guided by the state of the tides in proceeding to sea. Vessels leaving Hobson's Bay with strong southerly winds, especially during the summer months, when these winds prevail, will sooner get to sea by working down the east side of Hobson's Bay and going through the South Channel, where they have smooth water: a vessel with a southerly wind will be enabled to lead through the South Channel right out to sea, whereas by beating down the middle of the Bay and taking the West Channel, more swell is experienced, and a large vessel would possibly have to anchor off the Lightship waiting for a shift of wind.

Directions for Geelong.

Ships bound to Geelong should steer from the Lightship N. by W. 6 miles, for the red buoy, which lies in seven (7) fathoms at the north end of Prince George's Bank; when abreast of this buoy, and the extreme part of Indented Head, bearing S. $\frac{1}{2}$ W. steer W. $\frac{1}{2}$ S. until Point Richards bears S. by E., off which a shoal lies due north about $\frac{3}{4}$ of a mile, with not more than ten (10) feet on its northern end, which is marked by a red buoy bearing from Point Richards N. $\frac{1}{2}$ E. in $4\frac{1}{2}$ fathoms of water: when the latter buoy is on with Point Richards haul up S.W. by W. for the white buoy, on the southern part of Point Wilson shoal, which may be passed on either side, unless the vessel's draught of water exceed fourteen feet, in that case round the buoy as close as practicable, leaving it on the starboard hand. The course is then W.N.W. for the anchorage off Point Henry about a mile off shore in four (4) fathoms with the middle of the town of Geelong just open clear of Point Henry; but if bound into the inner harbor, steer, when you have the town open, to bring the beacon on the Bird Rock* to bear N.W. by N., which will lead you down in three fathoms to the entrance of the ship channel; when the water shoals gradually to fourteen (14) feet within a few fathoms of the white buoy, which must be left on the starboard hand, and the black buoy on the port hand, then steer to pass close to the inner white buoy, hauling up gradually as you pass it, to bring the inner black buoy on the port bow, after passing which you are over the Bar, and may steer S.W. by S. $\frac{1}{4}$ S. four miles for the anchorage of the wharves. The anchors of the Dredging Machine are marked by *red* buoys, which must be avoided in passing over the Bar. Vessels bound to Geelong, having a contrary wind between the Lightship and Prince George's Bank Buoy, should not stand into less than five (5) fathoms, nor bring the Lightship to the eastward of S. by E. $\frac{1}{2}$ E. until they open out Station Peak clear of Indented Head, keeping Leading Hill open of the South Red Bluff, until they are to the north of the buoy, between which and the red buoy off Point Richards do not stand into less than five (5) fathoms, not bringing Point Richards to the westward of W. by S. Between Point Richards and Point Henry do not stand into less than four (4) fathoms on the south side, nor less than five (5) fathoms when standing to the north, keeping a good mile from the former and three miles from the latter shore. A rocky bank, upwards of a mile in width, stretches due south from Point Wilson about three (3) miles, with very irregular soundings, varying from ten (10) feet to three and a half ($3\frac{1}{2}$) fathoms; the white buoy on its southern end lies in four (4) fathoms with sixteen (16) feet within a ship's length to the northward of it.

Vessels bound to Geelong from Hobson's Bay whose draught of water exceeds fourteen (14) feet, should steer S.W. from a fair berth off Gellibrand's Point until Point Cook bears N.N.W., then S.W. by W. seventeen (17) miles, bringing Point Henry to bear W. $\frac{1}{2}$ S. before Station Peak bears N.W. by W., which leads down to Point Wilson White Buoy, when follow the directions already given above.

Vessels leaving Point Henry for sea by the West Channel should steer E.S.E. for Point Wilson Buoy, and from thence keep about a mile off shore until Point Richards bears S. by E., when haul up E. $\frac{1}{2}$ N. for the red buoy off Prince George's Bank: a round hill, visible between the two highest hummocks of Station Peak, kept just open to the northward of the highest peak, will carry you clear of the bank. After passing the buoy, steer S. by E. six (6) miles for the Lightship.—(See *Directions from Hobson's Bay to Sea.*)

If bound to sea from Geelong by the South Channel steer after passing Prince George's Buoy S.E. $\frac{1}{2}$ E. twelve (12) miles, not shutting in Station Peak with Indented Head until the Flat Islands come on with the Lighthouses bearing W. by S., when steer S. by E. $\frac{1}{2}$ E. four (4) miles until the S.W. point of Mount Martha bears N.E., the top of Arthur's Seat S.S.E., which will lead you to the East Bank Buoy, when follow the directions given in page 1309.

Anchorages outside the Heads.

Loutit Bay.—Steamers and coasters bound round Cape Otway, encountering heavy weather, might, instead of running back to the Heads, find shelter from all winds, from S. round westerly to N.E., in Loutit Bay, which is situated between Flat Top Point and Split Point. The

* A Lighthouse is about to be erected on the Bird Rock.

anchorage is near Flat Top Point, within half a mile of the shore, in from five (5) to seven (7) fathoms. A reef lies about a cable's length to the S.E. of Flat Top Point, which bears from Point Lonsdale W.S.W. thirty-six (36) miles.

Apollo Bay.—There is also good anchorage in Apollo Bay, which is situated about thirteen (13) miles N.E. from Cape Otway. The *Corsair* anchored with Point Bunbury Flagstaff S.W. by S., Cape Paton N.E. by E., in seven (7) fathoms, about a mile off shore. A reef, upon which the water breaks in bad weather, runs out to the S.E. about half ($\frac{1}{2}$) a mile from Point Bunbury.

Western Port.— Ships getting disabled or caught in a southerly gale, and unable to weather Cape Schanck, will find good shelter in Western Port, the entrance to which is about nine (9) miles E. from Cape Schanck, wide and free from danger. The S.W. extremity of Grant, or Phillip Island, may be approached within three quarters ($\frac{3}{4}$) of a mile; after rounding which run along the island, keeping about half ($\frac{1}{2}$) a mile off shore, and anchor as soon as you are sheltered within a quarter ($\frac{1}{4}$) of a mile of the beach in from eight (8) to twelve (12) fathoms.

No stranger should anchor close to the Heads, except it be to save the vessel from going ashore, although the coasters sometimes, to prevent being carried by the tide inside the Heads in a calm, anchor about a mile outside, where the bottom is sandy, and occasionally in the bight, between Point Flinders and Point Lonsdale.

Anchorages Inside the Heads.—The waters of Port Phillip Bay spread over a surface of upwards of eight hundred (800) square miles, three-fourths ($\frac{3}{4}$) of which are available for anchorage, the depth nowhere inside the Lighthouses exceeding fifteen (15) fathoms.

Anchorage off the Lighthouses.—Vessels detained inside the Heads by contrary winds or tide, may, during northerly or westerly winds, anchor with the High Lighthouse bearing from W.S.W. to W., distant about a mile and a half, in from six (6) to seven (7) fathoms. The bottom below the above bearings is rocky, and vessels bringing up there are liable to lose their anchors.

With a southerly gale haul over under Point Nepean, abreast of the Quarantine Station, between Observatory Point and Point King, in from ten (10) to fourteen (14) fathoms, a mile off shore.

It is not advisable, in bad weather, to anchor in either the South or West Channel, on account of the tide and loose nature of the bottom; but in S.W. gales small vessels will find good shelter under Swan Spit in three and a half ($3\frac{1}{2}$) fathoms, the Upper Lighthouse just shut in with Swan Point, about half a mile off shore; and vessels bound up and caught in the South Channel with a northerly or N.W. gale, will find good anchorage in Cappel Sound, by bringing the white cliff to bear S.W., and the top of Arthur's Seat east in from five (5) to seven (7) fathoms, sandy bottom.

Ships detained with southerly gales at the north end of the West Channel, will find good anchorage by bringing the Lightship to bear S. by W. just shutting in Station Peak with Indented Head.

Hobson's Bay is capable of affording shelter to upwards of eight hundred (800) sail. The holding ground is excellent: the depth from three to four fathoms over a bottom of stiff clay and mud.

The best anchorage at Point Henry is with the Hospital open clear of the Point in four (4) fathoms of stiff clay and mud, about three-fourths ($\frac{3}{4}$) of a mile off shore.

Vessels navigating any other part of the Bay above the Channels may, if necessary, ride with good ground tackle in any other part of it, there not being a greater depth than fifteen (15) fathoms all over the Bay, and the holding ground good; but the north side is preferable, as the wind usually veers from N. round westerly to S.W., making it the weather shore.

In these directions it is taken for granted that when a ship is under weigh in pilot waters the lead will always be kept going; no man can be held blameless who neglects so valuable a guide.

Pilots.—The pilot vessels cruise from three (3) to twelve (12) miles outside the Heads, borrowing on either shore according to the weather. These vessels are fore and aft schooners, and cutter rigged, painted from the copper upwards a light stone color, and their number painted in black on the mainsail. They carry by day a red and white flag in horizontal stripes, white uppermost, at the mainmast head, and between sunset and sunrise exhibit a bright light in the fore rigging, and show in the waist a flash light every half hour. Vessels steering for the port are bound to show the usual flag for a pilot when within four leagues of the entrance. Vessels which miss the pilot schooner will be boarded by a pilot from a whale boat when they are inside Point Lonsdale; but all strangers should, if possible, take pilots outside the Heads. All vessels trading between this and any other Australian port and New Zealand are exempt from pilotage, provided the master holds a certificate from the Victoria Pilot Board that he is competent to pilot his vessel. Such vessels, on arriving within four (4) leagues of the entrance, must have a large white flag hoisted at the mainmast head, to be kept flying until past Swan Point, under a heavy penalty, which is rigorously enforced, in order to prevent the pilots' time being unnecessarily taken up running after ships which do not require their services.

Tides in Port Phillip Bay.—A Tidal Register has daily been kept for the last fifteen (15) months at Point Lonsdale. The result has shown them to be so much influenced by the prevailing winds that only an approximate time of high water at full and change can be arrived at, which, with observations made at the undermentioned points, are as follows:—

High Water at Full and Change.		Vertical Rise and Fall.	
		Spring.	Neap.
	Hrs. Mins.	Feet.	Feet.
High Water on the Beach at Point Lonsdale	11 5	7	4
" " Mid-Channel between Point Lonsdale and Point Nepean	1 10		
" " Light Ship, West Channel ..	1 40	4	3
" " East end of South Channel ..	2 5	4	3
" " Bird Rock, Geelong	2 30	3½	2½
" " Point Gellibrand and mouth of River Yarra	3 0	4½	2½

The flood tide comes from the southward and eastward, increasing in strength as it nears the Heads, setting right into the entrance across and through the opening in the reefs with great force, spreading towards Shortland's Bluff and Point King, and decreasing in strength as it

advances towards the channels setting towards Swan Point, and through the West Channel in an oblique direction, tending toward the Ducks Ponds and Indented Head, and above the Lightship to the N.W. across Prince George's Bank, spreading from thence towards Geelong Bay, Point Cook, and Hobson's Bay. In the South Channel the flood tide sets to the E.N.E., *across* the middle ground through the Pinnace Channel, and spreads along the eastern shore towards Hobson's Bay. The ebb sets out of Hobson's Bay towards the S.E. for a few miles, when it takes a more southerly direction towards Prince George's Bank, thence tending through the various channels in an oblique direction, the stream from Simon's Channel joining and turning that of the West Channel below the Royal George Buoy, setting away towards the bight between Shortland's Bluff and Point Lonsdale, thence out through between the Heads with great force, the body of the tide setting *athwart* the entrance towards Point Nepean, and away to the S.E., along the land and into the bight between Nepean Point and Cape Schanck. Vessels, therefore, navigating either of the channels or the entrance, must always carry taut canvas, and in entering or leaving the Port, Point Lonsdale should always be kept on board. Between the Heads the tide runs from five (5) to seven (7) knots; in the West and South Channels between two (2) and three (3) knots, and about a knot and a half (1½) in the Bay, above the Channels. In Hobson's Bay during the winter months there is always a surface current running out owing to the freshes which run down the river: this current frequently sets along both sides of the Bay at the rate of two (2) knots. The tide is weak in Geelong Bay, except in the channel, where it sets two (2) and a half (½) knots across the bar, and becomes weaker as it spreads over Corio Bay. It is very probable that as the Dredging Machine deepens the Bar, the velocity of the tide will increase, and materially aid in keeping the channel clear. The prevailing winds have a great influence on the high tides, both as regards their height and time of water. Northerly winds, from N.E. to N.W., have the greatest influence. A gale from the N. or N.N.E. will keep back the flood tide so as often to make the time of high water two (2) or even three (3) hours later than the time by calculation. The effects of such a wind on the height of the tide, especially within the Heads, is often very considerable, and causes the spring tide to be lower than the neap. The effects of southerly gales do not seem at all in proportion to that of northerly winds, and unless a southerly breeze has been preceded by at least twelve (12) hours of easterly winds, the effect on the tides, *i.e.*, accelerating the time of high water, has not been observed to exceed an hour and a half (1½). Arrangements for simultaneous Tidal and Meteorological Observations at the various ports of Victoria are being made, which may hereafter furnish the mariners with valuable and interesting information.

LIGHTHOUSES IN BASS'S STRAITS.—(As notified in various *Government Gazettes.*)

Cape Otway.—Cape Otway Lighthouse is a circular stone tower painted white, situated in latitude 38*d.* 51*m.* 8*s.* S., longitude 143*d.* 34*m.* E. The light revolves, shewing a bright flash once in every minute, and burns at the height of three hundred (300) feet above the level of high water, and may be seen in ordinary weather at a distance of eight (8) leagues.

Kent's Group.—Kent's Group Lighthouse is erected on Deal Island, the easternmost of the group, situated in latitude 39*d.* 30*m.* 10*s* S., and longitude 147*d.* 15*m.* 20*s.* E. The light revolves once in every minute, and burns at an elevation of eight hundred and eighty (880) feet above the level of the water, and is seen in clear weather from all directions thirty-six (36) miles, but it is very liable to be obscured by fogs.

Low Head.—Low Head Lighthouse, Port Dalrymple, situated in latitude 41*d.* 3*m.* 20*s.* S, and longitude 146*d.* 47*m.* 30*s.* E. This light revolves once in every minute, and burns at an elevation of one hundred and four (104) feet above the level of the water, and can be seen in clear weather fifteen (15) miles.

Swan Island.—Swan Island Lighthouse is erected on the north end of Swan Island, latitude 40*d.* 40*m.* S. and longitude 14 8*d.* 9*m.* E. The light revolves once in every eight minutes, but shews a brilliant flash of two and a-half seconds duration every minute, and burns at an elevation of one hundred and four (104) feet above the level of the water, and can be seen in clear weather thirty (30) miles.

Goose Island.—Goose Island Lighthouse is erected on the south end of Goose Island, situated in latitude 40*d.* 18*m.* 41*s.* S., and longitude 147*d.* 48*m.* 50*s.* E. The light is fixed, and burns at an elevation of one hundred and eight (108) feet above high water mark, and can be seen in clear weather thirty (30) miles. The Lighthouses on Kent's Group, Goose Island, Swan Island, and the Low Head, are painted the upper half red and the lower half white.

Flinders Light, Gabo Island.—The Lighthouse on Gabo Island, off Cape Howe, is situated in latitude 37*d.* 34*m.* 20*s.* S., and longitude 149*d.* 54*m.* 40*s.* E. The Lighthouse is a skeleton timber erection painted white, the roof and framing of the lantern painted red, and the ventilated ball painted yellow. It stands nearly in the centre of the island, about three quarters of a mile from its southern point, upon a sand hill one hundred and fifty-seven feet six inches (157ft. 6in.) above the sea. The following magnetic bearings are taken from the Lighthouse:—

Cape Howe, N., 32*d.* E.
Ram Head, S.W.
Variation of compass, 11*d.* E.

The light is a fixed white light of the first class, and is eclipsed by a small range of sand hills from S. 15*d.* E. to S. 4*d.* W. (in all 19*d.*) to a distance averaging about two (2) miles out to sea. It is estimated that the light can be seen twenty (20) miles distant in clear weather.

LIGHTHOUSES IN PORT PHILLIP BAY.

Upper and Leading Light.—There are two (2) Lighthouses on Shortland's Bluff, Upper and Leading Lights. The Upper Lighthouse is a circular stone tower painted white, and burns at an elevation of one hundred and eight (108) feet above the level of the water. On this tower is exhibited a bright stationary light, seen in ordinary weather six (6) leagues to seaward within the bearings of south round westerly to S.W. The high land of Point Lonsdale and Point Nepean prevent it been seen beyond these bearings except when bearing S. by E. A chance

glimpse of it is caught over the gap in the land about a quarter of a mile S.E. of Point Nepean. The Leading Lighthouse tower is built of wood painted white, and stands at an elevation of eighty (80) feet above the level of the sea, bearing from the centre of the Upper Lighthouse on Shortland's Bluff S. 33 W., distance 670 feet, and exhibits a fixed red light, seen in ordinary weather ten miles to seaward within the bearings of S. ¼ W. round westerly to S.W. ¼ W.

Gellibrand's Point.—The Lighthouse on Gellibrand's Point is a square stone tower, sixty (60) feet high, painted white, and exhibits a red stationary light, visible all round the horizon four (4) leagues in ordinary weather.

Floating Light.—A Floating Light is established at the north end of the West Channel leading into Port Phillip Bay, with the following bearings:—Extreme point of Indented Head, N.W. ¾ N.; summit of Arthur's Seat, S.E. ½ E.; extremity of Point Nepean, S.W. ½ W. The Lightship is painted red, and by day has the appearance of a vessel having one mast, only surmounted by a large red ball, and exhibits between sunset and sunrise, two bright lights twenty-four (24) feet apart and fifty (50) feet above the level of the water. These lights may be seen from all parts of the horizon within the distance of nine (9) miles in clear weather.

The erection of several additional Lighthouses on the coast of Victoria is contemplated, viz.:—Cape Bridgewater, Point Lonsdale, Cape Schanck, and one on Wilson's Promontory, or one of the adjacent islands. The rapidly increasing traffic on the coast calls for these lights, which completed, will render the mariner's approach to any part of it comparatively safe. In the event of the Lightship having broken adrift, the lights will not be exhibited, but a plain lantern hoisted in the main rigging and No. 3190 signal flying by day.

GENERAL REMARKS.

Preparing for entering Harbor.—Before entering the Heads vessels should have their anchors, chains, and every thing clear for bringing up; for want of this ordinary precaution many vessels have had very narrow escapes, and several instances have been reported of the pilots' having to heave ships to, *inside* the Heads, until such time as the chains were cleared away.

Mails.—All letters and mail bags on board vessels must be delivered immediately on arrival to the mail boat. A penalty is inflicted of £5 on every letter or newspaper detained: this regulation is rigourously enforced, and applies to passengers as well as masters of vessels.

Passengers' Act.—The penalties under the *Passengers' Act* are also rigorously enforced, especially the 58th clause, which prohibits the sale of spirits on board during the voyage,—a practice which is most detrimental to the comfort and well being of passengers, and leading to much insubordination amongst the crew.

Mooring Swivel.—As all vessels at Hobson's Bay and Point Henry must moor with two anchors, shipmasters are recommended to be provided with a stout mooring swivel, for want of which several vessels, short handed, recently took so many turns in their hawse, that when they were unmoored their cables were found to be broken.

Repairs.—Ships requiring extensive repairs under water have at present to be hove down, but there are two Patent Slips and a Floating Dock in course of erection; one slip on the south bank of the Yarra for vessels of 300 tons and under, the other at Gellibrand's Point, where there is deep water close to the shore, with a hard bottom:- this slip is to be constructed so as to take up a vessel of 2000 tons. There are several extensive foundries in Melbourne and Geelong, where steam vessels can get any part of their machinery repaired. It is advisable, however, that steamers coming direct from England or America should be provided with duplicate portions of their machinery which are most liable to give way.

A Time Ball is dropped daily at Williamstown at one o'clock, mean solar time: a similar Time Ball is about to be constructed at Geelong, and experiments are now being made to give the time also at eight (8) P.M., by means of a metal cylinder passing over and partially obscuring the light on Gellibrand's Point for two minutes, and then dropped instantaneously. The true time of the re-appearing of the light being notified the following day in the newspapers.

There is a strong body of Water Police quartered on board a vessel in Hobson's Bay, and at Point Henry on board a schooner, a portion of whom are at all times rowing guard amongst the shipping. These vessels exhibit by day a *red* ball at the mast head, and a *green* light at night.

Up to the present time all vessels having goods for Melbourne, and drawing over nine (9) feet, or exceeding 200 tons register, discharge their cargo in Hobson's Bay into lighters,—a most expensive and tedious process; but great efforts are now being made to remedy this, by the construction of wharves and deep water basins on both sides of the Bay, at Sandridge and Williamstown, to be connected with Melbourne by railways; and a company has been formed for the purpose of constructing docks at Melbourne, the approach to which, it is proposed, will be by means of a canal opening out into Hobson's Bay at its N.W. angle.

Large vessels, having goods on board for Geelong, lie at Point Henry, which is five (5) miles distant from the town, and discharge their cargoes into lighters. Vessels drawing ten (10) feet and under can go over the Bar, which is now being removed by a Dredging Machine, the operation of which has hitherto been so successful that there is every prospect of a channel being cut within eight (8) months to admit of vessels drawing fifteen (15) feet being towed right up to the wharf.

Arrangements are being made for the erection of a Mariners' Hospital at Williamstown, and the fitting up of a Floating Chapel in Hobson's Bay, which, it is sincerely to be hoped, will speedily be followed by the erection on shore of one or more of those valuable institutions, The Sailor's Home.

The Quarantine Ground is situated just inside the Heads, between Observatory Point and Point King, the boundary of which is marked by two (2) conspicuous Flagstaffs. All vessels from other than Australian ports must undergo an examination at the Heads. This examination has recently been rendered very strict, in consequence of the continued influx of ships and passengers from all parts of the world, several of which had great mortality on their voyage out, and had consequently to be put in quarantine. To prevent this, masters of vessels would do well to aid the surgeon by every means in their power in his efforts

to land his charge in a healthy state; and from sixteen (16) years' experience in the conveyance of free passengers, troops, emigrants, and convicts, I am persuaded that inattention in the very *outset* of the voyage to cleanliness, ventilation, and diet, is the prevailing cause of much of the sickness which occurs in passenger ships.

Fresh Water.—Ships at Hobson's Bay can fill up their water, by sending boats under the spout at the Sandridge watering-place, or get supplied by floating tanks.

Clearance Inwards.—No communication is permitted with the shore, until the Boarding Officer has cleared the ship.

Clearance Outwards.—After a ship has cleared outwards at the Customs, her clearance and papers are transmitted to the Emigration Officer, who goes on board and examines whether all the requirements of the *Passengers' Act* have been carried out, and grants her clearance accordingly; but as no communication can be held with the shore after a ship has been so cleared, the master must be on board at the time of hoisting the flag for the Clearing Officer, and the ship off Gellibrand's Point.

Masters of vessels are recommended to have ready a summary in triplicate of the latest and most important intelligence they may be in possession of, for the purpose of affording the public early information. A copy should be given to the Boarding Officer for transmission by the Electric Telegraph, a branch of which is in full operation between Melbourne and Williamstown, and is immediately to be extended to Geelong and the Heads.

Masters of vessels navigating Bass's Straits and approaching the Heads of Port Phillip, must remember that they are liable to meet many vessels sailing in all directions, and should therefore cause a constant vigilant look-out to be kept to prevent collision, and for this purpose the following Admiralty Notice and established Nautical Rules are appended for general information:—

Admiralty Notice respecting Lights to be carried by sea-going vessels to prevent collision.

By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c., &c. By virtue of the power and authority vested in us by the Act 14 and 15 Victoria, chapter 79, dated 7th August, 1851, we hereby require and direct that the following Regulations be strictly observed:—

STEAM VESSELS.

All British sea-going steam vessels, whether propelled by paddles or screw, shall, within all seas, gulphs, channels, straits, bays, creeks, roads, roadsteads, harbors, havens, ports and rivers, and under all circumstances between sunset and sunrise, exhibit lights of such description and in such manner as is hereafter mentioned, viz:

1st. The mast head light is to be visible at a distance of at least five (5) miles in a dark night with a clear atmosphere, and the lantern is to be so constructed as to show an uniform and unbroken light over an area of the horizon of twenty points of the compass, being ten points of the compass, viz.:—From right a-head to two points abaft the beam on the starboard side; the red light on the port side is likewise to be fitted so as to throw its light the same distance on that side.

2nd. When under steam, a bright white light at the foremast head, a green light on the starboard side, a red light on the port side.

3rd. The red light on the port side is likewise to be fitted so as to throw its light the same distance on that side; the side lights are moreover to be fitted with screws on the inboard side of at least three feet long, to prevent the lights being seen across the bow. When at anchor a common bright light.

SAILING VESSELS.

We hereby require that all sailing vessels, when under sail or being towed, approaching or being approached by any other vessel, shall be bound to show between sunset and sunrise a bright light in such a position as can be best seen by such vessel or vessels, and in sufficient time to avoid collision. All sailing vessels at anchor in roadsteads or fairways shall also be bound to exhibit, between sunset and sunrise, a constant bright light at the mast head, except within harbors or other places where regulations for other lights for vessels are legally established. The lantern to be used when at anchor, by steam vessels and sailing vessels, is to be so constructed as to show a clear good light all round the horizon.

We hereby revoke all Regulations heretofore made by us relating to steam vessels exhibiting or carrying lights, and we require that the preceding regulations be strictly carried into effect on and after 1st August, 1852.

Given under our Hand the 1st May, 1852.

(Signed) HYDE PARK.
(Signed) P. HORNSBY.

By Command of their Lordships,
W. A. B. HAMILTON.

TRINITY HOUSE RULES.

Sailing vessels having the wind fair shall give way to those on a wind.

When two ships are going by the wind, the ship on the starboard tack shall keep her wind and the one on the port tack bear up, thereby passing each other on the port hand.

When two ships have the wind large or abeam and meet, they shall pass each other on the port hand, the helm of each being put a-port.

Steam vessels are always to be considered as vessels navigating with a fair wind. When steam vessels on different courses meet unavoidably, or necessarily cross so near that, by continuing their respective courses, there would be a risk of coming in collision, each vessel shall put her helm to port, so as to be always on the port side of each other. A steam vessel passing another in a narrow channel, must always have the vessel she is passing on the port hand.

Extracts from Acts of Council for the Guidance of Masters of Vessels and others frequenting the Port.

CONVICTS.

Master Mariner conveying Convicts into the Colony of Victoria. Penalty £100, or six months imprisonment, or both. (16 Vic., No. 13, sec. 1.)

Harboring or concealing any offender illegally at large. Penalty £50, and in default of immediate payment imprisonment for six calendar months. (16 Vic., No. 13, sec. 6.)

Passengers to be supplied with sufficient food, &c. Penalty £20. (16 Vic., No. 17, sec. 3.)

Property of persons who have died on the voyage to be accounted for. Penalty £100. (16 Vic., No. 17, sec. 13.)

Masters neglecting to maintain passengers 48 hours after arrival, taking down berths, refusing Emigration Officer facility for inspection, refusing or neglecting to exhibit the List of Passengers, or wilfully exhibiting a false list, or permitting passengers to leave the ship. Penalty £20. (16 Vic., No. 17, sec. 8.)

Masters of vessels arriving from ports beyond the Australian Colonies are not allowed to let their steerage passengers leave their vessels for the purpse of landing at Melbourne after one o'clock, P.M., during the months of April, May, June, July, August, and September, nor after two o'clock, P.M., during the remaining months, unless with the consent of the Immigration Officer. This rule will be strictly enforced.

Ship's cargo and stores to be reported at the Custom House within twenty-four hours after arrival and before bulk be broken, or master shall forfeit a sum not exceeding £100 nor less than £20. (16 Vic., No. 23, sec. 15.)

All Masters, Pilots, or other persons in charge of vessels entering any Port of this Colony shall, as they approach the anchorage, hoist their Number or Distinguishing Flag, until answered by the Signal Stations, after which they must hoist the number of the port they are from, which will be answered in a similar manner. Vessels arriving after sunset must hoist their signals the following morning, within two (2) hours after sunrise. Such vessels as are not provided with Marryat's Code of Signals, or a Distinguishing Flag, are to adopt some Distinguishing Flag, and communicate the same to the Harbor Master. All vessels not provided with proper signals must, in addition to their Distinguishing Flag, exhibit, as they approach the Signal Station, the name of the Port they are from, painted legibly on a piece of canvas or board, the letters not to be less than eight (8) inches deep, and keep the same exhibited for two (2) hours after they are anchored. All Masters, and others in charge of vessels, twenty-four (24) hours after anchoring in Hobson's Bay, or twelve (12) hours after mooring in the Basin at Melbourne, or at the Wharf at Geelong, must exhibit the name of their Vessel, and the name of the Port they are from or bound to in the main rigging, twelve (12) feet above the deck. The letters to be white on a black ground, and not less than eight (8) inches deep, which must be kept in an intelligible state until the vessel leaves the Port. Vessels at anchor in Hobson's Bay or Point Henry, to have their name on both sides of the main rigging. Vessels at or near the Wharf to have their name on that side nearest the Wharf.

No person shall make fast any vessel, raft, timber, or other article, to any buoy, beacon, or sea-mark, or in any way injure such.

Gunpowder.

All vessels arriving in the ports of Victoria having Gunpowder on board exceeding thirty pounds, shall hoist the Union Jack at the main, and remain at an anchor outside the regular anchorage off the Point until such Gunpowder be landed.

Twelve hours after anchoring allowed for landing whatever Gunpowder there may be on board, whether as cargo or stores, at the appointed magazine.

Gunpowder to be landed or removed only between sunrise and sunset, at the expense of the proprietor or importer, and under the supervision of the Water Police.

Quarantine Regulations.

Masters of vessels arriving to report to Pilot the places at which they loaded and touched, and to answer all questions respecting the health of the crew and passengers. Penalty £100.

Pilot to give notice to Master, if vessel liable to Quarantine, whereupon he shall hoist a yellow flag. Penalty on Master £100.

Pilots conducting vessels liable to Quarantine to any place not specially appointed for such vessels. Penalty £200. (3 Will. IV., No. 1, sec. 4.)

Master refusing to deliver to Superintendent of Quarantine Station the Bill of Health, Manifest, &c. Penalty £100. (3 Will. IV., No. 1, sec. 5.)

Master quitting or suffering persons to quit vessels liable to Quarantine, or not conveying such vessels to appointed places. Penalty £400.

Persons quitting such vessels. Penalty £300 and six months imprisonment. (3 Will. IV., No. 1, sec. 6)

Persons neglecting duty. Penalty £200. Or damaging goods. Penalty £100. (3 Will. IV., No. 1, sec. 9.)

Persons landing or receiving goods, &c., from vessels liable to perform Quarantine. Penalty £500. Or secreting goods, &c., from vessels actually performing Quarantine. Penalty £100. (3 Will. IV., No. 1, sec. 13.)

Seamen.

Obstructing or resisting persons in search of seamen, &c. Penalty two years imprisonment. (16 Vic., No. 33, sec. 3.)

Ships or houses may be searched for runaway seamen. Penalty on seamen £20, on parties harboring them £50. (16 Vic., No. 33, sec. 4.)

The Port of Melbourne, in the said Colony, to consist of all Inlets, Rivers, Bays, and Harbors within Hobson's Bay, and contained within a line from the Black Buoy off Point Gellibrand to Fisherman's Point.

The Port of Geelong, in the said Colony, to consist of all Inlets, Rivers, Bays, and Harbors within Corio Bay, and contained within a line from Point Richards to Point Wilson.

The Port of Port Phillip, in the said Colony, to consist of all Inlets, Rivers, Bays, and Harbors within the Port Phillip Bay, within a line from Point Nepean to Point Lonsdale, and not included in the Ports of Melbourne and Geelong respectively.

The following Signals are in use at the Ports of Melbourne and Geelong.

Mails on board	White Flag at the fore, to be kept flying until the mails are landed.
Gunpowder on board	Union Jack at the main.
Government Emigrants on board	Ensign at the mizen head.
WANTING—	
Sea Pilot	The Union Jack at the fore-topgallant mast head.
Harbor Pilot	The Ensign at the fore-topgallant mast head.
Boarding Officer	Blue Flag at the main to be kept up until cleared.
Medical Assistance	No. 5 at the peak.
Water Police	(Day Signal)—The Ensign at the main-topgallant mast head. (Night Signal)—Two lights vertical at the mast head or peak, having five feet between the two.
Customs' Boat	Union Jack at the peak.
Lloyds' Surveyor	No. 7 at the peak.
Steam Boats	Rendezvous Flag at the peak or mizen mast.
Clearing Officer Outwards	White Flag at the main.

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