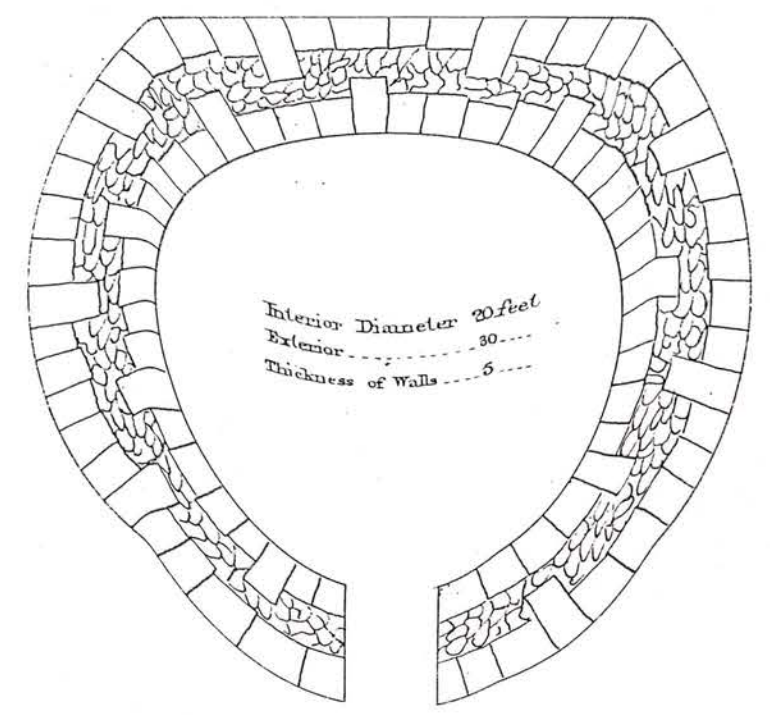
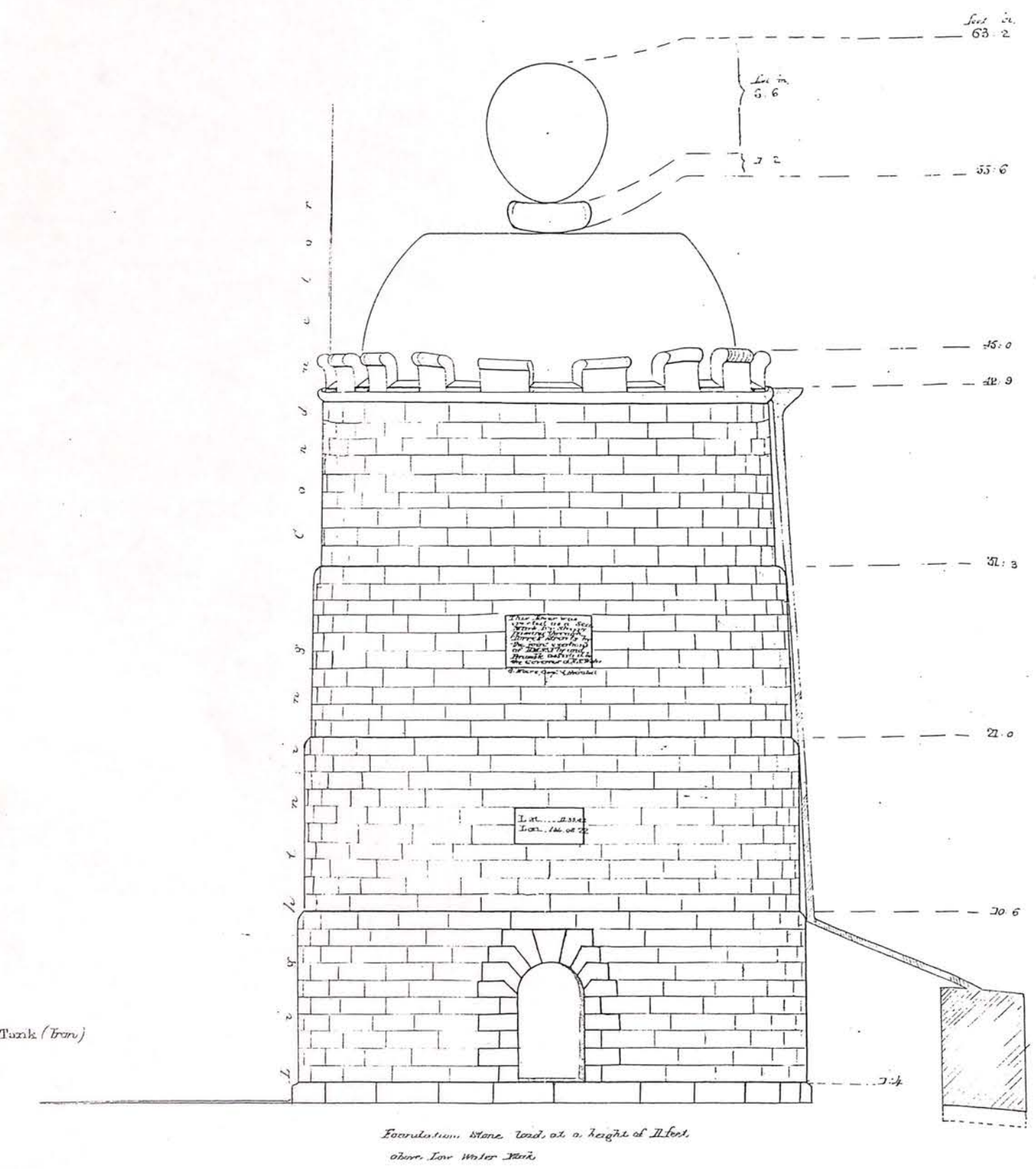


463



Tank (Iron) containing 6 Tons

E A C O N E R E C T E D O N R A I N E S I S L A N D

R. H. O. 20 June 45

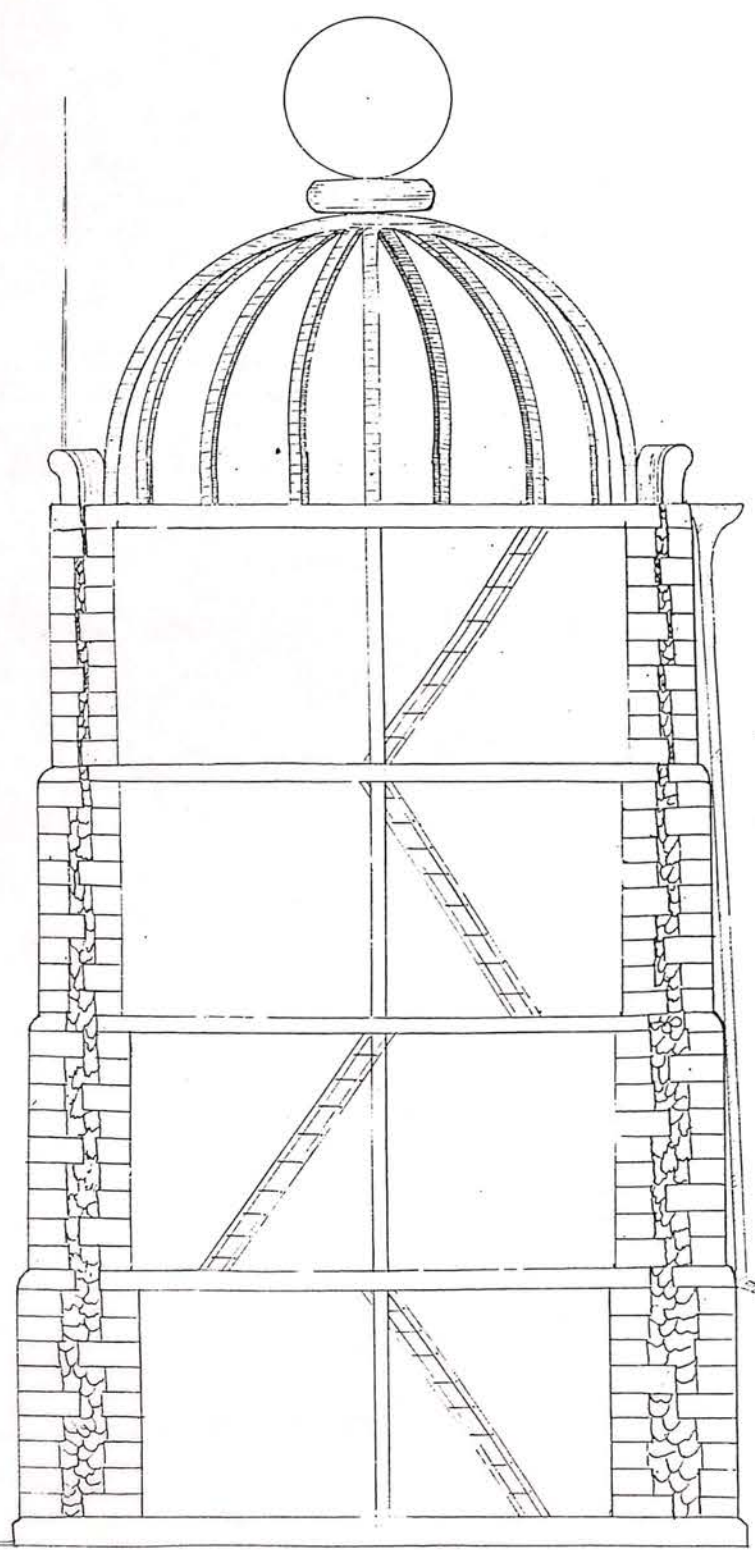
Summit 74 feet above Low Water Mark

Drawn by W. Mackay

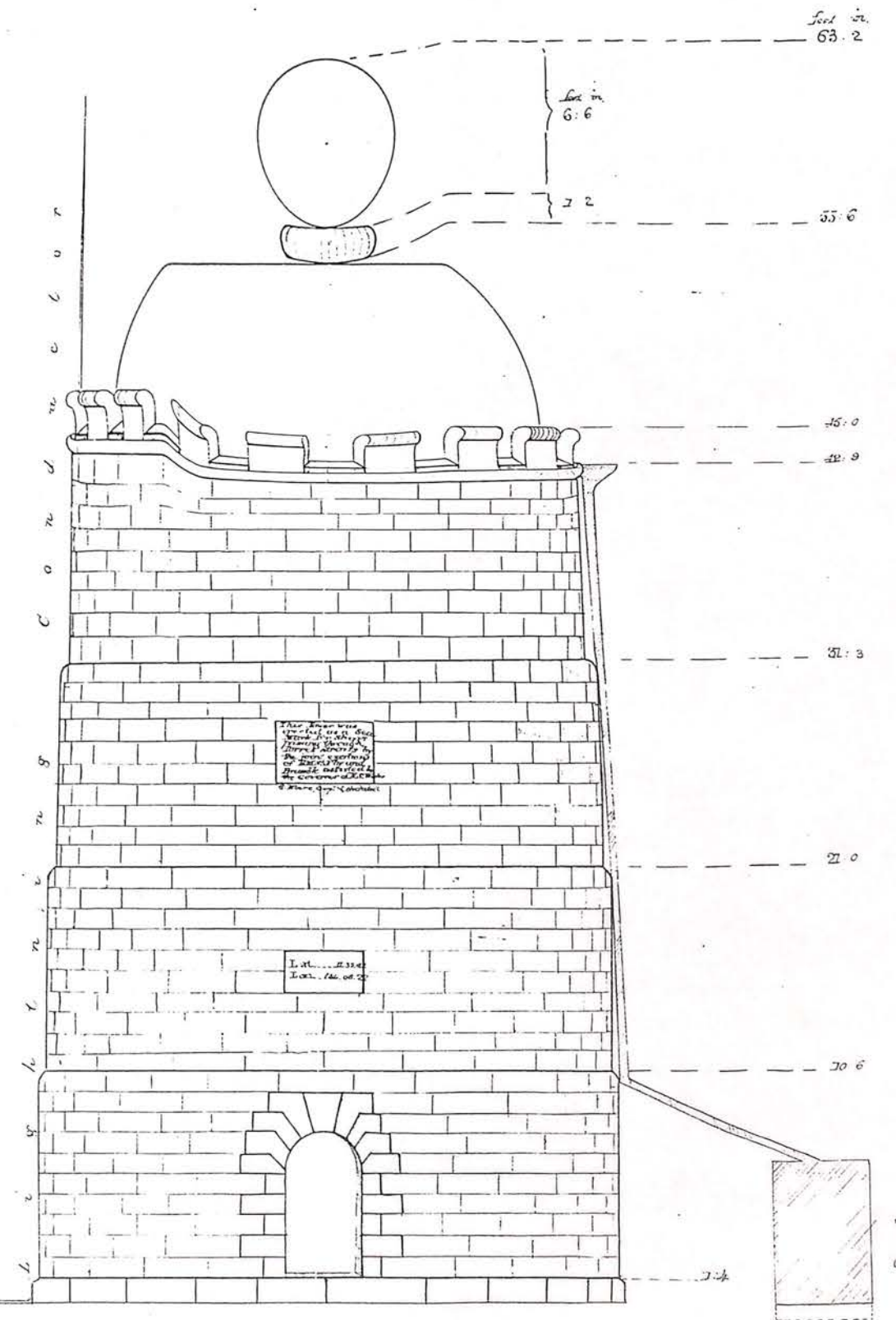
J. Mackay

with Chart. I. 4474

View Album GB



Tank (Iron)



Tank (Iron containing)

Foundation stone laid at a height of 11 feet above Low Water Mark.

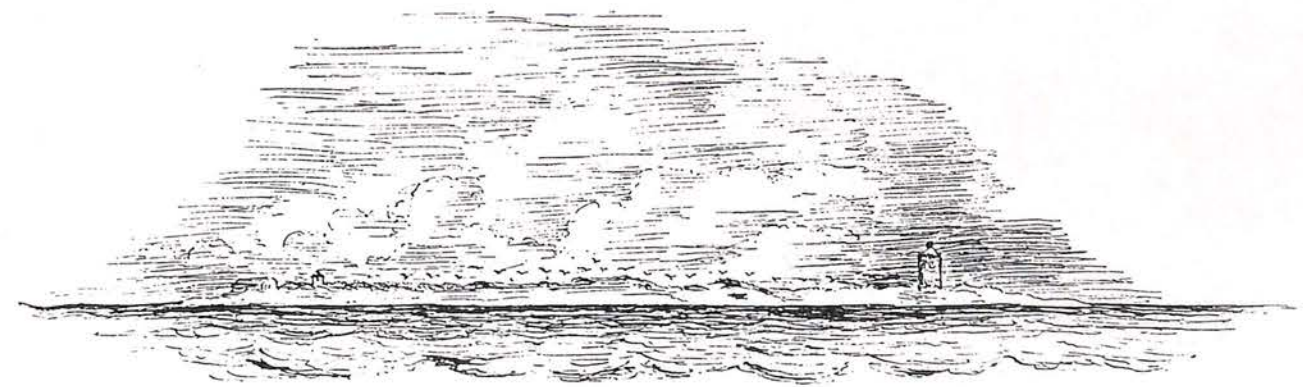
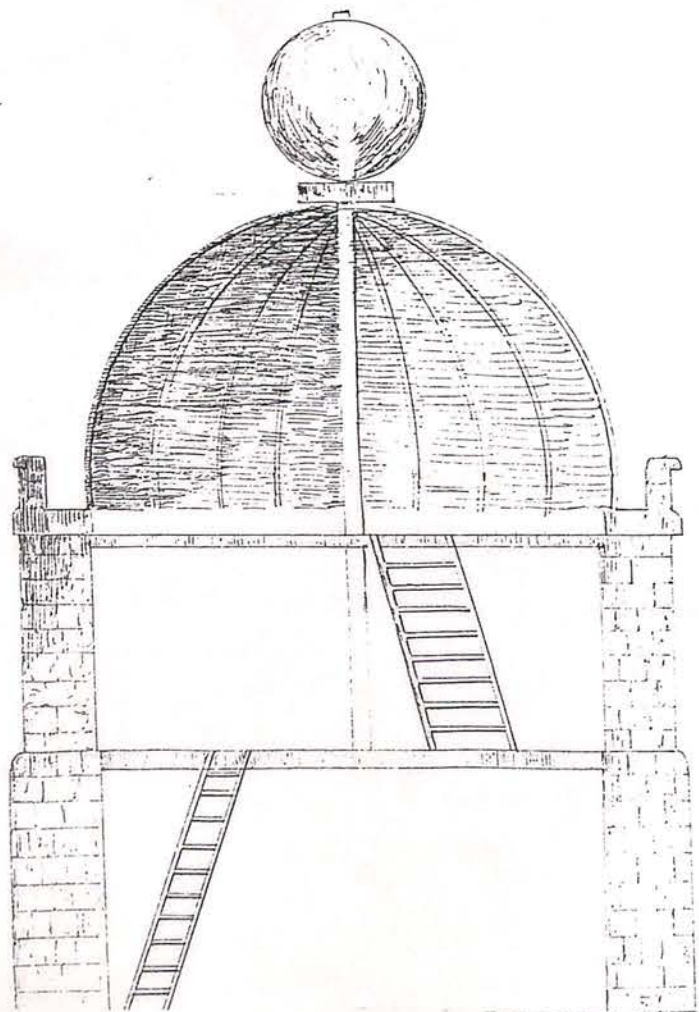
RAINES ISLAND

ETCH OF RAINES ISLET AND THE BEACON FROM THE NORTHWARD

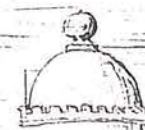


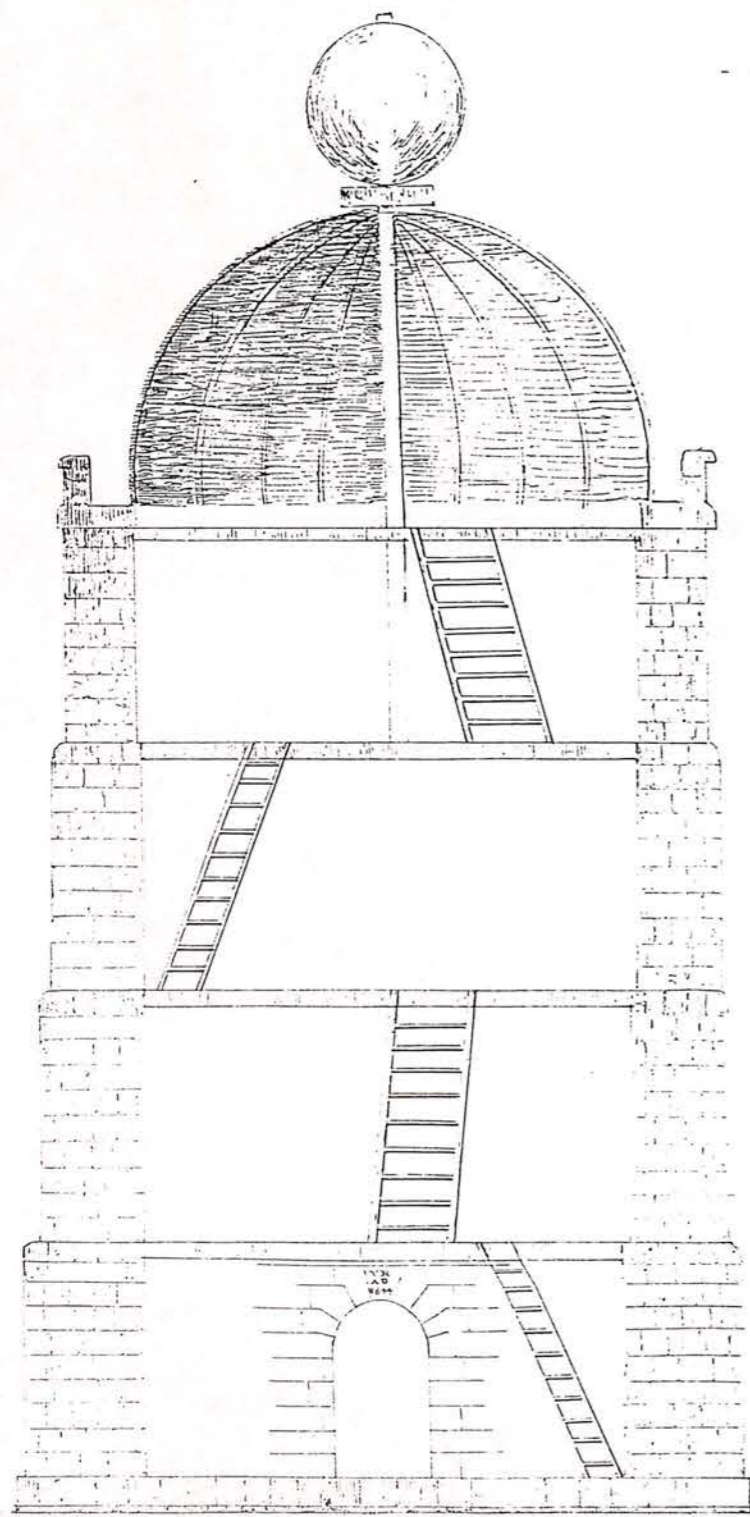
Rec H.O. 20 June. 45

Cap. Blackwood With Chart 14474

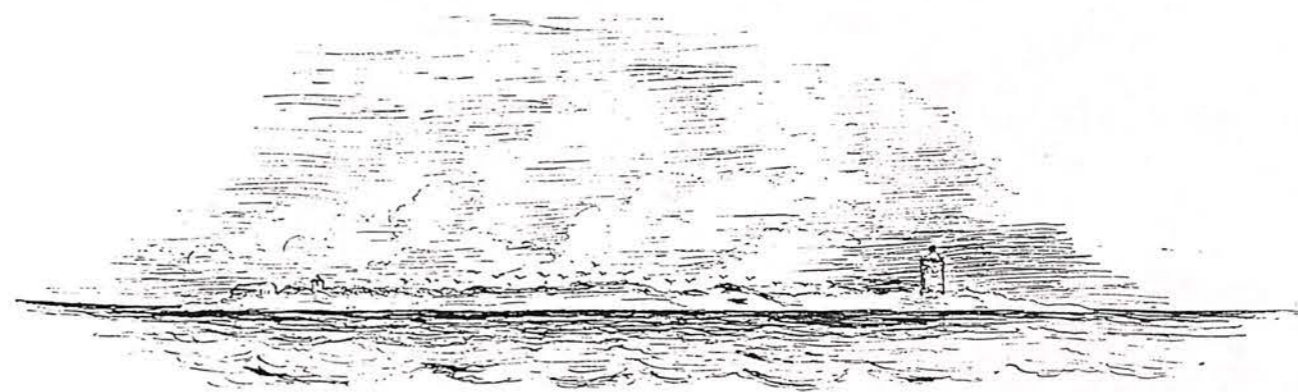


Raines Islet bear. N.E. 1 mile distant

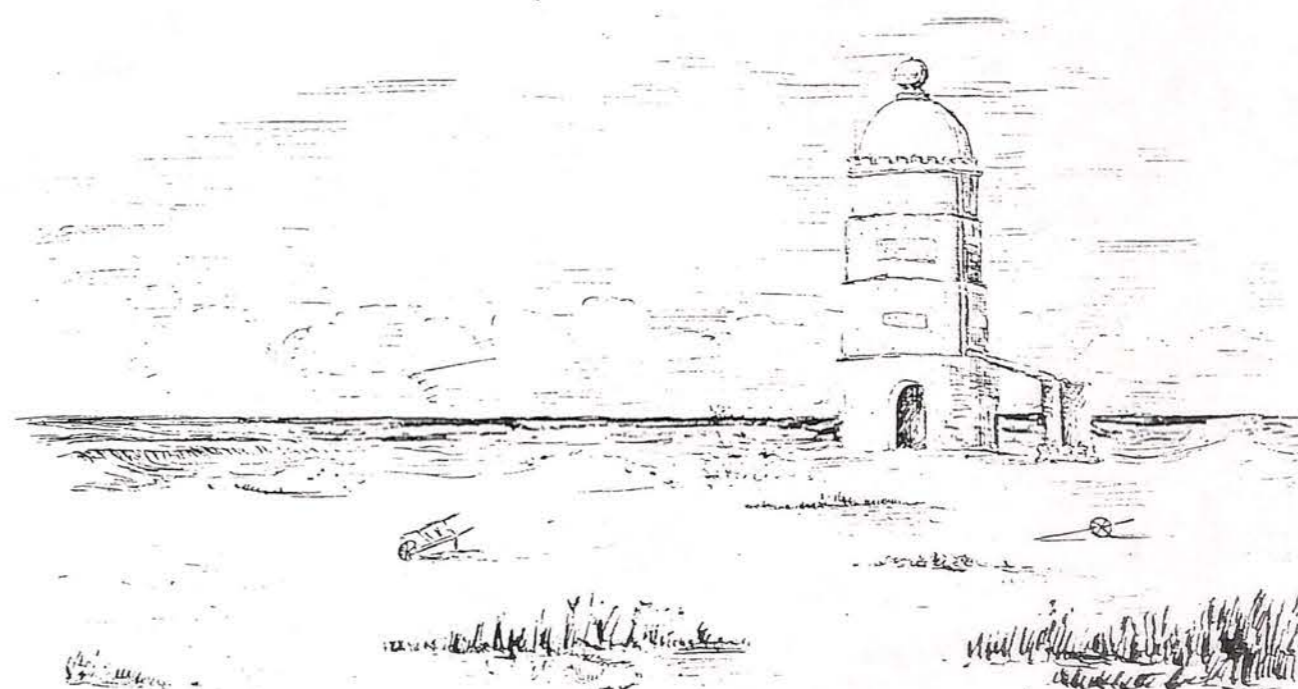




Scale 10 feet



Raines Islet bear. N E 1 mile distant



View of Beacon

H.O. Mar. 1845

RAINES ISLAND

SKETCH OF RAINES ISLET AND THE BEACON FROM THE NORTHWARD



Rec H.C

Cap. Blackwood With Chart 11

Drawn by W. Mackay

# DIRECTIONS

FOR THE

INNER AND OUTER ROUTES

FROM

## SYDNEY TO TORRES STRAIT.

BY

CAPTAINS PHILIP PARKER KING, AND F. P. BLACKWOOD, R.N.

TO ACCOMPANY THE SURVEYS MADE BY ORDER OF THE LORDS  
COMMISSIONERS OF THE ADMIRALTY.



LONDON:

PRINTED FOR THE HYDROGRAPHIC OFFICE, ADMIRALTY,

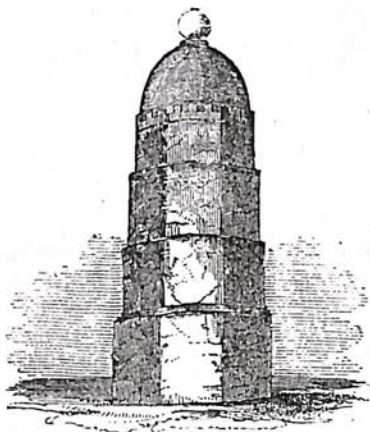
AND SOLD BY

R. B. BATE, *Agent for the Admiralty Charts*, 21 POULTRY.

1849.

*Price Sixpence.*

Raine Island is near the middle of a large opening in the reefs, *Raine Island*, with clear channels on each side of it; the southern one being  $3\frac{1}{2}$  and the northern one  $2\frac{1}{4}$  miles in breadth. The island is a low narrow coral rock about a quarter of a mile in length, though with-



out any fresh water; it carries a coarse green vegetation, and a reef runs out E.S.E. from it a long mile. The beacon, which is *Raine Island, Beacon.* placed on the eastern extremity of the island, is of a circular form, 30 feet in diameter at the base, and 27 feet at the top; it is 64

which may be safely rounded at a quarter of a mile distance; when, steering about S.W. by W.  $\frac{1}{4}$  W. for 9 or 10 miles, and obtaining soundings in 13 or 14 fathoms, Sir Charles Hardy Islands will bear N. 41 W. (true) or N.W. by compass about 28 miles distant, and a course may be safely steered for those islands over comparatively clear ground.

In the latitude of  $12^{\circ} 6' S.$  there exists a very good but narrow opening which was formerly much used by vessels, but from  $12^{\circ} 6' S.$  to  $11^{\circ} 36' S.$  (the latitude of Raine Island Beacon) the Barrier Reef forms itself into such dangerous bays that, unless compelled by necessity, no ship should attempt the entrances within that space.

It must be recollected, however, that these entrances, narrow as they are, are in almost all cases safe to sail in by; and with an ill-found or badly-working ship, close into the rocks, it will be far wiser boldly to run in for either of those openings, than to attempt to work out against the set to the N.W. which sweeps along the face of the Great Barrier, and through its numerous entrances.

As, however (unless very close in), a N.N.E. course will lead clearly along the outer edge of the Barrier, and as the wind seldom veers to the northward of E.S.E., it is strongly recommended to haul to the northward for Raine Island Beacon and its adjoining safe and broad channels.

*Raine Island.* feet in height, and at low water stands 75 feet above the level of the sea. It is painted with alternate red and black vertical stripes; and in clear weather it is visible from a ship's deck at the distance of 8 or 9 miles, but from the mast-head at 12 or 13 miles. Its latitude is  $11^{\circ} 35' 42''$  S., and longitude  $144^{\circ} 6' 22''$  E.; the variation of the compass being  $4^{\circ} 30'$  E., in 1845. It is high water there on full and change days of the moon at 8 o'clock, and spring tides rise 10 feet. The flood sets in from the sea about W.N.W., and the ebb runs out nearly due east, with a velocity of  $2\frac{1}{2}$  knots at the springs.

The extreme points of the reefs which form the opening through the Barrier, bear from the beacon S.S.E.  $\frac{3}{4}$  E., and N.N.E.  $\frac{1}{2}$  E. No bottom is found with 125 fathoms in any part of this opening, nor close up to the island.

*Southern Entrance.*

To enter by the southern passage, bring the beacon to bear north about  $1\frac{1}{4}$  miles distant, and make a S.W. by W.  $\frac{1}{2}$  W. course, by carefully allowing for the tide as well as for the current to the northward. A run of 9 miles from abreast of the beacon will carry the vessel into soundings, allowing for the set of tides and currents, and the main body of the reefs will have been fairly entered.

*Northern Entrance.*

To enter by the northern passage, when about half or two-thirds of a mile from the north side of Raine Island, steer S.W.  $\frac{1}{2}$  S. for 6 or 7 miles, or until the beacon bears N.E.  $\frac{1}{2}$  E.; then a S.W. by W.  $\frac{1}{2}$  W. course for about 3 miles will place the ship in the same position as that above mentioned, when entering by the southern passage.

When the vessel has reached into soundings of 25 or 30 fathoms, a good look-out must be kept from the mast-head for one or two sunken coral patches which lie near the edge of the bank, but which, being white, will be easily seen in contrast with the dark appearance of the neighbouring deep water.

The seaman must not be alarmed here by the cross and troubled sea which, just upon the line of soundings, is produced by a strong easterly wind acting on the ebb tide. The strength of this ebb tide in the vicinity of the Barrier reefs, is however, generally much less than that of the stream of flood, which combines with the additional set to the northward, along the edge of the Barrier reefs, this set being caused by the long-continued south-

*Tides.*



THE  
AUSTRALIA DIRECTORY.

VOLUME II.

---

EAST COAST, TORRES STRAIT AND  
CORAL SEA.

---

BEING THE RESULT OF VARIOUS SURVEYS MADE BY ORDER OF THE LORDS  
COMMISSIONERS OF THE ADMIRALTY.

~~~~~  
COMPILED BY  
COMMANDER CHARLES B. YULE, R.N.  
~~~~~

~~~~~  
PUBLISHED BY ORDER OF THE LORDS COMMISSIONERS OF THE ADMIRALTY.  
~~~~~

LONDON:  
PRINTED FOR THE HYDROGRAPHIC OFFICE, ADMIRALTY;  
AND SOLD BY  
J. D. POTTER, *Agent for Admiralty Charts,*  
31 POULTRY, AND 11 KING STREET, TOWER HILL.  
1859.

~~~~~  
*Price Three Shillings and Sixpence.*

The beacon is a circular tower built of stone quarried on the island ; it consists of a series of chambers, one above the other, communicating with each other by ladders, and surmounted by a wooden dome, with a ball on the top ; the height of the whole is 64 feet, or 74 feet above low water mark, and the tower is 30 feet in diameter, at the base. It was painted with alternate red and black vertical stripes, and in clear weather is visible 8 or 9 miles from the deck, and 12 or 13 miles from the mast-head of a vessel.

The beacon, according to Captain F. P. Blackwood's survey, is in lat.  $11^{\circ} 35' 50''$  S., long.  $144^{\circ} 2' 20''$  E.

**Supplies.**—An ample supply of provisions has from time to time been lodged in the chambers of the beacon, for the relief of shipwrecked, or other distressed persons, and an iron tank, capable of holding 5 tons, was placed at its base for the reception of rain water from the roof of the beacon.

Raine island produces a bushy sort of plant, coarse grass, and a desirable kind of vegetable resembling spinach, for which it has proved a very welcome substitute. Sea birds are incredibly numerous, and the eggs of the tern, quite equal in flavour to those of the domestic fowl, may be gathered in great abundance at certain seasons of the year. Turtle also frequent the island to deposit their eggs.

**TIDES.**—It is high water at Raine island, full and change, at 8h. 10m. by the shore, and an hour and three quarters later in the stream ; springs rise 10 feet. The strength of the stream sometimes exceeds 2 knots, the flood coming from the eastward ; there is also, generally, a current setting 1 knot to the northward, along the face of the barrier. Neap tides are, at times scarcely perceptible, and there are many irregularities with respect to the stream and its velocity, which must for the present remain unaccounted for ; but for all the purposes of navigation 9h. 30m. or 10h. at full and change, may be considered the time at which the flood ceases, and it becomes slack water ; the flood running on an average 7 hours to the westward, and the ebb 5 hours to the eastward.

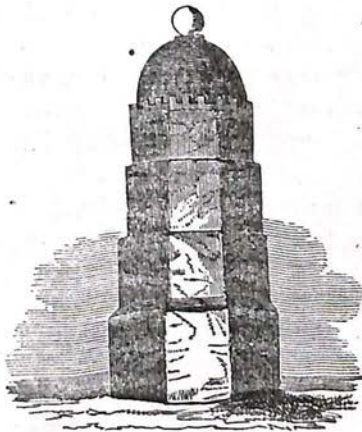
**REMARKS.**—A vessel proceeding to Torres strait from the Outer route and intending to enter the Great Barrier reefs by Raine island or either of the adjacent openings, should be certain of her latitude, and if running in for Raine island should shape her course, so as to make the beacon well on the starboard-bow, in order to allow for the northerly current. When the beacon is clearly made out, the island will soon be seen, and may be passed on either side, both passages, North and South of the island, being clear and easily navigated ; and for which the necessary directions will be given in page 298.

The broadest entrance is at the north-west end, but as a sailing vessel would there have to beat in against the south-east trade, a quicker way of entering would be found through one of the narrow openings already described, on the north-east side; although they are very narrow, the *Bramble*, drawing nearly 14 feet, had no difficulty in running in through the eastern of the two openings.

**RAINE ISLAND**, which may easily be known, by the beacon tower built on it, is situated in the centre of the opening between the northern extreme of the Great Detached reef and the projecting point of the barrier reef, N.E. by N.  $8\frac{1}{2}$  miles from it: there is a clear channel on either side of the island; the southern being  $3\frac{1}{2}$  miles and the northern nearly 2 miles broad.

Raine island is one-third of a mile long, nearly a quarter of a mile broad, and 20 feet above the level of the sea at low water. The lower stratum consists of a coarse coral sandstone rock, with a thick covering of rich vegetable, and guano soil; it is surrounded by a coral reef, closely fringing the north-west end, but extending  $1\frac{1}{4}$  miles from the south-east extreme of the island: this reef is in most parts, dry at low water, and entirely so at springs.

As no bottom could be reached with 125 fathoms in any part of this opening, nor close up to the lee of Raine island, it affords no anchorage; although a small vessel might drop an anchor on a narrow shelf of the reef, on the north-west side of the island, and veer out with a hawser, into the deep water; this is not however a measure to be recommended, as the ebb stream would be likely to sweep her, broadside on, against the reef. It need hardly be observed, that the best landing-place is on the north-west side of the island.



Raine Island Beacon.

**BEACON.**—Raine island having become an important point in the navigation of Torres strait, by the Outer route through the Coral sea, from the Australian colonies, it was considered by Captain F. P. Blackwood the most eligible site for a sea mark. A substantial beacon was accordingly erected in 1844, under his direction, on the south-east point.

## Herald's Voyage

The usual series of deep-sea soundings were taken on the run towards Raine Island and as usual no bottom was obtained in 200 fathoms. Driftwood, seaweed and leaves were seen, which reminded Denham of the debris brought down by the rivers of West Africa. Amongst this flotsam were some trees as large as those seen on Willis Islets, with birds nestling in the roots and perched on the branches. This, in Denham's opinion, accounted for the migration of land birds beyond their known powers of flight.

At 5 p.m. on 20 March the beacon erected in 1844 on the SE part of Raine Island by Blackwood in the Fly was sighted from the masthead at a distance of 14 miles, the lookout reporting it as a sail. At sunset the beacon was in sight from the upper deck in line with the eastern extremity of Great Detached Reef from which the Herald was only 2 miles distant. Had there been another two hours of daylight, Denham would have been able to round the reef and find a safe anchorage in its lee. As it was he was forced to haul off to the NE for the night. By 8 p.m. he had achieved a safe offing of 12 miles when the ship was assailed by a series of squalls and variable winds. At daybreak the horizon in the direction of Raine Island was obscured and it was not until 7 a.m. that it was possible to bear up for the island. After making good 8 miles the beacon was sighted again on the port bow with no signs of the island itself or the surrounding reefs, thus demonstrating to Denham the importance of the reef in marking the entrance to Raine Island Passage. The weather continued squally during the day, but eventually Denham was able to enter the passage and moor the ship in the lee of Great Detached Reef, 7 miles from Raine Island. In this anchorage the sea was calm enough to allow the scuttles to be opened, a great relief with temperatures reaching 89°F in the shade.

An early start was made the following morning, 22 March, and by 8 a.m. Denham, accompanied by Wilds, Hixson and Mr Sanders, the carpenter, had reached Raine Island. When originally erected by Blackwood, the beacon consisted of a circular tower built of stone, quarried on the island, and surmounted by a wooden dome with a ball on top, the whole painted red and black in vertical stripes. The tower was 64 feet in height above ground level and 74 feet above low water, with a diameter of 30 feet. Inside the tower there were a series of chambers, one above the other, connected by

## Herald's Voyage

ladders. There was also an iron tank capable of holding 5 tons of fresh water, filled from the roof. Blackwood left an ample supply of provisions, lodged in the tower for the relief of ship-wrecked mariners, which he expected would be replenished from time to time.<sup>25</sup> On examining the beacon, Denham found that the dome had collapsed as well as all the other timber and ironwork, including the water tank and fittings. The tower itself and its lightning conductor were however still intact, though the paintwork had long since flaked off, a tribute to the skill of Mr Stephen Moore, the carpenter who designed the tower, and of Lieutenant J.M.R. Ince of the Fly, who supervised its erection. When all the rotten woodwork had been cleared away, some remnants of casks and some bleached bones were found, but no record that the food supplies had ever been used. The state of the tower was such as to discourage restoration, even if the Herald had the necessary resources. The weather in any case was unfavourable with fierce heat alternating with tropical downpours. In such conditions an ample supply of paint and time would be needed. In any case Denham saw no need to make any efforts to restore the tower as even in the condition in which he found it, he felt it was perfectly adequate for its intended purpose as a beacon. Denham's judgement has been vindicated by the passage of time; the beacon is still standing and is still of use to mariners. Denham also considered that in its dilapidated condition the tower would still provide adequate protection for ship-wrecked mariners, since a sail inside the tower would be sufficient to provide protection from the sun or rain. In its present condition the tower was found to be 44 feet in height above ground level. Onslow took a photograph of the tower, at Denham's request, which he later included in his journal, which also included a recommendation that a light should be installed on the tower, Denham adding that there was sufficient stone and lime on the island for any additional buildings that might be required. He also pointed out that there was an area 788 yards by 452 yards on the island that would be suitable for a garden for the lighthouse keepers.

<sup>25</sup> Australia  
Directory, Vol. II

As Raine Island Beacon marked the northern end of the Outer Route, Denham felt it important that Blackwood's position should be adequately checked and the chronometers rated. This meant of course that he would have to remain at anchor for at least a week off Great Detached Reef to obtain the

OD AD.2  
Tob's side J 2(a)

OD 77

Captain

REMARK BOOK and TABLE of  
LONGITUDES and LATITUDES  
from 1842 to 1846 (inward)

OD 77

H.M.S. Fly.

Australia east coast  
and Torres strait.

Vol. I

112  
ascertained in Latitude, and the locality of the entrance clearly made out.

It must however be recollected that from the Lat: of the Black Rocks in  $12^{\circ} 12' S.$  to that of Raines Island in  $11^{\circ} 36' S.$  the Barrier forms itself into dangerous Bays, and should the weather be thick or hazy (a very common occurrence in the vicinity of the Barrier) it would not be advisable to attempt entering any part of the Reef between the above named Latitudes; but shaping a course so as to fall in with the outer edge of a large Detached Reef in Lat:  $11^{\circ} 50' S.$  or at least ten miles to the Southward of Raines Island. (in order to counteract the North Westerly current of one mile p. hour, which exists.) should steer to the Northward at the distance of a mile or two from the outer edge of the Reef till the Beacon <sup>on Raines Island</sup> be seen.

Beacon on Raines Island  
Lat:  $11^{\circ} 35' 42'' S.$   
Lon:  $144^{\circ} 6' 0'' E.$

The Beacon is a round Tower of 30 Feet diameter, and 75 Feet from the level of the sea plainly visible at a distance of 12 miles from the Mast-Head of a Ship.

It is built on the Eastern extremity of a low coral islet, <sup>covered with coarse scumy grass</sup> in the centre of a deep Bay, in the outer line of Reef, which affords two good and safe entrances on each side of the Island.

113

The Southern entrance which is four miles in width is the most preferable and should be steered for, but the Northern entrance although not so wide ( $2\frac{1}{2}$  miles) is equally clear of dangers, should the Southern entrance have been passed.

To sail in South of Paines Islet, -  
Bring the Beacon to bear North, and when nearly in mid-channel, and distant a mile or two from the Beacon haul up to a S.W. by W. (Compass Course) when having run nine or ten miles on that course, soundings of 25 and 20 fms. will be obtained on a coarse corally bottom, and the Main-Body of the Reef will have been entered by a clear and safe channel.

To pass in North of the Islet.

The N.W. extreme of Paines Island may be approached within a short ~~quarter~~ quarter of a mile, and then steering a S.W. by S. (compass) Course for ten miles, the main-body of the Reef will be entered, and soundings obtained as before.

From Paines Island Beacon, the Peak of Sir Charles Hardy's Northern Island bears S.W. by W. (Compass) 38 miles distant.

Pandora's Entrance Should the Paines Island Passage be passed, "Pandora's Entrance" which bears Lat.  $11^{\circ} 26' 45''$  S. Long.  $144^{\circ} 5' 0''$  E. due North nearly 8 miles from the Beacon may be safely taken; it is two miles



1. Sundry home Charts &c
2. Remarks on them
3. Positions of Sighted Islands
4. Mode of determining Positions
5. Reef near Sighted Islands
6. Papers seen on Rainier Islet
7. Chart of the Bay & Lithographic Is.
8. Movable grounded -
9. Officers commanded -

SL 29, No 51  
[Surveyor's Letters File No 29]

(51)

H.M. Ship Fly. Decr 28 1843  
Ross Cove. Hobarton  
Recd. May 13

*Duplicate*

Sir

(1) I have the honour to forward you by the Ship "Duke of Roxburgh" (Collard - Master) correct copies of the Charts that we have completed up to the present date, together with the "Magnetical Observations" made under the direction of Lieut. Shadwell. -

(2) The Originals I will leave under the care of Sir Thomas Mitchell, the Surveyor General of N. South Wales, on our arrival at Sydney, (both of the Charts and Magnetic Papers).

The sailing directions and Positions accompany the Charts, and from the exact agreement of the Trigonometrical Points (where we could connect with the Main-land) and our Astronomical Observations, I may venture to consider them as correct -

(3) Wherever we have come upon Capt. King's

Captain Beaufort R.R.

Points

Ye. — Ye. — Ye

Points, we have found them truly laid down with the exception of Lizard Island, where there is a discrepancy of seven & a half Miles in the position of its Peak, our

Longitude by Chronometers of that Point

being  $145^{\circ} 30' 45'' E$

Capt. King's  $145. 23. 0 E$

As this position is of consequence being one of the great points in our Survey, I propose on our next voyage to the Northward taking pains to settle that position by Astronomical methods; but as the watches furnished to us have performed remarkably well, and I believe that Capt<sup>s</sup> Stokes & Stanley both agree in placing that Island to the Eastward of Capt. King, I do not believe that the absolute determination of it in our Survey will be found very far from the truth. (4)

All our positions in this Survey have been determined by Quicksilver observations, the numerous small sand Banks occurring in different parts of the Reef favouring the use of it - The Longitudes measured by Mer<sup>an</sup> Distances (interpolated in all cases by Dr. Tiark's method, when the intervals between rating were more than three weeks)

and the Latitudes by circum-meridian Observations of the Heavenly Bodies -

(5) There has been no part of the reef between Lizard and Murray's Islands left unexamined, the Boats being employed in laying down the outer line of Soundings when the passages were too narrow and dangerous for the Ships to venture through them, and

(6) I can confidently recommend the passage to the South of Rainer Islet in the Lat. of  $11^{\circ} 35' S.$  as the widest and safest along that extended line of reef -

The position of that Island indeed at the entrance and nearly in the center of a deep bay, having good and safe channels on either side, and its favorable place with respect to Cape York from which it is distant only one hundred miles, point it out as most eligible for a Beacon or Light House, and in obedience to my instructions on my arrival at Sydney I shall point out its value for that purpose to the Governor of New South Wales, who I hope to induce to assist me in erecting some Building as a Guide to the Mariners running for this dangerous line of Reefs -

A Mark of any description on this Islet would indeed be most valuable, and in my opinion is the only thing wanting to make this passage, hitherto so much dreaded, comparatively safe -

As a proof that even in its present unurveyed state it is much used by the Merchant shipping - no less than eight ships passed through the different narrow passages in the Barrier last season - one of which but for our assistance would I consider have been wrecked.

An application having been made to me to (7) permit a Copy of the Sheet which contains Raines Islet - to be lithographed, and as it will be of great importance to the Trade speedily to possess some description of the passage I have complied with their request & have given to the Colony a Chart of this passage - which will I trust meet with your approval - being to benefit Trade & Commerce -

I am sorry to acquaint you that "the (10) Bramble" in beating into King George's Sound was unfortunate enough to get on shore, and has arrived here with the  
Loss

loss of her Main Keel and Fore-foot - Her defects I propose making good at Sydney, whither I shall accompany her next week, and trust to do it as economically as possible.

(9) In conclusion I beg to inform you that H.M. Ship under my command is in a fit state for continuing the survey & hope to sail next February for that purpose -

I cannot resist bringing to your notice, (and through you I trust to their Lordships) the services of Lieut. Shadwell, to whom the Magnetic Observations have been entrusted, Mr. F. J. Evans the Master and Assist. Surveyor, and Mr. Aird (Mate & Assist. Surveyor). I cannot speak too highly of these Officers. Lt. Shadwell's zeal and patience in managing and bringing to bear with any effect these difficult portable Magnetometers is not to be surpassed, - and the curious accordance of the curves on the "Term-days" will not fail to interest you.

Mr. Evans as my chief assistant, and

Lt Shadwell

Mr Evans

Mr Aird

Ent.  
I have anticipated  
this my answer to  
his letter but in  
reply I shall tell him  
that I have done so

Wm. Fly - Jan<sup>y</sup>. 22. /44

Sidney

Rec<sup>d</sup> June 10

My dear Sir

I beg to acknowledge the receipt of your letter of April 29<sup>th</sup> /43 and I am happy to find that you are satisfied with the letter I did myself the honor to send you - I trust that before this reaches you will have received the results of our last year's operations and I am induced to believe you will consider on time has not been idly employed ~~in~~ ~~the~~ ~~course~~ - I have always

From a conversation I have held  
with Mr George Gips on the subject of  
"Raines' Inlet & its Beacon" I am  
induced to hope that he will assist  
us with a vessel and Store-Man  
if he will I confidently trust without  
interfering with the great work of our  
survey. (of which not yet a quarter  
has been done) that the decided  
pursues of Torres Straits may  
be made as simple and easy  
as that of any other part of the  
world - Until the Governor  
decides on the question I cannot in-

from you what or whether our spe-  
cations of this next year will take  
us to, and am at present taking ad-  
vantage of an early opportunity to  
express to you in acknowledgement  
of your letter - I beg to assure  
you that however they may jump at  
conclusion in other matters it will  
not be in "Nautical Magazine" - it  
is far too practical and important  
a matter to be hastily treated and  
whatever I do if it be worth it  
shall be well done or not at all  
with respect to the subject of the



"Action" I have long considered  
that the Barrier was the great  
feature of our survey in accordance  
with your instructions on the subject  
and that everything has yielded  
but Lt. Hadwell has in con-  
sequence mastered all the great  
difficulties of these instruments  
that I think it a pity not  
to do as much as we can in  
the matter and accordingly  
when it does not materially  
interfere with the survey I shall  
endeavour to erect our magnets &



Fly - Sydney Feb<sup>y</sup>. 25 /44 56  
 Rec<sup>d</sup> July 23

My dear Sir,

I write to inform you of  
 our proceedings, more especially as the  
 extensive damages sustained by "the  
 Preamble" will detain us longer here  
 than I could wish or than I could  
 have anticipated. - She was  
 ashore for four days at King George's Sound  
 in a heavy Gale of Wind, occasioned by  
 her refusing Stays at a critical juncture,  
 and she has come on here with the loss  
 of her entire "Main Keel" - Gripe, and  
 Capt. Beaufort R.R. -

a considerable portion of her outer Plank-  
-ing - Her damages being so serious  
I thought it best to haul her up on  
the "Patent Slip" when she will be enabled  
to be properly & thoroughly repaired -  
which the process of heaving down would  
not have enabled us to perform.

As soon as she is ready we shall sail  
to continue our operations in Jones' Straits,  
and I trust by the middle of next month  
(March) at farthest to leave Sidney -

Mr George Gipps has assisted me as far  
as lays in his power, and I trust  
with that assistance to be enabled  
to perform a good portion of the Northern  
Part of Jones' Straits during the ensuing

season - as well as to erect a sub-  
stantial Beacon on "Raine's Islet".

The Colony supply me with the use of  
the "Colonial Cutter Prince George" (a)  
very good vessel of near 60 Tons -  
(20) Convict Masons, <sup>(of prisoners)</sup> with proper Tools  
and houses for their reception, whilst  
so employed - & with this effectual  
- assistance, should we be favoured  
with good weather, I trust to be able  
to build a solid <sup>stone</sup> Beacon, Triangular  
in form, and of 60 Feet in height, each  
side of the Triangle being 18 Feet, which  
will last for many years.  
As I have found the Fly full long for  
working in very narrow Channels, He will  
be left to superintend the erection of

The Beacon, & I shall proceed in the  
"Cutler" having Drabble in Co - to survey  
& lay down all the Northern & Eastern  
Dangers of the Northern Part of the Straits.

The existence of the "outer dangers" which  
are known to exist in a due East direction  
from Murray's Island "Eastern Fields"  
and others, have decided me on at  
once choosing Raine's Island as the  
most eligible spot for the Beacon to  
be placed on - The Channels on each  
side of the Island are quite sufficiently  
wide for all the purposes of Navigation,  
it possesses a rock which I have reason  
to believe will be found well suited for  
Building Purposes, and I do not doubt  
that when you receive the Charts of our

years  
last proceedings you will consider it as  
happily placed for a Beacon & Light House  
whilst the danger is in the course of  
building I shall employ our boats  
in surveying & closely examining the  
best & shortest Route to Cape York -  
I beg to assure you that I do not intend  
running over any part of our operations  
In I consider that this part of the world  
where hidden dangers lurk & "Crab jaws"  
is much too important for any conclusion  
to be jumped at without positive exami-  
-nation of lead & line -  
With respect to the Magnetic operations  
I have always considered them as subor-

divert to the main object of the Expedition -  
the Barrier Reef - and it will only  
be when the progress of the Survey can  
not be interfered with, that St. Modeste  
who has now got considerable interest  
in those operations, and has mastered  
those troublesome instruments will be  
permitted to exercise his talents &  
patience on them -

I have to report all well on board -  
and that Mr. Dy is good order and  
fit for service - and I have the honor  
to be Sir your obed<sup>t</sup> Serv<sup>t</sup>

J. P. Mackwood



July - Sydney - March 18 / 44

Rec July 22

(57)

Dear Sir

I write to inform you of our sailing from this port for Torres Straits, the Bramble's repairs having been made good - She had lost her entire main - Keel, Gripe & Forefoot - was four days in the Rocks, and came on afterwards with only 2 inches of lead for her - a distance of 1500 miles - I do not believe that St. Yule was the claim in the matter - and he certainly showed considerable courage in bringing this vessel on under the circumstances -

My intention at present is - to run over

as much of our old ground as we  
can in order that any thing passed over may  
be inserted - to get sights for our Chrono-  
meters at all our old points with as  
short Runs as possible - and as our  
watches have been performing remarkably  
well, I trust by this means to test our  
former work -

On our arrival at Raine's Island  
the Maroon lent us by Dr George Gypers  
will be landed and proper Officers to  
superintend the work of building the  
beacon which is proposed to be 50 feet  
in height, 25 feet diameter at base, 16  
feet at top - This, painted in either  
vertical or Horizontal Bands of black

and white might be plainly visible  
at a considerable distance - and when it  
is built and the <sup>best</sup> track laid down  
for Mount Adolphus, I have no hesi-  
tation in saying that a ship may get  
through Torres' Straits in three days (an-  
choring at night) without any difficulty  
or danger -

The Governor of this Colony has been good  
enough to lend me a fine Cutter of 75 Tons  
which will save me much anxiety as  
Fly is too long for the Reef - and I  
hope in this Cutter to be able this year  
to survey & examine the remaining  
portion of Torres' Straits - especially  
its outer danger - of Eastern Fields -  
& I hope a portion of New Guinea -

These operations will fully employ  
us till the end of the Eastern Monsoon  
or till the month of October - when I pro-  
-pose going to Sincapore, putting to rights,  
waiting till December, <sup>then</sup> when the West Monsoon  
has fairly set in - & then come to finish  
our work in the Northern Part of Java  
- start & complete the season if not  
finished by that time - all this  
if no accidents take place I think  
we may fairly do by this time year -  
without any very great stretch of irri-  
-gation - I shall continue to  
abstain & keep the Magnetic Term  
days whenever practicable as St. Madras  
Seal is not yet exhausted - and he is  
now becoming an- fait at these instruments

W: 5 Oct  
 Encl

H.M. Ship Fly. Port Stephens  
 April 3<sup>d</sup> 1844

(58)

Sir,

As it is possible the Accountant General may refer to you for information respecting a sum of money amounting to £180.14.5, drawn for the purpose of paying for "Mason's Tools" to be used in erecting a Beacon on Raine's Islet.

I beg to inform you that it was not until the Colonial Government of Sydney and Her Majesty's Engineers Department had both refused to supply me with the necessary Tools to erect "a Beacon of Stone or Iron on the best Locality for guiding Ships through Torres Straits" that I considered myself justified in incurring the expense I have done

Captain Beaufort, R.N.

Dr. - to - do -

Hydrographer

and which I consider should have been borne by the Colonial Government - for they have lent me 20 Masons but no Tools - to execute a work of the greatest importance to this Colony -

The Items of the account have been taxed, and the articles supplied at the contract price -

A sum of Twenty two pounds, nineteen shillings and six pence, has also been paid for the repairs of instruments - Theodolites, &c. which have been damaged during our late survey -

£ 22. 19. 6

I have the honor to be Sir

Your obed<sup>t</sup> Serv<sup>t</sup>  
J. M. Mackwood Captain

Em.  
No answer  
required - 31/Jan/45

A. M. S. Fly, Sir C. Hardy J.  
Jouros Straits, 12<sup>th</sup> July 1844  
Recd. 3<sup>d</sup> Jan<sup>y</sup>

Sir,  
I have the honor to inform you  
of our operations up to the present date  
We have commenced and already built  
eleven feet in height of the Beacon on  
Raines Island. The dimensions being as  
follows:-

Outside diameter 30 feet

Inside — " — 25 "

Height — " — 40 "

The foundation stone being laid 10  
feet above low water mark - when  
completed and painted according to  
the last information from England  
on such matters, viz: - with  
vertical Black and Red streaks,  
it will form a conspicuous object  
from seaward -

I trust this season will finish  
the work, which will be a circular  
stone Tower of the most substantial

Captain Beaufort P. S.  
/s/ — /s/ — /s/ —

kind - perfectly fitted for the reception of a light, if such an object should ever be deemed necessary -

We have been much favored by circumstances in finding an excellent quarry of stone on the spot itself. Perhaps the only spot on ~~which~~ the Barrier Reef where we could have found stone fit for building purposes - but the necessary supplies of wood and water which the building requires (being at a distance of 50 miles from the main land) will I am afraid preclude my completing as much of the survey as I could have wished -

- I trust however to lay down a good track to Cape York, & fully examine Endeavour Straits this season.

A valuable set of astronomical observations having been observed on Rainer Island - a favourable occultation of  $\gamma$  Aquarii gives a very close approximation to our meridian distances - and having gone over most of our last year's work -



I am happy to say very little has been found that will require alteration in it - our chief positions agree very closely - both this year and last, and as Rains Island Beacon will I believe be a valuable position for ships passing through to test their Chronometers - I beg to forward you what I consider it to be now -

Observatory

|   |                                                      |             |
|---|------------------------------------------------------|-------------|
| — | By Meridian Distance from Sydney (1843)              | 146° 5' 40" |
| — | Do — Do. (1844)                                      | 146° 7' 16" |
|   | <i>more favorable measurement</i>                    |             |
| — | Occultation of $\nu$ Aquarii                         |             |
|   | 2 <sup>d</sup> July 1844 by two different Telescopes | 146° 6' 45" |
|   |                                                      | 19' 41"     |
|   |                                                      | <hr/>       |
|   | Latitudes by Repeating Circle                        | 146° 6' 33" |
|   | Sextant, & Rep. Reflec. Circle                       | 11° 35' 40" |
|   | of $\odot$ and $\star$ 's.                           |             |

Beacon bears from Observatory S. 64. E.  
2256 Feet. places Beacon in 146° 6' 49"  
East Long<sup>e</sup>.  
11. 35. 47  
South Lat.

This I believe not very far from

The truth is as several ships have already passed up making short runs from Sydney (11 days) some of them with good watches - whose observations I have examined, I am confirmed in my belief of its correctness.

The Master of a ship (now in Company with us) has discovered a new danger on his passage to Raine's Islet from Hobarton. I have examined & worked back his observations & I have no doubt of the existence of the danger nearly about the position he gives it in.

He describes it as 15 miles in length, and in

|      |               |
|------|---------------|
| Lat. | 13. 59. 0 S.  |
| Long | 146. 40. 0 E. |

His Chronometer is correct by our position of Raine's Island -

I have nothing further of importance to acquaint you with,

and have the honor to be

Yr Obedt Servt

J. Mackwood Captain

Int  
J. J. Jara  
Mr

H. Mr Fly - Bombay - 2600  
J. J. Jara } 1849  
Recd March 7/45

My dear Sir

You will be glad to hear that we have completed our campaign of this year successfully. we have built a Stone Beacon of substantial masonry (the Top of which is 75 feet above low water mark) upon Raine's Island and the ground from that point to Wallis Island has been carefully surveyed. I have no hesitation in saying that a ship may safely get through in 40 hours from one sea to the other, without incurring any risk that a common mark-head boat Mr. Gale has carefully examined in a good state & it is perfectly clear and devoid of danger. This work has not been done without losing Anchors & Cables - & without the Colonial Cutter we could

not have done it - for the Fly is not by any  
means suited for her present business - she will  
not stay or work well - I am going to try the  
effect of shifting her Foremast aft, but if that  
does not succeed, she should be relieved from her  
present occupation - I must also confess  
myself to be not quite so fit for work as I was,  
I need not tell you what work this survey  
has been, but when such men as Cook and  
Flinders had swept of these reefs in a few  
weeks, I may be well excused in saying  
that three years have nearly exhausted me -  
The Fly is too long & unhandy - and when the  
outside reefs have to be laid down, she would  
be a very unfit ship for the service -  
I my letter to the Admiralty have I have  
suggested to their Lordships that the Bramble  
assist. by Mr. Arch in a smaller vessel.  
would do the work better - These Officers  
are both excellent. Mr. Arch is a Mate  
of 7 years standing - has been constantly em-

employed in the Survey's Service and I can't  
sufficiently say all his merits - I do not know  
whether what I have done has been approved  
of, as I have had no letter except from the  
Accountant General to inform me that he  
has put a stoppage against my pay for pay  
a man who was highly useful from his knowledge  
of the reef, and whom I entered as a Pilot for  
the year - This is a sorry return for such work  
and anxiety as I have had - but I trust  
at any rate that those Officers who are well  
will not differ -

It is my intention to return in January to  
Jones' Straits and complete all the Northern  
part - we shall thus settle the question as  
to the practicability of a passage in the West  
Arctic - as yet only tried by Sir John who  
was nearly lost - I believe it may be  
safely done, and when you get our work of  
this year you will I think coincide -  
we have been twice on shore but not seriously -  
nearly scrapes - I trust this next year I shall

as happily - as I shall return to Sydney down the  
 Coral Sea - We have kept the screw off?  
 this year - 13 ships having passed in by Raine I.  
 & we did not forget to board them - We are  
 all well and I hope to remain so - I think it would

has  
7

Capt. W. G. Beaufort - R.  
 Admirals  
 London



7/5

before an his observations?  
 be quite worth while in some or convenient to remark  
 our occultations & v. at Raine Island - they were  
 very satisfactory observations - and if right places the  
 Coast of N. Holland 1/2 miles further East - The watches  
 are acting beautifully - I trust my dear Sir you are  
 well & all your family - I am always & truly yours  
 J. P. Blackwood

Embo

SL 29, No 62

St. M. Ship Fly, Donaboy &  
J. A. Java

Oct. 26 / 44  
Per March 7 / 45

Sir,

I have the honour to inform you of the completion of the Beacon on Rames' Island, of a careful Survey having been made of the passage in towards the Main-land, and of the close examination of Endeavour Straits - I believe that with very common caution a ship may enter the Reefs at Rames' Island and pass from one sea to the other in 48 hours - taking the precaution of anchoring during the night

I was in hopes of having been able this season to examine the Northern part of the Straits, where doubtless there will be found to exist a good passage - but the facilities we met with in finding so excellent a Quarry of building stone as we have done at Rames' Id., and the width & safety of its two channels, leave nothing to be desired on the score of a secure passage - in proof of which no less

1. 1949  
2952

Captain Beaufort A.R.

Ye — Ye — Ye





Proposed Harbour at St. Helier in Jersey.

16 May 1844.

Letter from  
the Council  
Office 13 May

I have examined this plan of the proposed  
harbour at St. Helier in Jersey, and I do not  
perceive any thing objectionable.

F/B

Plans of Mayotta and Nos Beh obtained by Capt Sir J  
Marshall of HMS Isis from Capt Barbot of La Blonde French Corvette

17 May 1844

Admiral The Honble  
Josephine Percy's  
letter 26 Dec 1843.  
letter 15 May

They have been engraved in Paris and copies sent  
here by the Depot de la Marine in Jan last.

F/B

Bank in the Bay of Bengal discovered by Capt Hope  
of HMS Thalia.

17 May 1844

I have inserted this bank in the Chart, and  
Sir W. Parker called it according to Captain Hope's with "Thalia Bank"  
letter 24 Jan - and I hope their Lordships will encourage him  
to persevere in this useful kind of work.

F/B

Sir John Marshall's examination of the Reef &c at  
the Island of Rodriguez

17 May 1844

Admiral Honble  
Percy's letter  
20 Dec 1843

The promptitude with which Capt Sir John Marshall  
went to the Island of Rodriguez - rescued part of  
the shipwrecked property - examined and partly  
surveyed the western part of the island so as to  
show the falshood of a reef extending 15 miles  
from it - and advertised this for the benefit of  
Navigators, cannot be too highly praised.

F/B

Beacon or lighthouse recommended to be placed on Raines  
Islet (Australia) by Capt Blackwood of HMS Fly.

17 May 1844

Capt Blackwood's  
letter 30 Dec

Two thirds of the vessels that return by India  
from Sydney and the Pacific forced to Toner Strait  
by the water passage, and cross through the Barrier  
Reefs by the channel described by Capt Blackwood.  
- Their only means of exactly hitting the opening

is

is by the latitude which is often in merchant vessels  
very indeterminate - and it would be therefore a most  
important benefit if a tall black and white beacon  
of stone were erected on Rainier Island.

Proposed Works at New Quay - Cornwall.

F/B.

17 May 1844.

Mr Jeffrey's  
Letter 13 May

Their Lordships only desired to have his specifications  
before he begins to work.

F/B.

Captain Hope's (Thetis) suggestions relative to surveys required  
in the China Sea.

18 May 1844

There is no part of the China Sea that does not want  
examination - with a few exceptions the authorities from  
which Horsburgh constructed his chart are more than  
questionable. The outlying rocks mentioned by Capt  
Hope, and the in-shore passages which may be available  
in a contrary monsoon would claim the first  
attention of a survey, and as both the surveying  
vessels are employed to the northward, if their Lordships  
should think fit to appoint another survey for  
this purpose they could not select a better officer  
than Captain Keltie who surveyed the Yang-tse-keang  
and who is I believe quite willing to return to those seas.

Sir W. Parker  
Letter 2 Feb.

F/B.

Application to Ordnance for Triangulation of the  
West Coast of Ireland.

21 May 1844.

Their Lordships having ordered an additional  
survey of the western coast of Ireland to be undertaken,  
application should be made to the M. General of the  
Ordnance for the requisite diagram of the triangulation  
between Ballyshannon and Loop-Head, including the  
shores of Longe Mark and Longe Corrib, and accompanied  
by the necessary positions of latitude and longitude.

F/B.

for that purpose - for a small vessel will be sufficient -  
the three or four summer months, from November to  
March, will complete them - The requisite instruments  
are at the Cape - and a distinguished young officer  
Lieut Clerk of the Engineers belonging to the  
Magnetic Observatory, is ready there to embark.  
J.B.

### Information respecting Filey Bay.

16 July 1844.

On board  
Melbeck's Hole  
Saturday (? 13 July)

Whenever Government takes up the subject of the  
great want of Harbours of Refuge on the East  
Coast of England, Filey Bay will well deserve  
to have its claims considered along with Redcar,  
Hartlepool &c and these papers will then be useful.  
J.B.

### M. de S. Bourne's Longitudinal Instrument.

16 July 1844

M. de S.  
Bourne's letter to  
Sir J. Barron 19 June.

sent the Instrument along with the drawings and  
description the 16<sup>th</sup> July - with a letter from  
J.B.

### Proposed Beacon on Paine Islet

16 July 1844

Mr Stephen's  
letter 31 May 44

From a rough estimate by Mr A. Gordon that a  
hollow iron Beacon about 30 feet high and 12 feet diameter  
might be constructed here and sent out in pieces (so as to  
be easily erected by the Carpenters and crew of any ship)  
for £250 - Possibly the little island itself might afford  
stone with which to build the beacon - but at what  
expense I have no means of forming any estimate.  
J.B.

### Pilot taken by the Pearl from Spithead to the Downs.

17 July 1844.

Appt. to report whether the  
amount of Pilotage should  
be charged against the Admiralty.

I think if the Captain had reasonable doubts of  
the Master's competency, he acted most properly in ensuring the safety  
of Hisship by calling for a pilot - but on the other hand it does  
not appear to me to be just that the Captain's mere opinion  
should

This is our case. — But I would recommend the controversy to be dropped — Mr S. H. hints that he will appeal to the Public, and therefore the less we say at present the better. Conscious of the singleness of our objects and the fairness of our proceedings we shall treat his appeal with good humoured forbearance as long as he states simple facts and eschews splenetic reproaches.

W.B.

### Proposed Works at Hartlepool

20 July 1844.

The Act for the new West Docks at Hartlepool having passed, it is on the one hand useless now to struggle against the measure — but on the other hand it becomes the duty of the Admiralty to see that the provisions for the stability of the works be not evaded.

Accordingly the plans and sections of the proposed works have been referred by their Lordships to an eminent Engineer — and I have now sent him an extract from Mr George Hunter's letter to the Marquis (but without the names) for his serious consideration.

W.B.

### Proposed Beacon on Raine Island - Australia.

22 July 1844.

With reference to their Lordships' letter to the Colonial Office of the 18<sup>th</sup> inst respecting a Beacon on Raine Island — I have just learned from Capt J. Blackwood that the Governor of New South Wales had sent him some Masons in order to construct a stone beacon 50 feet high.

W.B.

### Hartlepool Docks

22 July 1844

The enclosed letter from the Engineer on whose Report their Lordships assented to the construction of these Docks shows that the fears of these Commissioners are futile — and I submit that Mr — their Clerk

Application to the Spanish Government for permission to allow  
Capt Barnett of HMS Thunder to survey the Coast of Cuba. 26 Oct 44.

The Thunder will speedily resume her station in  
Capt Barnett's the Old Bahama Channel - perhaps Lord's Decisions  
letter 17 May might be asked when we may expect the permission  
44 and from the Spanish Government for which their  
enclosures Lordships applied to him on the of July 1843

Charts of South America purchased by Captain Toups  
Nicolas of HMS Indictive. 26 Oct 1844.

He has explained his reasons for purchasing the  
Capt Gen's Mem charts herein mentioned.

28 Sept.

J.B.

Captain Blackwood application respecting the expenses of  
erecting the Beacon on Raine Islet. 28 Oct 1844.

Though this beacon will especially conduce to the  
safety to the safety of all vessels returning to Europe  
from New South Wales - 9 out of 10 of which pass  
through Torres Strait - yet as a vast number of other  
vessels and of all nations proceed to India by this  
route it can scarcely be considered as an exclusive benefit  
to that colony and as such chargeable to any colonial  
funds, nor has it been erected for the particular conve-  
nience of HM Ships, so as by any means to bring the  
charge within the sweep of the Naval estimates -  
And still less can it be viewed as a legitimate object  
for the sum annually given to the Admiralty for  
experiments &c. It follows therefore that like the  
Lighthouses recently placed on the Bahama Banks,  
and in Gibraltar Strait, and in other parts of the world,  
for which no toll can be collected, it can only be  
regarded as a gift by this country to the general interest  
of navigation, and must therefore I presume be paid  
for by the Treasury.

J.B.

and the cruisers on Foreign Stations would require the addition of a vast number of places - for which however there is ample room without exceeding the combination of three flags. - be they might be arranged in supplementary Tables adapted to each station and distinguished by peculiar pendants.

If their Lordships should think fit to adopt this suggestion, perhaps the Commanders in Chief might be directed to make a return of all such places that they consider it necessary to insert.

- |                |                |
|----------------|----------------|
| Quamba Is.     | Madjesima      |
| Babuyan        | Min River      |
| Balebae        | Namoa.         |
| Baskie Is      | Natuna Is      |
| Billeton       | Pulo Condor    |
| Barimata Peseg | Pulo Sapata    |
| Bochein China  | Phio Strait    |
| Datoo Cape     | Samsah Is      |
| Fornosa Is.    | Sarawak        |
| Fow-chow-foo   | Shanghai       |
| Gaspae Strait  | Worsung        |
| Haitan         | Yang-tze-kiang |
| Hillon         |                |

T.B.

Survey Pay to Lieut Sidney

11<sup>th</sup> Nov 1844

(Account Mem: to Mr James for Lieut F. Sidney's (late of Staff) Survey Pay to cease on 19 Sept 1844.)

Expences of erecting Beacon on Raine Islet. N. S. Wales.

9<sup>th</sup> Nov 1844.

On letter from Treasury respecting the propriety of the Expence being borne by the Admiralty

Captain Blackwood in his letter to the Secretary of the Admiralty of the 30<sup>th</sup> Dec 1843 and rec<sup>d</sup> May 13<sup>th</sup> 1844. shows the importance of a secure channel through the Barrier Reefs and urges the necessity of a Beacon on Raine Islet; and therefore suggests that instructions should be sent to the Governor of New South Wales to give him what assistance

he might require for that purpose. — Their Lordships concurring in these views transmitted, May 22<sup>d</sup>, a copy of Capt Blackwood's letter to Lord Stanley and requested him that in their opinion, the erection of a Beacon, as recommended by Capt Blackwood, would be of material value to the increasing trade passing through Torres Strait and submitted for his consideration the propriety of directing the Governor of N.S. Wales to take measures for such a work.

Lord Stanley in reply stated that before he could recommend the expenditure for the sanction of the Treasury he wished to know if the Admiralty had any means of ascertaining its probable amount. — An estimate was in consequence obtained from an Engineer in London for making and sending out an Iron Beacon which was to amount to £250. This was communicated to Lord Stanley on the 10<sup>th</sup> of July and four days subsequent to that communication a letter was received from Capt Blackwood dated March 10<sup>th</sup> stating that the Governor of N.S. Wales had sent him a party of Masons to construct a Beacon of Stone on the above island — this also was on the same day made known to his Lordships.

On the 5<sup>th</sup> Oct, the letter dated 3<sup>d</sup> April was received from Capt Blackwood in which he mentions the expenditure of £100..14..5 for Masons Tools — the Colonial Gov<sup>t</sup> having refused to supply the tools though he had sent the Masons.

Returns of Observations made at the Observatories of Edinburgh,  
Glasgow, Aberdeen & Paramatta. JFB  
11 Nov 1844.

(Capt Beaufort — What do you say to these Returns?)

None of these Observatories are under the  
Mr R Wallace's control of the Admir<sup>ty</sup> — Paramatta I believe reports to  
Letter 1 Nov the Colonial Office — Edinburgh to the Home Office — Of  
Aberdeen I know nothing — The Rector would probably furnish  
the requisite information. JFB

Dear Madam: The Hon. Joceline Percy. 31 May 1844.

Sir In obedience to the commands of the L. C. A. I have the honour to acquaint you that the following Charts have been this day sent to Portsmouth in order to their being forwarded to you by A. M. Sloop by night for distribution to the Squadron under your command - the receipts of which I beg you will be pleased to acknowledge.

|                                          |                                         |
|------------------------------------------|-----------------------------------------|
| 25 copies: West Coast of Africa Sheet 2. | } To be added<br>to the<br>Chart Books. |
| 25 " " Nunez & Compoce Rivers            |                                         |
| 25 " " Lobito & Elephant Bays            |                                         |
| 25 " " Schabo Island                     |                                         |
| 12 " " Grand Port - Mauritius.           | To supersede in D.                      |

Capt Superintendent Sir J Collier. 31 May 1844.

Sir Captain Bullock writes to me that you wish to see his last Chart of Woolwich Reach, and I therefore have great pleasure in sending it by the messenger.

Captain Blackwood 31 May 1841.

Sir Your letter of the 28<sup>th</sup> has safely arrived this morning and its duplicate 3 weeks ago - It is very satisfactory as respects all your proceedings and I have no doubt your charts will be equally so, when they come - but they have not yet made their appearance.

I have moved the Board to request Lord Stanley to give directions about a Beacon on Paine I. to Sir J Gifford. - When we find how that works it will be time enough to think about a light-house.

Rather a lone position for any poor creatures to inhabit unless the necessity of it be really great. And I could scarcely say to the Lords that a light would be of any other use, than to be recognized at night in order to wait for darkness to pass through.

You were entirely right in giving a plan of that sheet for lithographing - and I hope it has been circulated.

Your



Your testimony in favour of the talents,  
zeal and correct conduct of your officers is very  
gratifying both on their account and yours  
— and contrast most pleasingly with the  
squabbles in another ship in Eastern Longitude

Be to their faults a little blind  
And to their merits very kind  
is the golden rule for every walk in life.

I am glad to see your ardour awakened  
about New Guinea and I promise you that  
your success there will give me quite as much  
pleasure as to yourself or the most ambitious  
person in your man of war — but do not  
forget that the main object of your expedition  
is that monstrous chain of reefs which lies to  
the eastward of Australia — Make discoveries  
in New Guinea as much as your pleasure in  
due seasons — go there as a breathing place —  
as a holiday — seek there for new wonders in  
the mineral, vegetable, moral, political and  
picturesque kingdoms of nature — give fetes  
to the chiefs and flirt with the Papuan  
beauties — but reverence a vos mountains.

Tell Gule I am sorry for his mishap  
in running the Bramble on the rocks — but  
that it is worth a little extra labour to  
have one's resources brought out and one's  
efforts appreciated.

Now my dear Blackwood with the kindest  
remembrances of all who know you and with  
the most cordial wishes for your health and  
for your unmeasured success I am &c  
Y<sup>r</sup>s  
J. M.

J. M. Rendel Esq—

1<sup>st</sup> June 1844

Mr Pagen Report you the enclosed Report and to say that being  
about to start to the Visitation of the R. V. at Green  
he really has not time to write to you himself.

Y<sup>r</sup>s  
A. M.

Mr Pagen Report  
I  
A. M.

100  
to advise their Lordships either to continue it or to  
desist.

Y<sup>rs</sup>.

I return the former papers on the subject.  
His Excellency Captain Fife Bay 1<sup>st</sup> July 1844

Sir I was very sorry indeed to learn by  
your letter of Dec 1<sup>st</sup> that Mr Osborne was  
obliged to return home, and that all my bright  
visions of a correct though unostentatious survey  
of the shores of your kingdom had vanished -  
I have not sufficient influence to obtain a  
surveying vessel for it at present unless something  
should turn up on which to ground an application  
of that kind - for as you will have perceived the  
reduction of ships in commission has been so  
great this session that there are not pendants  
enough to do the ordinary duty.

A letter from your Excellency to the  
Colonial Office might in the mean time do  
much good - and before this reaches you, you  
will I think have had secular proof of the  
confused and inaccurate charts which we now  
issue, constructed as they have been from  
insulated scraps and inadequate authorities  
all which you might very strongly put to Lord  
Stanley.

The latter part of your letter, describing the  
health of your whole party, and the spirits and  
confidence with which you were on the point of  
assuming the reins, makes up for the vexatious  
nature of the beginning - and I trust that your  
next dispatch will call for nothing but the cordial  
congratulations of Yours &c

Y<sup>rs</sup>.

Captain Blackwood

1<sup>st</sup> July 1844.

Sir The Board have made an overture to  
the Colonial Office about erecting a Beacon on  
Caine Island - as I believe I told you before -  
and their Lordships have now called for an estimate of  
the

The expense &c of an Iron Beacon to be sent out in pieces - with the double view of being able easily to take it down and put it in some better place - and secondly of being able to raise it hereafter to a greater height for the purpose of supporting a Lighthouse if necessary.

In October 1842, when I was out of town, Captain Beecher sent you some statements about the Pandora's adventures among the Barrier Reef - but as you have not acknowledged his letter, nor alluded to the subject, I now send you copies of them -

You allude to some report which you think has reached us lately of your intention to moor and you very satisfactorily deny that there is any truth in it - but I assure you I am perfectly convinced that nothing but stern necessity would induce you to abandon us.

I acknowledged the receipt of your second chart in ~~my last~~ <sup>another letter</sup> and have now only to assure you how truly I am &c

Yrs.

1<sup>st</sup> July 1844

Captain Blackwood

Sir I have to acknowledge the receipt of the unmentioned charts accompanied by Remarks and Sailing Directions together with a description of the methods employed in your survey of the Great Barrier Reef

- Australia - Bunker Sparrow Hoop 1 sheet.
- Barrier Reef - Southern Section 2 sheets
- do Northern do do
- Track from Barrier Reef to Mr Adolphus
- Index to Northern Section
- Sheet No 3 Barrier Reef - Northern Section
- " No 4 Section of Barrier Reef - enlarged
- Plan of Blackwood Bay - Mr Adolphus - York?
- View & accompanying sheet 3 of the Barrier Reef.

Yrs  
Yrs

M. G. J. Van Zeller (Portuguese Consul Genl - 15, Mary Axe) 31 July 1844

Captain Beaufort presents his respects to Mr Van Zeller and would be much obliged if he would forward the letter for D. Jonquin accompanying parcel and letter to Lisbon whenever a *bu' da Costa de Macedo* convenient opportunity may offer.

Captain Blackwood. 31 July 1844

Copy sent by  
Overland Indian  
Mail 2<sup>nd</sup> Aug - via  
Southampton

Sir I have had the pleasure of last week of receiving your two letters of Feb 25 and March 10 - The latter having informed me that Mr George Gipps had given you a party of 50 obelisks in order to erect the Raine Island Beacon I immediately stopped our negotiation with the Colonial Office and Mr Gordon for one of Iron - and I hope you will be able to complete to your entire satisfaction this useful edifice - which will be a more honourable monument to you than 50 obelisks and marble trophies erected at home. - I beg you will procure some cunning workman to cut a short inscription on it, (if of metal it will be broken or stolen) giving your name and the date, and stating it to be for a sea mark.

I approve of the dimensions, and beg you will carry out your plan of painting it in two broad stripes vertically or in very broad bands horizontally.

Sir George was distinguished while here for a clear head and vigorous mind and his conduct in the decisive assistance he has given to the erection of this useful beacon and his kindness in lending you the cutter would call for my best thanks to him, if I had a single moment that I could write to him.

With that Beacon and with your chart of Raine Channel (when the sketch you sent me is filled in and carried through) I do think the navigation to Torres Strait, at least from the southward will be perfect. - Your endeavours to find other channels will not I am sure be

stented - and nothing has given me more pleasure than the decided tone in which you write on the subject of not hurrying over the hidden dangers which lurk and even grow in that part of the world.

Sir L. Shadwell was much delighted with the paragraph of your letter respecting his son's talents and zeal.

I have passed your bill for the £ 30.

I am very sorry to add that Stokes' Chart of Baff Strait does not equal the hopes I had formed of it - it is on so small a scale that the details require a microscope to make them out - and 3 or 4 patches of danger of which he has only given the sites, without a mark for avoiding them or any soundings to lead up to them. - I mention this to you now because I presume that when his survey comes out of the Surveyor's hands and is laid before the Board, directions will be given to you to make good some of those deficiencies.

By the next post I will send you a proof of the chart and I will mark thereon those parts which you will be required to examine - So that you may turn in your mind the subject and make some arrangements as to the best time you can devote to it.

Poor Bramble had a very narrow squeak for her escape - but I am glad to see that you acquit Gule of any blame.

I shall send a copy of this to you by the Indian Mail.

Y<sup>rs</sup>

Captain Bullock

31 July 1844

Sir I am very glad indeed to find you are fast - and equally glad to perceive that you are not too fast - as in that case you would infallibly be taken for some other service. - Pray do not boast of your long legs to any one. -

J

President has been opened by the proper authority, and you are informed, that to some of the learned Professors in our Universities, or to the Royal Society, your mathematical discoveries should be communicated.

AM

31 March 1845.

Captain Blackwood

Duplicate sent  
2 April via  
Southampton.

Sir I wrote a few hurried lines to you by the last Indian Mail and I have now to tell you that their Lordships on perusing your letter of Oct. 26<sup>th</sup> immediately and handsomely determined on the Fly's returning to England, and also on Gule's remaining out (if he likes it) in his Brabtle to finish as much of the survey as he can. They have also written to the Colonial Office to request the continued loan of the cutter you have been employing, and you are to appoint AM Aird to her command. Lieut Gule's surveying pay from the day you leave him is to be fifteen shillings per diem as conducting the survey - and AM Airds, as commanding a vessel, Eight shillings & sixpence. - You will give them both the necessary orders empowering them to proceed in their respective commands and you will likewise give Gule such detailed instructions respecting the surveys as you may judge proper; transmitting copies of them to me by the first vessel that sails if it should be likely that your own departure may be delayed. Write also by the same conveyance for what stores the Brabtle may want. - One service you must give her to perform, is to continue your chart of the environs of Raine Island up to the Hardy Islands - showing the intermediate coral heads and the best courses to pursue. But perhaps you have already done this yourself - and filled the melancholy blank in your sheet No 4 of 14 miles between the edge of the bank and the small dry sand banks to the Eastward of Hardy Islands.

You will perceive that your mode of return is left to your own prudence by the Board and I sincerely hope that you will have a speedy passage and find yourself on your arrival here as well as you were the day you parted from Mrs de

I send herewith a large packet from your brother - which I think would have gone with a better grace from the Colonial office.

Messrs Rowatt, Titherington & Co Liverpool 1 April 1845

Sir I am desired to inform you in answer to your letter of the 29<sup>th</sup> ult<sup>o</sup> that the Admiralty Charts are not sold at the Hydro office but by the Agent of the Office Mr Bate 21 Pauling - or by his sub-agents at the week-ports.

With respect to the particular chart for which you ask (Cape Roxo to the Isles de Los) it may be useful to you to know that it is now undergoing extensive corrections so that the new Edition will not be printed for some weeks.

Lieut Stratford  
(Recd Letter for 20 copies of Naut. Chart for 1845)  
Yours for H.B.  
1 April 1845

P. Barlow Esq  
Sir In answer to your note of yesterday I believe I can say without fear of leading you astray that the telegraphs of Wheatstone & Cook - and of Wright and Bain were examined and compared with great minuteness and deliberation before that of the former was finally adopted and executed here. There is no Telegraph connected with the Admiralty made by Bain - and I advise you to adhere to Mr Cook's.

Captain Gorman  
Sir. I have safely rec<sup>d</sup>, and offer you my best thanks for the Welch Diagram.  
Yours  
2 April 1845