

MADRAS RECORD OFFICE.

Government of Madras.

Marine DEPARTMENT.

G.O. No.	65	Press Mis.
Dated	1. 3 -	1859.

Not to be folded or roughly handled

Fort Saint George, Marine Consultation, 1st March 1859.

No. 9. From R. B. CHAPMAN, Esq., Under Secretary to the Government of India; to the Secretary to the Government of Fort Saint George, dated Fort William, the 10th February 1859, No. 271.

Home Dept. SIR,

I am directed to forward for publication in the Official *Gazette* the accompanying copy of "Sailing Directions for the Mauritius."

No. 10. ORDER THEREON, No. 65; dated 1st March 1859.

Resolved that the "Sailing Directions for the Mauritius," received with the foregoing letter be published in several issues of the Gazette. The Superintendent of Marine will indent on the Superintendent of the Gazette Press for the number of the Copies of the "Sailing Directions" he may require for distribution among Subordinate Officers and Commanders of Vessels proceeding thither.

(Signed) T. PYCROFT,
Chief Secretary.

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SAILING INSTRUCTIONS
FOR THE MAURITIUS.

ALL THE BEARINGS ARE COMPASS BEARINGS.

PRELIMINARY REMARKS.

It is by no means generally known, that the tides along the edge of the reef, and between the Islands to the North of Mauritius, run at times with a velocity of from five to six miles on the springs; they are equally strong off the Morne, and along the Southern Coast, their direction is from S. E. to N. W., the flood running to the S. E., and the ebb to the N. W., varying a point or two according to the wind.

Wherever the reefs extend to a distance from the land, the lead if carefully attended to, will be a tolerably safe guide in the night; but should the lead be overhove when standing towards the shore, haul off immediately whilst preparing for a fresh cast, or you may run your Ship aground; from 14 to 20 fathoms is generally a safe distance from the reef, but the soundings vary considerably; of all the vessels that have been run ashore, or lost on the Coast of Mauritius during the last few years, it is not too much to say, that the neglect of the lead was without exception the principal cause; the strength of the Currents had also something to do with these accidents, but the neglect of the lead was the most important fact elicited in each enquiry.

Where there is no Coast Reef marked on the Chart, the shore is generally bold, having deep water to within a cable's length of it.

SAILING DIRECTIONS.

Vessels arriving from the Eastward and S. Eastward, should be careful not to bring the light on Flat Island to the Northward of N. N. W. $\frac{1}{2}$ W. until Gunners Quoin bears West, when they may pass midway between it and Flat Island, this course will lead about $2\frac{1}{2}$ miles clear of the reefs that extend from the N. E. end of Mauritius.

On passing Gabrieli Island, be careful to give a good berth to a reef that extends about $\frac{1}{2}$ a mile to the S. S. E. of it; this warning applies more particularly to *Cooly Ships*, which having to be visited by the Surgeon Superintendent at the Lazaret at Flat Island, frequently pass much too close to this reef without being aware of its existence, as in very fine weather the sea does not always break on its extreme point.

When to the Westward of the Quoin, Cannoneer Point Light will be seen; steer with Flat Island Light astern, bearing N. E. by E. $\frac{1}{2}$ E. until the Cannoneer Point Light bears S. E. b. S., (which will carry you clear of the dangerous reef that extends from the Point) you may then haul up S. W. b. S. till the Red Light at Grand River is seen, bring it to bear S. S. W. and steer for it on that course, until the Green Light on Tonneliers Island bears S. E., when being on the best ground you may anchor in from 12 to 16 fathoms; a nearer approach to the Red Light at Grand River would bring a vessel too near the reefs to the S. Westward of the entrance of the Harbour.

Should the night be clear when running down the Coast, the Western Shoulder of the Corps de Garde Mountain will be seen in line with the Grand River Red Light when the latter bears S. S. W.

Remember especially that after passing Cannoneer point on your way to the Bell Buoy, the Cannoneer Point Light changes from *white to red*, if it be brought to bear more northerly than N. E. $\frac{1}{2}$ E. this change will warn you that the vessel is too near the reefs that skirt the Coast between Cannoneer Point and Point Piment.

But this change from *white to red* is only intended as a guide as far as *Point Piment*, after passing which, the red light at Grand River will be your mark to the Anchorage: It is not well however for a large vessel ever to approach so near the reef as to change the Cannoneer Point light from white to red; the great object in view in thus arranging the Light was the

convenience of the numerous coasting vessels belonging to the Colony, to whom (knowing the ground as they do) it is most useful. The best mark for keeping clear of the reefs between Cannoneer Point and Point Piment *by night*, is to keep the Flat Island Light open to the Westward of Cannoneer Point Light until the red light at Grand River is seen.

Should you be approaching the Cannoneer Point Light from the Westward when it shews *white*, and steering *directly* for it, there can be *no change of color*; but by attending to the bearing of Flat Island Light it will be impossible for you to run on the reef; the Barque *Cornwall* of 947 Tons, steering E. N. E. for Cannoneer Point Light was wrecked on the reef within $\frac{3}{4}$ of a mile of the Light House, because it was erroneously supposed that the light changed color on approaching it whenever a vessel was to the Southward of it, whereas it is only when it is brought to bear N. E. $\frac{1}{2}$ E., and to the Northward of that that the light changes color.

When running for the Anchorage by day, after passing Cannoneer Point with Flat Island Light House bearing N. E. b. E. $\frac{1}{2}$ E., being Tamarind Mountain (a conical hill to the Westward of all the other high land) to bear S. W. b. S., and steer for it until the Martello Tower on the South side of the Mouth of Grand River is seen in a line with the Western Shoulder of the Corps de Garde Mountain bearing S. S. W.; this will lead clear of all danger to the Anchorage, which is indicated by a floating beacon painted red and white, generally called the Bell Buoy, which lays in 12 fathoms on the North side of the Mouth of the Harbour; Anchor to the Northward of this beacon in from 12 to 20 fathoms.

When approaching by night from the S. Westward, Flat Island Light bearing N. E. b. E., will lead between two and three miles to the Westward of the reefs to the Southward of the Port, and when the green light on Tonnelier Island bears E. S. E., steer for it if the wind be favorable under easy sail; if the night be clear the Shipping at the Bell Buoy will be seen and afford a good mark; keep the lead going and bring the two Harbour Lights to bear as already described, and Anchor.

During the day the Gunner's Quoin bearing N. E. $\frac{1}{2}$ E. is the best mark.

It is most inadvisable to attempt Anchoring at the Bell Buoy after dark unless well acquainted with the localities; it is far better with the admirable advantages afforded by the lights for ascertaining a vessel's exact position, to keep under weigh till day-light; considerable risk will thus be avoided, and as no communication with the shore is permitted till vessels have received *Pratique*, no time is gained by Anchoring in the night.

(True copy)

Wm Chapman

Under Secy. to the Govt. of India.

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With an Order.

Forwarded for publication.
how in the Official
Gazette, copy of "Sailing
Directions" for the
Mauritius.

2/24 Feb/59.
10/6/59.
10/6/59.
10/6/59.

How the underdog is
the foot of India.
2/24.

24th March 59
Maurice. 20/6/59. 20/6/59.

24/59/20.
20/6/59.