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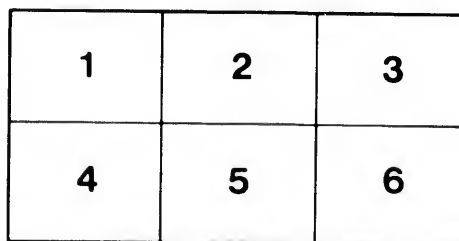
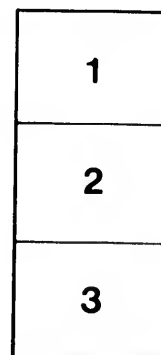
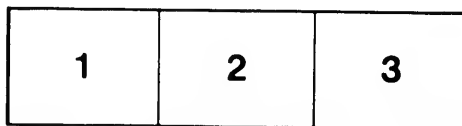
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EXTRACTS

FROM THE

"VANCOUVER ISLAND PILOT."

Compiled from the Surveys made by Captain George Henry Richards, R.N., in H.M.'s Ships "Plumper" and "Hecate," between the years 1853 and 1864, and published by order of the Lords Commissioners of the Admiralty—'pp. 18-23).

RACE ISLANDS TO ESQUIMALT HARBOUR.—After rounding Race Island lighthouse at the distance of a mile, the course for Esquimalt Harbour is N. $\frac{1}{2}$ W. $8\frac{1}{2}$ miles. The lighthouse on Fisgard Island, a white tower elevated 70 feet above the sea, at the western entrance point of the harbour, is very conspicuous, and will be seen immediately on rounding the Race Islands. A course direct for it will clear all dangers, but attention must be paid to the set of the tides. The ebb runs almost directly from the Haro and neighbouring straits towards the Race Islands, and a sailing vessel, unless with a commanding wind, should give them a berth of more than a mile, and steer N.E. by N. for 3 or 4 miles before she bears up for the harbour. The flood sets in the opposite direction to the N.E., and with light winds vessels are liable to be carried to the eastward, and if near to the Vancouver Island shore, up Haro Channel, where the water is generally too deep for anchorage; therefore, with the flood, the coast of Parry Bay should be kept aboard if possible, where good anchorage may be had in moderate weather, and with all westerly winds, less than a mile from the shore in 10 fathoms.

By night, when Fisgard Island light bears N. by W., a vessel may steer boldly for it. The only precaution necessary is to keep the white light in full view; if it becomes dim or shaded, she is getting too near the shore, and should immediately haul out to the eastward until it is again distinctly seen. The two lights, by their bearings, will immediately show a vessel how she is being affected by the tides.

Entering Esquimalt Harbour, the Fisgard Island light should be left from 1 to 2 cables on the port hand; when it bears N.W. by W. $\frac{1}{2}$ W. the light changes from white to red and shows the latter color within the harbour, and when it bears S. by W. at a convenient distance, a vessel may anchor in 7 fathoms or stand into Constance Cove, if preferred. The Scroggs Rocks on the eastern side of the entrance of the harbour must be avoided; they bear E.S.E. from Fisgard Island, distant nearly 4 cables. If not desiring to enter the harbour at night, good anchorage may be had in Royal Roads in 9 fathoms, Fisgard Island light bearing N. by W. from half a mile to a mile.

The entrance of Victoria Harbour being only 2 miles eastward of Esquimalt, the same precautions are necessary as regards the tides. The course from a mile off the Race Islands is N. $\frac{1}{2}$ E. During day-time, Christ Church, a conspicuous white building with a spire and standing on an eminence, will be seen shortly after rounding these islands, bearing N. by E.; it should be kept just on the starboard bow. At night or during bad weather it is strongly recommended not to run for this harbour, as it can only be entered at certain stages of the tide, and the anchorage outside is at such times exposed and unsafe, while *Royal Bay or Esquimalt Harbour is always available and safe*. But if it is decided to run for Victoria, it must be borne in mind that when Fisgard Island light changes from white to red, a vessel will be very near the shore*.

* See chart of Haro and Rosario Straits, No. 2,689, scale $m. = 0.5$ inch; and plan of Haro Strait and middle channel, No. 2,840; scale $m. = 1$ inch.

BENTINCK ISLAND, lying close off the south-east point of Vancouver Island, is little over half a mile in extent and irregularly shaped, being almost divided in the centre by a narrow neck. It is about 100 feet high, and, like the adjacent land, covered with pine trees. Its southern and eastern sides are fringed with kelp, outside which there are no dangers beyond those described in the Race Channel. Between it and the mainland is a boat channel, and coasters acquainted with the locality find shelter at its eastern entrance. There are some settlers' houses in the neighbourhood.

Between Bentinck Island and Esquimalt Harbour, a distance of 8 miles, the coast is indented by several bays, and anchorage may be obtained in 8 to 10 fathoms anywhere within a mile of the shore, except immediately off Albert Head; the only danger is a reef lying about a cable's length off the head.

PEDDER BAY, the first of these indentations, has its entrance immediately northward of Bentinck Island, 2 miles N.N.W. of the Great Race, between Cape Calver and William Head, where its breadth is three quarters of a mile; the inlet runs to the W.N.W. for 2 miles, narrowing rapidly, and when half a mile within is only fit for small craft, which may find good shelter at its head. Vessels of any size may anchor in the entrance in 7 fathoms, with Cape Calver, its southern point, bearing S.E. by S., distant about half a mile, but though the holding ground is good, it is open to all winds from N.N.E. round E. to S.S.E., and with a S.E. gale would neither be a desirable nor safe anchorage.*

PARRY BAY, immediately northward of William Head, affords good anchorage with all westerly winds. Vessels bound to sea and meeting with a strong wind from this quarter are recommended to return here; the anchorage is in 9 fathoms, from half to three-quarters of a mile off the sandy beach, with William Head bearing S.W. by S. about the same distance. With a south-east wind there is ample room to weigh, which a vessel should immediately do, and if not able to round the Race Islands and proceed to sea, run for Esquimalt Harbour.

Albert Head, the north point of the bay, is moderately high, sloping to the sea, bare of trees at its extreme, but wooded immediately behind; a reef lies a cable off it. William Head somewhat resembles it, but is lower. The water is too deep for anchorage immediately off these heads.

ROYAL BAY OR ROADS, of which Albert Head is the southern point, and the entrance to Esquimalt Harbour; the northern limit is a fine sheet of water 3 miles in extent, and affords good anchorage with all winds which would prevent a vessel from entering that harbour; a vessel may anchor anywhere within three-quarters of a mile from the western shore. A good berth is a mile south of Duntze Head with the entrance open, or Thetis Cottage just open of Inskip Rocks (in the harbour), which is the leading mark for clearing the Seroggs Rocks running in or out.

Light.—A lighthouse is erected on Figgard Island, a small rocky islet 25 feet high, and almost connected with the shore, forming the western entrance point of Esquimalt Harbour; the tower is of brick, white-washed, and is elevated 70 feet above the mean level of the sea, with a red brick dwelling-house adjoining. The light is fixed and of the 4th order; it shows *white* when bearing from N. $\frac{1}{4}$ W. to N.W. by W. $\frac{1}{4}$ W.; *red* from N.W. by W. $\frac{1}{4}$ W. to S. $\frac{1}{4}$ E., and *green* from N. $\frac{1}{4}$ W. to N. by E. $\frac{3}{4}$ E. The white light is intended to guide a vessel in from seaward, and while visible clears alike the western coast between Race Island and Esquimalt, and the southern shore with its off-lying dangers, Seroggs Rocks and Brochy Ledge, between Duntze Head and Trial Island. The red light will be found useful by vessels bound to Victoria or Esquimalt from the eastward; after rounding Trial Island it will indicate a vessel's distance from the shore, and if bound to Esquimalt, a W.S.W. course will lead a safe distance outside Brochy Ledge, until the light changes from red to white, when it may be steered for and not be fore. A green ray of light is thrown up the harbour between the Whale Rock and the western shore, and leads westward or inside the line of that Rock.

* See plan of Pedder Bay, No. 1,906; scale m.=4.0 inches.

ESQUIMALT HARBOUR is a safe and excellent anchorage for ships of any size, and with the aid of the light on Fisgard Island may be entered at all times with great facility. The entrance, which bears north $8\frac{1}{2}$ miles from the lighthouse on Great Race Island, is between Fisgard Island and Duntze Head, and is 3 cables in breadth, opening out immediately within.*

The only dangers are the Scroggs Rocks which lie on the eastern side, S.S.E. 3 cables from Duntze Head and cover at three quarters flood. Inskip Islands kept well open of the head lands clear to the westward of them, but the best mark for entering with a leading wind is Thetis Cottage, a conspicuous white building on Dyke Point, just open or on with the western Inskip Rock, bearing N. by W. $\frac{1}{4}$ W. which leads in mid-channel.

Fisgard Island should not be passed within less than a cable's length, keeping just without the kelp, which extends about half a cable eastward of it, for a rock with 7 feet of water over it lies three-quarters of a cable north-east of the lighthouse.

Vessels entering the harbour at night with a strong wind after them should take care to shorten sail in time, as the space for rounding to is somewhat limited; and it is desirable to moor if any stay is intended, as the winds are changeable.

The best time to leave the harbour is early in the morning, when either a calm or light wind may be expected; there is little strength of tide in the harbour, or for some distance without, and it sets fairly in and out.

The strongest and most frequent gales blow from S.W. and S.E., which are leading winds in, but rarely from N.W. The S.W. is a summer wind, generally fresh, and brings fine weather, unless it blows a gale. S.E. winds may be looked for during the winter months, or between November and March, and generally a strong gale once in a month, with rain and thick weather. The N.E. wind rarely blows with much strength and always brings fine clear weather; a direct south wind, to which some parts of the harbour are open, seldom blows, and there is never sufficient swell to render the anchorage inconvenient.

The Whale Rock, with only 7 feet on it at low water, lies W. $\frac{1}{2}$ N. 2 cables from Inskip Islands, or nearly midway between them and the western shore of the harbour. This rock is of small extent and not marked by kelp; it has a clear passage on either side, that to the eastward being the widest. Yew and Rodd Points, just touching, point to the rock; Yew Point, just touching the lighthouse on Fisgard Island, S. by E. $\frac{1}{4}$ E., leads nearly a cable's length westward; and when Ash Head is well shut in by Inskip Islands, a vessel will be clear to the northward.

Anchorage.—The most convenient anchorage is in Constance Cove, on the eastern side of the harbour, immediately round Duntze Head, the general depth being 6 fathoms, and the holding ground good; there is, however, safe anchorage in any part of the harbour, in not less than $4\frac{1}{2}$ fathoms, as far northward as Dyke Point. A cable's length above this point the water shoals to 3 fathoms, and from thence to the head of the harbour is a flat with only a few feet on it at low water.

Thetis Cove in Plumper Bay, on the eastern side, immediately north of Constance Cove, is a snug anchorage, with the harbour entrance just shut in by Inskip Rocks, in $4\frac{1}{2}$ fathoms; but vessels proceeding above these rocks must take care to avoid the Whale Rock.

Water may be obtained during the winter months from the many streams that empty themselves into the different bays, caused by the grant quantity of rain which usually falls at that season; but in summer, watering is a tedious process, and boats must be sent either to Rowo Stream, at the head of the harbour, or to the salt lagoon, just outside the entrance. Both offer difficulties, unless at or near high water.

Water, however, might be conveyed at all seasons, and at a trifling expense, from the chain of lakes just over the western side of the harbour, near Colwood Farm.

* See Plan of Esquimalt Harbour, No. 1,897a; scale m.=10 inches.

VICTORIA HARBOUR is a little more than 2 miles eastward of Esquimalt, with its entrance between Ogden and MacLaughlin Points. Macaulay or Sailor Point, a remarkable projection, nearly midway between the two harbours, is a bare, flat point, about 30 feet high, showing as a yellow clay cliff, worn by the action of the sea and the weather into a rounded nob at the extreme. The coast on either side of this Point for a mile is fringed with sunken rocks, and is dangerous for boats in bad weather, many fatal accidents having occurred.

The entrance to this harbour is shoal, narrow and intricate, and with S.W. or S.E. gales a heavy rolling swell sets on the coast, which renders the anchorage outside unsafe, while vessels of burthen cannot run in for shelter unless at or near high water. Vessels drawing 14 or 15 feet of water may, under ordinary circumstances, enter at such times of tide, and ships drawing 17 feet have entered, though only at the top of spring tides.*

The channel is buoyed, but it is necessary to take a pilot, and the space is so confined and tortuous that a long ship has considerable difficulty in making the necessary turn; a large percentage of vessels entering the port, small as well as large, constantly run aground from these causes, or from trying to enter at an improper time of tide, or neglecting to take a pilot. Such accidents, however, are seldom attended with more than delay and inconvenience, as the shoalest and most intricate part of the passage is sheltered; when within, the port is perfectly landlocked, and vessels may lie in from 14 to 18 feet at low water, but the harbour accommodation is limited.

Doubtless Victoria Harbour is susceptible of improvement by artificial means, though it is improbable that it can ever be made a safe and convenient port of entry for vessels of even moderate tonnage, at all times of tide and weather, and it appears not a little remarkable that with the excellent harbour of Esquimalt within two miles, Victoria should have been continued as the commercial port of a rising colony, whose interests cannot but suffer materially from the risks and delays which shipping must encounter in approaching the commercial capital.

Victoria was selected by the Hudson's Bay Company as the depot of their establishments in consequence of the quantity of clear good land in the immediate neighbourhood, and the harbour being sufficiently spacious for the few small vessels in their employ, and as a site in these respects was admirably chosen, but it has been a fatal mistake at a later date not to have adopted Esquimalt as the commercial port.

* See Plan of Victoria Harbour. No. 1,897b; scale $m=10$ inches.

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