E M Donnaldson
1809

THE AMERICAN

COAST PILOT;

CONTAINING THE

COURSES AND DISTANCES

BETWEEN THE

Principal Harbours, Capes and Headlands, from Paſſamaquoddy through the Gulf of Florida, with Directions for ſailing into the ſame, deſcribing the Soundings, Bearings of the Light-Houſes and Beacons from the Rocks, Shoals, Ledges, &c.

TOGETHER WITH THE

COURSES AND DISTANCES

From Cape-Cod and Cape-Ann to Georges'-Bank, through the South and Eaſt Channels, and the ſetting of the Currents,

WITH THE

LATITUDES AND LONGITUDES

OF THE PRINCIPAL

HARBOURS ON THE COAST,

TOGETHER WITH A

TIDE TABLE.

897

BY CAPT. LAWRENCE FURLONG.

CORRECTED AND IMPROVED BY THE MOST EXPERIENCED PILOTS IN THE UNITED STATES——ALSO,

Information to MASTERS of Veſſels, wherein the manner of tranſacting Buſineſs at the Cuſtom-Houſes is fully elucidated.

PUBLISHED ACCORDING TO ACT OF CONGRESS.

Third Edition.

NEWBURYPORT (*Maſſachuſetts*)
PRINTED BY
EDMUND M. BLUNT, (Proprietor)
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RECOMMENDATIONS.

THIS *will certify that I have carefully examined the within* "American Coast Pilot," *and compared it with the Charts which I know from experience to be correct, and do recommend it as a valuable work, and worthy the attention of all Navigators.*

BENJAMIN LURVEY.

Deer-Island, October 4, 1796.

THIS will certify, that I have proved by experience, since the within "American Coast Pilot" *was put to Press, that the Directions for the Eastern Coast are correct, and recommend it to Navigators of every kind as a valuable work.*

ROBERT CAMPBELL.

THIS is to certify, that we the Subscribers, at the request of the Proprietor of the "American Coast Pilot," *have carefully examined the several ports we have sailed into, and from experience declare the Directions given for* Boston, Marblehead, Salem, Beverly, Cape-Ann, Annis Squam, Newburyport, Ipswich-Bay, Portsmouth, *from* Cape-Neddock *to* Cape-Porpoise, *from thence to* Wood-Island, Portland, Hussey's-Sound, &c. *to the Eastward, to be correct, the work a very useful publication, and deserving the encouragement of all concerned in navigation.*

William Russell,
James Sanders,
Isaac Noyes,
Abraham Wheelwright,
William Mitbery,
William Noyes,
Moses Brown,
Nathan Poor,
John Somerby,
Enoch Lunt,
Enoch Lunt, jun.
} Branch Pilots at Newburyport.

Boston, July 17, 1798.

THIS may certify, That I the Subscriber, having examined the "American Coast Pilot," *by desire of the Proprietor, do pronounce it very correct and worthy the attention of all mariners.*

THOMAS KNOX,

Branch Pilot for Boston Bay and Harbour.

Portsmouth, June 15, 1796.

THIS may certify, that I the Subscriber, having carefully examined the "American Coast Pilot," *and finding it very correct, think it my duty to recommend it for general use to mariners, as being the most valuable publication extant.*

HOPLEY YEATON.

Portland, May 8, 1798

BEING requested by the Proprietor of the "American Coast Pilot" *to peruse and examine the same, I have carefully done it, and recommend the Book to be of general utility and well worthy the attention of all concerned in Navigation, as containing the most safe and correct directions ever published for the American Coast, and such as may be used with safety in times of danger.*

JOHN THORLO.

Wiscasset, June 1796.

THIS is to certify, that we the Subscribers, at the request of the Proprietor of the "American Coast Pilot," *have carefully perused the same, and do pronounce it a good work, and worthy the attention of all Mariners.*

ALEXANDER ASKINS.
DANIEL BAKER.

Philadelphia, Nov. 1796.

THIS shall certify, that I the Subscriber, Branch Pilot for the Delaware, have carefully perused the Directions given for sailing in by Cape-May and Cape-Henlopen, from thence up the Bay, &c. to the city of Philadelphia, and from experience declare them to be very correct, the work very useful, and worthy the attention of all Mariners.

WILLIAM SCHILLINGER.

PREFACE TO THE THIRD EDITION

OF THE

American Coaſt Pilot.

OF the many improvements, which the ſcience of Navigation has been continually receiving in the lapſe of many centuries ſince the invention of the Compaſs, perhaps there is no one, which in its ordinary operation on maritime affairs, embraces a greater ſcope of *practical utility*, than the accurate deſcription of the marine boundaries of countries by which the adventurous mariner may recognize his coaſt at a diſtance; the ſoundings and courſe of channels, by the knowledge of which he ſets the rock-bound ſhore at defiance; and the aſpect and properties of harbors, into which he can enter with ſecurity, and embay himſelf from the inclemency of the elements. This remark is ſuggeſted with the more confidence, as its reſults from the conſideration that the life even of the moſt ſkilful and experienced mariner, is more endangered as he approaches the coaſt, however correctly he may be acquainted with its ſoundings and its curvatures, than it is, when expoſed to the billows of the tempeſt, which agitates the mid-ocean. The important aid which the learned navigator derives from the calculation of the longitude by lunar obſervation, is undoubtedly among the moſt diſtinguiſhed benefits of modern nautical improvement; and it is a branch of naval education, with which the mariners of our country, have of late years become generally familiar. When the ſpirit of adventure had extended the American commerce beyond the capes of either continent, what was before uſeful, became then

indispensably necessary, that *Navigation* should be taught as a *science* to the conductors of our merchantmen, and it was soon no uncommon spectacle to behold the American Eagle, lately unused to scientific restraint, shaping his course through foreign skies by the rules of geometry. The charts and marine directions, with which foreign countries abound, have also rendered the profession of the sea less dangerous and more profitable. These powerful aids have almost every where been extended to the protection and encouragement of commerce except in the American States. Here indeed few charts have been published, and those of no remarkable character either for the accuracy of their distances and bearings, or for the extent of their scale. But to collect into a compendious volume the most authentic descriptions of the harbours, and an accurate detail of the courses and soundings of the American Coast, has long been a desideratum among nautical and commercial men; and until the appearance of the first edition of the AMERICAN COAST PILOT in 1796, no attempt, we believe, had ever been made in any part of the Union to effect it.—To accomplish so important an object, which was embarrassed with more than ordinary difficulties, with which all new works are involved, the Editor, actuated by a principle of commercial benefit, and assisted by one of the most correct and experienced Pilots in the United States, hazarded the publication of that work, under auspices, by no means favourable to its eventual establishment, as a book of reference and direction to American mariners. Incident to the very arduous and complex nature of the work itself, much incompetency and error found admission into its pages, which no industry of the Editor could avoid. Add to this the avowed hostility of almost all the pilots in the southern commercial cities, with whose *interest* it militated, to permit any degree of reputation to be attached to a publication, whose professed design was to make American commanders their own pilots, and to relieve in the minds of their owners every apprehension of danger, by the certain conviction that this cabin-companion would be the means of security.

But notwithstanding the objections of interest, and the cavils of malice, the Editor feels it a duty, which he owes to the independent candour and integrity of some few of the southern pilots, to remark that their friendly assistance and information have largely contributed to the present highly improved state of his Coast Pilot. It is, however, unnecessary minutely to follow step by step the various and indefatigable efforts, which for four years have been exerted in all the principal cities of America, to render this work as correct in its execution as it was extensive in the purposes it contemplated. Every source of marine intelligence, which our country affords, and which the narrow selfishness of a bigotted profession had not rendered inaccessible, has been resorted to, by epistolary correspondence, expensive journies, and unwearied application. As the fruit of his labours, it is now the happiness of the Editor to present to the maritime and commercial public, a perfectly accurate compendium of the American coast navigation, combining all the information on this subject, which skilful experience and modern discovery have collected.

Many of the most valuable portions of the information contained in the present volume, have never been committed to print, in any former edition. To insert at large the numerous omissions and errors, which have been supplied and corrected in this impression, by the aid of nautical and scientific friends, would occupy a space, too extensive for the limits assigned to these prefatory observations, or for the necessity of illustrating the Editor's attention to accuracy and copiousness. It will be sufficient to remark, that the scite and capacity of many harbours in the United States, with the necessary directions for sailing into them, which were omitted in the two first editions, are inserted in this. Several new light-houses have also been erected since, and buoys placed at the entrance of various channels, and elsewhere, which are here correctly noticed.

But among the moſt valuable additions to the work, the deſciptiôn of the *Iſles of Shoals* ought to be diſtinguiſhed; as a Meeting-Houſe has been lately erected on one of thoſe iſlands, which is an excellent land-mark, and can be diſcerned from ſea, at the diſtance of eight or ten leagues in any point of bearing. The directions for ſailing up *the Long-Iſland Sound to New-York*, alſo form a very important acceſſion to the utility of the volume.

THE greateſt improvement which has been made in point of ſize and expenſe; as well as the one which was the moſt wanted by a greater part of our navigation, is contained in the perſpicuous and comprehenſive remarks on the geography, currents, bearings, channels, ſoundings, harbours, and appearances at ſea, of all the Weſt-India Iſlands, and the ports of the moſt conſiderable trade on the Spaniſh Main. Theſe deſcriptions and directions are entitled to the higheſt credit, as they are given from the authority of the moſt experienced and beſt informed navigators in the Weſt-Indian ſeas. A Table of the Courſes and Diſtances of all the iſlands is alſo ſubjoined, from the ſame authentic ſource. The Editor is alſo indebted to an American Gentleman for two very uſeful Tables; the firſt ſhewing the day of the month on which the new moon will fall, until the end of the year 1817, according to the new ſtile; and the ſecond ſhowing the ſhifting of the tide, by which the error in the common method of reckoning the time of high water to fall forty-nine minutes later every day, after the full and change, will evidently appear. The United States laws relating to ſeamen, and thoſe for the relief of the ſick and diſabled; the ſtatute regulation of the fiſheries; the proviſions againſt enticing away ſoldiers, apprentices, and debtors, and importing convicts, aliens, &c. and the ſeveral laws of the reſpective ſtates on the laſt mentioned ſubject; the laws regulating quarantine; a new and corrected liſt of the cuſtom-houſe duties, many of which have been altered, and the

forms of all the papers used in the custom-house, are inserted at length, in the present improved and enlarged edition. Nearly double the matter of the former volumes is compressed into this; and the Editor has been perseveringly attentive to correct every error of the most minute and trifling consequence.

With such pretensions to public patronage, he is not reluctant in meeting the public scrutiny. The merits of his work are grounded on the best science in the country, and every exertion of long and laborious industry has been employed in executing its pages with the strictest accuracy and fidelity, that were due to its high promise of usefulness and emolument.

EDMUND M. BLUNT.

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ERRATUM.

Page 48, line 8, in a small part of the edition, the distance from *Cape-Ann* to *Boston* light-house was called 7½ leagues; the reader is desired to correct it in those copies, as the distance is 9 leagues.

NOTE——We do not know another error in the work. If any should be discovered (as we are all liable) please inform the

PROPRIETOR.

Newburyport, Nov. 1800.

Directions to go to the Eastward of the Island of Campo-Bello, *between the said Island, and the* Wolves Islands.

IF you are bound to the River of * *Passamaquoddy* in a large Vessel your best way is to go to the eastward of *Campo-Bello*, keeping your course N. E. b. E. which will carry you to the *Wolves*, distant about 3 leagues from *Campo-Bello*. The *Wolves* lie about E. S. E. from said Island, and when the passage between *Campo-Bello* and the *White-Horse* bears W. N. W. you must steer W. N. W. leaving the *White-Horse* on your starboard hand and keep the Island, *(Campo-Bello)* best on board. The *White-Horse* is a large white Rock which lies off the N. E. end of *Campo-Bello*. You will see a fine harbour called by the French, *Harbour Delute*, and will leave several Islands on your starboard hand, when you pass the *White-Horse*. As you pass here, you will open a large Bay to the W. S. W. which is sufficient for 100 sail of the line to lie in. There is very deep water between the *Wolves* and the Island of *Campo-Bello*, being from 50 to 100 fathoms. Bring *Campo-Bello* Island to bear S. S. E. or S. E. and you will have 20 fathoms water where you may anchor and lie safe from all winds. Your course to *Moose-Island* is W. S. W. distant 2 leagues, where you may anchor in 8 or 10 fathoms, muddy bottom. Here is the best harbour in the United States for making dry Docks, as you may have them either on the south end of *Moose-Island*, or 30 or 40 miles up *Scoodice* river. Common tides rise here 25 feet. At full and change it is high water at half past eleven o'clock at *Moose-Island*.

Directions for the Eastern Coast when you fall in with Grand, Manan *or* Mount-Desert-Hills.

THESE places may easily be known from the western Coast. *Mount-Desert Hills* may be seen 20 leagues at sea, and when within 4 or 5 leagues of them you may see *Skutock-Hills* bearing about N. N. E. The tide of flood sets here E. N. E. and the ebb W. S. W. but as soon as you are 9 or 10 leagues from the land, the current runs in general to the S. W. westward.

* *There are three rivers which fall into* Passamaquoddy Bay; *the largest is called by the modern Indians, the* Scoodick, *but by De Mons and Champlaines,* Etchemins. *Its main source is near* Penobscot River. *The mouth of the river has 25 fathoms water, and the land is very bluff.*

If you fall in with *Mount-Desert-Rock*, which lies south 6 leagues from *Mount-Desert-Hills*, you must observe the tide of flood sets W. S. W. along shore, till you come to the *Fox-Islands*: but the same flood runs up to the northward into *Blue-Hill-Bay*, *Union-River* and *Isle-au-Haut** bay.

The next remarkable land is *Penobscot-Hills*, which you will see over the *Fox Islands*, bearing from the N. W. to N. N. W. of them. When you pass the *Isle-au-Haut*, in steering W. S. W you will leave *Mantinicus-Islands*, and *Mantinicus-Seal-Islands* to the southward of you. [If at night or thick weather I would advise you to go to the southward of all these Islands, unless you are well acquainted.] When you pass to the westward of *Mantinicus-Islands*, the main passage from sea to *Penobscot-Bay*, lies about N. by W. If you go into this passage you leave *Mantinicus-Island* on your starboard and the two *Green-Islands* on your larboard hand steering north westerly, 4 leagues, and if bound up the Bay follow your directions for *Penobscot Bay*.

If you come in from sea and make the Island of *Manheigin*, when it bears north, or N. N. W. it appears like two islands; but when it bears east or west it appears in one Island. *Damiscove-Islands* lie to the W. by N. of it, which are all bare of trees except the north part. The rocks called *Bantain-Ledge*, lie two miles from *Damiscove*, S. W. or W. S. W. When you are 6 or 7 leagues off at sea, you will have 70 or 80 fathoms of water, with a S. W. current. In general between *Damiscove* and *Manheigin-Island* the flood tide parts and sets E. N. E. to the eastward, and W. S. W. to the westward as far the Island of *Seguine*, and to the northward up to *Broad-Bay*, *Sheepscut* and *Kennebeck Rivers*, and the ebb sets the contrary way.

Seguine-Island † is remarkable when bearing east or west. It lies two miles from land but when it bears north, shuts in with it. It may be known by the high land of *Cape-Small-Point*, bearing N. W. from it. You have deep water to the eastward of *Seguine*. When you pass to the westward of *Seguine* the tide of flood sets strong to the northward into *New-Meadows*, and W. N. W. into *Broad-Sound* and up to *Portland*, and the ebb tide the reverse. Your soundings between *Seguine* and *Cape-Elizabeth* are various; at times you have 18 or 20 fathoms, rocky bottom, and within a cable's length you will find 30 or 35 fathoms, muddy bottom.

There are three rocky ledges that lie about east and west to the westward of *Seguine*, which are not much wider than a wharf. The land here is all in Islands until you come to *Cape-Elizabeth*, which Cape has a Light-House to the N. W. and a wind-mill to the westward, near *Richmond's-Island*, which is the first wind-mill you see when coming from the eastward.

Directions from *Machias* to *Passamaquoddy*.

WHEN you leave *Machias* and are bound to *Passamaquoddy*, bring *Grass-Island* to bear S. W. b. W. and steer N. E. b. E. distant 9 leagues to *West-Passamaquoddy Head*. But if the wind takes you to

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* *The* Isle-au-Haut *is remarkable land which makes with a large Bay on each side of it, and the highest part of the Island is in the middle.*

† *There is a Light House on this Island.*

the eastward there is a good harbour about two leagues to the N. E. of *Cross-Island*. This harbour bears due west from the middle of *Grand-Manan-Island*, and is called the *Little-River*, but you cannot see it except you are near the north shore. You must not run in for it, before it bears N. W. or N. N. W. There is a bluff point of rocks on the starboard hand as you go in, and an Island in the middle of the harbour. As you pass in, leave the Island on your larboard hand, and when you have passed it half a mile you may anchor in four or five fathoms, muddy bottom, and remain safe from all winds. Your course from this harbour to *West-Passamaquoddy* is N. E. b. E. distant seven leagues. When you come from the S. W. and are bound into *West-Passamaquoddy*, you must give the *Seal-Rocks* a birth of three quarters of a mile before you haul in for the harbour, as there is a whirlpool to the eastward of them. The Bay is about one league from this point; it is high water here at full and change of the moon about half past eleven o'clock.

There is a good Bay that lies about W. S. W. from this point, where you may anchor, if the tide does not suit to go over the Bar; but if the tide suits you may proceed, keeping to the westward till the Bar bears N. N. W. which course you may steer till you get up to *Allen's-Island*. In steering this course you will see a house that has two doors in it, on *Allen's-Island*, which house you must keep open with a little *Green Island* which lies in the middle of the passage. When you get over the Bar, this house must be brought open to the westward of the Island and you may go on either side of it as the wind should favour you. If you go to the westward of it with the tide of flood, and the wind fails you, the tide will carry you into a large Bay on your larboard hand. The first Island you come to is the *Collector's*, which lies on your larboard hand, and the next to this is *Allen's-Island*. When you come to the westward of the little Island you may anchor opposite the long house on *Allen's-Island*, or direct your course N. N. E. distant three miles, to *Moose-Island*. In the passage of *West-Passamaquoddy* the tide sets N. N. W. over the Bar, two hours before it rises one foot, and likewise sets S. S. E. two hours before high water. When up as far as *Allen's-Island*, if you leave it with the tide of flood, steer N. N. E. three miles, when you will have the tide against you four hours; and two hours before high water the tide sets S. S. W. till you come down to the *Collector's-Island*, when it sets over the Bar S. S. E. The tide rises here 25 feet. There is a fine Cove on the south end of *Moose-Island*, where a ship of 500 tons may lie, moored head and stern, safe from all winds, but the anchors are very much exposed, with the wind to the eastward or E. N. E.

If you are bound up *Scoodice-River* from *Moose-Island*, as you pass *Bald-Head*, give it a birth of half a mile as there is a large ledge of rocks that lie off from it. When you have passed this point your course is N. N. W. distant 8 or 9 leagues to the *Devil's-Head*, or *Oak-Point*, (so called;) the *Devil's-Head* you leave on your larboard hand, which is very high land and may be seen 10 or 12 leagues. Your course from said Head is W. N. W. one league, when you will come to a large ledge of rocks that you must leave on your larboard hand, which is bare at two hours ebb, and extends half way across the river. Keep your starboard hand on board, and when you pass this ledge your course is W. S. W. distant one mile to *Pumroy's-Point*, and from said point to the harbour your course is N. W. b. N. distant three miles, and the next reach to the *Falls* is W. N. W. distant one mile; the tide flows here 25 feet, and there are only 6 or 7 feet in the channel at low water with long flats of mud on both sides.

There are several good harbours on the west side of this river, and all the difficulty is the great depth of water which is in general from 18 to 24 fathoms. There is also a good harbour on your starboard hand, going into *Deer-Island*, which lies to the southward of *St. Andrews*, two leagues distant.—It may be easily known, as there is a large Bay between the two Islands which lies N. E. from the river *St. Croix*, three leagues distant. *St. Croix* lies in lat. 45° 00′ north.

Directions from Mount Desert *to* Goulsborough *and* Machias.

IN going from *Mount-Desert Rock* to *Goulsborough* you must steer N. N. E. for * *Skutock-Hills*, which lie to the N. N. E. of that port, and are remarkable from any hills in the eastern country. Keeping your course N. N. E. about 4 leagues, you will pass *Frenchman's-Bay*, which you leave on your larboard hand. You will see three Islands which lie in the mouth of the Harbour; you must leave them on your larboard hand and go in the eastern passage. In standing in for this place you will see a small Island, called *Petitmenan's-Island*, which you leave on your starboard hand. There is a bar that runs from the shore to this little island, which is about 1 league from the land, and has a few bushes on it. This Bar is covered at high water but bare at low water. If you are bound to *Machias* or *Passamaquoddy*, your course from *Mount-Desert* is E. N. E. distant to *Machias* about 17 leagues. In steering the above course and distance, you pass by nothing but Islands on your larboard hand with inlets and sundry good harbours, pleasant rivers, *Moose-Peck-Reach*, and *Chandler's-River*, which are all good harbours, but too intricate to be described for strangers, to attempt it with safety. If you cannot steer your course as above directed, in standing to the E. N. E. there are three low Islands to the S. W. of *Grand-Manan-Island*, which lie due S. E. from *Machias*, distant 4 leagues, which you must be careful of in the night. You may see the Island of *Grand-Manan* 2 or 3 leagues before you come to it, and when it bears N. E. these Islands run southwest from *Grand-Manan*, about 2 leagues distant, and in thick weather if you make these Islands you may run for *Machias*, bringing said Island to bear S. E. and then run N. W. for the entrance of *Machias*; or if you make the S. W. end of *Grand-Manan*, bring it to bear E. b. S. and steer W. b. N. for *Machias*, 5 leagues distant, and when you have passed *Cross-Island* which you leave on your starboard hand, you may steer north. In steering this course you will leave a large white rock on your larboard hand, and if you do not want to go into *Machias* harbour, you may haul to the westward. After you have passed this rock about half a mile, bring a high round Island that is covered with trees to bear north, when you may anchor in 4 or 5 fathoms, muddy bottom. This is called *Jones's Harbour*, but if you mean to go up to *Machias*, you must keep your course north till you pass a round high Island on your larboard hand, when you may shape your course W. S. W. or W. b. S. for a point that is covered with young birch trees, and a house on it, for on the starboard hand there are nothing but flats and shoals; you may keep your larboard hand after you pass this house until the river opens

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* *There are five of these hills, and at a distance they appear round.*

to the northward, when you may run up to *Crofs-River*, where you may anchor in 4 fathoms, but if you are bound up to the S. W. Mills, you muft haul away to the weftward. When you get up with Mr. *Parker's* houfe and barn which are on the ftarboard hand, you muft leave the barn open to the fouth weftward of the *Pott-Head* : this Pott-Head is a large Hill that you leave on your ftarboard hand.

Directions from Long-Ifland *to the S. W. harbour of* Mount-Defert.

YOUR courfe is N. E. or N. E. by N. diftant 5 leagues. You muft leave the two *Duck-Iflands* on your ftarboard hand and three iflands on your larboard hand. It is not fafe for a ftranger to run here in the night, as there is a large ledge that is covered at high water and bare at half tide. You leave this ledge on your ftarboard hand, which is about one mile from the harbour. There is a long ledge on the larboard hand which runs off half a mile, but there is a good turning channel between them. The S. W. paffage is not fit to enter with a large veffel at low water, but at high water you may enter with any veffel, keeping neareft the ftarboard hand as you go in, for there is a long point that lies about half a mile off from the larboard hand. Off this point you will find 6 or 7 feet of water at low tide. When you pafs the point on your larboard hand, you have the harbour open, and muft bear up N. W. or W. N. W. and anchor well up the harbour, in 5 or 6 fathoms, muddy bottom, where you may lie fafe from all winds. If you are in a large veffel and make the *Ifle-au-Haut*, bring faid ifland to bear W. S. W. and fteer E. N. E. 10 leagues, which courfe and diftance will carry you up the eaftern paffage going into *Mount-Defert* : You muft leave all the Iflands to the northward, and go to the northward of *Mount-Defert Rock*, which lies E.S.E. from the *Ifle-au-Haut*, S.E. from *Long-Ifland*, and S. from the *Duck-Iflands*. When you bring the harbour to bear W. N. W. you may ftand directly in, for you may go about with a firft rate man of war in this paffage. You may fteer in this channel, with a fair wind, from W. N. W. to W. by N. till you come to *Langley's-Ifland*, which lies about one league up the harbour and makes the ftarboard hand of the river that runs from the N. E. Be careful of this ifland, as there is a funken ledge of rocks abreaft of it, near half a mile off. The river above-mentioned has water enough for any fhip to go in, and is a fafe harbour.

Directions for failing through Fox-Ifland *paffage.*

WHEN bound from the weftward and intend going through *Fox-Ifland*, paffage bring **Owl's-Head-Ifland* to bear W. by S. and then fteer E-

* Owl's Head, *a head land on the Weft fide of Penobfcot Bay, in the diftrict of Maine. It has a good harbour on the larboard hand as you go to the eaftward. The harbour makes with a deep cove, has 4 fathoms water, and a muddy bottom. It is open to the* E. b. N. *and* E. N. E. *winds : but in all other winds you are fafe. The tide of flood fets to the eaftward, and the tide of ebb,* S. W. *through the Mufcle Ridges.*

by N. from *Owl's-Head*, 4 leagues diſtant. If you have a head wind and are obliged to go into the mouth of the bay, be careful of a ledge of rocks that bears from *Crab-Tree-Point* about S. W. or S. W. by S. diſtant 4 or 5 miles. This paſſage has rocks on both ſides. *Crab-Tree-Point* is on the larboard hand. It is on the northern *Fox-Iſland*, and there is a long point of rocks near 1 league to the S.W. of it. This paſſage is not fit to enter in the night, unleſs you are well acquainted. When you get in, bring *Crab-Tree-Point* to bear W. by S. and ſteer E. by N. about 3 leagues, which will bring you to *Young's-Narrow*. In ſteering this courſe you will make two large bare rocks called the *Sugar-Loaves*, which you may go on either ſide of, but to follow your directions you muſt leave them on your ſtarboard hand, and alſo be careful of a ledge that lies about north one third of a mile from them. The entrance to *Young's-Point* is narrow at low water, off which lies a ledge of rocks which are covered at high water. There is alſo a quantity of ſunken rocks at the larboard hand, near a mile to the W. N. W. which lie off the *Dumplins*. Theſe *Dumplins* are three iſlands which you leave on your larboard hand. Your courſe in this paſſage is E. S. E. and W. N. W. keeping your ſtarboard hand on board. When you paſs this point on your ſtarboard hand, you muſt keep your ſtarboard hand on board and ſteer E. S. E. about 2 miles, when you will make *Deep-Cove* on the ſtarboard hand, which lies to the eaſtward of a very high bluff of rocks. If you have neither cables nor anchors you may run into ſaid cove, or ſecure your veſſel with the main or foreſheet, or come to anchor in 7 fathoms water, off the ſaid cove. There the flood meets, one from the W. N. W. and the other from the E. N. E. which makes an eddy againſt this cove and high land; here you may ride ſafe with any wind. When you leave this place and are bound to the eaſtward you ſteer E. S. E. and keep your ſtarboard hand on board till you come up to a clear ſpot of land where the trees have been cut off. As ſoon as ſaid ſpot bears W. S. W. you ſteer E. N. E. for the middle narrows. When you draw near the narrows you will ſee two large white rocks in the middle of the paſſage, unleſs at high water, at which time they are covered about 1 hour, but may be ſeen at all other times of tide. You may go on either ſide, but the deepeſt water is at the ſouthward of them. Continue your courſe E. N. E. about 1 league, when you muſt keep your ſtarboard hand on board as there are ſeveral ſunken rocks and ledges on your larboard hand which are covered at high water. You will make the eaſtern narrows on your ſtarboard hand, and as ſoon as you bring it to bear S. S. E. you may run through, where you will have a fine harbour which is ſafe to ride in with all winds except at E. N. E. but you may remain in the weſt paſſage with the wind at E. N. E. or anchor at the northward of a bare Iſland, that you will ſee on your ſtarboard hand as you go back to the weſtward. When you paſs the eaſtern paſſage of *Fox-Iſland* you muſt ſteer E. N. E. about 4 miles, which courſe will carry you into a large Bay that lies between *Fox-Iſland* and the *Iſle-au-Haut*. This bay lies north and ſouth, and about 4 leagues eaſt and weſt. When you get into this bay from the above-mentioned paſſage, and are bound to the eaſtward of *Iſle-au-Haut* you may ſteer E. S. E. 6 leagues, which courſe will carry you to the ſouthward of the *Iſle-au-Haut*.

[N. B. When you come from the weſtward and paſs the Iſland of *Manhegin* and the entrance of *Penobſcot Bay*, you may ſteer E. N. E. which courſe will carry you between the *Fox-Iſlands* and *Mantinicus-Iſlands*, leaving all the *Fox-Iſlands* on your larboard hand; but bring the *Iſle-au-*

Haut to bear W. N. W. and steer E. N. E. 7 leagues to *Long-Island*, which you leave on your larboard hand. If you are bound to *Blue-Hill-Bay* or *Union-River*, as soon as you pass *Long-Island*, you will open a large sound to the N. N. W. which course you are to steer 7 leagues when you will be up with *Robertson's Island*, leaving the *Ship* and **Barge* on your larboard hand. *Robertson's-Island* is the only Island near that place that has a house on it. The south part of the Island is clear of trees, on which the house stands. When you come near the south part of the Island, give it a birth of ¼ of a mile as there are several sunken rocks off said Point. When you bring this Island to bear from S. W. to N. W. you may anchor in 6 or 7 fathoms water, muddy bottom; but if you are bound to *Blue-Hill-Bay*, you may stand to the northward direct for the *Blue-Hills*, which you may see 10 or 15 leagues off. If you are bound for *Union-River*, you had better take a Pilot at *Robertson's Island*, for it is not fit for a stranger to go without one.

Directions from Tennant Harbour *to the* Muscle Ridges.

IN sailing from this harbour you may steer E. b. N. one league to *White-Head*, but be careful not to haul in for it till it bears N. E. as there is a large ledge of rocks bearing about W. N. W. from said head, one mile distant; but within it, a pistol shot from the shore, is safe navigation. There is a good harbour on your starboard hand as you pass this Head, (bound to the Westward,) where you may lie safe from all winds. In going in you must give the larboard hand a birth as there is a sunken ledge that breaks when there is any sea, unless at high water.

Your course from *White-Head* is N. E. to *Ash-Point* (or Island) one league distant, which has a large rock to the S. W. of it, about half a mile distant, which you must leave on your larboard hand. It is not in the way except you are obliged to go about. When you haul round this Island give it a small birth and steer N. N. E. or N. E. b. N. for the *Owl's Head*, leaving two Islands on your starboard hand; but when you draw near the larboard shore you steer about E. N. E. for the *Owl's Head* which has a good harbour on the larboard hand as you go to the eastward. This harbour makes with a deep cove. You may bring a rocky point that lies on your starboard hand to bear N. E. and a Ledge of Rocks that lie without said point to bear E. N. E. and anchor in 4 fathoms water, muddy bottom.

This harbour is open to the wind at E. by N. and E. N. E. but in all other winds you are safe. The tide of flood sets to the eastward and the tide of ebb S. W. through the *Muscle Ridges*.

If it is night when you come to *White Head*, you had better not attempt going through the *Muscle Ridges*. Your best way is to go by †*Two Bush Island*, which you must leave on your starboard hand, keeping your course E. N. E. or N. E. by E.

If you are in a large vessel your best way is to go in this passage, as it is the most safe. You must follow your course as above directed about 2

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* *The* Ship *is an Island that has three trees on it and appears like a Ship at a distance, and the* Barge *is a dry rock which appears like a Barge.*

† *The Island called* Two-bush-Island, *has but one bush on it, but formerly had two.*

leagues when you will have *Penobſcot bay* open, and then you may direct your courſe to either ſide of *Long-Iſland*. If you go to the weſtward your courſe is N. N. E. to *Great-Spruce-Head*, which having paſſed ſeven leagues your courſe is N. E. by N. 5 leagues to the old Fort. In ſteering ſaid courſe you will leave *Belfaſt-Bay*, and *Brigadier's Iſland* on your larboard hand, which iſland has a good harbour, and if you mean to go into it you muſt leave it on your larboard hand and ſteer in about north or N. by W. You may run up above this iſland and anchor on the ſtarboard hand if the wind is to the eaſtward but if to the weſtward, or to the S. W. you muſt not. There is a bar that lies from this Iſland to the main land, which is covered at high water. There is alſo a good harbour to the weſtward of this iſland, called *Long-Cove*. If you turn into either of theſe harbours you muſt be careful of ſome rocks that lie to the ſouthward of this iſland more than half a mile from the main land. But in going into *Penobſcot* proceed as above, and keep your larboard hand on board. When you paſs this Iſland for the old *Fort-Point*, which has no trees on it, you muſt obſerve before you come to it, that a large ledge of rocks lie about ¾ of a mile to the E. S. E. of it, which is covered at high water but bare at half tide. You may go within a cables length of *Old Point*, in ſmooth water. Theſe rocks may be diſcovered when the wind blows.

If you are bound up *Penobſcot* river from old *Fort-Point* with tide of ebb and the wind ahead, you may make a good harbour in the eaſt river which lies about E. N. E. from the *Old Fort* about one league—this river lies to the ſouth weſtward of *Waldow's Iſland*, in which place you will lie ſafe from all winds, and anchor in 6 or 7 fathoms, good holding ground. *Waldow's Iſland* is a large iſland which you are to leave on your ſtarboard hand, and ſundry rocks on your larboard hand, which are above water. When you paſs *Waldow's* Iſland you may anchor to the N. W. of it on the ſtarboard hand as you go through—but if wind and tide are in your favour you may proceed up to *Marſh-Bay* keeping the larboard hand beſt on board. *Marſh-Bay* is about 2 leagues from *Waldow's Iſland*. When you paſs *Marſh-Bay* you may keep in the middle of the river, and you have neither rocks nor ſhoals until you get up to the falls. You have no particular courſe in going up this river, but may ſometimes go to the weſtward of north, and ſometimes to the eaſtward of north.

When you enter *Penobſcot Bay*, and are bound to the eaſtward of *Long-Iſland*, you muſt ſteer N. E. by N. leaving *Long-Iſland* on your larboard hand, which courſe will carry you up to *Bagaduce*. If you intend going into this harbour, as ſoon as it bears E. N. E. you may run in ſteering E. N. E. keeping the middle of the channel until you paſs the firſt Iſland, giving it a birth of ¼ a mile, then haul to the ſouthward until the Iſland bears W. S. W. when you may anchor in 8 or 10 fathoms, muddy bottom, and lie ſafe from all winds.

In going into the harbour of *Bagaduce*, you leave three Iſlands on your ſtarboard hand, but if you are bound up *Penobſcot-River* you muſt ſteer north, leaving the ledge of Rocks of the old *Fort-Point* on your larboard hand, then follow the ſame directions you have for running into *Penobſcot River*, which will carry you up to the *Falls*. The tide ebbs and flows at full and change, about 10 or 11 feet.

Directions from Penmequid Point *to* Bass Harbour.

WHEN you pass *Penmequid Point*, bring it to bear W. S. W. and steer E. N. E. 3 leagues, which course and distance will carry you into *George's River*. In steering this course you will leave *Egg Rock* on your larboard and *Franklin's Island* on your starboard hand; but be careful not to go to the Northward of said Course, for there are several sunken ledges to the Westward of *Egg Rock*, which you leave on your larboard hand. But if it should be in the night, and you are to the Eastward of *Damiscove Island*, bring *Seguine* Light to bear W. S. W. and steer E. N. E. for *George's River*, as above directed. But if you should meet with the wind a-head, you may anchor off *Gay's Cove*, which lies on your larboard hand, and about 3 miles to the E. N. E. of *Franklin's Island*. You may know this *Cove*, as *Gay's* house and barn lie to the N. W. of it, or you may anchor in *Pleasant Cove*, which lies on the larboard hand, about two miles to the Eastward of *Gay's Cove*. But if you are bound through *Herring Gut*, bring * Capt. *Henderson's* house to bear N. N. W. and steer S. S. E. for *Herring Gut*. This *Herring Gut* has a bar from side to side; but you may go over it at two hours flood, keeping your starboard hand best on board. As you come on the bar you will see a large rock on your starboard hand, and the deepest water is within a cable's length of the rock; your course over the bar is S. S. E. You may anchor to the N. W. of the bar, in 4 or 5 fathoms, muddy bottom, and wait for the tide. The tide of flood sets to the northward and the ebb to the southward.——When you go out of this harbour, and bound to the Eastward, be careful and give the larboard hand a good birth, for there are two ledges of rocks on the same hand of the Eastern point, which are under water, and lie off about a cable's length. When you are clear of these ledges, you may steer E. b. S. or E. S. E. one mile to the Western *Muscle Island*, which you leave on your larboard, and 3 or 4 islands or ledges on the starboard hand. When you pass these ledges and *Musquito-Islands*, if bound to *White-Head*, you may steer N. E. b. E. 2 leagues, and when you bring said head to bear N. E. run for it, but when you pass the S. W. *White-Head*, leave it on your larboard hand, and be careful of a sunken rock that lies S. E. from the Eastern *White-Head*, about one cable's length distant. Your course through to the Eastward is N. E. and to the Westward S. W. keeping near the middle of the passage. Before you come up with *Ash-Point*, you must be careful of a sunken rock, which lies off the *Point* about one third of the passage, which has not more than 6 feet of water at low water. The marks to avoid it are, to shut in a red house, which is on the main land, with *Ash-Islands*. But if you should go through this passage in the night, keep *Potatoe-Island* (which is right against *Ash-Island*, about S. S. W. from it, and bare of trees, which you leave on your starboard hand) best on board. When you pass *Potatoe-Island*, and are bound into *Owl's Head*, your course is N. N. E. about two miles, which will leave two Islands on the starboard hand. When you open the passage to *Owl's Head*, and bound to *Edgemavoggan-Reach*, your course is N. E. b. N. till you pass the *Lime-Islands*, which you leave on your larboard hand. Continue said course till you make a large bare Rock on your starboard hand, and a little round Island to the Eastward, on the same hand, which

* *Capt.* Henderson's *house and barn are red, and lie on the larboard hand.*

is covered with trees. Continue your course to the N. E. then you will make a large Island on your starboard hand. When you pass this Island, you have the passage opened to *Buck's Harbour*; continue your course N. E. till you pass by all the Islands, to the Southward and Northward. In the day time you may see *Blue-Hill* bearing E. N. E. over all the land. This passage is safe to go through with a first rate man of war.

When you come within two miles of the *Reach*, you will make a small Island on your starboard hand, which has a sunken Rock to the Northward of it. Your safest way is to keep the middle of the passage, as there is a sunken Rock or Ledge on the larboard hand that lies E. b. S. from an Island which you leave on your larboard hand, about half a mile distant.

If you want to make a harbour, you may go into *Buck's Harbour* by a N. E. or N.E. b. N. course. When you come into this harbour (which is 12 leagues from *Owl's-Head*) you must leave an Island, covered with young birch trees, on the starboard hand, steering N. N. W. and when you get to the Northward of said Island, you steer E. S. E. till you bring it to bear S. S. W. where you will be land locked from all winds in 4 or 5 fathoms, soft bottom.

When you leave *Buck's-Harbour*, and bound to the Eastward, you steer S. E. till you come to a large Rock and four Islands, which you leave on your larboard hand, keeping the said rock and Islands best on board, for there is a sunken Ledge that lies S. S. W. from them. You will make a black Island on your starboard hand, with burnt trees on it. This Ledge lies N. N. E. from said Island, near the middle of the passage, but keeping the Eastern shore best on board, you will go clear of it. When you have passed this ledge, you leave two Islands on your starboard, and two or three on your larboard hand. Continue your course to the S. E. till you make two Islands, between which and *Buck's-Harbour* the course is S. E. and N. W. 6 leagues. To the Eastward you may go between both Islands, steering E.b.S. one league, which course will carry you up with *Trum-Cap*, which Island has a Bar of Rocks, that lies near half a mile to the northward; but if you have a head wind, and are obliged to turn through, you will observe the channel is two miles wide to *Channel-Rock*, which is always above water.

When you leave this *Trum-Cap*, steer E. b. S. which will carry you between the *Ship* and *Barge*, and three Islands which you leave on your larboard hand; which are covered with large rock-maple trees. The *Barge* is a bare rock, which you leave on your starboard hand; but there is a rock about a cable's length to the Northward of the *Barge*. Continue your course E. b. S. for *Bass-Harbour*, distance from *Trum-Cap* 5 leagues; but you must have some regard to the tide of ebb, which sets very strong to the S. S. E. and the tide of flood to the N. N. W. If you are bound into *Bass-Harbour*, you keep *Rich's-Point* within a cable's length, which Point you leave on your larboard hand, for there is a large Ledge of Rocks that lie off about half a mile, which is bare at half tide, and bears S. E. from *Rick's Barn*, and S. b. W. from the entrance of *Bass-Harbour*. You give the larboard hand a good birth in going to *Bass-Harbour*, in entering which you must give both sides a birth, for at low water it is shoal. When you get into this harbour, anchor on the larboard hand with a Cove to the Westward of you, in three or four fathoms, muddy bottom.

Directions from Baſs Harbour.

WHEN you leave this harbour, bound to the Eaſtward, ſteer out S. W. till you bring *Baſs-Harbour Bar* to bear S. S. E. then run S. S. E. keeping the larboard hand beſt on board. This Bar has not water enough for a loaded veſſel before half tide; but a light veſſel may go over at low water, keeping the larboard hand beſt on board. When you get over this Bar, you ſteer E. b. S. till you bring the S. W. entrance of *Mount-Deſert* to bear N. E. then you may run N. E. leaving *Cranberry-Iſland* on your ſtarboard hand. But this paſſage is ſhoal at low water, and not fit for loaded veſſels to go through, but at full tide there is water enough, keeping the middle of the paſſage. Continue your courſe to the N. E. till you paſs *Cranberry-Iſland*; then you may ſteer E. S. E. and anchor between the two *Cranberry-Iſlands*, where you will be ſafe from Eaſterly or S. W. winds. You may lie in from 4 to 7 fathoms, good holding ground.

When you leave this port, bound to the Eaſtward, you ſteer E. b. S. till you get up with *Baker's-Iſland*, which lies to the Eaſtward of the *Cranbery-Iſlands*; then you ſteer E. b. N. 4 leagues, to *Scoodock-Iſland*. When you paſs ſaid Iſland, and are bound to *Goldſborough*, you muſt ſteer N. E. about 5 leagues, and keep that courſe till you bring *Goldſborough Harbour* to bear N. N. W. then you muſt leave 3 Iſlands on your larboard, and one on your ſtarboard hand, and run into the harbour, where you may lie ſafe from all winds, and anchor in 5 or 6 fathoms.

Directions for Dyer's-Bay, *&c.*

THIS Harbour lies a little to the Eaſtward of *Goldſborough*. When you make *Titmanan*, bound to *Dyer's-Bay*, leave *Titmanan* on your ſtarboard hand, and ſteer North for the Eaſtern head. You leave a large dry rock on your larboard hand, which when you paſs, you will ſee a ſmall Iſland, covered with trees, which you leave on your ſtarboard hand, then haul round ſaid Iſland, where you will be ſafe from all winds.

Goldſborough lies N. N. W. from *Titmanan* one league diſtant.

Directions from Scoodock-Iſland.

WHEN you come from the Weſtward, and bound to *Titmanan*, you paſs *Scoodock-Iſland*; ſteer E. N. E. from *Scoodock Iſland* 5 leagues to *Titmanan*.

Directions from Titmanan *to* Ladle-Iſland.

WHEN you paſs *Titmanan*, bring it to bear S. W. and ſteer N. E. about 4½ leagues, which courſe will carry you to *Ladle-Iſle*. This Iſle has a remarkable appearance, being formed exactly like a ladle, and has a

large black Rock to the S. W. a little diſtance from the Iſland. You may go any ſide of this Iſland, but the beſt channel is to the S. E. of it.

Directions for Cape-Splitt Harbour.

WHEN you paſs *Titmanan*, bring it to bear S. W. ½ S. and ſteer N. E. ½ N. for *Cape-Splitt*, diſtance 5 leagues, which courſe will carry you ſafe into the Harbour. In ſteering the ſaid courſe, you will make a black Rock, which you leave on your ſtarboard hand, diſtance one mile from *Cape-Splitt*. This Harbour is ſafe from all winds but S. W. which blows right in; but if you anchor in a Cove on the ſtarboard ſide, and moor N. W. and S. E. you will lie ſafe from all winds.

Directions for Pleaſant-River.

WHEN you come from the Weſtward, and bound to Pleaſant River, in paſſing by *Titmanan* bring it to bear S. W. b. S. and ſteer N. E. b. N. 5 leagues diſtance. In ſteering ſaid courſe, if it is clear weather you will ſee Capt. *Waſſes'* houſe open between the Iſland and main land; but this paſſage will not do at low water. You muſt leave this Iſland (and a high dry Ledge of Rocks that lies to the Weſtward of the Iſland) on your ſtarboard hand; when you paſs the bare Ledge, you will ſee a bare Iſle, which you leave on your ſtarboard hand; then you may haul up for Capt. *Waſſes'* houſe and anchor, and take a pilot for *Pleaſant-River*, as it is not ſafe going without one, except you are well acquainted.

Narrow-Guages is one mile to the Weſtward of *Pleaſant-River*, too difficult to be deſcribed, as there are ſundry ſmall Iſlands at the mouth of the Harbour or Bay. The beſt way for a ſtranger is to go into *Cape-Splitt Harbour*, and get a pilot, as there is no difficulty in going into *Cape-Splitt* in the day time, keeping the larboard hand beſt on board.

Directions for Mooſe-Peck-Reach.

WHEN you come from the Weſtward, and paſs *Ladle-Iſland*, on your larboard hand, ſteer N. E. b. N. for *Tibbet's Iſland*, which you leave on your larboard hand. When you come to the Eaſt end of ſaid Iſland, give it a good birth, for at low water there is a Ledge of Rocks that lie a cable's length to the S. E. of ſaid Iſland. When you paſs this Iſland, and bring *Mooſe-Peck-Reach* open, you may ſteer E. for Mr. *Beals'* houſe, but you muſt keep the ſtarboard hand beſt on board, for there is a Rock that lies about the middle of the ſound, which has not above two feet of water on it at low water. You may anchor to the Weſtward of Mr. *Beals'* houſe.

Directions going through Moose-Peck Reach.

WHEN bound to the Eastward, over *Moose-Peck-Bar*, which you must not cross before two hours flood, you steer for **Kelly's* Coffee-House, which lies on the larboard hand as you go to the Eastward. When you are entering on the Bar, you will bring a bushy tree right against *Kelly's* house, which stands on the point. Your course over the Bar is East. You leave the *Virgin's-Breasts* on your larboard hand; but if you are bound to *Chandler's-River*, you will leave the *Virgin's-Breasts* on your starboard hand, and *Rogue's-Island* on the same hand. There is a muddy Bar that lies between *Rogue's-Island* and the main land, but has water enough on it at two hours flood. *Rogue's-Island* has a good harbour at the N. W. of it, safe from all Easterly winds, and a small distance from *Chandler's-River*.

When you go over *Moose-Peck-Bar*, bound to *Machias*, you leave the *Virgin's-Breasts* on your larboard hand, keeping your course East, and *Ragged-Arse* on your starboard hand, you must keep *Libby's-Island* open to the Southward of *Ragged-Arse*. [N. B. This *Ragged-Arse* is a bare rock, which you leave on your starboard; but you may leave it on your larboard hand, and steer E. S. E. for *Libby's-Island*.

Directions for sailing into *Georges'-River*.

WHEN bound from the westward to *Georges'-River* you must go to the southward of *Damiscove Islands*, and steer N. N. E. 3 leagues for *Penmequid Point*; and when said Point bears W. S. W. you must steer E. N. E. 3 leagues for the River. In steering the above courses you will see *Franklin's Island* on your starboard hand, which appears round and covered with trees; but before you come up with said Island you will make *Egg-Rock*, which is high and may be seen 2 or 3 leagues distant, which you must leave on your larboard hand. When you come near this Rock you will see a dry Rock on your starboard hand, but continue your E. N. E. course without danger. If you have a head wind and are obliged to turn to windward, you must not, after passing *Penmequid Point*, stand to the northward of Egg-Rock, as there are two sunken ledges between said Point and Rock, which you must leave on your larboard hand. These ledges are never bare, but at low water, with the wind at the eastward, the water over them breaks very high. After you have passed *Franklin's-Island* steer E. N. E. about 2 leagues, keeping in the middle of the River, which course and distance will carry you in sight of Capt. Henderson's House and Store, (which are both red) together with a small wharf on your larboard hand, close to the river. After you have passed this house you must keep the starboard shore best on board as there is a ledge of Rocks lying off the larboard hand that extends two thirds across the river. You will also see two small houses and two barns on your starboard hand which you may run within a quarter of a mile of.

In running up or down this river you must not shut in Capt. Henderson's house with the north shore until you have passed the above-mentioned ledge. When you see a large broad Cove on your larboard hand you may be certain you are to the eastward of the ledge, and you will be also in

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* *Mr.* Kelley's *house lies on the N. E. part of* Moose-Peck-Reach.

ſight of three large buildings, the largeſt of which is a ſpacious Houſe built by Henry Knox, Eſq. When ſaid houſe bears N. N. E. you may ſteer N. E. by N. and run ſaid courſe till within a muſket ſhot of it. The beſt time for a ſtranger to go up this river is at low water, as it is very crooked and the flat on each ſide can then be ſeen. The river runs from *Franklin's Iſland* from E. N. E. to N. E. by N. about 5 or 6 leagues diſtant.

N. B. When you go to the eaſtward of *Damaſcove-Iſland*, you bring *Seguine-Light-Houſe* to bear W. S. W. and ſteer E. N. E. for *George's-River*.

Directions from *Townſend* to *Manheigin*.

WHEN you take your departure from *Squirrel-Iſland* you ſteer E. S. E. for the Iſland of *Manheigin*, keeping that courſe until the paſſage between *George's-Iſlands* and *Manheigin* bears N. E. You may then ſteer N.E. for *WhiteHead*, leaving *George's Iſlands* (which are three in number) on your larboard hand. The eaſtern Iſland has no trees on it. There are two dangerous rocks bearing due ſouth from the middle of the middle Iſland called the *Old Man* and the *Old Woman*, which are bare before low water. They lie about one mile from the ſhore, and at high water when the wind blows off the land they do not appear. If you are bound to the eaſtward and the wind ſhould take you ahead, when you are between *Manheigin* and *George's-Iſlands*, you bring the middle of *Manheigin* to bear ſouth, and run in north, which courſe will carry you between the eaſtern *George's Iſland* and the middle Iſland. You may run as near as you wiſh to the eaſtern Iſland, but the middle Iſland has a ledge of rocks that lie to the eaſtward of it which are always dry, which you are to leave on your larboard hand. When you get to the northward of this Iſland you muſt haul to the weſtward and run up between it and the weſtern Iſland, ſo as to bring the body of the middle Iſland to bear N. E. of you. Here you moor your veſſel if you ſtay any time.

If you are bound to the eaſtward from this Iſland you may go to the northward of the eaſtern Iſland, but you muſt be careful of a ledge that lies to the eaſtward of ſaid Iſland, which you muſt leave on your ſtarboard hand; and when you bring *Manheigin* to bear S. W. you may go N. E. If night ſhould come on, or the wind a-head you may haul up about N. E. b. N. for *Tennant's Harbour*, which lies about 3 leagues from *George's-Iſlands*. You cannot miſs this harbour in the day time. You will make *Muſqueto Harbour* which lies between two Iſlands covered with ſpruce trees. The entrance of the harbour is north. When you have paſſed this harbour you will run about two miles, keeping your courſe N.E.b.N. when you will paſs by an Iſland with burnt trees on it, which you leave on your larboard hand, and two Iſlands on your ſtarboard hand which alſo have burnt trees on them; then you muſt bring the harbour to bear W. N. W. before you enter. This is a good harbour provided you have neither cables or anchors, as you may ſave your veſſel by running up to the head of it, on muddy bottom, which will be dry at low water.

Directions for *Townſend Harbour.*

IF you come from the weſtward and make *Seguine-Iſland* you muſt leave it on your larboard hand, give it a birth of about half a mile, and ſteer N. E. about two leagues, which courſe will carry you to *Squirrel-Iſland*; if it is day time you will ſee two large rocks* on your larboard hand, to which you give a ſmall birth, and when you paſs them you will make *Squirrel-Iſland*, which you leave on your ſtarboard hand directing your courſe N. ½ W. about 4 or 5 miles—the entrance of *Townſend* is narrow, and there is a ſmall rocky Iſland that is very low which you leave on your ſtarboard hand, then you may haul to the N. E. or N. E. b. E. but in a dark night and thick weather I would recommend to anchor under the lee of *Squirrel-Iſland*, where you may make a good harbour with any wind that blows, as you may go round this iſland with any veſſel whatever: but in the day time there is not the leaſt danger in going in, only follow the above directions and you may anchor in the N. E. or the S. W. ſide, but the N. E. harbour is the beſt and ſafeſt with all winds. In going to the N. E. harbour you will leave a ſmall Iſland on your larboard hand, which bring to bear S. W. and you will be ſafe from all winds, and if you loſe your cables and anchors you may run your veſſel up to the head of the harbour.

If you fall into the eaſtward and make the Iſland of *Manheigin*, bring it to bear E. S. E. and run W. N. W. for *Townſend*, 8 leagues diſtant. In running to this harbour from the eaſtward, you leave all *Damaſcove-Iſlands* on your larboard hand. The harbour is bold, but you muſt be careful if you ſhould go about, not to ſtand too near the ſtarboard hand which lies near *Damoriſcotti-River*. When you paſs *Fiſherman's-Iſland* you continue your courſe W. N. W. for the middle of *Squirrel-Iſland*, which you will make right a-head, as there are ſeveral ledges of ſunken rocks on your ſtarboard hand. When you paſs *Damoriſcotti-River*, you may go within a quarter of a mile of *Squirrel-Iſlands*, but with a fair wind give it a birth of half a mile and then ſteer N. W. for the harbour, and follow the directions you have for going into the harbour of *Townſend*, where you may lie ſafe from all wind.

Directions for *Kennebeck* and *Sheepſcut Rivers.*

IF you come from the weſtward, bring *Cape-Elizabeth* to bear weſt and ſteer eaſt for *Seguine Iſland* ten leagues—If you are bound into *Kennebeck* river,† you muſt ſteer E. ½ N. and leave ſaid Iſland on your ſtarboard hand giving it a birth of about half a mile, and as ſoon as you bring ſaid Iſland to bear ſouth, you ſteer due north which courſe will carry you into *Kennebeck* river. You muſt have regard to the tide, for the tide of ebb ſets out very ſtrong due ſouth, right on *Seguine Iſland*, therefore if you have not a good

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* *Called the* Cuckolds.

† *This is one of the principal rivers in the Diſtrict of Maine. Thirty miles from the Chops,* Swan-Iſland, *7 miles long, divides the water of the river, on both ſides of which it is navigable, but the channel on the eaſt ſide of it is moſt uſed.*

breeze of wind you cannot ſtem the tide, as it ſets 4 or 5 knots an hour. When you come into the entrance of *Kennebeck-River*, your courſe is N. W. to the *Sugar-Loaves*, ¼ of a mile diſtant. Leave the *Sugar-Loaves* on your ſtarboard hand, from which your courſe is N. N. W. 3 leagues to *Cock's-Head*; this *Cock's-Head* is a very high bluff of rocks which you leave on your larboard hand; but be careful of a ſhoal flat that lies on your larboard hand, before you come to *Cock's-Head*. Keep neareſt to the ſtarboard ſhore. In caſe the wind and tide ſhould be againſt you, you may anchor to the ſouthward of *Perkins'-Iſland*, which lies on the ſtarboard hand, where you may lie ſafe after bringing the Iſland to bear north of you; but with a fair wind and tide, you may proceed to *Parker's-Flats*, which lie a little above *Cock's-Head*. This river is not to be attempted above *Parker's-Flats*, on account of the ſtrength of the tide and crookedneſs of the channel, unleſs you are well acquainted, or have a pilot.

If you are bound to *Sheepſcut River*, from the weſtward, and make the Iſland of *Seguine*, you may leave the Iſland on your ſtarboard hand, give it a birth of half a mile, and when you paſs it to the eaſtward you muſt bring it to bear S. W. b. S. and ſteer N. E. b. N. which courſe will carry you to *Ebenicook Harbour* diſtant 3 leagues; this harbour is very narrow at the entrance but makes a large baſon when you get into it—in the entrance it lies E. N. E. You cannot get in here with a N. E. or eaſterly wind, but muſt have the wind ſouth or weſterly: after you get into this harbour you muſt haul up N. E. or N. E. b. N. for there are ſeveral ſunken rocks on the ſtarboard hand as you go in which you are to avoid. The beſt anchorage is againſt Capt. SMITH's wharf, where are four fathoms, muddy bottom; and you will lie ſafe from all winds. But if you are bound up *Sheepſcut River* in a large veſſel, and come from the weſtward, you muſt go to the ſouthward of *Seguine Iſland*, ſteering about N. E. or N. E. b. E. one league, and when the river bears north or north a little weſterly, you may run north, and muſt keep the ſtarboard hand beſt on-board; there are many rocks and ledges, ſome of them above, and ſome under water, which are all to the eaſtward of *Seguine*: when you get up as high as *Ebenicook* you leave the two *Mark-Iſlands* on your larboard hand, keeping your courſe north, a little eaſterly, but if you only come here to make a harbour, when you get up to Capt *Hodgſon's* you will ſee a bare ledge on your larboard hand if it is low water, which is covered at high water; you may anchor in 8 fathoms to the northward of it.

If you want to go up to *Wiſcaſſet Point*, you muſt keep your ſtarboard hand beſt aboard north eaſterly till you come to *Croſs River*, which you leave on your ſtarboard hand. You will not attempt to go up to *Wiſcaſſet Point* with a head wind and tide of ebb, for it is three leagues from *Croſs River*, but when you have a fair wind and tide, you may proceed without fear. This river is narrow and lies more to the weſtward; when you are about a mile or a mile and an half up you muſt keep your larboard hand beſt aboard for there is a ledge of rocks which reaches near half way acroſs the river, which are on your ſtarboard hand, and the rock near the middle is covered at high water, but may be ſeen two hours before. The river runs ſtrait to *Decker's Narrows*, then it turns round to the weſtward: When you enter theſe narrows you may ſee the town. In caſe you ſhould go up in the night, you muſt be careful of two large rocks that lie W. S. W. of theſe narrows; the tide of flood ſets very ſtrong for them, and they are never covered; you may go on either ſide of them, and may anchor in 10 or 12 fathoms water, muddy bottom.

It is high water here at full and change of the moon about three quarters of an hour ſooner than at Boſton.

Directions for failing into *New-Meadows*.

THIS River bears N. E. eight leagues diftant from *Cape-Elizabeth*, and about one league from *Small Point*. If you fhould fall into this Bay with the wind at S. E. or S. S. E. and bound to the Eaftward, you may make a good harbour in the above river. In ftanding to the northward, you will make a large round Ifland on your ftarboard hand, covered with fpruce trees, together with two large Rocks, one called the *Brown Cow*, and the other the *White Bull*, which are fome diftance from each other. You muft leave the *Brown Cow* on your ftarboard, and the *White Bull* on your larboard hand, the latter of which you may go within a cable's length of, and when you have paffed it, muft ftand over for *Horfe-Ifland*, that lies on the ftarboard, which has a houfe on it, that you may go within a quarter of a mile of. To the weftward of the Ifland lies a large rock which is covered at high water, but bare at half tide; you may go on either fide of it when it is in fight, but the wideft paffage is to the eaftward. When you have paffed this rock fteer N. by W. or N. N. W. which courfe will carry you up with a large Ifland called *Bear Ifland*, which is covered with Spruce and Birch Trees. When you have paffed this Ifland about one quarter of a mile, you may haul in for the ftarboard fhore and anchor in 5 or 6 fathoms water. This is the beft place to anchor with the wind at S. S. E. or Eaft, but be careful of a ledge of Rocks, that run to the northward of this Ifland about half a mile off. You may anchor in this Bay according as the wind may be; if it fhould be at the weftward you may anchor on the weft fide of the Bay; and if to the eaftward anchor on the eaft fide. If you have loft your cables and anchors there is a large Cove on the ftarboard hand, about two miles from *Bear Ifland*, bearing about North, which is fufficient to hold 30 or 40 fail of veffels. It is land-locked all round, fo that no wind can damage a veffel after fhe gets into it.

Directions for *Huffey's Sound*.

IF you come from the eaftward and make *Seguine Ifland*, bring it to bear eaft and fteer weft for *Huffey's Sound*, if you have a fair wind and day light, as you have nothing but Iflands on your ftarboard hand. The tide of flood fets very ftrong in between thefe Iflands; when you get within two miles of *Huffey's Sound* you will make two Iflands which have no trees on them them, called *Green-Iflands*—you continue your courfe till you make *Huffey's Sound* bearing N. N. E. then you may fteer in with your courfe N. N. E.

There is a large found called *Broad Sound*, about half way between *Seguine* and *Huffey's Sound*: you leave *Merrikeneek Ifland* on your ftarboard and *Half-way-rock* on your larboard hand—but this found has feveral rocks under water, and is not fit for ftrangers to go into.

When you pafs the two Iflands after entering *Huffey's Sound* you leave three Iflands on your larboard and two iflands on your ftarboard hand; the nothern Ifland on your ftarboard is called *Smith's Ifland*: when you pafs faid Ifland about ¾ of a mile you may haul away E. N. E. till you fhut in

ſaid Iſland to the S. E. then you may anchor in 8 or 9 fathoms, muddy bottom.—*Hog Iſland* to the S. W.—*Baſket Iſland* to the N. W.—*Great Gabegue Iſland* to the N. E.—and *Smith's Iſland* to the S. E. Here you may moor 200 ſail of ſhips ſafe from all winds; and when wind and tide ſerves, you may be out to ſea in one hour.

Directions for Portland Harbour.

THE laſt ſummer the harbour of *Portland* was buoyed out. In December laſt, three of the buoys were driven from their moorings, but are now (Auguſt, 1800) replaced, and will be obſerved as follows:—

In coming from the ſouth-weſtward, when within half a mile of **Cape-Elizabeth*, the red buoy on *Broad-Cove-Rock* may be ſeen; it bears N. N. E. from the pitch of the Cape, diſtance 1½ mile, and lies in 24 feet water. When up with this buoy leave it on the larboard hand, half a cable's length diſtance, and ſteer N. b. E. ½ E. one mile, which will carry you up with the white buoy on *Trundy's-Reef*, which lies in 16 feet water. Giving it the ſame birth as the other, you may then run N. b. W. ½ W. for *Portland* †light-houſe, 3 miles diſtant. When up with the head on which the light-houſe ſtands, give it a ſmall birth, and ſteer N. b. W. leaving *Bang's-Iſland* on the ſtarboard hand, till you come to *Houſe-Iſland*, the S. W. point of which bears N. from the light-houſe, diſtant 2 miles. Before you are up with this Iſland, the black buoy on *Spring-Point-Ledge* may be ſeen; it bears N. W. b. W. from the S. W. part of *Houſe-Iſland*, diſtant half a mile, and lies in 14 feet water. [When up with this buoy, you open the town.] Giving it a ſmall birth, you may haul up N. W. for the white buoy on *Stanford's-Ledge*; this buoy lies alſo in 14 feet water, and one mile diſtant from *Spring-Point-Ledge* buoy. Giving the white buoy a ſmall birth, you may keep up midway the river, and anchor oppoſite the town, where you pleaſe, in ſafety.

[N. B. All the above buoys are to be left on the larboard hand in coming in, and the depth of water put down is at low water; the courſes are by the compaſs.]

There are alſo two ſmall buoys, on two ledges in *White-Head* paſſage, at the N. E. part of *Bangs'-Iſland*. This paſſage is narrow, and but ſeldom uſed with large veſſels. By keeping midway between the two buoys, the red on the ſtarboard and the white on the larboard hand in coming in, you will not have leſs than 5 fathoms water. After paſſing the buoys, keep midway the paſſage, and run one mile diſtance, which will carry you into *Ship-Channel*, the ſame as if you had paſſed the light-houſe.

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* *There is a rock called* Alden's-Rock, *bearing* E. S. E. *from* Cape-Elizabeth, *3 or 4 miles diſtant, with only 9 or 10 feet water on it at low water, and in rough weather the water over it frequently breaks; it lies nearly* S. S. E. *from the light-houſe, diſtant about 3 leagues.*

† *The Light-Houſe is on a Point of land called* Portland-Head, *at the entrance of the harbour. It is a ſtone edifice 72 feet high, excluſive of the lanthorn, and ſtands in lat.* 43, 39, *N. long.* 69, 52, *W.*

NOTE. If by any accident either of the buoys ſhould be removed, the following directions for ſailing into *Portland Harbour* will be found uſeful.

WHEN you come from the ſouth-weſtward, and intend to go into *Portland*, give *Cape-Elizabeth* a birth of half a mile, and ſteer N. N. E. until you bring *Portland* light-houſe to bear N. N. W. when you muſt haul up N. N. W. if the wind will permit; but if you are in a large ſhip, and the wind at N. W. or W. N. W. your ſafeſt way is to continue your courſe N. N. E. which will carry you ſafe into *Huſſey's-Sound*, allowing it to be tide of flood, as *Portland-Sound* is narrow but bold between the light-houſe and *Bang's-Iſland*, which is on your ſtarboard hand. If you ſhould turn into *Portland* in the night, in ſtanding to the ſouth-weſtward you muſt go about as ſoon as the light bears N. N. W. and in ſtanding to the eaſtward, you muſt go about as ſoon as the light bears W. N. W. for there is a ledge of rocks that bears S. b. E. from *Portland* light-houſe, and alſo a low Iſland called *Ram-Iſland*, about eaſt-northerly one mile diſtant from the light-houſe: but if you have a leading wind, you may go in without fear, keeping about middle of the channel way, and when abreaſt of the light ſteer about N. b. W. for *Houſe-Iſland*, which you leave on your ſtarboard hand; when you paſs *Houſe-Iſland*, bring it to bear S. E. b. E. and ſteer N. W. b. W. or W. N. W. with the tide of flood. In ſteering the above courſe, you will ſee a round buſhy tree to the north of the town, and a houſe with a red roof and one chimney; bring the tree to the weſt of the houſe, which courſe will carry you up channel way in 6 or 7 fathoms of water; but when you come abreaſt of the fort, which ſtands on a hill, haul away W. S. W. as there is a ſhoal bank on your ſtarboard hand, that has not more than 10 or 12 feet on it at high water, which you are to avoid. Here you will be careful of two ledges of rocks, one called *Spring-Point-Ledge*, two miles N. b. W. ½ W. from the light-houſe, and the other three miles, bearing N. b. W. ½ W. called *Stanford's-Ledge*, which has a buoy on it, and ſtretches off from your larboard hand near half a mile in length. They lie to the S. W. of *Houſe-Iſland*, and are all bare at low water. If you are obliged to turn in here, they are much in the way, and when you are ſtanding to the ſouthward be careful of them. The marks will do in the day time, but are of no ſervice in the night. There is a pilot who generally attends here. This harbour is very open to the wind at N. E. and E. N. E. If you ſhould come in in a dark night, your beſt way is to go into *Hog-Iſland-Road*, which may be done by ſteering as follows:—When you paſs the light-houſe, ſteer N. b. W. until you paſs *Bang's-Iſland*, which you will leave on your ſtarboard hand: in ſteering this courſe, you will make *Houſe-Iſland*, which you will leave on your larboard hand; when you are between both of theſe Iſlands, you ſteer N. E. b. E. till you come to the ſecond Iſland on your ſtarboard hand. If it is day time, you will ſee a large houſe on ſaid Iſland, and may anchor as ſoon as abreaſt of it, in 10 or 12 fathoms, muddy bottom.

If you ſhould fall into the eaſtward of *Portland*, and make the Iſland of *Seguine*, bring ſaid Iſland to bear E. and ſteer W. which courſe you are to continue till you make *Portland* light to bear from N. W. to W. N. W. when you may run for it without fear.

N. B. You muſt have ſome regard to the tide of flood, which ſets very ſtrong between the Iſlands to the eaſtward of *Portland*.

Remarks on the *White Hills*.

THESE hills lie N. W. from *Portland* and N. N. W. from *Wood-Island*. You may see them in clear weather when no other part of the land is in sight. At the first sight they appear like a cloud and are always white, occasioned, it is said, by their being covered with white moss. They have been seen when in lat. 43, 10, N. being 46 miles from *Cape-Elizabeth*. The depth of water in the above latitude is 80 fathoms, muddy bottom. When you steer N. W. or W. N. W. from this latitude, you will make *Agamenticus-Hills*, and when bearing W. b. N. 6 or 7 leagues, they appear with three hills, and the smallest of them to the eastward. At the same time, you will make *Wells'-Hills*, bearing W. N. W. and when you are on the northern part of *Jeffrey's-Ledge*,* in 45 fathoms water, you will see the hills of *Agamenticus* bearing W. b. N. or W. N. W.

I would recommend to all mariners, in coming from the eastward, not to to go to the northward of lat. 43, 10 N. in thick weather, unless they are well acquainted, and judge themselves to be to the westward of *Boon-Island Ledge*, as this has proved fatal to many who were unacquainted.

Between *Jeffrey's* and the *Isle of Shoals* you will have 70 and 75 fathoms water, muddy bottom, and a strong current setting to the S. W. You may see the *Isle of Shoals* 5 or 6 leagues when you are to the eastward of them, but in thick weather you will see a wind-mill first, which is on one of the Islands. When you go to the westward of these Islands, and are bound to *Portsmouth* or *Newburyport*, give them three miles distance, as there is a large rock, called *Innesis-Rock*, two miles off, bearing S. W. b. S. from *Star-Island*, which is bare before low water.

Directions from Cape-Porpoise *to* Wood-Island.

WOOD-ISLAND, which is high woody land, and very even, lies N. E. 3 leagues distant from *Cape-Porpoise*. You may go into this harbour either at the eastward or westward of the Island. There are several rocks to the westward of the Island, and likewise a long bar which lies to the S. W. about one quarter of a mile distant. When you have the wind to the southward, you may lay your course in, and anchor near *Stage-Island*; this is called *Winter-Harbour*. You may go in the eastern way, and have room to turn your vessel, (which is an advantage you cannot have in going in to the westward) but here you are exposed to the wind at N. E. or E. N. E. but if your cables and anchors are not good, you may run into the Pool, and lie safe from all winds.

Saco lies about a league to the northwest, but it is a barred place, and has not above 10 feet at high water, which makes it not fit for a stranger to go in.

The next port to *Wood-Island* is *Richman's-Island*, which lies about N. E. northerly four leagues; this place is only fit for small vessels, such as coasters—but few vessels put in here, it being only one league to the west-

* Jeffrey's-Ledge *lies between* 42, 40, *and* 43, 37, 30, *North Lat. and between* 68, 52, 30, *and* 69, 45, *West Long.*

ward of *Portland*, which is at present one of the principal ports in the eastern country.

In sailing by *Richman's-Island* you must be careful of a sunken ledge, called *Watch-Ledge*, that lies off about S. E. near half a mile from the N. E. end of the Island; it does not show itself, except the wind blows fresh; but you need nor go so near the Island unless you have a scant wind, or turning to windward.

Directions to sail from Cape-Neddock *to* Cape-Porpoise.

YOUR course from *Cape-Neddock* to *Cape-Porpoise* is N. E. distant 7 leagues. *Cape-Porpoise* is a bad harbour, and not to be attempted unless you are well acquainted or in distress. In going in, you must leave two small Islands on your larboard hand, and three on your starboard. It may be known by the high land of *Kennebunk*, which lies to the N. W. of it. When the *harbour bears N. W. you must haul in, but be careful of the point on your larboard hand, and not go too near it, as it is very rocky. As soon as you are in the harbour, and clear of the point of rocks on your starboard hand, your course must be N. W. about two cables length, when you must come too, and moor N. E. and S. W. A vessel that draws 10 feet will be aground at low water. The harbour is so narrow that a vessel cannot turn round—is within 100 yards of the sea, and secure from all winds, whether you have anchors or not.

Directions for *Portsmouth*, (New-Hampshire.)

WHEN you fall into the eastward and make *Cape-Neddock*, and are bound to *Portsmouth*, when within half a mile of said *Cape*, your course is S. S. W. 4 leagues which course you are to continue till you bring *Portsmouth* †Light-House to bear north, and run within $\frac{1}{4}$ of a mile of the Light, then steer N. b. E. or N. N. E. until you are abreast of the Light, when you must steer N. W. until the Light bears S. S. E. and anchor in 9 fathoms at low water, good bottom.

If, when coming from sea, you make the *Isle of Shoals*, and you are to the eastward of them, you must run for them till within one mile of the eastern Isle, then steer W. N. W. until *Portsmouth* Light-House bears North, then follow your directions as above.

If you come to the westward of the *Isle of Shoals*, give it a good birth and steer N. $\frac{1}{2}$ W. which course will carry you up with the Light as above directed. If you have a head wind and are obliged to beat into the

* *At the eastern side of the harbour lies a ledge on which it always breaks.*

† *The Light-House has but one Light in it and stands on* Fort-Point, *(New-Castle Island) at the entrance of the harbour. N. by W. and S. by E. Moon makes High Water at full and change.*

harbour, you muſt obſerve there is a ſunken Rock, at the eaſt ſide of the the entrance, called *Kitt's-Rock*, which has a buoy on it, and S. by W. one quarter of a mile from the Light-Houſe lies a ſunken Rock called *Stillman's Rock*, which alſo has a Buoy on it. Give the buoys a good birth and there is no danger.

When you come from the S. W. and make *Cape Ann* and to the eaſtward of the *Dry-Salvages*, bring ſaid *Salvage* to bear S. b. E. and ſteer N. b. W. or N. ½ W. In ſteering ſaid courſe you will make the *Iſle of Shoals* from which you may take a new departure—bring *Star-Iſland* to bear S. S. E. and run N. N. W. but if the wind ſhould come to the northward, and you are obliged to turn into ſaid port, you muſt ſtand to the weſtward no farther than to bring the Light to bear north, till you get within *Odiorne's Point*, and when ſtanding to the eaſtward to go about as ſoon as the Light-Houſe bears N. N. W. until you get within *Wood-Iſland*. Be careful of *Odiorne's-Point*, coming from the ſouth weſtward, for it lies off more than half a mile, with ſunken rocks which do not ſhew themſelves when the wind is off the land—likewiſe in ſtanding to the eaſt, you muſt be careful of the *Whale's Back*, which lies S. S. W. of *Wood-Iſland*, and is covered at half tide. If you are bound to the eaſtward from this port you ſteer S. b. E. one league from the Light Houſe, then ſteer N. N. E. for *Old York* or *Cape Neddock*, which is four leagues from *Portſmouth*: but if the wind ſhould get to the northward you muſt be careful of *York Ledge*, which bears from *Swett's Point*, S. E. diſtant 2 leagues. There is a ſunken ledge that lies S. W. one mile from *York Ledge*—it is never bare, but always breaks at low water, and is called the *Tray Angle*. Some part of *York Ledge* is bare at half tide.

The next you come to is *Boon-Iſland* which lies S. E. from *Cape Neddock* or the *Nubble* ſo called; when you paſs *Boon Iſland*, bound to the eaſtward, and take the wind to the N. N. E. you muſt take care of a ledge of rocks due north from *Boon Iſland*, one mile diſtant.

[N. B. I have paſt this place ſeveral times in the courſe of forty years but never diſcovered the ledge till the year 1783, when being bound to the eaſtward, the wind took me from the weſtward, but the veſſel having no more than ſteerage way, I hove over a line to catch a fiſh, and found I had 24 fathoms water, ſandy bottom, and in a few minutes I had but 10 feet of water, and my veſſel drawing nine: all that ſaved me from ſtriking was, that the water being entirely ſmooth, the current ſet me to the eaſtward, and I got into 24 fathoms within the length of the veſſel from where I ſounded and had but 10 feet.]

The worſt ledge that I know on our Eaſtern Shore, is *Boon Iſland Ledge*, which bears E. S. E. from *Boon Iſland* diſtant one league; and from *Aquamanticus Hill*, it bears S. E. 5 or 6 leagues.—It is not ſafe for ſtrangers to go too near this ledge, for ſeveral of the rocks are to be ſeen, long before low water.

When you come in from ſea, and make *Aquamanticus-Hill* bearing N. W. b. N. you are then to the weſtward of *Boon-Iſland Ledge*; but when the ſaid hill bears N. W. b. W. you may be ſure you are to the eaſtward of it.

Directions for Newburyport *and* Ipſwich *Bay.*

WHEN you come round *Cape-Ann*, and are two miles to the northward of the dry *Salvage-Rock*, bring ſaid rock to bear S. E. and ſteer N. W. 6 leagues, which courſe and diſtance will carry you up with *Newburyport-Bar*. You muſt bring the * lights to bear W. b. S. and anchor in 11 or 12 fathoms water, if the tide will not permit your coming in. There are ſeveral pilots belonging to this harbour, who will, if poſſible, be outſide the bar, to take command of every veſſel that wiſhes for their aſſiſtance. If they cannot, you muſt keep the lights in range, and run for them till within a cable's length of the eaſtern light, when you muſt haul to the weſtward, and anchor between the two lights, in 4 fathoms of water.† If your cables and anchors are not good, you may bring the weſtern light-houſe to bear S. E. b. S. and run N. W. b. N. for *Saliſbury-Point*; but as ſoon as you make ſaid Point, you muſt haul up N. W. which courſe will carry you clear of ‡ *Badger's*, *Black-Rocks*, and the *Hump-Sands*. The *Hump-Sands* lie S. W. from *Saliſbury-Point*, which makes the channel very narrow and difficult for ſtrangers. When you paſs the *Black-Rocks*, you muſt haul up W. b. S. ½ S. which will bring you in channel way and good anchorage. And if it be in the night or dark weather, when you judge yourſelf about half a mile from *Black-Rocks*, you may come too with ſafety. I would recommend to all maſters, whether they belong to *Newburyport* or not, to avoid coming to this port in a gale of eaſterly winds, except they are well acquainted, and have a good proſpect of getting in, as every perſon that belongs there muſt know that no pilot can get over the bar when it blows a gale from the eaſtward. And if you ſhould make *Cape-Ann* lights, and bring them to bear S. b. E. or the *Dry Salvages* to bear S. b. E. you may run with ſafety N. b. W. or N. ½ W.

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* *The Light-Houſes ſtand on the North end of* Plumb-Iſland, *and are ſo conſtructed that they may be removed with little difficulty. The Eaſtern Light is* 50 *feet high and the Weſtern Light* 44. *This Iſland is about* 9 *miles long and half a mile broad, extending from the entrance of* Ipſwich River *on the ſouth, nearly a north courſe to the mouth of* Merrimack-River, *and is ſeparated from the main land by a narrow ſound, called* Plumb-Iſland-River. *On the ſea ſhore of this Iſland and on* Saliſbury-Beach *the Marine Society, and other gentlemen of* Newburyport *have humanely erected ſeveral ſmall houſes, furniſhed with fuel and other conveniences for the relief of Mariners who may be ſhipwrecked on the coaſt. The north end lies in lat.* 43. 4, *N. and long.* 70, 47, *W.*

† *A veſſel that draws ten feet water may come in at two-thirds flood. They ſhould always obſerve to keep to the windward of the bar, unleſs the wind ſhould be fair. If the ſea is ſo great as to prevent the pilot's getting over, a ſignal will be made by him, when you muſt run direct for his boat, keeping the lights in range, which will carry you ſafe over.*

‡ Badger's-Rocks *bear N. W.* ½ *N. from the light-houſes, diſtant half a mile, and are covered at two-thirds flood, which you leave on your ſtarboard hand.* Black Rocks *bear N. W. from the light-houſes three quarters of a mile diſtant, are always dry, which you alſo leave on your ſtarboard hand.*—Half-Tide-Rocks *bear W. b. S.* ¾ *S. from* Black-Rocks, *diſtant one mile and a half, are bare at half tide, on which is placed a buoy, that you leave on your larboard hand.* North-Rocks (*which are ſeen only at very low tides*) *bear* W. b. S. *from* Black-Rocks, *diſtant one mile and a half, which alſo have a buoy on them, which you leave on your ſtarboard hand, between which and* Half-Tide-Rocks *is the channel.*

diſtant ten leagues from *Cape-Ann* to *Portſmouth*. In running the above courſe you will make the *Iſle of Shoals*, if it is any way clear, from which you take a new departure; when you paſs the ſaid Iſlands, you bring *Star-Iſland* to bear S. S. E. and then ſteer N. N. W. diſtant from ſaid Iſland three leagues to *Portſmouth*. (*Star-Iſland* is the S. W. Iſland.) There is a very good harbour in the *Iſle of Shoals* from the wind from north-eaſterly round to ſoutherly, and you may lie land locked with any of them; but if the wind hauls to the S. W. or W. N. W. you may run out between *Smutty-Noſe-Iſland*, which has a wind-mill on it, and *Hog-Iſland*, where there is water enough for a firſt-rate man of war; and where you anchor, you have 12 fathoms, muddy bottom.

In going into *Portſmouth*, you may bring the light-houſe to bear N.N.W. till you get within *Wood-Iſland*; then you may haul away N. or N. b. E. till you paſs the light-houſe; you may then haul up W. N. W. or N. W. b. W. and bring the light-houſe point to ſhut in with *Wood-Iſland*, where you will be ſafe from all winds, and may anchor in 8 or 9 fathoms water.

When you come from the eaſtward, with the wind at eaſt or E. S. E. with which winds you cannot weather away *Cape-Ann*, when you are at the northward of the *Iſle of Shoals*, your only ſhift is to *Portſmouth*, and you are obliged to run ſo far to the weſtward as to bring ſaid port to bear N. N. W. and in general the wind at eaſt at ſea hauls two or three points to the northward, which makes it a head wind.

N. B. The maſters of veſſels out of *Newburyport* ought in general to be acquainted with the harbour of **Squam*. When a veſſel at anchor off *Newburyport-Bar* parts a cable and loſes an anchor with the wind at N. E. or E. N. E. if ſhe can carry double reefed ſails, ſhe may run S. S. E. five leagues, which courſe, if made good, will carry her a little to the eaſtward of *Squam-Bar*; and if the weather is ſo clear as to ſee half a mile when you make the land to the eaſtward of *Squam* you may run within a cable's length of the ſhore; your courſe is S. S. W.

If you are bound to *Ipſwich*, your courſe from *Hallowboat-Point* to the mouth of the channel that leads into the harbour is W. ½ N. diſtant about 8 miles. There are two *Beacons* erected a ſmall diſtance to the ſouthward of *Caſtle-Hill*, which may be run for. but as the bar is often removed by ſtorms, it is not ſafe to run into the harbour unleſs acquainted.

Directions for ſailing into Squam Harbour.

SQUAM-BAR is from *Hallowboat-Point*, (which is the N. E. end of *Cape-Ann*) from W. S. W. to S. W. diſtant about two leagues. There is nothing to hurt you in running from *Hallowboat-Point* to *Squam-Bar*, except *Plumb-Cove-Ledge*, which lies N. N. E. off ſaid bar, diſtant half a mile. After you have paſſed this ledge, (which ſhows itſelf except at high tide) you will paſs another Cove called *Hodgkin's-Cove*, when you will come up with *Davis'-Neck* ſo called. When up with this *Neck*, haul S. W. or S. W. b. W. for **Wigwam Point*, which lies on the larboard hand. Continue your courſe to the S. W. till you have the river open, and to bear S. S. W. when you will ſee one pine tree on *Coffin's-Beach*, which is on the ſtarboard hand of the river, on the ſand knowls, if the weather is clear. Bring this tree to

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* *A wooden light-houſe is to be erected on this point, on the place where the beacon now ſtands, 45 feet high, of an octagonal form, and painted white.*

bear S. S. W. and run for *Wigwam-Point* which you muſt keep cloſe aboard (within a biſcuit throw.) When you are off the bar, you will ſee ſome trees up the river, on the larboard hand, which you muſt keep open to the weſtward of the beacon (or light-houſe) on *Wigwam-Point* about a ſail's breadth, which will carry you clear of *Harridon's-Rock*, which lies on the eaſtern ſide of the river, going into *Squam*, about two cables length ſhort of *Wigwam-Point*. This is a flat rock that has not more than five feet of water on it at low water, but it is very bold all round it. After you have paſſed *Wigwam-Point*, haul a little to the weſtward, toward the bar, to avoid *Lobſter's-Rocks* (ſo called) which lie about one and a half cables length within *Wigwam-Point*, and are covered, except at low tide. After you have paſſed theſe rocks, haul away more to the ſouthward, keeping in the middle till you come juſt above the firſt point on your larboard hand, when you may come to; but if you have no anchors, go round the point, and run your veſſel aſhore on the flats, without any injury or danger, on the ſtarboard hand—or running up to Capt. *Gee's* wharf. There are ſeven feet of water on this bar at low water.

Directions to go into Cape-Ann Harbour.

WHEN you come from the eaſtward, and make † *Cape-Ann* lights, if in the night, bring them to bear S. W. and run direct for them, which courſe will carry you within the *Londoner*, and when you paſs the ſaid rocks, bring the two lights in one, at which time they will bear N. b. E. ¾ E. and S. b. W. ¾ W. and then ſteer S. S. W. ¼ W. keeping ſaid courſe about one mile, which will carry you clear of *Milk-Iſland*, which is very low, and cannot be ſeen in a dark night. When you judge yourſelf to the weſtward of ſaid Iſland, you haul to the weſtward, until you bring the lights to bear E. N. E. when you muſt ſteer W. S. W. about five miles, which courſe will carry you to *Eaſtern-Point*. When you paſs ſaid point, keep your courſe W. N. W. until you bring *Cape-Ann* harbour to bear north, when your courſe is N. E.

If you want to go inſide the *Salvages*, keep cloſe aboard ‡ *Hallowboat Point*, and ſteer S. S. E. for *Strait's-Mouth-Iſland*, but be careful to avoid *Avery's-Rock*, by keeping the lights on the dry point [illegible]*ait's Mouth-Iſland* till you get up cloſe aboard, then haul round the point, and S. S. E. will carry you to the lights. To avoid the *Londoner*, you muſt keep the lights cloſe aboard the body of the Iſland on which they ſtand; the *Londoner* lies half a mile off, breaks at all times of tide, is quite dry at low water, and bears E. S. E. from the middle of *Thatcher's-Iſland*. A long ſhoal runs off N. E. half a mile diſtant from the *Londoner*. Between the *Londoner* and *Thatcher'-Iſland* there are three fathoms and a half at low water. From the *Salvages* to *Hallowboat-Point* and *Sandy-Bay* there lies a large ſpot of flat ground, which at low water will take up a ſmall veſſel. Outſide the *Salvages* is very bold. *Hallowboat-Point* bears from the *Salvages* W. N. W. 2½ miles diſtant,

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† Cape-Ann *light-houſes are built on* Thatcher's-Iſland, *which lies about two miles eaſt of the ſouth-eaſt point of* Cape-Ann, *and forms the northern limit of* Maſſachuſetts-Bay.

‡ *This point has a tree on the eaſtern part of it.*

and the *Salvages* bear from the lights N. N. E. 3 miles diſtant. If the wind be to the eaſtward, you may anchor in a bay that makes between *Ten-Pound-Iſland* and *Eaſtern-Point*, the latter bearing S. b. E. and *Ten-Pound Iſland* bearing north. Here you may anchor in 4 fathoms water, on muddy bottom. This is a good harbour againſt eaſterly winds, but if the wind be S. W. you are expoſed to it, in which caſe you may clear away *Ten-Pound Iſland*, leaving ſaid Iſland on your ſtarboard hand, and ſteer into the harbour as above directed, and come too, near *Five-Pound-Iſland*.

NOTE. In ſailing from *Cape-Ann* lights to *Cape-Ann* harbour, you will firſt open *Braces-Cove*, before you come up with the harbour, which will, when open, bear N. N. W. which you are to avoid. *Cape-Ann* harbour lies one mile further to the weſtward, and when open bears N. N. E.

Directions for Salem, Beverly *and* Mancheſter Harbours.

VESSELS inward bound and falling in with *Cape-Ann*, muſt obſerve the following directions, viz. When abreaſt of *Cape-Ann* Lights, bearing N. N. W. about two miles diſtant, ſteer W. S. W. about three leagues, which will carry them up with the eaſtern point of *Cape-Ann*, then ſteer W. b. S. 7½ miles, which will carry them up with the Lights on *Baker's-Iſland*.*

Ships bound to *Salem* and falling to the ſouthward of *Boſton Bay* and running for the Lights, muſt, when they have made them, keep the north or lower Light open to the eaſtward of the ſouthern Light, and run for them, which will carry them to the eaſtward and clear of the ſouth breaker of *Baker's-Iſland*, which bears from the Lights S. E. b. S. one mile and a half diſtant.

Veſſels bound to *Salem*, having made the Lights with a weſterly wind, in beating up, muſt not ſtand to the ſouthward or weſtward, further than to ſhut one Light in with the other, on account of the ſouth breaker, nor to the northward further than to bring the Lights to bear W. b. S. ½ S. on account of *Gale's-Ledge*, which bears from the Lights N. E. ½ E. one mile and three quarters diſtant.

In going into *Salem* and being up with the Lights, give *Baker's-Iſland* a birth of near one [redacted] quarter of a mile, then ſteer W. b.N. and you will paſs the ‡ *Miſery-Iſland*, leaving it on your ſtarboard hand. Continue your

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* Baker's-Iſland *lies on the ſouth ſide of the principal entrance of* Salem *Harbour, is about* ⅜ *of a mile in length, from N. to S. bearing E. from* Fort Pickering, *diſtant about* 4 *miles, and* 5 *miles from the town of* Salem. *The light-houſe, which ſtands on this iſland, has two lights on it which bear N. W.* ¼ *W. and S. E.* ¼ *E. at the diſtance of* 40 *feet from each other. The water is deep near the iſland, but there is no convenient landing place. The N. & E. ſides are high and rocky. There is a ſmall channel between the S. Rocks and the Dry Breakers, but is ſafe only to thoſe who are acquainted with it.*

‡ Miſery-Iſland *lies from* Baker's-Iſland *about* 1 *mile, is joined by a Bar to* Little Miſery, *which makes the north ſide of the channel oppoſite* Baker's-Iſland. Miſery-Iſland *or* Great-Miſery, *is* 174 *rods in length from N. to S. and* 96 *rods in breadth.* Little-Miſery *is* 40 *rods in length, with its moſt weſtern point projecting into the channel.*

course W. b.N. one mile and a half, when you will have passed * *Bowditch's-Ledge* leaving it on your larboard hand, where any stranger may anchor in safety, in about five fathoms water, good anchoring ground. But, if you choose to proceed into *Salem* harbour, steer west until abreast of the † *Haste*, which you will leave on your larboard hand about half a mile distant, then steer S. W. b. W. which will carry you into *Salem* harbour.

To enter *Salem* Channel by the Southern way, between ‡ *Cat-Island* and § *Black-Rock*, which bears easterly of the Eastern rock of *Cat-Island*, distant ½ a mile; the course is N. W. b. N. till you pass the *Haste*, a broken rock in Ship Channel. It is best to keep in mid channel to avoid ‖ *Eagle-Island Bar*, which tends N. W. from the Island, and to avoid Coney-Island Ledge, which lies S.E. from ¶ *Coney-Island*—you then enter Ship Channel. The *Brimbles* lie between *Eagle-Island* and *Black-Rock*, not half a mile from *Eagle-Island*, and bearing N. N. W. ¾ of a mile from *Black-Rock*. They appear at half tide.

If you pass into *Salem* harbour by the southern way, get *Eagle-Island* well open with *Baker's-Island*, and steer for *Naugus'-Head*, or the most northern height of land on *Marblehead*, or the south side of *Salem* harbour, in from 4 to 6 fathoms at full tide. You then pass north of the *Endeavours*, which are large beds of sunken rocks, and which have not one fathom water upon them at common ebb. To find the *Endeavours*, bring the house on the brow of the hill, westward of *Peach's-Point*, or the extreme easterly point of *Marblehead*, over the bold rock lying in the cove, or upon *Scot's Beach*, and bring *Gray's-Rock* in with *Cat-Island*. The *Inner-Endeavours* are not more than a quarter of a mile from shore, with 5 feet at common ebb, on the shoalest of them. There is an opening between these and the outer, which gives a narrow channel; on the outer are 7 feet at common ebb. Westward of these are sunken rocks, of which the outermost and shoalest give 1½ fathom at common ebb, and then the barn over *Scot's-Beach* was

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* Bowditch's Ledge *bears from* Baker's-Island light-house *W. N. W. distant* 1¼ *miles.*

† *The* Haste-Rock *is a broken rock, lying near the channel, bearing from* Baker's-Island light-house *W. b. N. distant* 2¾ *miles, and* 1¼ *miles from* Salem neck.

‡ Cat-Island *is situated about* S. W. b. W. *from* Baker's-Island, 2 *miles distant, and about* 1¼ *miles from* Marblehead-Neck, *and ranges from* Baker's-Island *just clear of* Marblehead-Neck. *On the N. W. end is a high beach, directly opposite the point of* Marblehead, *called* Peach's-Point. *The shore is irregular and rocky. Beyond and on a line with the Island are two other heads, of nearly the same projection; and on the southern side are three high rocks, but not so large as the former. Two of them are connected with the Island, by bars of sand, out of water at the ebb; the other stands boldly up within these two, but more southerly.*

§ Black-Rock *bears from the light-house* S.W.b.W.½W. *distant* 1¾ *miles.*

‖ Eagle-Island *is about* 1½ *miles from* Peach's-Point. *It lies nearly north and south, and bears from the light-house* W. b. S. ½ S. *one mile distant; from a point on the south end runs the bar which tends westerly.*

¶ Coney-Island *is a small Island that lies near the mouth of* Salem *harbour; it bears from* Marblehead-Point N. E. *one mile distant; from* Fort-Pickering *on* Winter-Island E. ¼ S. *two miles distant; and from* Baker's-Island *light* W. ¼ S. 2½ *miles distant.*

weſt of the rock in the beach, and *Eagle-Iſland* juſt open with *Baker's-Iſland*—*Gray's-Rock* then juſt in with *Cat-Iſland*. On the oppoſite ſide of this channel, north of them, S. W. of *Coney-Iſland*, are two beds of ſunken rocks, ſhewing the dry breakers clear between *Eagle-Iſland* and *Baker's-Iſland*; five feet were found upon them, and two fathoms near them, at common ebb.

If you enter by *Marblehead-Rock*, which lies between *Cat-Iſland* and *Marblehead-Neck*, not far from the rock on each ſide you have 6 fathoms. To avoid the *Kettle-Bottom*, which is a ſunken bed of rocks, not half way over from *Gray's-Rock* to *Peachy-Head*, which is three quarters of a mile diſtant, keep within one eighth of a mile of *Gray's-Rock*, in from 7 to 9 fathoms. *Kettle-Bottom*, at common ebb, has from 1½ to 2 fathoms. It may be found, by bringing a bold rock at the point oppoſite to *Orne's-Iſland*, under a large houſe with two chimnies, or ſo as to appear in the middle of the cove, and *Eagle-Iſland* ſo as to bear upon the ſouth part of *Baker's-Iſland*.

If you enter by *Cat-Iſland*, on the weſtern ſide, beſides the barred rocks out of water, there are ſunken rocks on the N. W. part of the Iſland. Keep well clear of the Iſland till you have paſſed it, and then you have from 4 to 9 fathoms till you reach the S. W. end of *Eagle-Iſland*. N. N. E. three quarters of a mile, and from 4 to 7 and 8 fathoms from *Cat-Iſland* eaſt of *Gray's-Rock* till you reach *Coney-Iſland-Breakers*, above three quarters of a mile, in a N. W. courſe.

If you paſs within the *Endeavours*, you may proceed from *Marblehead-Rock* within one eighth of a mile of the ſhore, till you reach the ſouthern part of *Peachy-Head*. From it there is a ledge, out of water at half tide. Near to theſe bold rocks, 200 yards from the ſhore, is a narrow channel, having 11 feet at common ebb, between the ledge and a bed of ſunken rocks which lie N.E. of the ledge, and extend one quarter of a mile from the ſhore. If you paſs between the rocks off the ledge and the *Endeavours*, you muſt not open the marks for the *Endeavours*, and ſail for *Peachy's-Point* in a weſterly courſe.

If you paſs the narrow channel between the ledge and ſunken rocks to *Peach's-Point*, off *Dolliber's-Point*, or the point beyond the beach and rock, called *Scot's-Beach*, weſtward is *Pitman's-Rock*, 100 yards from the ſhore. The houſe is then over the middle of the beach, between the rock and *Dolliber's-Point*, and *Eagle* juſt up with *Baker's-Iſland*. It is a ſharp rock, having 5 feet at common ebb, and 2 fathoms near it.

From *Peach's-Point* to *Fort-Pickering* is one and a quarter of a mile, N. N.W. in from 4 to 5 fathoms. To clear the *Aquæ-Vitæ*, give the outer a good diſtance, lying north of a ledge on *Fluent's-Point*, or the point within *Dolliber's*. In going to *Beverly*, bring *Beverly* meeting-houſe over the eaſtern part of the hoſpital on the point of *Salem Neck*, and you leave the inner rocks 300 yards to the eaſtward. Being eaſt of *Fort-Pickering*, to avoid *Abbot's-Rock*, and the ledge off the N. E. end of * *Winter-Iſland*, keep above one quarter of a mile from the ſhore. *Abbot's-Rock* is found by bringing *Caſtle-Hill* and *Houſe* into the cove north of *Fort-Pickering*, and *Bev-*

* Winter-Iſland *lies on the north ſide of the entrance of* Salem *harbour, about half a mile in length: the higheſt part is on the ſouth of the Iſland, oppoſite a point of rocks on the* † *Neck. It has a ſtore and wharf on the ſouthern end, at the entrance of* Cat-Cove. *On the eaſtern point ſtands* Fort-Pickering.

† The Neck is a point of land running north-eaſtwardly from the town about one mile.

erly meeting-house well in with *Juniper-Point*, or the S. E. point of *Salem-Neck*. *Abbot's-Rock* has 7 feet at common ebb. The mean of common tides is 12 feet.

To enter *Beverly* harbour, bring the *Haste* to bear E. S. E. and run W. N. W. about two miles and you reach *Beverly-Bar*, which is a spot of sand running out from the southern, or *Salem* side of the entrance, and has commonly a Beacon upon the head of it, above a quarter of a mile from the shore. The Bar has very shoal water on the eastern or outward side, near it, but good anchorage within. There is good water at the head of the Bar. Having passed the Bar, there is a sandy point from *Beverly*, or the northern side of the entrance, and beyond this point are the *Lobster-Rocks*, which bear from the head of the Bar west a little south, and not half a mile distant, and they are above water at half tide. To avoid this point, after having well cleared the Bar, you will steer towards *Ram-Horn-Rock*, which has also commonly a Beacon and is to be seen at half tide, bearing S. W. b. S. from the head of the bar one eighth of a mile distant. There are several fathoms of water within a vessel's length of *Ram-Horn-Rock*. Giving this a good birth, you then clear the sandy point and steer for the *Lobster-Rock* Beacon bearing from *Ram-Horn* Beacon N. W. b. W. distant about one quarter of a mile. Giving this a good birth, you are then opposite to the wharves, and may anchor in deep water and in a very safe and excellent harbour.

To enter *Manchester* harbour you must bring the Southern Light to bear S. $\frac{1}{2}$ E. and run N. one mile distant, where you may anchor on good bottom.

N. B. *Eastern-Point* bears from *Baker's-Island* lights E. b. N. $\frac{1}{2}$ N. $7\frac{1}{2}$ miles distant. *Halfway-Rock* bears from the lights S. 2° E. three miles distant. *Harding's-Rocks* bear from the lights W. $\frac{3}{4}$ N. distant three quarters of a mile.

Directions for sailing into Marblehead.

VESSELS inward bound, and falling in with the lights on *Thatcher's Island*, may observe the following directions, viz. *Thatcher's-Island-Ledge* bears from the body of the Island from E.S.E. to S.S.E. extending about 2 miles from the island. After getting the west light to bear N. $\frac{1}{2}$ W. you are to the westward of the ledge; then haul to the N. W. to bring the lights to bear N. E. b. E. and steer S. W. b. W. for the eastern point, which is about 6 miles distant from *Thatcher's-Island*. Then your course is W.b.S. distant 7 miles, for the lights on *Baker's-Island*.

Vessels bound to *Marblehead*, and falling to the southward, and running for the lights, after making them, must keep the north and lower one open to the eastward of the southern light, and run for them, which will carry them to the eastward, and clear of the south breakers, off *Baker's-Island*, which bears from the lights from S.E. $\frac{1}{4}$S. to S.E.b.S. $\frac{1}{4}$S. distant $2\frac{1}{4}$ miles.

Having made the lights with a westerly wind, and beating, when within $2\frac{1}{2}$ miles of them, you must not stand to the southward and westward so far as to shut the north light up with the south light, on account of the south

breakers; nor to the northward further than to bring the lights to bear W. b. S. ½ S. on account of *Gale's-Ledge*, which bears from the lights N. E. ½ E. diſtant 1¾ miles. Drawing near to the lights, take care of a ledge called the *Whale's-Back*, which bears from the lights N. b. E. diſtance four fifths of a mile.

In going into *Marblehead*, and being up with the lights, give the north point of *Baker's-Iſland* a birth of one quarter of a mile, or leſs. Having the lights one in with the other, you are up with the point. When the ſouth light is open with the north light, you have then paſſed the point (leaving the *Miſery-Iſland* on your ſtarboard hand, which bears from the lights N. W. ½ N. four fifths of a mile.) Then ſteer S. W. b. S. or S. S. W. until you bring the ſouth light to bear N. E. b. E. ½ E. then ſteer S. W. b. W. ½ W. diſtance 3 miles, for *Marblehead* harbour. You will leave *Harding's-Rocks*, *Eagle-Iſland*, and *Gray's-Rock*, on the ſtarboard hand; *Pope's-Head*, *Brimbles*, and north point of *Cat-Iſland*, on the larboard hand. The *Brimbles* bear from *Eagle-Iſland* S. S. E. ½ E. diſtant half a mile; and *Gray's-Rock* from the north point of *Cat-Iſland* N.W.b.W. ſeven eighths of a mile.

Falling in with the ſouth point of *Baker's-Iſland*, and blowing hard from the eaſtward, if you cannot avoid it, you may paſs the point by keeping it well on board, ſay at the diſtance of from 20 to 50 fathoms from the ſhore, where you will have from 4 to 5 fathoms water. When up with the S. W. point, ſteer W. S. W. which will carry you between the North *Gooſberry* and *Pope's-Head*, leaving the former on your larboard hand, and *Pope's-Head* on your ſtarboard hand, between which you will have from 3½ to 5 fathoms water. As ſoon as you have paſſed *Pope's-head*, haul to the northward, until the ſouth light bears N. E. b. E. ½ E. then ſteer S. W. b. W. ½ W. for *Marblehead* harbour.

Veſſels coming from the eaſtward, and running for *Halfway-Rock*,* muſt not bring the rock to bear to the ſouthward of W. S. W. to avoid the ſouth breaker, which bears from *Halfway-Rock* N. E. ½ E. diſtant one mile. Being up with *Halfway-Rock*, and bound into *Marblehead*, bring the rock to bear E. b. S. ½ S. and ſteer W. b. N. ½ N. for *Fort-Head*, diſtant three miles, leaving *Cat-Iſland* on the ſtarboard hand, which bears from *Halfway-Rock* W. N. W. diſtant 1¾ miles, and *Marblehead-Rock* on the larboard hand, which bears from *Halfway-Rock* W. ¾ N. diſtant 2 miles. *Black-Rock* bears from *Halfway-Rock* N.W.b.W. diſtant 1½ mile. *Cat-Iſland-Rock* and *Point-Neck* bear eaſt and weſt of each other, diſtant about one mile.

Veſſels being up in *Boſton-Bay*, may, by bringing the *Boſton* light to bear S. S. W. run N. N. E. for *Marblehead-Rock*; they are diſtant from each other about 12 miles. *Halfway-Rock* and *Boſton* light bear of each other S. W. and N. E. diſtant 15 miles.

Harding's-Rocks are covered at high water, and may be ſeen at quarter ebb. *Whale's-Back* is covered at high water, and may be ſeen at quarter ebb. *Gale's-Rocks* are ſeen only at low ſpring tides. The ſouth breakers off *Baker's-Iſland* are always covered. The *Brimbles* are covered at high water, and are ſeen at half tide. *Black-Rock* is always out of water, but low. *Cat-Iſland-Rock*, *Halfway-Rock*, *Marblehead-Rock*, *Gray's-Rock*, and *Pope's-Head*, are large, and high above water. *Halfway-Rock* is very bold all round it. *Eagle-Iſland* is bold only on the ſouth and eaſt; from the N. E. part of it quite to *Hardy's-Rocks* is very ſhoal water, and no paſſage for ſhips.

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* *There is a white caſk erected (about 25 feet from the ſurface of the water) on this rock.*

Bearings and Diſtances of the principal Iſlands, Rocks, *&c. in the vicinity of* Salem, *from* Baker's-Iſland.

E. point of Cape-Ann -	bears -	E. N. E. $\frac{1}{2}$ E.
Gale's-Ledge, diſtant 2 miles,	-	N. E. b. E. $\frac{1}{2}$ E.
W. part of Houſe-Iſland	-	N. b. E. $\frac{1}{2}$ E.
E. part of Whale's-Back	-	N. b. E. $\frac{1}{4}$ E.
E. part of Great-Miſery	-	N. b. W. $\frac{1}{4}$ W.
S. part of Little-Miſery, diſtant $\frac{3}{4}$ mile,	-	N. W. $\frac{1}{2}$ N.
Bowditch's-Ledge, $1\frac{1}{4}$ mile -	-	W. N. W.
N. part of Harding's-Rocks, $\frac{3}{4}$ mile,	-	W. $\frac{3}{4}$ N.
N. part of Haſte-Rock, $2\frac{3}{4}$ miles,	-	W. $\frac{3}{4}$ N.
S. part of Coney-Iſland, $2\frac{1}{2}$ miles,	-	W. $\frac{1}{4}$ S.
Naugus-Head, on Marblehead ſhore,	-	W. $\frac{1}{2}$ S.
N. part of Gray's-Rock -	-	W. S. W. $\frac{1}{2}$ W.
N. part of Eagle-Iſland, 1 mile,	-	W. b. S. $\frac{1}{2}$ S.
S. part of Marblehead-Neck, -	-	S. W. b. W. $\frac{1}{4}$ W.
N. part of Cat-Iſland, 2 miles,	-	S. W. b. W.
Middle of Pope's-Head -	-	S. W. $\frac{3}{4}$ W.
N. part of Weſtern Gooſberry	-	S. W. $\frac{1}{2}$ S.
Satan, or Black-Rock, $1\frac{3}{4}$ miles,	-	S. W. b. S. $\frac{1}{2}$ W.
Eaſtern Gooſberry, $\frac{3}{4}$ mile, -	-	S. S. W. $\frac{1}{2}$ W.
Halfway-Rock, $2\frac{3}{4}$ mile, -	-	S. $\frac{1}{4}$ E.
S. Breakers of Baker's-Iſland, $1\frac{1}{2}$ mile,	-	S. S. E. $\frac{1}{2}$ E.
E. ditto ditto -	-	S. E. b. S.

Remarks on Caſhe's-Ledge, *by an experienced Navigator.*

I TOOK my departure from *Thatcher's-Iſland*, which lies 2 miles to the eaſtward of *Cape-Ann:* the Iſland bore from me N. three miles diſtant: from the bearing I ſteered E. $\frac{3}{4}$ N. 65 miles, with a fair wind, and fell in with the north part of the bank, where *Caſhe's-Ledge* is, about two leagues to the northward of the Shoal, in 60 fathoms, hard black clay. This Bank lies north and ſouth ſeven leagues, and eaſt and weſt two leagues; and in the centre of the bank is the ſhoal ground ſpoken of in the *Waggoner*, its length and breadth is one quarter of a mile: there is on it in ſome parts 10 fathoms, in others only $4\frac{1}{2}$, all exceeding rocky. In the length of a boat you will have from 10 to $4\frac{1}{2}$ fathoms, and there are 17 fathoms within a cable's length of the ſhoal, which gradually deepens as you ſtand from it, all over the bank, to 90 fathoms; at this ſounding you are to the edge of the bank. You will in general have upon the bank oozy and ſandy bottom, with black ſtones and broken ſhells, till you get into 25 or 30 fathoms, it then becomes rocky. The current ſets exceeding ſtrong and irregular; in leſs than an hour it will run all round the compaſs. All ſhips and veſſels ſhould endeavour to ſteer clear of this Shoal, for I am perſuaded that in a freſh gale of wind they muſt ſtrike; if not, the ſea muſt run ſo as to founder them.

By four days obſervation, the weather being exceeding clear, found the Shoal to lie in lat. 43, 01, North.

Directions for sailing into Boston Harbour.

IF bound to *Boston* from the Southward, cross *George's Bank* in lat. 42°, 25′ north, or 42°, 30′ in either of which the shoalest water you have will be 36 fathoms, from which you steer W. b. N. ¼ N. 45 leagues, and if clear weather you will see *Cape-Ann* on your starboard hand and **Cape-Cod* on your larboard hand. Take care not to the northward of 42°, 40′ for fear of *Cashe's-Ledge*, which lies East half North, 23 leagues from *Cape-Ann*. From *Cape-Ann* to *Boston* † Light-House the course is S. W. distance 7½ leagues. After making the Light, with the wind fair, you will bring it to bear W. b. N. or W. N. W. and then run for it; till you come within two cable's length of it. If the weather is bad you cannot get a pilot from the light-house: after running abreast of it, so as to bring it to bear N. b. E. you may run W. b. S. about one mile and a half to *Nantasket-Road*, where you may anchor in from 7 to 5 fathoms in safety.

To work into *Boston-Bay* you may stand to the southward till you bring the light to bear W. N. W. and to the northward till you bring it to bear W. S. W. till you come within one league of the light; then you must not stand to the northward any further than to bring it to bear W. b. N. and to the southward to bring it to bear W. N. W.—You may anchor in the Bay with safety if the wind is off the shore. If you fall to the southward of *Boston* be careful to avoid *Cohasset-Rocks*, which lie above water some distance from the land, the outer part of which, called *Minot's-Rock*, has a black buoy on it, that lies in 5 fathoms water, which you leave on your larboard hand. Your course from this buoy to the light-house is N. W. ½ N. distant three leagues. In running the above course and distance, you will pass a White Buoy which lies in four fathoms water, that is on the N. E. part of *Harden's Rocks*, and bears S. E. ½ S. from the light-house, distance one league and a half, which Rocks may be seen two hours before low water, that you also leave on your larboard hand. There is another buoy on your larboard hand, which is red, that lies in three fathoms water on *Point-Alderton*. When in the middle of the light-house channel steer W. b. N. one mile distant, to the beacon on the Spit, which you may run within one quarter of a cable's length of, leaving it on your starboard hand, opposite to which lies a black buoy, in two fathoms water, on *George's-Island-Rocks*. Between the light-house and *George's-Island* lies a rock called the *Centurion*, in mid channel, with 15 feet water on it. Your course from this to *Gallop's-Island-Point* is N. W. b. N. half a mile distant. From thence through the *Narrows* by *Nick's-Mate*, your course is N. N. W. half a mile distant. *Nick's-Mate* must be left on your larboard hand, one cable's length distant, and then steer W. b. N. for *Castle-Island*, distance 4 miles, when you will see a white buoy, which is on the *Castle-Rocks*, in 2 fathoms, which you leave on your larboard hand. When abreast of the *Castle* steer N. N. W. ¾

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* Cape-Cod *is low sandy land.* Cape-Ann *is middling high, with many trees on it. There is a remarkable land called* Pigeon-Hill, *which appears like a boat bottom up.*

† *The light-house stands on a small Island on the north entrance of the channel,* (Point-Alderton *and* Nantasket-Heights *being on the south*) *and is about* 65 *feet high. Two huts are erected here with accommodations for shipwrecked seamen. A cannon is lodged and mounted at the light-house to answer signals.*

of a mile, to clear the *Upper-Middle-Ground*, which has a black buoy on it in two fathoms water, that you leave on your larboard hand: If the buoy ſhould be removed, run N. N. W. till you bring the two northernmoſt ſteeples in *Boſton* a handſpike's length open, then ſteer N. W. b. W. two miles and a half, which will carry you oppoſite the town.

Broad Sound, which is the North entrance of *Boſton* harbour, is not a proper channel for large veſſels, but thoſe who frequent it will follow the directions here given: When up with the *Graves*, which are a parcel of dry rocks that appear white, you muſt leave them on your larboard hand, one cable's length diſtant, then bring them to bear S. E. and run S. W. b. W. 4 miles, when you will be up with *Long-Iſland-Head*, which is high and bluff, with two remarkable trees on it, that you leave on your larboard hand. In paſſing from the *Graves* to *Long-Iſland-Head* you will ſee two buoys on your larboard hand, one of which is on a reef called the *Devil's-Back*, and is painted red, lies in 4 fathoms water, the other on *Ram-Head-Bar*, which is black, and lies in 15 feet water; you will alſo paſs a white buoy on your ſtarboard hand, which lies on the N. E. part of *Fawn-Bar*, in 2½ fathoms, when you muſt follow the directions above for the town.

The *Lower-Middle-Ground* lying in the way, the directions are as follows, viz.

On the *Lower-Middle-Ground*, which lies on the north ſide of the channel, a little above *Spectacle-Iſland* (which is in part dry at low water) on the eaſtern part of which is a red buoy, and on the weſtern part a black buoy, in two fathoms water, which you muſt leave on your ſtarboard hand.

Pudding-Point-Gut entrance is between *Fawn-Bar* and *Winſhip's-Bar*. You muſt bring it to bear S. W. and run for it, leaving *Pudding-Point* on the ſtarboard and *Deer-Iſland* on the larboard hand. The channel from this gut to *Boſton* is ſo crooked and narrow, that no perſon ſhould attempt to go in with a large veſſel, unleſs acquainted, without a pilot.

Veſſels outward bound, from *Boſton* light-houſe, who would wiſh to fall in with *Cape-Cod*, the courſe is E. S. E. diſtant 15 leagues—thence 3 leagues to the light-houſe. When up with the light-houſe, and it bears S. W. 2 leagues diſtant, you may then ſteer S. S. E. which will carry you out of the ſouth channel.

Veſſels in *Boſton-Bay*, who would wiſh to put away for *Cape-Cod* harbour, muſt endeavour to fall in with the *Race*. If in the night, and you cannot ſee the land, you muſt bring the light to bear E. b. N. and run for it until you have ſoundings in 14 or 15 fathoms water—then ſteer N. E. until the light bears E. b. S. then run in N. W. for the harbour.

When between *Cape-Ann* and *Cape-Cod*, you will have from 35 to 19 fathoms water, which latter ſounding is within two leagues of *Boſton* light-houſe; the quality of the ſoundings is more to be depended on than the depth of the water. As you will find a difference of 5 or 6 fathoms in running a cable's length, you will obſerve that the quality of ſoundings is rough on *Cape-Ann* ſide, and ſandy on *Cape-Cod*.

At full and change, it is high water off *Race-Point* at 10 o'clock and 45 minutes. Veſſels in leaving *Cape-Cod*, bound to *Boſton*, ſhould calculate the tide, as the flood ſets ſtrong to the ſouth-weſt.

N. B. The upper buoys will be taken up during the winter ſeaſon.

Directions from Boston *Light-House to* Cape-Elizabeth.

FROM *Boston* light-house to *Thatcher's-Island*, which lies 2 miles from *Cape-Ann*, the course is N. E. and the distance nine leagues, but to clear the *Londoner*, which you leave on your larboard hand when bound to *Cape-Elizabeth*, the course is N. E. b. E.——About half way, and near the north shore, is a large rock, called *Half-way-Rock*, about the bigness of a ship, and lies off the harbours of *Marble-head* and *Salem*.

From *Thatcher's-Island* S.S.E. ¼ of a mile, lies a ledge of rocks called the *Londoner*, which shew themselves at half tide, and extend E.N.E. & W.S.W. distant 2 miles from the Island. If you should be forced to the northward of *Cape-Ann*, there is a very clear bay, called *Ipswich-Bay*, at the N. E. part of which lies the harbour of *Portsmouth*, which is formed on the west shore by some small rocks, called the *Black-Rocks*—on the east by a small rock, called the *Whale's-Back*, which is sometimes covered at high water, but by keeping in 7 fathoms on the west shore you are in the fair way, and when at the entrance, a N. b. E. course will carry you up to *Fort-Point*, on which the light-house stands, where you may go within one quarter of a mile of the shore, in 9 or 10 fathoms.

From *Cape-Ann* to the *Isle of Shoals* the course is N. ½ E. distant 7 leagues. These Isles are low and level, and near two miles in length. South from their west end, half a mile distant, lies a rock, which may be seen at half tide, and by giving the west end of these islands a birth of half a mile, a N. b. E. course will carry you to the entrance of *Portsmouth* harbour, 8 miles distant.

Strangers should never attempt to go round the east end of these Islands; but if driven thereto, give it a birth of half a mile, and steer N.W.b.N. which will carry you to *Portsmouth*. North-east from the east end of these Islands, 4 miles distant, lies *York-ledge*, which is always to be seen, and extends N. E. and S. W. two miles. From *York-Ledge* to *Boon-Island* the course is E. N. E. distant 9 miles. [*Boon-Island* is low land about one quarter of a mile in length.] From *Boon-Island* to *Boon-Island-Rock* (on which it always breaks) the course is east, and the distance 3 miles. From *Boon-Island* to *Wood-Island* the course is N. N. E. distant 12 leagues, and from thence to *Cape-Elizabeth* the course is N. E. ¼ E. and the distance 4 leagues.

Directions for sailing in and out of Boston-Bay *from* Cape-Cod *or* Cape-Ann *to* Boston *Light-House*.

BOSTON light-house stands on a small Island at the north entrance of the channel about 65 feet high. To steer for it from *Cape-Cod*, your course is W. N. W. when within one league of the Cape. From *Cape-Cod* to the light-house is about 15 leagues. From *Cape-Ann* to the light-house the course is S. W. distance 9 leagues.

The next light-houses on the course eastward are those on *Thatcher's-Island*—an Island which contains about 30 acres of land, secured by an iron-bound shore, and is situated about two miles east of the main land of *Cape-Ann*. This Island affords no harbour, nor is there any safe anchorage very near it: there is a passage between that and the main, through which

ſmall veſſels may paſs even at low tide; but the water is ſhoal, and the bottom covered by a collection of large round ſtones. The light-houſes were erected there for the benefit of veſſels coming in from ſea, as well as for thoſe coaſting around the ſhores. As ſoon as theſe lights are diſcovered they can know their real ſituation; for being two lights, they cannot be taken for the ſingle light at *Boſton* harbour, or for the *Plymouth* lights, where there are alſo two, but the diſtance between them is only 11 feet and 6 inches, while the diſtance between thoſe on *Thatcher's-Iſland* is about one fourth of a mile, and can be brought to range one with the other when you are abreaſt of the Iſland. But the *Plymouth* lights cannot be ſo arranged from the north until you are on the ſhore, and from the ſouth only when you are near in with the land. The lights on this Iſland are of great uſe to all veſſels in their paſſage in or out, as they point out the ſituation of the *Salvages* on the north, and the *Londoner* on the ſouth. Beſides, from the different bearings of the lights, a ſafe departure is taken for the different harbours in the bay, as well as for thoſe bound northerly and to ſea. For remarks more minute you will find them in the directions for ſailing to *Boſton* light, to *Baker's-Iſland*, and to thoſe on *Plumb-Iſland* at the mouth of *Newbury-port* harbour.

N. B. Strangers who may be driven upon *Plumb-Iſland*, or the ſandy beaches of *Saliſbury* or *Hampton*, are earneſtly deſired to continue on board their veſſel, if poſſible, until the tide ſhall leave them. The number of inſtances of fatal miſcarriage, which have attended thoſe who have too ſuddenly forſaken their veſſel, which has afterwards been found ſafe and dry, and the almoſt conſtant ſafety of thoſe who continued on board, are a ſerious confirmation of the propriety of this advice.—[*For Deſcription of* Plumb-Iſland *ſee page* 39.]

Directions for *Plymouth *Harbour.*

THE high land of the Monument bears from the lights S. ¼ W. three miles, and *Monument-Point* S. S. E. three leagues, and *Branche's-Point* N. ½ W. about three leagues, *Saquaſh-Head* W. ½ S. three miles, the eaſternmoſt part of *Brown's-Iſlands* or *Shoal* that dries, S. S. W. one mile and one quarter, and the *Gurnet-Rock* from the body of the light-houſe E. b. S. ¾ S. one third part of a mile; on this Rock you have but three

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* *This harbour is capacious, but ſhallow, and is formed by a long and narrow neck of land, called* Salt-Houſe-Beach, *extending ſoutherly from* Marſhfield, *and terminating at the* Gurnet-Head, *and by a ſmaller beach within, running in an oppoſite direction, and connected with the main land near* Eel-River, *about three miles from the town. There are two light-houſes on the* Gurnet, *which are about* 86 *feet above the ſurface of the ſea, and cannot be brought into one to the northward, unleſs you are on the ſhore. But to the ſouthward you may bring them in one, which is a very good mark to clear you of* Brown's-Iſland *or* Sand-Bank. *On* Salt-Houſe-Beach, *is placed one of the huts erected and maintained by the Humane Society of Maſſachuſetts, for the reception and relief of ſhipwrecked mariners. There is a breach in the inner beach, which expoſes the ſhipping, even at the wharves, during an eaſterly ſtorm.*

feet at low water, which you must observe; all the soundings are taken. When you have shut in the Sandy Hill with the *Gurnet-Head*, you are clear of the rock; after which you must mind not to haul in too close to the head, as there are many sunken rocks some distance from the shore. When you bring *Saquash-Head* to bear W. b. N. you may then steer up W. b. S. and if you are bound for *Plymouth*, you must keep that course for a large red cliff on the main, which is a very good mark to carry you clear of *Dick's-Flat*: then you must steer more southerly for *Beach-Point*, or run up until you are abreast of *Saquash-Head*, giving it one quarter mile distance; then steer W. b. S. ½ S. which will clear you of *Dick's-Flat*, and carry you directly for *Beach-Point*, keeping within fifteen or twenty yards of the *Sandy-Point*, steering away to the southward, keeping that distance until you have shut in the lights, where you may anchor in three and four fathoms, but the channel is very narrow, having nothing but a flat all the way to *Plymouth*, except this small channel, which runs close by this neck of land, you will have 4 and 5 fathoms close to this point. If you are bound into the *Cowyard*, you must steer as before directed, which will clear you of *Dick's-Flat* and the *Muscle-Bank*, observing to keep the house on the *Gurnet-Head* just open with *Saquash-Head*, until you have opened the *High Pines* with *Clerk's-Islands*; then you are clear of the *Muscle-Bank*, when you may steer N. W. until you have three fathoms at low water, not running into less.

In coming from the northward, bound into *Plymouth*, you must not bring the lights more southerly than S. b. W. to avoid *High-Pine-Ledge*, which lies north from the *Gurnet-Head* about two and an half or three miles. When you are on the shoalest part of this ledge, some part of which appears at low ebbs, you will have the *High-Pines* in range with *Captain's Hill*, which will then bear W. b. S. This ledge of rocks lies one and an half mile from the shore, extending about N. N. E. for near one mile, and close to this ledge you will have four and five fathoms, which deepens gradually as you run from it to the eastward; within one mile you will have ten and twelve fathoms.

In coming from the southward, bound into *Plymouth*, you must not open the northern light to the westward, but keep them in one, which will carry you in five fathoms by the easternmost part of *Brown's-Islands* or *Shoal*, keeping that course until you are within half a mile of *Gurnet-Head*, or nigher, where you will have but four fathoms; then *Saquash-Head* will bear W. b. N. a little northerly, and the two outermost trees on the Head in one; then you may steer directly for them, until you bring the lighthouse to bear E. N. E. and the house on *Saquash* to bear N. W. just open with the first *Sandy-Beach*, where you may anchor in 4 fathoms in *Saquash-Road*, good clear bottom; but if you are bound for *Plymouth*, or the *Cowyards*, you must steer as before directed. If in the night, it is best to anchor here, as it is difficult to make *Beach-Point*, if dark, or to go into the *Cowyard*.

In turning into *Plymouth*, you must not stand to the northward into less than three fathoms, as it runs a flat a long way from the *Gurnet-Head* to *Saquash*; and from both the heads lies off a point of rocks a good way from the shore, many of them but just under water at low ebbs. And all the way from *Saquash* to the *Muscle-Bank*, you have shoal water; so that you must not stand in less than before mentioned. And in standing over for the sands to the southward, you must go about as soon as you have shoalen your water to four fathoms, as it is bold too, and you may observe the rips, unless it is very smooth. This sand extends from abreast of the lights to

Beach-Point, moſt of which is dry at low ebbs. From the eaſternmoſt part of this ſand to *Dick's-Flat* it rounds with a conſiderable ſweep; you have but five fathoms water from the eaſternmoſt part of *Brown's-Iſland* to the *Gurnet Head*, and not more than ſeven or eight until you are abreaſt of *Dick's-Flat*, where you will have 13 or 14 fathoms in a deep hole, and then ſhoalen to 5 fathoms, abreaſt of *Beach-Point*.

If you ſhould fall into the ſouthward of *Brown's-Iſlands* or *Sands*, betwixt them and the *Monument-Land*, where you have 20 fathoms in ſome places, you muſt not attempt to run for the lights, until you have them ſhut in one with the other, when they will bear N. N. W. ½ W.; if you do, you may depend on being on *Brown's-Iſlands* or *Sands*, as there is no paſſage for even a boat at low water.

In coming in from the northward in the night, you muſt not bring the lights to bear more ſoutherly than S. b. W. to avoid *High-Pine-Ledge*, and keep that courſe until you have them to bear N. W. or N. W. b. W. when you will be clear of the rock, and may ſteer up W. b. S. until you have the lights to bear E. N. E. where you had beſt anchor in the night. Here the tide runs ſtrong channel courſe from the *Gurnet* to the *Race-Point* of *Cape-Cod*; the courſe is E. ½ N. about ſix leagues diſtance; and from the *Gurnet* to the point going into *Cape-Cod* harbour, is E. b. S. ſeven leagues. If you ſhould make the lights in hard northerly or northweſt winds, and cannot get into *Plymouth*, you may then run for *Cape-Cod* harbour, bringing the lights to bear W. b. N. and ſteer directly for the harbour, which you may do unleſs very dark, as it is bold too—and you may ſee the *Sandy-Hills* before you can get on ſhore. You may keep within a hundred yards of the ſhore, until you are up with the point that runs out to the eaſtward, which you muſt give a quarter mile diſtance, and then ſteer up N. W. If it ſhould blow ſo hard that you cannot turn up the harbour, you may anchor off the point, clear bottom; you have 8 and 9 fathoms very nigh the ſhore, ſo that there is no danger of being on it, unleſs very dark.

At the *Gurnet* and *Plymouth* the tides are much the ſame as at *Boſton*; that is, a S. E. moon makes full ſea.

Directions for Cape-Cod *Harbour.*

IN paſſing *Race-Point* to the ſouthward, you muſt give it a birth of one mile, as there is a long flat of ſand that lies to the ſouthward of ſaid point. You muſt not haul to the eaſtward till you come near *Herring-Cove*.

Veſſels inward bound, who fall in with the back of *Cape-Cod*, may bring the * light to bear S. W. two leagues diſtant, and then ſteer W. N. W. for *Boſton* light-houſe.

If you wiſh to go into *Cape-Cod* harbour, you may keep the ſhore aboard about a mile diſtant, where you will have 10 fathoms water. There is a

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* *The light-houſe is erected on land at the* Clay-Ponds, *elevated about* 150 *feet, which, with the elevation of the lanthorn, makes the whole height* 200 *feet above high water mark. In order that this light may be diſtinguiſhed from the* Boſton, *and other lights on our coaſt, an eclipſer is erected, which will revolve around the lamp once in* 80 *ſeconds, ſo that the light will be nearly excluded from the eye of the approaching mariner about* 30 *ſeconds, in one revolution of the eclipſe.*

bar lies off the back of the Cape, about half a mile from the ſhore, called *Picked-Hill-Bar*.

When up with *Race-point*, you will find it very bold about 3 leagues to the weſtward of the light-houſe, and it may be known by a number of fiſh-houſes on it. From one to three miles to the ſouthward of *Race-point* is what is called *Herring-cove*, where you may have good anchoring half a mile from the ſhore, the wind from E. to N. N. E. in 4 or even in 3 fathoms water.

If bound into *Cape-Cod* harbour, your courſe from *Race-point* to *Wood-End* is S. S. E. 6 miles diſtance. Bring the light to bear E. b. N. and run for it about two miles; you will then be clear of *Wood-End*—then you muſt ſteer N. E. until the light bears E. b. S. then run N. W. for the harbour, until you have from four to three and a half fathoms water, where you will have good anchoring; the light will then bear E. b. S. ½ S. 5 or 6 miles diſtance.

In running from *Race-point* to *Wood-End*, after you paſs the *Black-Land* or *Hummucks*, you will come up with a low ſandy beach which forms the harbour, extending between two and three miles to *Wood-End*, which is difficult to be diſtinguiſhed in the night—it is very bold, and you will have 25 fathoms water within half a mile of the ſhore.

In beating into *Cape-Cod* harbour you muſt keep the eaſtern ſhore aboard until you get into 5 fathoms water. Stand no further to the weſtward than to bring the light to bear E. b. S. as there is a long ſpit of ſand runs off from the weſtern ſhore, which being very bold, you will have 11 fathoms water within a ſtone's throw of the ſhore.

If it blows ſo hard that you cannot beat into the harbour, you will have good anchoring without, from 10 to 15 fathoms water. Or if it blows hard at N. E. bring *Race-point* to bear N. W. b. N. and ſteer S. E. b. S. 7 leagues, which courſe will carry you into *Wellfleet*, formerly called *Billengale*. In ſteering this courſe you will make *Harwich* right ahead. When you open the bay, you will bring an Iſland on your larboard hand, when you may haul to the eaſtward, and anchor ſafe from all winds.

From Cape-Cod *to* Holmes'-Hole.

BRING *Morris'-Iſland* to bear N. N. W. then, by ſteering S. S. E. three and a half leagues, you will paſs the *Pollock-Rip*, in 3 or 4 fathoms water; and if the weather is clear, you will make the light-houſe on *Sandy-point*, (*Nantucket Iſland*) five and a half leagues diſtant, which bring to bear S. W. b. W. then ſteer for the light-houſe, keeping it in this direction, and you will paſs between the great and little round Shoals. When you are within about two miles of the light-houſe, ſteer W. N. W. until you are paſt the *Point Rip*, or you may bring the light-houſe to bear E. b. S. and ſteer W. b. N. taking care to make your courſe good for *Holmes'-Hole*, eleven leagues diſtant.

To go through the *Ship-channel*, ſteer from *Morris'-Iſland* S. S. E. until you paſs the *Pollock-Rip* in 3 or 4 fathoms water; if the weather be clear, you will make the light-houſe: continue your courſe S. S. E.; S. b. E. and South, until the light-houſe bears W. from you; then ſteer directly for it, until you are within two miles of it. You ſhould then ſteer N. W

until the light-houſe bears S. W. b. W. then ſteer W. b. N. till the light-houſe bears E.S.E. and then ſteer W.N.W. making your courſe good for *Holmes'-Hole*. If you wiſh to anchor near the light-houſe, you may, after bringing it to bear S. b. E. ſteer E. S. E. till the light-houſe bears N. and there come to anchor in 6, 7, or 8 fathoms water.

Directions for ſailing into Nantucket *Harbour.*

[NOTE. *As the harbour of* Nantucket *is well calculated for ſmall veſſels during the winter ſeaſon, after they have entered the* Vineyard Sound, *and the wind prevails at the northward, at which time it would not be prudent to come over the* Shoals, *the Editor has inſerted* three *different Directions for ſailing into it, either of which may be depended on.*]

BRING the light-houſe on *Brant-point* to bear S. S. E. ¾ E. and ſteer for it until you are about two cables length from it; then ſteer S. E. b. E. or E. S. E. till *Brant-point* bears S. and ſteer cloſe along by it; keep as much as a cable's length from the ſhore at *Brant-point*, until the light-houſe bears S.S.W. to avoid the *Brant-point*, or *Light-Houſe-Shoal*. As ſoon as it bears S. S. W. haul for the point, to avoid the *Coetue-Flats*. S. b. E. will juſt lay a good reach acroſs the harbour; but you muſt ſteer S. to avoid the *Peſt-Houſe-Shoal*; then you may ſtand far acroſs the harbour, if the wind be weſterly—if eaſterly, you may keep right for the wharves; as it could not be expected that a ſtranger could take the advantage of the Laps and Swaſhes on the bar; at middling tides he would have about 8 feet water—at neap tides not more than 7 to 7½ feet—at ſpring tides 9 to 9½ feet.

When you are about half way from the bar to the light-houſe, it would be beſt to ſteer about S. b. E. or S. until the light-houſe bears S. E. b. S. then run for it as above directed, as the ſtraight courſe above will croſs the corner of the *Black-Flat*; yet if the wind be eaſterly, there will be no danger; if the wind is weſterly, you might get on the flat, as it lies on the eaſt ſide of the channel, and the *Clift-Shoal* on the weſt ſide.

2d. *Directions for going into* Nantucket *Harbour.*

OBSERVE the ſmall light-houſe on the end of *Brant-point*, and for a veſſel that draws no more than 9 feet 3 inches, bring it to bear S. E. b. S. when at the back of the bar, and run directly for it, which will carry you between the *Clift-Shoal* and *Black-Flats*; continue your courſe until you juſt ſhut in the north ſhore that is to the weſtward of the Clift; then you are within the corner of the *Black-Flats*, when you may ſteer directly for the end of the point, and enter the harbour.

Diſtance between the Light-Houſe-Shoal and Flat		60 rods.
— between the Flats and Clift-Shoal	-	70
— between the Clift and Stub-Shoal	-	78
— between Clift-Shoal and Bar	- -	110
Length of Clift-Shoal from ſhore	- -	95

N. B. You will paſs ſix buoys going into the harbour.

3d. *Directions for failing into the Harbour of* Nantucket *by the Bucys.*

Weſtern Channel. THE firſt buoy you paſs is a white one, which you leave on your ſtarboard hand; the next a black one, which you leave on your larboard, ſaid buoy bearing S. S. E. ½ E. from the white buoy; then ſteer E. b. S. leaving the next buoy, which is a black one, on the larboard hand. The next a white one, which leave on the ſtarboard. Then ſteer S. S. E. leaving a red buoy on the larboard hand; then run as the ſhore lies, till you come near up with *Brant-point*, on which is a light-houſe erected, which keep aboard all the way into the harbour.

Eaſtern Channel. The firſt buoy you paſs is a red one, which you leave on your ſtarboard hand; the next is a black one, which leave on the ſtarboard hand; then ſteer E. S. E. till you come near a white buoy, which leave on your ſtarboard hand; ſteer S. S. E. till you leave a red one on your larboard hand; then keep *Brant-point* aboard, as before mentioned.

Veſſels coming in the Eaſtern Channel, in the night, muſt bring the light on *Brant-point* to bear S. E. b. S. ¼ S. and run directly for it till they get the ſhore foundings; then leave *Brant-point* ſhore aboard all the way into the harbour.

Courſes and Diſtances from Nantucket *Light-Houſe.*

			Courſes.	*Lgs.*
From Light-Houſe		to the Handkerchief -	N. b. E.	4½
——	do.	to the Snow-Drift -	N. N. E.	5
——	do.	to the Stone-Horſe -	N. E. b. N.	4
——	do.	to Sandy-Point of Monomoy	N. b. E. ½ E.	5½
——	do.	to the little Round Shoal	N. E.	3¼
——	do.	to the eaſt end of Pollock Rip	N. E.	7
——	do.	to the great Round Shoal	E. N. E.	3½
——	do.	to the north end of great Rip	E. b. S. ½ S.	5½
——	do.	to the ſouth Shoal .	S. ½ E.	12
——	do.	to Nantucket harbour -	S. S. W.	3
——	do.	to Tuckanuck Shoal	- W.	3
——	do.	to eaſt chop of Holmes'-Hole	W. b. N.	11
——	do.	to the Horſe-Shoe -	N. W. b. W.	5½
——	do.	to Hyannes -	N. W. ½ N.	6
——	do.	to Cape-Sable -	E. N. E.	83
——	do.	to the Shoal on Georges'-Bank	E. ¾ N.	37
——	the Eaſt end of Nantucket, called Sancoty Head,	to the South Shoal -	S. ¼ E.	9½

Directions to those running for Block-Island *Channel, to the southward of* Martha's-Vineyard, Nantucket-Island, *and such as are bound into the* Vineyard *Sound, and intend going over the* Shoals *to the eastward.*

IN approaching the south end of *Block-Island* from the southward, the water shoals gradually. When the Island bears from N. W. to N. b. W. the bottom is mud; this is commonly called *Block-Island-Channel.* This Island, if you come from the southward, appears round and high; and if you approach it from the S. E. it appears like a saddle, being high at both ends, but highest to the southward. Your course from *Block-Island* to **Gay-head* is E. ½ N. and the distance 14 leagues.

If you fall to the southward of *Martha's-Vineyard*, and can see *Noman's-Land*, and intend going over the shoal to the eastward, bring *Noman's-Land* to bear west, and steer east, (making the course good) which will carry you clear from all danger, and bring you up with *Sancoty-head*, but you must not run direct for *Sancoty-head* till it bears N.N.W. If it is night, you may see Nantucket light when *Sancoty-head* bears as above, also bearing N. N. W. There is a shoal bearing S. b. E. from *Sancoty-head*, one mile and a half distant, which has not above ten feet water on it at high water, called *Pachick*, which joins on the *Old-Man*, between which and the shore you may have good anchoring, with the wind at N. W. You must keep your course N. N. W. in this channel, till you bring *Sancoty-head* to bear S. W. when you must steer N. E. for the *Ship-Channel.* You may turn in or out of this harbour, only observing the flood and ebb tides, the former of which sets N. N. W. and the latter S. S. E. In this channel you will have from four to five fathoms water, and one league distant from *Pachick-Reef* to the *Bass-Rip*.

If you are coming from sea, and make the Island of *Nantucket* to the northward of you, it may be known by three Wind-Mills, which stand near each other upon an eminence. You may then steer directly for the land, until you are within half a mile; and may, if bound to the eastward, run along the shore in 4, 5, and 6 fathoms water, to the S. E. part of the Island, where there are shoals and rips, on which you will have only two and a half or three fathoms water. Continue your course along the shore, until you bring *Sancoty-Head* to bear S. W. from you; then steer N. E. and you will go over the same shoals in the Ship-Channel, as you do in steering East from the light-house. *Sancoty-Head* is the easternmost head land of *Nantucket*.

If, in coming from sea you make the South Shoal, which lies in 40, 44, N. lat. give it a birth of a mile. If you intend to make *Nantucket-Island*, steer N. b. W. and when you come near the Island, you may proceed along the shore, according to the former directions.

If when you make the South Shoal, you are bound to *Boston-bay*, and choose to go to the eastward of all the shoals and rips, pass a mile or two to the eastward of the South Shoal, then steer N. E. b. E. until you deepen the water to 45 or 50 fathoms, and then steer N. b. W. for the back of *Cape-Cod*.

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* *There is a light-house on the highest part of this head, about 60 rods from the water, 240 feet above the surface, and may be seen 7 or 8 leagues distant, when the weather is clear.*

If you come from the eastward, and are bound for *Long-Island* or *New-York*, you should be careful not to go to the northward of 40, 30, N. lat. until you pass the South Shoal of *Nantucket*, the southernmost part of which lies in lat. 40, 44. If by stress of weather you should be driven so far to the northward, as to be near *Nantucket-Island*, you may pass through the channel to the southward of the Island. This is a very difficult and dangerous passage, and not to be attempted but in case of necessity. *Martha's-Vineyard-Island* lies in much the same latitude as *Nantucket-Island*, and may be known by a small round Island, which lies at the southward of *Gay-head*, called *Noman's-Land*, eight miles distant. You may sail between this Island and *Martha's-Vineyard*, but you must take care to avoid a ledge of rocks, which bears from the light N. W. b. N. one mile and a quarter distant.

Ships, in passing the shoal ground on *George's-Bank* and *Nantucket-Shoals*, should take care to go between those shoals and the **Gulph-Stream*. As the southernmost part of the shoal ground on *George's-Bank* lies in 41, 38, N. latitude; and the northern limits of the *Gulph-Stream*, directly south from this part of the shoal ground, extends to latitude 39 degrees, you should pass the shoal ground between these two latitudes. As the south part of *Nantucket-shoals* lies in lat. 40, 48, and the Gulph-Stream southward from this part reaches as far to the northward as lat. 38, 30, you should pass *Nantucket-shoals* between these latitudes. The shoal ground on *George's-Bank* lies in long. 67, 56, W. and the South Shoal of *Nantucket* in 69, 45, W.

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* *This remarkable phenomenon is a current in the ocean, which runs along the coast, at unequal distances from* Cape-Florida *to the* Isle of Sables *and the banks of* Newfoundland, *where it turns off and runs down through the Western Islands: thence to the coast of* Africa, *and along that coast in a southern direction, till it arrives at, and supplies the place of those waters carried by the constant trade-winds from the coast of* Africa *towards the west, thus producing a constant circulating current. This stream is about 75 miles from the shores of the southern States, and the distance increases as you proceed northward. The width of it is about 40 or 50 miles, widening towards the north. Its common rapidity is three miles an hour. A south-east wind narrows the stream, renders it more rapid, and drives it nearer the coast. North-west and west winds have a contrary effect. The Gulph-Stream is supposed to be occasioned by the trade winds, that are constantly driving the water to the westward, which being compressed in the Gulph of* Mexico, *finds a passage between* Florida *and the* Bahama-Islands, *and runs to the north-east along the* American *coast. This hypothesis is confirmed by another fact: It is said that the water in the Gulf of* Mexico *is many yards higher than on the western side of the continent in the* Pacific-Ocean. *It is highly probable that the sand carried down by great rivers into bays, and the current out of these bays meeting with the Gulph-Stream, by their eddies have formed* Nantucket-Shoals, Cape-Cod, George's-Bank, *the Island of* Sable, *&c.*

Skilful navigators, who have acquired a knowledge of the extent to which this stream reaches on the New-England coast, *have learnt, in their voyages from* Europe *to* New-England, New-York, *or* Pennsylvania, *to pass the banks of* Newfoundland *in about* 40° *or* 50° *North lat. to sail thence in a course between the northern edge of the* Gulph-Stream, *and the shoals and banks of* Sable-Island, George's-Bank, *and* Nantucket, *by which they make safer and quicker voyages to* America.

By obſerving the foregoing directions, and keeping between the Gulph-Stream and the Shoals, you will ſhorten your paſſage to *New-York*, *Delaware*, *Virginia*, or other weſtern ports; for you will have the advantage of the eddy current, running contrary to the Gulph-Stream; the latter would retard your progreſs at the rate of 60 or 70 miles a day. The *Nantucket* whalemen, by their conſtant practice of whaling on the edge of the Gulph-Stream all the way from their Iſland to the *Bahamas*, are well acquainted with its courſe, velocity, and extent. A ſtranger may know when he is in the Gulph-Stream, by the warmth of the water, which is much greater than that on either ſide of it. If when you are croſſing the Gulph-Stream, you are bound to the weſtward, you ſhould get out of it as ſoon as poſſible.

* GAY-HEAD is the weſternmoſt point of *Martha's-Vineyard*. The land of this head is high and of divers colours, namely, red, yellow, and white in ſtreaks. In ſteering from *Block-Iſland* for *Gay-head*, you muſt be careful to avoid the *Sound Pigs*; they make a ledge of rocks, ſome of which are above and others under water. Theſe rocks lie two miles and a half S. W. b. W. from the weſternmoſt of *Elizabeth-Iſles*, and N.W.b.W. from *Gay-head*, 3 ½ leagues diſtant. The firſt of the flood tide ſets ſtrong to the northward over the rocks into *Buzzard's-Bay*, which is very foul. Within *Gay-head* there is a fair ſandy bay, in which is very good anchoring with ſouth and ſouth-eaſterly winds. Your courſe along *Elizabeth-Iſles* is E. N. E. in 15, 14, 12, 8, 15, 16, and 17 fathoms water; give the Iſles a birth of about three quarters of a mile.

When coming from ſea, you may run for *Gay-Head* light when it bears from N. N. E. to E. S. E. giving it a birth of two miles to clear the *Devil's-Bridge*, which bears from the light N. W. b. N. one mile and a quarter diſtant. As meaſuring the diſtance in the night would be uncertain, you muſt keep your lead going, and if you ſhould have 7 or 8 fathoms when the light bears S. E. b. E. or S. E. haul up north till you have 10 or 12 fathoms; then with flood, ſteer N. E.—and with ebb, N. E. b. E. three leagues; then E. N. E. will be the courſe of the Sound, which will carry you to the northward of the *Middle-Ground*, when you will ſee the Weſt Chop of *Holmes'-Hole* harbour, (which appears like ſand-banks or cliffs) with trees back of it, which you may run in for, but keep one mile diſtant from the ſhore till you open the Eaſt Chop one cable's length, and with a flood tide ſteer direct for it, and with ebb keep it one point open, till you open a wind-mill on the weſt ſide of the harbour about one cable's length; then run up in the middle of the river, till you come to 4 or 3 fathoms, where you may anchor on good ground. The uſual mark for anchoring is the *Weſt-chop*, bearing from N. N. W. to N. W. b. N. but if you lie any time here, the beſt anchoring is well up the harbour, and cloſe to the ſhore, mooring S. E. and N. W. in 6 or 5 fathoms water. In this harbour, which is about two miles deep, you will lie ſecure from all winds except a northerly one. You muſt not keep further than two miles from the Weſt Chop, as there is a ſhoal called the *Hedge-Fence*, which lies about three miles and a half northward from *Holmes'-hole*, and extends W. N. W. and E. S. E. ſix miles, is about one mile broad, and has from four to ſix feet on it at low water; between this ſhoal and *Holmes'-hole*, there are from 8 to 12 fathoms water. If you make the Chop in the night, when it bears S. E. you are clear of the *Middle-Ground*. Steer for the eaſt ſide of it till you ſtrike in 4 or 3 fathoms, on the flat ground near the chop; then ſteer S. E. b. E. obſerving not to go nearer the land than 3

* *When you come by* Gay-Head *with a ſoutherly wind, the ſouth channel is beſt.*

fathoms. If in running S. E. b. E. you fall into 6 or 7 fathoms, haul up S. b. W. or S. S. W. and run into 4 or 3 fathoms, as before directed.

In coming into the ſound in the night, with a ſtrong north-weſterly wind, haul to the northward till you have ſmooth water under the *Elizabeth-Iſlands*, where you may anchor in 14 or 10 fathoms water. Should you have the wind to the ſouthward, it will be beſt to run down through the South Channel or *Vineyard* ſide. When the light bears S. S. E. your courſe is N. E. b. E. ½ E. or E. N. E. obſerving not to come nearer the land than into 7 fathoms water, till you are abreaſt of *Lumbart's-Cove*, in which is good anchoring, with ſoutherly or eaſterly winds, and may be known by a high ſand bank, called *Necunkey-Cliff*, on the eaſt ſide of it, and a ware-houſe ſtanding by the water about midway the cove, oppoſite which you may come too in 5 or 3 fathoms, ſandy bottom, where is the beſt anchoring. The *Middle-Ground* lies about two miles without the cove, and has 12 feet water on it. If you intend running down for *Holmes'-Hole*, your courſe, when oppoſite *Necunkey-Point*, is E. b. N. keeping near the land to clear the *Middle-Ground*. You may track the ſhore by the lead in from 7 to 4 fathoms, till you come near the Weſt Chop; but come no nearer than 3 fathoms: and you may track the Chop around the ſame as running down to the northward of the Middle Ground. There is good anchoring along this ſhore, in 6 or 4 fathoms, after you are to the eaſtward of *Necunkey-Point*, till you come near the Weſt Chop.

Your courſe from the light to *Tarpaulin-Cove* is N. E. b. N. and the diſtance four leagues. In this harbour you may anchor in from four to two and a half fathoms, and lie ſafe, with the wind from N. E. b. E. to South. It will be beſt to anchor in three fathoms, as with that water you will be out of the tide, where the ground is good for holding. The tide flows at change and full days of the moon, at 9 o'clock, but in the channel between *Elizabeth-Iſland* and *Martha's-Vineyard* the flood runs until 11 o'clock. In this channel there is a *Middle Ground*, which is a narrow ſhoal of ſand, the eaſtern end of which bears N. W. b. N. from the Weſt Chop. There is not more than 3 or 4 feet water on the eaſtern end. N. W. from *Necunkey-Cliff* is 3 and 4 fathoms acroſs the ground. Oppoſite *Lumbard's-Cove* is 12 feet, and to the weſtward of that is 3 and 4 fathoms. The ſhoal lies W. b. S. and E. b. N. is about 4 leagues in length, and has ſeveral ſwaſhes on it. When the *Eaſt-Chop of Holmes'-hole* comes open of the *Weſt-Chop*, you are to the eaſtward of the *Middle Ground*.

Your courſe from *Tarpaulin-Cove* to *Holmes'-Hole* is E. ½ N. diſtance three and a half leagues. In ſteering this courſe, you muſt have regard to the tide, as the ebb may ſet you too far to the ſouthward, and the flood too far to the northward, and ſtand in for the harbour, when you have opened the Eaſt Chop as before directed.

From *Holmes'-hole* to *Cape-Poge* the courſe is E. S. E. and the diſtance about three leagues; in the channel between them there are 12 and 11 fathoms water. In going through this channel, you muſt be careful to keep your lead going, in order to avoid a dangerous ſand which lies on the north ſide of it, called the *Horſe-Shoe*, diſtant from *Cape-Poge* 3 leagues. The channel between this ſand and *Cape-Poge*, and alſo between the former and *Tuckanuck-Shoal*, is narrow; in it there are from 12 to 4½ fathoms water. Some part of this channel is dry at low water; in other parts there are narrow channels, through which veſſels may paſs, the eaſternmoſt part of it ſpreads with divers prongs, like fingers. When *Tuckanuck-Iſland* bears S. S. W. you are to the eaſtward of the *Horſe-Shoe*. On the ſouth ſide of the channel alſo, there are ſeveral ſpots of land, to avoid which you muſt keep your lead going.

There is a harbour between *Martha's-Vineyard* and *Cape-Poge*, in which you may anchor. In proceeding for this harbour, pass within a mile of *Cape-Poge*, and then steer south along the low sandy beach on the west side, in five fathoms water, until you come to the southernmost part of it, then sail more easterly about a mile, until you bring the town, which is in a bay to the westward, fairly open, and then steer directly S. S. W. into the harbour, until you get within half a mile of the town, where you may anchor in 4 or 3 fathoms water. This harbour is a gut between *Martha's-Vineyard* and *Cape-Poge*, and is formed by a shoal which lies on the N. W. and W. side of the entrance, and the beach to the southward. The tide runs strong in this harbour.

North from *Gay-Head* light, distant 3 leagues, lies *Quick's-Hole*. This is the passage for *New-Bedford*. In running into the Hole, you must keep in the middle of the entrance, and nearer the west side after you have entered. On the west side there is good anchoring opposite a sandy cove, in 4 or 3 fathoms water. About three leagues E. N. E. from the mouth of *Quick's-hole* there is an opening, at the east end of the Islands, called *Wood's-hole*.

When you leave *Holmes'-hole*, keep the *West-Chop* open to the northward of the *East-Chop*, until you have passed *Squash-Meadow-Shoal*, which you leave on your starboard hand, which is two miles and a half from the *East-Chop*, when your course will be E. b. S. in 10 or 12 fathoms water, which course you must continue till you pass *Cape-Poge*. If it should be tide of flood, you must steer E. b. S. ½ S. as the tide of flood sets very strong to the northward between *Cape-Poge* and *Tuckanuck-Island*, and the tide of ebb to the southward, so that you must govern your course by the tide. N.E. from *Tuckanuck-Island*, and due west from Nantucket light-house, lies a *Cross-Ledge* which you must give good distance, part of which is dry at low water, between which and the *Horse-Shoe* the channel is very narrow, where you will have from 4 to 5 fathoms water. In clear weather you may see *Nantucket* light-house from this ledge, which you must bring to bear E. b. S. or E. b. S. ½ S. which course you are to steer till you pass it one league, when you must bring it to bear west, and steer east, taking care to make this course good, which will carry you over the shoals in Ship-Channel; the ground is very uneven, and you will have from 4 to 8 fathoms water. When you have passed over the shoals you will have from 10 to 14 fathoms water, and then, by steering north, you will make *Cape-Cod* light-house, distant 18 leagues.

To go to the northward of the *Round-Shoal*, you must proceed according to the foregoing directions, until you pass the light-house, and bring it to bear S.W. b.W. then, by making a N. E. b. E. course good, you will go between the *Great* and *Little-Round-Shoals*, in two and a half, three, four, and five fathoms water, until you have crossed the *Pollock-Rip*, where you will have about 3 or 4 fathoms water. The *Little-Round-Shoal* bears N.W. from the great one, distant about three miles. Continue your N.E.b.E. course, until you deepen your water to 12 or 13 fathoms, and then steer north for the back of *Cape-Cod*, on which there is a light-house, built in the year 1797, as described in page 53.

Off the north-east part of *Nantucket-Island* there are three rips; the first is called the *Bass-Rip*, and is about three miles from *Sancoty-Head*; on some parts of this rip there are only 9 feet water; on other parts there are 2½ and three fathoms water. Off the south-east part of *Nantucket-Island* lies a shoal, called the *Old Man*, running 5 miles to the westward, in the same direction with the Island, which is one and a quarter mile from the shore, and has only three feet water on the western part, between which and the shore is a good channel.

The *Great-Rip* is about four and a half leagues from *Sancoty-Head*; on this rip, about E. S. E. from *Sancoty-Head* there are 4 feet water, and eaſt from *Squam* there are 5, but on many other parts of it there are two and a half, three, and four fathoms water.

Fiſhing-Rip is about eleven and a half leagues from *Sancoty-Head*, and has from five to ſeven fathoms water on it. Between this and the *Great-Rip* the ground is uneven; there are twelve, twenty-two, and fifteen fathoms water. Theſe two rips ſtretch nearly north and ſouth, and are about twelve miles in length.

Martha's-Vineyard is ſituated between 40°, 17′, and 41°, 29′, north lat. and between 70°, 22′, and 70°, 50′, weſt long. about 21 miles long and 6 broad, and lies a little to the weſtward of *Nantucket*.

Bearings and Diſtances of ſundry places from Gay-Head *Light-Houſe.*

Noman's-Land, S. eight miles diſtant.

Old-Man, S. b. E. This is a ledge of rocks which lies two thirds of the diſtance from the *Vineyard* to *Noman's-Land*, which has a paſſage on both ſides, that is but little uſed. Thoſe who do go through muſt keep near *Noman's-Land* till the light bears north. You will not have more than three and a half fathoms water in this paſſage.

Sound Pigs, N. W. b. W. three and a half leagues. This is a ledge of rocks which is very dangerous, and bears S. W. b. W. from the weſternmoſt of the *Elizabeth-Iſlands* (called *Cutehunk*), diſtant two and a half miles.

N. E. from the light, two and a half leagues diſtant, is a ſpot of ſhoal ground, with three fathoms water on it.

Mananſhaw-bite, three and a half miles diſtant. In this harbour you will have good anchoring in from 8 to 6 fathoms, the light bearing W. b. S. or W. ½ S. and lie ſheltered with the wind from E. N. E. to W. S. W.

Block-Iſland W. ½ S. diſtant 14 leagues.

Rhode-Iſland light-houſe, W. N. W. diſtant 12 leagues.

Deſcription of George's-Bank *and* Nantucket-Shoals.

THE Shoals of *George's-Bank* lie in lat. 41, 35, N. and are very dangerous; in ſome places having only two or three feet water on them, ſurrounded two or three leagues by rips and breakers, with a very dangerous, irregular, and rapid tide, which ſets ſouthward moſt part of the time.

On that part of *George's* where the ſhoals lie, you will have a ſtrong tide, but not regular. The moſt powerful and rapid parts of it run ſouthward; firſt to the S. S. E. and continuing its force until it comes up S. W. when it ſlacks and alters its courſe, making ſome ſhort returns to the N. N. E.—N. E. and Eaſt, ſometimes for the ſpace of 12 and 15 hours.

In coming from the ſouthward for *George's-Bank*, you will get ſoundings in lat. 40, 17, if on the S. S. W. part of the bank. Should you get ſounding in the lat. of 40, 30, you may be certain you are to the eaſtward of the ſhoal, when you muſt direct your couſe accordingly to clear it, when your firſt ſoundings will be in from 75 to 60 fathoms. When

steering to the northward, you will shoalen your water gradually to 24 fathoms, when you will be in lat. 41, 20, which depth of water you will have 10 or 12 leagues distant, either east or west. From 40 to 21 fathoms soundings you will have fine white sand, mixed with black specks; but the nearer the shoal the coarser the sand. When you get into 15 fathoms you will have very irregular soundings, sometimes deepening, and at others shoaling two or three fathoms. If you are coming into the east channel, and get soundings in lat. 42, 12, you will then be on the N. E. part of the bank, as there are no soundings on *George's-Bank* to the northward of the above latitude. When the shoal of *George's* bears S. W. b. W. 8 leagues distant, you will have from 20 to 22 fathoms, round stones as big as eggs, and large muscles: four leagues to the eastward of this you will have 30 fathoms, white mose; and 3 leagues further east you will have black mois; and from that to the N. E. part of the bank, rocky bottom, and plenty of halibut.

If you strike soundings in lat. 42, 30, it must be on the S. W. part of *Brown's-Bank*, where you will have from 30 to 45 fathoms, sandy bottom.

On your first entrance on *George's-Bank* from *Block-Island-Channel*, you will have oozy bottom, till you are as far to the eastward as the bank extends.

Soundings from the westward of *George's-Bank* continues its course W. b. S. until you are nearly abreast of *Long-Island*, then southward to *Cape-Hatteras*.

Eight or ten leagues south-east from the south part of *George's-Bank* lies the *Gulf-Stream*, where there is a strong E. N. E. current, and if you are bound to the westward, you had better go very near the bank, and often on soundings, till you are abreast the South Shoal of *Nantucket*, where you have 30 leagues from bank to current, and by doing which you will probably shorten your passage.

The South Shoal of *Nantucket* is almost dry; the tide runs swift, but regular, to the N. E. and S. W. Nearly to the southward of this shoal, in 25 or 30 fathoms, you will have fine black and white sand; to the eastward in the same soundings you will have coarse sand. When you are near the shoal, you will have very light coloured water, together with white and black sand and pieces of green shells. Nine or ten leagues to the westward of the above shoal, in 30 or 40 fathoms, you will have black mud of a shining smooth nature, when you will be in *Tuckanuck-Channel*.

To the westward of the South Shoal of *Nantucket*, you have no shoals, rips, nor tide to hurt you, until you come near the land; but clear sea, good navigation, and regular soundings. To the eastward and northward of the South Shoal you will have a rapid tide.

Around the coast of *Nantucket* and the shoals you will have sandy bottom, and in moderate weather had better anchor than be driven about by the tide, which is very rapid. The courses of the tides at and over *Nantucket* shoals is nearly N. E. and S. W. and regular. The N. E. tide bringeth flood.—S. S. E. moon maketh high water.—South moon makes full sea at *Nantucket* harbour.

S. S. E. and W. N. W. moon makes high water on the shoals; the tide of flood sets N. E. b. E. and ebb S. W. b. W. from two to three knots an hour. It ebbs and flows about 5 or 6 feet.

When you come in from sea and fall into *Block-Island* channel, you will have from 54 to 70 fathoms, soft muddy bottom. You will have soundings in the lat. of 40. In standing to the northward, you will shoal your water to 30 fathoms, and when in sight of *Block-Island* you will have from 25 to 20 fathoms, sandy bottom. When *Block-Island* bears north,

diſtant 4 or 5 leagues, you cannot ſee any land to the northward or eaſtward; but as you approach the Iſland, you will ſee *Montuck-Point* to the weſtward, making a long low point to the eaſtward. In ſailing to the W. S. W. you will make no remarkable land on *Long-Iſland*, from the eaſtward of ſaid Iſland to the weſtward,—its broken land appearing at a diſtance like Iſlands. You will have 20 or 22 fathoms water out ſight of the land, ſandy bottom in ſome and clay in other places. When you come in ſight of *Sandy-Hook* light-houſe, you will ſee the *Highlands* of *Neverſink*, which lie W. S. W. from *Sandy-Hook*, and is the moſt remarkable land on that ſhore.

At the ſouth entrance of the ſouth channel you will have oozy bottom, in 40 or 50 fathoms water; ſouth of *Noman's-Land*, in 20 or 25 fathoms, you will have coarſe ſand, like gravel ſtones; and S. S. W. from it, in 28 or 30 fathoms, coarſe red ſand; S. S. E. from *Block-Iſland*, which is in *Block-Iſland* channel, in 40 or 50 fathoms, you will have oozy bottom, but as you ſhoal your water to 25 or 20 fathoms, you will have coarſe ſandy bottom.

Directions for *New-Bedford.

IF you come into the Sound between *Gay-head* and *Elizabeth-Iſland*, in the winter ſeaſon, and have bad cables and anchors, you muſt bring *Gay-head* light to bear ſouth, and run north for *Quick's-hole*, diſtant three leagues from *Gay-head*. In going through this paſſage, keep the larboard hand beſt on board, as there is a ledge of rocks on the ſtarboard hand as you enter from the ſouthward. When you paſs this place you muſt ſteer N. ½ E. four or five miles, for there is a ſunken ledge which you leave on your larboard hand after you go about two leagues on the above courſe; then you muſt ſteer N. N. W. In ſteering this courſe, you will make a dry ledge of rocks and a low Iſland with a few trees on it, on your ſtarboard hand. You will ſee *Fort-Point* when you paſs theſe Iſlands, and make an Iſland on your larboard hand with ſundry trees on it: you may then run within a cable's length of *Fort-Point*, which you leave on your ſtarboard hand. You will ſee the town of *Bedford* on the weſt ſide of the river, and *Fairhaven* on the eaſt. You may fetch theſe ports from *Quick's-hole*, with the wind at E. or E. N. E. diſtant four leagues. The ebb tide ſets ſtrong through *Quick's-hole*, and the flood north, but when you get into the bay there is but very little tide.

Directions for thoſe who fall in with Block-Iſland, *when they are bound for* Rhode-Iſland *Harbour.*

FROM the ſouth-eaſt part of *Block-Iſland* to *Rhode-Iſland* light-houſe the courſe is N. b. E. ¼ E. and the diſtance 8 leagues; about midway between them, there are 24 fathoms water. If you are on the weſt ſide of

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* *There is a light-houſe on* Clark's-Point, *at the mouth of this harbour, which you leave on your larboard hand, when ſailing into it.*

Block-Island, with the body of the Island bearing E. N. E, in 8 or 10 fathoms water, your course to *Point-Judith* is N. E. b. E. about 6 leagues. This point appears like a nag's head, and is pretty bold; between *Block-Island* and the point, there are from 30 to 6 fathoms water. From *Point-Judith* (when not more than a quarter of a mile from the point) to *Rhode-Island* harbour, your course is N. E. and the distance is about 5 leagues. When in 13 fathoms water, *Point-Judith* bearing W. or W. b. N. the course to *Rhode-Island* harbour is N. E. b. N. ½ N. and the distance to the light-house 3 leagues. The light-house, together with the *Dumplins*, must be left on your larboard hand; it stands on the south part of **Conannicut-Island*: this point is called the *Beaver's-Tail*, and is about 3 leagues distant from *Point-Judith*. After leaving the light-house on your larboard side, there is a sunken rock due south from the light-house, about two hundred yards distant. You must take care to avoid the rocks which lie off south from *Castle-Hill*, some of which are above water. *Castle-Hill* is on the east side of *Rhode-Island* harbour. If you steer N. E. from the light-house, 3 miles distance, you will have good anchoring without *Goat-Island*, (off the N. E. point of which is a buoy in 16 feet water); the shore is hard and rocky. A little within the light-house, and near to the shore on the west side there is a cove, called *Mackerel-Cove*, the entrance of which is shoal and dangerous. About 5 miles within the light-house there is an Island called *Goat-Island*, on which the fort stands; it lies before the town, and stretches about N. E. and S. W. As both ends of these Islands are pretty bold, you may pass into the anchoring at either end, and ride nearer to *Goat-Island* side than to that of *Rhode-Island*, as the other parts of the harbour are grassy, and would be apt to choak your anchors. *Rhode-Island* is navigable all round, by keeping in the middle of the channel.

Narraganset-Bay lies between *Conannicut-Island* and the main. Your course in, is about north, taking care to avoid the *Whale-Rock*; you may pass in on either side, and anchor where you please. From the light-house on *Conannicut-Island* to *Gay-Head* in *Martha's-Vineyard-Island*, the course is E. S. E. and the distance 12 leagues. In little wind you must take care that the flood-tide does not carry you into *Buzzard's-bay*, or on the *Sound Pigs*.

Providence is situated about 30 miles N. b. W. ½ W. from *Newport*, and 35 miles from the sea, being the head navigation of *Narraganset-bay*. Ships that draw from 15 to 18 feet water, may sail up and down the channel, which is marked out by stakes, erected at points of shoals and beds lying in the river.

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* Conannicut-Island *lies about* 3 *miles west of* Newport, *the south end of which (called the* Beaver's-Tail, *on which the light-house stands) extends about as far south as the south end of* Rhode-Island. *The east shore forms the west part of* Newport *harbour. The ground the light-house stands upon is about* 12 *feet above the surface of the sea at high water. From the ground to the top of the cornice is* 50 *feet, round which is a gallery, and within that stands the lanthorn, which is about* 11 *feet high, and* 8 *feet diameter.*

The following are the Bearings, by Compass, from Rhode-Island *Light-House, of several remarkable places, together with the Distance,* viz.

Block-Island, (S. E. point) S. W. b. S. ½ S.
Point-Judith, S. W. ¼ S. distant 3 leagues.
Block-Island, (N. W. point) S. W. ¾ S.
Rhode-Island, (N. W. end) S. W. ¾ S. distant 8 leagues.
——————— (S. E. end) S. W. b. S. ½ S.
Whale-Rock, W. ¾ S.
Brenton's-Reef, E. S. E. ¼ E.
South point of Rhode-Island, E. ½ S.
Highest part of Castle-Hill, E. N. E. ¼ E.
Brenton's-Point, N. E. b. E.
Fort on Goat-Island, E. N. E. ½ N.
South-easternmost Dumplin, N. E. b. E.
Kettle-Bottom, N. E. ¼ E.
Newton's-Rock, South, 200 yards.

N. B. The anchoring place between the town of Rhode-Island and Coster's-Harbour, N. E. b. E.

Directions for sailing from Newport, *through the Sound, to* Hunt's *Harbour, near* Hell-Gate.

THE first course from *Newport* light-house is S. W. b. S. distant 3 leagues, to *Point-Judith*; thence from *Point-Judith* through the Race to the first *Gull-Island* the course is W. b. S. 16 leagues distance, leaving *Fisher's-Island* on your starboard hand; or you may run till you bring *New-London* light-house to bear north; then, if ebb tide and northerly winds, steer W. N. W. ten leagues, which (if your course is made good) will carry you up with *Falkland-Islands*; then steer W. b. S. till you make the light-house on *Eaton's-Neck*. In case of a flood tide and a southerly wind, when you come through the Race, your course should be west, until you come up with *Eaton's-Neck*, taking care to make proper allowance for the tide. If you are bound into *New-London*, after getting to the northward of the S. W. part of *Fisher's-Island*, keep *New-London* light bearing from N. N. W. to N. N. E. if you are beating to windward, but if the wind is fair, bring the light to bear north when at the distance of two leagues, and run directly for it; leave it on your larboard hand in running in; when in, you may have good anchoring in 4 or 5 fathoms water, clayey bottom. In coming out of *New-London*, when you have left the harbour, bring the light to bear N. N. E. and steer directly S. S. W. till you come into 15 fathoms water, in order to clear a reef that lies on your starboard hand, when the north part of *Fisher's-Island* will bear E. distant two leagues.

If bound up sound, steer W. b. S. 33 leagues, which will carry you up

with *Eaton's-Neck* (on which a *light-house has lately been erected). On this course you will leave *Falkland-Island* on your starboard hand; you may get as near *Long-Island* shore as 2 or 3 miles, without any danger; but if you happen to get on the north shore, take particular care to keep at the distance of three leagues, in order to avoid the reefs and shoals that lie along the shore.

About 7 leagues E. N. E. of *Eaton's-Neck* light-house lies a †Shoal, or Middle Ground, called *Stratford-Shoal*, on which there is but 3 or 4 feet water at low water. You may steer on either side of the shoal you please; on the north are from 3 to 7 fathoms; on the south side from 12 to 17 fathoms water.

From *Eaton's-Neck* to *Lloyd's-Neck* the course is west, five miles. Between *Eaton's-Neck* to *Lloyd's-Neck* lies a deep bay, called *Huntington's Bay*, where a ship of any size may anchor with safety, keeping the eastern shore aboard. From *Lloyd's Neck* to *Martinecock-Point* the course is W. b. S. distant 10 miles—good soundings borrowing on *Long-Island* to 7 fathoms. The course from *Martinecock-Point* to *Sands'-Point* is W. S. W. distant 2 leagues; between these two points is a bay, called *Hampstead's-Bay*, in which is excellent anchoring, keeping the eastern shore aboard. To the northward of *Sands'-Point*, distant one quarter of a league, lie the *Execution-Rocks*, which you must take care to avoid, leaving them on your larboard hand. From *Sands'-Point* the course is S. W. b. W. 4 miles, to *Hart-Island*, to the west of which, between which and *City-Island* there is good anchoring for ships of any size. The course from thence to *Frog's-Point* is S. S. W. distant 2 leagues, taking care to avoid the *Stepping-stones*, which lie on your larboard hand, and are steep too: the soundings on your starboard hand are regular to three fathoms. From *Frog's-point* to *Hunt's* harbour the course is W. keeping as near the middle of the Sound as you can conveniently.

From Block-Island *to* Gardner's-Bay.

MONTOCK-POINT, the easternmost part of ‡*Long-Island*, which has a lighthouse on it, erected in 1796, is 7 leagues W. b. S. from the

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* *This light-house stands on an eminence about 73 feet high; the height of the walls is 50 feet more. The whole height from high water mark to the lights is 126 feet. It stands about 300 feet from high water mark, is a single light, and is painted black and white in stripes from the top to the bottom.*

† *We are happy to have it in our power to give the bearings of this shoal, taken the 6th August, 1799, by a number of gentlemen. Standing on the Shoal,* Stratford-Point *bore N.* Mount-Misery *bore S. ½ W.* Grover's-Hill, *near Black-Rock harbour, bore N. W. The length of the Shoal one league, running N. b. E. and S. b. W. Light-House on* Eaton's-Neck *bore W. b. S. ½ S. The shallowest part is near the middle of the Shoal, from whence the observations were taken, where there is 3 feet water in common tides. The centre of the shoal is near the middle of the Sound, perhaps half a league nearest* Long-Island *shore.*

‡ *The light-house on* Montock-Point *is on the east end of* Long-Island, *bearing W. b. S. from the S. W. point of* Block-Island, *7 leagues distant. From* Montock *light-house to the west point of* Fisher's-Island, *N. N. W. eight leagues distant.*

S. W. point of *Block-Island*: between the Island and the point there are 16 and 18 fathoms water. As you approach the point you will quickly come into 9, 7, and 5 fathoms water. A flat runs off from the above point, on the outer part of which there are 5 fathoms water, rocky bottom.

From *Block-Island* a reef of rocks lies one mile distant from the north end of the Island.

The N. E. part of *Gardner's-Island* is five and a half leagues W. N. W. from *Montock-Point*: with westerly winds you may anchor off this part of the Island, which is sandy; the marks for anchoring are the high lands of *Plumb-Island* N. W. and the south part of *Gardner's-Island* in sight, bearing S. b. W. or south; you will have 12 or 10 fathoms water. The bottom is sand and mud. About 4 miles within *Montock-Point*, one and a half miles from the shore, lies a reef bearing N. W. from the point, on which there are 6 feet water, which is very dangerous.

The entrance of *Gardner's-bay* is formed by the north end of *Gardner's-Island* and the south end of *Plumb-Island*. When going into this bay, you may go within a cable's-length of *Gardner's-Island*, where you will have 10 fathoms water. You should be careful not to go too nigh *Gull-Rock*, as there is a rocky spot one mile and a half from it, on which there are about 3 fathoms at low water. This shoal lies with the following marks and bearings; namely, a house on *Plumb-Island*, (standing about one third of the way between the middle and the north-east end) on with the northernmost of the two trees which appear beyond the house; the north end of *Gull-Island* to bear N. N. W. or N. b. W. ½ W.; and the southernmost end of *Plumb-Island* on with the northernmost point of *Long-Island*. In order to avoid this rock, when going into or coming out of *Gardner's-bay*, you must be sure to keep the south point of *Plumb-Island* open off the north-west point of *Long-Island*, whilst the house on *Plumb-Island* is on with the northernmost of the two trees as before mentioned. There are several trees, but they appear, when viewed at a distance, to be only two trees. This shoal is called by some the *Bedford-Rock*, because the English ship *Bedford* grounded on it August 15, 1780. E. b. N. one league from *Plumb-Island* lies a dangerous reef, which extends to the *Gull-Islands*, and the passage between is not fit to be attempted, as there are several rocks, some of which may be seen. In *Gardner's-bay* you may anchor in what depth of water you please from 5 to 8 fathoms.

On the south-west side of *Gardner's-Island* there is very good riding. If you are to the eastward of the Island, with an easterly wind, and wish to take shelter under the south-west side, you must give the north-west end of the island a large birth, as above directed, and as you open the west side of the Island, you may haul round the north-west point, and anchor where you please. The soundings are regular.

Montock-False-Point is about 3 miles N. W. from the *True-Point*. On the *Six-feet-rocky-shoal* there are the following bearings; namely, the *Long-white-cliffs* on the west end of *Fisher's-Island*, N. b. W. ¾ W. The *Gull-Islands* W. N. W. The north-east bluff of *Gardner's-Island*, W. S. W. ½ W. A grove of trees which stands on the west side of *Fort-pond-bay*, and rises like a cock's comb, touching, or rather to the eastward of, *Willis'-point*, and bearing S. b. W. ½ W. *Willis'-point* is on the east side of the entrance of *Fort-pond-bay*. This bay is very convenient for wooding and watering; the ground is clear and

good, and you may anchor in any depth you pleaſe. In a large ſhip, you may bring *Willis'-Point* to bear N. E. and even N. E. b. N. and then have in the middle about 7 fathoms water. Near the ſhore, at the bottom of the bay, there is a pond of freſh water.

From the weſt point of *Fiſher's-Iſland* a dangerous reef runs off about one mile W. S. W. which, in paſſing it, you muſt be careful to avoid. In this paſſage, which is called the *Horſe-Race*, the tides run very ſtrong: it flows on the change and full days of the moon, half paſt eleven o'clock, and the water riſes five or ſix feet.

Bearings and Diſtances of ſundry places, commencing at the Light-Houſe on Montock-Point, *taken by the Officers of the Revenue-Cutter* Argus.

THE ſouth part of *Block-Iſland* bears E. b. N. from the light-houſe on *Montock-point*, 20 miles diſtant.

Shagwandanock Reef bears N. W. ½ N. from the light-houſe on *Montock-point*, 4 miles diſtant; the reef ranges N. b. E. and S. b. W. about one quarter of a mile in length. There is a good channel way between the reef and *Long-Iſland*, about two miles wide, in 5, 6, and 7 fathoms water.

The eaſt end of *Fiſher's-Iſland* bears N. b. W. from the light-houſe on *Montock*, 20 miles.

Watch-Hill-Point bears north from the light-houſe twenty miles: there is a reef extending from *Fiſher's-Iſland* to *Watch-Hill-Point*, leaving a paſſage between the eaſt end of the reef and *Watch-Point*, half a mile.

The *Race-Rock*, where there is a buoy placed, bearing S. W. b. W. three quarters of a mile from the weſt point of *Fiſher's-Iſland*, bears from *Montock* light-houſe N. W. twenty miles diſtant.

The *Gull-Iſlands* bear W. S. W. from the *Race-Rock*, ſix miles diſtant. The light-houſe ſtanding on the Weſt Chop of *New-London* harbour, bears N. N. W. nine miles from the *Race-Rock*.

Bartlet's-Reef, on which a buoy is placed, bears N. W. b. W. ½ W. eight miles diſtance from the *Race-Rock*.

Little-Goſhen Reef, where a buoy is placed, bears N. E. b. E. about three miles diſtant from the buoy on *Bartlet's-Reef*.

The light-houſe at *New-London* harbour bears from the buoy on *Little-Goſhen* Reef N. N. E. ½ E. about two miles diſtant.

The S. W. Ledge, where a buoy is placed, bears N. b. W. from the Race rock, ſeven and a half miles diſtant.

The Eaſt Chop of *New-London* harbour bears N. b. E. ¼ E. from the S. W. Ledge, one and a half miles diſtant.

The light-houſe bears from the buoy on S. W. ledge N. W. b. N. one and a half miles diſtance.

Deſcription of *Long-Iſland.

LONG-ISLAND, from *Montock-Point* to *Red-Hook*, extends W. b. S. about 108 miles, and is at the broadeſt part about 25 miles acroſs.

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* Long-Iſland *Sound is a kind of inland ſea, from 3 to 25 miles broad, and about 140 miles long, extending the whole length of the Iſland, and di-*

The land is generally pretty low and level, excepting a few hills which lie about 40 miles to the weſtward of *Montock-Point*. Along the ſouth ſide of the Iſland a flat extends about a mile from the ſhore; in ſome places it runs out a mile and a half. Your courſe along this flat from *Montock-Point* to *Sandy-Hook* is S. W. b. W. ¼ W. 14 leagues; and then W. b. S. 22 leagues. The eaſt end of the flat is ſand, the middle and weſt parts are ſand and ſtones. About 4 leagues diſtant from the iſland there are from 15 to 18 fathoms water: and from that diſtance to 20 leagues, the water deepens to 80 fathoms; in the latter depth you will have oozy ground, and ſand with blue ſpecks on it. About 4 leagues off the eaſt end of the Iſland, you will have coarſe ſand and ſhells; and at the ſame diſtance from the middle and weſt end, there is a ſmall white ſand. From the ſouth-weſt end a ſhoal extends about ſix miles towards Sandy-Hook.

Directions from Gardner's-Iſland *to* Shelter-Iſland.

IF you fall in with *Gardner's-Iſland*, you muſt ſail on the north ſide of it, till you come up with a low ſandy point at the weſt end, which point puts off two miles from the high land. You may bring the Iſland to bear eaſt, and anchor in 7 or 8 fathoms water, as ſoon as within the low ſandy point. If your cables and anchors are not good, you may make a fine harbour, which lies to the weſtward, called *Shelter-Iſland*, lying weſt three leagues from *Gardner's-Iſland*. You muſt leave *Shelter-Iſland* on your ſtarboard hand, and run W. b. N. about 5 or 6 miles, when you will open a large bay, where 100 ſail of veſſels may lie ſafe, and anchor in 3 or 4 fathoms water.

Directions from Gardner's-Iſland *to* New-London.

YOUR courſe from *Gardner's-Iſland* to *New-London* is N. b. E. 5 or 6 leagues. In ſteering this courſe, you will leave *Plumb-Iſland* and *Gull-Iſlands* on your larboard, and *Fiſher's-Iſland* on your ſtarboard hand. In this paſs you will go through the *Horſe-Race*, where you will have a ſtrong tide. The flood ſets W. N. W. and the ebb E. S. E. This place breaks when there is any wind, eſpecially when it blows againſt the tide. Your foundings will ſometimes be 5 fathoms, at others 15 or 16. In paſſing the weſt end of *Fiſher's-Iſland*, you muſt give it a birth of three and a half miles, as there are ſeveral rocks to the weſtward of it; then your courſe to the †light-houſe is N. N. W. diſtant 2 leagues; but in going in here you muſt not make long hitches: you will leave a ſunken ledge on your larboard, and one on your ſtarboard hand. When within one mile of the light-houſe, you may ſtand on the eaſtward till the light bears N. N. W. and then run up about N. N. E.

viding it from Connecticut. *It communicates with the ocean at both ends of* Long-Iſland, *and affords a ſafe and convenient inland navigation.*

† *The light-houſe ſtands on the weſt ſide of the harbour, and projects conſiderably into the ſound.*

Directions for veſſels coming from ſea, and bound to New-London.

GIVE *Montock* or *Block-Iſland* a birth of one mile: there is nothing to hurt any veſſel between *Block-Iſland* and *Montock*; when you have paſſed *Shagwandanock* Reef, which has been deſcribed, there is no danger, giving *Fiſher's-Iſland* a birth of three quarters of a mile and the *Long-Iſland* ſhore two miles, until you get to the weſt end of *Fiſher's-Iſland*; you will then come into what is called the *Race*, (a ſtranger may be afraid, the Race appearing like a reef) but there is no danger, being about twenty fathoms water from the *Race-Rock* off the weſt end of *Fiſher's* Iſland to the *Gull* Iſlands or *Gardner's* Iſland. The buoy on the *Race-Rock* you will leave to the eaſtward of you, which lies in three fathoms water at full tide; you may go within two rods of it, in 4 fathoms water. The beſt courſe for a ſtranger is to bring the light-houſe on the Weſt Chop of *New-London* harbour to bear North.

In beating in, there is no danger, keeping the light-houſe bearing N. b. E. ½ E. and N. b. W. ½ W. When you come within one mile of the light-houſe, keep about mid-channel of the harbour, leaving the light-houſe on the weſt ſide of you; you may ſtand within 5 rods of either ſhore, until you get up with a ſmall Iſland of rocks upon the weſt ſide of the harbour; give it a birth of twenty rods, there being a ſmall ledge called *Melton's-Ledge*, which bears about N. E. from the Iſland of Rocks; you may anchor abreaſt of the town. The buoy on *Bartlet's* Reef lies in three fathoms water at full ſea; the buoy on *Little-Goſhen* Reef lies in 3 fathoms water; four rods to the eaſtward you will deepen the water to 4 and 5 fathoms—the buoy on the S. W. ledge being on the eaſt ſide of the channel, lies in 3 fathoms at full ſea; the buoy lies on the weſt ſide of the ledge; you may go near it; the buoys are all painted white. There is a good channel way, of about half a mile wide, between the buoy on the *Race-Rock* and the point of *Fiſher's* Iſland, leaving the buoy about 12 rods weſt of you, and the point of *Fiſher's* Iſland thirty. The courſe of the tide from *Montock* through the *Race* is W. N. W. and E. S. E.

Directions for Veſſels bound to New-York.

IF you fall into the ſouthward, and make *Cape-May*, it would be prudent to keep about three leagues off, to avoid *Herrefoot* bar, which lies from 4 to 6 leagues from the Cape to the northward, and 8 miles from the inlet of that name. This inlet is frequented by the *Delaware* pilots, having no other harbour to the northward until they reach *Egg-Harbour*. After paſſing *Herrefoot* bar, you then may haul up N. E. in nine fathoms water, which courſe continued will draw you into 5 fathoms; as you approach *Egg-Harbour*, you will there have fine white and black ſand, intermixed with ſmall broken ſhells; by continuing the ſame courſe, you will deepen your water to 8 or 9 fathoms, and ſo continue till you draw near *Barnegat*, which will alter your ſoundings materially, as there is a channel runs in a S. E. direction from *Barnegat*. The ſoundings off the ſhoal is mud, ſhells, and gravel, mixed together. The ſhoal off *Barnegat* does not extend beyond 3 miles from the beach, and is very ſteep too; you may turn this ſhoal in 6 fathoms water, within piſtol ſhot of the outward breaker;

it would always be prudent in night time to keep in 9 or 10 fathoms water at least, in turning the point of this shoal. The soundings are so much to be depended on, that the moment you lose the above soundings you are past the shoal, when you will have fine white sand and very hard bottom; you then may haul in for the land N. b. E. which course will bring you along shore, in from 15 to 17 fathoms water. But if the wind and weather would permit, I would recommend hauling in N. N. W. which will bring you in with the southernmost part of the *Woodlands*, which is very remarkable, having no other such land in the distance from *Cape-May* up to the *Highlands*, and can be distinguished by its being very near the beach, and extends to *Long-Branch*: by passing *Barnegat* in the day time, it may easily be known, should you be so far off as not to see the breakers; you will see a long grove of wood back to the country, apparently 3 or 4 miles long, known to the coasters by the name of *Little-Swamp*, and lies directly in the rear of the inlet of *Barnegat*, so that by sailing to the northward, your having the north end of this land directly abreast, you are then certainly to the northward of *Barnegat*; there is also another grove directly in the rear of *Egg-Harbour*, known by the name of *Great-Swamp*, which has the same references as respects *Egg-Harbour*—but that the one may not be taken for the other, it must be observed, the *Great-Swamp* of *Egg-Harbour* will appear much higher, and in length eight or ten miles, neither can they be seen at the same time, as *Barnegat* and *Egg-Harbour* are 15 miles apart. *Barnegat* bears due S. b. W. 45 miles from *Sandy-Hook*. In hauling in for the *Wood-land* before mentioned, you may, if the wind is off the shore, keep within a cable's length of it all the way, until you come up with the *Highlands*, and should your vessel not exceed 10 feet water, you may continue until you come up with the northernmost part of the cedars that stand on *Sandy-Hook*; then you must steer N. N. E. to give the *False-Hook* a birth, keeping about half a mile from the beach until you bring the light-house open with the east point of the *Highlands*: you may then steer up for the bluff of *Staten-Island* with a flood tide. Should it be night time, so that you cannot see the land alluded to, you will keep the same distance from the beach until you bring the light-house to bear S. b. E. then steer north or N. b. W. which will carry you up to the *Narrows* through the Swash; but should your vessel exceed 10 feet, it would be more prudent to go channel way. *To go channel way*—When you come up with the *Highlands*, keep about four miles from the shore to avoid the *Outward-Middle*, steering to the northward until you bring the light-house to bear W. b. S. then steer in for the light-house, as the flood outside sets to the northward, but when a little way in it sets to the westward: in steering, as you approach the light-house, you must not haul too nigh the shore, on account of the *False-Hook*—by keeping half a mile from the beach, you will avoid that shoal: when you have got in so far as the point of the Hook where the beacon stands, you then must haul in the bay W. S. W. but if you mean to anchor in the bay, haul in S. W. giving the point the distance before mentioned, until you bring the light-house to bear E. b. N. or E. N. E. where you may anchor in from 5 to 7 fathoms water, soft muddy bottom. But should you wish to proceed to *New-York*, when you have come in as before described, and got abreast of the beacon or the point of *Sandy-Hook*, steer up W. b. N. until you bring the light-house to bear S. E. and *Brown's-Hollow* to bear S. ½ E. you then must steer up N. b. W. for the bluff of *Staten-Island*, which will at that time bear exactly N. b. W. from you; and that you may not be deceived with respect to *Brown's-Hollow*, it is the hollow which makes the termina-

tion of the Highlands to the weſtward: by ſteering then as before directed, you will turn the S. W. Spit—continue ſteering N. b. W. until you ſhoal your water, which you ſoon will do if it is young flood, as it ſets from two and a half to three knots to the weſtward; here you will obſerve, at the time you turn the Spit before mentioned on the *Jerſey* ſhore above the *Narrows*, two hummucks of land, each forming as it were a ſaddle, thus: The eaſternmoſt of the two is the mark for coming up the channel, ſo as to avoid the *Upper-Middle*, by keeping it juſt open with the bluff of *Staten-Iſland*, which will be the caſe if you turn the Spit as before directed; this will bring you up channel way when you have ſailed 5 or 6 miles the courſe deſcribed, and with this mark open; then you muſt haul more to the eaſtward, until you open the other hummuck which is called the *Weſternmoſt-Hummuck*: by keeping both eaſterly and weſterly hummucks open to your view, you avoid the Middle and the Weſt Bank entirely, and come up channel way through the *Narrows*. When thus far, you muſt, to avoid *Hendrick's-Reef*, keep *Staten-Iſland* ſhore aboard. The mark to avoid *Hendrick's-Reef* is to keep *Bedlow's* or *Peſto* Iſland open with the point of *Long-Iſland*; for if you can ſee *Bedlow's* Iſland in coming through the *Narrows*, there is no danger of the Reef from the *Narrows* to come up to *New-York*, you will ſteer up for *Bedlow's* Iſland to avoid the *Mud-Flat*, which you leave on your ſtarboard hand; this flat is a kind of oyſter bed, or bank of mud and ſhells, and has not more than 11 feet on it at low water; but to avoid this flat do not ſtand too far to the weſtward, on account of *Robbins'-Reef*, which to avoid, running on the weſt ſide of the channel, the mark is, To keep the point of land up the *North-River* (on which *Fort-Lee* ſtands) open with the eaſt ſide of *Bedlow's* Iſland, after which there is nothing material to obſtruct the navigation to *New-York*, it being very ſteep near the point of *Governor's* Iſland, and the rocks near the battery do not exceed one hundred yards from the ſhore. There is a reef of rocks in the *Eaſt-River*, known by the name of the *Middle-Reef*, which can be diſtinguiſhed at all times by the rip of the tide going over it, both flood and ebb.——*Further*—

After making the *Highlands* of *Neverſink*, which is to the ſouthward of *Sandy-Hook*, you may run boldly in within 3 miles of the beach, and in ſteering along to the northward, obſerve to keep in about 8 fathoms water, until you get the light-houſe to bear W. b. S. ½ S. then if you have a round hill, called *Mount-Pleaſant*, ſome diſtance in *Jerſey*, in one view with the land about one quarter of a mile to the ſouthward of the light-houſe, you are in a ſituation to paſs the Bar; ſteer in W. ½ N. until you are over it; you will have on it at low water three and a half fathoms: when over, you will be in four and a half fathoms; paſs the *Hook* and light-houſe about half a mile, at which diſtance you will have five and ſix fathoms: when you have the point of the *Hook* on which the beacon ſtands, bearing S. S. E. you may then haul to the ſouthward and round the Hook, and come too from one to two miles diſtant, the Hook bearing from E. to N. E. in good holding ground, 5 fathoms water. When you make *Long-Iſland*, it is neceſſary to keep ſomewhat in the *Offing*, on account of the *Eaſt-Bank*, and obſerve the ſame marks running in as above.

The following are the Depth of Water, Bearings, Courses, and Distances, of the Buoys placed in the Harbour of New-York.

No. 1. A WHITE Buoy, on the north part of the outer part of the Outer Middle Ground, sunk in 4 fathoms water, bearing from the light-house at *Sandy-Hook*, E. b. N. distant 3 miles.

No. 2. A black buoy, on the S. E. part of the East Bank, sunk in 4 fathoms water, bearing from the light-house N. E. b. E. ½ E. distant four miles, and bearing from the white buoy, (No. 1,) N. b. E. one and a half miles distant; soundings betwixt them, four and a half fathoms water, at common low tide. A cable's length east of the black buoy, (or No. 2) are 7 fathoms water; the channel course in betwixt the aforesaid buoys, is W. N. W. allowing for the tide.

No. 3. A black buoy, on the S. W. point of the East Bank, sunk in 4 fathoms water, and bearing from the light-house, N. W. b. N. 4 miles.

No. 4. A white buoy, on the S. E. part of the West Bank, sunk in three and a half fathoms water, bearing from the light-house N. W. b. N. eight miles distant; and from this buoy to the last mentioned black buoy, (or No. 3,) the course is S. b. E. five miles distant; the least soundings betwixt them is four and a half fathoms.

No. 5. A black buoy, on the Upper Middle Ground, in four and a half fathoms water, bearing from the light-house N. b. W. ½ W. 9 miles distant, and from the last mentioned white buoy, (or No. 4,) N. E. two and a half miles distant; soundings betwixt them, from three and a half to six fathoms.

No. 6. A white buoy, sunk on the N. E. fork of the West Bank, in three and a half fathoms water, bearing from the light-house N. b. W. ½ W. twelve miles distant; soundings from three and a half to six fathoms water betwixt them; and from the last mentioned black buoy, (or No. 5) the course is N. b. W. ½ W. three miles distant.

Orders and Regulations for the Port of New-York.

ALL vessels moored in the stream of the East or North River, are not to be within one hundred and fifty fathoms of any wharf.

All vessels lying at the wharves of either river, or in the basons or slips, are to have their lower and top-sail yards topped, their fore and aft spars rigged in, and to have the anchors taken up, and the crowns in upon the fore-castle.

All vessels having on board gun-powder, or other combustible articles, are to discharge the same before they come to the wharf.

All vessels having on board unslacked lime, are not to entangle themselves with other vessels, or lie where they will take the ground.

No vessel whatever, between this and *Sandy-Hook*, to throw overboard stone ballast below low water mark, and in this harbour particularly, all ballast is to be fairly landed at high water mark; and at the time of discharging it, attention is to be paid not to drop any into the water; ballast of any kind not to be unladen at night.

No fire to be made or kept on board any vessel whatsoever at any dock, wharf, pier or key, within the bounds of this city, at any other time, than from day-light in the morning, till eight o'clock at night.

No pitch, tar or other combuſtibles, to be heated on board any veſſel lying at the wharves, or in the baſons or ſlips, but to be done on ſtages or boats, removeable in caſe of accident.

All veſſels that are not employed in diſcharging or receiving cargoes, are to make room for ſuch others, as require to be more immediately accommodated with proper births for thoſe purpoſes.

All veſſels at the end of any wharf, and in part or in whole covering the ſlips, muſt occaſionally haul either way to accommodate thoſe going in or out of the docks or ſlips, or quit the birth.

All maſters of ſhips or other veſſels are to report in writing, and on oath, to the mayor of this city, the names and occupations of every perſon who ſhall be brought into this port in his veſſel, and for every neglect a fine of 50 dollars will be demanded for each perſon, and if any of them ſhall be foreigners, the fine will be 75 dollars for each perſon, who is likely to become a tax on the city; he is to carry him or her back, or ſupport them himſelf.

It is recommended, that all veſſels laying at the wharves keep an anchor and cable in readineſs, in caſe of fire, to bring up with in the ſtream, if neceſſary.

Deſcription of the Coaſt to the Eaſt and Weſt of Sandy-Hook.

IF you come in near *Cape-Hatteras*, be very cautious of its ſhoals, and make your way to the N. N. E. which will bring you on the ſounding of the *Jerſey* ſhore. When you get 20 fathoms water in the lat. 40, 00, north, then haul in to make the land, by which you will avoid the difficulties of the coaſt and the ſhoals nearer in ſhore; but if you cannot follow this direction, ſee the following.

When you are up with *Chingoteack* Shoals, in 15 fathoms water, it is near enough to approach them; from this ſtation, ſteer N. b. E. which will bring you up nearly with *Great-Egg-Harbour* on the *Jerſey* Shore, but you muſt uſe your lead on approaching this ſhore, and come no nearer to it than 10 fathoms water; from *Great-Egg-Harbour* to the lat. of 40, N. the *Jerſey* Shore trenches near N. E. and from the lat. 40, to the *Highlands of Neverſink*, the land trenches nearly north; in all this rout, ten fathoms water muſt be kept, or near it.

When you are full up with the *Highlands of Neverſink*, if you ſee nothing of a pilot you may ſtand on; but keep 3 miles off the bare part of *Sandy-Hook* land, till you are up with the ſouthern cedar trees on the Hook, then near the Hook till you get three fathoms water on the Outer Middle Ground, at which time you will be two or two and a half miles from the Hook. On this bank you muſt edge off and on, in three or three and a half fathoms, for the bank lies rounding in as the Hook does, and ſtops a little ſhort of its north point; but long before you reach that, you will bring the light-houſe to bear W. ½ S. or W. b. S. when you muſt immediately ſteer in weſt; this will bring the light-houſe a little on the larboard bow, and if you ſee the beacon light near the extreme point of the Hook, you muſt take it on the ſame bow alſo, but paſs it about two cables length, when you muſt edge away to the W. S. W. about two miles, and anchor with the light bearing eaſt of you.

If you ſhould fall in with the eaſt end of *Long-Iſland*, where there is

now a light-houſe which does not differ much in latitude with *Sandy-Hook* light, but differs very conſiderable in ſoundings, as you will ſee by your draft as to depth of water, &c. in which you cannot be deceived. In ſteering to the weſtward for the light-houſe or the *Highlands of Neverſink*, you muſt come no nearer to *Long-Iſland* than 15 fathoms water; in this rout, which is about 125 miles from the light-houſe which is on the eaſt end of *Long-Iſland*, and the courſes between W. b. S. and W. S. W. it is neceſſary to uſe the lead after you run 80 miles, to know how you approach the *Jerſey* Shore:—ten fathoms water is near enough at night.

If you ſhould paſs *Nantucket* Shoals in 38° north latitude, or 38, 30, or 39, 00, or 39, 30, you will if poſſible obſerve when you leave the Gulph Stream, from which advancing about ten leagues, you may begin to expect ſoundings, and a S. W. current as ſoon as you get ſoundings; then the obſervation by lead and line is to aid the navigator.

If you are on ſoundings and running in for the land to the northward of both the *Egg-Harbours*, the northern one is often called the *Burning-Hole*, which lies in lat. about 38, 40, north: being near the land, and ſteering the above mentioned courſe, and you find you have ſuddenly deepened your water from leſs to 13 fathoms, heave about immediately, for many veſſels have been deceived by a hole in theſe ſoundings of the dimenſions of about 4 acres of ground, and have been totally loſt.

If you are beating to windward, off the Hook, waiting for a pilot or for a wind, night or day, in ſtanding to the northward, when you ſuppoſe the light-houſe of the Hook bears weſt, it is near enough; when you approach *Long-Iſland*, the ſoundings are fine white ſand, but on the *Jerſey* Shore the ſoundings are coarſer and darker; there is what is called a Hook Channel in this channel, the ſoundings are mud and ſand.

W. S. W. and E. N. E. moon makes full ſea at the Hook.

Deſcription of New-York *Bay.*

YORK Bay is 9 miles long and 4 broad, and ſpreads to the ſouthward before the city of *New-York*. It is formed by the confluence of *Eaſt* and *Hudſon's* Rivers, and emboſoms ſeveral ſmall Iſlands, of which *Governor's* Iſland is the principal. It communicates with the ocean through the Narrows, between *Staten* and *Long-Iſlands*, which are ſcarcely two miles wide. The paſſage up to *New-York*, from *Sandy-Hook* (the point that extends furtheſt into the ſea) is ſafe, and not above 20 miles in length.

Directions for ſailing from Sandy-Hook *Light-Houſe to* Cape-May, *or Light-Houſe on* Cape-Henlopen.

WHEN ſailing from *Sandy-Hook* light-houſe off *New-York*, bring it to bear W. N. W. and ſteer E. S. E. two leagues, S. S. E. three or four leagues, and then S. S. W. five leagues, which will bring you up with *Barney-Gatt*, which has a ſhoal bank one league off. When you have

paſſed this Gatt, ſteer S. W. b. S. 13 or 14 leagues, which will carry you up with *Great-Egg-Harbour*, which has a ſhoal bank one league from the ſhore, that has not more than 6 feet water on it.

This land may be known by its appearing like broken Iſlands, with the **Highland* of *Neverſink* to the weſtward of *Sandy-Hook*, which has a ſingular appearance from any land on that coaſt. In the day time you may go within two leagues of the ſhore, but in the night it will be prudent to keep further off. When you have paſſed *Great-Egg-Harbour* ſteer S. W. b. W. 10 leagues, which will bring you up with *Cape-May*.

Between *Barney-Gatt* and *Cape-May* there are two inlets, fit at high water for veſſels drawing 12 feet, viz. *Little* and *Great-Egg-Harbours*, but they are only fit to be run for at times when no other port can be made, as the navigation is not ſo ſafe as other places.

In running for *Cape-May*, while ſteering your S. W. b. W. courſe, you will paſs five inlets, before you come up with the *Cape*, viz. *Corſons*, *Townſend*, *Herrefoot*, *Turtle-Gut*, and *Coolſpring*, all of which have bars lying off their entrance; when abreaſt of *Coolſpring* inlet, you may, if bound by *Cape-May*, ſteer W. b. S. but if bound in by *Cape-Henlopen*, ſteer S. S. W. till the light-houſe bears weſt, when you may run for it till within two miles.

Off *Cape-May* lies a ſhoal called *Four-Fathom-Bank*, which in the chart is laid down bearing S. E. ¼ S. from the pitch of the Cape, but is quite erroneous, as the true bearing is E. b. S. ¼ S. and diſtant 6 leagues. The water ſometimes breaks over this ſhoal, and has appearance of danger to mariners; but there has never been leſs than 18 feet water on it in any ſeaſon of the year, which renders the paſſage acroſs quite ſafe.

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Directions for ſailing in by Cape-May.

YOU may run in for *Cape-May* till within three quarters of a mile of the wind-mill which ſtands on the ſhore about two miles to the northward and eaſtward of the pitch of the Cape, where are ſeveral houſes which are inhabited principally by pilots.† From abreaſt of the wind-mill keep the ſhore cloſe on board (when you will be in five fathoms water) till you double round the Cape, when you will leave the *Great-Shoal* on your larboard hand, over which it continually breaks, when covered, bearing S. E. b. E. from the Cape, diſtant one mile and a half, which is bare at low water. After you have doubled the Cape, ſteer north, till it bears S. E. ½ S. when you muſt ſteer N. W. till you deepen into 7 and 8 fathoms. (In running the above courſe, you will have from five to two and a half fathoms, before you come into 8 fathoms, which is three leagues diſtant from the Cape.) After you have got into 8 fathoms, you will immediately come into three fathoms, when you muſt ſteer N. W. b. W. 5 leagues, which will carry you into the Main Channel, between the *Brandywine* on your lar-

* Neverſink-Hills *extend N. W. from the harbour on the Atlantic Ocean, to* Raviton-Bay, *and is the firſt land diſcovered by mariners when they arrive on the coaſt. They are* 600 *feet above the level of the ſea, and may be ſeen* 20 *leagues off.*

† *As ſoon as you are in ſight of the* Cape, *and are in want of a pilot, you had better hoiſt ſome ſignal, as thoſe who do not are conſidered not in want of one.*

board, and *Crofs-Ledge* on your ftarboard hand, bearing N. N. W. and S. S. E. from each other, diftant 3 leagues. In running the above courfe you will have three, three and a half, and two and three quarters fathoms, till you come near the main channel, when you will deepen into 5 fathoms, which is a fwarfh that runs up to the eaftward of the *Crofs-Ledge:* ftill keep your N. W. b. W. courfe till you have croffed this fwarfh, when you will fhoal your foundings into two and a half fathoms, and then deepen into 7 fathoms, which is the main Ship Channel, when you muft fteer N. W. till you have only 5 fathoms, which is on the *Fourteen-Feet-Bank*, and then alter your courfe to N. N. W. for the buoy of the *Crofs-Ledge*. One league diftant from this Ledge lies a fhoal called *Joe-Flogger*, bearing W. S. W. from the buoy.

Directions for failing in by *Cape-Henlopen.

BRING the light-houfe to bear weft, and run for it till within two miles. When abreaft of it you will have 15 or 16 fathoms water. After you have paffed it, fteer W. N. W. till you bring it to bear E. S. E. where you may anchor in 3 or 4 fathoms. If you intend running up the bay, bring the light-houfe to bear fouth, and fteer N. b. E. with a flood tide, and N. b. W. with an ebb. The flood fets W. S. W. and the ebb E. N. E. In fteering the above courfe 11 or 12 miles, you will make the *Brown*, which you leave on your larboard hand: it has a buoy on it. Continue your courfe north till you bring *Cape-May* to bear S. E. b. E. when you will make the *Brandywine* on your ftarboard hand, which has a buoy on it; then fteer N.W.b.N. or N.W.b.N. ½ N. and you will have 7 or 8 fathoms water. The channel between the *Brown* and *Brandywine* is not above one mile wide. South-eaft moon makes high water here at full and change. There are two banks about midway between the *Brandywine* and *Crofs-Ledge*, called *Fourteen-Feet-Bank* and *Ten-Feet-Bank*, the former you leave on your larboard, and the latter on your ftarboard hand. Thefe banks are not in the way with a fair wind, for they lie about N. W. b. W. and S. E. b. E. *Crofs-Ledge* lies 9 miles from the *Brandywine*, which you leave on your ftarboard hand. It has a fmall veffel with a maft in her, for a buoy, which you may fee two or three leagues. *Crofs-Ledge* is about 8 miles long, bearing N. W. b. N. and S. E. b. S. the middle you leave on your larboard hand (on which the buoy is placed.) When you pafs the middle, fteer N. W. two leagues, for *Bombay Hook*, and when it bears N. W. or N. W. b. W. you muft be careful of a bar that lies a mile and a half off from it, called *Bombay-Hook* bar, which has not more than fix feet on it at low water. Your courfe to *Reedy-Ifland*, with a fair wind, is N. W. b. N.

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* Cape-Henlopen *lies in north lat.* 38, 46, *and in weft long.* 75, 07. *There is a light-houfe here, a few miles below the town of* Lewis, *of an octagon form, handfomely built of ftone,* 115 *feet high, and its foundation is nearly as much above the level of the fea. The lanthorn is between* 7 *and* 8 *feet fquare, lighted with* 8 *lamps, and may be feen in the night, ten leagues at fea. Veffels off the* Delaware, *upon difplaying a jack at the foretopmaft-head, will be immediately furnifhed with a pilot. None, however, are to be depended on, unlefs they are furnifhed with branches, and with a certificate from the Board of Wardens of* Philadelphia.

diſtant 15 miles; if you have the wind ahead, be careful of *Stoney-Point-Ledge*, which you leave on your ſtarboard hand, as the channel is not more than two miles wide. The ledge is partly dry at low water, and bears S. E. from *Reedy-Iſland*, diſtant four or five miles.

Directions from Reedy-Iſland *to* Philadelphia.

WHEN you paſs *Reedy-Iſland*, be careful of a long ſhoal that lies to the N. N. W. of it, one mile and a half in length, called the *Pea-Patch*, which lies on your ſtarboard hand. In paſſing ſaid ſhoal point, keep your larboard hand beſt on board till you bring the river to bear N. E. or N. E. b. N. when you may ſtand up for *New-Caſtle*. This place is 40 miles from *Philadelphia*. When you have paſſed it about a mile, you give the larboard hand a birth, as there is a flat ſhoal near half a mile off; if you have a fair wind, you may keep in the middle of the river. This river winds from *Newcaſtle* to *Marcus-Hook*, from N. E. to E. N. E. diſtant 20 miles. Your courſe from this to *Cheſter-Iſland* is N. E. b. E. 4 miles. You leave ſaid Iſland and a long low point that lies W. S. W. from it, on your larboard hand, giving it a good birth, and keeping your ſtarboard hand beſt on board, till you come up with **Billings'-Port*, when you will haul up for *Mud-Fort*; but before you come up with this fort you will ſee a black buoy in channel way, which you may go cloſe to. Run direct for this fort, which is an E. N. E. courſe, till you are abreaſt of it, when you will ſee a ſmall Iſland on your larboard, and another on your ſtarboard hand, which you muſt go between. When you have paſſed between theſe Iſlands, ſteer E. b. N. two miles, when you muſt haul up N. E. b. N. for *Glouceſter-Point*, diſtant one mile, from which you muſt keep your larboard hand beſt on board, and ſteer north 3 miles, which will carry you abreaſt of the city.

TIDE-TABLE.

Moon	S. E. b. E. S. E. S. S. E. S. b. E. S. S. S. W. S. W.	makes full ſea at	*Cape-May.* *Cape-James.* *Bombay-Hook.* *Reedy-Iſland.* *Newcaſtle.* *Cheſter.* *Philadelphia.*

Setting of the tide within the bay of the Capes.

Firſt Quarter Flood,	W. N. W.
Second to laſt Quarter,	N. N. W.
Firſt Quarter Ebb,	E. S. E.
Second to laſt Quarter,	S. S. E.

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* *This is a high ſandy point, and bluff.*

Directions from Cape-Henlopen *to* Cape-Henry.

WHEN you leave *Cape-Henlopen*, bound to *Cape-Henry*, give it a birth of 3 or 4 miles and steer S. S. E. 10 leagues, as there is a shoal Bank that lies S. b. E. from *Cape-Henlopen*, 11 leagues distant, called *Senepuxet*. It lies one league from land. If you turn in or out by *Cape-Henlopen*, be careful of the *Hen* and *Chickens*, which lie S. b. E. from said Cape, one league distant. There is a bank that lies S. E. b. S. from the Light House, distant 5 leagues, which has not more than 5 fathoms water on it. When you judge yourself to the southward of *Senepuxet*, you may steer S. b. W. 10 or 11 leagues, which will bring you the length of *Chingoteack-Shoals*, which lie in latitude 38, 00 N. bearing due south from *Cape-Henlopen*, 20 leagues distant, and two leagues from land; between it and the shore there are 10 and 12 feet water.

Remarks on the land from Cape Henlopen *to* Chingoteack Shoals.

INDIAN-RIVER lies 8 miles to the southward of the Light-House. This inlet is fit only for small vessels that draw not more than 6 feet water. *Fenwick's-Island* lies 15 miles to the southward of the Light-House, which Island parts *Delaware* from *Maryland*. This Island has a grove of trees on it, and you will have 6 or 7 fathoms water within a league of the land, and a strong current setting to the southward. When you are within half a mile of *Senepuxet* and *Chingoteack* Shoals you will have 12 fathoms water. The land from *Chingoteack* to *Cape Charles* makes broken land with Islands and several small inlets. There is a good harbour within *Chingoteack* Shoals which goes by the same name. You leave *Chingoteack* Shoals on your larboard hand, and *Metomkan* harbour about 3 leagues W. S. W. from *Chingoteack*. *Metomkan* harbour has 9 feet water at high tide. These are very dangerous harbours in a gale of wind, but you may ride along shore with the wind from N. W. to S. W. When the wind blows hard at N. E. or E. N. E. and you are in sight of *Chingoteack* shoals, your only chance for safety is to stand to the southward, for you cannot clear the land to the northward, or go into the harbour of *Chingoteack*, which lies about N. W. 6 miles from the south end of the shoals. When the wind is to the eastward it is generally thick weather on this coast. After you pass the southward of *Chingoteack*, steer S. S. W. for the light-house on *Cape-Henry*, for the northern part of *Machapungo* shoals lie 4 or 5 leagues to the northward of *Smith's-Island*, and the southern part of them comes near abreast of said island. In steering to the S. W. westward 5 or 6 leagues S. E. of *Smith's-Island*, you will have 12 or 13 fathoms, and in some small places 3 and 4 fathoms. When you are 20 leagues from land, in the latitude of 37, 30, you will have from 40 to 45 fathoms; but when to the southward of *Cape-Henry*, you will have from 7 to 8 fathoms within a league of the land, and a strong southerly current, which in general runs from two to two and a half knots an hour.

Directions for failing in by Cape-Henry *Light-House.*

WHEN coming from ſea in the latitude of *Cape-Henry*, you meet with ſoundings about 25 leagues off, which you may obſerve by the colour of the water. On the ſouth edge of the bank, you will have 40 fathoms water, which will ſoon ſhoal to 20, and ſtill decreaſe as you approach the ſhore, generally ſandy bottom. In clear weather, you may ſee the land when in about 10 or 11 fathoms, regular ſoundings, at which time you will be about 5 leagues to the ſouthward of it. To the northward of the land, in 6 fathoms, the ſoundings are irregular, and the ground coarſer. In coming in with the wind northwardly, you muſt be careful of the outer part of the *Middle-Ground*, which lies 14 miles E. N. E. from *Cape-Henry*, and 7 miles S. E. b. E. from *Cape-Charles*. You may go ſo near it as to bring *Cape-Henry* to bear W. ½ S. which will carry you round the tail of it in four and a half or five fathoms water, when you will deepen into 11, 12, or 13 fathoms, and then haul away for the Bay, the Cape being ſteep to. The channel between the Cape and *Middle-Ground* is about 4 miles wide, and 8 fathoms water cloſe to the latter.

With a fair wind, you may bring the light-houſe to bear weſt; but if you have the wind ahead, and are obliged to turn in, you may ſtand to the ſouthward till the light-houſe bears N. W. b. N. and to the northward till it bears W. S. W. You will have 9 or 10 fathoms within a mile of the light-houſe, and from 6 to 5 fathoms cloſe to the *Middle-Ground*.

Directions for ſailing between the Middle-Ground *and the* Horſe-Shoe.

CAPE-HENRY S. E. b. S. leads over the tail of the *Horſe-Shoe* in 5 or 6 fathoms. This part of the ſhoal lies in ridges, ſo that you will frequently find one half a fathom difference at a caſt; but it is not dangerous. The tide of ebb down *Cheſapeak-Bay* ſets over it to the ſouthward.

The *Middle-Ground* is very hard ſand, and pretty ſteep on the ſouth-weſtern ſide. Bring the light (after paſſing *Smith's-Iſland*) to bear S. W. and run for it, which will carry you over the *Middle-Ground* in Ship-Channel, into 7 and 8 fathoms, when you muſt haul up weſt, and run for the *Horſe-Shoe*, where you will find from four and a half to three fathoms, good anchoring. The ebb out of *James* and *York* rivers ſets over it to the eaſtward, which makes it dangerous ſailing there in the night. In turning, ſtand towards the *Horſe-Shoe* to 4 or 5 fathoms, and towards the Middle to 8 fathoms; but it is beſt not to venture into deep water, for the deepeſt water, viz. 9 and 10 fathoms, is very near the *Middle-Ground*.

Directions for New-Point-Comfort.

WHEN you bring *Cape-Henry* to bear S. S. E. you may ſteer N. N. W. 8 leagues, which courſe and diſtance will carry you into *New-Point-*

Comfort. There is a ſhoal which lies eaſt from the point, diſtant two miles, and four rivers that empty into this bay or harbour, viz. *Severn-River*, *Way-River*, *North-River*, and *Eaſt-River*. Theſe rivers are all navigable for veſſels of 50 or 60 tons, and conſiderable places of trade.

Veſſels at anchor in *New-Point-Comfort* are expoſed to the wind from E. S. E. to S. E. and I would therefore recommend in that caſe to go into *Severn-River*, where they will lie ſafe from all winds. Your directions for this port are to bring the ſouth point of *New-Point-Comfort* to bear E. b. S. and ſteer W. b. N. 2 leagues, which courſe you will continue till *Severn-River* bears W. S. W. when you muſt ſteer into the river W. S. W. or S. W. b. W. which will carry you ſafe, where you may lie land-locked from all winds. In running for this river you will make two bunches of trees on your larboard hand, which at a diſtance appear like two Iſlands, but as you approach them you will find they are on the main land. In going into the river you muſt keep your lead going, and keep in the middle, and go between two points of marſh, and you will have no more than 3 fathoms between *New-Point-Comfort* and *Severn-River*, muddy bottom. You may go to ſea from this river with the wind from S. W. to N. W.

Directions for Norfolk *and* Hampton Road.

A SHIP from ſea falling into the northward ought not to go nearer than ſeven fathoms on the ſhore until ſhe is well up with the middle of *Smith's-Iſland*, when ſhe may ſtand into five fathoms without danger.

If the *light on *Cape-Henry* is to be ſeen, keep no further to the northward than for the light to bear W. S. W. by the compaſs, which courſe, after croſſing the *Middle* in four or four and a half fathoms, will lead you to the Channel-Way in 7, 8, and 9 or 10 fathoms, ſticky bottom; from thence a weſt courſe will lead you to the tail of the *Horſe-Shoe*, in 5 fathoms, hard ſand, the light bearing S. E. b. E.—If bound to *Hampton-Road*, in order to gain with certainty the ſouthern ſhore on which it is right to take ſoundings, ſteer W. or W. b. S. until the light bears E. S. E. then, being in five fathoms or a quarter leſs five, a W. N. W. courſe leads you up clear of *Willoughby's-Point*—this being paſſed, and the water deepened into 9 or 10 fathoms, it is neceſſary to haul up W. S. W. obſerving to come no nearer than nine fathoms to the ſouth ſhore, leſt the bar off *Sowell's Point* hook you in. Should you (after paſſing *Willoughby's-Point*) fall into 14 or 15 fathoms, †*Old-Point-Comfort* bearing W. N. W. ſteer up S. W. b. W. but go no nearer to *Hampton-Bar* on the north ſide than ten fathoms, it being ſteep to, until you paſs *Sowell's-Point*, when *Old-Point-*

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* *The light-houſe is ſituated on the larboard hand going in, is about* 90 *feet from the ſurface of the water, and cannot be ſeen a great diſtance. There is a houſe erected near the light-houſe for the accommodation of pilots.*

† *A law paſſed the Congreſs of the* United States, *April* 27, 1798, *which enacts, "That as ſoon as a ceſſion ſhall be made by the State of* Virginia *to the* United States *of the juriſdiction over a tract of land proper for that purpoſe, the Secretary of the Treaſury be, and he is hereby authorized to provide, by contract, to be approved by the Preſident of the* United States, *for building a light-houſe on* Old-Point-Comfort, *in the ſaid State, and to furniſh*

Comfort, bearing N. E. you fall into 7, 8, and 9 fathoms, good anchoring.

As the ſetting of the tide varies much at different ſtages thereof, attention ſhould be paid as well to the bearing of the light as the ſoundings, when running up from the Cape to *Willoughby's*, leſt you croſs the channel and run on a lump of the Horſe-Shoe called the *Thimble*, which has only 8 feet water on it, and is ſteep to, (ſay 7 fathoms)—this lump lies a little below *Willoughby's-Point* on the oppoſite ſide—to avoid which is the reaſon why it is neceſſary to take the ſoundings, as the ſouth ſide of the channel is in general ſticky bottom, and on the *Shoe* it is hard ſand.

From Hampton-Road to *Norfolk* the channel is too intricate for ſtrangers to approach without a pilot.

The greateſt depth of water that can be carried to *Norfolk* is 21 feet; but if a ſhip ſhould touch, the mud being ſo very ſoft, ſhe will not be ſubject to injury, and there is no ſea runs where the ſhoal water lies.

A ſhip, approaching from the ſouthward, is to keep in 7 fathoms water, and no nearer, her courſe varying between N. ½ E. and ½ W. which will bring her up with the Cape, when falling into 8 or 9 fathoms water, ſticky ground, will ſhew her to be in the channel way.

Directions for running from Cape-Henry *up the* Bay *to* Baltimore.

WHEN you come in from ſea and are bound up the Bay, bring *Cape-Henry* to bear S. S. E. and ſteer N. N. W. about 4 leagues, which will carry you to the northward and weſtward of the *Middle-Ground* that lies between the two Capes, and when you have *Smith's-Iſland*, off *Cape-Charles*, to bear E. you will be to the northward of this ſhoal. If you have the wind ahead, and are obliged to turn to windward, you muſt not ſtand further to the eaſtward after the light-houſe or the Cape bears S. S. E. as the weſtern part of the Middle Ground is ſteep. In ſtanding to the weſtward, you may go into three and a half and four fathoms without danger; but in ſtanding to the eaſtward, you muſt not go into leſs than 8 fathoms, as you will be near the Middle Ground. If you ſhould wiſh to anchor at *New-Point-Comfort*, which bears from the Cape about N. W. b. N. diſtant 8 leagues, you muſt take care of the *Spit* that runs off the point about S. E. 2 miles. Keep to the weſtward of this point of ſand, and you may run in under the point and anchor in 4 or 5 fathoms water, fine bottom, where you will be ſecure from northerly or N. E. winds. After you are clear of the Middle Ground, as before directed, and have the Cape to bear S. S. E. and a fair wind, you may ſteer up the bay north; come not to the weſtward of north till you have *Gunn's-Iſland* to bear weſt, to avoid a ſhoal called the *Wolf-Trap*, which lies N. N. E. two and a half leagues from *New-Point-Comfort*, and S. E. b. E. one league and a half from *Gunn's-Iſland*, which is but ſmall. From the *Wolf-Trap* ſteer north 20 leagues, which will carry you to the mouth of the *Potow-*

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the ſame with all neceſſary ſupplies." The building of the houſe alluded to has never commenced, and we wiſh, for the ſecurity of navigation, that the important work may ſoon be undertaken, for the ſafety of our mariners, and benefit of commerce. We hazard an opinion, that the neceſſary ceſſion of the land has not been made by the State.

mack. When you have *New-Point-Comfort* to bear weſt, you are within 10 leagues of *Watts'-Iſland*. In running the above courſe and diſtance, you will have from 10 to 4 fathoms before you come up with the Iſlands. If you ſhould come into 3 fathoms as you approach theſe Iſlands, you may haul a little to the weſtward, when you will deepen your water. Off *Watt's* and *Tanger's Iſlands* the ſoundings ſhoal gradual. If you want to go into *Rappahannock* river, which is about ſix leagues to the northward and weſtward of *New-Point-Comfort*, and one league and a half from *Gunn's-Iſland*, you muſt, when it bears about N. W. run for it, leaving *Pianhitank* on your larboard hand, where you will have from 7 to 3 fathoms. As you come up with the larboard head of the river, keep your ſoundings on the larboard hand from 3 to 7 fathoms, and not deepen your water more than 7 fathoms to the northward, to avoid a long ſpit of ſand that runs off 2 miles S. E. from the northern head of the river, which is very ſteep, but keep round the ſouthern head, in the above depth of water, where you may anchor in 7 or 8 fathoms, good bottom, and lie ſafe from all winds.

After you are up the bay, as far as *Watt's-Iſland*, and have it to bear about E. S. E. you will deepen your water from 5 fathoms to 10 and 12, muddy bottom. Continue your courſe north until *Watts'-Iſland* bears S. E. and *Smith's-Point*, which is the ſouthern head going into *Potowmack* river, to bear weſt, when you will be in 10 or 12 fathoms water. If you deepen your water to 15 or 20 fathoms, you will be very near the bad ſpit or ſhoal that runs off from *Smith's-Point* into the Bay one and a half leagues. Keep your ſoundings in 10 or 12 fathoms on the *Tanger's* ſide, as before directed: you may then haul up N. W. b. N. for *Point-Lookout*, which is the northern point of *Potowmack* river, and come too within one mile of the point on the weſtern ſide of the bay, and have 4 and 5 fathoms water, muddy bottom. When you are up with *Potowmack* river, and would wiſh to harbour, having the wind down the bay, you may run in round *Point-Lookout*, giving it a ſmall birth, and anchor, where you will be ſheltered from all northerly winds.

When you are up as far as *Point-Lookout*, and have the wind ahead, you have a good channel to beat in, up as far as *Patuxet-River*. You may ſtand on each tack to 4 or 5 fathoms; but in ſtanding to the eaſtward, when you have nine or ten fathoms, it is beſt to tack, as the ground riſes ſudden to 4 or 5 fathoms, and then leſſens into two, hard ſand; the weſtern ſide is more regular. Your courſe from *Point-Lookout* to *Patuxet* river, with a fair wind, is N. b. W. ½ W. and the diſtance 5 leagues, in 7 and 10 fathoms water, which will carry you up with *Cedar-Point*, which is pretty bold, and makes the ſouth point of *Patuxet* river. If the wind is to the northward, and you cannot get into *Patuxet*, (which is often the caſe) you may run in under *Cedar-Point*, and anchor in 3 or 4 fathoms, good bottom, and ſecure from the wind down the bay.

Patuxet is as remarkable a river as any in the bay, having very high land on the north ſide of the river, with red banks or clifts. If you go into this river, give *Cedar-point* a ſmall birth, and ſtand to the northward till you have the river open; when you may run in for *Drum-point*, which is on your ſtarboard hand. This is a ſandy bold point, with ſome ſmall buſhes on it.—Double this point, and come too in two and a half and three fathoms water, where you will be ſecure from all winds. In beating into this place, you may ſtand to the north ſide for the high red clifts to 3 fathoms, and to the ſouth ſide to 5 fathoms water, and in the channel you will have 7 fathoms water. When ſtanding to the ſouth ſide of the river, you will ſee

ſome buildings on the north ſide of the river above *Drum-point*: as ſoon as theſe buildings come on with *Drum-point* you muſt tack, to avoid a ſpit that runs off from the ſouth ſide of the mouth of the river.

If you cannot get up the bay, you may anchor under the high clifts and lie ſafe from northerly winds, in 5 or 4 fathoms water.

If you ſhould harbour in *Patuxet*, when you come out, bound up the bay, give the high land on the northern ſide of the river ſomething of a birth, and alſo give *Cow-Point* a good birth, as a large ſpit runs off here ſome way, which is very bold: You will have 8 fathoms and before the next caſt of your lead you may be aſhore. Run from *Patuxet* into the bay till you have 9 or 10 fathoms water, when you will be near mid-channel. Your courſe up the bay when in the channel, is N. b. W. ½ W. to *Poplar-Iſland*, diſtant 8 or 9 leagues. In running this courſe, you will have from 10 to 15 fathoms. When *Sharp's-Iſland* bears eaſt, you may find 18 fathoms, muddy bottom. After leaving *Patuxet* river, if you intend to go into *Great-Choptank* river, you muſt leave *James'-Iſland* (or point) on your ſtarboard, and *Sharp's-Iſland* on your larboard hand, giving both a good birth, as there are long ſpits off from both theſe places. After you have paſſed *James'-Point*, ſteer away about N. N. E. in 7 and 8 fathoms, which will carry you in under Sharp's-Iſland, where you may anchor within half a mile of the Iſland, and lie ſecure from northerly or N. W. winds, and, if you wiſh it, take a pilot at this place. After you are up with *Poplar-Iſland*, and it bears eaſt, you may then ſteer away about north, diſtant five and a half leagues, which will carry you up to *Annapolis-River*. After leaving *Poplar-Iſland*, the next you come to is *Kent-Iſland*, between which makes *Wye-River*. If the wind comes ahead when you are up as far as the ſouthern part of *Kent-Iſland*, you may run in under it, oppoſite *Poplar-Iſland*, and anchor in 6 or 7 fathoms water, and lie ſecure from all winds except S. W.

The land on the weſtern ſide of the bay from *Patuxet* to *Annapolis-River* is ſomething high, with ſeveral bays, ſuch as *Hemming* and *Weſt-River* Bays, where the ſoundings are gradual on both ſides. You will have, in running from *Poplar-Iſland* to *Annapolis* or *Tall's-Point* (which is the ſouthern point of *Annapolis-River*) from 7 to 15 fathoms water. Give *Thomas'* and *Tally's-Point* a good birth, as there are long ſpits off from both places. If you go into *Annapolis-River*, give *Talley's-Point* a good birth, and haul into the weſtward for the mouth of the river, taking your ſoundings off the ſouth ſide in 3 and 4 fathoms water, and paſs in between *Talley's* and *Green-Buſh-point*, which you leave on your ſtarboard hand, giving ſaid point a birth of an equal width, and run juſt above them, where you may anchor in 3 or 4 fathoms, and lie ſecure from all winds.

After you are up with *Annapolis*, and bound to *Baltimore*, when in the middle of the channel, your courſe is N. b. E. about 5 leagues, which will carry you up to *Baltimore* river. Come not to the northward of N. b. E. for fear of *Rattle-Snake-point* and the *Bodkin-Shoals*, which you leave on your larboard, and *Swan's-point* on your ſtarboard hand: this point is on the eaſtern ſide of the bay, to the northward of *Kennis-Iſland*, (or *Love-point*.)

From *Annapolis* to the mouth of *Baltimore* river, you will have from 4 to 10 fathoms. Come no nearer the weſtern ſide than four and a half or five fathoms, till you have the river open, at which time *Swan's-point* bears about E. S. E. when you may haul in for the river. The beſt mark is the north point a little open with a gap of woods on *Sparrow's-point*, which will carry you in three fathoms water, which is the moſt you will have in

this channel, ſoft bottom. Keep theſe marks till *Bodkin-point* bears S. S. W. then ſteer weſt or W. b. N. into the river, giving North Point a birth of about one mile. When abreaſt of North Point, ſteer away for the *White-Rocks*, which you will ſee on the ſouth ſide of the river, until you are abreaſt of them, when you muſt haul to the ſouthward till you bring Leading Point (which is high bluff woods) within two ſails breadth of *Hawkins'-point*, and keep it till you are almoſt abreaſt of the rocks, when you muſt again haul to the ſouthward, till you bring the ſaid points within a ſmall ſail's breadth of each other, which muſt lead you up to *Hawkins'-point*, to which give a birth of one quarter of a mile. There are ſeveral ſmall ſhoals of about two fathoms on each ſide of the channel, which are ſteep, and the channel between them not more than one quarter of a mile wide. When you come up with *Hawkins'-point*, you may ſteer away for the *Narrows* (on which the fort ſtands) about N. W. b. N. which courſe has nothing to obſtruct you; you will have from two and a half to five fathoms. When you are up with the *Narrows*, paſs between the two points, and give the larboard ſide a good birth, to keep clear of a ſhoal juſt above the *Narrows*; then haul to the S. W. up off the wharves, on the point which is on the ſtarboard hand, and there anchor, or proceed to *Baltimore*. If you leave the point, keep your larboard hand on board, when you will find good bottom, from which you may proceed to the wharves, or come too with ſafety.

Directions from New-Point-Comfort *to* Potowmack-River.

FROM this point, a Spit extends S. E. two miles, which you will avoid by not going into leſs than four fathoms water. About two and a half leagues N. N. E. from *New-Point-Comfort*, and two leagues eaſt from *Iron-Point*, lies the *Wolf-Trap-Rock*, on which there are 12 feet at low water; between this rock and *Point-Comfort* there are 8 and 9 fathoms. From the Spit, which runs off from *New-Point-Comfort*, to the entrance of *Rappahanock* river, the courſe is N. b. W. and the diſtance 6 leagues. You may keep in 5 or 6 fathoms water. Near to the *Wolf-Trap-Rock*, there are 7 fathoms.

From the entrance of *Rappahanock* to the flat which runs off from *Wichocomaca-point*, the courſe is north, and the diſtance 6 leagues. You may run in 5, 6, or 7 fathoms water. When you draw near the ſhoal which runs off from *Wichocomaca-point*, you ſhould not go into leſs than 7 fathoms. This ſhoal extends about two and a half miles E. S. E. from *Smith's-Iſland*; on its extremity there are only two fathoms water, and very near to it eaſtward there are 10 or 12 fathoms. The mark for the ſhoaleſt part of this ſand, is a houſe with a white chimney, ſtanding among the trees on the ſhore within *Smith's-Iſland*, open to the northward of the Iſland, and bearing weſt. When this houſe bears W. b. N. you are to the ſouthward of the extremity of the ſhoal; and when it bears W. b. S. you are to the northward of it. That which adds conſiderably to the danger of this ſhoal in going either up or down the *Cheſapeak*, is, the broken Iſlands which lie on the eaſt ſide of the channel, and the flats of ſand which extend from 5 to 8 miles to the weſtward from them.

The *Tangier-Iſlands* lie to the ſouthward of *Hooper's-Iſlands*, and the

Tangier-Islands and *Watt's-Island* make the entrance of *Pocomoke-Bay*, which bay separates *Virginia* from *Maryland*, on the eastern shore.

Potowmack-River separates *Virginia* from *Maryland*: Its entrance is formed by *Wichocomaca-point* on the south side, and *Point-Lookout* on the north side; the distance between these two points is about three and a half leagues.

If you are bound to *St. Mary's-River*, you must give *Point-Lookout*, and also the shore about it, a good birth; and when you approach *St. George's-Island*, you must keep nearer to the main than to the shoal, which extends from the Island. Your course into the river is N. W. and as it is all open to your view, you may anchor where you please in 5 or 6 fathoms water.

If you are bound to *Wichocomaca* in *Potowmack-River*, your course from the east end of *St. George's-Island* to *Ragged-point* is N. W. ½ W. and the distance 4 leagues. On the south or larboard side, there are flats lying off from the shore, which in some places extend one mile: come no nearer to them than 7 fathoms. In the middle of the channel you will have 11, 10, 13, 10, and 8 fathoms. You must give *Ragged-point* a good birth, in order to avoid the shoal, which extends from it nearly one mile. From *Ragged-point* to *Clement's-Island* your course is W. ½ N. and the distance two leagues. In the middle of the channel you will have 6, 5, 4½, and 7 fathoms water. On the south side, a little below *Clement's-Island*, is *Nomine-Bay*. From abreast of *Clement's-Island* steer W. N. W. in 6, 5, and 4 fathoms water, until you have *Wichocomaca-River* open; then pass pretty near to the Island, which is on the east side of the entrance, in order to avoid the shoal which runs off from the point on the west side. Steer about north into the river, and anchor on the south side of *Newton's-Point*, in five or four and a half fathoms water.

Directions from Potowmack-River *to* Patuxet-River.

FROM *Point-Lookout* a flat runs off a considerable way, which you must be careful to avoid, by not coming any nearer to it than 7 or 8 fathoms water. Opposite this point, the flat of *Tangier-Islands* extends so far to the westward as to narrow the channel of the *Chesapeak* to about four and a half miles. This part of the flat is steep, and has 13 fathoms close to it. About two leagues to the northward of *Point-Lookout* is *St. Jerom's-Point*, off which, above two miles, there lies a shoal. About 3 leagues to the northward of *St. Jerom's-Point* is *Cedar-Point*. Between them (7 or 8 fathoms) is a good depth to keep in; near to the flat on the east side, there are 10, 16, 9, and 11 fathoms.

Cedar-point is on the south side of the entrance of *Patuxet-River*: the ground is low and sandy, and has some straggling trees standing on it. From this point a flat extends to the eastward, and also to the northward. On the north side of this river there are high hills, called Clifts, with trees on them; and from this side also a flat extends, but the shoalings on each side of the channel are gradual, and the ground soft. In the middle of the channel there are 8 fathoms water. Higher up is *Rously's-point* on the south side, and *Drum-point* on the north side; the latter is a low sandy point. You may anchor without these points, or you may go further up the river, always observing the following general rule in all the deep bays throughout

Virginia and *Maryland*: namely—To every point, more especially where the land is low, a good birth in passing; because spits or flats of sand extend from them, and consequently the water it shoal in such places.

Directions for going from Cape-Henry *or* Lynn-Haven-Bay, *to* York-River.

AS *Cape-Henry* S. b. E. would lead you on the tail of the *Middle-Ground*, and as the proceeding with it at S. E. would carry you on the tail and North edge of the *Horse-Shoe*, your keeping the Cape on any bearing between S.b.E. and S.E. will carry you through between the two Shoals. On the tail, and along the North side of the *Horse-Shoe*, the shoalings are gradual. With *Cape-Henry* bearing S. S. E. or S. E. b. S. steer N. N. W. or N. W. b. N. until you bring *Cape-Charles* to bear E. b. N. you are then to the Northward of the *Horse-Shoe*, and may steer N. W. or N. W. b. W. according as you have the wind and tide. As the ebb sets strong out of the *Chesapeak* over the *Horse-Shoe* you must not, with a northerly wind and ebb tide, approach any nearer to the Shoal than 5 or 6 fathoms water. When you have brought *New-Point-Comfort* to bear North, and *Back-River-Point* S. b. W. you are then abreast of the tail of *York-Spit*, in 3 fathoms water. When you are a little above *Long-Isle*, you must not come any nearer to the shore than 5 fathoms, until you enter the river above the marsh, then keep in 9 or 10 fathoms, and run up and anchor between *York* and *Gloucester*, in what depth you please.

With a contrary wind, stand towards the *Horse-Shoe* in 4½ or 5 fathoms, and from it into 6½ or 7 fathoms, until you are abreast of the entrance of *New-Pocosan*, where there is a gut of 7 fathoms, which runs close to the entrance; you should therefore be careful to avoid going too far in, and thereby getting on the tail that extends from *Toes-Marsh*. When you have got thus far up, you should go no nearer to the shore on this side, than 7 or 6½ fathoms, all the way up to *York*. On the other side, you should not stand any nearer to the small Isles on *York* spit, than 10 or 11 fathoms; close to the tail of this spit there are 7 fathoms: close to the middle of it there are 10 fathoms; and close to it abreast of the Islands, you will have 13 fathoms; and before you can get another cast of the lead, you will be ashore. When you have entered the river you must not come any nearer to the flat than 8 or 9 fathoms water. This flat extends from the North shore, almost one third over the river.

Cape-Hatteras.

THIS Cape lies about S. ¼ E. 37 leagues from *Cape-Henry*; between them lie the Inlets of *Currituck* and *Roanoke*. In the former there are 10

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* *On the pitch of this* Cape (*which is low sandy land*) *a light-house was erected in* 1799, *which is painted white, and bears N. N. W. from* Cape-Hatteras-Shoal, 4 *leagues distant; there is a good channel one mile and a quarter from the light, keeping the land on board.*

feet water, and in the latter 8 feet water. About 6½ leagues N. b. E. ½ E. from *Cape-Hatteras*, lies the south end of a bank on which there are 5 and 4 fathoms water; it extends north and south nearly 3 leagues, and is about two miles and a half broad. The inner edge of this bank is about three miles from the shore, between them there are 10 and 9 fathoms water. Close to the south end, and along the outer or east side, there are 7 fathoms. About three miles N. b. W. from the north end of this bank, and three miles E. b. S. from the north end of *Hatteras-Island*, there lie some small knowls, on which there are only 9 feet at low water.

Cape-Hatteras Shoals extend 10 leagues E. S. E. from the Cape, and are from N. N. E. to S. S. W. 5 leagues and a half at the broadest part; near to them on the north side, there are from 6 to 9 fathoms; near to the east end there are 9 and 10 fathoms, and near to them on the south side there are 20 fathoms. There is a channel between the cape and the shoals, in which there are from two and a half to four fathoms water. The channel or swash lies about S. W. b. S. and N. E. b. N. In going through it you will pass the cape at a distance of four miles and a half; as the sea generally breaks on the shoals on each side, you will see the swash. Your course from *Cape-Henry* to the outer end of the shoals, is S. S. E. ½ E. and the distance 34 leagues.

Cape-Lookout bears S. W. ½ W. distant 23 leagues from *Cape-Hatteras*. About seven leagues and a half S. W. ½ W. from *Cape-Hatteras*, is *Occacoke* inlet, in the entrance of which there are from 17 to 13 feet water. Between the two capes there are very regular soundings, in from 8 to 5 fathoms water.

Cape-Lookout Shoals extend four leagues and a half S. b. E. ¼ E. from the Cape, and are about three miles across; close to them on the east side, and off the outer end, there are five fathoms water; near to them on the west side, there are from 5 to 9 fathoms. The outer part of these shoals lie 25 leagues S. W. ½ S. from *Cape-Hatteras*, and 30 leagues S. W. b. W. ¼ W. from the outermost part of *Cape-Hatteras* Shoals. The deepest water between them is about 30 fathoms.

About three leagues and a half N. W. b. W. ½ W. from *Cape-Lookout* is the entrance of *Cove-Sound*, in which there are three fathoms water. The channel lies in, first, N. E. b. E, and then gradually alters round the flat, which extends from the Island on the larboard or west side, to the N. N. W. ½ W. You will have 3, 4, and 3 fathoms in the channel, as you proceed to *Beaufort*, where you may anchor at low water in 3 fathoms.

Cape-Fear lies 26 leagues S. W. b. W. ¾ W. from *Cape-Lookout*. Between the two Capes, there are Islands lying all the way along the shore, off which, about two leagues distant, there are from 5 to 9 fathoms water. About ten and a half leagues to the westward of *Cove-Sound* is the entrance of *New-River*; in which there are only 5 feet at low water. On each side of this entrance, there are two inlets, in which there are from 7 to 11 feet water.

Cape-Fear Shoals extend about seven and a half leagues S. b. E. ½ E. from the Cape; they are about three miles broad. On the inner part of the shoals there are 6 feet water; and on the middle part there are only 5 feet water; near to them every where there are 5 or 6 fathoms. About 4 miles to the southward of their extremity, there are 13 fathoms. The entrance of *Cape-Fear* river is about 6 miles to the westward of the Cape; there are 3 fathoms in it at low water.

Directions for coming in from sea for the Coast of North-Carolina.

When you are steering in for this coast, you should endeavour to keep about a degree to the southward of the latitude of the place which you intend to make, until you reckon yourself upon the edge of the Gulph Stream, and then your own judgment will direct what course is best, according as you find the wind to blow. Do not, if possible to prevent it, go to the northward of 33, 20, N. latitude, until you get into 10 fathoms water; in this depth you will be within the south or outer end of the *Fryingpan-Shoal*; it lies in latitude 33, 30, N. In approaching the coast in 33, 20, latitude, your first soundings will be from 30 to 25 fathoms; in this depth you will be very near to the inner edge of the Gulph-Stream. When you get into 17 fathoms you will have fine grey sand, with black spots; in this depth of water there is a long flat. In steering west, you will, for the first 5 or 6 leagues, shoal the water very little; when you come into 14 fathoms, you will shoal your water quicker, but gradually. In 10 fathoms water you will see the land, if the weather be clear; and you may then be sure that you are within the *Fryingpan*. From the outside of this shoal, you can see no land bearing to the westward of northwest.

In order to go over *Cape-Fear* bar, you must take care not to bring the pitch of the Cape to the eastward of E. b. N. until you have brought **Bald-Head* to bear N. ½ E. when the channel over the bar will be fairly open; and, if the weather be so bad as to prevent your getting a pilot, you may steer in N. ½ E. without being apprehensive of danger. At such times, the middle ground on the larboard side, and the fingers on the starboard side, will shew themselves very plain, by the breakers. As the least water on the bar is 3 fathoms, you may venture to go in at half flood.

†*George-Town* entrance is 18 leagues S. W. ¼ W. from *Cape-Fear*: between, lies a bank, on which there are 5 fathoms water. The north end of this bank lies about five and a half leagues S. W. b. W. from *Cape-Fear*; it thence extends S. W. ½ S. eight and a half leagues. The inner or northwest side of this bank is about 4 leagues from the shore; near to this edge, there are 10, 9, and 8 fathoms water; it shoals gradually, as you advance towards the shore: This is called *Long-Bay*. Near to the north end of this bank, there are 10 fathoms water; along its southeast side there are 8, 7, and 6 fathoms; to the southward of this bank there are several shoals.

Cape-Roman lies about five and a half leagues S. W. b. S. from *George-Town* entrance: between them lies the entrance of *Santee-River*. The south entrance is two and a half leagues from the entrance of *Georgetown* river, and three leagues from *Cape-Roman*. Ships that fall in with the shoals of *George-Town* entrance, should not come into less than 4 fathoms water; you are then about ten or twelve miles from the land, and although the muddiness of the water is apt to frighten strangers, there is no real danger to be apprehended. The land here is

* Bald-Head, *at the mouth of* Cape-Fear *river, is at the S. W. end of* Smith's-Island, *and with* Oak-Island *forms the main entrance into the river. The light-house, which was erected in December, 1794, bears N. N. W. from the point of* Cape-Fear, *and 24 miles N. W. b. N. from the extremity of the* Fryingpan-Shoal.

† *There is a light-house here of an octagonal form, built on a sandy beach, and alternately painted red and white.*

low, and appears, when viewed at a diſtance, in hummucks, like a range of Iſlands.

Cape-Roman is very low land; it has neither tree nor buſh, and appears, when ſeen at a diſtance, to be a ſand left dry by the tide. All the way from the ſouth entrance of the *Santee-River*, to about two miles ſouthweſt of *Cape-Roman*, there is a ſhoal which extends to a conſiderable diſtance from the land; the ſouth-eaſt point of it lies about 4 leagues S. E. ½ E. from the ſouth point of *George-Town* entrance; and the ſouth-weſt point lies about three leagues S. E. b. S. from *Cape-Roman*. There are 4 and 3 fathoms cloſe to this dangerous ſand; the land is ſo low, that you cannot, at the extremity of the ſhoal, ſee it from the deck. On *Cape-Roman* is a windmill, which has frequently been taken for *Charleſton* light-houſe.

From the S. W. part of the ſhoal, ſteer W. N. W. and you will ſoon ſee the Iſland called *Racoan-Lays*: it is a long narrow Iſland, and lies about W. b. S. from *Cape-Roman*. When you ſee *Racoan-Lays-Iſland*, ſteer W. S. W. or S. W. b. W. in about 5 fathoms water. As there is a ſhoal runs off about 5 miles S. E. b. E. from the north-eaſt end of *Bull's-Iſland*, you ſhould take care to avoid it in paſſing. Between *Racaon-Lays-Iſland* and *Bull's-Iſland* lies *Service-Bay*. As there are ſhoals lying off the weſt end of *Racoan-Lays*, you ſhould anchor near to *Bull's-Iſland*, in 6 fathoms water.

From the ſhoal off the N. E. end of *Bull's-Iſland* to *Charleſton-Bar*, your courſe to go clear of the *Rattle-Snake*, is S. W. b. W. ½ W. and the diſtance 7 leagues. Between *Service-Bay* and *Charleſton-Bay* there are four Iſlands, namely, *Bull's*, *Spencer's*, *Davis'* and *Long-Iſland*. There are flats extending from all the Iſlands, along which the ſoundings are regular. With *Charleſton* churches to the northward of *Sullivan's-Iſland*, you will be in five and a half fathoms water on the edge of the *Rattle-Snake*; and when the churches are open to the ſouthward of *Sullivan's-Iſland*, you are clear of the *Rattle-Snake*. You ſhould not come any nearer to this ſhoal than 5 fathoms water.

Directions for ſailing into Charleſton (South-Carolina.)

THE entrance of *Charleſton* bar lies in lat. 32, 45, north. In running in for *Charleſton* *light-houſe, which may be ſeen ſome diſtance at ſea, you will have gradual ſoundings. When you come near the bar you may ſee the north and ſouth breakers, between which is the entrance over the bar. In running over the bar you muſt have the light-houſe to bear W. ½ N. or W. b. N. Continue this courſe between the two breakers, when you will find from 12 to 18 feet of water, according as the tide may be. Follow the above courſe, taking care that the tide of flood does not ſet you on the north breakers, till you come within half a mile of the light-houſe, when you may anchor in 4 or 5

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* Charleſton *light-houſe is built of brick, and ſituated on an Iſland which you leave on your larboard hand going in, on low ſandy land, about* 80 *feet high, the lower part of which is white, and the upper part black.*

fathoms water. Buoys are in general placed on the bar, in 12 feet water at low tide.

There is another ship channel to the southward of this, called *Lawford's-Channel*, where you will have from 10 to 15 feet, according as the tide may be. In going into this channel, the course is N. W. b. N. ½ N. Bring the church a little open to the northward of the light-house, and continue the course till within ½ or ¼ of a mile of the beacon, when you may anchor as aforesaid.

This anchorage is called *Five-Fathom-Hole*. From thence your course is about N. b. E. three miles and an half, in 6 or 8 fathoms water, which will carry you abreast of *Cumming's-Point*; when this point bears west one half a mile distant, steer N. N. W. for the S. W. part of *Sullivan's-Island*; you will have from 7 to 10 fathoms water. You may go within a quarter of a mile of *Sullivan's-Island*, as it is bold. Your course from thence to *Charleston* is about W. ½ N. and the distance 4½ or 5 miles. When you bring *Hog-Island* to bear N. and *Fort-Johnson* to bear S. b. W. you are up with the eastern end of the *Middle-Ground*, which you must not go nearer to than 3 fathoms. You may then steer nearly west, keeping in 4 or 5 fathoms water, which will carry you between the *Marsh* or *Shuts-Folly*, and the *Middle-Ground*. This channel is narrow, not being more than a quarter of a mile broad, as the flats lie off from *Shuts-Folly* one quarter of a mile. Continue your west course till you come up to the town, where you may anchor in 5 or 6 fathoms water. In running up from *Sullivan's-Island* stand no nearer to the southward than till you come into three fathoms, for fear of the spit, a *Middle-Ground* that lies off to the N. E. and east from *Fort-Johnson's Point*, as far as *Cumming's Point*, nor to the northward nearer than three or four fathoms.

After sailing from *Sullivan's-Island*, as before directed, you must, if bound through the S. W. channel, or by *Fort-Johnson's Point*, bring the point of land on which the fort is, to bear S. S. W. and run directly for it, where you will have from 4 to 6 fathoms. When abreast of this point, direct your course about N. W. by W. in 6 and 7 fathoms, about one mile, or till you bring a point of wood land to the northward of the town of *Cooper's River* to bear N. N. W. when you may run N. W. b. N. about one mile, which will carry you up to the town, and anchor as above directed.

You may see *Charleston* light-house, in clear weather, in 15 fathoms water. The winds on soundings govern the current.

A gentleman from *Newburyport* being bound to *Charleston* in January 1797, got soundings in lat. 32, 55 North, had 65 fathoms, when he run W. b. S. 22 miles by log and had but 20 fathoms water.

From Charleston-Bar *to* *Port-Royal.

FROM five fathoms water off *Charleston* bar to *North-Edisto-Inlet*, the course is S. W. b. W. ½ W. and the distance 5½ leagues; this course will carry you clear of the Shoals which lie off *Stono-Inlet*, which lie fur-

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* Port-Royal *is 6 leagues N. E. ½ E. from* Tybee *light-house, at the mouth of* Savannah *river, and has a harbour sufficient to contain the largest fleet in the world.*

ther off than any that are in your way to *Eddisto*. *Stono-Inlet* is about two leagues from the South Channel of *Charleston*; between them lie two Islands, viz. *Morris'-Island*, on which the Light-House stands, and the Island called the *Coffin-Island*. With the light-house open of the *Coffin-Land*, you will go clear of the *Stono-Shoals* in 6 fathoms water; but if you shut the Light-House in with the *Coffin-Land*, you will not have more than five fathoms and half off *Stono-Shoals*; you will pass close to the breakers, and consequently be in danger; the breakers, unless the sea be smooth, shew where the shoal is. In *Stono-Inlet* there are 9 or 10 feet water at low water, but it was not much frequented, until *Charleston* was blocked up, in the year 1775.

From *Stono-Inlet* to North *Eddisto-Inlet*, the course is S. W. b. W. ½ W. and the distance 11 miles: between them, the soundings are regular, and the shoalings, when you are coming from the offing towards the shore, are very gradual; the bar of *North-Eddisto*, and the shoals which are contiguous to it, lie off about 4 or 5 miles from the land. Close to the bar and shoals there are 3 and 4 fathoms water; on the bar, there are 9 or 10 feet at low water. *South-Eddisto* is 3 leagues W. S. W. from *North-Eddisto*. The shore of the Islands, which lie between them, may be approached with your lead without danger. The shoalings toward it are gradual.

St. Helena *Sound*.

THE entrance of this sound lies between South *Eddisto-Island* and the northernmost *Hunting-Island*: it is about two leagues wide. This place is navigable by vessels of 7 or 8 feet water only; it is full of sand banks, many of which are dry at low water. Six rivers empty themselves into this sound, namely, South-*Eddisto*, *Ashappo*, *Cumbahaw*, *Chehaw*, *True-Blue* and *Corsaw*. These rivers are all navigable; some of them come 200 miles down the country, but few of them can be navigated by vessels of six feet water, for more than 38 or 40 miles from the sound. From the entrance of *St. Helena* Sound, along the *Hunting-Islands*, to the entrance of *Port-Royal*, the course is S. W. ½ S. and the distance about five and a half leagues. The soundings are regular; you will have 5 or 6 fathoms water.

Directions for Port-Royal *Harbour*.

WHEN you are coming in from sea for *Port-Royal* harbour, you should get into the latitude of *St. Michael's Head*, which is 32, 6 north, then steer west for the Head, and when you come within 15 leagues of it, you will have from 20 to 25 fathoms water.—Continue your west course until you make the land, which you will do, if the weather be clear, at a distance of 6 leagues, in 12 fathoms water. The land hereabouts is generally low, but the trees are high. *Port-Royal* entrance is known by a small grove of trees, which stands on the north side of it and tower up above all the other trees, like a high crowned hat, hence this grove is called the *Hat* of *Port-Royal*. Continue to steer, as before, keeping your lead

going, until you get into 8 fathoms water, when you will be about three leagues from *St. Michael's Head.* You may then steer a point to the southward of the west, until you get into 5 fathoms water: then steer more southerly, taking care not to bring *St. Michael's Head* to the northward of N. W. b. N. until you see the great north-breaker, called *Cole's-Care*: close to which there are 4 fathoms water; this shoal must be left on the starboard side. As you approach this breaker, from the northward, you will see another breaker to the southward, called *Martin's-Industry*; between these two breakers lies the entrance of the channel into *Port-Royal* harbour, which is about a mile wide. The mark to go clear of the north-breaker is, a parcel of high trees which stand near to the mouth of the river *May*, and appear like an island, kept just open of *Elizabeth-Point.* Your course through, between the two shoals, is W. ½ N. or W. b. N. In this channel there are not less than 3½ or 4 fathoms at low water. Continue to steer as aforesaid, between the two breakers, until you bring *Phillip's-Point* to bear N. N. W. then steer directly for it, and you will have as you proceed, 9, 8 and 7 fathoms water. When you are abreast of *Phillip's-point*, give it a small birth, and steer up N. b. W. ½ W. in 6 and 5 fathoms water; in the latter depth you may anchor in a very safe harbour.

There is also a channel between *Martin's-Industry* and *Gaskin-Bank*, called the South-channel, in which there are not less than 12 feet at low water. In order to go in through this channel, you must, when in 7 fathoms water, bring *Hilton's-Head* to bear N. W. b. N. and then steer with an ebb tide, N. W. and with a flood tide, N. W. b. N. until *Phillip's-Point* bears N. b. W. ½ W. You may then steer for the point, and proceed as before directed.

About 3½ miles S. E. from *Hilton's-Head*, and 4 miles S. b. E. from *Phillip's-Point*, lies the east end of the *Joiner's-Bank*: it thence extends W. N. W. about 2½ miles, and has 3½ fathoms on it at low water. *Hilton's-Head* is on the south side of the harbour, and is a higher bluff point of land than any thereabouts.

Tybee-Inlet lies 5 leagues S. W. ½ W. from the entrance of *Port-Royal South Channel*: between them is *Hilton's-Head-Island*: it is large, fertile, and well inhabited. From this island the *Gaskin-Bank* extends about 8 miles on the broadest part. You may proceed along this bank in 5 fathoms water.

Some, when bound to *Port-Royal*, reckon it best to make the land about *Tybee*, because the light-house makes that part of the coast distinguishable from any other part. *Tybee-Inlet* is the entrance of *Savannah-River.* Ships which draw 14 or 15 feet water, may go in at *Tybee*, and proceed through land to *Beaufort* in *Port-Royal-Island*: and from *Beaufort* vessels of 8 or 9 feet water may go through land to *Charleston.* From *Charleston* vessels drawing 7 or 8 feet water, may go through land to the river *Medway*, in *Georgia.*

On this coast it is observed, that N. E. easterly, and S. E. winds, cause higher tides than other winds, and also somewhat alter their course. At *Port-Royal* entrance, the tide flows on the change and full days of the moon, a quarter past 8 o'clock. About 6 leagues from the land, in 12 fathoms water, the flood sets strongly to the southward, and the ebb to the northward; further off from the shore, there is no tide at all. Near to the entrance of the harbour there is a strong indraught, during the flood tide, and an outset with an ebb tide.

Directions for failing into * Savannah, *in* Georgia.

MARINERS failing into this port will obferve the following marks and buoys, viz. a large buoy lies on the outer edge of the bar, in the deepeft water, having all the leading marks on the beacon and light-houfe in one, bearing W. ½ N. diftant 4 miles. Another buoy lies in the fame direction, one mile within the bar. A third buoy lies one mile farther, W. b. N. from the fecond. A fourth buoy lies N. W. b. W. from the third; after paffing which there is fafe anchorage for a large fleet in 4 or 5 fathoms at low water, the light-houfe bearing S. S. W.

The buoys lie and lead in the deepeft water, having a channel half a mile to the northward, and one quarter of a mile to the fouthward of them, (in the narroweft place) nearly the fame depth of water, and there are 20 feet on the bar at loweft tides.

You may fail either fide of the buoys. If in the night, and you are to the northward of *Tybee*, be careful of going nearer the *Gafkin-Bank* than 5 fathoms. *Martin's-Induftry* is a bad reef lying to the northward of the bar, and the South Breakers to the fouthward. In frefh winds, you take a pilot abreaft of the light-houfe—in moderate weather without the bar.

Forty miles fouth of *Savannah* lies *Sunbury*, a port of entry, at the head of St. *Catharine's* Sound, between *Medway* and *Newport* rivers, about 15 miles fouth of *Ogeech-River*. There is a bar here, but the harbour is capacious and fafe, and has water fufficient for fhips of great burden.

Winds and Weather on the coaft of South-Carolina.

WHEN the wind blows hard in the N. E. quarter, without rain, it commonly continues to blow hard for fome time, perhaps for 3 or 4 days; but if fuch winds are attended with rain, they generally fhift to the eaft, E. S. E. and S. E.

South-eaft winds blow right in on the coaft, but they feldom blow dry, or continue long; in 6, 8, or 10 hours after their commencement, the fky begins to look dirty, which foon produces rain. When it comes to blow and rain very hard, you may be fure that the wind will fly round to the northweft quarter, and blow very hard for 20 or 30 hours, with a clear fky.

North-weft winds are always attended with clear weather. They fometimes blow very hard, but feldom do fo longer than 30 hours.

The moft lafting winds are thofe which blow from the S. S. W. and W. N. W. and from the north to the E. N. E. When the wind is in any of thefe quarters, the weather is the moft fettled.

Thunder gufts are very common on this coaft in the fummer time; they always come from the N. W. quarter, and are fometimes fo heavy that no

* Tybee-Iffland *lies at the mouth of* Savannah *river, to the fouthward of the bar. It is very pleafant, with a beautiful creek to the weft of it, where a fhip of any burthen may lie fafe at anchor. A light-houfe ftands on the Iffland* 80 *feet high, is* 17 *miles* E. S. E. ½ E. *from* Savannah, *and* 6 *miles* S. W. ½ W. *from* Port-Royal. Warfaw-Sound *is formed by the fouthern end of this Iffland. The beacon is a maft with a black cafk on it.*

canvaſs can withſtand their fury: they come on ſo ſuddenly, that the greateſt precautions are neceſſary to guard againſt the effects of their violence.

From *Tybee-Inlet* to St. *Simon's Head* the courſe is S. b. W. ½ W. and the diſtance 16 leagues; and from *Tybee-Inlet* to the bar on the entrance of St. *Simon* the courſe is S. b. W. and the diſtance 19 leagues. Between them are the following ſounds, namely, *Warſaw*, *Hoſaba*, St. *Catharine's*, *Sapello*, and *Little-Simon's*. In proceeding from Tybee for St. *Simon's-Sound*, you will have from 4 to 7 fathoms water: the ſhore of the ſeveral Iſlands which lie between them is flat, and the ſhoalings as you approach are gradual.

St. *Simon's Bar* lies 9 or 10 miles from St. *Simon's Fort*: the fort is on the ſouth end of St. *Simon's-Iſland*, and by its white appearance, makes this place remarkable. About a mile and half to the ſouthward of the fort, is the ſouth end of *Jekyl-Iſland*, which is eaſily known by the trees, appearing as an umbrella, and therefore called the *Umbrella-Trees*. In order to ſail over the bar, bring a large round tree which ſtands to the weſtward of the ſound, right on with the middle of the opening between St. *Simon's* and *Jekyl Iſlands*; bring alſo the three trees which ſtand together to the weſtward of St. *Simon's Fort*, juſt open to the ſouthward of the fort, and then ſteer weſt, until you are over the bar. On the bar you will have, at three quarters flood, about 19 feet water. The width of the bar is about three quarters of a mile: the extremities of the ſands, on each ſide, generally ſhew themſelves by the breakers. The north break head and the ſouth break head bear of each other S. E. b. E. and N. W. b. W. Come no nearer to the north break head than half a cable's length. The ground on the bar is hard, but without and within the bar, it is ſoft. When the ſouth end of *Jekyl Iſland* bears S. W. ½ W. the north-eaſt point of St. *Simon's Iſland*, called St. *Simon's-Head*, N. b. W. and the round tree, which ſtands to the weſtward of the ſound, is on with the middle of the opening between *Jekyl Iſland*, and that of St. *Simon*, you are on the middle of the bar.

When you come into four and a half fathoms water, you are within the bar, and ſhould then ſteer W. b. N. ½ N. There is a middle-ground in the fair way, but you need not fear it, becauſe there are always three feet more water on it than on the bar. Give the fort, in paſſing it, a birth of about a cable and an half's length, and anchor with the fort E. b. S. in 3 fathoms water; you will then be about 3 quarters of a mile from the fort.

The tide flows on the change and full days of the moon, as follows: namely, in the ſound, 9 o'clock; on the bar half paſt 7 o'clock, and in the offing, three quarters after 6 o'clock.

The Mouth of *St. Mary's-River.

ABOUT ſeven and a half leagues S. b. W. from St. *Simon's Bar*, lies the bar of St. *Mary*, or the entrance of *Prince William's Sound*: between them you will have 5 or 6 fathoms water. Run to the ſouthward, until you bring the northernmoſt of the three ſand hills, which you will ſee on the north end of *Amelia-Iſland*, half a cable's length to the northward of the ſouthernmoſt *Umbrella-Tree* on the ſaid iſland, and you will then

* *This river forms a part of the ſouthern boundary line of the* United States. *It in part divides* Georgia *from* Eaſt-Florida, *and is very crooked.*

have the bar open. When you are on the bar, the north end of *Amelia-Island* will bear W. b. N. distant three and an half miles, and the southernmost part of *Cumberland-Island* W. N. W. ¼ W. distant four and a half miles. Steer W. N. W. ½ W. The north breaker generally shews itself; this is called by some, the *Middle-breaker*. On the bar there are not less than 12 feet at low water. In the channel between the bar and the south end of *Cumberland-Island*, there are 4 and 5 fathoms water; this is called the South-Channel.

There is another channel, called the North-Channel; it lies near to the south-east point of *Cumberland-Island*. Here are two bars, distinguished by the names of outer and inner Bars; there are only 6 feet on them at low water. In order to go over in the best of the water, bring the north-west point of *Amelia-Island* to bear S. b. W. ¾ W. and then steer for it, until you have passed through between *Cumberland-Island* and the north breakers. *St. Mary's-River* separates the province of *Georgia* from *East-Florida*.

St. Augustine lies S.b.E. ½ E. 20 leagues from *St. Mary's-Bar*; between them lies *Nassau* and *St. John's* rivers. The bar or entrance of *Nassau* lies 5 leagues to the southward of *St. Mary's*: between them there are 5 fathoms water. The sands at the entrance of *Nassau*, lies 3 miles off from the south-east point of *Amelia-Island*, and from the north-east point of *Talbot-Island*. The entrance of *St. John* lies 3 leagues to the southward of that of *Nassau*. Between *St. John's* and *St. Augustine*, the shore is bold; you will have 5 or 6 fathoms within half a mile of the shore. When you are abreast of *Point-Carteel*, you will open St. *Augustine's-Bay*. When St. *Augustine's-Fort*, which is large and white, bears W. b. N. distant 5 miles, you will have about seven and a half fathoms water. Before *St. Augustine* lies the north end of the Island *St. Anastatia*.

St. Augustine's-Bar is formed by the extremity of a narrow sand, which extends two miles E. S. E. from *Point-Carteel*, and the point of another sand which extends half a mile E. b. N. from the north-east point of *St. Anastatia-Island*. This bar is a little more than a quarter of a mile wide, with a small shoal lying in the middle, which divides it into two channels, called the North and South Bars; there are not more than 12 feet on either of them at high water, spring tides. On the north end of *St. Anastatia's-Island*, there is a look-out-house, which appears like a light-house.

Matanza-Inlet lies S. S. E. ½ E. about 6 leagues from St. *Augustine's-Bar*. This inlet is at the south end of *St. Anastatia-Island*: there are only eight and a half feet on the shoalest part of the bar at high water. Vessels that go in at this inlet, may proceed between *St. Anastatia's-Island* and the main, to *St. Augustine*: on the south end of this island there is also a look-out-house. The tide flows, at both ends of the Island, on the change and full days of the moon, half past 7 o'clock.

Cape-Canaverel lies S. S. E. 24 leagues from *Matanza-Inlet*; between them lies *Moskito-Inlet*, or *New-Smyrna-Entrance*: it is about 11 leagues N. N. W. ¼ W. from *Cape-Canaverel*. The shore all the way from *Matanza-Inlet* to the Cape is bold, excepting a rocky shoal, which extends a mile and a half from the shore, about 5 miles to the southward of *Matanza-Inlet*.

From *Cape-Canaverel* some rocky shoals extend east about 6 leagues; their breadth, from south to north, is about five and a half leagues. The north-east extremity lies four and a half leagues N. E. ½ E. from the Cape; and the south-east extremity lies S. E. b. E. ½ E. five and a half leagues. Near to them on the south side, there are 4 fathoms; and near to them without, or on the east side, there are 9 fathoms.

The northernmost part of *Maranilla-Reef* bears E. b. S. from *Cape-Canaverel*. Near to these shoals on the north side, there are five fathoms water, bearing S. E. b. E. distant 26 leagues. *Memory-Rock* bears S. S. E. ½ S. distant 28 leagues from the Cape, and 25 leagues S. S. E. ½ E. from the easternmost part of the shoals which lie off the Cape.

About 16 leagues S. b. E. from *Cape-Canaverel* is *Ayes-Inlet*, now called *Hillsborough-Inlet*: the land between them is curved; near to the shore, in the bite, there are some rocks. Between the Cape and this inlet, there are 2, 3, 4, 5, 6, 7, and 8 fathoms water. From *Hillsborough-Inlet* to the south-east part of the shoals which lie off *Cape-Canaverel*, your course is N. b. E. and the distance 13½ leagues; between them there are 10 fathoms water. *Memory-Rock* lies 16 leagues E. S. E. from *Hillsborough-Inlet*.

From *Canaverel* to *Biscaina-Isle*, the coast lies nearly south; and the distance is about 54 leagues. From *Biscaina-Isle* to *Cape-Largo*, the coast runs south-westerly; and from *Cape-Largo* to *Cape-Florida*, it runs S. b. W. and S. S. W.

Maranilla-Reef is the north end of the *Little-Bahama-Bank*: as the flood tide sets in, on every part of this end of the bank, it is exceedingly dangerous.

About 12 leagues S. b. W. from *Memory-Bank* lies *Seal-Key*: this key lies off the north end of the *Bahama-Island*: this is a long narrow Island, stretching about S. E. b. E. and N. W. b. W. 23 leagues; it is rocky, from one end to the other.

WEST-INDIES.

Directions for sailing from Montserrat *to* Hispaniola *and* Jamaica; *with Directions for coasting round those Islands.*

[*** *The Courses here are the* true *Courses; allowance must therefore be made for Variation.*]

IN sailing down to *Jamaica*, or the *Bay of Honduras*, go to the southward of *Montserrat*, and steer west by the compass until you get into the latitude 17° 27′ N. Keep that parallel; and do not go to the northward of it, until you are past *Altavella* (hereafter described); for, by keeping in that latitude, you avoid falling into a deep dangerous bay, called *Juliana* or *Neyva Bay*, on the south side of *Hispaniola*, into which a strong indraught sometimes sets.

South side of Hispaniola. *Altavella* is a high picked rock, and is the southernmost part of *Hispaniola*, about the middle of the Island down, and, from most bearings, makes the resemblance of a bell. It lies in latitude 17° 29′ N. longitude 71° 32′ W. from *Greenwich*; and S. W. b. S. from the island of *Beata*, distant seven and a half miles: from the island and rocks called the *Frails*, S. S. E. distant 8 miles: from Cape *Lopez*, or the western False Cape, to the south-west point of *Beata*, is S. E. b. S. 16 miles: from the same Cape to *Altavella* is S. b. E. 19 miles: and from the said False Cape the *Frails* bear S. ½ E. 11 miles distant: from False Cape to *Sambay* is N. N. W. northerly 19 miles. The two False Capes bear from each other E. S. E. and W. N. W. Between, is the bay called *Blue-Hole*, where there is good fishing, and on shore wild bullocks and hogs.

When off the west end of *Beata*, bring the S. W. point S. or S. b. W. distance 2 or 3 miles.

There is anchorage in 10 or 12 fathoms, the north-west point bearing about N. N. E. At the last-mentioned point you may anchor; there is a well which at times has fresh water in it. A small distance N. W. from

Altavella is a ſmall rock; a mile and a half farther a ſhallow runs out, having 16 fathoms water, ſandy ground.

The *Frails* are ſteep rocks; you may ſail within a quarter of a mile of them all round.

Within Cape *Lopez*, or the weſtern Falſe Cape, you may anchor; but the ſoundings are within a mile of ſhore. The wind is for the moſt part off ſhore, and there is good fiſhing.

Going into *Sambay*, you may keep *Altavella* juſt open with Cape *Lopez*. When at anchor off the mouth of *Sambay*, Cape *Lopez* will bear S. S. E. ſoutherly, diſtant 19 miles. At about midway between the ſame cape and the river, you come upon ſoundings from 30 to 16 fathoms, and gradually down to 6 or 7 fathoms, at about a mile from the river, all good ground.

Above the river's mouth are two ſquare brown places, or ſavannahs, which may guide you in anchoring. The river *Sambay* is extremely convenient for a fleet to wood and water in, as there is generally but little wind, and that off ſhore; for the ſea-winds come not in above two or three hours in a day. In the bay is plenty of fiſh. At times you may meet with the hunters, who have huts for curing wild bullocks and hogs.

Thirteen or 14 miles to the weſtward of *Sambay* is a ſmall harbour called *Trou*, frequented by barks wherein the hunters carry their meat to market.

Jacquemel, the next port to *Trou*, is a fine harbour, with fortifications at the entrance, and is diſtinguiſhed by the ſudden cut off or drop of a hill, ſeen over another long hill, at the upper part of the harbour; by running in for which drop, you will be led directly in for the harbour's mouth.

From *Jacquemel* to Cape *Bennet* the courſe is W. S. W. diſtance four leagues. It is very remarkable on account of its white cliffs.

From Cape *Bennet* to the eaſt end of the Iſle of *Avache* or *Aſh*, is W. $\frac{1}{2}$ S. diſtance 18 or 19 leagues. When you are off at ſea, and abreaſt of *Avache*, the middle of the ſaddle-hill over *Port-Louis* bears N. b. E. eaſterly, and then the eaſt end of *Avache* is between you and it. This iſland is low, and lies ſo under the other land of the main, that you muſt be near it before you will be able to diſtinguiſh it from the main. From the diſtance of ſix leagues it appears like a cluſter of ſmall iſlands; and the water towards it gradually ſhoals.

The hills over *Port-Louis* are the ſecond high land from the weſt end of *Hiſpaniola*. The weſternmoſt is the higheſt, and is called *Grandtance*. It may be ſeen a long way off at ſea, on both ſides of the iſland; ſo that, knowing the bearing, you may be ſecure of a good guide in working up through the Windward Paſſage.

There is a rock, called the *Diamond*, bearing E. northerly from the entrance of *Port-Louis*, 2 leagues, and from the eaſt end of *Avache* N. E. b. N. 5 leagues.

The *Achens Keys* lie a little to the eaſtward of it, and bear from the eaſt end of *Avache* N. E. northerly. The ſouth end of *Avache* and *Point Abacco*, when in one, bear E. b. N. $\frac{1}{2}$ N. and W. b. S. $\frac{1}{8}$ S. 2 or 3 leagues. There is a reef off the eaſt end of the Iſle of *Aſh*, about a mile, which muſt be avoided when going into *Port Louis*.

To anchor at the weſt end of *Avache*, you may ſail within a mile or two of the weſt end of the iſland, ſo as to bring the aforeſaid point to bear S. E. b. S. in four and a half fathoms water; and then the eaſternmoſt white cliff on the main will bear N. weſterly, the entrance of *Port Louis* N. E. and *Point Abacco* S. W. b. S. and the *Grand Cayes* N. W. b. N. All hereabouts is good ground.

There is a ſmall ſandy key which lies a little off the N. W. point of *Avache*: bring this key on the aforeſaid point, and at about a mile diſtance

you will find 5 fathoms, sandy ground, with good anchoring and soundings a long way to the southward.

All along the east side of *Point Abacco* is a reef of rocks, about a mile from shore, to which you should be attentive when coming out from the west end of *Avache*.

If bound to Jamaica. Being off *Point Abacco*, in a fair way, steer west for the east end of the island, and be careful in not running too far in the night, as the land at that end of *Jamaica* is very low.

West and north side of Hispaniola, *&c.* The course from *Point Abacco* to Cape *Tiberon* is W. b. N. distance 10 or 11 leagues. Cape *Tiberon* lies in lat. 18° 20′ N. and long. 74° 23′ W. from *Greenwich*.

To anchor in *Tiberon-Bay*, you must bring the easternmost point to bear S. E. b. S. distant three quarters of a mile; and you will then be right against the river or watering-place. There are soundings a good way off from the bay, and round the cape as far as Cape *Donna Maria*.

From Cape *Tiberon* to the small island *Navasa* is 11 leagues W. ¼ N. by compass. This island is of moderate height and bold-to: it lies in lat. 18° 23½′ N. long. 74° 56′ W. from *Greenwich*. Under the N. W. point is anchorage in 12 to 17 fathoms, sandy ground, but there is a great swell, with strong sea-breezes.

From Cape *Tiberon* to *Irish-Bay* Point is N. N. W. 4 miles, and from thence to *Donna Maria* N. N. E.

To anchor in *Donna-Maria* Bay, you must bring the White Cliff in the bay to bear E. b. S. in 5 fathoms water. The soundings, as you come into the bay, are gradual; wherefore keep your lead going.

From *Navasa* to Cape *Donna Maria*, the course is N. E. b. E. distant 12 leagues.

From Cape *Donna Maria* to Cape *Rosa*, or *Roxa*, the distance is 6 leagues: between, are three small bays, having barcadiers for small vessels.

From Cape *Rosa* to the *Great Caymite* the course is E. b. N. ½ N. dist. 12 leagues.

The north point of the *Great Caymite* and the west end of the *Granive* bear from each other S. W. b. W. and N. E. b. E. dist. 9 leagues.

From the west end of the *Granive* to a reef of rocks which lies between the *Granive* and the main, when they are in one, the bearing is N. N. W. and S. S. E. dist. 4 or 5 leagues. This reef is dry for about 100 yards S. W. and N. E. and has gradual soundings to the rocks. The flat of the reef runs a long way to the N. E. and the best working is between the reef and the main, because the main is bold, and continues so all the way up to *Lewigan* or *Leogane-Road*; but, in standing over to the *Granive*, you will meet with overfalls of 13, 11, 9 and 7 fathoms water.

To anchor in *Lewigan-Road*, give the *Fort-Point* a good birth of about a mile. You will see the white water, it being very rocky about the *Fort-Point*. For coming to anchor, bring the *Fort-Point* E. N. E. or N. E. b. N. dist. 2 miles, and you will have muddy ground in 18 fathoms water, with the fort N. E. ½ N. dist. 1 mile; then the east end of the *Great Granive* will bear N. W. b. N. and the west end W. N. W. northerly, and the *Little-Granive* N. W. ¼ N. dist. about 6 leagues.

About 4 miles to the northward of the point of *Lewigan*, you come t the over-falls, in 20 fathoms, and so to 13, 10, 7 and 11. o

The *Triangles* and the S. E. point of the *Little Granive* bear from each other N. E. easterly, and S. W. westerly, dist. 5 leagues.

From the *Triangles* to *St. Mark's Point* is N. W. b. W. dist. 5 leagues. By the *Triangles* there is good anchoring in 13 fathoms water, coarse land and shells.

St. Mark's Point and the eaſt end of the *Granive*, when in one, bear S. b. E. and N. b. W. diſt. about 5 leagues.

From *St. Mark's Point* to *Arthabenite* or *Artribonite Point*, the bearing is N. N. W. diſt. about 3 leagues. Here is good gradual ſounding all the way, 10 and 11 fathoms, and ſo up in the bite, where is *St. Mark's Town*, with a good road for ſhipping, well ſecured by forts.

From Cape *Donna Maria* to Cape *Nicolas*, the courſe is N. E. b. E. diſt. 32 leagues.

From Cape *Nicolas* to the iſland of *Great Caymite*, the courſe is S. diſt. 22 leagues.

From the platform of Cape *Nicolas* to the weſt end of the *Great Granive* is S. S. E. 15 leagues.

From the ſame platform to *Arthabenite-Point* is S. E. b. E. diſt. 13 leagues.

From Cape *Nicolas* to the *Mole-Land Point* is N. N. E. 3 or 4 miles; between, is the Mole itſelf, where, in a wet ſeaſon, you may get water at the head three or four miles up; which may likewiſe be had after rains at the platform; but, in dry ſeaſons, neither afford any.

From the *Mole-Land Point* to the weſt end of the iſland of *Tortugas*, or *Turtle-Iſland*, the courſe is N. E. b. E. diſt. 13 leagues. In order to anchor at the weſt end of this iſland, in five and a half fathoms, ſandy ground, you muſt bring that end N. W. b. N. diſt. 3 miles, the S. W. end of the ſame S. S. E. and a ſmall reef in the bay N. N. E. diſtant three quarters of a mile. There is a reef all along the inſide of the iſland; otherwiſe there is a good working channel between the iſland and the main. The weſt end of *Tortugas* lies in lat. 20° 5½′ N. and long. 73° 1′ W. from *Greenwich*. It is 5 or 6 leagues long, and ſtretches E. b. S. and W. b. N.

Port Paix, which lies within the iſland of *Tortugas*, is a place for large ſhips: when the high hill which is ſeen over *Port Paix* bears S. W. b. S. then the eaſt end of the iſland is between you and it.

From the eaſt end of the iſland of *Tortugas* to Cape *Franccis*, the courſe is S. E. b. E. diſt. 10 or 11 leagues.

From ditto to *Monta-Chriſta*, or *Monte-Chriſti*, or the *Grange*, E. b. S. diſt. 21 leagues.

To the weſtward of this mount is a large flat, with ſeveral keys and ſhoals upon it. When the northernmoſt key or ſhoal is in one with the mount, they bear E. In 19 fathoms water, you are about a mile from the ſhoal, Cape *Francois* bearing S. W. ½ W. and the dry key in one with the high-land within the mount. To the ſouthward of the dry ſhoals is a long flat of 10 or 11 fathoms, which reaches as far as *Port Dauphin*, and ſo all along the outſide of the reef which forms the harbour of *Cape-Francois*: the leading mark into this harbour is, the eaſt end of the iſland of *Tortugas* kept open of the point of the Cape-land.

On the outſide of the Cape-land is a little harbour called *Little-Cape-Francois*: to the weſtward of the ſame Cape-land is a ſandy bay with a bar, fit only for boats; 5 miles to the weſtward of which is a good anchorage and watering-place, named *Cumberland-Bay*. You may anchor in 7 fathoms, bringing the point N. N. E. and the river where the caſks may be filled E. S. E. three quarters of a mile diſtant. A little to the weſtward of this is a moſt pleaſant iſland, where the gentry of *Cape-Francois* often regale themſelves.

Weſtward of *Monta-Chriſta* are gradual ſoundings from 12 to 5 fathoms. In order to anchor, bring the S. E. end of the little key to bear N. b. E. and between that and a dry ſhoal lying to the W. S. W. of the little keys

there is smooth riding and good ground. At the town of *Monta-Christa* is a river of fresh water, and a fort which was built by the *Spaniards*.

To the eastward of the mount you may anchor in what depth you please, from 12 to 3 fathoms, within a reef, where you will be sheltered from the N. E. winds. This is a good place to look out for ships coming from the eastward; for, you are so much under the mount, that before they come very near they cannot distinguish you.

The *West Corcois Keys* being low, stand to the southward in the day, but keep off to the northward with little sail during night. From the main-top the keys upon the *West Corcois* may be seen from the distance of about four leagues, when 2 or 3 miles to the westward of the northern key of *Turks-Island*. In passing the first great key, the vessels at anchor may be seen while keeping a S. S. W. course. From the *Corcois Key* S. b. E. 11 leagues distant, the high land to the eastward of *Monta-Christa* may be seen, bearing S. b. W.

In running over from *Monta-Christa* to the *Corcois* bank, the distance is 20 or 21 leagues; whence it is inferred that the south side of the *Corcois* bank lies in lat. 21° 5′ N. Upon the edge of the reef are several dry patches of rocks; but the key is a good way in upon the bank; and, when you come past the said patches of rocks, the bank inclines to the N. and N. N. W. distance 8 or 9 leagues. Then you pass by a key, which is rather bold to, but joined to the main key by a reef, the north side of which is at the entrance of the south harbour. This key is called the *Little Corcois Key*, and lies in lat. 21° 22′ N. from which you haul up N. N. E. and then run along by a narrow key 5 or 6 leagues, whence it rounds up more to the eastward; here is a place for anchoring, and small craft can go in; but the northernmost part of the bank and reef runs up as far as latitude 22° 5′ N.

From *Corcois Key* to *Mayaguana* the course is N. W. b. W. distance 20 leagues.

From ditto to the east end of *Heaneago* is W. dist. 15 or 16 leagues.

From *Corcois Key* to Cape *Francois* is S. b. E. 36 leagues.

In coming through between the *Corcois Key* and *Heaneago*, both may be seen from the mast-head.

At the east end of *Heaneago* there is a remarkable rock: when it bears N. W. ¼ W. dist. about 2 leagues, the ground may be seen with no more than three and a half fathoms water. Haul out S. S. E. and keep the lead going till you have from three and a half to four, four and a half, seven, eight, ten fathoms, and then no ground. When the aforesaid rock bears N. N. W. dist. 4 or 5 leagues, then the east end of *Little Heaneago* bears N. W. b. W. ½ W. dist. 4 leagues. Latitude observed 21° 25′ N.

Heaneago stretches about W. S. W. and E. N. E. being in length about 13 or 14 leagues. It is environed with a reef, and about midway there is a remarkable white rock just within the reef. The highest part of the key is about five or six miles to the eastward of the S. W. point; being the first land you see when you come from the southward; but the S. W. is low and sandy, lying in lat. 20° 57′ N. If you would water at the pond, it lies about 4 or 5 miles to the northward of the S. W. point, when you will bring the westernmost point to bear N. W. b. N. dist. 2 or 3 miles, where you may anchor in 10 fathoms, taking care to look out for a good place to let go your anchor; for, the water being clear, you may see the bottom. The watering-place is in over the bank, and in rainy times you may have water out of the pond; but none in dry weather. The westernmost point is about the middle of the west end of the island, and from it the N. W. point bears N. ½ E. 6 or 8 miles; between, is a shallow bay, with reefs in it. The south-west and north-west points are low and sandy.

From the S. W. end of *Great Heaneago* to *Acklin's Key*, N. N. W. ½ W. 24 leagues.

From the weſt end of ditto to the *French Keys*, N. b. E. 30 leagues.

From the *French Keys* to *Atwood's Key*, N. N. W. 11 leagues.

From ditto to the S. W. point of *Mayaguana*, E. S. E. 8 leagues.

From the weſt end of *Mayaguana* to the weſt *Corcois*, S. E. b. E. 20 leagues.

From the weſt *Corcois Key* to Cape *Francois*, S. b. E. 36 leagues.

Jamaica, &c.

THE direct courſe from *Altavella* (deſcribed in the foregoing directions) to Point *Abacco*, on *St. Domingo*, is W. b. N. diſt. 42 leagues. The courſe and diſtance from *Altavella* to Cape *Tiberon*, the ſouth-weſternmoſt point of *St. Domingo*, is W. N. W. 15 leagues; and from *Cape-Tiberon* to the eaſt point of *Jamaica*, it is W. b. S. ¼ S. 34 leagues. As the eaſtern part of *Jamaica* is very low, it is unſafe to run for it in the night. The latitude of the eaſt point is 17° 58′ N. long. 76° 3′ W. from *Greenwich*.

The ſouthernmoſt *high* land of *Jamaica* is *Yallah's Hill*, which is a very remarkable one. When the fall of this hill bears W. b. N. ſteering W. ½ S. it will carry a veſſel a league or more to the ſouthward of the eaſt end of the iſland. The latitude will be a guide for *Yallah's Hill*: in 17° 50′ or 17° 51′ it bears W. b. N. Should you make this land, bearing W. b. S. ½ S. 9 or 10 leagues diſtant, haul up to the ſouth-weſtward, ſo as to clear the eaſt point, making allowance for a current which frequently ſets to the northward.

Veſſels, bound for *Port-Royal* from off the eaſt point of *Jamaica*, ſhould ſteer at the diſtance of 3 or 4 miles from ſhore until they are paſt *Morant-Bay*, to avoid a reef which extends two miles from ſhore to the ſouthward of *Rocky-Point*. The coaſt thence to the entrance of *Port-Morant* is rocky for about a mile from ſhore, and from *Port-Morant* to *Morant-Bay* it is the ſame. From *Morant-Bay* to near the white cliffs called the *White-Horſes*, the coaſt is clear; but from thoſe cliffs are ſome rocks extending nearly half a mile from ſhore.

Yallah's Point may be approached within one third of a mile; from this point to *Cow-Bay* Point is clear. The latter point is low, and it is, with the coaſt to the weſtward of *Plum-Point*, bold-to.

The courſe from *Cow-Bay* Point to *Plum-Point* is W. ½ N. diſtance 8 miles.

South ſide of Jamaica. Veſſels may run bold in with *Plum-Point*: when you bring *Rock-Fort* N. b. E. you will come over a croſs-ledge about 8 fathoms, juſt as you are out, and in with the leading mark, which is the magazine of *Port-Royal* on the higheſt part of *Salt-Pond Hill*, on the *Nab*, or the north part of the *Apoſtles'-Battery*, on the weſt ſide of *Port-Royal* harbour, in a line with the magazine of *Fort-Charles*. Steer with the laſt mark on until abreaſt of *Lime-Key*, and then a little ſouthward towards *Rackham's-Key*, giving *Lime-Key* a good birth, until *Port-Royal* Point appears open between *Gun-Key* and *Rackham's-Key*: ſteer between the two keys in mid-channel; and, having paſſed them, ſteer directly for *Port-Royal* Point, until the fall of *Yallah's-Hill* is brought on the centre of *Gun-Key*;

this will lead between the *Point-Knowl* (a hard coral bank having but two and a half fathoms on it) and the point of *Port-Royal*. The channel, although but a cable's length wide, is safe.

The shoal you first come to is the *Middle Ground*, which lies S. S. W. off *Plum-Point*. The eastern channel is between *Plum-Point* and the Middle Ground: this is the best channel; keep well in shore till the leading-mark is on, as aforesaid; then you may go on in safety.

Off the *Fort-Point*, westward of *Gun-Key*, are three knowls, called the *Point-Knowl*, the *Harbour-Knowl*, and the *South Channel Middle Knowl*.—The best channel is between the fort and the first knowl: close to the fort the water is deepest. A leading-mark for this channel is, to keep *Gun-Key* a ship's length open of *Yallah's-Point*; the breast-mark is, the church on the second embrasure of the fort.

The *Harbour-Knowl* of 3 fathoms lies about 150 fathoms to the westward of the point. It is avoided by keeping within half a cable's length from shore. When past the point, steer northward until the *Admiral's Penn* appears to the northward of *Gallows-Point*, which will lead clear of *Old-Port-Royal* and to the anchorage off the dock-yard.

The best anchorage for ships bound to sea from *Port-Royal* harbour is in 9 fathoms: the mark is, a notch on the east side of the high mountain, (called the *Leading-Notch*) open a little to the eastward of *Fort-Augusta*, bearing nearly north by compass, and *Rackham's-Key* on with *Fort-Royal-Point*.

The channel most used by vessels bound outwards is that called the South Channel. You should weigh anchor early in the morning, as at that time the current generally sets to the eastward. The leading-mark is the *Leading-Notch* above-mentioned in one with the magazine of *Fort-Augusta*, the easternmost building of the fort. This mark will lead ships drawing 16 or 17 feet water clear through: larger ships should keep the notch a very little eastward of the magazine, until the hummock of *Helshire* appears open of *Fort-Small*. This will lead clear of the *South Channel Middle Knowl*, of 20 feet water. After *Helshire-Hummuck* is open of *Fort-Small*, the *Leading-Notch* kept a little to the eastward of the magazine will lead clear between *Drunken Man's* shoal and the *South-Knowls*, which are two small knowls of 23 feet water: when you are to the southward of these knowls, *Maiden-Key* will appear a ship's length open of *Drunken-Man's-Key*. Then bring and keep the leading-mark on as first directed till *Portland* appears like an island, when you will be clear of all the shoals.

Should the land-breeze fail before you are out of the channel, you must anchor: the best mark for this purpose is, the *Leading-Notch* a little open to the eastward of *Fort-Augusta* magazine, and about a mile S. W. by S. of *Drunken-Man's-Key*.

The mark, when on-shore on the east-side of the *Turtle-Heads* and *Three-Fathom-Bank*, is, the church-steeple upon the magazine of the fort, and *Spanish-Town* land just open.

From *Port-Royal* to *Portland* is S.W. dist. 10 leagues: but you must keep farther to avoid *Wreck-Reef* and the key. There is founding so far out as to bring the easternmost land of *Helshire* to bear N. by E. and *Rock-Point*, or the southernmost land of *Portland*, to bear N. W. by N.—for, at that bearing are from 17 to 23 fathoms, and the next east no ground with 80 fathoms line, though not a ship's length from the first to the last. Upon this flat are several keys, and going into *Old-Harbour* from *Portland-Point* E. dist. 3 and 4 miles, are two keys, and *Negro-Head-Rock*; and N. E. are the other keys.

Right off from *Portland* there is a gradual founding for 8 or 9 miles.

From *Portland* S. dist. 13 or 14 leagues, lies *Portland-Rock*.

To sail into *Withy-Wood* Road, you must keep to the westward till you bring a little round hill in the bay to bear N. or N. by W. (taking care in coming from the eastward to keep off shore so as to avoid *Rock-Point*) and keep the same bearing as you run in for it, which will bring you in sight of the *Old-Fort*; then between you and the hill, in these depths, 10, 8, 7, 6, 5, 4, 3½ fathoms; then you will be within a mile and a half of the shore. The fort N. E. is the best birth, as the boats can sail both on-shore and on-board, and then *Rock-Point* will be on with the southernmost point of *Portland*, bearing E. S. E.

From *Portland* to *Pedro-Point* is W. b. N. dist. 10 leagues; between which is *Milk-River*, a little to the westward of *Withy-Wood*, and the going in is much the same.

Between *Great-Point-Pedro* and *Little-Point-Pedro* is *Alligator-Pond* Reef, a dry key 2 or 3 miles long. On the inside is 3 fathoms water, and good soundings; off here and off *Point-Pedro*, for 4 or 5 miles, is 20 fathoms, sandy ground, and the edge of the soundings runs E. S. E.

To sail into *Black-River* coming from the eastward, you are to keep *Pedro* Point open of the *Parrattee* Point, till you bring the church N. N. E. easterly, or the church on with the gap in the high land, and that will carry you in the best of the channel. It is full of heads of coral rocks.

To anchor in *Bluefield's-Bay*, coming from the eastward, you must keep down by the outside of the reef, or keep the land to the eastward open of the point, till you bring the leading mark, which is the overseer's house, and the tavern, in one, bearing N. E. b. E.; and, for your anchoring, bring the easternmost point to bear S. E. b. S.

Savannah-la-Mer bears about W. b. N. ½ N. from *Bluefields*. The coast between is rocky to nearly two miles from shore in some places. The leading mark for going in there is, to bring the fort north, keeping your lead going, which will lead you in the channel.

West end of Jamaica. All round the west end of *Jamaica* it is flat off with good sounding for a long way. And between the N. W. point and *St. Lucea* is *Orange-Bay*, *Green-Island*, and *Davis'-Cove*. These are places which are seldom used but by those who go thither on purpose to load, and have pilots on board.

The way of going into *St. Lucea* harbour, coming from the eastward, is, to open the harbour, and steer right in, giving the *Fort-Point* a little birth; for there is a small reef which runs off from it, and in the middle of the harbour is a small rock, steep all round.

North side of Jamaica. *Montego-Bay*. In going into this bay from the eastward, you must give the point a good birth of 5 or 6 miles as you come down, on account of the reef which runs off, till you open the town, and bring the *Gun-Tavern* to bear S. E. then stand in for it, which will carry you clear off the reef to the westward, and thus run in till you shut in the point to the northward of the fort: and then you will come in upon soundings in the bay. To anchor, bring the fort to bear N. b. E. and the *Gun-Tavern* E. b. S. then you will have 9, 10, or 11 fathoms water.

In working hence to windward, when *Cuba* in clear weather is visible, you may discern a remarkable hill, the highest on *Cuba*, called the *Copper-Hill*, bearing from *Montego* Point. N. E. dist. 34 leagues, and from the east end of *Jamaica* N. N. W. by which you may judge how far you are to windward at any other bearings.

N. E. side of Jamaica. To sail into Port *Antonio*, coming from sea, bring the eastern part of the *Blue-Mountains* to bear S. S. W. and steer in that

course, which will bring you in sight of the Commodore's house upon *Navy-Island*. Keep that on your starboard side, keeping about mid-channel between *Navy-Island* and the east point. There is a reef in the middle of the easternmost harbour, of 10 feet water, which you may anchor without, or go within it. If you choose the latter, you must keep over to the fort side till you open a great cotton-tree with a house on the east shore; then you may haul up, and come to anchor in 7 fathoms water, good holding ground both here and without; indeed, it is difficult to get the anchors out of the ground.

To go into the western harbour, you must open the store-house with the point of *Navy-Island*, or a house upon the hill, clear of the point where the King's wharf was; steer in for that, which will lead you into the harbour, where you may anchor in what place you please. This channel is no more than 70 feet wide, with 15 or 16 fathoms water in the middle.

In order to sail into *Anatto-Bay*, from the eastward, steer down for *Green Castle* wind-mill, until you bring *Old Shaw's* house (in the middle of the bay) south of you: then steer in directly for the said house, which will carry you clear to the westward of the *School-Masters*, the only shoal in the bay. As the bank is steep and narrow, the first sounding is 9 or 10 fathoms water; wherefore you should have your anchors clear, and anchor in 6 or 7 fathoms water, when you will be about a quarter of a mile from the shore.

To sail into *Porta-Maria*, from the eastward, the high island, which you will see, must be kept a little to the larboard bow, so as to give the north part of the island a birth of a pistol-shot: then luff right in, and anchor close under the island in 4 or 5 fathoms, within a cable's length of the island, and one and a half of the main: small vessels, drawing 10 feet water, may anchor between the island and main.—*Note*: Vessels that lie any time here must buoy their cables, because ships are too often apt to heave their ballast over-board and spoil the ground.—If you are to sail from the eastward into *Orocobaca*, you must go in by the west of *Galana* or *Galina* Point; but if you are off at sea, and want to go in for *Galana* Point, you must bring the westernmost high land of the *Blue-Mountains* S. b. E. ½ E. and keep it so, which will lead you in with it: but to anchor as aforesaid, bring the easternmost point of the reef N. E. b. N. dist. about a quarter of a mile, and a house upon the hill on the larboard side S. E. b. S. the guard-house on the west side of the river S. W. b. S. distance half a mile, and the westernmost bluff-point W. b. N. then you will have five and a half fathoms water, sandy ground: you may also anchor farther in under the *Red Cliff*, bearing W. S. W. in deeper water.

From *Orocobaca* 8 or 9 miles to the westward is *Oche-Rees* or *Ochoreras-Bay*, to anchor in which you may sail by the reef to the westward. This reef spits off from the east side of the bay; so haul up and bring the westernmost part of the reef N. N. W. or N. W. in 7 fathoms. There is another reef to the southward; but, as the water is very clear, your eye may be your guide, as in most places where the water is so.

Eight miles to the westward from *Oche-Rees* is *St. Anne's* harbour. The usual method of going in here, as the water is clear, is to go close to the westernmost reef, leaving it on the starboard side. There is always a pilot.

Eleven miles from *St. Anne's* is *Dry-Harbour*, a good place for small vessels; but the channel is narrow, and has but 16 feet water.

From *Dry-Harbour* 4 or 5 miles westward is *Rio-Bona*, where a ship may lie and bring the point N. N.W. in 8 or 9 fathoms. The bank is steep.

From *Rio Bona* to the westward is *Martha Brae*, a bar-harbour where vessels load. The depth in the channel is 16 or 17 feet.

From *Martha Brae* to *Montego-Point* is 6 or 7 leagues.

From *Port-Morant* Harbour (on the south side of Jamaica) S. E. b. S. distant 12 or 13 leagues, are *Port-Morant Keys*, or *Carrion-Crow Hill*, N. N. W. ½ W. being the first rising hill of the *Blue Mountains* to the eastward. The keys lie from lat. 17° 23′ to 17° 30′ N. The easternmost key stretches S. ½ E and N. ½ W. being in length 2950 feet. There are three keys: from the south end of the easternmost key to the southernmost, is S. S. W. and from the westernmost key S. W. ½ S. from the north end of the easternmost key to the southern key S. b. W. and to the western key S. S. W. ½ W.

With *Morant-Keys* S. W. dist. 4 miles, on sounding, there were found 18 fathoms water, stony ground, mixed with fine red specked gravel; with the keys S. W. b. S dist. 4 miles, 16 fathoms water; and with them S. S. W. ½ W. dist. 6 miles, 23 fathoms, and the same ground.

To anchor, coming from the eastward, borrow no nearer the reef than 6 fathoms. This reef runs down by the north side of the easternmost key, and may generally be seen. Steer down to the westward by it, until you bring the westernmost key to bear S. S. E. or S. E. b. S. then haul in for it, and you may anchor in what water you choose, from 12 to 11, 9, 8, 7 fathoms, white sandy ground, and at what distance you will from the westernmost key. There is an over-fall which bears, from the east end of Jamaica, E. b. S. dist. 16 or 17 leagues, having 20 fathoms water on it; but it is seldom met with, being a narrow one.

There is a dangerous shoal, 10 miles long, and 6 broad, called the *Formigos*, lying in an E. N. E. direction, with its eastern part N. E. b. N. 40 miles from the east point of *Jamaica*, and its western part N. N. E. 35 miles from the same point. From the N. E. end of *Jamaica* the body of the shoal bears N. E. b. E. about 40 miles distant. The eastern part is the shoalest, having not, in some places, more than 14 feet water. A mile to the westward from the eastern edge, is from four and a half to five fathoms, increasing its depth thence westward to six and a half fathoms, where vessels may anchor in sandy ground; thence suddenly it increases to 10, 13, 15, and 20 fathoms. The N. E. part is in lat. 18° 34½′ N. long. from Greenwich, 75° 38′ W. and the S. W. part is in lat. 18° 28′ N. long. 75° 48′ W.

From the east end of *Jamaica* N. N. W. are the *Copper Hills* on *Cuba*, being the highest land on that part of the island. They have been seen and the east end of *Jamaica* at the same time. They bear from *Montego-point* N. 34° E. dist. 34 leagues; whence by their bearings, when they can be seen, you may know what places you are abreast of on the north side of *Jamaica*.

From the east end of *Jamaica* to *St. Jago* is N. 6° E. 38 leagues.
From ditto to *Cumberland-Harbour*, N. N. E. 47 leagues.
From ditto to *Hooka* or *Spinck's-Bay*, N. 35° E. 51 leagues.
From ditto to *Navasa*, E. N. E. ½ N. 22 leagues.
From ditto to Cape *Donna-Maria*, E. N. E. 32 leagues.
From *Navasa* to Cape *Tiberon*, east-southerly, 12 leagues.
From ditto to Cape *Donna-Maria*, N. E. b. E. 12 leagues.
From Cape *Donna-Maria* to Cape *Nicolas*, N. E. b. E. 32 leagues.
From Cape *Nicolas* to the S. W. end of *Heaneago*, N. ½ W. 20 leagues.
From the S. W. end of *Heaneago*, to the *Hog-sties*, N. N. W. 12 leagues.

The *Hog-sties* are three patches of dry, low, sandy keys, under the middle one of which you may anchor. They stretch north and south, and the east side is encompassed with a reef.

From the *Hog-sties* to the south part of *Acklin's* Key is N. 27° W. dist.

45 miles. The first land usually seen is that upon the main key; the southernmost part making like a key by itself, though it is joined to the main by a low sandy bank and reef. This southernmost point lies in lat. 22° 13′ N. The reef runs about the point to the eastward, but the west side is steep-to, being a bold shore all the way to the northward, as far as a point on which stand some trees, whereas all the other parts have none. From this point the bank runs N. W. and N. W. b. W. till it meets two small keys lying to the eastward of the south end of the *Long Key*, but all upon the same bank.

From the south end of *Acklin's Key* lie the *Mireporvois*. These are a parcel of rocks, some of them a good height above water, and may be seen three leagues off. There are soundings to the N. E. about two or three miles from them.

From the south point of *Acklin's Key* to the south part of the *Long Key*, the course is W. ½ N. dist. 9 leagues. This key is bold-to, so that you may go within pistol-shot all the way on the west side; but, as you come to the north end, you will see two keys and openings: here the bank falls out, and there are several beads of rocks, which you must be careful of, in going in to water at the wells of *Crooked-Island*.

The course from the point of the *Long Key* to the wells is N. N. E. To know exactly where they are, pass the aforesaid two openings, and you will see a low point stretching out to the southward from *Crooked-Island*: on this point are the wells, four or five in number. It will be proper to run in by the opening between this point and the small key which is to the southward of it, and there look out for a birth for anchorage, the water here being very clear.

When at anchor, the westernmost land of *Crooked-Island* will bear W. N. W. All this north shore must be avoided, as it is very rocky. There is a small key at some distance on the bank, within the point where the wells are, which will be open of the point, and bear E. b. N. at your anchorage.

From the south end of the *Long Key* to the *Bird Rock*, which is within a mile of the west end of *Crooked-Island*, is N. dist. 8 leagues. This rock lies in lat. 23° 3′ N. and has a reef which runs from the north part of it, about 2 or 3 miles to the northward, and so to the eastward, round *Crooked-Island* and *Acklin's Key*.

Directions for sailing from Jamaica *through the* Gulf *of* Florida, *with directions for the coasts of* Florida *and* Cuba; *also remarks on the* Tortugas, *on the* Florida Keys *and* Reef, *and on the* Bahama-Islands.

AS you sail out of *Port-Royal* in the morning with land-winds, when you weigh anchor, keep well to the westward of the *Middle Ground*, observing the directions before given for *Port-Royal*; or be careful that you do not bring the church-steeple over the corner of the wall where the embrasures are, before you bring *Yallah's Hill* in one with *Lime Key*: in case you should not see *Yallah's Hill* or *Point*, there is, on *Helshire*, a

mount, which, when open of *Salt-Pond Hill*, shews that you are to the southward of the south *Middle Ground*. An out-and-in leading-mark, besides that beforementioned, is the second embrasure (counting from the westward) in one with the church-steeple.

You may next haul up, in order to avoid the *Turtle-Heads*, so as to bring the church-steeple to the easternmost part of the fort, and keep that mark on till you bring the southern key on with *Yallah's Point*, which will carry you clear of the *Three-Fathoms Bank* and *Wreck-Reef*. But if you should fall so far to leeward as to bring the church-steeple near the corner of the fort, you must either come to anchor, or tack, and stand in.

From *Port-Royal Keys* to *Portland* is S. W. but you must keep farther to the southward to avoid *Wreck-Reef*, and the keys and shoals which lie off *Old-Harbour*. To the southward of those keys is good founding in 16, 18, or 20 fathoms. When the easternmost point of *Helshire* bears N. b. E. and the outermost land in sight of *Portland* bears N. W. b. N. on founding, you will have 17 and 23 fathoms, and the next cast no ground with 80 fathoms of line, though not a ship's length between the first and last cast.

From *Portland* E. dist. 3 or 4 miles, are two keys. *Negro-Head Rock* and the other keys lie in N. E. by which is the going into the *Old-Harbour*. Right off from *Portland* is gradual founding for 8 or 9 miles.

To the westward of *Portland Point* is a reef and a point called *Rocky-Point*. As you sail to the westward, you must give it a good birth of 3 or 4 miles; and, should you want to go into *Withy-Wood*, you must keep so far to the westward as to bring a little round hill in the bay to bear N. or N. b. W. and steer in for it, which will bring you in sight of the *Old Fort*, which will then be between you and the said little hill, and you will meet with these depths of water, 10, 8, 7, 6, 5, 4, and 3½ fathoms, when you will be about one and a half mile from the shore. The fort N. N. E. is the best place to anchor in for loading, as your boats can sail on-shore or on-board, with the sea-winds, and then *Rocky Point* will bear E. S. E. and be in one with the land off *Portland*.

To anchor off *Milk* river, you must act as for *Withy-Wood*: between this and *Pedro* Point is *Alligator-Pond* Reef, and *Sandy* Key, within which is 3 fathoms water, and good soundings for a long way without it.

From *Portland* Point to *Great Pedro* Point, is W. b. N. dist. 10 leagues.

From *Pedro* Point S. 7° E. dist. 14 leagues, is the easternmost *Pedro* Keys. To anchor in 9 fathoms water, hard ground, you may bring the easternmost key E. ½ S. dist. 4 or 5 miles, the middle key S. E. ½ S. and the western key, or *Savannah* Key, S. b. E. ½ E. there is founding for 3 or 4 leagues to the westward in the following depths, 9½ to 7, and then to 10 fathoms, hard ground.

From *Pedro* Key S. 30° W. dist. 27 leagues, is *Boxa-Nova*; the west end of *Jamaica* bears from *Boxa-Nova* N. b. E. dist. 50 leagues; the difference of longitude between is 32 miles.

To anchor at *Boxa-Nova*, bring the easternmost point of the reef E. N. E. 6 or 7 miles distant, and a small sandy key E. S. E. 3 or 4 miles, and the westernmost breakers in sight from the deck of a 20 gun ship bearing S. S. W. and you will have hard sandy ground, in lat. 15° 57′ N. The soundings from a ship in this situation S. b. W. 2 cables' length distant, were 10 fathoms; at 3 cables', 8 fathoms; at a mile, 7½ fathoms; all coarse sandy ground. In founding, a rock was found with 7 feet water upon it. The ship bore from the rock N. b. W. ½ W. dist. two and a half miles, and the key E. N. E. two and a half miles. S. b. E. ½ E. from the rock at the knowl, at the distance of a quarter of a mile, there is another knowl with

4 feet water. Both of them are ſteep-to, and not bigger than a boat. The ſoundings from the key to the ſhip one third of the way, 5 fathoms, half of the way, 7½, and three fourths of the way, 8½.

The key is about two cables length long, and about one third broad, and ſtretches E. b. N. and W. b. S. It is a good ſtation for ſhips in a *Spaniſh* war; for moſt ſhips come this way from the *Spaniſh Main*, going to the *Havannah*.

As there is ſounding off *Portland* for 8 or 9 miles, ſo there is off *Pedro* for 5 or 6 miles. The edge of the ſounding runs E. S. E. and W. N. W.

Should you want to go into *Black-River*, you muſt keep Point *Pedro* open of *Parrattee* Point, and that will lead you the outſide of the reef. Keep on till you bring the church to bear N. N. E. eaſterly, or the church on with the gap in the high land; then ſteer right in for the church, and that will carry you into the beſt of the channel. It is full of heads of coral rocks.

The ſounding comes but narrow at *Blueſields* Point; but you may ſail down by it, keeping the land to the eaſtward in ſight open of the point, until you open the leading-mark, which is a little houſe upon a ſmall hill, in one with the tavern by the water and the river's ſide, they bearing when in one, N. E. b. E. then ſteer in for them till you bring the eaſternmoſt point of the bay to bear S. E. b. E. and then you will have 4 or 5 fathoms water.

Point *Pedro* and the S. W. point of *Jamaica* bear W. N. W diſt. 20 leagues.

Savannah-la-Mer bears from *Blueſields* Point W. b. N. ½ N. diſt. 8 or 9 miles. The leading-mark is to bring the fort north, and keep it ſo, which will carry you in the beſt channel.

All round the weſt end of *Jamaica* are good regular ſoundings. The S. W. or South *Negril* Point lies in latitude 18° 16′ N. long. 78° 33′ W. from *Greenwich*.

From the S. W. end of *Jamaica* to the *Grand Cominas*, or *Cayman*, the courſe is W. b. N. ¼ N. diſt. 56 leagues.

From the S. W. end of *Jamaica* to the *Little Cominas*, or *Cayman*, is N. W. ¼ N. diſt. 35 leagues.

The *Cominbrack*, or *Caymanbrack*, bears from the *Little Cominas* E. N. E. diſt. 2 or 3 leagues: between is a good channel, but the *Caymanbrack* is the boldeſt; for, off the eaſt end of the *Little Cominas* is a reef of a mile or two. The latitude of the *Caymanbrack* is 19° 56′ N.

From the *Little Cominas* to the *Great Cominas* is W. S. W. diſtance 18 leagues.

The *Great Cominas* is 10 leagues long, and 4 or 5 broad. The ſouth ſide lies in lat. 19° 21′ N. and the N. W. point in lat. 19° 27′ N. From the eaſt end of the iſland, for half way down, the ſhore ſtretches W. b. S. and the other half W. b. N. Off the S. W. point there is a reef of rocks for 2 or 3 miles, to which a birth muſt be given. From the S. W. point to the N. W. point is N. N. W. diſt. 4 leagues: between is a place called the *Hog-ſties*, where there are ſeveral houſes, off which you may anchor, bringing the ſouthernmoſt houſe to bear E. S. E. diſtance a mile from the ſhore. The bottom is rocky, but you may ſee it where you let go your anchor.

From the eaſt end of the *Grand Cominas* to the ſouth ſide of the *Iſle of Pines*, is N. W. ¼ W. 52 leagues; but from the S. E. ſide of the *Iſle of Pines* there is a great bank and reef, ſtretching E. b. S. 22 leagues from the iſland. There are ſeveral keys upon this bank; but the bank being very low, and the reef which environs it but juſt above water, it is very dangerous.

The keys all together are called the *Jordans*. The island itself is pretty bold all the way to the southward and S. W. sides.

From the N. W. end of the *Grand Cominas* to the south side of the *Isle of Pines*, is N. W. ¼ W. dist. 48 leagues.

From the west end of the *Grand Cominas* to Cape *Coretas*, or *Corientes*, the course is N. W. ¾ W. dist. 76 leagues. The cape is in lat. 21° 54′ N.

The south side of the *Isle of Pines* lies in lat. 21° 22′ N. and the hills in 21° 57′. With the hills E. N. E. is the going in between you and them; so that, when you come in between the *Little Key* and *Key Blanco*, the distance between them is 4 leagues. In working in, you must keep in mid-channel; the depth of water is three or three and a half fathoms: but you should keep your lead going for about a mile to the northward of the *Little-Key*, because there is a spit of 12 feet water. When you have wrought up a good way in the bay, the depth will increase to 5 or 6 fathoms; but you may go within one and a half mile of the north shore, and there anchor in four and a half, three and a half, or 3 fathoms. There is plenty of fish and turtle in season to be had here: there is also a running river of fresh water. If you ascend the hills to take a view of the island and adjacent lands, you will cross over three little rivers, and pass several springs.

To the westward of this bay is *Philippa-Bay*, with gradual soundings on the outside of the *Sandy Keys*, they making several inlets. At the west end of this bay is Cape *Gunnall*, which is a bluff-point, and off it is a reef of rocks for 4 or 5 miles. Three leagues to the westward of this cape, being within a mile of the shore, we set the westernmost part of the high land of Cape *Bonivasta*, or *Bonavista*, which bore N. Being then at the mast-head, we saw over the land next us, and about three or 4 miles on the inside; nothing could be seen but a sand for 3 or 4 leagues more, as if the sea had been there; and beyond that a low barren land as far as the high land, the nearest of which was judged to be 15 or 16 miles off.

Judging ourselves so many miles southward of those hills, we reckoned the course and distance to Cape *Corentas*, or *Corientes*; but, before we got there, the hills came on a line each over the other; and then they bore N. N. E. from us.

Off Cape *Corentas* is a flat reef stretching from the point for 3 or 4 miles. You may come to anchor for watering, by bringing the point or cape to S. E. b. S. in 5 fathoms, one and a half or two miles distant. There are several wells of tolerable good water, and there is also a good rolling-way from the well. This is right on-shore, a little within the point. But, for wooding, go farther up in the bay, where there are salt-water ponds.

Whilst you lie there, you may look over the land from the mast-head, and see whatever is coming from the eastward; whence a judgment may be formed of the height of the land.

And now to work the distance from Cape *Corentas* to Cape *Antonio*, and thence N. N. W. dist. 5 leagues, where there were 15 fathoms water; the high land of *Bonavista* bearing from us, by account, E. ¼ N. dist. 22 leagues. From the main-top-gallant-mast-head of a 20 gun ship, may be seen the top of three small hills, bearing as before; and Cape *Antonio*, bearing S. S. E. dist. 5 leagues. Going to England with a fleet of merchantmen, we kept working off the west end of the *Colarados* with the wind northerly, and we came in so as to bring the *Little Dry-Key* on the *Colarados* to bear E. northerly, dist. 6 or 8 miles, and from the reef 2 miles, being then in latitude 22° 34′ N. As the wind was northerly we stood to the westward, and made up the distance from the *Colarados* 14 miles before we lowered the view of the hills of Cape *Bonavista* to the same resemblance we had seen

before. Thus we found that the *Colarados-Reef* was so far to the eastward of our first station, or 9 miles east of Cape *Antonio*.

Being so near the *Colarados-Reef*, I went to the mast-head and made my observations; at some distance on the inside I saw clear water (as we call it in the *West-Indies*) and observed, to the best of my judgment, that the southernmost end terminated in a point. To be sure of which, we stood in to the southward of the reef, so far as to bring the supposed point north of us, and the key N. N. E. and, when we came upon soundings, (which continued all the way round from *Cape-Land* to the *Colarados-Reef*,) the southernmost point of the reef bore about W. b. N. from the southernmost part of the high land of Cape *Bonavista*. Knowing how far this high land is to the westward, and also the latitude of the reef, you may thence make out your account for sailing all that way.

An important remark to be made, when coming from the *Havannah*, is, that, when you are but a little way north of the *Moro-Castle*, you can but just see the top of the *Saddle-Hill*; and, when so far to the westward as to bring the *Saddle-Hill* south-easterly, to the like height as before, in latitude 23° 56′ N. being 20 leagues difference of latitude from the foot of the *Saddle-Hill*, and coming along shore to the westward, the top of it may be seen the same height, over the long flat hill, nearly as before, it bearing E. northerly, when within two miles of the reef; then the westernmost high land of Cape *Bonavista* bears south-easterly; so that, keeping the *Saddle-Hill* open of the land to the westward, or the Notch of the *Cocks'-Combs* open, you will be sure to keep clear of the *Colarados-Reef*. These remarks, with the bearings of the several appearances, will at all times shew you how far you are to the east or westward.

Key-Lavisa bears from the Notch of the *Cocks' Combs* W. N. W.

Next to the *Cocks' Combs* is *Manitee-Head*; eastward of them 4 leagues, and N. W. from this point, is *Key-Grande*, or the *Angular-Key*; from it, westward, the keys or reefs stretch W. S. W. or S. W. and eastward of it they stretch E. b. N. and E.

You come next to the *Saddle-Hill*, which when it bears S. ½ E. then is *Rio-Porka* between you and it, the entrance of which river is distinguishable by two small bluff-keys. This river is 4 leagues to the westward of the Bay of *Hunda*. Bring the *Saddle-Hill* S. W. b. W. and keeping that bearing will lead you into the harbour, for it is improperly called a bay, the going in being scarce half a mile broad, though, within, a number of ships may lie. There is a fresh water river called the river *Hunda*, S. E. from the little island in the middle of the harbour, on which little island there is also a fresh well, yielding about 10 or 12 tons of water before it is exhausted, and soon filling again.

From *Hunda-Bay* to *Porta-Cavanna* is 4 leagues, and thence to the *Havannah* 18 leagues more, with several inlets between, but unknown to us. The land is very remarkable for 5 leagues. To the westward of the *Havannah* is a table-land called *Table-Marial*; and the two little hills, called *Maiden-Paps*, are also remarkable. Bring these *Paps* S. b. E. the *Moro-Castle* being between you and it, and you may run into the *Havannah*. The *Moro-Castle* is no less remarkable, and close by its foot are 13 fathoms water.

From the Havannah to the reef of the *Tortugas-Bank*, is N. b. W. dist. about 37 leagues; and from the *Havannah* to the place where the English ship *Looe* was cast away, since called *Looe-Key*, is N. E. b. N. dist. 32 leagues, which key lies in latitude 24° 30′ N. and the bank and key stretch west from it.

From the *Havannah* to the *Matanzes* is 22 or 23 leagues, and the land between them is remarkable. The coast lies almost east and west. The *Havannah* and the bay of *Matanzes* lie both nearly in lat. 23° 14′ N.

From the *Matanzes* to *Looe-Key* is north-westerly, 25 leagues.

From the *Matanzes* to the *North-key* of *Cuba* is east, 20 leagues; from the same *North-key* to the west end of *Key-Sel*, north, 2 leagues.

From *Key-sel* to the *Double-headed Shot*, upon the same bank, is N. N. W. 4 or 5 leagues.

From *Key-sel* to the *Matanzes*, W. S. W. 22 leagues.

From the *Double-headed Shot* to Cape *Florida* Reef, N. W. by N. 18 or 19 leagues.

From ditto to *Cat-key*, N. E. by N. 24 leagues.

Coming round Cape *Antonio*, do not come too near the *Colarados*, because the current is like a tides-way, or as one of the points of the river *Thames*. If you presume to go close by the point, it is a hundred to one if you are not caught in the eddy. When the high land of Cape *Bonavista* was seen from the mast-head bearing east, the current was tried, and found to set N. W. at the rate of one mile an hour, and trying it two or three miles off the *Colarados*, it went S. S. W. at the rate of 1½ mile an hour: so that, coming from Cape *Antonio*, it is best to steer north (allowing for the reefs to the N. N. W. of it) till you get into latitude of 23° and then to the eastward; for, were you to keep in shore you would have the S.W. current as far as the easternmost part of the *Cock's Combs* land.

But, when you get so far as *Key-Grande* to the westward, you will get on faster, and find the current part: when we brought the notch of the *Cocks' Combs* E. S. E. and by *Key Lavisa*, we saw a turtle crawl, and sent our boat on shore, and, though not gone four hours, we were driven from her 6 or 7 miles to the westward, notwithstanding we strove to keep nearer, but could not. So that it is not the best way to keep in shore, till you are got to the eastward of *Key-Grande*.

If you would go into the Bay of *Hunda*, you are to keep in by the reef that runs off the east point, by your lead, and haul up south, or S. by E. and so keep up the east shore till you come to a low point, from which runs a spit or shallow water. Give this a birth, then haul up to the east, and anchor in 6 or 7 fathoms, where the little island will bear S. or S. S. W.

As you are working up to go through the *Gulph*, be sure that you get so far to the eastward as to bring the Pan of *Matanzes* to bear S. or S. by E. before you put over for the *Gulph*, and then the most common course is N. N. E.

Remarks on the Dry Tortugas, coast of Florida, *&c.*

The *Tortugas* consist of ten small islands or keys, extending E. N. E. and W. S. W. for 10 or 11 miles, at the distance of about 30 leagues from the nearest part of the coast of *Florida*, 40 from the island of *Cuba*, 14 from the westernmost of the *Florida-keys*. They are all very low, but some of them, covered with mangrove-bushes, may be seen at 4 leagues distance.

The south-westernmost key (which, in going from *Pensacola*, *Mobile*, or the *Mississippi*, is the corner to be turned, and coming from Cape *Antonio*, the point to be avoided) lies in 24° 32′ N. latitude, and about 83° 50′ W.

longitude, from the royal obſervatory at *Greenwich*. The variation of the compaſs, by a medium of ſeveral obſervations, is 7 degrees eaſt. A reef of coral-rocks runs about a quarter of a mile S. W. from this key, the water of which is diſcoloured; and, in general, wherever there is danger, it may eaſily be ſeen from the maſt-head in the day-time. There is a large bank of brown coral rocks, intermixed with white patches of ſand, about 5 or 6 miles to the weſtward of the *Tortugas*, with very irregular ſoundings, from ſix to twelve fathoms. The bottom appears very plainly, and, though it may be alarming to ſtrangers, yet there is no danger. You will find from 13 to 17 fathoms between this bank and the *Tortugas*.

If you are bound to the eaſtward, and meet with a ſtrong eaſterly gale, which is frequent there in ſummer, you may ſafely come to an anchor in 5 or 6 fathoms, under the lee of the long ſandy iſland to the northward of the S. W. key, about a quarter of a mile off ſhore.

The bank of ſoundings extends only about 5 or 6 leagues to the ſouthward of the *Tortugas*, but much farther to the weſtward, and all the way to the northward along the *Florida* ſhore: this is a favourable circumſtance for the ſafety of navigation in thoſe parts, as caution in ſounding may prevent any danger in the night; for, the ſoundings are extremely regular all along this bank to the northward, almoſt to Cape *St. Blaize*, in lat. 29° 42′; ſo that, by the latitude and depth of water, we may generally know how far we are to the eaſtward or weſtward. From the depths of 20 to 50 fathoms, is a ſpace of ſeveral leagues; but from 50 or 60 it deepens quickly to 70, 80, and ſoon after no ground.

From the bar of Penſacola *to the Dry Tortugas* the true courſe is S. 30° E. diſtance 134 leagues, and therefore S. E. b. S. by the compaſs will carry you clear of them to the weſtward; but it will be both prudent and neceſſary to ſound frequently when you get into the latitude of 26° and 25°, and never ſtand into leſs than 30 fathoms in the night till you are paſt the latitude of 24° 30′, when you muſt haul up S. E. b. E. or E. S. E. which will carry you near to the *Havannah*.

There is a broad channel over the bank, to the eaſtward of the *Tortugas*, of 10 or 17 fathoms, which, in going to and from the coaſt of *Weſt Florida*, &c. might occaſionally cut off a great deal of the diſtance; but that paſſage is by no means to be attempted, unleſs you can ſee the *Tortugas* diſtinctly, and keep within two or three leagues of the eaſternmoſt of them, as there is a coral bank of only twelve feet at the diſtance of 5 leagues; and farther on towards *Cavo Marques*, the weſternmoſt of the *Florida-keys*, there is a very dangerous and extenſive bank of quick-ſand, on many parts of which there is no more than 4 or 5 feet water. It is of a remarkable white colour, and may be eaſily ſeen and avoided by day-time.

Penſacola, *with the coaſt adjacent*. From Cape *Antonio*, the weſt end of *Cuba*, make your courſe good N. b. W. ½ W. and you will fall in with ſome part of *Roſe-Iſland*; but, from extraordinary currents, and ſuddenly changing, you may fall in many leagues to the eaſtward or weſtward of that iſland; therefore it will be neceſſary to obſerve the following directions.

A current has been found to ſet from S. E. to E. b. S. for at leaſt 70 leagues from the coaſt; but, as you approach the land, you will find the current to ſet a point or two off ſhore: if you ſhould fall in to the eaſtward of Cape *St. Blaize*, you will have 10 or 12 fathoms, coral rocks, and no ſight of land; but, if on the meridian of Cape *St. Blaize*, you will ſhoal from 16 to 7 in a quarter of a mile, and then the land will be juſt in ſight 2 or 3 ratlings up. The land about Cape *St. Blaize* barely in ſight from the deck, in clear weather, are many ſhoals and ſtrong riplings; but generally not leſs than 4 fathoms on them. To the weſtward are gradual ſoundings cloſe to the beach. If you fall to

the weſtward of Cape *St. Blaize*, and to the eaſtward of *Penſacola*, the land is diſcernable by the trenching of the coaſt, and by numbers of white ſand-hills, like ſnow drifted among the buſhes, and in ſome places towered up like houſes.

Roſe-Iſland is to be known by ſtanding into 9 or 10 fathoms; then from the maſt-head you will diſcover a narrow ſtrand of ſand, moſtly without trees, and the water over the iſland.

Should you fall into the weſtward of *Penſacola*, you will find the coaſt trenching away, and a ſmooth even beach, with the woodland cloſe to the water-ſide, obſerving that the ſoundings farther to the weſtward lie not above 10 or 15 leagues from ſhore, and inclinable to the clay or ſoft muddy ground; but abreaſt of Cape *St. Blaize* is ſmall ſandy ground, and to the eaſtward are coral-rocks, ſtones, and coarſe gravel.

The *Chandeliers*, *Horn-Iſland*, and *Dauphin's-Iſland*, have likewiſe a ſmooth beach and gradual ſoundings cloſe to the ſhore. Two miles within the weſt end of *Roſe-Iſland* are many ſtraggling trees, and a fort, where they fire a gun at the approach of any ſhip: the eaſt end is woody for two miles.

There is a ſtronger current in the winter-time than in ſummer, occaſioned by prevailing N. W. and N. N. W. winds, which immediately cauſe a general ebb from all the bays and inlets on the coaſt, and ſet to the eaſtward a point or two off ſhore; at which ſeaſon a ſoutherly wind, which is a dead wind on that coaſt, is a forerunner of a N. W. wind in a few hours; ſo that no one, knowing themſelves to be to the weſtward of Cape *St. Blaize*, ſhould haul from the land exceeding 17 or 16 fathoms water, leſt they ſhould not be able to get the land on board again for the above current and N. W. winds.

There is no houſe along ſhore from Cape *St. Blaize* to *Mobile* Point; but to the weſtward in every inlet are houſes, and ſome people of conſiderable property. To the eaſtward of *Weſt Belloxi*, on the coaſt, is fit only for raiſing ſtock; but to the weſtward is as rich ſoil as any in the world.

The river *Ibberville* is choaked with wood, but great pains are taking to clear it.

Remarks for the Florida-Keys *and the Reef contiguous.*

CAYO-MARQUES, which is the weſternmoſt of the range of *Florida-keys*, lies about E. ½ S. 17 leagues from the S. W. key of the *Tortugas*, in lat. 24° 28′. There is a cluſter of 8 or 9 mangrove iſlands that go under that name, the northernmoſt of which is the largeſt, being near two leagues in extent from weſt to eaſt: to the weſtward and north-weſtward of *Cayo-Marques* there is a large bank of quick-ſand extending about ſix leagues; and, nearly due ſouth from the weſtern extremity of this bank, lies the weſt end of the *General Florida Reef*, in lat. 24° 20′, being the ſouthernmoſt part of the whole.

There is a channel between the reef and the above-mentioned bank, and likewiſe all along between it and the keys, in many places upwards of 4 miles broad. The reef at the weſt end is about 3 miles broad, but the leaſt water on it is 5 fathoms, with irregular ſoundings to 7 and 8 fathoms; it is all diſcoloured water, white and brown patches of ſand and coral rocks, and the bottom plainly appears. The reef, in general, is very ſteep on the ſouth ſide, there being from 20 to 30 fathoms, muddy bottom, within about a mile or two of it.

There is from 7 to 10 fathoms in the channel, to the weſtward of *Cayo Marques*, and $3\frac{3}{4}$ fathoms is the leaſt water on the reef. Abreaſt of *Cayo Marques* $7\frac{1}{2}$ fathoms, ſoft mud, is the deepeſt water in the channel, and $3\frac{1}{2}$ the leaſt water on the reef.

Juſt to the eaſtward of *Cayo Marques*, there is a large opening, called by the *Spaniards Boca Grande*, which is upwards of two leagues in breadth, and has a channel through to the northward of 9 or 10 feet, but it is not to be recommended to ſtrangers.

Cayo Hueſſo is the firſt iſland of any conſequence to the eaſtward of *Cayo Marques*, at the diſtance of 9 leagues. There is a parcel of ſcattered mangrove iſlands between *Boca Grande* and it; the three ſouthernmoſt of which have white ſandy beaches. *Cayo Hueſſo* (or *Key Weſt*, as it is corruptly called by the Engliſh) is 7 miles in length, and has a ſandy beach on the ſouth ſide; the trees are very thick upon it, eſpecially at the weſt end, round which there is a ſafe and convenient harbour, with a channel of 4 fathoms into it. You muſt keep within leſs than a cable's length of the N. W. point, which is remarkable for a ſingle buſhy tree and a turtle-crawl; and come to an anchor in $3\frac{1}{2}$ or $3\frac{3}{4}$ fathoms, about half way between it and a ſmall mangrove iſland which lies about a mile to the northward of it. The beſt anchoring-ground is near the eaſt bank; for, there is ſome ſmall coral near the middle and weſt part of the harbour. This harbour is frequented by the turtlers and wreckers from *Providence*, and likewiſe the fiſhing-craft from the *Havannah*, who find it convenient on account of a channel through the bank to the northward, in their way to the coaſt of *Florida*.

The S. W. point of *Cayo Hueſſo* is in lat. 24° 29′ N. and long. 82° 35′ W. from the Royal Obſervatory at *Greenwich*, and lies nearly due north from the *Havannah*, about 27 leagues.

The weſternmoſt ſandy key on the reef lies three leagues S. S. W. from *Cayo Hueſſo*, in lat. 24° 23′. A large pole is erected upon it to make it more conſpicuous. There is a dry patch of rocks on the reef, about 4 miles to the weſtward; and another about 2 miles to the eaſtward; thence you have 2 and 3 fathoms on the reef for about 5 miles to the eaſtward of the key; but, when you bring the weſt end of *Cayo Hueſſo* to bear about N. N. W. or N. b. W. $\frac{1}{2}$ W. there is a fair channel of $4\frac{1}{2}$ or 5 fathoms over the reef; and, when you get into 6 and 7 fathoms ſoft mud within the reef, keep more to the weſtward, obſerving to give the S. W. point of *Cayo Hueſſo* a birth of about three quarters of a mile, on account of a rocky ſpit that runs off from it.

The channel within the reef between *Boca Grande* and *Cayo Hueſſo* is in general about 3 miles broad, and the deepeſt water is 6 and 7 fathoms, fine ſand and clay: there are two or three patches of coral rocks with $2\frac{1}{2}$ and 3 fathoms water, nearly in mid-channel, lying about S. S. E. from the weſt end of *Cayo Hueſſo*.

At the eaſt end of *Cayo Hueſſo* there is a ſmall opening called *Bocha Chica*, which leads to an infinite number of ſmall mangrove iſlands, but nothing except a canoe can paſs quite over through the ſhoals.

About 7 miles S. S. E. from *Bocha Chica*, there are three ſmall ſandy keys on the reef; between the weſternmoſt and middle one, there is a channel of 4 fathoms over the reef, and another of 3 fathoms between the middle and eaſternmoſt key; but for 10 miles to the eaſtward of theſe keys, the reef is broad and dangerous, there being in ſome places dry rocks, and in general it is full of ſunken rocks 4 or 5 feet under water, with crooked channels of 4, 6, and 7 fathoms between them.

Seven miles to the eaſtward of *Bocha Chica* there is a ſmall iſland with a

remarkable high bluff of trees, which in most views appears in the shape of a saddle. It has an opening at each end into a large shallow bay, bordered with innumerable mangrove islands to the northward. The general course of the chain of islands turns gradually to the northward of east from *Cayo Huesso*.

At the distance of 7 leagues from the west end of *Cayo Huesso*, there are several large islands covered with pine-trees, which continue all the way to *Bahia Honda*, for the space of 4 leagues farther on to the eastward; but these pine-islands are bordered with mangrove keys on the south, and there are several openings quite through to the northward, but they are so shallow as to be only passable in boats and canoes.

Looe-key (so called from the *British* ship *Looe* being cast away there) is a small sandy island on the reef, 9 leagues from the west end of *Cayo Huesso*, 18 from *Cayo Marques*, and 35 leagues to the eastward of the *Tortugas*. It lies in the latitude of 24° 30′ N. and long. 82° 11′ W. The rocks run but a very little out from it, and there is no kind of danger but what may be avoided in the day-time. The reef is very steep on the South side, for you have 20 fathoms within a mile of the key, and 100 fathoms about two leagues to the southward of it. There is a channel of 4 and 5 fathoms over the reef, about a mile to the westward of the key; but to the eastward of it, for 2 or 3 miles, you cannot depend on carrying more than 15 or 16 feet, though farther on to the eastward, for the distance of 4 or 5 leagues, you will have 3½, and, in many places, 4 and 5 fathoms, the least water on the reef.

There is likewise a large pole erected on *Looe-key*, which may be seen at a considerable distance.

About 4 miles due north from *Looe-key* there is a small harbour, called by the Providence people *New-found Harbour*, and by the Spaniards *Cagvamos* or *Cayovamos*; but it is fit for nothing but small craft, as only 7 or 8 feet at most can be carried into it.

Bahia Honda lies about 10 miles N. E. from *Looe key*, in lat. 24° 35′. It has a large entrance and a fair channel of 4 and 5 fathoms, but when you are in the harbour it shoals to 3½, 3, 2¾, and 2½ fathoms; and the bottom in general is rather hard rough ground. This place may be easily known by three small islands on the west side of the entrance, and a large island on the east side, a mile long, with a sandy beach, remarkable for a number of tall palmetto cabbage-trees, the first of the kind you fall in with coming from the westward.

From *Bahia Honda* to the west end of *Cayo Vaccas* (the next considerable island in proceeding to the eastward) the distance is 4 leagues, and the direction of the coast turns still more to the northward. There are only a few small keys between them, the body or thick cluster of islands ending about *Bahia Honda*, which makes this almost vacant space the more remarkable.

About 5 miles south from the west end of *Cayo Vaccas*, there is a small sandy key on the reef, called by the Spaniards *Cayo Sombrero*, in latitude 24° 34′ and 81° 55′ W. longitude: this is the easternmost key on the reef. There are in all six keys on the reef; and, as they may serve as so many good land-marks to know exactly where you are, in case of falling in with any of them, it will not be improper in this place to recapitulate the situation of each of them, beginning at the westernmost, which lies 3 leagues S. S. W. from *Cayo Huesso*, in lat. 24° 23′ and long. 82° 39′ W.; the three small keys off *Bocha Chica*, in lat. 24° 24′ and long. 82° 25′. *Looe-key* in 24° 30′ N. lat. 82° 11′ W. long. and *Cayo Sombrero* just now mentioned.

As we have thus far given a general account of the reef and the chain of islands as far as *Cayo Vaccas*, it is now time to return to the channel between them. It was observed before, that there were two or three small coral patches with 2½ or 3 fathoms water, lying about 2½ or 3 miles S. S. E. from the west end of *Cayo Hueffo*, with 5 and 6 fathoms all round them, being near the middle of the channel, which is there about 5 miles broad.—It continues to be upwards of 4 miles in breadth till you are past the three keys on the reef off *Bocha Chica*; when the reef grows broader and the channel narrower, with 4 or 5 fathoms the deepest water. In the narrowest part, which is about 5 or 6 miles to the westward of *Looe-key*, the channel is only a mile and a half broad, and 3¼ fathoms the deepest water. But, as you approach *Looe-key*, the channel grows broader again, and deepens to 5, 6 and 7 fathoms, mud and clay. Abreast of *Bahia Honda*, the channel is about 3 miles broad with the same soundings, and continues about the same breadth as far as *Cayo Vaccas*. There are two general remarks concerning this channel to the westward of *Cayo Vaccas*, namely, that you will have 3 fathoms all the way within a mile of the keys, and that you will always find the deepest water nearest the reef.

Cayo Vaccas, or rather the thick range of islands that go by that name, extends about N. E. by E. for the space of 5 leagues, the easternmost of which islands is called *Duck-key*.

From *Duck-key* to *Key Bivoras*, the distance is about 5 miles, and there are three small mangrove islands between them. *Key Bivoras* is 5 miles long, with a white sandy beach, and is remarkable for a high hummock of trees at the west end.

From the east end of *Bivoras* to the west end of *Old Matacumbe* the distance is 3½ miles. *Matacumbe* is 4 miles long, in a N. E. direction. The trees at the north end are very high and level at the top, appearing at a distance like table-land. It lies in latitude 24° 49′ and longitude 81° 30′.—There is a safe harbour near the north end of *Matacumbe*, where vessels not drawing above 7 or 8 feet may go in, and anchor in 3 fathoms, secure from all winds; but you must go round the east side of a small island, called *Indian-key* or *Metance*, keeping about a cable's length off shore, where you will have 9 and 10 feet for some distance, till you get into 2 and 3 fathoms in a broad channel which runs round towards the north end of *Matacumbe*, where there is a large turtle-crawl. The channel plainly shews itself by the white shallow banks on each side, where there is only 2 or 3 feet water.—*Indian-key* lies about a mile to the eastward of *Matacumbe*, and it is all a shoal between them. To the N. W. and northward of *Matacumbe* the mangrove islands begin again, and continue to the main land, about 6 or 7 leagues distant, and all the way to the eastward within *Cayo Largo*, &c. but that large space is almost one continued flat, with some small channels of 5 or 6 feet water.

The reef from *Cayo Sombrero* is in general very broken ground as far as the west end of *Matacumbe*; there being many patches of coral rocks, with 6 or 8 feet water, and others where the rocks rise to the surface, particularly some spots off the east end of *Cayo Vaccas*, about 7 or 8 miles off shore. There are likewise some large patches of 8 or 9 feet off the middle of *Key Bivoras*, and another large rocky shoal of 8 or 10 feet off the west end of *Matacumbe*, at the distance of about 5 miles; but there are channels of at least 3 fathoms over several parts of the reef between them.

There are likewise some dangerous shoals of coral rocks in the channel between the reef and the S. W. part of *Cayo Vaccas*, the largest of which has only 4 feet water on it, and lies 4 miles N. E. from *Cayo Sombrero*, and

about 2 miles off *Key Vaccas*. There are several other small patches of 5 and 6 feet to the N. E. of it; but in the day-time all these shoals appear very plainly at a distance, being of a brown colour; and, as it is unsafe running in the night, it is always necessary to come to anchor, through the whole extent of the channel.

From *Cayo Vaccas'* shoals, the channel still continues to be 2 or 3 miles broad to the eastward of *Matacumbe*; 4 fathoms is the deepest water, but two and a half and three fathoms is the general depth along *Key-Bivoras*, at two or three miles distance.

We have hitherto purposely omitted mentioning where fresh water may be found among those keys, to avoid confusion, and to bring into one point of view so necessary an article for those who may have the misfortune to be shipwrecked, or otherwise be in want of it. There is no drinkable water on the *Tortugas*, nor any where till you come to the west end of *Cayo Hueso*, where there are several wells dug in the sand. The water is pretty good, especially after rain; but sometimes you will find it a little brackish, in which case the best way is to dig a new well, which is soon done, and you will find the water much better than what has been standing in the old wells. At *Bahia Honda* there is very good fresh water to be got in the same manner, and on the south side of *Cayo Vaccas*, about 8 miles from the west end, there are likewise fresh water wells, on the east side of a narrow opening, with a sandy beach on each side of it.

These are the only places among the keys (at least as far as we know) where fresh water is to be got by wells; but there are several fresh-water swamps and natural reservoirs among the rocks; particularly a large one on the north side of *Key-Vaccas*, about 6 miles from the west end, where the water never fails. It lies in a valley about 100 yards from the beach, a little to the westward of three mangrove islands. There is likewise fresh water to be got sometimes among the rocks at the west end of *Key-Vaccas*, and the small islands to the westward of it, besides at the west end of *Duck-key*, and several other places. In general, wherever there is a rocky foundation, there is a chance of finding fresh water, especially after rain.

But the principal watering-place is at the north end of *Old Matacumbe*, where there is a natural well in a rock, about 4 feet deep, which is constantly full of excellent water, being a kind of spring. On this account *Matacumbe* is much frequented by the wreckers and turtlers, as there is no fresh water for many leagues to the eastward.

New Matacumbe lies upwards of 2 miles to the north-eastward of *Old Matacumbe*, and is 4 miles long in a N. E. direction. It is covered with thick tall trees. At the east end of it there is an opening about half a mile wide, with a small mangrove island in the middle; then a mangrove island near 2 miles long, which is separated by a narrow channel from a large island near 7 miles in length, covered with high trees of various kinds. This island has no name, either by the *Spaniards* or *Providence* people, but goes under the general appellation of *Cayo Largo*, though it is separated from it by a narrow channel.

Key-Tavernier (or *Cayo Tavano*, as it is called by the *Spaniards*) is a small island about two miles from the S. W. end of *Cayo Largo*, and five leagues N. E. from *Old Matacumbe*. There is very good anchorage, a little to the northward of it, for such vessels as frequent the coast.

Cayo Rodrigues, a pretty large mangrove Island, without any firm ground, (the roots of the trees being constantly overflowed,) likewise lies off *Cayo Largo*, at the distance of 5 miles N. E. b. N. ½ N. from *Tavernier*. It is in lat. 25° N. and long. 81° 15′ W. From hence, the coast of *Cayo Lar-*

go, which here appears like main land, turns quickly N. N. E. and N. b. E. to north, for which reason Cape *Florida* ought to be reckoned somewhere hereabouts, though there is no particular point of land known by that name to the people of *Providence*, who seem to be best acquainted with those parts.

There are no shoals on the reef opposite to *Old Matacumbe*, except that off the S. W. end above mentioned; but there is a large patch of coral rocks bearing E. S. E. 6 or 7 miles from the north end of *Old Matacumbe*, on which there is only four or five feet water. The reef comes within less than three miles of *Rodrigues*, where you have only 7 and 8 feet, and 3 fathoms is generally the deepest water in the channel all along.

From this large shoal off *Rodrigues*, which forms a kind of elbow, the patches of coral rocks are said to increase in number and dimensions, forming double and treble reefs, with small channels of deep water through them; but, as I can add nothing farther from my own knowledge, I shall leave the subject for the present.

Description of the Harbours, Shoals, &c. of the East End of the Island of Cuba; *with Remarks, Instructions, &c.*

CAPE-CRUZ bears from the west end of *Jamaica* N. b. E. ½ E. dist. 27 leagues, in the latitude 19° 50 N. It is a low level land with a bluff point: the east side stretches in N. N. E. and N. E. b. N. for 4 or 5 leagues. Without it, is an island called *Bird-Island*, which makes a good harbour; for, vessels may sail through between it and the land. It is also a good place for wooding and watering, and there is plenty of fish. You must make very bold near the shore, otherwise you will be apt to miss the entrance, because it lies obscurely under the other land. There is also, between this and *St. Jago*, several little places where small craft may go in, but with which, as yet, we are not so well acquainted as to be able to give an accurate description of them.

The *Copper Hills* are high, round, and picked land, about 15 or 16 leagues from Cape *Cruz*, and about 25 leagues to the westward of *St. Jago*. They lie a little way inland, may be seen from most parts of the north side of *Jamaica*, and make pretty much alike at all bearings from thence.

The *Moor-Castle* of *St. Jago* lies in lat. 19° 52′. When the east point of the entrance of *St. Jago* bears N. E. then is the innermost battery shut in with the west point.

From *St. Jago* to *Cumberland-Harbour* is east, dist. 12 leagues; and, when you come so far to the eastward as to bring *Cumberland-Harbour* north, dist. 5 or 6 miles, then the land to the westward of *Cumberland-Harbour* and the *Moor-castle* will be in one, they bearing W. ½ N. by compass, and the outermost land to the eastward E. N. E. From hence may be seen the island of *Grandtance* bearing E. S. E. ½ E. and then the observed latitude was 19° 45′ N.

The soundings are good 2 or 3 miles without *Cumberland-Harbour*, but there is a sunken rock on the starboard side going in, about a quarter of a mile from the shore, of 20 feet water. Otherwise the shore is bold, and good room to work in it, except off the south shore, where *Angusta-River* comes out, there being a bank of sand and mud by all means to be avoided.

To anchor, you may bring *Augusta-River's* mouth to bear S. W. ½ W. and the *Battery-Point* S. S. E. Then you will have 6 fathoms water. The harbour is in latitude 19° 50′ N.

From *Cumberland-Harbour*, 5 leagues to the eastward, is a little river, where many small vessels may lie. There is no more than 12 feet water upon the bar called *Escondeda*; and here you must be well acquainted before you can find out the mouth of the river, it being but narrow, and the west point running out narrow. The deepest water is close by this point; but there is anchoring a little to the eastward of the mouth of the harbour.

From *Cumberland-Harbour* to *Hooka-Point*, or *Sphinks'-Bay*, the course is E. by N. ½ N. dist. 16 leagues. You may anchor in the bay, bringing the easternmost point to bear E. S. E. distance about a mile and a half, and then the platform-land on *Hispaniola* will be in one with the point. The latitude is 20° 6′ N. You may anchor in any water, from 35 to 7 fathoms, but 16 fathoms is the best, and there is plenty of fish to be caught with hooks. To the westward, about 2 or 3 miles, is a fresh-water river, and at most times there are Spanish hunters who will supply you with fresh provisions.

From *Hooka-Point* to the extremity of Cape *Maize*, the course is N. E. dist. 5 leagues. The Cape is in lat. 20° 18′ N. From it may be seen the high land of *Grandtance*, bearing S. by E.

Cape *Maize* and Cape *Nicolas* bear from each other E. S. E. and W. N. W. dist. 18 or 19 leagues.

The high land from *Grandtance* bears from Cape *Nicolas* S. by W. westerly.

Cape *Maize* is a low sandy point, with a reef running from it about 2 or 3 miles; about 4 leagues to the westward is a lagoon, where small vessels may go in.

Farther on about 3 leagues is *Barraco-Harbour*, a very good one, but narrow in the entrance. However, the harbour is known by a little round hill, called the *Anvil-hill*, being flat at top, and a little to the westward of the harbour. The east side is the best to go in by; for, the west side is sandy and flat.

Observations on the Florida-Stream, *with necessary Directions to Navigators.*

THE great weight of the sea, inclosed within the vast extent of the Gulf of *Mexico*, is set in agitation by the trade-winds, as is generally agreed, whereby the *Florida-stream* is supposed to be affected, and thence called the *Gulf-stream*. This stream is in reality carried into the *Mexican Gulf* by these trade-winds, and therein circulates at large; but, at the place of its issue, strongly compressed by the island of *Cuba* and those of *Bahama* on one side, and by the promontory on the other, it is constrained to curb its current sudden and often, in order to take its vent on the east side of the said promontory at Cape *Florida*, through the *New Bahama-channel* into the *Atlantic Ocean*, with a N. by E. direction; which direction, at Cape *Canaveral*, it exchanges with a N. N. E. direction, in which it continues as far as *Charleston*. North and N. E. as also east winds press the *Florida-stream* home to the *Atlantic coast*, and confine it in a very narrow channel,

at which time it runs like a torrent. S. E. and ſouth winds give leſs motion to the natural current of the ſtream, becauſe it then runs in its natural channel, is wider, as alſo diſtant from the ſhore, on which diſtance part of the ſtream returns by an eddy ſouthwardly. South-weſt, weſt, and north-weſt winds extend the ſtream ſtill farther into the ocean, conſequently beyond its natural eaſtern boundary; by which its current is but moderate, having that motion diminiſhed, which is cauſed by the preſſure it receives in its confinement between the iſlands of *Bahama*, *Cuba*, and the promontory. According to the interceptions of winds, contrary to its aſſumed regular courſe, it begins to change at the weſt end of the *Martyrs*, from ſouth to S. E. to eaſt, to N. E. at Cape *Florida* to N. N. E. and in the *New Bahama channel* to N. by E.

The *Florida-Stream*, at its regular ſeaſons, and uninterrupted courſe in fair weather, forms a remarkable viſible glaſed line of diviſion; but in many places out of ſight of any land. Without this line, the ſtream appears in ſome places as blue boiling water; in others, burſting and fermenting like cataracts, even at times of the greateſt calms, beſides being fathomleſs in theſe very ſpots. Within the aforeſaid line is an eddy quite ſmooth, changing gradually, as it approaches *Hawke-channel* and its iſlands, from the Stream's deep blue to a beautiful ſea-green, and, at laſt, into a milk-white. The ſoundings under the blue-coloured water are on a fine white marl; under the ſea-green, on the ſaid marl, with ſponge, white coral, ſea-feathers, turtle-graſs, and ſometimes banks of rocks; and, under the white-coloured water, the ſoundings are on a white marl, with banks of rocks or white ſand. The eddy takes its current in an oppoſite direction from that of the contiguous ſtream, viz. ſouth-weſtwardly.

The ſoundings of the eddy, provided no reef is in the way, between the ſtream and *Hawke-channel*, run from 20 fathoms to 2½; and, where the reef divides the ſtream and *Hawke-channel*, the ſoundings, in ſome places, are from bottomleſs at once to 12 or 11 fathoms.

Veſſels may with ſafety hereafter avoid the eddy, or make allowance for it in their calculations; that is, if they cannot help falling into it, (after they have taken all precautions by ſounding in blue water, and, when they had bottom, ſtood off.) they will naturally ſubtract what longitude they make in the eddy, from what they had made in the ſtream, and begin a new departure, being at the ſame time very preciſe in their morning and meridian obſervations. Many ſhips bound through the Gulf of *Florida*, unacquainted with the ſtream's eddy, and ignorant alſo of ſoundings being under blue water, have been loſt in fair weather: they were ſwept inceſſantly by the eddy to the weſtward; and, when they found by their calculations that they had a ſufficient offing eaſt of Cape *Florida*, they ſtood north, and, inſtead of entering the Gulph, ran ſtraight upon a reef.

Beſides the effect different winds have upon the *Florida-ſtream*, it is ſubject to another cauſe that alſo preſſes it on or off the coaſt; and that is, the full and change of the moon, which, according to its poſition, has all the different effects upon the ſtream, however, not equal in power with thoſe of the wind; and the diſpoſition of the ſtream is increaſed to its extreme, if the effects both of the winds and the moon are combined; for, at this time the ocean riſing higheſt, this regulates the flood and ebb, and divides them in proportionate times; conſequently it directs and increaſes them, with the aſſiſtance of eaſterly moons and winds, to the weſt; and with that of weſterly moons and winds, to the eaſt; ſo that the weſt and eaſt ſhores are at times deprived of, and, at other times, overflowed by, tides, occaſioned by thoſe viciſſitudes.

The boisterous east, N. E. and north winds begin generally in September, and continue during the season, when the sun is in the south, viz. until March, at which times these winds generally end with a gale or hurricane, if the moon's full or change falls in with the season. If then vessels happen to be in the mouth of the Gulf of *Mexico*, that is, between the *Havannah* and Cape *Florida*, they had best endeavour to make the *Bahama-Islands*, or, at least, the soundings of them, and proceed under their lee-side; but, when they are to the north of them, to keep in the eastern extent of the stream, or else they will not be able to clear their way through the Gulf, nor along the coast of *East-Florida*; either go on shore of the Reefs, Cape *Florida*, or Cape *Canaveral*; if not, upon the beach between both Capes, which is the least evil of the two; for, thus the crew and cargo may be saved, and some vessels may also be brought off, provided the storm ceases before the vessel is a wreck. But if, at any time of the south sun, or at any other time, the winds are westerly, then the *Atlantic* coast affords the most eligible lee for navigators who do not choose to take the stream.

Directions for Vessels bound Southward, through the Gulf of Florida.

THE practice of going southward through the Gulf of *Florida*, by keeping upon soundings outside of the reef, is a navigation so dangerous, that we recommend every one, except in cases of extreme necessity, to avoid it. The following are directions for avoiding its dangers:

Vessels from *Port-Royal* harbour, in *South-Carolina*, may keep upon soundings as far to the southward as *Tybee*, and then stand to the east, and afterwards to the south, till they get into the latitude of 26° N.; they may then run down in that parallel, and make the south end of *Abacco*, or the *Hole-in-the-Wall*. N. W. by W. 5 or 6 miles from the *Hole-in-the-Wall*, they may anchor in white water, of about 7 fathoms, off a point where the key falls in, and where is good fishing.

The course from the *Hole-in-the-Wall* to the *Berry-Islands* is W. by S. or W. S. W. ½ W. 13 or 14 leagues, which will bring you to *Stirrup's-key*, or *Money-key*, being the N. W. part of the *Berry-Islands*.

To the westward of *Stirrup's-key* is a tongue of ocean water, shooting into the banks, across which the course is W. ½ N. or W. by N. 10 leagues, scarce to the *Little Isaac's* Rocks. From these to *Great Isaac's* Rock, the course is about west, and the distance between 9 and 10 leagues.

From the *Berry-Islands* to *Providence*, the course is S. S. E. 12 leagues.

When you get soundings, keep your lead going, keeping in or out as the water deepens or shallows, steering between the west and W. by N. about 15 leagues.

The breadth of soundings (at least from the *Berry* to *Isaac Rock*) is from 3 to 5 miles from the banks, being broadest at the rock. Upon the bank's edge are two small rocks, between the *Berry-Islands* and *Isaac Rock*, which terminate the N. W. corner of the bank.

At a cable's length off the west side of *Isaac Rock*, are no soundings.—As you come round it, you immediately get into ocean-water, and consequently into the current of the Gulf; but, if it should happen that the wind be at S. S. E. and you cannot lie south, or S. by E. so as to take the current under your lee, and keep the bank on-board, the best way is to an-

chor, or keep in upon soundings to the northward of *Isaac Rock*, till the wind comes favourable.

By this will appear the necessity of getting to *Isaac Rock* by morning; for, then, you get round and keep in on the edge of the soundings, by which you will plainly discern the bank, the water being clear, and the bank white, with two small rocks, between *Isaac Rock* and the island of *Bemini*: the distance between is 7 leagues, nearly north and south.

At *Bemini* is a harbour of 9 feet water, and an anchorage in the opening, with a well of water on the east point: the harbour lies in lat. 25° 30′ N.

From the island of *Bemini*, south, dist. 8 or 9 leagues, is *Cat-key* harbour, or the beginning of the *Rocquesses*.

From *Bemini* to *Beak's-key* is S. ½ E. 7 ½ leagues. *Beak's-key* is the southernmost of *Cat-keys*, and affords some shelter.

A little less than a league from *Beak's-key*, begin the *Riding-Rocks*, bare of bushes, and appearing like wrecks: the *Spaniards* call them *Los Mimbres*.

S. W. by S. about 7 miles from the southernmost *Riding-Rock*, is a shoal on which a very rich *Spanish* galleon struck, in 1765; her bottom beat over, and pieces of her were found as far as *Money-key* to the eastward. The loss of this vessel was a profitable circumstance to the people of *Providence*: her bottom now lies about east, or E. by S. 7 or 8 miles from the shoal, in 17 feet water, and is yet supposed to contain some treasure.

From *Bemini* the sounding is narrow, and consequently the current strong. From hence, over to the *Florida* shore, the breadth is no more than 15 or 16 leagues. From *Cat-key* abreast of the *Rocques*, the sounding is pretty broad, with good anchorage and less current, towards the S. E. and S. E. by S.

From the second, or *Cat-key*, the course S. E. by S. dist. 12 or 13 leagues, is *Orange-key*, having good anchorage to the S. W. of it, 5 or 6 miles, in 20 fathoms. When upon this flat, you have secured your passage through the Gulf, this way; for, then, you may make sail either in the morning or at midnight: steering S. W. 10 or 11 leagues, you will fall in with *Key Sel Bank*, which, for 10 leagues on the north side, stretches east and west, and consequently the current sets stronger as you get to the westward. There are good soundings all along by it, and you may discern by the bank how far you are to the eastward of the *Double-headed Shot*: there is anchorage, in spots, all the way in, but the soundings are narrow at the *Double-headed Shot*, the middle of which lies in lat. 23° 57′ N. and S. S. E. 4 leagues, is *Key Sel*, where there is water. Here the *Spaniards* make salt.

From the *Double-headed Shot* to the edge of the soundings, a little to the west of Cape *Florida*, is N. W. by N. 15 leagues.

From the *Double-headed-Shot* to the *Matanzes*, the course is S. W. b. W. dist. 23 or 24 leagues, and from the *Matanzes* to the *Havannah*, west, the distance is nearly the same.

Remarks concerning New-Providence *and the* Bahama-Banks.

NEW-PROVIDENCE, whose town, called *Nassau-Town*, is in 25° 3′, is the chief of all the *Bahama-Islands*, and lies east and west, about 10 leagues long and 4 broad. The harbour is on the north side (where there are several keys) between the island and *Hog-Island*.

From *Providence* to *Frozen-key*, the ſouth-eaſternmoſt key of the *Berry-Iſlands*, the courſe is about N. W. diſt. 10 or 11 leagues.

From this key to N. W. Paſſage, or the entrance upon the bank, between the *Black-wood-Buſh* and *Joulter-keys*, at the north end of *Andros-Iſland*, is about 8 or 9 leagues. As the bank is bound with a reef here, you muſt pick your way through that, and you may do it eaſily, as there are ſeveral ſwaſhes, which, though they are narrow, have no leſs than 11 or 12 feet through. The water being very clear in this part of the world, this picking one's way through a ſhoal is attended with little or no difficulty.

When you firſt come upon the bank, you will ſee ſome ſcattered heads of rocks and ſponges; but, there being no danger except what is very viſible, it is ſufficient to tell you that, by running W. S. W. about 12 or 13 leagues, you will come out a league and a half to the ſouthward of the *Riding-Rocks*, on the weſt part of the bank, whence you may eaſily find your way, either to *Cuba* or the *Florida* ſhore.

N. B. In coming from the *Florida* ſhore this way, by the *Riding-Rocks*, you ſhould endeavour to make the ſouth-eaſternmoſt *Berry-Iſland* early in the morning, which precaution will give you a great benefit with regard to ſafety in your run to *Providence*. You need not be told how great the danger is in coming among ſhoals and broken land during night.

There are ſeveral ſmall harbours on the N. E. part of the *Berry-Iſlands*, where water and other refreſhments may be had; but, as they are ſeldom frequented but by the people of *Providence*, it may be ſuperfluous to ſay any thing about them.

Something might be ſaid with regard to the paſſage by *Bemini*; but, it being the ſhoaleſt, and the bars to the eaſtward of *Bemini* making it very dangerous, no new comer ought to go there without a pilot.

From *Providence* to the *Hole-in-the-Wall*, (ſometimes called the *Hole-in-the-Rock*.) ſouth end of *Abacco*, the courſe is north, about 20 leagues. The paſſage from the *Hole-in-the-Wall* towards the Gulf of *Florida* is already explained; but we muſt repeat here, that it is neceſſary to give the weſt end of the *Grand Bahama* a good birth, not only on account of its ſhoals, but for fear, if the wind ſhould hang ſouth-weſtward, you ſhould be embayed.

The north or *Little Bahama Bank* is little frequented but by whales and turtles; and, on account of its iron-bound reefs, is not to be approached, chiefly on the N. W. end, called *Maranilla-Reef*: the tide of flood ſets an indraught on this end of the bank, from every point of the compaſs, which renders it dangerous to the laſt degree.

Directions for Veſſels bound from the Eaſtward, over the Great Bahama-Bank, *into the Gulf of* Mexico.

FIRST, take care to make the *Hole-in-the-Wall* at the ſouth end of *Abacco*, and from thence ſteer W. b. S. 13 or 14 leagues, which courſe and diſtance will carry you to *Stirrup's-key*, the northernmoſt of the *Berry-Iſlands*; then run S. W. till you can but juſt ſee it off the deck of a veſſel of about 100 tons burthen; you will then be in 8 or 9 fathoms water, and about 7 leagues from it. Next, haul up S. W. b. S. and keep no nearer to the ſouthernmoſt of the *Berry-Iſlands* than 3 fathoms, which will

be when you have run on that course 12 or 13 leagues; you will then begin to come on the middle of the bank, where you may depend on finding no where less than 15 feet.

Both on coming on to the bank, and in going off from it, you will find a strong tide, which sets right on, or right off: it is easily observed to go along by the ground, the water being clear and transparent: on the middle of the bank you will find little or no tide. If the wind hangs on too far to the southward, it will follow that you shall be forced to the westward; in that case, make no delay in coming to an anchor, lest you fall in with the bars that lie to the south and westward of the *Bemini-Islands*, and extend near 3 leagues. Get under way as soon as you can steer south. You must see no land after you leave the *Berry-Islands*, till you make the *Roques*, or *Orange-keys*: these keys are four in number, besides two small rocks, without bush or shrubs on them. From the *Roques* to the westernmost of the *Double-headed-Shot* keys, the course is S. S. W. distance about 15 leagues, yet the current will sometimes force you on them in steering S. W.

Should you fail for those keys in the night, by all means keep clear of them; they are a number of bare rocks, perhaps 100, or 120, about the size of a vessel, and some less; but, in general, there is water plenty between them and about them. S. b. E. about 6 or 7 leagues from the *Double-headed-Shot-keys*, is *Key-Sel*, so called because the *Spaniards* make salt there, and about which are several sunken rocks. The best way is to go S. W. from the *Roques*, and not to run the 22 leagues between *Roques* and *Key-Sel*, before morning; if in the morning you find yourself in ocean-water, run S. W. b. S. for *Matanzes*; if not, keep down west till you be in ocean-water; then haul up for the coast of *Cuba*, and run down it till you are abreast of *Bahia-Honda*, from whence you must steer over N. W. or thereabouts, which will carry you clear of every thing, into the Gulf of *Mexico*.

DIRECTIONS for the MOSQUITO SHORE *and* BAY OF HONDURAS.

BEING bound from the island of *Jamaica* to Cape *Gracios à Dios*, take your departure from *Great Point Pedro*, the west end of *Jamaica*; steer W. S. W. ½ S. 75 leagues; then steer S. b. W. about 30 leagues, and you will make the main; between the river *Pulluck* and *Carrataſco-Lagoon*, the rivers open to the southward. *Carrataſco* makes with a large opening in the land, which is low, and has trees upon it. The coast is clear, and there is good anchoring in 5. 6, or 7 fathoms water.

If the current sets to the eastward, before you make the land, be very careful of the reef of rocks which lies to the northward of *Carrataſco*, 15 leagues off from the main, and no soundings until close on them. You will probably fall to the westward of them, if you steer the above courses. If you make them, be sure to go to the westward of them, and do not attempt to find a channel through. The west end of them lies north from *Carrataſco*, and is called *Carrataſco-Shoals*. It is all shoal and broken ground quite up to *Hobby-Keys*; and it is very difficult for a stranger to find a channel amongst those shoals to the main. There is a very fine channel between them and the main, in some places from 7 to 10 leagues over.

When you are to the westward of *Carrataſco-Shoals*, which lie in latitude 15° 47′ N.; longitude 82° 31′ W.: being bound to Cape *Gracios à Dios*, endeavour to make the main; and, if you can lay through, keep your

lead going, especially in the night, and come no nearer to the shoals than 20 fathoms: you will then be about 4 or 5 miles off them, and out of sight of the main, which cannot be seen till you are in 12 or 13 fathoms: you may run down, keeping the main on board, in 6 and 7 fathoms, till you come to the False Cape. When you are come near the False Cape you will shoal your water, but you may run along the spit in 5 fathoms in safety. It stretches from the main about N. E. a long way off. The False Cape makes when you are to windward of it, like the Main Cape, with high mangroves. From the False Cape to the Main Cape, the course is S. E. 7 leagues.

When off the pitch of the Main Cape, you will see the land trend away N. and S. The cape ends in a low sandy point, trending to the southward, with old trees on it, that drift out of the river. The water shoals a good way off, till you double the pitch of it, and then you may borrow as close as you please into 2, 3 4, and 5 fathoms, soft ground. Off the spit of sand where the old trees lie, at the going-in of Cape *Gracios à Dios*, are regular soundings and a very fine harbour. Do not go higher up in the bay than 3 or 4 fathoms, although it is all clear good ground, and sheltered from all winds.

The Course to Black-River.

FROM the west end of *Jamaica* is W. b. S. a little southerly, distance about 90 leagues to the *Swans'-Islands*: then, if you do not make those islands, you may safely haul up S. b. W. or even S. which will bring you very little to the eastward of *Black-River*.

The currents are very uncertain; therefore, when you make the land, going for *Black-River*, if you see any high land to the eastward of you, you are to leeward and westward, and the current has deceived you: for, there is no high land to the eastward of *Brewer's-Lagoon*; for the land makes at *Brewer's-Lagoon*, and runs all along to the westward as far as *Congretoy* and farther. To the eastward of *Brewer's-Lagoon* is all low land.

To anchor off Black-River *Bar.*

IN running for *Black-River*, after you have made the high land called the *Poyer-Mountains*, bring the *Sugar-Loaf* to bear southward, and run into 12 fathoms water, and there anchor, as farther in you will be apt to meet with anchors lost by the traders in the north winds, which generally begin in November and last till March. This is a wild open road, and the bar too dangerous for strangers to attempt with boats.

Remarks when lying at anchor off Black-River.

BE attentive to the weather. When the wind comes to the S. E. and, baffling about, changes to the westward, get up your anchor as quick as possible, stretch off to the northward, and get a good offing; for, you may then be sure you will have a north wind, which generally blows very hard, and makes so great a sea that it is impossible for any vessel to ride at her anchors. If your anchors start, it is extremely dangerous, as the rocks and shoals lie at a distance from the main. If you cannot get up your anchor, slip or cut your cable immediately: if it looks black to the N. W. it will not be long before you have it, and then it will not be

possible to get an offing. When you cannot get an offing before the gale comes on, if you can weather *Point Puttuck*, which lies east northerly from *Black-River*, run away for Cape *Gracios a Dios*, for which you have a fair wind all the way, observing the directions to go between the reef and the main. When you come to the Main Cape, do not attempt to work in, but bring up off the *Sandy-Point*, in 2, 3 or 4 fathoms, all clear ground, and very smooth riding; then you are ready to go to *Black-River* as soon as the north wind is over, which may be known by its getting to the N. N. E. and N. E. Some peop e go from *Black-River* for *Bonacca*; but, after they come there, it often happens that they cannot get in, as the entrance of the harbour lies nearest north and south. Some vessels have got in, but they have been four or five weeks before they could get to *Black-River* again, on account of a strong current setting to the westward, and the trade-winds from the eastward; therefore go for Cape *Gracios a Dios*, as you have a fair wind both ways.

If a north wind comes on before you can get an offing, and you do not like to steer for Cape *Gracios a Dios*, if you can weather Cape *Cameron*, go for *Truxilla-Bay*, which is a very good road, and sheltered from all winds. There is nothing to fear going in, only give the point a small birth, and stand up in the bay as far as you can fetch, and bring a small island which you will see, to bear S. S. W. or S. W.; then you will have 8 or 9 fathoms, soft mud. But you will be to leeward after the north wind is over.

Directions from Black-River *to* Great Poyer-River.

FROM Cape *Cameron* keep close in shore, in 9 or 10 fathoms, till you run as far to westward as to bring the *Sugar-loaf* to bear S. E. by E.; you will then see the round hill, which must be kept a sail's breadth open of *Great Rock*. Run till you see a very low part in the beach, which is the river's mouth.

To anchor here, bring the white sandy spot on the beach, which is between the river and *Great Rocks*, to bear S. W. ½ S.; you will be in 9 or 10 fathoms, muddy ground; *Great Poyer-River* S. by W. *Great Rock* W. S. W. and *Round Hill* just open with *Great Rocks*. Off this place is much foul ground; therefore try it before you bring up.

You must observe the weather, as at *Black-River*; for it is more difficult to get an offing here than at *Black-River*; for you cannot lie off shore here, if you lie till the wind comes to the northward of N. W.

The *Hogs'-Islands* are two high islands; and there are 18 little sandy keys, which begin to run from the S.E. of the E. Island to the W. Island; that is, to the southward of the two islands; and between the two islands, to the N.W. of the westernmost island, are 3 or 4 of these sandy keys, where there is no passage through; but between the others you may pass. There is a rocky reef that stretches along to the southward of these two islands; so on to the N. W. side of the West Island. It begins from the E. S. E. of the East Island: it lies 2 miles distant from the shore, and runs from the E. S. E. to N. W. northerly. You must not come nearer on any side of the West Islands than about a league; but, on the East Island, observe, that from the east end to the west end, on the north side of the island, you may come as near as a mile to the shore; and, at the west end of the east island you may come to an anchor, with barks or small vessels, with a sea-breeze; but it is very bad with a northerly one. On the north side of the island the best anchorage is at the west end. You may sail on boldly; and keeping a good look-out for

a few rocks, which are close to the shore and under water, you come to an anchor, in a bay, in 6 or 7 fathoms water, good sandy ground. There is a channel on the south side; but you are obliged to go between the reef and the keys. To pass through this south channel, you ought to be very well acquainted with it.

If you go from *Black-River*, on the *Mosquito* shore, and are bound to *Port-Omoa*, you must sail to the southward of *Bonacca* and *Rattan*, and pass between *Rattan* and the *Hogs' Islands*. Do not pass to the southward of *Hogs' Island*, for fear of the *Salmadinas*, unless you are well acquainted; then you may pass to the southward of the *Hogs' Islands* and the *Salmadinas* with small vessels, though it is not advisable so to do.

Steer from *Black-River* for the island of *Bonacca* W. N. W. until you come close to *Bonacca*. *Bonacca* is 23 leagues distant from *Black-River*. Then steer W. S. W. and S. W. b. W. in order to pass between *Rattan* and the *Hogs' Islands*; and still continue to steer W. S. W. and S. W. b. W. until you get the island *Utilla* in sight; then steer W. or W. b. N. as you will.

To pass to the northward of *Utilla*, take great care that you do not come nearer to *Utilla*, on the north side, than the distance of 2 leagues; nor on the west side, nor on the south side, unless you are well acquainted with it. When you are at the west end of *Utilla*, steer your course for *Punta Sal*. *Punta Sal* is 15 leagues from the island *Utilla*. The course is W. S. W. but you must steer W. S. W. ½ S. to prevent being carried away by the N. W. current; for, if you are carried away by the N. W. current, you are in danger of driving upon *Gloffer's* (or *Glover's*) *Reef*. W. S. W. ½ S. is the common or usual course to steer to make land to the southward of *Punta Sal*; then you may come to the N. W. of *Punta Sal*.

To know Punta Sal.

There are at the point of the main shore 3 or 4 great rocks, that lie pretty high above the water, larger than those called the *Bishop* and *Clerks*; they lie about half a mile off the shore; there is a little channel, where small craft or boats may pass through.

The point off the main shore appears with little hills, as if it were broken land, high and low; therefore if you cannot see the point of *Punta Sal*, and are to the westward of *Punta Sal* and *Rio Lua*, you will see a very high round hill, and other high land, over *Puerto Cavallo* inland. You may come to an anchor under *Punta Sal*, right before the opening of *Punta Sal*. You must not come to an anchor in 18, 17, 16, 15 fathoms water, because it is rocky ground; but from 13, 12, and less, you may anchor with safety, in fine muddy ground. There is no high land between *Punta Sal* and *Puerto Cavallo*; but from *Puerto Cavallo* to the westward is all very high. *Punta Sal* is in lat. 15° 59′ N.

Rio Lua is about 3 leagues to the westward of *Punta Sal*. Right over *Rio Lua*, a little inland, there is a little round hill, which stands alone.—You may anchor at *Rio Lua* in a very good muddy ground, but it is very bad with a north wind.

Chamalacon is about 3 leagues from *Rio Lua*. Course W. by S. You may come to an anchor here in very good muddy ground, but bad for a north.

Puerto Cavallo is 5 leagues distant from *Chamalacon*. Course W. S. W. A low sandy point runs off. The north part of this low point makes the bay. To the westward of this point you may anchor in 7, 6, 5 fathoms

water, sandy ground; but, without the point, muddy ground. There are 5 or 6 broken hills, appearing red, close into the sea that lies between *Puerto Cavallo* and the bay of *Omoa*: there stretches off from these red hills a stone bank into the sea, which runs to the northward about a league and a half from the shore. Come no nearer in-shore than 8 or 7 fathoms water.

Port Omoa is 7 miles distant from *Puerto Cavallo*, S. W. b. W. The windward or larboard side of *Omoa* is a low sandy point that runs off towards the sea; it is full of high mangrove trees. There is, always, on this windward side or point, a look-out house, which you may see. This windward point makes the bay of *Omoa* a very safe bay in a north, and secure in all winds. You may go as nigh the windward point as you will. Quite close to the point you have 6 fathoms water; and, about a cable's length from off the point, you will have 17, 16, 15, 14, 12, 9, 8, 7, 6, 5, 4½, 4, and 3 fathoms water. This depth runs from the windward point as far as the river. You will have from 17 to 12 fathoms water when you come to sail in; and you loof as near as you can to the windward point. If you cannot lay into the bay, it is best to come to an anchor in 12 fathoms water, and warp up in the bay, and moor the ship. You must not come too nigh on the side of the river, nor where the houses of the town stand; but you may go as nigh as you please to windward. You will have 12 fathoms water nigh the wharf at the fort. The river lies to the westward of the town: you will have this depth of water, from 12 fathoms to 9, 8, 7, 6, 5, 4½, 4, 3, and 2½. About a cables length off the mouth of the river, you will have 7 fathoms water, and so on to 2½ fathoms. When you are at anchor in *Omoa*, and it is any thing of clear weather, you may see *Cape Trespuntas* about W. b. N. or W. N. W. To the westward of *Omoa* there is very high land; there are also 3 or 4 very high mountains, which appear plainly like sugar-loaves.

Glover's or *Gloffer's Reef* lies N. and S. that is, the N. E. point of *Gloffer's Reef* from *Chamalacon*, about 9 leagues distant from each other. When you come from *Omoa* to go to the eastward, that is, to the windward, never stand farther to the northward from the main shore than 6 leagues. *Gloffer's Reef* is a very dangerous rocky reef; you can hardly see it by day.

To go from Port Omoa *to the* Gulf *or* River Dulce.

THE course is N. N. W. until you get the kays in sight. This course will bring you to *Point San Francisco*. It is a low point; you may see it at least a mile off. This point is about 6 or 7 leagues from *Omoa*: keep about 4 miles from the main shore, then you go free from all danger. You must not come too near the kays, and then you will have deep water.

About 9 or 10 leagues from *Omoa* is the river called *Montagua*. There is a bar before this river, which runs a league from shore: you must be sure to avoid it.

Cape Trespuntas is about 14 or 15 leagues from *Omoa*. The course is N. N. W. as above mentioned. When you have sailed about 14 or 15 leagues, then you may haul W. b. N. or W. N. W. and you will leave *Cape Trespuntas* on your larboard side, about a league and a half off.

When you have opened the gulf of *Dulce*, that is, when you have passed by *Cape Trespuntas*, then you steer S. S. W.

From *San Francisco* Point, you may come to an anchor in 20, 15, or

less water, muddy ground, till you come to *Cape Trespuntas*. The course is S. S. W. from *Cape Trespuntas* up to the mouth of the Gulf *Dulce*.

The Gulf *Dulce*, that is, the mouth of the river, is about 5 or 6 leagues from Cape *Trespuntas*. You must go by the lead; you will have from nine to three and a half fathoms water. Anchor in what water you please.

At the mouth of the river *Dulce*, you will see a little single hill, which hill you leave to the westward of the river; and this hill is not joining to the high land. The mouth of the river shews itself plainly. Bring the river to bear S. S. W. come to an anchor in what water you please, and moor the ship S. E. and N. W. A very good bay in any wind.

The bay *San Thomas* is about 6 leagues S. b. E. from the river *Dulce*. This bay makes a very great bight; very low land, with large mangeneel bushes.

From Omoa to the Gulf of *Dulce*, along the sea-coast, the land is very low; but inland, very high land.

To sail from Black-River *to Cape* Gracios a Dios, *with a West Wind.*

The course is E. b. N. until you are past *Patook-River*; it is a sharp point of a sand-bank, runs for a mile and a half into the sea. Come no nearer, by day or night, than in 9 fathoms water.

About 14 leagues eastward of *Black-River* there is a lagoon, called *Brewer's-Lagoon*. In the middle of the haven of the lagoon, about a league up it, there is an island that appears like two hills, where English people reside.

You may go from *Black-River* with the lead, and turn up as far as *Brewer's-Lagoon*, and as near as you please to the main. You may come to anchor off *Brewer's-Lagoon*, in 8, 9, 10, 11, or 12 fathoms water.

Three leagues to the eastward of *Brewer's-Lagoon* is a low land, with a few trees growing on it, called the *Haul-Over*, where the English haul their canoes over into the river: there are some cocoa-nut trees, but very few. The *English* people of *Brewer's-Lagoon*, and *Indians*, fish in common at this place for turtle.

Carratasco-Lagoon is 17 leagues from *Patook-River*. The course from *Patook-River*, with a westerly wind, is E. b. S.

Carratasco is very easily known. The mouth of the river is very wide; the opening of the mouth of the river may always be seen.

The False Cape is 16 leagues from *Carratasco*. If you sail from *Carratasco* for the False Cape, with a westerly wind, take care to clear the False Cape Bank, that lies to the northward of you.

To pass clear of the bank of the False Cape, keep at least three leagues off from the shore; but, if you come no nearer in than 5 fathoms water, you have nothing to fear. This bank stretches 12 leagues long, and lies from the main N. N. E.

From Cape *Gracios a Dios*, you may sail between the sand-bank and the Cape; but always keep nearer the land of the Cape than on the side of the sand-bank; for, you cannot see the sand-bank.

From the False Cape to Cape *Gracios a Dios*, you must go by the lead; then you will find this depth of water, six, five, four and a half, four and a quarter, four, a quarter less four, three and a half, three and a quarter, and a quarter less three fathoms.

If you sail between the bank and the cape, and bring the bank to bear E. N. E. from you, then you will find this depth of water, four, a quarter

less four, three and a half, three and a quarter, three, a quarter less three fathoms. The bank is not above a mile long; keep in 3 fathoms water, and there is no danger.

As soon as you are clear of the bank, you will be in three, three and a half, four, a quarter less four, a quarter less five, five; then you keep in five, or a quarter less five, very close along the low sandy point.

This low sandy point is to the windward or to the eastward of the river; but give this low sandy point a good birth, and, as soon as you have well opened the bay of Cape *Gracios a Dios*, then steer right in for the *Haul-Over*.

To come to an anchor at the *Haul-Over* you have this depth of water, six, five and a half, five, four and a half, four and a quarter, three and a half, three and a quarter less three, two and a half. To come to an anchor, it is best to go in four and a half or four fathoms water, good muddy ground.

Note. As you go from the *False Cape*, to go to Cape *Gracios a Dios*, and would pass to the eastward of the sand-bank, then you must keep 3 or 4 leagues to the eastward of Cape *Gracios a Dios*, and you will have this depth of water, 7, 8, 9, 10, 11, 12, 15, and so on to 18 or 20 fathoms water.

Sandy-bay is 10 leagues to the southward of Cape *Gracios a Dios*. The course for *Sandy-bay* is S. ½ E. Keep along shore, with the lead going, in six, seven, and eight fathoms water. You may come to anchor in *Sandy-bay* in as deep or as little water as you choose; in six and seven fathoms is good muddy ground; good anchoring for ships: but, from 5 fathoms, or less, is sandy ground; good for small vessels.

N. B. Under Cape *Gracios a Dios* is a safe and convenient bay in the time of the north winds, and all vessels on this coast endeavor to shelter there.

To go from Sandy-Bay *to* Puerto Vello, or Carthagena.

FROM *Sandy-bay* shape your course for *Stone-Island*. This *Stone-Island* is a rock that lies above the water the height of a ship's hull, and shews itself quite black: it is distant about 4 or 5 leagues from *Sandy-bay*. *Stone-Island* lies E. S. E. from *Sandy-bay*. S. E. will bring you to *Stone-Island*. You may see *Stone-Island* 5 or 6 miles distance off.

From *Sandy-bay* to *Stone-Island* you will have from 5 to 10 fathoms water, being white sandy ground. Steer from *Sandy-bay* S. E. till you come in sight of *Stone-Island*; then steer S. S. E. because there lies to the westward a little sandy key, by the *Mosquito Indians* called *Waniessa*, and by the *English* called the *Devil's-key*. This key will not appear in sight; but continue still to steer S. S. E. till you come to the N. E. of the *Corn-Islands*, otherwise called *Manglares*: when you get in sight of them, then steer S. E. or higher if you choose it.

The *Corn-Islands* are two large high islands; the west island is bigger than the northeast island. From the N. E. island stretches a reef, about 2 leagues distant, on the N. E. side of the island. Go to the west side of these two islands, and anchor in clear sandy ground, in 4, 5, or 6 fathoms water. These two islands are reckoned 50 leagues from *Sandy-bay*. This channel is also very proper for shipping to go for the island of *Providence*, or to go to St. *Andreas*, or *Puerto Vello*, or *Carthagena*.

From *Sandy-bay* to *Stone-Island* the course is E. S. E. but you steer to the S. E. in order to keep to the southward of *Stone Island*, because to the

northward you cannot go safely. The depth of water from *Sandy-bay* to *Stone-Island* is from 5 to 10 fathoms.

Wanieffa, or *Devil's-key*, is a very little low sandy key, with a very few trees upon it. *Wanieffa* is about 2 leagues or 7 miles from *Stone-Island*; they lie S. E. and N. W. of each other.

When you go from *Sandy-bay*, steer S. E. with the lead, till you are near *Stone-Island*. *Stone-Island* is about 4 or 5 leagues from *Sandy-bay*. You can come in very close to the southward of *Stone-Island*, to about a mile; you will have 6 fathoms water, white sand bottom. You may see *Stone-Island* two leagues off at most.

If you come close by *Stone-Island*, and steer E. S. E. to pass to the eastward of *Wanieffa*, with this course you will see *Wanieffa*; but not without it be clear weather. When you are close in the land of *Wanieffa*, and it be clear weather, you may see *Stone-Island*. You must not come too near *Wanieffa*, but always keep the lead going. When you steer from *Stone-Island* E. S. E. then you have all along 7 fathoms water: and, if you do not see *Wanieffa*, you will have white sandy ground, until you are to the eastward of *Wanieffa*; then you begin by degrees to come into deeper water, but very little: so that, when you come close to *Wanieffa*, you will have less than 7 or 6 fathoms water; and immediately dry.

If you find that you have less than 7 or 6 fathoms water, then you are too nigh *Wanieffa*; and you must always strive to keep in 7. 8. 9. 10. and so on, to 14 or 15 fathoms, until you come in sight of *Old Providence*, or come to St. *Andreas*.

The course from *Wanieffa* to *Old Providence* is E. S. E. or S. E. b. E. but, for St. *Andreas*, you steer commonly E. S. E. to keep on the bank. This bank stretches from the outermost *Mosquito's* Keys to the southward; therefore you must keep on this bank, white sand bottom. You may come to an anchor upon any part of the bank. When you have 15 fathoms water, then it will begin to deepen till you come to 20 fathoms; then you will be immediately off the bank, and have no ground, and are about 10 leagues from *Old Providence*.

If you come from *Stone-Island*, or *Wanieffa*, and immediately get clear of the bank, intending to return on the bank again, and would not pass to *Old Providence* nor St. *Andreas*, and when you have 25 fathoms water, you must endeavour to come in less water to remain on the bank, and get into 15 fathoms, and from 9 to 15 fathoms. The course is E. S. E. or S. E. b. E. From 15 fathoms, you will have 16, 17, 18, 20, 22, 25, and then no ground; but you must not go to the southward, but must keep the course above mentioned till you get *Old Providence* in sight: then steer your course for St. *Andreas*, that is south, going to the westward of *Old Providence*.

St. *Andreas* is about 18 leagues from *Old Providence*. At the S. W. side of St. *Andreas* you may anchor in very good sandy ground. About a mile from the shore you have 6 fathoms water; and, about two miles from shore, you have from 15 fathoms to 6 fathoms. You may come to an anchor in what water you please. Then you will have the north point of the island N. b. E. and the middle of the island E. b. S. and the south point S. E. It is in the latitude 12° 30′ N.

If you sail from St. *Andreas* as above mentioned, the course is S. E. to pass through the E. S. E. and S. S. W. keys.

The E. S. E. keys are three keys with reefs all round them: there is good anchoring for small vessels, but you must be well acquainted. The E. S. E. keys are 6 leagues distance from St. *Andreas*.

The S. S. W. keys, called by the *Dutch Albu-kerken*, are three keys, and very good anchoring ground. There is nothing to fear; you may see every thing, and come to an anchor: it is deep water.

There are a few rocks, above water, close by the keys. Take care to bring the island St. *Andreas* to bear N. b. W. till you have the S. S. W. key S. W. b. S. about 4 leagues distance; then you will be right in the channel, and have no ground: steer E. S. E. or as high or as low as you please. You must take care, if you sail from St. *Andreas*, not to be carried with the current to the leeward; and bring the island of St. *Andreas* to bear with the S. S. W. key: then you are clear of all danger, and are through the channel.

N. B. The English name these Keys the S. S. W. Keys; the Dutch and Spaniards call the S. S. W. Keys, *Albu-kerken* Keys.

This channel is a good and very convenient channel for ships that go to *Rio Matina*, or *Carpenter's River*; and also to go to *Puerto Vello*, or *Carthagena*.

Note. The course from Cape *Gracios a Dios* to *Sandy-Bay* is S. ½ E.; it is 10 leagues distance. You must go by your lead in 5, 6, or 7 fathoms water.

The course from *Sandy-Bay* for *Governor's Point* is S. S. E. 4 miles distance.

The course from *Governor's Point* to *Wawa*, or otherwise called *Bregmans*, is S. ½ E. 12 leagues distance.

Directions for the Bay of Honduras.

Being bound down to the Bay, the course, from the west end of *Jamaica* to the *Swans'-Islands* is W. S. W. a little southerly, distance 90 leagues.—After making the *Swans'-Islands*, steer W. S. W. 40 leagues for *Bonacca*. To sail into the harbour of *Bonacca*, run in with the N. E. end, which is bold; and when you draw near it, you will then see the small keys that lie along to the S. W. Count 10 keys, as you run down along, at a moderate distance; the 10th is called *Half-Moon Key*, and is remarkable for having some cocoa-nut trees on the east end of it. Run in close with this key into 3 fathoms water off the west end; luff right round, and let go your anchor in 10 fathoms. You will see a small sandy key about a cable's length to the northward. Do not go between that and the main, for there is a reef of rocks which runs from the sandy key to the key which lies due west, half a mile, which has not above 8 or 9 feet water. The island lies in the latitude of 16° 30′ N. There is a channel between the first and second key, and another to the westward of the S. W. key.

The course from the west end of *Bonacca* to the east end of *Rattan* is W. by S. 5 leagues. There are three islands more that lie from the east end of *Rattan*, called *Helena*, *Moratt*, and *Barbaratta*; the latter is the eastermost and largest. Off the east part of *Barbaratta* are several low keys: and care must be taken, in the night, not to haul in until you get abreast of *Barbaratta*. To go into *Port-Royal* harbour, in *Rattan*, haul close in with the east end, and you will see a remarkable red cliff near the water-side. About 3 or 4 miles to leeward of that cliff is the entrance of the harbour, which may be seen by going a few ratlins up the shrouds: the keys on which the fort and magazine stood, as well as the harbour, will appear very plainly. Run to the westward and leeward of the key where the fort stood, and haul up close round it, giving the point a small birth. You cannot sail in with the wind farther to the northward than N. E. by N. as the channel is very

narrow. It is a fine harbour when you are in, with room to turn, and anchorage in what depth of water you pleafe, from 12 to 6 fathoms. Here is good water and wood, and very convenient to heave down.

From *Port-Royal* harbour, in *Rattan*, to the weft end, is W. S. W. and S. W. by W. diftance about 8 leagues, with a very good harbour every two or three miles; but, about 3 leagues before you come to the weft end, and juft to leeward of the fecond point that you fee in running down from *Port-Royal*, is a harbour called *Dixon's Cove*, very convenient in north winds for fhips to fhelter in that are bound to the bay.

To come into this harbour from the eaftward, run to leeward of the above-mentioned point, and you will fee a key juft to leeward of it: keep round the bank that lies off this key, in 8 or 9 fathoms, and you will open the harbour, which lies N. by W. and S. by E. In running in you will fee another key to leeward of you, with a reef running to the eaftward, which always fhews itfelf. Keep mid-channel, which is all deep water, from 20 to 15 fathoms. Run in till you bring the weft end over the key on which the little hut ftands, and anchor in the middle of the harbour in about 15 or 16 fathoms, clay ground, and moor with a kedge to the eaftward; you will then be abreaft of a creek on the eaft fide of the harbour. The banks, on both fides of the harbour, are very fteep, 12 to 3 fathoms, not half a fhip's length from the deep water to the fhoalleft. This is a fine out-let, as you may be at fea in 10 minutes; and, in cafe of accidents, a veffel may be faved here without anchors or cables, by running up the N. E. part of the harbour, which is all foft mud. There is a remarkable high cabbage-tree on the high land over this harbour, which may be feen very plainly coming from the eaftward, but not from the weftward till you open the harbour: it bears about N. W. when you lie at anchor, and the *Great Hog Ifland* due S. E. by E. The latitude of this harbour is 16° 20′ N. If your veffel work well, you have room to turn in.

In going down to the bay, if you meet with northerly or N. W. winds, come for this harbour. In coming in from the weftward you will fee the above-mentioned point about 3½ leagues from the weft end. Run in well with the weft key until you come on the bank into 7 fathoms; keep along in that depth, hauling round the key, until you open the fmall key, on which the hut ftands; then edge off into deep water, as the reef is very fteep, and luff in till you are abreaft of the creek on your ftarboard hand, or the weft end over the fmall key; anchor in about 16 fathoms, and moor as before directed; but, if you anchor in the middle of the harbour, you have room to fwing any way, and come to fail from your kedge when you go out.

When bound for the bay with a good fea-breeze, you need not go out of this harbour before two o'clock, as you will be down the weft end time enough to take your departure in the evening.

Right off this harbour, to the fouthward, lies a bank, about 3 or 4 miles off, that ftretches about W. S. W. 6 miles, with about 7 fathoms on it; and off *Cockfon's Hole* is a fhoally fpot, which has not above 10 feet on it.

Running along this bank, about 2 miles to the weftward of the harbour, and about the fame diftance from the fhore, a fhoally fpot has been paffed over of a foot lefs 3 fathoms, when, in a caft or two, it deepened to 3½ and 4 fathoms, then to 6 and 7 fathoms. Loaded veffels of a great draught of water, when running up or down, fhould not come nearer the land than 4 or 5 miles, to keep clear of thefe banks. There is a good channel between them and the ifland, but it is very narrow. When you bring the weft key of *Dixon's Cove*, N. N. E. you are then to the eaftward of the foul ground, and may haul in for the harbour. When you come within 4 miles of the weft end, going to the weftward, you are to the weftward of the bank.

This harbour of *Dixon's Cove* has been the more particularly described from its great utility for ships that may want a place of safety in bad weather.

From Rattan *to the Bay of* Honduras.

IN sailing from hence to the bay of *Honduras*, observe to time your departure from the west end of *Rattan* in the close of the evening, and not before. Steer N. W. a little northerly, which will run you in with the southern 4 keys, distance about 20 or 22 leagues. Be careful to sail with such canvas as may suit the weather you have, or the way your vessel has through the water, taking great care to keep a look-out, and not run more than 16 leagues by the log, as the currents are rapid, at times, by which many have been deceived. When day appears, and you have run the distance of 16 or 18 leagues, and do not see the keys, steer N. W. b. W. or W. N. W. which will shorten your distance, and you will soon raise them. They ought, if possible, to be made in the forenoon, to enable you to get to *Key Bokell*, or farther in, as time permits. The southern 4 keys are on a reef 7 or 8 leagues long, at the north end of which lie 2 keys called the northern 2 keys; the one large, with tall trees, the other a small spot with bushes. The 4 keys are on the south end of this reef, in lat. 17° 12′ N. The easternmost, on the end of the reef, is pretty round and high, with a large sandy bay on the east side: the westernmost is a long key with tall trees: the northernmost is next; and, coming from the eastward, an opening shews itself in the middle. The southernmost is the smallest, and is called *Hat-key*, resembling the form of a hat. From this key to the eastern key the reef lies in the form of a half-moon, so that care must be taken not to get embayed, as you will find it very difficult to get out with the wind at E. or E. S. E. if it blow and much sea, for the reef lies due S. S. E. from the westernmost key 4 miles, and the sea breaks very high.

From *Hat-key* to *Key Bokell*, the course is W. 6 or 7 leagues. This key is small, with bushes on it, and lies close to *Turniff*, which is a long island, or range of keys, lying N. N. E. and S. S. W. Keep close round *Key Bokell*, and anchor on the bank in 4 or 5 fathoms, looking out for a clear spot to let go the anchor in, as there is much foul ground, with heads of coral rocks. Bring the key to bear E. S. E. or S. E. b. E. 2 or 3 miles; or you may run to the northward along *Turniff* until you open the third lagoon or bog, and there anchor in 4 fathoms, and you will have smoother ridings, if a north should happen to catch you.

If you have day-light to get to *Key Cozen*, after giving the point of *Turniff* a birth, steer N. W. b. N. which will soon lead you in sight of the shipping at *Key Cozen*, as well as the key itself. At the same time you will make a high bluff of trees which is more in-land, and to the westward of *Key Cozen*, called *Ruyden's-Bluff*; keep it a sail's breadth open of *Key Cozen*, and run in with that mark until abreast of the south end of the reef, which is just without the vessels; haul up under this reef, and anchor at a moderate distance from it in 17 or 18 feet water. Farther in to the northward is *Blue-hole*, which is the best place to ride in, clayey ground, from 18 to 20 feet water. This key lies in latitude 17° 34′ N.

In coming round *Key Bokell*, being bound for the *Old River* or *River Sheeboon*, the course from *Key Bokell*, to *English-key* is N. W. This is a small round key with tall trees on it. To the northward about 1½ mile lies *Goff's-key*; and between these two keys is the channel commonly called *English-key Channel*. Your course in, when mid-channel between the two

keys, is W. N. W. When near *Goff's-key* in a range to the northward of it, are three keys more, viz. *Corlieu-key*, *Sergeant's-key*, and *Paunch-Gut-key*. *Serjeant's-key* is the largeſt and middlemoſt, and has a large ſandy bay on it. A little without *Goff's-key* is a ſmall ſand-bore, that ſhews itſelf above water, with a flat running off it to the ſouthward. Obſerve, that the keys above mentioned are all on the main reef, which runs a great way nearly north and ſouth. When you have the above channel open, and *Engliſh-key* bearing about W. from you, ſteer a little to the northward of the middle of the channel, towards *Goff's-key*, to avoid a rocky ſhoal that runs to the northward from *Engliſh-key*; then ſteer W. b. N. ½ N. keeping you lead going, as the channel is but narrow; the entrance is not more than a mile, and narrower.

Farther in, to the N. W. of *Goff's Key* is *Water-Key*, a large key with tall trees on it, from the ſouth end of which lies a large bank, which ſpits into the channel. Steer in nearly W. N. W. until you ſhut in *Serjeant's Key* with the ſouth end of *Water-Key*, then ſteer N. by W. until you bring *Goff's Key* on or in a range with *Water-Key*; then ſteer N. W. ½ W. which carries you in the beſt of the channel over the narrows, taking great care not to open or ſhut *Goff's Key* with *Water-Key*, as you will be near if not quite aground. Continue your courſe until you ſhut in *Baniſter's Key* with the *Drowned-Keys*; you are then over the narrows, and may ſteer in N. W. for the *Old River's Mouth*, diſtance about 4 leagues. Anchor off the mouth of the river in about 16 feet, all ſoft mud, ſo that your veſſel can take no hurt in the north times. It is beſt to anchor in the above depth of water a little to the ſouthward of the river, as the current generally ſets ſtrongly to the ſouthward. The ſame may be obſerved off *Sheeboon-River*.

To anchor under Goff's Key.—In coming from the northward, after you are round the ſand-bore, that lies to the eaſtward, keep on the bank in 4 or 5 fathoms, until you bring *Corlieu-Key* and *Serjeant's Key* into one, and then let go your anchor, and you will have clear ground. *Goff's Key* will then bear E. by N.

N. B. Here you take a pilot for *Old-River* and *Sheeboon*.

Directions to ſail out of the Bay by the Northern Paſſage.

Leave *Mauger-Key* about eight or nine o'clock at night, if the ſea-breeze be freſh, and ſteer N. N. E. ½ E. about 10 leagues, and not more till day-light. The diſtance between *Mauger-Key* and the ſouth point of the *Triangle-Reef* N. N. E. 12 or 13 leagues, but there is generally a northern current which you muſt guard againſt.

Should there be much ſea on, and your ſhip will lie up N. E. keep her by the wind, and do not run more than the 10 leagues till day-light; for, there is often a lee-ſet of the current to the N. W. which, with the ſea, may heave you near *Ambergris-Reef*. So that, leaving *Mauger-Key*, and not lying better than N. by E. or N. do not ſtand longer than 4 hours on that tack, for fear of coming near *Ambergris-Reef* in the night. When you make the *Triangle-Reef*, the ſouth end is broad, not leſs than 4 or 5 miles, and makes in two points, between which is a ſmall ſandy ſpot. Go to the leeward of the reef; and your courſe from the S. W. point is nearly N. by W. ½ W. up to the *Great Key*, from thence about N. by E. to the two keys which lie on the north part of the reef. Keep your lead going, for fear of a ſpit which runs off abreaſt of the key. The whole length of the reef, from the S. W.

end to the north part, is about 12 or 13 leagues. Leaving *Mauger-Key*, and not fetching the point of the *Triangle-Reef* in ſight, you will ſee the main, and ſhould night overtake you when under the lee of the reef, ſteer about N. by E. if you are any diſtance off, until you meet the ſea coming round the north end of the reef; then haul up N. E. if the wind permit, which will carry you to windward of *Cape Antony*. The diſtance from the north end of the *Triangles* is 65 leagues; and, from the ſouth end of *Cozemell*, 48 leagues. The ſouth end of *Triangles-Reef* is in latitude 18° 18' N.; the north end is in 18° 56' N. The ſouth end of *Cozemell* bears from this reef about N. by E. 16 or 17 leagues. The latitude 19° 45' N. and the north end lies in latitude 18° 23' N. The diſtance from the *Triangle-Reef* to the main is about 11 or 12 leagues, and it lies round in a deep bight.

To the ſouth end of *Cozemell* there is an indraught to the N. W. which you muſt take great care of.

N. B. By going the northern paſſage you ſave 50 or 60 leagues right to windward.

Directions to ſail in at the Sapadilla-Keys, *through the* Main-Reef, *up to the* River Belieze.

From the weſt end of *Rattan* to the entrance, through the reef, by the *Sapadilla-Keys*, is weſt, 29 or 30 leagues. You may know the *Sapadilla-Keys* by 5 dry ſandy keys, without ſhrubs or trees on them, except that on the ſtarboard ſide going in, on which are two dry trees appearing like a ſchooner at anchor: when you firſt make them, all the keys to leeward are buſhy and full of ſapadilla-trees.

In the paſſage through, you have 4½ fathoms, and then, after a few caſts, you deepen your water to 6, 7, 10, and ſo to 17 fathoms. This is eſteemed the beſt paſſage for large ſhips. The courſe through is W. and W. b. N. When you are over the reef it is termed the *Harbour of Honduras*.

From *Sapadilla-Keys* you ſteer W. S. W. between 4 or 5 leagues, to avoid ſeveral bad ſhoals and rocks that lie to the northward of the paſſage.

When you bring *Point-Placentia* to bear N. b. W. ſteer for it; it will be at the diſtance of about 6 leagues. From *Point-Placentia* to *Settle-River* is north 6 or 7 leagues. From *Settle-River* to *Colſon's-point* is north 6 leagues. From *Colſon's-point* to the mouth of the river *Belieze* is N. ½ E. 6 or 7 leagues; where you anchor as before directed.

Off *Colſon's-point* is a ſhoal, 2 or 3 miles off; and another ſhoal lies S. E. 3 miles from the river's mouth. After you have got through the *Sapadilla-Keys*, and up as high as *Point-Placentia*, you may anchor all along the main at any depth of water, from 5 to 17 fathoms, keeping at the diſtance of 2 miles from the ſhore.

In going between the *Northern Triangles* and the main, if you ſhould get the wind to the W. or N. W. or N. go to the ſouthward of the *Northern Triangles*; taking very great care to keep far enough to the ſouthward of them, for fear it ſhould fall little wind or calm, and a N. W. current or ſwell, which will heave you on them, as there are no ſoundings before you are almoſt on ſhore. Likewiſe, ſtand, at the leaſt, 10 or 12 leagues to the eaſtward of them, before you haul to the northward for Cape *Antony*, for fear you ſhould be caught abreaſt of them with a lee current and ſet of the ſea which generally runs here. In ſtanding to the ſouthward of them, do not go too far to the ſouthward for fear of the ſpit which runs off the northern two-key reef, which lies N. E. b. E. from the northern-

moſt key of the northern two keys, with 6 fathoms cloſe to them: the next caſt you are on ſhore, or near it.

If you come out of the bay by the ſouthern paſſage, and your ſhip will not lie up eaſt, or E. b. N. from *Key Bokell*, bear up and run to the ſouthward, between *Tobacco-key*, which is the outer part of the reef, and *Glover's Reef*, eſpecially if you have not day-light to get to the northward and eaſtward of the north end of *Glover's Reef*. Run to the ſouthward till you ſee the ſmall keys on the ſouth end of the reef, and there you may bring up till morning, bringing the keys about N. E. There is moſtly a ſtrong lee current about *Glover's Reef*, which has deceived many, who have loſt their ſhips in the night, expecting to have weathered the north end of *Glover's Reef*, which is ſteep-to in moſt places.

Directions for the Coaſt of Guayana, Surinam, Demerary, Berbice, *&c.*

NOTE.—All the depths of water after mentioned were taken at low Spring Tides.

DEMERARY.

OFF this coaſt 12 leagues, and from that to 40 leagues, the wind generally prevails eaſt ſouth-eaſt; within 12 leagues the wind is variable, in the morning S. E. and E. S. E. towards noon draws round to the eaſt, and between two and eight o'clock is generally to the N. E. N. N. E. or north; during the night it varies from E. b. N. to E. b. S. If bound for *Demerary* from the northward or eaſtward, obſerve there is no place below *Curintin river* but you may run in 5, 4, and 3 fathoms; after paſſing *Berbice* 4 or 5 leagues, the buſhes appear very irregular, and ſeveral white houſes, with red tops, may be ſeen, which is not the caſe at any part to windward of *Berbice*. About 9 leagues to the eaſtward of *Demerary*, is a remarkable clump of trees, called *Machia Clump*; they may be ſeen ſome diſtance before you can diſcern any object near them. If in running along the ſhore you make the clump of trees, haul off immediately, in order to round the bank, which lies to the northward and eaſtward of *Demerary*: for when abreaſt of the trees, in 4 fathoms, by hauling off north, you will not deepen your water for ſeveral miles, or out of ſight of all objects on the coaſt, except *Machia Clump*.

On the northernmoſt part of the bank are 4 fathoms; it lies in latitude 7 deg. 00 min. N. You may run along this bank weſt in 4 fathoms, until you ſee the entrance of the river, or gap in the buſhes, under the buſhes, and a little to the eaſtward of the gap, are ſeveral white houſes, and two windmills. When the entrance bears S. W. b. S. you may then ſteer S. W. or S. W. b. W. 3 or 4 miles, according to the time of tide, which flows half paſt 4 o'clock full and change; the firſt part of the flood ſets to the W. S. W. and the latter part weſt; it ebbs ſeven hours to the N. E. and N. N. E.

Merchants' veſſels, who wiſh to take a pilot for the river *Demerary*, ſhould bring the gap to bear S. S. W. and anchor in 3½ fathoms; they will then be about 7 miles from *Spirit-point*. Frigates ſhould anchor with the gap ſouth in 4 fathoms, they will then be about 9 or 10 miles from *Spirit-point*; although the latter diſtance is greater than the former, it is much more convenient for men of war, becauſe their boats will fetch oftener off to their ſhips.

On the N. E. of *Demerary-bank*, nothing can be ſeen from the deck of a frigate but *Machia Clump*, and the bottom is ſoft mud, much more ſo than any other part of the coaſt.

Merchants' veſſels ſhould anchor off *Machia Clump*, and ſend a boat on ſhore, in order to be certain of their ſituation.

GUAYANA.

To get to windward on the coaſt of *Guayana*, care muſt be taken not to let the ſoutherly winds draw you more than 10 leagues from the land, and be careful to be at that diſtance about noon, as probably by 2 P. M. you will find the wind ſo far to the north as to lay along ſhore; about 8 P. M. you generally loſe the northerly wind, and find it blow along ſhore from the eaſtward: therefore, ſhould you have a whole ebb tide before you, it will be better to anchor, and ſtop a tide. By day-light the wind draws round weſt, ſoutherly; for which reaſon it will be neceſſary to be in ſhore. By taking thoſe advantages, with that of the tides, a frigate may beat from *Demerary* to *Surinam* in 3 or 4 days.

SURINAM.

You may anchor off *Surinam* in 4 fathoms by bringing it to bear S. b. E. With that bearing you get nearer the point than any other with the ſame depth. In ſailing for *Surinam*, bring *Bram's-point* to bear S. E. b. S. diſtance 6 or 7 miles, you will then be in three and a half fathoms; then ſteer S. S. E. until you bring it to bear S. E. then ſteer for *Bram's-point*; when within one mile, keep the point juſt open on the larboard bow, and by rounding it within a cable and a half's length, you will get 4 or 5 fathoms; when abreaſt of the point, haul about one third from the larboard ſhore: when half a mile within the point, it is ſhoal water, and not more than 14 feet over that part of the river. This bank, or bar, runs nearly a mile; after paſſing it, you will get 3½ and 4 fathoms; when within half a mile of *Parmerand-redoubt*, you will get only 13 feet: ſtill keep one third from the larboard ſhore, but not more, to avoid a wreck which lies ſunk off the redoubt. When abreaſt of the firſt redoubt, ſteer for the flag-ſtaff on *Fort-Amſterdam*; you will then deepen your water; a black buoy is laid on the wreck, and muſt be left on the larboard hand. When abreaſt of *Fort-Amſterdam*, keep near the ſhore in 4 or 5 fathoms, till you are near the laſt plantation, off which are 14 or 15 feet. If bound to *Parimarbo*, and abreaſt the laſt plantation, ſteer for the flag-ſtaff on *Lulandia*, in 11 feet, about half a mile; about two miles further you will get 13 feet, ſoft mud; but within one mile of *Fort-Zelandia* you will deepen your water, and off the fort, get 7 fathoms. Care muſt be taken not to come near any of the points inſide *Bram's-point*, becauſe there are many ſhoals of mud: the ſtarboard ſhore is ſhoal from *Bram's-point* to *Fort-Zelandia*.

THE TIDES.

Times of High Water, *at full and change of the Moon.*

	H.	M.
Seven miles off *Bram's-point* - -	5	00
At *Bram's-point* - - -	5	30
Off *Fort-Amsterdam* - - - -	6	10
Fort-Zelandia - - -	7	00

The tides flow 7 feet at full and change, and between three and four at neap tides; the water falls one foot before the stream is done running in the mid-channel.

The Coast of GUAYANA.

SHIPS bound from the *Caribbee Islands* to the coast of *Guayana*, should steer as far to the eastward as S. E. if the wind will permit, on account of a strong indraught, or current, setting at all times of the year to the westward through the *Gulf* of *Paria*. On the outward edge of the ground, you will perceive the colour of the water change to a light green, and have from 35 to 45 fathoms. If in that depth you should be so far to the southward as 7 deg. 25 min. north latitude, you may steer in S. W. and make the land; but if more to the northward, keep your wind till you attain that latitude. You will have gradual soundings quite to the shore, but very shallow. You will be in 9 fathoms when you first get sight of the land about *Demerary*, but you may run in 4 fathoms, being attentive to your lead. As it is the general opinion that there are many unexplored sand-banks on this coast, a great attention to the lead, and quality of the ground, will be necessary, as by that only you will be apprized of the danger, for, as on most parts of this coast to the eastward of the *River Oroonoko*, the bottom is a very soft mud: if on a sudden you find hard sandy ground, be assured some danger is near, and immediately haul off, till you again find soft ground as before.

The making of the land, all the way from *Oroonoko* as far to the eastward as *Cayenne*, is very low and woody, and therefore appears in all parts so much alike, that the most experienced pilots are frequently deceived. Your chief dependance, therefore, is in a true altitude; if that, by reason of thick weather, cannot be obtained, it will be advisable to anchor in about 6 fathoms, which you may do with great safety, having good ground, and in general moderate gales and smooth water.

The making of the land about *Demerary* is the most remarkable of any part of the coast; the woods in many places being burned down, and cleared for cultivation, makes the land appear in large gaps, where the houses, &c. are plainly to be seen; and if there are any ships lying at the lower part of the river, their mast-heads may plainly be descried above the trees at some distance at sea.

If bound into *Demerary*, you must run to the westward till you bring the entrance of the river S. S. W. or S. b. W. and either lay to, or anchor for the tide, in 4 fathoms; but be cautious not to be hauled further to the westward, for the flood runs strong into the *River Essequebo*, at the mouth

of which, and at a great diſtance from the land, lie many very dangerous ſand banks, on ſome of which there are not more than 9 or 10 feet, and the flood tide ſets right on them.

On many parts of this coaſt, particularly off *Point-Spirit* to the eaſtward of *Demerary*, the flood tide ſets right on the ſhore, and the ebb right off to the N. E. It will be adviſable, when calm and near the land, to anchor in time.

In the month of *December* there is, at times, particularly in ſhoal water, on the coming in of the flood, a great ſea called the *Rollers*: it is often fatal to veſſels at anchor.

DEMERARY.

AT the entrance of the *River Demerary*, and E. N. E. and W. S. W. the moon makes full ſea, and the water at ſpring-tides riſes 8 or 9 feet. From each point of the river runs off a flat mud-bank, at leaſt 3 leagues, on many parts of which there are from 8 to 12 feet at high water. Between theſe banks lie the entrance and bar of the river, on which, at ſpring-tides, there are 20 feet, ſoft ground. If the wind ſhould caſt out, be cautious, and not ſtand too near the weſt bank, as the flood tide ſets on it in an oblique direction, and the ground in ſome parts is hard ſand, but you may borrow on the eaſt bank at pleaſure, being all ſoft mud.

About 6 miles on the weſt ſide of the river, ſtands a remarkable lofty *tree* by itſelf, the branches of which appear to be withered, and 3 or 4 miles above that, there is a *tuft* of *trees*, or *buſh*, which is very remarkable. In running into the river, the leading mark is to keep the *withered tree* on with the weſternmoſt part of the *tuft*, or *buſh*, which will carry you in the beſt water, and about mid-channel, ſteering, at the ſame time, S. b. W. by compaſs. The breadth of the channel going in is about two miles, ſhoaling gradually on each ſide. The anchoring ground is within the eaſt point, in 4 fathoms at low water, ſoft mud. Keep the eaſtern ſhore on board, the weſtern ſide being flat and ſhoal.

It is neceſſary to weigh the anchors once every ten days, or they will bury ſo much as to be ſuppoſed to be loſt.——N. B. The thwart mark to know when you are without the bar, is when *Point-Spirit* comes open to the northward of *Corrobana-point*, and you have 4 fathoms.

Remarks made among the Weſtindia-Iſlands.

MARTINICO.

POINT-SALINES, the ſouth end of *Martinico*, is in lat. 14° 42′ N. and lies N. W. 28 leagues from the north end of *Barbadoes*, and N. W. ½ N. 34 leagues from *Carliſle-bay*. It conſiſts of ſome low rocky iſlands, lying near the main land, which is alſo low.

Diamond-rock lies N. W. from *Point-Salines*, and is remarkable, by be-

ing a high, steep, round rock, about a mile from the main; it is said there is a good passage between them. The shore, between the *Diamond-rock* and *Point-Salines*, is low, and forms a bay, called St. *Ann's-bay*, which is said to be a very good road for ships. *Diamond-point* lies 2 miles N. W. b. W. from *Diamond-rock*, and about 2 miles N. N. W. ½ W. from *Diamond-point*, is *Point-Solomon*, on which is a small battery. Both these points are high, steep, and rocky.

Point-Solomon forms the south side of *Fort-Royal bay*, and the point of *Morn-Boef* the north. From these points the bay grows narrower until up as high as *Fort-Royal*, where it is not above 3 or 4 miles across; and the shores are every where steep, having 9 or 10 fathoms a ship's length from the shore, and half a mile farther out there is no bottom.

On the south side of *Fort-Royal bay*, about 4 miles above *Point-Solomon*, is *Pigeon-island*, strongly fortified with cannon and mortars; and 4 miles farther up the bay, on the north side, are the town and fortifications of *Fort-Royal*, which, with *Fort-Bourbon* over it, make a very formidable appearance.

Point-Nigris lies on the north side of the bay, 2 miles west from *Fort-Royal*. It is low, and there is a strong masked battery on it.

About 2 miles N. W. from *Point-Nigris*, where a rivulet of fresh water runs down a deep and fertile valley into the sea, is the village of *Case-Navires*; the principal part of the village is close to the sea side, under a rising ground, a little east from the mouth of the rivulet; but there are several houses on the plain, to the west of the rivulet, all of which go under the name of *Case-Navires*; also on a bluff point a little east of the town, is a small battery, with a flag-staff.

Abreast of the town of *Case-Navires*, is an excellent road for ships; it lies from abreast of the westernmost houses in *Case-Navires* to abreast of the battery east of it. The bank for anchoring reaches about a cables and a half's length from the shore, the first half-cable's length of which is a shoal along the beach, deepening to 3 fathoms on the outer edge; from thence the bank deepens to 5, 7, 10, 15, 18, and 25 fathoms, a cable's length from the edge of the shoal. Abreast of the battery, the ground is clean sand, from thence softening to very soft mud abreast the westernmost houses in *Case-Navires*, but when without 24 or 25 fathoms, the ground is hard and gravelly.

Ships intending to anchor in *Case-Navires road*, must turn to windward, until they bring the easternmost cluster of houses in the town on a line with the middle of the valley behind them, bearing about N. b. E. ½ E. or N.N.E. before they stand in for the anchoring place; then steer in for it, with the cluster of houses on with the valley; and when the point between *Case-Navires* and *Case-Pilote* is opening without the land to the N. W. of it, you are entering on the *bank*, in 45 fathoms; steer in so as to have the westernmost house of this cluster on with the middle of the valley; and by the time *Le-Grose-point* (on the opposite side of the bay) is shutting in behind *Point-Nigris*, in a large ship you may let go your anchor in 18 or 20 fathoms; but small vessels may stand in with this mark to 9 or 7 fathoms.

Case-Pilote is the next village to the N. W. of *Case-Navires*; it is close to the sea side, with a small battery at the west end of it. *Fort-Capet* and *Carbet* are other two small villages, between *Case-Pilote* and St. *Pierres*, having each a small battery by them.

In sailing round the point of *Morn-Boef*, you will open St. *Pierres*, which is a large, well-built town along the bottom of the bay, having several handsome public buildings in it, which make a fine appearance from the

ſea. The *road* is abreaſt the ſouth end of the town, and the ſhips anchor cloſe to the ſhore.

From St. *Pierres* to the north end of the iſland, are ſeveral villages, with ſmall batteries. The ſhores are very ſteep, and there are no hidden *rocks* or *ſhoals* to hurt a ſhip on the weſt ſide of *Martinico*, excepting the bottom of *Fort-Royal bay*, where are ſeveral *ſhoals*; the outermoſt of which is abreaſt of the town of *Fort-Royal*.

The higheſt mountains in *Martinico*, like thoſe of the other iſlands, are almoſt continually covered with clouds, which intercept the general courſe of the trade winds, and therefore cauſe calms, or variable winds, to leeward of them, which give the ſmall batteries underneath theſe mountains, a great advantage of annoying ſhips, which, in theſe places, are frequently unmanageable for want of wind.

Morn-Boef bears, by compaſs, N. N. W. $\frac{3}{4}$ W. from *Diamond-point* and *Pearl-point*, as alſo the lee point of *Dominico* bears N. N. W. from *Morn-Boef-point*.

DOMINICO.

SHIPS from the lee of *Martinico* for *Dominico* ſhould not ſteer to leeward of N. b. W. on account of lee-way ſea, and perhaps current ſetting between theſe iſlands. On making *Dominico* from the ſouthward, or ſteering along ſhore from the northward, *Scotchman's-head* is remarkable, being a high rock, with a flag-ſtaff on it, lying a good way out from the ſouth end of the iſland, and joined to the main by a low neck, ſo that at firſt it appears like a ſmall iſland. The lee ſide of *Dominico* is every where ſteep, and there is nothing diſtant from the ſhore that can hurt a ſhip.

Rouſſeau, the chief town in the iſland, is eaſily diſcerned in ſailing along ſhore. The road for merchant ſhips is in a kind of bay, at the ſouth end of the town: but the beſt anchorage for men of war, is in *Woodridge's-bay*, which is a little north of the town. The anchoring place is eaſily known by a gibbet erected near the beach, under the middle of a large cane-field.—The rule for anchoring is, to run in, under an eaſy ſail, oppoſite, or nearly ſo, to the gibbet; and the moment you get proper ſoundings, let go your anchor.

The lee ſhore of *Dominico* (without attending to the ſmall bays, and little irregularities) is nearly a ſtraight line from *Scotchman's-head* to *Rollo's head*, the ſouth ſide of *Prince Rupert's-bay*, bearing N. b. W. $\frac{1}{4}$ W.; and, as obſerved before, the ſhore is every where ſteep.

Prince Rupert's Bay is under the north end of *Dominico*, and may be reckoned the beſt bay in the *Weſt-Indies* for a fleet to wood and water in. On entering the bay, you have *Rollo's-head* on the ſouth ſide, being a low point, with a remarkable high round hill over it, called *Rollo's-hill* (by ſome the *Barber's Block*) and *Prince Rupert's head* on the north ſide, conſiſting of two pretty high fortified hills, called the *Cabretts*, which are joined to the main by a low marſhy neck. At the bottom of the bay, you will ſee the town of *Portſmouth*, conſiſting of ſcattered houſes along the ſandy beach, having three cocoa-nut trees at the ſouth end of it, two ditto at the north end, and a large tamarind tree near the middle.

To the weſtward of the town of *Portſmouth*, and on a green riſing ground at the inner end of the marſh that joins the *Cabretts* to the main, is

a small plantation, called *Cotton-hill*, consisting of a few little houses. Directly over *Portsmouth*, you will see two high *sugar-loaf hills*, with a large mountain to the north of them, still higher, and covered with clouds.

About two miles to the southward of *Portsmouth*, is a plantation, on low ground, pretty close to the beach, called *Picard Estate*: and half way between *Pickard Estate* and *Rollo's-head*, is a fine looking plantation, called *Mount-Allen*, lying in the declivities of an irregular valley, at the bottom of a little bay.

Indian-river is a pretty large run of fresh water, that comes down the valley on the south side of the two *sugar-loaf hills*, that are over the town of *Portsmouth*, and discharges itself into the bay, half way between *Portsmouth* and *Pickard Estate*.

Ships anchoring in *Prince Rupert's Bay* must observe, that from the east, or inner part of the *Cabretts*, round the bay, to the outer or west side of the cultivated part of *Mount-Allen Estate*, there is a shoal reaching out from the beach, deepening to 3 fathoms a cable's length off, except abreast the mouth of *Indian River*, where the shoal reaches a cable's length and a half off. From 3 fathoms the bank deepens gradually to 5, 7, 10, and from thence suddenly to 15, 20, and 26 fathoms at the outer edge of it.

Turning into the bay, *Rollo's-head* and *Prince Rupert's head* are both very steep, and may be approached within two ships' lengths. When as high as *Mount-Allen Bay*, you may stand in to it, so far as to bring the tamarind tree in *Portsmouth* on with the highest land behind it; and when as high as *Pickard Estate*, stand in to it until you begin to open the little height at the west, and of the cultivated part of *Mount-Allen Estate* without the west edge of *Rollo's-hill*. In standing to the marsh between the *Cabretts* and *Cotton-hill*, tack in 9 or 7 fathoms, according to the size of the ship. In anchoring, it is to be observed that the shoalest water is the cleanest; for any where without 10 fathoms it is rocky. The best birth is reckoned abreast of the tamarind-tree, with the outermost land (seen over the neck within the *Cabretts*) on with the west edge of *Cotton-hill*, or on with the drain at the west end of it: but if any way to the southward of the tamarind-tree, towards *Indian River*, you must run in until you have just opened, or begun to open, the little height, or highest ground at the west end of the cultivated part of *Mount-Allen Estate*, without the west edge of *Rollo's-hill*: and in both these situations you will have 9 or 7 fathoms, muddy ground.

The common watering-place is about 100 yards north from the tamarind-tree; but at *Picard Estate*, and all along that side of the bay, there are plenty of rivulets for watering. There is wood to be had every where round the bay.

From *Rollo's Head* to *Prince Rupert's Head*, is		N. 2° W.
	to *West Point* of the *Saints*,	N. W. b. N. 1° N.
	to *West Point* of *Guadaloupe*,	N. W. b. N. 2° N.
From *Prince Rupert's Head* to *Cape Melvil*		N. b. E.
The latitude of *Cape Melvil* is		16° 26′ N.

ANTIGUA.

The west end of *Antigua* bears N. b. W. from *Englishman's-head* in *Guadaloupe*. When to leeward of *Antigua*, the south and east parts of it appear high land, but the north end is low and broken. The road of *St. John's* is under the low broken land at the north end.

Steering from abreast of *English-harbour* to *St. John's Road*, the course is W. N. W.; N. W. and N. When past *Falmouth-harbour*, keep the small battery on the east side of the entry open without the west point of the harbour, until you are abreast of *Old-Road*, commonly called *Cale's-bay*; then steering so as to keep *English-harbour Bluff* open without *Old-Road Bluff*, will carry you clear off *Johnson's Reef* in 13 or 14 fathoms. Keep this mark until you open the *Hawk's-Bill*, to the westward of the *Five Islands*; you are then clear of *Johnson's Reef*, and may haul up north, or N. b. E. for *Sandy Island*. When *Five-Island harbour* bears east, you are to the northward of *Johnson's-shoals*, and if found necessary, may haul more up, taking care to keep the *Camel* open without the *Ship's-stern*, in order to keep the *nine-feet bank*. When you see *Sandy-Island*, steer so as to pass two cable's length to leeward of it, because of a reef reaching that distance to the westward from it. When past *Sandy-Island*, stand on upon a wind until you can weather it about half a mile; then tack, and stand to windward of *Sandy Island*, close in to *Ship's-stern*, or the little bay to the southward of it. In standing towards *Ship's-stern*, be sure not to be farther to windward than to open *Hawk's-Bill* without the land, or to bring it on with the innermost of the *Five-Islands*, because of the *Warrington*; and when so far in as this mark, you must, in standing to the northward toward the *Warrington*, tack as soon as the flag-staff on *James'-fort* comes on with the middle of *Rat-Island*; but the south shore is very steep, and you may stand to it as near as you please all the way from *Ship's-stern* up to the bar. The anchoring place is about two or three cable's length within the *Warrington*, with the flag-staff of *James's-fort* on with the north side of *Rat-Island*; but there is good ground, and moderate depth for anchorage all the way out to *Sandy-Island*.

The largest of the *Five-Islands*, open to the westward of the *Hawk's-Bill*, is in 9 fathoms close to, and clear to the westward of the *Warrington*; and the north part of the works on *James'-fort* on with *Rat-Island*, is directly on the middle of it in 3 or 4 feet. There are 10 or 11 fathoms, smooth bottom, abreast of *Sandy-Island*, between it and the *Warrington*, and between it and *Ship's-stern*; nine fathoms between the *Warrington* and *Goat-hill*, and 3 and 7 fathoms within the *Warrington*.

St. John's-road, Antigua, is in 17° 7' N. latitude.

South point of *Nevis* bears west from *St. John's-road*, *Sandy-Island*, W. ½ S. *Rodondo* S. W. b. S. and the north end of *Montserrat*, S. W. b. W. by compass.

NEVIS

Is a high round mountain, declining gradually to the sea side, where on the south and west sides, the shore is very low, therefore dangerous to approach in a dark night, because the high land over the low shore hides it, so that it is not seen until very close. There is a reef runs out from both the south and S. W. points of *Nevis*, reaching near half a mile off.

The mark to clear these reefs, when coming from the windward, is to keep the round hill on the island of *St. Eustatius*, open to the southward of *Brimstone-hill*, until *Booby-Island* (in the passage between *Nevis* and *St. Kitts*) comes in sight, without the west point of *Nevis*; then you are clear of every thing.

If bound into *Nevis-road*, keeping *Booby-Island* its own breadth open without the west point of *Nevis*, will carry you in five and a half or six

fathoms close to the point of the shoal which lies off *Charles'-fort*, or S.W. point of *Nevis*; and when past the shoal, you may anchor abreast of the town, with *Booby-Island* just touching the west point of *Nevis* and *Brimstone-hill* on with the middle of *St. Eustatius*, in 7 or 8 fathoms, clean sandy bottom.

ST. KITTS.

WHEN past the south point of *Nevis*, if bound for *Bassaterre-road* St. *Kitts*, steer N. W. b. N.; and when abreast of *Frigate-bay*, run in until you bring *Nag's-head* to the southward of the top of the mountain in *Nevis*, or the high *hummock* on *Nag's-head*, on with the south part of the top of the mountain; steer, keeping this mark, until a remarkable *tree*, and indeed the only one, on the green ridge behind the town of *Bassaterre*, comes on with the edge of *Monkey-hill*, or begins to shut in out of sight behind it; then let go your anchor, and you will have 10 fathoms, mud or clay bottom. If standing from sea into the road, with the *tree* on the ridge just open to the east of *Monkey-hill*, when you observe the points of the two high lands on each side *Frigate-bay* begin to shut in on each other, you will then deepen your water from 7 to 10 fathoms; you are then coming within the rocky ridge into clean ground. The anchorage in *Bassaterre-road* is very extensive; but except in the places described by the above marks, the ground for the most part is rocky.

Old-road, St. Kitts, lies 6 miles to the westward of *Bassaterre*. If running down close along the shore, the first things you will observe are the embrasures of the low battery on *Stony-Point*; afterwards the town will open, lying on low ground near the beach, with the houses intermixed with trees, or bushes. The anchoring place is half way between the town and *Stony-point*. Ships intending to anchor in *Old-road*, should run so far to leeward as to fetch the anchoring place upon a wind, or at least nearly so; then stand in, under an easy sail, directly for the *Gully* to the eastward of the town; and when a church, that lies about a mile to the westward of *Old-road*, comes on with the flag-staff on *Brimstone-hill*, let go your anchor: you will then be a cable's length from the beach, in 9 or 10 fathoms, gravelly ground with stones.

Sandy-point lies about 2 miles west from *Brimstone-hill*. The road is about 2 cables' length from the shore to the westward of the town, from 9 to 13 fathoms. Abreast of the town, and to the eastward of it, the bank is narrow, and the ground rocky, so that you must be to the westward of it, bringing the street end on, that goes up from the landing-place through the middle of the town, before you let go your anchor. From the point of *Charles'-fort*, which lies in ruins between the town and *Brimstone-hill*, is a small rocky reef, reaching half a mile out.

From St. Kitts, *to Leeward of* St. Eustatius, *through the* Islands, *past* Somberero.

ST. EUSTATIUS bears N. W. b. W. 7 or 8 miles from the west end of *St. Kitts*, and *Saba* bears W. N. W. about 5 leagues from *St. Eustatius*. The west end of *St. Martin's* bears N. N. W. about 8 or 9

leagues from the weſt end of *St. Euſtatius*, and the weſt end of *Dog-iſland* N. N. W. ½ W. 6 leagues from the weſt end of *St. Martin's*; ſo that ſhips muſt lie up N. b. W. from the weſt end of St. *Martin's*, to fetch the *Dog* and *Prickly-Pear Paſſage*.

St. Euſtatius and *Saba* are very high iſlands; *St. Martin's* is an irregular ridge of high land; but the weſt point is low, and there is a ſmall reef that runs half a mile out from it. *Anguella* is to the northward, and is farther to the eaſtward than *St. Martin's*, and is very low, level land. The *Dog* and *Prickly-Pear Iſlands* are alſo very low and level; but the *Dog*, or weſternmoſt, is the biggeſt, and remarkable for a little key at the weſt end, reſembling a round hat, and therefore called *Hat-key*. The paſſage between theſe iſlands is very clear; alſo there is no reef or danger round *Dog-iſland*.

Somberero is a low flat rock, not half a mile in circumference, lying N. N. W. 20 miles from *Dog-iſland*. Both theſe iſlands are ſo low, that, in a ſmall veſſel, you will loſe ſight of *Dog-iſland* before you make *Somberero*. In heavy gales of wind, the ſea ſometimes waſhes rock *Somberero*. Ships go on each ſide of it, and it is ſaid there is no reef or danger reaching above two cables' length from it.

Directions for the Weſt-India, *or* Carribbee Iſlands, *collected from the Journals and Obſervations of ſeveral experienced Navigators.*

The Weſt-India, *or* Carribbee Iſlands *lie off the* Continent *of* America *in nearly a ſemicircular form.*

BARBADOES.

BARBADOES is an iſland to the eaſtward of the *Carribbee Iſlands*: its north or high point is in 13 deg. 21 min. north latitude; its ſouth point in 13 deg. 3 min. and *Bridgetown*, its capital, in 13 deg. 8 min. and 59 deg. 46 min. longitude weſt from London. In ſteering for this iſland, keep as near as poſſible in the latitude of 13 deg.; and when about 70 or 80 leagues to the eaſtward, you will find the water to be diſcoloured and thick, but no ſoundings. The iſland may be ſeen 12 or 13 leagues off; endeavour to keep on its ſouthern ſide, and you may run along within 3 miles of the ſhore, until you come to *Needham's-point*—give this a good birth; avoid a reef running from it, which is viſible, and upon which the water breaks, and hawl in for *Carliſle-bay*. The long mark for it is the houſe ſtanding upon the hill above the north end of the town open with the outermoſt flag-ſtaff on the point: the thwart-mark is the three flag-ſtaffs in one. When the houſe is open to the northward of the church, you may tack, and anchor on the ſtarboard ſide of the bay, in from 10 to 20 fathoms: at the bottom of the bay ſtands *Bridgetown*.

The S. E. part of the iſland is much encumbered with rocks, called the *Cobblers*: they extend about a mile from the ſhore; you muſt be careful not to fall in with them. At *South-point*, about 6 miles to the eaſtward of *Needham's-point*, where the rocks terminate, is a ſpit, ſtretching off W. S. W. above a mile; give it a birth, and when you have paſſed it, haul up N. E. and bring a mill ſtanding cloſe on ſhore either E. b. N. or E. N. E. anchor in 7, 8, 9 or 10 fathoms; the ground is tolerable, but rocky. Off *Carliſle-bay* N. N. W. lie the *Pelican* and *Half-acre ſhoals*.

TOBAGO.

The island of *Tobago* lies also out of the line, and to the eastward of the *Carribbee Islands*. *St. Giles' Rocks* are 109 miles distant from *Needham's-point*, in *Barbadoes*; they lie in the latitude of 11 deg. 22 min. and longitude 60 deg. 14 min.; the course is nearly S. b. W. You must always keep on the north side of the island; it is high land, and may be seen 14 or 15 leagues in clear weather. The coast is bold and clear till you are about 9 miles from *St. Giles' Rocks*, where you will see several rocks above water, called the *Sisters*; they are two miles off the shore, and steep to.

When you are abreast of the *Sisters*, you may see the west end of the island, which is low and sandy; and to the westward of them you may heave as near the shore as you please. Should you make *Tobago* in the evening, and are fearful of running in, you must stand to the southward with an easy sail, or the current, which sets to the N. W. or N. E. will endanger your losing sight of the island. *Man-of-War Bay* is on the north side, and lies about three miles from *St. Giles' Rocks*; there are no soundings until you are close in the bay, when you will have from 40 to 10 fathoms. When bound to this bay, you must go to leeward of the rocks; then haul in for the *Bluff-point*, and you will perceive the bay; open the key as near the bluff as you can, but be careful the wind does not take you aback; turn into the bay, which is bold to, and anchor as far to windward as you can; you will see a small bay, called *Pirates-bay*, where you will find 12, 14, 16, and 17 fathoms, clear ground; but if you are not able to turn in, you may anchor in 35 and 40 fathoms, and warp up. In *Pirates-bay* is a watering place. On the south side of *Man-of-War Bay*, you may anchor in 16 and 18 fathoms, one quarter of a mile off the shore, having good water half a mile from the anchorage, but with a dangerous surf.

About 6 leagues from *man-of-war-bay* lies the north point of *Great-Courland-bay*: if by night you are fearful to run for the *bay*, you will find good anchorage to the windward of the *Bluff*, with from 6 to 20 fathoms: there is no danger in day-time, except the *Beef-Barrel*, and that lies close to the shore, and breaks at low water: the best anchorage is in the middle of the *bay*, between the north or *Guayana-point* and *Hawk's-bill*, or the west point of the *bay*, where you may find 6, 8, and 10 fathoms, clear ground. The common trade wind blows all day, and a breeze off shore all night. To the south of *Great*, is *Little Courland-bay*, where you may ride safe in smooth water, and within the windward point there is very good anchorage.

Between *Man-of-War* and *Courland-bays*, there are 4 little *bays*, where vessels of 150 tons may find safe anchoring ground; they are called *Bloody-bay*, *Peletuvier's-bay*, *English-man's-bay* and *Castara-bay*.

If you weigh from *Great Courland bay*, be sure of a breeze to carry you beyond the *Buccoo*, a reef which is 2 miles from the shore, and whose northern end breaks, and dries at low water.

Sandy-point bay is at the S. W. end of *Tobago*; to enter which, haul close round the reef, and anchor in 6 fathoms.

Vessels sailing to the eastward of the island, must beware of the N. W. current setting round *Little Tobago*, which will otherwise carry them to the northward. There is a bay for small vessels, called *Tyrrell's bay*, lying between *Little* and *Great Tobago*, about four miles from *St. Giles's-rocks*. About 10 miles from the above rocks, and on the S. E. side of the island, lies *King's-bay*, within the windward point of which there is good anchorage any where in from 6 to 30 fathoms; the high land on this point intercepts the trade wind, and the swell of the sea from the eastward is apt to

drive you to the leeward. The beſt time to ſail out is in the morning, when the wind blows freſh off the land.

Queen's-bay is contiguous to *King's-bay*, and has very ſafe anchorage on the weſt ſide, about a cable and a half from ſhore; give the iſland off the point a good birth to windward.

Halifax-bay is about three miles to leeward, and is a ſmall ſnug bay for veſſels of 250 tons; but be careful of a ſhoal lying in the middle of its entrance.

Barbadoes-bay is about 5 miles from *Halifax-bay*; you muſt keep the eaſt end of *Little Tobago* open with *Smith's-Iſland* until the latter bears N. W. to avoid running on *Great-River-ſhoal*; you may then luff up for the bay, but be careful of the reef of coral rocks, running off *Granby's-point* about a cable's length: within this reef you will find good anchorage in 7, 10, and 12 fathoms; the mark is, bring the cotton tree on the beach and the flag-ſtaff on the hill in one.

Rockly is the next bay; it is ſafe and deep, having from 7 to 15 fathoms, and no danger in ſtanding in: but in running down this bay, you muſt take care of the *Cheſterfield*, which is a ſunken rock, lying near a mile off ſhore, and covered with only 9 feet at low water.

In going to any of the bays to the leeward of the iſland of *Tobago*, you may run ſafely as near *St. Giles's-rocks* as you chooſe; and in going to *Man-of-War bay*, you may borrow on the north ſide as you judge convenient, both being ſteep to.

The currents round *Tobago* are ſtrong and uncertain, particularly in the channel of *Trinadad*. The tide riſes 4 feet at full and change of the moon, and the north-eaſt trade-wind blows all the year round.

GRENADA.

The ſouth end of the iſland of *Grenada* lies in the latitude of 11° 47′ N. and in the longitude of 61° 49′ W.; *Point Salines* bears N. W. b. W. from *Brown's-point* in *Tobago*, diſtant 84 miles; the land is high, and may be ſeen 13 or 14 leagues off. There is good anchoring all along the coaſt of *Grenada*, and on the eaſt and weſt ſides are ſeveral good bays and inlets.

The *Great Bay* lies on the weſt ſide, and wears the form of a creſcent; the entrance is W. S. W. the anchorage is good; but as you run into the port, there ſtretches out a high rocky point, ſteep to on every ſide, except the N. E. where ſtands *Fort-Royal*: you are generally obliged to work up into the *Great Bay*; the trade-wind blows right out.

On the ſouthern ſide of this iſland, about 7 miles E. from *Point-Salines*, is the harbour of *Calvins*, which is very deep, and divided into the outer and inner ports; the entrance into the former is about half a mile broad, with as much extent, and the latter being a quarter of a mile broad, and above one mile deep; there are 6 and 7 fathoms, good holding ground, and ſoft oozy bottom.

The ſouth ſide of *Grenada* is bold, there being only 2 or 3 ſmall iſlands and ſmall rocks near the ſhore; give it a birth of a mile or two; and as you run down towards *Point-Salines*, you will ſee *Ramier-Iſland* about 1 mile from the ſhore, and one mile and a half from the point; give it one mile birth, and paſs *Point-Salines* in 7 fathoms, one half mile from the ſhore. As ſoon as you are paſt this point, you open the *Grand Bay*, which is bold; run in, and anchor to the northward of the fort about one mile, where you will find 14 and 15 fathoms, clear ground; higher, it is not ſo deep and

rocky. If you go into the harbour, run close under the fort, and anchor midway; then warp up, all clear ground. *Point-Laurent* is the N. W. point of *Granodoes*, and lies in latitude 12° 11′, and longitude 62° 40′.

The *Granadillos* are a number of islands and barren rocks, extending N. E. b. N. near 50 miles, some of which are large and inhabited; of these *Carriacou island* seems the most considerable; the middle is in latitude 12 deg. 25 min.; it is of an irregular form, about six miles in length, and as broad as long; it is said to have a good harbour.

Beconia is another, and the most northerly of these islands, its north end lying about five miles from the south end of St. *Vincent's*; it is about 9 miles long, and 2 broad, and on the west side is a good sandy bay, where you may have safe riding: all the little islands to the southward are bold and fair, having neither rocks nor dangers.

ST. VINCENT'S.

From the *Great Bay* in *Grenada* to *Kingstown-bay* in St. *Vincent's*, the course is N. b. E. 69 or 70 miles; and from *Carlisle-bay* in *Barbadoes* to the south end of St. *Vincent's*, the course is W. b. S. nearly distant 83 miles. *Kingstown-bay* lies in 13° 4′ north latitude, and in 61° 19′ west longitude from *London*: if you are bound to this bay, you will see a small peaked island, called *Young's sugar-loaf*; you must pass this bay to the leeward of the *sugar-loaf*, and go round a long sloping point; it is steep to, and you may sail within pistol-shot; but if the wind is contrary, you may anchor in 35 fathoms, and warp in. There is a ledge of rocks on the weather shore, within 6 fathoms; but the best bay in this island is *Tyrrell's*. When you turn through the channel between *Beconia* and St. *Vincent's*, you will see a large bluff of land, to windward of which is *Tyrrell's-bay*; the shore is bold on each side; you may run into 19 and 20 fathoms, and then anchor. On the west side of the island are several good bays; the coast is generally bold, and you may anchor as near, or as far off as convenient, especially in *Kingstown-bay*. *Tarraty-point* is in latitude 13° 20′, longitude 61° 18′ west from *London*. St. *Vincent's* is within sight of *Barbadoes*.

ST. LUCIA.

The S. W. or *Piton-point*, lies N. N. E. ½ E. from *Point-Tarraty*, distant 18 miles; its latitude is 13 deg. 36 min. N. and longitude 61 deg. 10 min. W.; there is a good channel between the two islands. St. *Lucia* is very high land: near *Piton-point* are two high mountains, called the *Sugar-loaves*; and on the west side, about 19 miles N. E. from *Piton-point*, and 8 or 9 miles S. W. from the *Gross inlet*, lies the *Careenage*, considered one of the best harbours in the *West-Indies*; it has deep water, and exceeding good ground all over: no ships can enter without warping in, but there is always a good breeze to carry them out; the shore is steep to and bold.—Three miles to the southward, is the *Grand Cul-de-Sac*, and 6 to the northward, is the bay of *Gross-inlet*, both good roads for men of war.

When you are bound from the northward to the *Careenage*, you well see a bluff about six miles to the leeward, which you may draw near to; for unless you haul close in, you cannot see the harbour; run into the mouth of it as far as you can, and then warp in.

Under the S. E. bluff of St. *Lucia* there is said to be a fine deep bay, where you may run in, until *Montacique-point* bears S. S. W. and then anchor in 7, 8 and 10 fathoms, good ground.

The north cape of St. *Lucia* lies in the latitude of 14 deg. 3 min. N.

MARTINICO

Is about 45 miles in length, and in breadth very irregular; the south point of *Cape-Salines* is in latitude 14 deg. 22 min. and longitude 60 deg. 50 min.: its course from the north cape of St. *Lucia* is N. b. E. distance 19 miles, and from *Carlisle-bay* in *Barbadoes* N. W. ½ N. distance 96 miles. *Point-Salines* is low land, and has 3 or 4 small islands lying off it; when you are west of them, you may see between them and the point. About 12 miles to the westward lies a high rock, called the *Diamond*; it is about one mile from the shore, and is steep to on the southern side; but you must not attempt to go within it.

Fort Royal is on the S. W. side, in latitude 14 deg. 32 min. at the bottom of which stands the chief town of *Martinico*; it is about 10 miles from the *Diamond-rock*; between them are three small coves. When you have passed the *Diamond* three leagues, you will see a large bay open; haul up, and the fort will be in view: steer toward the fort till it bears N. or N. b. E. and anchor in 8 fathoms about two miles off: if you go further in, you will have 14 or 17 fathoms, which is the deepest and best ground; it is corally, but no rocks. If you anchor opposite the town, bring the church N. and steer right in: there is a shoal off the fort with not more than 6 feet upon it. The north and south sides of *Fort-Royal bay* are bold, and the bay is encumbered with numerous shoals. In working in, you must keep the lead going; and when standing to the southward, if you can weather *Pigeon-island*, you must round the N. E. point, coming as near it as you please, and turn in—the south shore is steep to; bring the western part of the island to bear about N. N. W. and you may anchor in 7, 8 and 9 fathoms, clear ground: there is a bank off the eastern shore which breaks with a great swell.

Fort. St. Pierre is about 13 miles N. W. of *Fort-Royal*: Its latitude is 14° 42′ and longitude 61° 13 it has a spacious circular bay: the best anchorage is in the southernmost part of the road, where you will see some steep cliffs and rocks; you will have 7, 8 and 9 fathoms, gravelly ground; if you bring the highest steeple of the town N. ½ E. and *Point-Carbet* south, you will have 7 fathoms, oozy ground. If you intend staying in this road, you should lie with one anchor on shore, and the other N. W.

The island of *Martinico* is indented with numerous bays and inlets, at the bottom of which are fine sandy coves, and very good harbours, sheltered by long points stretching into the sea.

In coming from the eastward, if you intend sailing by the north side of *Martinico*, you are to take your departure from *Carvel-Island*, which lies about 2 miles north of the N. E. point of the island, in latitude 14° 55′. In running along, you will be exposed to sudden squalls, which are very frequent, on account of the narrow openings of the mountains.

Point-Maconba, the nothernmost of the Island, lies in latitude 14° 56′ and is remarkable for a waterfall rushing from a high rocky coast into the sea. About 5 miles to the S. W. of this point lies a round rock, called the *Pearl*, and close to it are the little islands of the *Precheur*; soon after *Point-Precheur* appears, which ends in a flat hummock; the town is to the S. E. Be-

yond this are seen two other points; the first is *Oxen-point*, terminating the south side of *Fort* St. *Pierre*; the second is *Diamond-point*, to the S. E. of *Fort-Royal*. Having doubled *Point-Precheur*, you may see the ships lying at anchor in the road of *Fort* St. *Pierre*; but you cannot come to anchor there close hauled, the wind, which always blows from the E. and E. N. E. obliging you to make several trips for it.

DOMINICA.

This island is about 30 miles in length, and 12 in breadth; its appearance is mountainous and broken. There are no harbours, but very good anchorage on the western side. *Scot's-head*, which is a low point, but bold to, bears from the *Pearl-rock* N. b. W. ¼ W. distant 22 miles; it is in the latitude of 15° 13′ and Cape *Melvill* in latitude 15° 41′. About five miles S. W. of Cape *Melvill* is *Prince Rupert's Bay*, which is safe, capacious, and deep, with good anchorage, and fresh water. The bay is known by a remarkable high bluff, on the north side, called *Prince Rupert's Head*; the south point is low, but steep to; so that in working in, you may stand over from side to side; the bay is one mile and a half deep. The best anchoring is on the north side, but you may anchor in what water you please, and moor W. N. W. and E. S. E.

If you come from *Barbadoes*, you must steer N. N. W. till you have passed *Martinico*; a north-west course will then bring you to the northward of *Dominica*. Leave *Marigalante* on the starboard side, haul up close in with the north part of *Dominica*; you will see a bluff, making like an island, round that, and you will open *Prince Rupert's Bay*; turn in to the north part, and anchor in 7, 8, and 9 fathoms; you will see the mouth of a large river; anchor to the northward of that about half a mile. There is another river to the south, where you may anchor in 6 fathoms, clear ground; in 10 fathoms it is rocky. The town of *Roseau* is in the latitude of 15 deg. 18 min. and longitude 61 deg. 22 min. The road is better than St. *Pierre's*, in *Martinico*, the soundings more regular; and good holding ground from 15 to 25 fathoms.

GUADALOUPE.

The island of *Guadaloupe* is large and irregular; it is divided into two parts by the *Salt River*, whose length is about 2 leagues, the S. W. part being called *Bassaterre*, and the S. E. *Grand Terre*. To the south of *Guadaloupe* lie the islands of the *Saints* and *Marigalante*; the former are composed of 6 or 7 small islands; the S. W. being called the *Lower*, and the N. E. the *Upper Islands*. The least depth between them and *Guadaloupe* is 17 fathoms; the best channel is on the south side, there being on the other side a rock under water. The *Saints* are all steep to, and between them is a very fine road for shipping.

The island of *Marigalante* lies to the eastward of the *Saints* about nine miles; there is a good channel between; its length and breadth is about 12 miles each, and its height increasing toward the north. At the S. and S. E. sides are dangerous reefs, stretching out a league to sea; but the west shore has good anchorages. From Cape *Melvill* in *Dominica*, to *Fort-Point* in *Marigalante*, the course is N. E. b. E. distance 21 miles.

The chief place of *Guadaloupe* is the town of *Bassaterre*, on the western

ſide of the iſland, and near *Old Fort-point*; it is in latitude 15 deg. 58 min. N. and longitude 61 deg. 45 min. W. of *London*. The courſe from *Prince Rupert's Bay*, in *Dominica*, is N. W. b. N. diſtant 28 miles. From *Baſſaterre-road*, if bound to *Antigua*, you muſt weigh at night, ſailing at ſuch diſtance from the ſhore as to keep the land winds; theſe may carry you to the northern part of the iſland by the morning, when you will meet the ſea winds to carry you acroſs.

There is a ſmall iſland about one mile from the N. W. between which and the ſhore there is no paſſage. Off the N. W. point of *Guadaloupe* there lies an iſland riſing out of the ſea, like a ſmall rock; it is about two miles from the ſhore; it looks grey, is very high, and called the *Engliſh-head*. The courſes in rounding the iſland to *Engliſh-head*, are N. W. North, and N. N. E. about 35 miles. Between *Marigalante* and *Guadaloupe* are regular ſoundings as far as Point *Peter*, near which ſtands *Fort-Louis*.

From the north end of *Marigalante* to the iſland of *Deſeada*, is twenty-two miles—the courſe N. b. E. and the channel good; but in the midway lies a ſmall ſandy iſland, about three miles long, in the middle of which ſmall veſſels may anchor in 7 fathoms. Point *Chateau*, in *Guadaloupe*, is known by a parcel of grey rocks, ſtretching from ſhore about 5 or 6 miles.

From *Chateau-point* to *Deſeada* the bearing is N. E. b. N. diſtant eight miles. This iſland lies E. N. E. and W. S. W. its N. E. end, or *Norieſ-point*, making like the prow, and the S. W. like the tilt of a galley; but paſſing near its north end, white broken patches will appear like heaps of ſand, with red ſtreaks in them: on this ſide are ſeveral rocks under water. There is an anchorage on the ſouthern part, called the *Cove*, at the diſtance of one mile and a half from ſhore; the ground is rocky, but take care to look out for a clear ſpot, and you may anchor in 5, 6, and 7 fathoms: between *Deſeada* and *Guadaloupe* is a channel, with 22 and 23 fathoms.

ANTIGUA

Is about 18 miles from N. to S. and 27 miles from E. to W.; it is ſurrounded with many dangerous reefs, but has ſeveral excellent harbours. From *Antigua-point*, in *Guadaloupe*, to *Engliſh-harbour*, the bearing is nearly N. W. the diſtance about 18 miles; and from *Engliſh-head* the courſe is N. b. E. diſtance 24 miles. This is a very ſafe and fine harbour, ſheltered from all winds, and lying cloſe under the eaſternmoſt high land; you may anchor without the harbour in 5, 6, 7, and 8 fathoms, and warp in. You muſt endeavour to lie N. N. E. or the wind will diſcompoſe you. Give the low point on the ſtarboard a good birth, and keep mid-channel. There are 4 fathoms, ſmooth water. You muſt be careful of a bar at the entrance.

A ſmall diſtance to the weſtward of *Engliſh-harbour*, lie the town and harbour of *Falmouth*; to ſail into which, you muſt run in cloſe to the weſt, or *Proctor's-point*. There is a ledge of rocks covering the middle of the inlet; from thence it is ſhoalen to the eaſtern point.

About 3 miles to the S. W. lies *Carliſle-bay*, where you will have the ſame water as at *Falmouth* harbour.

If bound from *Engliſh-harbour* to St. *John's*, obſerve that from the former to the eaſtward, the ſhore lies E. b. N. abreaſt of *Johnſon's-point*; and 2 leagues to the eaſtward is foul ground, about two miles off ſhore. As you approach *Antigua*, you muſt give the weſtern ſhore a good birth, un-

til you open *Sandy-Island* and the main, or till you open the houses upon the rising hill, within *Pelican-point*. These are the leading marks for the main side: *Sandy-Island* is bold to. In working into the road of St. *John's*, you may stand so far to the northward as to bring the *Ship's-stern* S. S. E. then put about. If you sail from the southward, within *Sandy-Island*, when you are off *Johnson's-point*, bring the westernmost of the *Five-Isles* N. b. E. ½ E. and keep those islands open on the starboard bow; this will carry you clear of a sunken rock: keep also about one mile distant from the westernmost of the *Five-Isles*, and you will be in the channel. Between *Sandy-Island* and the main, you will have 6 and 7 fathoms. It is better to go to the leeward; but do not run above 3 or 4 miles north of the island, because a lee current sets down, and several shoals lie to the N. E.

If you can reach the *Ship's-stern*, you may stand boldly to, and anchor in from 6 to 12 fathoms; in 15 fathoms you may run to the westward of *Sandy-Island*. On the N. N. E. and N. E. b. N. from the *Ship's-stern*, distant one mile and a half, lies the *Wallington*, a dangerous shoal, on which, when it blows hard, you will see the breakers; the channel is on the southern side.

If running down the south side of *Antigua*, haul in for *Johnson's-point*, till you bring the *Indian-Creek Land* to be seen a sail's breadth open of *Old road Bluff*; run down with that mark till the largest of the *Five Isles* bears N. E. b. N. then steer N. That course will carry you clear of the *ten feet shoal*, lying to the south of the *Five Isles*, and of the *nine feet bank*, lying off the north point of *Five islands harbour*; bring *Hawk's-Bill* to bear east, and haul up within *Sandy-island*, as near the *Ship's-stern* as you please.

The harbour of St. *John's* lies in latitude 17 deg. 8 min. and longitude 61 deg. 58 min.; it is a bar harbour, having a sand-bank stretching across from the N. to the S. W. On the south part of the bar are 14 feet, and on the north 12 feet. To anchor in St. *John's Road*, bring the *Ship's-stern* S. W. b. W. St. *James' Fort* E. S. E. and the *Wallington* N. b. W. and you may anchor in 7 fathoms, good ground. In coming in, keep along the southern shore, it is steep to, and without any dangers.

To the N. E. of *English-harbour* 7 or 8 miles, is *Willoughby-bay*: the entrance is on the western side; a reef stretches off the east, and in the middle of the channel lies a spit with only 9 feet upon it: between the island and the spit are 4 fathoms;—between the spit and the reef the passage is wider, and the depth 7 fathoms; you are recommended to sail in close on board the island, and anchor in 4 fathoms. A few miles to the north, lies *Green-Island*, and close to it is *Nonsuch-harbour*; the best going in is between this island and the *South-point*, where you will have 5 fathoms; the northward is dangerous and rocky.

In making the land from the northward, give the island a good birth till you are a quarter of a mile down, then haul in to 14 fathoms—keep that depth, and run on in safety; if the water shallows, haul off; if it deepens, haul in, until the *Ship's-stern* bears S. ½ E. then steer for the fort. Off *Great Bird's Island* 1½ mile, lies a bank, bearing N. N. E.; it may be seen at some distance; on it are 3½ fathoms. N. W. about 3 miles, and the same distance from *Barnacle-fort Point*, lies another shoal, called *Addison's*. N. b. W. ½ W. distant not a mile, lie two more shoals, having three fathoms upon them; and to the westward half a mile, lies the *Horse-shoe*, above water, and bearing north from the *Prickly-Pear* one mile. A little westward stands a wind-mill, and further to the S. W. is another; these are very good marks to go within the reefs, steering between them S. b. W.; the least water will be 5, and the inner part of the channel 9 fathoms. About a

mile from the *Horse-shoe* S. W. b. S. and from the *Prickly-Pear* N. W. b. W. is a small shoal with 5 feet upon it; another runs from the *Prickly-Pear*. About one mile N. from *Boon's-point*, and the same distance from the above small shoal, is a dangerous reef; you must bring *Boon's-point* to bear S. b. W. and you may steer within it; the westernmost part of the reef bears north from the *Sisters* 1½ mile. But there are so many shoals and reefs about this island, that it is dangerous to approach nigh: the most remarkable is the *Diamond*; it is round, and in breadth and length about one mile; the water upon it varies from 1 foot to 9 feet. Between the above-mentioned reef and the *Diamond*, there is a channel with 5 and 6 fathoms; the mark is the west side of the *Leeward Sister*, and the *Fort Flag-staff* in one. To avoid this danger, you must bring *Ship's-stern* to bear S. b. E. before you haul up with the fort; then look for *Wallington's-rock*; steer close to the *Western Sister*, and you may weather the *Wallington*, which will bear from *Ship's-stern* nearly north, distant about one mile; the western part breaks, but the eastern is bold to.

There is a harbour on the north side of *Antigua*, called *Parham-harbour*; it lies to the south of *Barnacle-point*, but its entrance is difficult and dangerous.

To the north of *Antigua* lies the island of *Berbuda*; its southern extremity lies from *Boon's-point* N. E. b. N. about 23 miles; it is low, and about 16 miles in length, lying nearly N. N. W.; from both its ends stretches a long reef; but on the western side is a good road, with 9, 12 and 14 fathoms, between which and *Antigua* is a good channel.

S. W. of *Antigua* lies the island of *Monserrat*; it is high, nearly 10 miles in length, and 8 in breadth; on its west side are situated the town and road, in the latter of which large ships may anchor, but it has no harbour.

To the N. W. b. N. of *Monserrat*, distance 7 miles, lies a high barren rock, called *Redondo*; it looks like a haycock, and may be seen 18 or 20 miles off.

NEVIS

Is a small island, about 5 miles in length, and 4 in breadth; it is very easily discovered by being low on the sides, and high in the middle; it is very lofty; and when you come athwart it, either N. or S. it makes like a saddle: the principal town is near the S. W. point, where is a good road for anchorage; it lies in latitude 17 deg. 10 min. and longitude 62 deg. 30 min. To the N. W. of *Nevis* is the island of St. *Kitts*; they are separated by a channel, called the *Narrows*. In coming from the northward, and before you are in the *Narrows*, you will see a high rock, called *Booby-island*, about the middle of the channel; you must keep it on the larboard side: keep also *Nevis southern point* open of this rock to the westward, and you will avoid a reef of rocks lying without. *Booby-island* and the north part of *Nevis*, when in one, bear S. E. b. S. and *Nevis south point* will bear S. ½ E. About one mile to the southward of *Booby-island* are two smaller rocks, above water, called the *Cows*; the passage is between them and St. *Kitts*, where you will find 4, 5, 6 and 7 fathoms, with good anchoring ground. The island of St. *Kitts* lies nearly N. W. b. W.; its length is 14 miles, its breadth, at the north-west parts, is 6 miles; but towards the S. E. end it is narrow; it is high, especially towards the center; the S. E. part appears at the distance of 4 or 5 miles like a parcel of broken detached islands, and the N. W. end gradually diminishes to the sea. There is no harbour, and but few landing-places, owing to the surf continually lashing

the ſhores, which are ſandy, making it always inconvenient, and ſometimes dangerous.

In running from *Nevis* to *Baſſaterre*, which has a large open bay, you will croſs a bank which has 4 and 5 fathoms upon its ſhoaleſt part; it is not quite one mile broad, and its middle lies nearly S. b. W. from *Nag's-head* in St. *Kitts*. To anchor in *Baſſaterre road*, bring *Londonderry fort* to bear north, diſtant half a mile, and the weſt point of the bay W. b. N. you will have good ground in 9 fathoms; here are no tides. To the N.W. 5 miles, is *Old-Road Bay*; there is a black rock cloſe by the ſhore; obſerve to keep it a little open to the weſtward of the weſternmoſt houſes above the rock; for if you ſhut it in with theſe houſes, you will have no ground half a mile off ſhore; but bring it a little open, and you will have 9 and 10 fathoms, good ground: keep *Nevis point* open with the eaſternmoſt point of *Old road bay*, and the S. W. point of St. *Kitts* W. N. W. and more to the S. E. in 10 and 13 fathoms;—there is a great ſurf, and a rocky ſhore.

ST. EUSTATIUS

Lies from *Sandy-point*, in St. *Kitts*, N. W. b. W. diſtant 7 miles; it riſes to a conſiderable height, is 5 miles broad, and as many in length. About a mile W. N. W. from *Sandy-point* is a danger, called the *Sheep*; the town is on the ſouth ſide of the iſland, and is divided into the upper and the lower town. When the wind blows from the S. E. there is a very great ſwell in the road, and the waves break off the ſhore with great violence. If you intend to anchor in this road, you muſt bring the tower of the church N. E. b. E. and the weſt cape of the bay N. W. b. N. you will have 9 and 10 fathoms, ſandy ground, half a mile from the ſhore: you may alſo anchor further out in 15 fathoms; but be always attentive to the wind, and on the leaſt appearance of a ſquall from the ſouth, put immediately out to ſea.—This iſland is clear from danger all round, except a ſhoal ſtretching out to the S. E. and another to the weſt.

SABA

Is another ſteep rock, of a round form, and acceſſible only on its ſouth ſide; it bears N. W. of St. *Euſtatius*, and is diſtant about 11 miles; you may ſee the bottom all round it, and there is no danger viſible: off the N. W. ſide lies a rock, looking like a ſhip under ſail: and from the ſouth ſide ſtretches a narrow bank, near 43 leagues towards a ſmall ſolitary iſland, called the *Bird's-iſland*: on this bank are various ſoundings from 10 to 20 fathoms. This iſland lies in latitude 15 deg. 31 min. and longitude 63 deg. 37 min.; its length from eaſt to weſt is about 6 miles, and it is ſurrounded with rocks and ſhoals, which break at low water.

ST. BARTHOLOMEW

Is an iſland ſomewhat circular; it lies nearly E. and W. is 23 miles long, and about 4 broad; the ſhores are extremely dangerous, having many rocks both above and under water. From *Sandy-point*, in St. *Kitts*, to the weſt end of St. *Bartholomew*, the bearing is N. b. E. diſtance 9 leagues; the middle is very high, and may be ſeen 30 miles off; it has a good harbour.

St. *Martin's* is nearly as long as St. *Bartholomew*, but broader; between them is a channel, on the weſt ſide of which are ſeveral large rocks. This iſland is high and irregular, but toward the weſt it declines; the ſea is calm, and the anchorage ſafe every where: on the weſt ſide is the *Great Bay*, with 8, 9 or 10 fathoms, good ſandy bottom; and to the eaſtward about 11

miles, is another bay. Off the weſtern point of St. *Martin's* about two miles, you will find 30 and 35 fathoms, rocky and corally ground. *Anguilla* is another iſland, lying to the northward of St. *Martin's*; it is 25 or 26 miles long, and of an irregular breadth, being narrow at the weſt end; it is low and flat, and off the eaſt end ſtretches a reef, breaking the current, and making good anchoring. On the ſouth ſide of the iſland, to the weſt and N. W. lie ſeveral ſmall iſlands, the principal of which are the *Dog* and *Prickly-Pear iſlands*; between theſe is a good and clear channel. The *Dog iſland* is on the weſt, and is the largeſt; its latitude is 18 deg. 21 min. longitude 63 deg. 17 min.; the *Prickly Pear* is on the eaſt ſide: they are low, and cannot be ſeen far off. From the weſt end of St. *Bartholomew* to the weſt end of St. *Martin's*, ſteer N. N. W. and ſo through the *Dog* and *Prickly-Pear paſſage*.

THE VIRGIN ISLANDS.

Theſe are a collection of iſlands lying between the *Carribee Iſlands* and *Porto-Rico*, taking up a ſpace from eaſt to weſt of more than 100 miles; their ſhores are rocky and dangerous, but in the middle of them is a very fine baſon, 15 or 16 miles broad, and about 24 miles long; it is called *Drake's-Bay*, and ſhips may lie there at anchor land-locked, and ſheltered from all winds. Moſt of the iſlands are high, and appear joined together, but between them are ſeveral deep channels, which, if acquainted with, you may navigate with ſafety.

Santa-Cruz is the ſouthernmoſt of the *Virgin Iſlands*; its eaſt end lies W. b. N. from *Sandy-point* in St. *Kitt's*, diſtant 107 miles. This iſland is not high, but full of hummocks, the moſt remarkable of which are on the eaſt ſide; it is ſurrounded on the ſouth by numerous and dangerous ſhoals; and from the eaſt end a reef ſtretches a long way into the ſea. The principal town, called *Chriſtianſtad*, is on the N. E. ſide, and in the latitude of 17° 40′ N. and the longitude of 64° 50′ W. The other town, called *Frederickſtad*, is on the weſtern ſide: the iſland is about 24 miles long, and 6 miles broad.

From *Chriſtianſtad* to *Ram-head*, in St. *John's*, the courſe is N. b. E. about 19 miles: in the channel lies a round rock, called the *Bird's-key*. On the eaſtern ſide of St. *John's Iſland* is a harbour, from without the eaſt point of which you will find regular ſoundings from 10 to 5 fathoms: the mouth of the harbour is about half a mile broad; and off the weſt ſide is a key, with a reef from its inner ſide, running ſouthward. If the wind is to the northward of eaſt, you may lie in the harbour; but if the wind is to the ſouthward of E. S. E. you muſt anchor without, and warp in. Leſs than half a mile is the *Governor's houſe*, above which ſhips of war ſeldom go: you may anchor within a quarter of a mile of the weather ſhore, in 5 fathoms, and run a ſtream anchor to the S. W. In coming in, obſerve to leave one third of the channel from the eaſt point to windward, and two thirds to leeward towards the key. There is a ſmall bank, not viſible, off the gate, a cable's length from the ſhore, on which are only 10 feet.

ST. THOMAS.

From *Ram-head* to the entrance of St. *Thomas'* harbour, the courſe is N. W. b. N. diſtant 19 miles, and from *Chriſtianſtad* N. N. W. ½ N. diſtant 37 miles. St. *Thomas'* town is in the latitude of 18° 21′ N. and in the longitude of 65° 01′ weſt from *London*.

The iſland of St. *Thomas* is about 14 miles long, and 5 miles broad; it has a good harbour, where a number of ſhips may lie ſheltered and ſecure.

In running from *Ram-head* to St. *Thomas'* harbour, the *Bird's-key* will be left to the ſouth, and your courſe is W. N. W. till you reach the *Duck-Iſland*, between which and the main the channel is about a mile and a half broad; and at the entrance in the fair-way lies a ſunken rock, with only 5 feet on it: the ſafeſt paſſage is between this rock and *Duck-Iſland*, keeping the latter on board; for between the rock and St. *Thomas' Iſland* it is foul ground. In hauling in for the town, N. b. W. or N. N. W. give the eaſtern ſhore a good birth, and run within half a mile of the *white fort* which is to be ſeen at the eaſt end of the town; anchor in 5 fathoms, clear ground. In entering the harbour, there is a rock above water, called *Prince Robert's Cliff*; leave it to the eaſtward, and you may make bold with its weſt ſide, but there is no paſſage within.

From St. *Thomas' harbour*, if bound to *Porto-Rico*, ſteer W. b. N. till you reach the weſt end of the iſland, which is about 11 miles from the harbour. There are ſeveral ſmall rocks and iſlands lying off, the chief of which are *Green-Iſland* and *Little Saba*; the former is to the weſt of the weſtern point of St. *Thomas'*, and the latter is to the ſouthward; it is rocky, about half a mile round, and lies two miles from the ſhore; it is foul all round, and muſt have a good birth: all theſe iſlands muſt be left on the ſtarboard hand; and in running down till you are paſt *Green-Iſland*, you will have ſoundings all the way, but irregular, and in ſome places deep. Steering S. W. b. S. from the weſt end of St. *Thomas' Iſland*, diſtant 7 miles, you will fall in with a round, rugged, double pointed rock, called the *Carvel*; it is high, white, and ſteep to. About 7 miles weſtward of this rock lies *Great-Paſſage-Iſland*, bearing from the weſt point of St. *Thomas'* W. b. S. diſtance 15 miles; round this iſland lie ſeveral keys and rocks, but particularly to the weſtward, where is a cluſter, called the *Tropic Keys*: the channel between *Green-Iſland* and *Paſſage-Iſland* is broad, but to the latter muſt always be given a good birth. The courſe through is N. W. or N. N. W. with little wind, for fear of a calm and lee current, the weſtern ſide being foul and dangerous; keep this courſe till you bring St. *Juan's Cape*, which is low, to bear W. b. S. or W. S. W. which will carry you to St. *Juan*, the chief town of *Porto-Rico*.

CRAB ISLAND.

Crab-Iſland is about 20 miles in length, and narrow; it lies S. W. of St. *Thomas'* harbour, diſtant about 26 miles, and 10 from the S. E. end of *Great Paſſage Iſland*; the weſt end, on the eaſt part, is low land, but to the S. W. are hills, and from thence to the weſtward, low broken hummocks, and to the S. W. higher hills. In going to *Crab-Iſland*, keep the ſouthern ſide, the north part being foul: you may ſail within 2 or 3 miles of the ſhore all the way down to the weſt end; anchor on the ſouth ſide of that point, and you will have 3 and 4 fathoms about 2 miles off. From the weſt end of *Crab-Iſland* to the S. E. cape of *Porto Rico*, the diſtance is about 5 miles.

TORTOLA.

The iſland of *Tortola* is to the N. E. of St. *John's*; it is about 16 miles long, and its broadeſt part 8; on the ſouth ſide is a bay, with a good entrance, at the bottom of which the town is ſituated; the eaſt part of the bay is bold, and off the weſtern part runs a reef; the depth of water is 12 fathoms, good ground. To the north and eaſt of *Tortola* lie ſeveral iſlands, called *Guayana-Iſland*, *Commanoes-Iſland*, *Scrub-Iſland*, *Dog-Iſland*, *Beef-Iſland*, and others.

VIRGIN GORDA.

Virgin Gorda is an irregular Island, lying to the eastward of *Tortola*; it is high land, and has two good harbours; the largest, called *East Bay*, is on the north side, in which you may anchor safe in 5 fathoms; the other is on the west side, where stands the town, being in the latitude of 18 deg. 18 min. N. and longitude 64 deg. 12 min. W. from *London*: there is also another bay to the southward. From *Saba* to the east point of *Virgin Gorda*, the course is nearly N. W. distant 50 miles. When *Virgin Gorda* bears N. W. b. N. about 7 leagues, they appear like 3 large, with several small islands encircling them, the middlemost appearing the longest; but when you approach nearer, they seem joined together.

From the S. W. end of *Virgin Gorda*, lie a parcel of small broken islands and rocks, just above water, called the *Fallen City*, terminating their southern extremity with a remarkable rocky island called the *Round Rock*; between this rock and an island to the southward of it, named *Ginger Island*, is the eastern passage into *Drake's Bay*; it is called the *King's Channel*, and in it is no ground with hand leads. To the west of *Ginger Island* are several other islands, namely, *Cooper's-Island*, *Salt-Island*, *Dead-Man's-Chest*, *Peter-Island*, *Norman-Island*, and *Witch-Island*; these are the southern boundaries to *Drake's-Bay*, while the islands of St. *John*, *Tortola*, *Beef-Island*, *Dog-Island*, and *Virgin Gorda*, enclose it on the west and northern sides. This bay is about 25 miles long, and 15 broad; the depths of water are from 10 to 25 fathoms. Its northern entrance is between *Dog-Island* and *Virgin Gorda*, being about 2 miles broad; its southern entrance is between *Witch-island* and St. *John's*, about 5 miles broad; and the other entrance is between St. *John's Island* and *Tortola*, scarce a mile in breadth, and being the western passage of the *King's Channel* above mentioned.

ANEGADA.

Anegada lies 10 or 11 miles to the northward of *Virgin Gorda*; it is very low, and at high tides almost drowned by the sea; the rocks and shoals, by which this island is surrounded, are very dangerous. From its eastern end a long reef extends, with only two feet upon it in some places; it stretches 14 or 15 miles into the sea. The course between *Anegada* and *Virgin Gorda* is N. W. and W. b. N. or W.; but you must be careful to avoid a sunken rock lying in the midway of the channel between them.

SOMBRERO.

The island of *Sombrero* is a flat rocky island, about 3 miles in length; it has a white appearance, but cannot be seen further off than 15 or 16 miles; on its east side are several rocks, and it is surrounded by a shoal. *Sombrero* is in the north latitude of 18 deg. 38 min. and in 63 deg. 30 min. longitude west from *London*: 6 miles W. S. W. of this island, from 22 to 35 fathoms, uneven and rocky bottom. From *Anegada's* east end, *Sombrero* lies east, distant 21 miles; there are 5, 6, 7, 8, 10 and 12 fathoms between them. From *Dog-island*, *Sombrero* lies N. W. b. N. distance 19 miles; and from *Saba* N. N. W. ½ N. 58 miles. The passage to leeward or windward of *Sombrero* is clear and safe—there is no swell; the winds are favourable for going out; and when once you are past *Sombrero*, you are out of all danger.

Isles of Shoals.

BY the benevolence of the *Massachusetts Missionary Society*, aided by subscriptions of several Gentlemen in *Newburyport* and the neighbouring towns, a *meeting-house* has been erected on *Star-Island* (one of the above islands) which, from its situation, cannot fail of being advantageous as a land-mark to mariners.

The following description of the islands, and their relative situation, has lately been obtained.

White-Island (the south-westernmost island) is a rocky island, about three quarters of a mile in length from S. E. to N. W. and about one mile and three quarters distant from the *meeting-house*. There is a reef that extends about one third of a mile from the N. W. end, which in passing you must give a good birth. The S. E. end bears from the *meeting-house* S. W. ¼ S. the N. W. end S. W. b. W. ¾ W.

Londoner's, (or *Lounging Island*,) lies about one mile and a half to the northward of *White-Island*, is about five eighths of a mile in length from S. to N. and is high at each end; in high tides the middle is sometimes covered; a number of rocks lie close about the island, in almost every direction, some of which are always bare. The south end bears west from the *meeting-house*; the north end W. N. W. ½ W. about half a mile distant. About half-way between this island and *Star-Island* lies a rock which is bare at low water; it bears from the *meeting-house* N. W. b. W. ½ W. one third of a mile dist.

Star-Island (where the *meeting-house* stands) is about three quarters of a mile in length from S. E. to N. W. and about half a mile in breadth; it is covered with buildings on the north side. The *meeting-house* stands on an eminence a little to the northward of the middle of the island; is 12 feet high from the foundation to the roof; to the top of the steeple is 30 feet more; the whole height from the surface of the water is about 65 feet; it is painted white, and the steeple is placed in the middle of the building; it stands fronting the west, and may be seen at the distance of 8 or 9 leagues, in almost any direction at sea: it bears from *Thatcher's-Island* lights (*Cape-Ann*) N. ¾ E. six and a half leagues dist.; from *Pigeon-Hill* N. b. E. six and a quarter leagues distant; from *Newburyport* light-houses N. E. ½ E. six leagues distant; from *Portsmouth* light-house S. S. E. ½ E. three and a quarter leagues distant: from the western *Agamenticus* mountain S. ½ E.; from the eastern ditto S. ¼ E.; from *Boon-Island* beacon (which appears in the day time like a light-house) S. W. ½ S. four and a quarter leagues distant; from *Boon-Island* ledge (which lies 1 league S. E. from *Boon-Island*) S. W. b. W. four and three quarters leagues dist. Off the south end of this island, about three quarters of a mile from shore, lies *Anderson's-Rock*, which is bare at half tide; in passing, give it a good birth; it bears from the *meeting-house* S. S. E.

Cedar-Island is small and about one third of a mile in length from E. to W. situated between *Star* and *Smutty-nose Islands*. There is a channel between it and *Smutty-nose Island*; but it is crooked, and not fit to be attempted by strangers. The east end bears from the *meeting-house* E. ¼ N. and the west end E. N. E. ½ E. three eighths of a mile distant. A rock lies off the S. E. end of this island, half a mile distant, bare at half-tide; it bears from the *meeting-house* E. b. S.

Smutty-nose Island is about one mile in length from east to west, and about half a mile in breadth, and may be known by a wind-mill on the north

part of the island; at the west end is a fine harbour, called *Haley's-Cove*, where 15 or 20 small vessels may lie safe from all winds. There are several buildings near this harbour. There is a fine channel between this island and *Hog-Island*, where is water sufficient for any vessel, keeping near the middle of the passage. The west end of *Smutty-nose Island* bears from the *meeting-house* N. b. E. $\frac{1}{4}$ E. and the east end E. N. E. about five eighths of a mile distant.

Hog-Island is a high island lying to the northward of *Smutty-nose Island*; is about one mile in length from east to west, and five eighths of a mile from north to south. The west end lies from the *meeting-house* N. b. W. $\frac{1}{4}$ W.; east end of ditto N. N. E. seven eighths of a mile distant.

Duck-Island (the northernmost island) is a long low rocky island; some parts of it are covered at high water, with rocks, projecting in every direction, especially at the N. W. end, where a ledge runs off half a mile. It is the most dangerous of any of the *Isles of Shoals*, and ought carefully to be avoided; it is about seven eighths of a mile in length from N. W. to S. E.; the east end bears from the *meeting-house* N. N. E. $\frac{3}{4}$ E.; the west end N. b. W. $\frac{3}{4}$ W. about three and a quarter miles distant.

[NOTE. A Gentleman at *Georgetown (South-Carolina)* has informed the Editor, that a new passage has been discovered into *Georgetown*, through *North-Inlet*, which is easier of entrance and safer than the common passage mentioned in page 90. You may go in safe, by steering a W. b. S. course, keeping in the middle of the river, where you will not have less than 15 feet water. It has been generally believed, that a shoal extended across the passage, which is not the case.]

COURSES

COURSES AND DISTANCES.	By the Compass.	Leagues.
FROM Point Alderton, when to the eastward of the Graves, to Cape-Ann	N. E.	10
—— Broad-Sound to Marblehead	N. N. E.	5
—— Boston Light-House, when to the eastward of the Graves, to Cape-Ann	N. E. ½ N.	9
—— Boston Light-House to Cape-Cod	E. S. E.	15
—— the dry Salvage-Rock, off Cape-Ann, when said rock bears S. E. two miles distant, to Newburyport-Bar	N. W.	6
—— Newburyport-Bar, to Portsmouth Light-House	N. N. E.	7
—— the dry Salvage-Rock, to Portsmouth	N. ½ W.	11
—— the Meeting-House on the Isle of Shoals to Boon-Island	N. E. ½ N.	4¼
—— do. to Boon-Island Ledge	N. E. b. E.	4¾
—— do. to Portsmouth Light-House	N. N. W. ½ W.	3¼
—— do. to Newburyport Lights on Plumb-Island	S. W. ½ W.	6
—— do. to Thatcher's-Island Lights	S. ¼ W.	6½
—— * do. to Baker's-Island Light-House	S. S. W.	9
—— * do. to Boston Light-House	S. S. W. ¼ W.	13½
—— do. to Cape-Cod Light-House	S. S. E. ½ E.	19
—— the Isle of Shoals to York-Harbour,	N. ½ E.	5
—— York-Harbour to York-Ledge	S. E.	2
—— Portsmouth, when the light-house bears N. N. W. distant one league, to the Nubble of Cape-Neddock	N. N. E.	4
—— Cape-Neddock to Boon-Island	S. E.	2
—— Boon-Island to Boon-Island-Rock	E. S. E.	1
—— Cape-Neddock to Well's-Bar	N. b. E.	4
—— Cape-Neddock to Cape-Porpois	N. E.	7
—— Cape-Porpois to Wood-Island	N. E.	4

* These courses cannot be run, on account of *Cape-Ann*, which intervenes, till you have run more to the southward.

COURSES AND DISTANCES.	By the Compass.	Leagues.
FROM Wood-Island to Cape-Elizabeth	N. E.	4
—— Cape-Elizabeth to Alden's-Ledge	E. S. E.	3
—— Portland Light-House to Alden's-Ledge	S. S. E.	4
—— Cape-Elizabeth to Seguine-Island	E.	10
—— Cape-Ann to Cape-Elizabeth	N. N. E.	28
—— Seguine-Island to Manheigin-Island	E.	10
—— Manheigin-Island to Matinic	E.	10
—— Matinicus-Island to the Isle-of-Holt	N. N. E. ½ E.	7
—— the Isle-of-Holt to Long-Island	E. N. E.	7
—— Long-Island to Mount-Desert-Rock	S. E.	3
—— Mantinicus-Island to Mount-Desert-Rock	E. N. E.	14
—— Mantinicus to Machias-Seal-Islands	E. N. E.	26
—— Mantinicus to Machias	N. E. b. E. ½ E.	27
—— Machias-Seal-Islands to Grand-Manan	E. N. E.	2
—— Cross-Isle-Machias to West-Passamaquoddy-head	N. E. b. E.	9
—— West-Passamaquoddy-head over the Bar to Allen's-Isle	N. N. W.	2
—— Allen's-Island to Moose-Island	N. N. E.	1
—— Moose-Island to the Devil's-Head, or Oak-Bay	N. N. W.	9
—— Grand-Manan-Isle to the Wolves'-Islands	N. E. b. N.	3
—— the Wolves'-Island when said Island bears E. S. E. your course to Campo-Bello-Island,	W. N. W.	3
—— Cape-Ann to Cashe's-Ledge	E. ½ N.	21⅔
—— Cape-Ann to Manheigin-Island	N. E. ½ E.	40
—— Eastern Point of Cape-Ann to Baker's-Island	W. b. S.	2½
—— Boston Light-House to go clear of Cape-Cod	E. b. S.	18
—— Cape-Ann Lights to go clear of Cape-Sables	E. b. S.	75
—— Cape-Ann do. to the Shoals of George's Bank	S. E. ½ E.	45
—— Cape Ann do. to go clear of Cape-Cod, through the South Channel	S. E. b. S.	18

COURSES AND DISTANCES.	By the Compaſs.	Leagues.
FROM the high land of Cape-Cod to George's-Bank - - -	E. S. E.	36
—— the high land of Cape-Cod to the South-Shoal of Nantucket to go clear of the Shoals,	S. S. E.	28
—— Cape-Cod Light to Chatham - - - -	S.	12
—— Chatham to the Round-Shoal - - -	S. S. E.	7
—— Chatham to Butler's-Hole, - - - - - -	S. S. W.	4
—— Butler's-Hole when clear of the Pollock-Rip to Nantucket Light-Houſe -	S. S. W.	4
—— Sandy-Point Light-Houſe to Nantucket Light-Houſe (on Brant-point) -	S. S. W.	3
—— Morris-Iſland to the Round-Shoal - - -	S. S. E.	7
—— the Round-Shoal-Channel-way when the Light-Houſe bears S. W. b. W. ſteer for the Light-Houſe - - - -	S. W. b. W.	3½
—— Morris-Iſland and Ship-Channel - - - -	S. S. E. and S. b. E.	7½
—— Gay-Head to Block-Iſland, with an ebb-tide - - -	W. b. N.	14
—— Block-Iſland to Rhode-Iſland - - -	N. E. b. N.	7
—— Rhode-Iſland Light-Houſe to the Harbour of Rhode-Iſland - -	N. E.	1½
—— Block-Iſland to Point-Judith - - -	N. N. E.	4
—— Block-Iſland to Gardner's-Iſland - - -	W. ½ N.	11
—— Block-Iſland to Montock-Point - - -	W. b. S.	6½
—— Montock-Point to Gardner's-Iſland - - -	W. b. N.	5½
—— Gardner's-Iſland to Shelter-Iſland - - -	W.	3
—— Block-Iſland to the eaſt end of Fiſher's-Iſland - - -	W. b. N.	8½
—— Block-Iſland to Watch-Point, which lies to the northward of Fiſher's-Iſland	W. N. W.	7
—— *Watch-Point to the Light-Houſe of New-London, going to the northward of Fiſher's-Iſland, W. b. N. two leagues, and - - -	W. N. W.	7
—— Block-Iſland to the S. W. end of †Fiſher's-Iſland - -	W. b. N.	11

* This is not to be depended on unleſs you are well acquainted with the tide, which ſets N. N. W. and S. S. E. acroſs the Race, and will be apt to ſet you on one ſide or the other.

† Latimer Rock bears N. from the E. part of the Harbour of Fiſher's-Iſland half a league diſtant. It has an *Iron Spire* on the top of it, about 13 feet high, with a white vane. The deepeſt channel is to the northward of the rock.

COURSES AND DISTANCES.	By the Compass.	Leagues.
FROM the S. W. end of Fisher's-Island to New-London	N. N. W.	$2\frac{1}{2}$
—— Point-Judith to Fisher's-Island,	W. $\frac{1}{2}$ S.	11
—— Point-Judith to go through the Race	W. b. S.	14
—— the * Race to the Light-House on Eaton's Neck	W. b. S.	32
—— Eaton's-Neck to Saunders'-Point	W. S. W.	9
—— Saunders'-Point to Hart-Island	S. W.	$\frac{2}{3}$
—— Hart-Island to Frog's-Point	S. S. W.	$1\frac{1}{3}$
—— Frog's-Point to Hunt's (near Hell-Gate)	W. $\frac{1}{4}$ S.	$1\frac{2}{3}$
—— Plumb-Island to Sharp's-Point (being up the Sound on Long-Island)	W. b. S.	19
—— Sharp's-Point to Crane's-Point	W.	$2\frac{1}{2}$
—— Crane's-Point to †Huntington Harbour	W.	$6\frac{1}{2}$
—— Montock-Point to Sandy-Point, or Light-house of New-York	W. S. W.	46
—— Sandy-Point to Cape-Henlopen	S. S. W. $\frac{1}{4}$ W.	37
—— Cape-Henlopen to Cape-Henry	S. S. W. $\frac{1}{4}$ W.	40
—— South-Shoal of Nantucket to Block-Island	W. b. N. $\frac{1}{2}$ N.	40
—— South-Shoal of Nantucket to Cape-Henry	S. W. b. W.	141
—— Gay-Head to Cape-Henlopen	W. S. W. $\frac{3}{4}$ S.	97
—— Gay-Head to Cape-Henry	S. W. $\frac{1}{2}$ S.	130
—— Holmes'-Hole in the north channel to Gay-Head your course is W. S. W. Your course from West-Chop to Wood's-Hole is	N. b. W.	3
—— Cape-Henry to Cape-Hatteras	S. $\frac{1}{2}$ E.	37
—— Cape-Henry to Roanoak,	S.	25
—— Cape-Hatteras to Ocrecock Bar	W. S. W.	10

* In sailing from the Race to Eaton's-Neck you will have from fifteen to twenty fathoms water, sandy bottom.

† A Light-House is erected at the mouth of this harbour, on *Eaton's Neck*, a point of land comprehended within the county of *Suffolk* which is the most Eastern of the three counties into which *Nassau-Island* is divided. For a description of the Light-House see page 67.

COURSES AND DISTANCES.	By the Compass.	Leagues.
FROM Roanoak to Cape-Hatteras	S. $\frac{1}{4}$ E.	15
—— Ocrecock to Cape-Lookout	S. W.	$14\frac{1}{4}$
—— Cape-Lookout to Top-sail Inlet	W. S. W.	4
—— Top-sail Inlet to Bouge Inlet	S. W. b. W.	6
—— Bouge Inlet to Bear do.	S. W. b. W.	$1\frac{1}{2}$
—— Bear do. to New River	S. W. b. W.	$8\frac{1}{2}$
—— New River to Cape-Fear	S. W.	16
—— Cape-Hatteras to the S. W. point of Cape-Hatteras-Shoals	S. E. $\frac{1}{4}$ E.	11
—— Cape-Hatteras-Shoals to Cape-Lookout	W. S. W.	29
—— thence to the south point of the Shoals of ditto	S. b. E. $\frac{1}{2}$ E.	4
—— thence to Cape-Fear	W. S. W. $\frac{1}{4}$ W.	23
—— thence to the S. E. point of Fryingpan-Shoals, off do.	S. S. E.	$7\frac{2}{3}$
—— thence to George-Town	W. b. S. $\frac{3}{4}$ W.	23
—— thence to the Shoals off do.	S. S. E.	8
—— thence to Cape-Roman	W.	$4\frac{2}{3}$
—— thence to Charleston Light-House	W. S. W. $\frac{1}{4}$ W.	12
—— thence to Savannah	S. W. b. W. $\frac{1}{4}$ W.	$28\frac{4}{3}$
—— thence to Tybee Light-House	E. S. E. $\frac{1}{2}$ E.	$2\frac{1}{3}$
—— thence to Port-Royal	N. E. $\frac{1}{4}$ E.	6
—— thence to the entrance of the River St. John	S. $\frac{1}{2}$ W.	$38\frac{1}{3}$
—— thence to Augustine-Bay	S. b. E. $\frac{1}{4}$ E.	$18\frac{2}{3}$
—— thence to Cape-Caneveral	S. b. E. $\frac{3}{4}$ E.	31
—— thence to Shoals off do.	E.	$1\frac{1}{3}$
—— thence to Cape-Florida	S.	$45\frac{1}{3}$
—— thence to the S. W. point of Dry-Tortuga-Shoals	S. W. b. W. $\frac{3}{4}$ W.	$59\frac{1}{3}$
—— thence to Cape-Sable	E. N. E. $\frac{3}{4}$ E.	33
—— thence to Cape-Roman	N. W. b. N. $\frac{3}{4}$ W.	$20\frac{1}{3}$

COURSES AND DISTANCES.	By the Compass.	Leagues.
FROM thence to Charlotte Harbour	N. $\frac{3}{4}$ E.	$21\frac{1}{3}$
—— thence to Spiritu-Santo-Bay	N. N. W. $\frac{1}{4}$ W.	9
—— thence to the Bay of Apalache	N. W. b. N. $\frac{3}{4}$ W.	56
—— thence to Cape St. Blaize	W. b. S. $\frac{1}{2}$ W.	$13\frac{2}{3}$
—— thence to Pensacola-Bar	W. N. W.	34
—— thence to Mobille-Point	W. b. S. $\frac{1}{2}$ W.	$15\frac{1}{3}$
—— thence to the mouth of the Missisippi	S. W. b. S. $\frac{1}{2}$ W.	$24\frac{2}{3}$
—— Providence Harbour to Frozen-Key	W. N. W.	10
—— Frozen-Key to the North-West-Passage	W. $\frac{1}{2}$ N.	9
—— Turk's-Island to Phillip's-Reef	N. W.	9
—— Phillip's-Reef to Will's-Look-out	W. N. W.	7
—— Will's-Look-out to Bottle-Crick	W. N. W.	6
—— Bottle-Crick to Blubber-Cutt	W. S. W.	5
—— Blubber-Cutt to the N. W. Point	W. b. S.	5
—— the N. W. Point to West-Caukers	S. W.	4
—— the Point of Reef to the West-Harbour	E. b. N.	3
—— West-Harbour to the Little French Key	S. E. b. S.	6
—— the Little French Key to the West-Caukers	W. N. W.	6
—— West-Caukers to Muguannah	N. N. W.	12
—— the West point of Muguannah to Atwood's-Key	N. W.	8
—— Atwood's Keys to the French Keys	S. b. W.	8
—— the French Keys to Muguannah	E. b. S.	8
—— Muguannah to Hanneauger	S. S. W.	25
—— West-Caukers to Little Hanneauger	S. W. b. W.	8
—— West-Caukers to Great Hanneauger	S. W.	9
—— the N. W. point of Great Hanneauger to the Hogsties	N. b. W. $\frac{1}{2}$ W.	12
—— the Hogsties to the French Keys	N. N. E.	18

COURSES AND DISTANCES.	By the Compass.	Leagues.
FROM the Hogsties to Acklin's Keys	N. W. ½ W.	12
—— Acklin's Keys to Long-Island	N. b. W.	6
—— Long-Island to the Bird Rock	N. b. E.	6
—— the Bird Rock to Watling's-Key	N. ½ W.	18
—— Turk's-Island to the Great Salt-Key	S. W.	10
—— Long-Key to the Five-Keys	W. b. N.	15

COURSES and DISTANCES on the South side of HISPANIOLA, &c. with Latitudes and Longitudes from Greenwich.

	True Course.	Leagues.	Latitude.
Altavella (long. 71° 32′ W.)			17° 29′ N.
FROM Altavella to the island of Beata	*N. E.*	2½	
—— ditto to the Frails	*N. N. W.*	3	
—— the False Cape to the S. W. point of Beata	*S. E. b. S.*	5	
—— Western False Cape to Altavella	*S. b. E.*	6	
—— ditto False Cape to the Frails	*S. ½ E.*	4	
—— ditto to River Sambay	*N. N. W.*	6	
—— Jacomel to Cape Bennet	*W. S. W.*	4	
—— Cape Bennet to Avache or the Isle of Ash	*W. ½ S.*	19	
—— Avache to Point Abacco	*W. b. S. ½ S.*	2 *or* 3	18 1½
—— Point Abacco to Cape Tiberon (long. 74° 23′ W.)	*W. b. N.*	10 *or* 11	18 20
—— Cape Tiberon to Navasa (long. 74° 56′ W.)	*W. northerly.*	12	18 23½
—— Navasa to Cape Donna Maria (long. 74° 18′ W.)	*N. E. b. E.*	12	18 37½
—— Cape Donna Maria to Cape Rosa		6	

COURSES AND DISTANCES.	True Course.	Leagues.	Latitude.
FROM Cape Rosa to the Great Caymite	*E. b. N.* $\frac{1}{2}$ *N.*	12	
—— N. point of Caymite to W. end of Granive Bar		9	
—— Cape Donna Maria to Cape Nicolas (long. 73° 31′ W.)	*N. E. b. E.*	32	19 50
—— Cape Nicolas to the island of Great Caymite	*S.*	22	
—— ditto to the W. end of Great Granive	*S. S. E.*	15	
—— Cape Nicolas to the W. end of Tortugas (long. 73° 1′ W.)	*N. E. b. E.*	13	20 $5\frac{1}{2}$
—— the E. end of Tortugas to Cape Francois (long. 72° 18′ W.)	*S. E. b. E.*	10 *or* 11	19 $46\frac{1}{3}$
—— ditto to the Grange (long. 71° $49\frac{1}{2}$° W.)	*E. b. S.*	21	19 $54\frac{1}{2}$
Turk's Islands, *Grand Turk*, N. point (long. 71° 10′ W.)			21 $31\frac{1}{4}$
Sand Key (long. 71° 15′ W.)			21 11
S. E. side of Corcois Bank (long. 71° 37′ W.)			21 1
S. W. side of Little Corcois (long. 72° 33′ W.)			21 $36\frac{1}{4}$
From Corcois Key to Mayaguana	*N. W. b. W.*	20	
—— Corcois Key to the E. end of Heaneago	*W.*	15 *or* 16	
—— the S. W. end of Great Heaneago (lat. 20° $56\frac{1}{2}$′ long. 73° 46′ W.) to Acklin's Key	*N. N. W.* $\frac{1}{2}$ *W.*	24	
—— W. end of ditto to French Keys (long. 73° 45′ W.)	*N. b. E.*	30	22° $42\frac{1}{2}$′
—— French Keys to Atwood's Key (W. point long. 73° $54\frac{2}{3}$′ W.)	*N. N. W.* $\frac{1}{4}$ *W.*	10	23 9
—— French Keys to S. W. Point Mayaguana	*E. S. E.*	8	22 28
—— W. end of Mayaguana to W. Corcois	*S. E. b. E.*	20	21 35
—— W. Corcois Key to Cape Francois (long. 72° 18′ W.)	*S. b. E.*	36	19 $46\frac{5}{3}$
SOUTH SIDE OF JAMAICA.			
—— Port-Morant Harbour to ditto Keys (long. 75° 55′ W.)	*S. E. b. S.*	12 *or* 13	17 25
—— Port-Royal (long. 76° 47′ W.)			17 58
—— South Negril Point (long. 78° 33′ W.)			18 $15\frac{3}{4}$

COURSES AND DISTANCES.	True Course.	Leagues.	Latitude.
WINDWARD PASSAGE.			
FROM The East end of Jamaica to St. Jago : : :	*N.* $\frac{1}{2}$ *E.*	38	19 55
——— Ditto to Cumberland Harbour : : :	*N. N. E.*	47	19 56
——— the E. end of Jamaica to Sphink's Bay : : :	*N. E. b. N.*	51	
——— ditto to Navasa (long. 74° 56′ W.) : : :	*E. N. E.* $\frac{1}{2}$ *N.*	22	18 $23\frac{1}{2}$
——— ditto to Cape Donna Maria (long. 74° 18 W.) : : :	*E. N. E.*	32	18 $37\frac{1}{2}$
——— Navasa to Cape Tiberon (long. 74° 23′ W.) : : :	*E. southerly.*	12	18 20
——— Cape Nicolas to the S. W. end of Heaneago (long. 73° 46′ W.) :	*N.* $\frac{1}{2}$ *W.*	20	20 $56\frac{1}{2}$
——— ditto to Cape Maize : : :	*W. b. N.* $\frac{1}{4}$ *N.*	16	20 19
——— the S. W. end of Heaneago to the Hogsties (long. 73° 58′ W.) :	*N. N. W.*	12	21 $40\frac{2}{3}$
——— the Hogsties to the south part of Acklin's Key : :	*N.N. W.* $\frac{1}{2}$ *W.*	15	
Acklin's Key south part : : : :			22 13
From Acklin's Key to south part of Long Key : :	*W.* $\frac{1}{4}$ *N.*	9	
——— south end of Long Key to Bird Rocks : : :	*N.*	8	22 49
——— west part of Bird Rocks to south part of Watland's Island : :	*N.*	20	24 0
——— Watland's Island to south end of Rum Key : : :	*S. W.*	7	23 40
——— Rum Key to Little Island : : :	*N. W.*	5	23 50
——— Watland Island to Litttle Island : : :	*W. S. W.*	9	
——— Rum Key to N. W. part of Long Island : :	*W.* $\frac{1}{2}$ *N.*	7	
——— N. W. end of Long Island to Little Island : :	*N. E. b. E.*	5	
——— ditto to Exuma Pond : : : :	*S. W.*	8	
——— Exuma Pond to Ship's Channel, between the east end of the island Ethera and Little Island : : : :	*N. N. W.*	20	
——— S. E. end of Cat Island to Little Island : : :	*S. E.*	9	
——— Ship's Channel to Powell's Point : : :	*N. W.*	17	
——— Powell's Point to James's Point : : :	*N. W.*	6	
——— James's Point to the entrance of Harbour Island : :	*N. N. W.*	7	

COURSES AND DISTANCES.	True Course.	Leag.	Latitude.
FROM Harbour Island to Egg Island	W. b. S.	8	
—— Egg Island to Providence Bar	S. W. $\frac{1}{4}$ W.	14	
From JAMAICA through the GULF.			
—— Port-Royal Keys to Portland (long. 77° 34' W.)	S. W. southerly.		17° 42'
—— Portland Point to Great Pedro Point	W. b. N.	10	
—— Pedro Point to the easternmost Pedro Keys	S. $\frac{1}{4}$ E.	14	
—— Pedro Keys to Boxa Nova	S. S. W. $\frac{3}{4}$ W.	27	18 16
—— Boxa Nova to W. end of Jamaica	N. b. E.	50	
—— the S. W. end of Jamaica to Grand Caminas	W. b. N. $\frac{1}{2}$ N.	56	
—— ditto to Little Caminas	N. W. $\frac{1}{2}$ N.	35	
—— Little Caminas to Caminbrack	E. N. E.	2 or 3	
Caminbrack			19 56
From Caminas to Great Caminas	W. S. W.	18	
South side of Great Caminas			19 21
N. W. point			19 27
From E. end of Grand Caminas to S. side of the Isle of Pines	N. W. $\frac{3}{4}$ W.	52	
—— W. end of ditto to Cape Corientes	N. W. $\frac{3}{4}$ W.	76	
Cape Corientes			21 54
South side of the Isle of Pines			21 [illegible]
From Cape Corientes to Cape Antony	N. N. W.	5 or 6	
—— the Havannah to the reef of Tortugas-Bank	N. W.	37	
—— ditto to Looe-Key	N. E. b. E.	32	
Looe-Key			24 30
From the Havannah to Matanzes	E.	23	
Havannah			23 14
From Matanzes to Looe-Key	N. westerly.	25	
—— ditto to North Key, Cuba	E.	20	
—— North Key to W. end of Key Sel	N.	2	
—— Key Sel to Double headed Shot	N. N. W.	4 or 5	
—— ditto to Matanzes	W. S. W.	22	
—— Double headed Shot to Cape Florida Reef	N. W. b. N.	18 or 19	
—— ditto to Cat Key	N. E. b. N.	24	
—— the Pan of Matanzes bearing S. by W. through the Gulf, the general course is	N. N. E.		

COURSES AND DISTANCES ON THE MOSQUITO SHORE.

	True Course.	Leag. or miles.
From Black River (lat. 16° 0'N.) to Cape Cameron (lat. 16 3' N.)	W. ½ N.	4 l.
—— Cape Cameron to Truxilla Point	W. ¼ S.	17 l.
—— Black River to the island of Bonacca (lat. 16° 30'N.)	W. N. W.	25 l.
—— Cape River to Prenaw	W.	2 m.
—— Prenaw River to Sacrelyien Creek	W. ¼ S.	2 m.
—— Sacrelyien Creek to Little Rock	W.	5 m.
—— Little Rock to Great Rock	W. S. W. ½ S.	12 m.
—— Great Rock to Lyme's River	S. W. b. W.	9 m.
—— Lyme's River to Old Romaine River	W.	14 m.
—— Old Romaine River to Three Leagues Point	W.	12 m.
—— Lyme's River to Cape Honduras	W. b. N.	27 m.
—— Cape Honduras to the Hog Islands	W.	18½ l.
—— Cape Honduras (lat. 16° 2' N.) to Truxilla	S.	8 m.
—— Cape Honduras to Utilla	W. b. N.	18 l.
—— Utilla to Bishop and Clerks	S. W. nearest	15 l.
—— Bishop and Clerks to Snakes Keys	W.	21 l.
—— Bonacca Middle to Middle Ballan	W. b. S.	16 l.
—— Swans' Islands (lat. 17° 10' N.) to Bonacca	W. S. W.	40 l.
—— Salmadines Reef, 3 leagues long, from Utilla	W. S. W. southerly	
—— Triumph la Cruz distant from Bishop and Clerks	S. W. b. W.	6 l.
—— Point Sal to Bishop and Clerks	E. b. N.	7 l.
—— Cape Honduras to the Island of Bonacca	N. easterly	19 l.
—— Cape Honduras to the East end of Rattan	N. W. b. W.	14 l.
—— the West end of Rattan (lat. 16° 25'N.) to Utilla (lat. 16° 10'N.)	S. W. southerly	8 l.
—— Black River to Patook River	E. b. N.	17 l.
—— Patook River to Carratasco Lagoon	E. b. S.	17 l.
—— Carratasco to False Cape (lat. 15° 10' N.)	E. b. S.	16 l.
—— False Cape to Main Cape	S. E.	8 l.
—— West end of Rattan to Utilla	S. W. southerly	8 l.
—— Utilla to Trium le Crouize	S. W. b. W.	16 l.
—— Trium le Crouze to Port Sal	W. N. W.	4 l.
—— Port Sal to Port Omoa	W. S. W.	7 l.
—— Port Omoa to the Entrance through the Reef, by the Sapadilla Keys	N. N. W.	10 l.

Southern Four Keys Bay lat. 17° 12'N. Key Bokell Bay 17° 8'N. English Key Bay 17° 9'N. Cape Gracias a Dios 14° 55'N. Hobbys Keys, 15° 48'N. Carratasco Shoals 15° 47'N.

TABLE
OF THE LATITUDES AND LONGITUDES
OF THE
PRINCIPAL HARBOURS AND CAPES,
FROM THE
ST. CROIX-RIVER (THE EASTERN BOUNDARY OF THE UNITED STATES OF AMERICA) TO THE MOUTH OF THE RIVER MISSISIPPI.

Names of Places.	Lats. North	Long. West.
Annapolis Royal (N. S.)	44,47	65,50
Entrance of St. Croix River	45,00	67,00
Island of Campo Bello (middle or west passage of Passamaquoddy Bay) - -	44,50	67,04
Wolves' Islands - -	44,48	66,50
East end of Grand Manan	44,40	66,50
Grand Manan N. head -	44,43	66,55
do. West end - -	44,30	67,04
do. S. W. Ledge of Seal Rock	44,25	67,06
Quady Head N. E. point	44,43	67,05
Entrance of Machias River	44,35	66,56
Cross Island off Machias Bay	44,31	67,23
Machias Seal Islands - -	44,27	66,52
Beal's Island South Point	44,24	67,37
Little Manan Island -	44,19	67,52
Gouldsborough Harbour -	44,20	67,56
Mount Desert Rock - -	43,52	68,05
Cranberry Island (near Mount Desert) - -	44,14	68,12
Long Island, south of Mount Desert, or entrance of Blue Hill Bay - -	44,06	68,22
Isle of Haut - - -	44,00	68,05
Castine (formerly Penobscot)	44,24	68,46
Matinicus Island - -	43,50	68,56
Cape Sable (south point of Nova Scotia) - -	42,24	65,35
Wooden Bald Rock -	43,45	68,55
Island of Manheigan -	43,44	69,15
Penmequid Point - -	43,48	69,27
Townsend, or Booth Bay entrance - - -	43,49	69,04
do. South point Rock -	43,26	69,07
Bantum Ledges - -	43,42	69,03
Kennebeck River entrance	43,43	69,42
Seguine Island light-house	43,41	69,41
Cape Small Point - -	43,40	69,47
Cashe's Ledge (shoalest part)	43,04	69,06
Alden's Ledge, off Cape Elizabeth - - -	43,28	70,00

Names of Places.	Lats. North	Long. West.
Brunswick - -	43,52	
Fort Hill (Portland) -	43,43	
Portland Light-House -	43,39	70,08
Cape Elizabeth - -	43,33	70,06
Saco River entrance -	43,28	70,17
Wood Island off do. -	43,27	70,15
Biddeford Town - -	43,30	70,21
Agamenticus Hill - -	43,16	70,36
Cape Porpoise - -	43,21	70,20
Wells Harbour - -	43,19	70,28
Bald Head - - -	43,13	70,30
Cape Neddock Nubble -	43,10	70,31
York River - -	43,07	70,33
Boon Island - - -	43,06	70,26
Boon Island Ledge - -	43,04	70,22
Portsmouth Light-House	43,04	70,39
Portsmouth - -	43,05	70,41
Isles of Shoals - -	42,57	70,33
Newburyport Lights on Plumb Island - - -	42,48	70,46
Ipswich entrance - -	42,43	70,44
Squam (Pigeon Hill) -	42,40	70,36
Sandy Cove (or Bay) -	42,40	70,34
Cape Ann Light-Houses on Thatcher's Island - -	42,38	70,33
East point of Cape Ann Harbour - - -	42,35	70,39
Light-House on Baker's Island	42,33	70,46
Beverly - - -	42,33	70,50
Salem - - -	42,32	70,50
Marblehead - - -	42,30	70,49
Nahant Point (northeast point of Boston harbour) -	42,27	70,52
Boston light-house - -	42,21	70,53
Boston - - -	42,23	70,58
Cape Cod - - -	42,05	70,14
Cape Cod Light-House	42,05	70,14
Sandy Point or Malabar	41,34	70,00
Shoal of Georges, East end	41,45	68,22
do. of do. West end	41,35	68,54

Table of Latitudes and Longitudes.

Names of Places.	Lats. North.	Long. West.
Nantucket Great Round Shoal	41,25	69,55
Nantucket Light-House	41,22	69,58
Sancoty-head or Nantucket-Island - -	41,16	69,56
Tom-Nevers-head	41,14	69,57
Nantucket South-Shoal	40,44	69,55
Cape-Poge - -	41,25	70,27
Squibnocket-Head (Southwesterly part of Martha's-Vineyard)	41,19	70,48
Gay-Head light-house (West end of the Vineyard)	41,22	70,53
Noman's-Land-Island	41,16	70,52
New-Bedford - -	41,41	70,57
Buzzards Bay entrance	41,28	70,58
New-Port entrance -	41,29	71,23
Rhode-Island Light House	41,28	71,30
Point-Judith - -	41,24	71,33
Block-Island (Middle) -	41,10	71,40
Montock-Point, East End of Long-Island - -	41,04	72,01
New-London, or entrance of Thames-River - -	41,22	72,16
Norwich on do - -	41,34	72,29
New-Haven entrance -	41,18	72,57
New-York Light-House on Sandy-Point - -	40,28	74,07
* Perth-Amboy - -	40,35	
Little-Egg-Harbour -	39,30	74,23
Great-Egg-Harbour -	39,18	74,33
Cape-May	38,57	74,55
Cape-James	38,47	75,08
Light-House on Cape Henlopen - -	38,46	75,07
False-Cape - -	38,27	75,08
Cape-Charles - -	37,11	76,10
Cape-Henry - -	36,58	76,17
Norfolk (Virg.)	36,55	76,37
Petersburgh, (Vir.) -	37,14	77,54
York-Town, (Vir.) -	37,12	76,52
Richmond (Vir.) -	37,30	77,50
Annapolis (Mar.) - -	39,00	
Alexandria, (Vir.) - -	38,55	
†Chincoteague-Shoals, on Maryland-Shore	38,00	75,05
Baltimore - -	39,20	76,50
Roanoke Inlet - -	35,47	76,08
Cape-Hatteras Shoals, S.West point - -	34,48	76,00

Names of Places.	Lats. North	Long. West.
Cape-Hatteras - -	35,08	76, 7
Occacocke Inlet - -	34,54	76,28
Newbern (N. Carolina) -	35,14	
Beaufort, (N. Carolina) -	34,42	
Cape-Lookout - -	34,22	77,06
Shoals off do. South part -	34,12	77,01
Gore-Sound (or entrance to Beaufort) - -	34,28	77,18
Bouge Inlet - -	34,33	77,38
Bear do. -	34,32	77,42
New-River do. -	34,27	77,52
Top-Sail do. - -	34,18	78,04
Wilmington, (N. C.) -	34,11	78,21
Petersburgh (Georgia,) -	33,46	81,32
Cape-Fear - - -	33,50	78,25
S. end of do. Shoals -	33,40	78,23
Fryingpan-Shoals off do. -	33,30	78,17
George-Town - -	33,14	79,07
Shoals off do. - -	33,10	79,03
Cape-Roman - -	33,03	79,24
Charleston Light-House -	32,44	80,02
North Eddisto Inlet -	32,33	80,16
South Eddisto do. - -	32,30	80,24
Beaufort, (S. Carolina) -	32,28	
Port Royal - - -	32,05	80,52
Tybee-Light - -	32,	80,57
St. Catherine-Sound -	31,37	81,18
St. Simon's Sound -	31,01	81,48
Brunswick, (Georgia) -	31,10	
Amelia Sound (or entrance of St. Mary's river) -	30,35	82,00
Talbert's Island, (Georgia)	30,20	82,00
River St. John (Entrance)	30,09	81,55
St. Augustine - -	29,40	81,45
Augustine Bay - -	29,41	81,49
Cape Caneveral - -	28,12	80,52
Shoals off do. - -	28,15	80,47
Cooper's Hill (easternmost part of East Florida) - -	26,42	80,23
Cape Florida - -	25,44	80,34
Dry Tortuga Shoals - -	24,22	83,10
Cape Sable - -	25,00	81,37
Charlotte Harbour - -	26,43	82,55
Spiritu Santo Bay - -	27,46	83,22
Bay of Apalache - -	29,40	83,35
Cape St. Blaize - -	29,35	85,00
Pensacola Bar - - -	30,20	86,42
Mobille Point - -	30,15	87,21
Mouth of the Mississippi River	29,00	88,37

* This place lies at the head of Raviton, on a neck of land between Raviton river and Arthur Kull Sound, open to Sandy Hook, and has one of the best harbours on the continent. Vessels from sea may enter it in one tide, in almost any weather. It is not in a flourishing state.

† It bears about south from Cape Henlopen, two leagues from land.

To find the time of High Water *at any place.*

THE method commonly used for finding the time of high water will, at times, give the moon's age a day wrong; and the time of her southing, consequently that of high water, will partake of that error. Even supposing the moon's southing were exactly found, yet the tides would generally differ, more or less, from the computed time; for the times of high water do not always happen at *equal* distances from each other, but at *different* distances, according to the time of the moon's age, and her situation with respect to the sun, or as the waters are acted upon by the *joint* attracting forces of the sun and moon, or the *difference* of their forces. Hence the times of the tides are not always in proportion to the distance of the moon from the meridian at the same places, but are variously affected by the action of the sun, which brings them on *sooner* when the moon is in her *first* and *third* quarters, and keeps them back *later* when she is in her *second* and *fourth* quarters. In the former case, the tides, were they raised by the sun alone, would be earlier than those raised by the moon alone; and in the latter case, they would be *later*, as may evidently be seen in the following Table of the times, or shifting of the Tides.

As these causes will make the times of high water at any place differ widely from those by common computation, pilots, and all concerned, would do well to use the following method, which will in general give the times of high water within 24 minutes of the truth, when the tides are not greatly influenced by the wind. Here it is necessary to observe, that the times of the new moon may, by the irregularity of her motion, differ half a day from those found in the First Table; and consequently the time of high water may differ 24 minutes from the truth, but seldom more, unless the tides are either accelerated or retarded by high winds.

The Use of the following Tables for finding the Moon's Age, and the Time of High Water at any Place.

Find the moon's age in the first table, by reckoning the number of days since last new moon; and against her age, in the second table, you will find hours and minutes, which being added to the time of high water at the given place, on the change and full days, will give the time of high water there past noon on the given day. If the sum exceed 12 hours, subtract 12 hours from it, and the remainder will shew the time of high water after midnight; but if the sum exceed 24 hours, subtract 24 hours from it, and the remainder will shew the time of high water after noon on the next day; which being reduced *back* to the given day, by deducting 12 hours 24 minutes, for each tide of ebb and flood, will give the time of high water on the given day.

EXAMPLE I.

What time will it be High Water at Charleston *on the 26th of August,* 1800?

Against 1800, in the first table, and under August, I find new moon the 19th day; and reckoning forward to the 26th, I find the moon will then be 7 days old. Then against 7, under the moon's age in the second table, stand 4h. 24m. to which I add 7 hours (the time of high water at

Charleſton on the change and full days) gives 11h. 24m. the time of high water at *Charleſton* in the afternoon of the given day.

EXAMPLE II.

Required the time of High water at Boſton *Light-Houſe, December* 15, 1803?

Againſt 1803, in the firſt table, and under December, I find it will be new moon on the 12th day; and counting forward to the 15th, I find that the moon will be 3 days old; then againſt 3, her age, in the ſecond table, ſtand 1h. 56m. to which add 11h. 30m. (the time of high water at *Boſton* light-houſe on the change and full days) gives 13h. 26m. the time of high water after noon; from which take 12h. 24m. for half a lunar day, or the time of one ebb and flood, the remainder, 1h. 2m. will be the time of high water at *Boſton* light-houſe in the afternoon of the given day.

A TABLE shewing the Day of the Month the New Moon will fall on from the beginning of the Year 1799 till the end of the Year 1817, according to the New Stile. And also a TABLE of the shifting of the Tide, by which the *Error*, in the common method of reckoning the time of High Water to fall 49 minutes later every day after the Full and Change, will evidently appear.

TABLE I.

Years.	Ja.	Feb.	Ma.	Apr.	May.	Ju.	Jul.	Au.	Sept.	Oct.	Nov.	Dec.
	N M	N M	N M	N M	N M	N M	N M	N M	N M	N M	N M	N M
1799	6	4	6	5	4	3	2	1. 30	29	28	27	26
1800	25	23	24	22	22	20	20	19	17	17	15	15
1801	13	12	13	12	11	10	9	8	6	6	4	4
1802	3	1	3	1	1.30	29	28	27	25	25	23	23
1803	22	20	22	20	20	18	18	16	15	14	13	12
1804	11	9	10	8	8	6	6	5	3	2	1	1. 30
1805	29	28	29	28	27	26	25	24	22	22	20	20
1806	18	17	19	17	17	16	15	13	12	11	10	9
1807	8	6	7	5	5	3	3	2	1. 30	29	28	27
1808	26	25	27	25	25	23	22	20	19	18	17	17
1809	15	14	16	15	14	13	12	10	8	8	6	6
1810	4	3	5	3	3	1	1. 30	29	27	27	25	25
1811	23	22	22	21	20	19	18	17	16	15	14	13
1812	12	10	12	10	10	8	8	6	5	4	3	3
1813	1	—	1	29	29	27	27	25	24	23	22	21
1814	20	18	20	19	18	17	16	15	13	13	11	11
1815	9	8	8	7	6	5	4	4	2	1	29	29
1816	27	26	27	26	25	24	23	22	20	20	18	18
1817	17	15	17	15	15	13	13	11	10	9	8	7

TABLE II.

Moon's Age.	Tim. An.	
	H Water later each day after the new & full moon	
Days	H	M
1	0	44
2	1	22
3	1	56
4	2	28
5	3	2
6	3	40
7	4	24
8	5	12
9	6	4
10	7	4
11	8	8
12	9	12
13	10	15
14	11	16
15	12	12
16	0	56
17	1	24
18	2	8
19	2	40
20	3	14
21	3	52
22	4	36
23	5	22
24	6	16
25	7	18
26	8	22
27	9	26
28	10	30
29	11	32
29½	12	12

Afternoon. After Midnight.

From the change to the full, the Moon comes to the Meridian in the afternoon, and from the full to the change, she comes to the meridian after midnight.

TIDE TABLE,

SHEWING

The time of High Water at Full and Change of the Moon at the following places.

[NOTE. H. *stands for hours*, M. *for minutes, and* F. *for feet.*]

	H.	M.	F.
Boſton Light-Houſe,	11	30	12
Marblehead, Salem, and Cape-Ann,	11	30	12
Newburyport and Portſmouth,	11	15	10
Portland and Caſco-Bay,	10	45	9
Kennebeck and Sheepſcut,	10	45	9
Townſend, Broad-Bay, and George's-River,	10	45	9
Penobſcot-River and Fox-Iſland,	10	45	10
Mount Deſert and Goulſborough,	11	—	12
Machias,	11	—	12
Paſſamaquoddy River and Mooſe Iſland,	11	30	25
Plymouth, Cape Cod, and Manomoy Point,	11	30	6
Race Point,	10	45	
Nantucket,	12	3	6
Tarpaulin Cove,	9	52	5
Gay-Head, New-Bedford, Block-Iſland, and Rhode-Iſland Harbours,	7	37	5
New-Haven,	11		8
New-London, New-York, Elizabeth-Town Point, and Cape-Henlopen,	8	54	5
Sandy-Hook, (New-York)	6	37	5
Cape-Henry and Cape-Charles,*	7		4
Charleſton, (S. C.)	7		6
Port-Royal,	8	15	
St. Simon's-Sound,	9		
St. Simon's-Bar,	7	30	
St. Simon's-Offing,	6	45	
St. Anaſtatia's-Iſland,	7	30	
Florida-Keys,	8	50	

* *The Tides in theſe rivers are governed by the winds. When it blows for two or three days at N. or N. W. the flood tide does not riſe two feet: but when the wind blows a gale to the S. E. or E. S. E. the tide riſes 4 or 5 feet.*

LAWS

Relating to *Masters* and *Seamen* in the Merchants' Service.

Regulation of Seamen.

BY a Law of the United States for the Government and Regulation of Seamen in the Merchants' service, it is provided,

"That every master or commander of any ship or vessel bound from a port in the United States to any foreign port, or of any ship or vessel of the burthen of fifty tons or upwards, bound from a port in one state, to a port in any other than an adjoining state, shall, before he proceed on such voyage, make an agreement in writing or in print, with every seaman or mariner on board such ship or vessel (except such as shall be apprentice or servant to himself or owners) declaring the voyage or voyages, term or terms of time, for which such seaman or mariner shall be shipped. And if any master or commander of such ship or vessel shall carry out any seaman or mariner (except apprentices or servants as aforesaid) without such contract or agreement being first made and signed by the seamen and mariners, such master or commander shall pay to every such seaman or mariner the highest price or wages which shall have been given at the port or place where such seaman or mariner shall have been shipped, for a similar voyage, within three months next before the time of such shipping: *Provided*, such seaman or mariner shall perform such voyage: or if not, then for such time as he shall continue to do duty on board such ship or vessel; and shall moreover forfeit twenty dollars for every such seaman or mariner, one half to the use of the person prosecuting for the same, the other half to the use of the United States: and such seaman or mariner, not having signed such contract, shall not be bound by the regulations, nor subject to the penalties and forfeitures contained in this act.

At the foot of every such contract, there shall be a memorandum in writing, of the day and the hour on which such seaman or mariner, who shall so ship and subscribe, shall render themselves on board, to begin the voyage agreed upon. And if any such seaman or mariner shall neglect to render himself on board the ship or vessel, for which he has shipped, at the time mentioned in such memorandum, and if the master, commander, or other officer of the ship or vessel, shall, on the day on which such neglect happened, make an entry in the log-book of such ship or vessel, of the name of such seaman or mariner, and shall in like manner note the time that he so neglected to render himself (after the time appointed); every such seaman or mariner shall forfeit for every hour which he shall so neglect to render himself, one day's pay, according to the rate of wages agreed upon, to be deducted out of his wages. And if any such seaman or mariner shall wholly neglect to render himself on board of such ship or vessel, or having rendered himself on board, shall afterwards desert and escape, so that the ship or vessel proceed to sea without him, every such seaman or mariner shall for-

feit and pay to the maſter, owner or conſignee of the ſaid ſhip or veſſel, a ſum equal to that which ſhall have been paid to him by advance at the time of ſigning the contract, over and beſides the ſum ſo advanced, both which ſums ſhall be recoverable in any court, or before any juſtice or juſtices of any ſtate, city, town or county within the United States, which, by the laws thereof, have cognizance of debts of equal value, againſt ſuch ſeaman or mariner, or his ſurety or ſureties, in caſe he ſhall have given ſurety to proceed the voyage.

If the mate or firſt officer under the maſter, and a majority of the crew of any ſhip or veſſel, bound on a voyage to any foreign port, ſhall, after the voyage is begun (and before the ſhip or veſſel ſhall have left the land) diſcover that the ſaid ſhip or veſſel is too leaky, or is otherwiſe unfit in her crew, body, tackle, apparel, furniture, proviſions or ſtores, to proceed on the intended voyage, and ſhall require ſuch unfitneſs to be inquired into, the maſter or commander ſhall upon the requeſt of the ſaid mate (or other officer) and ſuch majority, forthwith proceed to or ſtop at the neareſt or moſt convenient port or place where ſuch inquiry can be made, and ſhall there apply to the judge of the diſtrict court, if he ſhall there reſide, or if not, to ſome juſtice of the peace of the city, town or place, taking with him two or more of the ſaid crew who ſhall have made ſuch requeſt; and thereupon ſuch judge or juſtice is hereby authorized and required to iſſue his precept directed to three perſons in the neighbourhood, the moſt ſkilful in maritime affairs that can be procured, requiring them to repair on board ſuch ſhip or veſſel, and to examine the ſame in reſpect to the defects and inſufficiences complained of, and to make report to him the ſaid judge or juſtice, in writing under their hands, or the hands of two of them, whether in any, or in what reſpect the ſaid ſhip or veſſel is unfit to proceed on the intended voyage, and what addition of men, proviſions or ſtores, or what repairs or alterations in the body, tackle or apparel will be neceſſary; and upon ſuch report the ſaid judge or juſtice ſhall adjudge and determine, and ſhall endorſe on the ſaid report his judgment, whether the ſaid ſhip or veſſel is fit to proceed on the intended voyage; and if not, whether ſuch repairs can be made or deficiences ſupplied where the ſhip or veſſel then lies, or whether it be neceſſary for the ſaid ſhip or veſſel to return to the port from whence ſhe firſt ſailed, to be there refitted; and the maſter and crew ſhall in all things conform to the ſaid judgment; and the maſter or commander ſhall, in the firſt inſtance, pay all the coſts of ſuch view, report, and judgment, to be taxed and allowed on a fair copy thereof, certified by the ſaid judge or juſtice. But if the complaint of the ſaid crew ſhall appear upon the ſaid report and judgment, to have been without foundation, then the ſaid maſter, or the owner or conſignee of ſuch ſhip or veſſel, ſhall deduct the amount thereof, and of reaſonable damages for the detention (to be aſcertained by the ſaid judge or juſtice) out of the wages growing due to the complaining ſeamen or mariners. And if after ſuch judgment, ſuch ſhip or veſſel is fit to proceed on her intended voyage, or after procuring ſuch men, proviſions, ſtores, repairs or alterations as may be directed, the ſaid ſeamen or mariners, or either of them, ſhall refuſe to proceed on the voyage, it ſhall and may be lawful for any juſtice of the peace to commit by warrant under his hand and ſeal, every ſuch ſeaman or mariner (who ſhall ſo refuſe) to the common gaol of the county, there to remain without bail or mainprize, until he ſhall have paid double the ſum advanced to him at the time of ſubſcribing the contract for the voyage, together with ſuch reaſonable coſts as ſhall be allowed by the ſaid juſtice, and inſerted in the ſaid warrant, and the ſurety or ſureties of ſuch ſeaman or mariner (in caſe he or they ſhall have given any) ſhall remain liable for ſuch payment.

If any perſon ſhall harbour or ſecrete any ſeaman or mariner belonging to any ſhip or veſſel, knowing them to belong thereto, every ſuch perſon, on conviction thereof before any court in the city, town or county where he, ſhe or they may reſide, ſhall forfeit and pay ten dollars for every day which he, ſhe or they ſhall continue ſo to harbour or ſecrete ſuch ſeaman or mariner, one half to the uſe of the perſon proſecuting the ſame, the other half to the uſe of the United States; and no ſum exceeding one dollar, ſhall be recoverable from any ſeaman or mariner by any one perſon, for any debt contracted during the time ſuch ſeaman or mariner ſhall actually belong to any ſhip or veſſel, until the voyage for which ſuch ſeaman or mariner engaged ſhall be ended.

If any ſeaman or mariner, who ſhall have ſubſcribed ſuch contract as is herein before ſubſcribed, ſhall abſent himſelf from on board the ſhip or veſſel in which he ſhall ſo have ſhipped, without leave of the maſter or officer commanding on board; and the mate, or other officer having charge of the log-book, ſhall make an entry therein of the name of ſuch ſeaman or mariner, on the day on which he ſhall ſo abſent himſelf; and if ſuch ſeaman or mariner ſhall return to his duty within forty-eight hours, ſuch ſeaman or mariner ſhall forfeit three days pay for every day which he ſhall ſo abſent himſelf, to be deducted out of his wages: but if any ſeaman or mariner ſhall abſent himſelf for more than forty-eight hours at one time, he ſhall forfeit all the wages due to him, and all his goods and chattels which were on board the ſaid ſhip or veſſel, or in any ſtore where they may have been lodged at the time of his deſertion, to the uſe of the owner of the ſhip or veſſel, and moreover ſhall be liable to pay to him or them all damages which he or they may ſuſtain by being obliged to hire other ſeamen or mariners in his or their place, and ſuch damages ſhall be recovered with coſts, in any court or before any juſtice or juſtices having juriſdiction of the recovery of debts to the value of ten dollars or upwards.

Every ſeaman or mariner ſhall be entitled to demand and receive from the maſter or commander of the ſhip or veſſel to which they belong, one third part of the wages which ſhall be due to him at every port where ſuch ſhip or veſſel ſhall unlade and deliver her cargo before the voyage be ended, unleſs the contrary be expreſsly ſtipulated in the contract: and as ſoon as the voyage is ended, and the cargo or ballaſt be fully diſcharged at the laſt port of delivery, every ſeaman or mariner ſhall be entitled to the wages which ſhall be then due according to his contract: and if ſuch wages ſhall not be paid within ten days after ſuch diſcharge, or if any diſpute ſhall ariſe between the maſter and ſeamen or mariners touching the ſaid wages, it ſhall be lawful for the judge of the diſtrict where the ſaid ſhip or veſſel ſhall be, or in caſe his reſidence be more than three miles from the place, or of his abſence from the place of his reſidence, then for any judge or juſtice of the peace, to ſummon the maſter of ſuch ſhip or veſſel to appear before him, to ſhew cauſe why proceſs ſhould not iſſue againſt ſuch ſhip or veſſel, her tackle, furniture, and apparel, according to the courſe of admiralty-courts, to anſwer for the ſaid wages: and if the maſter ſhall neglect to appear, or appearing ſhall not ſhew that the wages are paid, or otherwiſe ſatisfied, or forfeited, and if the matter in diſpute ſhall not be forthwith ſettled, in ſuch caſe the judge or juſtice ſhall certify to the clerk of the court of the diſtrict, that there is ſufficient cauſe of complaint whereon to found admiralty proceſs, and thereupon the clerk of ſuch court ſhall iſſue proceſs againſt the ſaid ſhip or veſſel, and the ſuit ſhall be proceeded on in the ſaid court, and final judgment be given according to the courſe of admiralty-courts in ſuch caſes uſed; and in ſuch ſuit, all the ſeamen or mariners (having cauſe of com-

plaint of the like kind against the same ship or vessel) shall be joined as complainants; and it shall be incumbent on the master or commander to produce the contract and log-book, if required, to ascertain any matters in dispute; otherwise the complainants shall be permitted to state the contents thereof, and the proof of the contrary shall lie on the master or commander; but nothing herein contained shall prevent any seaman or mariner from having or maintaining any action at common law for the recovery of his wages, or from immediate process out of any court having admiralty jurisdiction, wherever any ship or vessel may be found, in case she shall have left the port of delivery where her voyage ended, before payment of the wages, or in case she shall be about to proceed to sea before the end of the ten days next after the delivery of her cargo or ballast.

If any seaman or mariner, who shall have signed a contract to perform a voyage, shall at any port or place desert, or shall absent himself from such ship or vessel, without leave of the master, or officer commanding in the absence of the master, it shall be lawful for any justice of peace within the United States (upon the complaint of the master) to issue his warrant to apprehend such deserter, and bring him before such justice; and if it shall then appear by due proof that he has signed a contract with the intent and meaning of this act, and that the voyage agreed for is not finished, altered, or the contract otherwise dissolved, and that such seaman or mariner has deserted the ship or vessel, or absented himself without leave, the said justice shall commit him to the house of correction or common gaol of the city, town, or place, there to remain until the said ship or vessel shall be ready to proceed on her voyage, or till the master shall require his discharge, and then to be delivered to the said master, he paying all cost of such commitment, and deducting the same out of the wages due to such seaman or mariner.

Every ship or vessel belonging to a citizen or citizens of the United States, of the burthen of one hundred and fifty tons or upwards, navigated by ten or more persons in the whole, and bound on a voyage without the limits of the United States, shall be provided with a chest of medicines, put up by some apothecary of known reputation, and accompanied by directions for administering the same; and the said medicine shall be examined by the same or some other apothecary, once at least in every year, and supplied with fresh medicines in the place of such as shall have been used or spoiled; and in default of having such medicine-chest so provided, and kept fit for use, the master or commander of such ship or vessel shall provide and pay for all such advice, medicine, or attendance of physicians, as any of the crew shall stand in need of in case of sickness at every port or place where the ship or vessel may touch or trade at during the voyage, without any deduction from the wages of such sick seaman or mariner.

Every ship or vessel, belonging as aforesaid, bound on a voyage across the Atlantic ocean, shall, at the time of leaving the last port from whence she sails, have on board, well secured under deck, at least sixty gallons of water, one hundred pounds of salted flesh meat, and one hundred pounds of wholesome ship-bread, for every person on board such ship or vessel, over and besides such other provisions, stores, and live stock as shall by the master or passengers be put on board, and in like proportion for shorter or longer voyages; and in case the crew of any ship or vessel, which shall not have been so provided, shall be put upon short allowance in water, flesh, or bread during the voyage, the master or owner of such ship or vessel shall pay to each of the crew one day's wages beyond the wages agreed on for every day they shall be so put to short allowance, to be recovered in the same manner as their stipulated wages.

Regulation of the Fisheries.

BY a law of the United States concerning certain fisheries, and for the regulation and government of the fishermen employed therein, it is provided, that

No ship or vessel of twenty tons or upwards, employed in those fisheries, shall be entitled to the allowance therein granted, unless the skipper or master thereof shall, before he proceeds on any fishing voyage, make an agreement, in writing or in print, with every fisherman employed therein, excepting only any apprentice or servant of himself or owner; and in addition to such terms of shipment as may be agreed on, shall in such agreement express whether the same is to continue for one voyage, or for the fishing season, and shall also express that the fish or the proceeds of such fishing voyage or voyages which may appertain to the fishermen, shall be divided among them in proportion to the quantities or number of said fish they may respectively have caught; which agreement shall be endorsed or counterfigned by the owner of such fishing vessel or his agent; and if any fisherman, having engaged himself for a voyage or for the fishing season, in any fishing vessel, and signed an agreement therefor as aforesaid, shall thereafter and while such agreement remains in force and to be performed, desert or absent himself from such vessel, without leave of the master or skipper thereof, or of the owner or his agent, such deserter shall be liable to the same penalties as deserting seamen or mariners are subject to in the merchants' service, and may in the like manner, and upon the like complaint and proof, be apprehended and detained; and all costs of process and commitment if paid by the master or owner, shall be deducted out of the share of fish, or proceeds of any fishing voyage to which such deserter had or shall become entitled. And any fisherman, having engaged himself as aforesaid, who shall during such fishing voyage, refuse or neglect his proper duty on board the fishing vessel, being thereto ordered or required by the master or skipper thereof, or shall otherwise resist his just commands, to the hindrance or detriment of such voyage, beside being answerable for all damages arising thereby, shall forfeit to the use of the owner of such vessel, his share of the allowance, which shall be paid upon such voyage as is herein granted.

Where an agreement or contract shall be so made and signed, for a fishing voyage or for the fishing season, and any fish which may have been caught on board such vessel during the same, shall be delivered to the owner or to his agent, for cure, and shall be sold by said owner or agent, such vessel shall for the term of six months after such sale, be liable and answerable for the skipper's and every other fisherman's share of such fish, and may be proceeded against in the same form, and to the same effect as any other vessel is by law liable, and may be proceeded against for the wages of seamen or mariners in the merchants' service. And upon such process for the value of a share or shares of the proceeds of fish delivered and sold as aforesaid, it shall be incumbent on the owner or his agent, to produce a just account of the sales and division of such fish according to such agreement or contract, otherwise the said vessel shall be answerable upon such process for what may be the highest value of the share or shares demanded. But in all cases, the owner of such vessel or his agent, appearing to answer to such process, may offer thereupon his account of general supplies made for such fishing voyage, and of other supplies therefor made, to either of the demandants, and shall be allowed to produce evidence thereof in answer to their demands respectively, and judgment shall be rendered upon such process, for the respective balances, which upon such an inquiry shall appear: *Provided always*, That

when process shall be issued against any vessel liable as aforesaid, if the owner thereof or his agent will give bond to each fisherman in whose favour such process shall be instituted, with sufficient security, to the satisfaction of two justices of the peace, one of whom shall be named by such owner or agent, and the other by the fisherman or fishermen pursuing such process; or if either party shall refuse, then the justice first appointed shall name his associate, with condition to answer and pay whatever sum shall be recovered by him or them on such process, there shall be an immediate discharge of such vessel: *Provided*, That nothing herein contained shall prevent any fisherman from having his action at common law, for his share or shares of fish, or the proceeds thereof as aforesaid.

Bounty on Vessels employed in carrying on the Bank and other Cod-Fisheries.

THERE shall be paid on the last day of December, annually, to the owner of every vessel, or his agent, by the collector of the district where such vessel may belong, that shall be qualified agreeably to law, for carrying on the bank and other cod-fisheries, and that shall actually have been employed therein at sea for the term of four months at the least, of the fishing season, next preceding, which season is accounted to be from the last day of February to the last day of November in every year, for each and every ton of such vessel's burthen, according to her admeasurement as licensed or enrolled, if of twenty tons and not exceeding thirty tons, one and a half dollars, and if above thirty tons, two and a half dollars, of which allowance aforesaid three eighth parts shall accrue and belong to the owner of such fishing vessel, and the other five eighths thereof shall be divided by him, his agent or lawful representative, to and among the several fishermen who shall have been employed in such vessel during the season aforesaid, or a part thereof, as the case may be, in such proportions as the fish they shall respectively have taken may bear to the whole quantity of fish taken on board such vessel during such season: *Provided*, That the allowance aforesaid on any one vessel, for one season, shall not exceed one hundred and seventy dollars.

On the last day of December annually, as aforesaid, there shall also be paid to the owner of every fishing boat or vessel of more than five tons, and less than twenty tons, or to his agent or lawful representative, by the collector of the district where such boat or vessel may belong, the sum of one dollar upon every ton admeasurement of such boat or vessel; which allowance shall be accounted for as part of the proceeds of the fares of said boat or vessel, and shall accordingly be so divided among all persons interested therein: *Provided however*, That this allowance shall be made only to such boats or vessels as shall have actually been employed at sea in the cod fishery, for the term of four months at the least, of the preceding season: *And provided also*, that such boat or vessel shall have landed in the course of said preceding season, a quantity of fish not less than twelve quintals for every ton of her admeasurement; the said quantity of fish to be ascertained when dried and cured fit for exportation and according to the weight thereof, as the same shall weigh at the time of delivery when actually sold; which account of the weight, with the original adjustment and settlement of the fare or fares among

the owners and fishermen, together with a written account of the length, breadth and depth of said boat or vessel, and the time she has actually been employed in the fishery in the preceding season, shall in all cases be produced and sworn or affirmed to, before the said collector of the district in order to entitle the owner, his agent or lawful representative, to receive the allowance aforesaid. And if at any time within one year after payment of such allowance, it shall appear that any fraud or deceit has been practised in obtaining the same, the boat or vessel upon which such allowance shall have been paid, if found within the district aforesaid, shall be forfeited; otherwise the owner or owners having practised such fraud or deceit, shall forfeit and pay one hundred dollars.

The owner or owners of every fishing vessel of twenty tons and upwards, his or their agent or lawful representative, shall, previous to receiving the allowance which is provided for in this act, produce to the collector who is authorized to pay the same, the original agreement or agreements which may have been made with the fishermen employed on board such vessel, as is herein before required, and also a certificate to be by him or them subscribed, therein mentioning the particular days on which such vessel sailed and returned on the several voyages or fares, she may have made in the preceding fishing season, to the truth of which they shall swear or affirm before the collector aforesaid.

No ship or vessel of twenty tons or upwards, employed as aforesaid, shall be entitled to the allowance granted by this act, unless the skipper or master thereof shall, before he proceeds on any fishing voyage, make an agreement in writing or in print, with every fisherman employed therein, excepting only an apprentice or servant of himself or owner; and in addition to such terms of shipment as may be agreed on, shall in such agreement express whether the same is to continue for one voyage or for the fishing season, and shall also express that the fish or the proceeds of such fishing voyage or voyages which may appertain to the fishermen, shall be divided among them in proportion to the quantities or number of said fish they may respectively have caught; which agreement shall be endorsed or countersigned by the owner of such fishing vessel, or his agent.

Any person who shall declare falsely in any oath or affirmation required by this act, being duly convicted thereof in any court of the United States, having jurisdiction of such offence, shall suffer the same penalties as are provided for false swearing or affirming, by "An act to provide more effectually for the collection of the duties imposed by law on goods, wares, and merchandize imported into the United States, and on the tonnage of ships or vessels."

This act to be in force until the 16th day of February, 1799, and from thence to the end of the next session of Congress.

According to the provision above mentioned, this allowance is increased 33⅓ per cent after the 1st day of Jan. 1798: and all vessels following the directions of this act, are now entitled to bounty according to the following

TABLE.

		Dol.	Cents.
Vessels of 5 tons, and not exceeding 20 ton,	per tons,	1	83⅓
——— 20 - - 30	-	3	00
——— above 30 tons - -	-	3	33⅓

Abstract of the Laws of the United States concerning Vessels to be employed in the Coasting Trade and Fisheries.

IN order to the licensing any ship or vessel for carrying on the coasting trade or fisheries, the husband or managing owner, together with the master thereof, with one or more sureties to the satisfaction of the collector granting the same, shall become bound to pay to the United States, if such ship or vessel be of the burthen of five tons, and less than twenty tons, the sum of one hundred dollars; and if twenty tons, and not exceeding thirty tons, the sum of two hundred dollars; and if above thirty tons, and not exceeding sixty tons, the sum of five hundred dollars; and if above sixty tons, the sum of one thousand dollars, in case it shall appear, within two years from the date of the bond, that such ship or vessel has been employed in any trade, whereby the revenue of the United States has been defrauded during the time license granted to such ship or vessel remained in force; and the master of such ship or vessel shall also swear, or affirm, that he is a citizen of the United States, and that such license shall not be used for any other vessel, or any other employment, than that for which it is specially granted, or in any trade or business, whereby the revenue of the United States may be defrauded; and if such ship or vessel be less than twenty tons burthen, the husband or managing owner shall swear, or affirm, that she is wholly the property of a citizen or citizens of the United States.

No license, granted to any ship or vessel, shall be considered in force, any longer than such ship or vessel is owned, and of the description set forth in such license, or for carrying on any other business or employment, than that for which she is specially licensed; and if any ship or vessel be found with a forged or altered license, or making use of a license granted for any other ship or vessel, such ship or vessel, with her tackle, apparel, and the cargo found on board her, shall be forfeited.

Every ship or vessel of twenty tons or upwards (other than such as are registered) found trading between district and district, or between different places in the same district, or carrying on the fishery, without being enrolled and licensed, or if less than twenty tons, and not less than five tons, without a license, in manner as provided by this act, such ship or vessel, if laden with goods, the growth or manufacture of the United States, (distilled spirits excepted) or in ballast, shall pay the same fees in every port of the United States at which she may arrive, as ships or vessels not belonging to the citizen or citizens of the United States, and if she have on board any articles of foreign growth or manufacture, or distilled spirits, other than sea-stores, the ship or vessel, together with her tackle, apparel, and furniture, and the lading found on board, shall be forfeited: *Provided*, however, if such ship or vessel be at sea, at the expiration of the time, for which the license was given, and the master of such ship or vessel shall swear or affirm that such was the case, and shall also within forty-eight hours after his arrival deliver to the collector of the district in which he shall first arrive the license which shall have expired, the forfeiture aforesaid shall not be incurred, nor shall the ship or vessel be liable to pay the fees and tonnage aforesaid.

If any ship or vessel, enrolled or licensed as aforesaid, shall proceed on a foreign voyage, without first giving up her enrolment and license to the collector of the district comprehending the port from which she is about to proceed on such foreign voyage, and being duly registered by such collector, every such ship or vessel, together with her tackle, apparel and furniture, and the goods, wares and merchandize, so imported therein, shall be liable to sei-

zure and forfeiture: *Provided always*, if the port from which ſuch ſhip or veſſel is about to proceed on ſuch foreign voyage, be not within the diſtrict where ſuch ſhip or veſſel is enrolled, the collector of ſuch diſtrict ſhall give to the maſter of ſuch ſhip or veſſel a certificate, ſpecifying that the enrolment and licence of ſuch ſhip or veſſel is received by him, and the time when it was ſo received; which certificate ſhall afterwards be delivered by the ſaid maſter to the collector, who may have granted ſuch enrolment and licenſe.

The licenſe granted to any ſhip or veſſel ſhall be given up to the collector of the diſtrict, who may have granted the ſame, within three days after the expiration of the time, for which it was granted, in caſe ſuch ſhip or veſſel be then within the diſtrict, or if ſhe be abſent, at that time, within three days from her firſt arrival within the diſtrict afterwards, or if ſhe be ſold out of the diſtrict, within three days after the arrival of the maſter within any diſtrict, to the collector of ſuch diſtrict, taking his certificate therefor; and if the maſter thereof ſhall neglect or refuſe to deliver up the licenſe, as aforeſaid, he ſhall forfeit fifty dollars; but if ſuch licence ſhall have been previouſly given up to the collector of any other diſtrict, as authorized by this act, and a certificate thereof, under the hand of ſuch collector, be produced by ſuch maſter, or if ſuch licenſe be loſt, or deſtroyed, or unintentionally miſlaid, ſo that it cannot be found, and the maſter of ſuch ſhip or veſſel ſhall make and ſubſcribe an oath or affirmation, that ſuch licenſe is loſt, deſtroyed, or unintentionally miſlaid, as he verily believes, and that the ſame, if found, ſhall be delivered up, as is herein required, then the aforeſaid penalty ſhall not be incurred. And if ſuch licenſe ſhall be loſt, deſtroyed, or unintentionally miſlaid, as aforeſaid, before the expiration of the time for which it was granted, upon the like oath or affirmation being made and ſubſcribed by the maſter of ſuch ſhip or veſſel, the ſaid collector is hereby authorized and required, upon application being made therefor, to licenſe ſuch ſhip or veſſel anew.

It ſhall and may be lawful for the owner or owners of any licenſed ſhip or veſſel to return ſuch licenſe to the collector who granted the ſame, at any time within the year for which it was granted, who ſhall thereupon cancel the ſame, and ſhall licenſe ſuch veſſel anew, upon the application of the owner or owners, and upon the conditions herein before required, being complied with; and in caſe the term for which the former licenſe was granted ſhall not be expired, an abatement of the tonnage of ſix cents per ton ſhall be made, in the proportion of the time ſo unexpired.

Every licenſed ſhip or veſſel ſhall have her name, and the port to which ſhe belongs, painted on her ſtern, in the manner as is provided for regiſtered ſhips or veſſels; and if any licenſed ſhip or veſſel be found without ſuch paintir g, the owner or owners thereof ſhall pay twenty dollars.

When the maſter of any licenſed ſhip or veſſel, ferry-boats excepted, ſhall be changed, the new maſter, or, in caſe of his abſence, the owner or one of the owners thereof, ſhall report ſuch change to the collector reſiding at the port where the ſame may happen, if there be one, otherwiſe to the collector reſiding at any port, where ſuch ſhip or veſſel may next arrive, who, upon the oath or affirmation of ſuch new maſter, or, in caſe of his abſence, of the owner or one of the owners, that he is a citizen of the United States, and that ſuch ſhip or veſſel ſhall not, while ſuch licenſe continues in force, be employed in any manner whereby the revenue of the United States may be defrauded, ſhall endorſe ſuch change on the licenſe, with the name of the new maſter; and when any change ſhall happen, as aforeſaid, and ſuch change ſhall not be reported, and the endorſement made of ſuch

change, as is herein required, ſuch ſhip or veſſel, found carrying on the coaſting trade or fiſheries, ſhall be ſubject to pay the ſame fees and tonnage, as a veſſel of the United States having a regiſter, and the ſaid new maſter ſhall forfeit and pay the ſum of ten dollars.

The maſter or commander of every ſhip or veſſel licenſed for carrying on the coaſting trade, deſtined from a diſtrict in one ſtate to a diſtrict in the ſame, or an adjoining ſtate on the ſea-coaſt, or on a navigable river, having on board either diſtilled ſpirits in caſks exceeding five hundred gallons, wine in caſks exceeding two hundred and fifty gallons, or in bottles exceeding one hundred dozens, ſugar in caſks or boxes exceeding three thouſand pounds, tea in cheſts or boxes exceeding five hundred pounds, coffee in caſks or bags exceeding one thouſand pounds, or foreign merchandize in packages, as imported, exeeeding in value four hundred dollars, or goods, wares or merchandize, conſiſting of ſuch enumerated or other articles of foreign growth or manufacture, or of both, whoſe aggregate value exceeds eight hundred dollars, ſhall, previous to the departure of ſuch ſhip or veſſel from the port where ſhe may then be, make out and ſubſcribe duplicate manifeſts of the whole of ſuch cargo on board ſuch ſhip or veſſel, ſpecifying in ſuch manifeſts the marks and numbers of every caſk, bag, box, cheſt or package containing the ſame, with the name and place of reſidence of every ſhipper and conſignee, and the quantity ſhipped by and to each; and if there be a collector or ſurveyor, reſiding at ſuch port, or within five miles thereof, he ſhall deliver ſuch manifeſts to the collector, if there be one, otherwiſe to the ſurveyor, before whom he ſhall ſwear or affirm, to the beſt of his knowledge and belief, that the goods therein contained were legally imported, and the duties thereupon paid or ſecured, or if ſpirits diſtilled within the United States, that the duties thereupon have been paid or ſecured, whereupon the ſaid collector or ſurveyor ſhall certify the ſame on the ſaid manifeſts, one of which he ſhall return to the ſaid maſter, with a permit, ſpecifying thereon, generally, the lading on board ſuch ſhip or veſſel, and authorizing him to proceed to the port of his deſtination. And if any ſhip or veſſel, being laden and deſtined, as aforeſaid, ſhall depart from the port where ſhe may then be, without the maſter or commander having firſt made out and ſubſcribed duplicate manifeſts of the lading on board ſuch ſhip or veſſel, and in caſe there be a collector or ſurveyor reſiding at ſuch port, or within five miles thereof, without having previouſly delivered the ſame to the ſaid collector or ſurveyor, and obtaining a permit, in manner as is herein required, ſuch maſter or commander ſhall pay one hundred dollars.

The maſter or commander of every ſhip or veſſel licenſed for carrying on the coaſting trade, having on board either diſtilled ſpirits in caſks exceeding five hundred gallons, wine in caſks exceeding two hundred and fifty gallons, or in bottles exceeding one hundred dozens, ſugar in caſks or boxes exceeding three thouſand pounds, tea in cheſts or boxes exceeding five hundred pounds, coffee in caſks or bags exceeding one thouſand pounds, or foreign merchandize in packages, as imported, exceeding in value four hundred dollars, or goods, wares or merchandize, conſiſting of ſuch enumerated or other articles of foreign growth or manufacture, or of both, whoſe aggregate value exceeds eight hundred dollars, and arriving from a diſtrict in one ſtate, at a diſtrict in the ſame or an adjoining ſtate on the ſea-coaſt, or on a navigable river, ſhall, previous to the unlading of any part of the cargo of ſuch ſhip or veſſel, deliver to the collector, if there be one, or if not, to the ſurveyor reſiding at the port of her arrival, or if there be no collector or ſurveyor reſiding at ſuch port, then to a collector or ſurveyor, if there be any ſuch officer reſiding within five miles thereof, the manifeſt of the cargo, certified by the collector or ſurveyor of the diſtrict from whence ſhe ſailed,

(if there be ſuch manifeſt) otherwiſe the duplicate manifeſts thereof, as is herein before directed, to the truth of which, before ſuch officer, he ſhall ſwear or affirm. And if there have been taken on board ſuch ſhip or veſſel, any other or more goods, than are contained in ſuch manifeſt or manifeſts, ſince her departure from the port, from whence ſhe firſt ſailed, or if any goods have been ſince landed, the ſaid maſter or commander ſhall make known and particularize the ſame to the ſaid collector or ſurveyor, or if no ſuch goods have been ſo taken on board or landed, he ſhall ſo declare, to the truth of which he ſhall ſwear or affirm: Whereupon, the ſaid collector or ſurveyor ſhall grant a permit for unlading a part, or the whole of ſuch cargo, as the ſaid maſter or commander may requeſt. And if there be no collector or ſurveyor, reſiding at, or within five miles of the ſaid port of her arrival, the maſter or commander of ſuch ſhip or veſſel may proceed to diſcharge the lading from on board ſuch ſhip or veſſel, but ſhall deliver to the collector or ſurveyor, reſiding at the firſt port, where he may next afterwards arrive, and within twenty-four hours of his arrival, the manifeſt or manifeſts aforeſaid, noting thereon the times when, and places where, the goods therein mentioned, have been unladen, to the truth of which, before the ſaid laſt mentioned collector or ſurveyor, he ſhall ſwear or affirm; and if the maſter or commander of any ſuch ſhip or veſſel, being laden as aforeſaid, ſhall neglect or refuſe to deliver the manifeſt or manifeſts, at the times, and in the manner herein directed, he ſhall pay one hundred dollars.

The maſter or commander of every ſhip or veſſel, licenſed for carrying on the coaſting trade, and being deſtined from any diſtrict of the United States, to a diſtrict other than a diſtrict in the ſame, or an adjoining ſtate, on the ſea-coaſt, or on a navigable river, ſhall, previous to her departure, deliver to the collector reſiding at the port where ſuch ſhip or veſſel may be, if there is one, otherwiſe to the collector of the diſtrict comprehending ſuch port, or to a ſurveyor within the diſtrict, as the one or the other may reſide neareſt to the port at which ſuch ſhip or veſſel may be, duplicate manifeſts of the whole cargo on board ſuch ſhip or veſſel, or if there be no cargo on board, he ſhall ſo certify, and if there be any diſtilled ſpirits, or goods, wares and merchandize, of foreign growth or manufacture on board, other than what may, by the collector, be deemed ſufficient for ſea-ſtores, he ſhall ſpecify in ſuch manifeſts, the marks and numbers of every caſk, bag, box, cheſt or package, containing the ſame, with the name, and place of reſidence, of every ſhipper and conſignee of ſuch diſtilled ſpirits, or goods of foreign growth or manufacture, and the quantity ſhipped by, and to each, to be by him ſubſcribed, and to the truth of which, he ſhall ſwear or affirm; and ſhall alſo ſwear or affirm before the ſaid collector or ſurveyor, that ſuch goods, wares or merchandize, of foreign growth or manufacture, were, to the beſt of his knowledge and belief, legally imported, and the duties thereupon, paid or ſecured; or if ſpirits diſtilled within the United States, that the duties thereupon, have been duly paid or ſecured; upon the performance of which, and not before, the ſaid collector or ſurveyor ſhall certify the ſame on the ſaid manifeſts; one of which he ſhall return to the maſter, with a permit, thereto annexed, authorizing him to proceed to the port of his deſtination. And if any ſuch ſhip or veſſel ſhall depart from the port where ſhe may then be, having diſtilled ſpirits, or goods, wares or merchandize, of foreign growth or manufacture on board, without the ſeveral things herein required, being complied with, the maſter thereof ſhall forfeit one hundred dollars; or if the lading be of goods, the growth or manufacture of the United States only, or if ſuch ſhip or veſſel have no cargo, and ſhe depart, without the ſeveral things herein required, being complied with, the ſaid maſter ſhall forfeit and pay fifty dollars.

The maſter or commander of every ſhip or veſſel licenſed to carry on the coaſting trade, arriving at any diſtrict of the United States, from any diſtrict, other than a diſtrict in the ſame, or an adjoining ſtate on the ſea-coaſt, or on a navigable river, ſhall deliver to the collector reſiding at the port where ſhe may arrive, if there be one, otherwiſe to the collector or ſurveyor in the diſtrict comprehending ſuch port, as the one, or the other, may reſide neareſt thereto, if the collector or ſurveyor reſide at a diſtance not exceeding five miles, within twenty-four hours, or if at a greater diſtance, within forty-eight hours next after his arrival; and previous to the unlading any of the goods brought in ſuch ſhip or veſſel, the manifeſt of the cargo (if there be any) certified by the collector or ſurveyor of the diſtrict from whence ſhe laſt ſailed, and ſhall make oath or affirmation, before the ſaid collector or ſurveyor, that there was not, when he ſailed from the diſtrict where his manifeſt was certified, or has been ſince, or then is, any more or other goods, wares or merchandize of foreign growth or manufacture, or diſtilled ſpirits (if there be any, other than ſea-ſtores, on board ſuch veſſel) than is therein mentioned; and if there be no ſuch goods, he ſhall ſo ſwear or affirm; and if there be no cargo on board, he ſhall produce the certificate of the collector or ſurveyor of the diſtrict from whence he laſt ſailed, as aforeſaid, that ſuch is the caſe: Whereupon ſuch collector or ſurveyor ſhall grant a permit for unlading the whole, or part of ſuch cargo (if there be any) within his diſtrict, as the maſter may requeſt; and where a part only of the goods, wares and merchandize, of foreign growth or manufacture, or of diſtilled ſpirits, brought in ſuch ſhip or veſſel, is intended to be landed, the ſaid collector or ſurveyor ſhall make an endorſement of ſuch part, on the back of the manifeſt, ſpecifying the articles to be landed; and ſhall return ſuch manifeſt to the maſter, endorſing alſo thereon, his permiſſion for ſuch ſhip or veſſel, to proceed to the place of her deſtination; and if the maſter of ſuch ſhip or veſſel ſhall neglect or refuſe to deliver the manifeſt, (or if ſhe has no cargo, the certificate) within the time herein directed, he ſhall forfeit one hundred dollars, and the goods, wares and merchandize of foreign growth or manufacture, or diſtilled ſpirits, found on board or landed from ſuch ſhip or veſſel, not being certified, as is herein required, ſhall be forfeited, and if the ſame ſhall amount to the value of eight hundred dollars, ſuch ſhip or veſſel, with her tackle, apparel and furniture, ſhall be alſo forfeited.

Nothing in this act contained ſhall be ſo conſtrued, as to oblige the maſter or commander of any ſhip or veſſel, licenſed for carrying on the coaſting trade, bound from a diſtrict in one ſtate, to a diſtrict in the ſame, or an adjoining ſtate on the ſea-coaſt, or on a navigable river, having on board goods, wares, or merchandize, of the growth, product or manufactures of the United States only (except diſtilled ſpirits), diſtilled ſpirits, not more than five hundred gallons, wine in caſks not more than two hundred and fifty gallons, or in bottles not more than one hundred dozens, ſugar in caſks or boxes not more than three thouſand pounds, tea in cheſts or boxes not more than five hundred pounds, coffee in caſks or bags not more than one thouſand pounds, or foreign merchandize in packages, as imported, of not more value than four hundred dollars, or goods, wares or merchandize, conſiſting of ſuch enumerated or other articles of foreign growth or manufacture, or of both, whoſe aggregate value ſhall not be more than eight hundred dollars, to deliver a manifeſt thereof, or obtain a permit previous to her departure, or on her arrival within ſuch diſtrict, to make any report thereof; but ſuch maſter ſhall be provided with a manifeſt, by him ſubſcribed, of the lading, of what kind ſoever, which was on board ſuch ſhip or veſſel, at the time of his departure from the diſtrict from which ſhe laſt

failed, and if the ſame, or any part of ſuch lading, conſiſts of diſtilled ſpirits, or goods, wares, or merchandize, of foreign growth or manufacture, with the marks and numbers of each caſk, bag, box, cheſt or package, containing the ſame, with the name of the ſhipper and conſignee of each; which manifeſt ſhall be by him exhibited, for the inſpection of any officer of the revenue, when, by ſuch officer, thereunto required; and ſhall alſo inform ſuch officer, from whence ſuch ſhip or veſſel laſt ſailed, and how long ſhe has been in port, when by him ſo interrogated. And if the maſter of ſuch ſhip or veſſel ſhall not be provided, on his arrival within any ſuch diſtrict, with a manifeſt, and exhibit the ſame, as is herein required, if the lading of ſuch ſhip or veſſel conſiſt wholly of goods, the produce or manufacture of the United States (diſtilled ſpirits excepted) he ſhall forfeit twenty dollars, or if there be diſtilled ſpirits, or goods, wares, or merchandize, of foreign growth or manufacture, on board, excepting what may be ſufficient for ſea-ſtores, he ſhall forfeit forty dollars; or if he ſhall refuſe to anſwer the interrogatories truly, as is herein required, he ſhall forfeit the ſum of one hundred dollars. And if any of the goods laden on board ſuch ſhip or veſſel, ſhall be of foreign growth or manufacture, or of ſpirits diſtilled within the United States, ſo much of the ſame, as may be found on board ſuch ſhip or veſſel, and which ſhall not be included in the manifeſt exhibited by ſuch maſter, ſhall be forfeited.

When any ſhip or veſſel of the United States, regiſtered according to law, ſhall be employed in going from any one diſtrict in the United States, to any other diſtrict, ſuch ſhip or veſſel, and the maſter or commander thereof, with the goods ſhe may have on board, previous to her departure from the diſtrict, where ſhe may be, and alſo, upon her arrival in any other diſtrict, ſhall be ſubject, (except as to the payment of fees) to the ſame regulations, proviſions, penalties and forfeitures, and the like duties are impoſed on like officers, as is provided above for ſhips or veſſels carrying on the coaſting trade: *Provided however*, that nothing herein contained, ſhall be conſtrued to extend to regiſtered ſhips or veſſels of the United States, having on board goods, wares and merchandize of foreign growth or manufacture, brought into the United States in ſuch ſhip or veſſel from a foreign port, and on which the duties have not been paid or ſecured according to law.

The maſter or commander of every ſhip or veſſel, employed in the tranſportation of goods from diſtrict to diſtrict, that ſhall put into a port, other than the one to which ſhe was bound, ſhall, within twenty four hours of his arrival, if there be an officer reſiding at ſuch port, and ſhe continue there ſo long, make report of his arrival, to ſuch officer, with the name of the place he came from, and to which he is bound, with an account of his lading; and if the maſter of ſuch ſhip or veſſel ſhall neglect or refuſe to do the ſame, he ſhall forfeit twenty dollars.

If the maſter or commander of any ſhip or veſſel, employed in the tranſportation of goods, from diſtrict to diſtrict, having on board goods, wares, or merchandize of foreign growth or manufacture, or diſtilled ſpirits, ſhall, on his arrival at the port to which he was deſtined, have loſt or miſlaid the certified manifeſt of the ſame, or the permit which was given therefor, by the collector or ſurveyor of the diſtrict from whence he ſailed, the collector of the diſtrict where he ſhall ſo arrive, ſhall take bond for the payment of the duties on ſuch goods, wares and merchandize of foreign growth or manufacture, or diſtilled ſpirits, within ſix months, in the ſame manner as though they were imported from a foreign country: *Provided however*, ſuch bond ſhall be cancelled, if the ſaid maſter ſhall deliver, or cauſe to be delivered to the collector taking ſuch bond, and within the term therein limited for pay-

ment, a certificate from the collector or surveyor of the district, from whence he sailed, that such goods were legally exported in such ship or vessel, from such district.

In all cases, where such ship or vessel, or any other licensed ship or vessel, shall have been once admeasured, it shall not be necessary to measure such ship or vessel anew, for the purpose of obtaining another enrolment or license except such ship or vessel shall have undergone some alteration as to her burthen, subsequent to the time of her former license.

It shall be lawful for any officer of the revenue, to go on board of any ship or vessel, whether she shall be within or without his district, and the same to inspect, search, and examine, and if it shall appear that any breach of the laws of the United States has been committed, whereby such ship or vessel, or the goods, wares, and merchandize on board, or any part thereof, is or are liable to forfeiture, to make seizures of the same.

In every case where a forfeiture of any ship or vessel, or of any goods, wares, or merchandize, shall accrue, it shall be the duty of the collector, or other proper officer, who shall give notice of the seizure of such ship or vessel, or of such goods, wares, or merchandize, to insert in the same advertisement the name or names, and the place or places of residence, of the person or persons, to whom any such ship or vessel, goods, wares, and merchandize belonged, or where consigned, at the time of such seizure, if the same shall be known to him.

If any person or persons shall swear or affirm to any of the matters herein required to be verified, knowing the same to be false, such person or persons shall suffer the like pains and penalties, as shall be incurred by persons committing wilful and corrupt perjury. And if any person or persons shall forge, counterfeit, erase, alter, or falsify any enrolment, license, certificate, permit, or other document, mentioned or required in this act, to be granted by any officer of the revenue, such person or persons, so offending, shall forfeit five hundred dollars.

If any person or persons shall assault, resist, obstruct, or hinder any officer in the execution of any act or law of the United States, herein mentioned, or of any of the powers or authorities vested in him by any act or law, as aforesaid, all and every person and persons so offending, shall, for every such offence, for which no other penalty is particularly provided, forfeit five hundred dollars.

If any licensed ship or vessel shall be transferred in whole or in part to any person, who is not, at the time of such transfer, a citizen of, and resident within the United States, or if any such ship or vessel shall be employed in any other trade than that for which she is licensed, or shall be found with a forged or altered license, or one granted for any other ship or vessel, every such ship or vessel, with her tackle, apparel, and furniture, and the cargo found on board her, shall be forfeited.

Provided nevertheless, That in all cases where the whole or any part of the lading or cargo on board any ship or vessel shall belong bona fide to any person or persons other than the master, owner, or mariners, of such ship or vessel, and upon which the duties shall have been previously paid or secured, according to law, shall be exempted from any forfeiture under this act, any thing therein contained to the contrary notwithstanding.

Relief of ſick and diſabled Seamen.

MANY Hoſpitals and Lazarettoes are founded in different parts of the United States for the ſupport and relief of poor, ſick and diſabled Seamen; and by the United States Laws as well as thoſe of ſeveral different States, taxes are collected of maſters and mariners for this valuable purpoſe. We here ſubjoin an abſtract of thoſe laws, for the inſtruction of maſters of veſſels on entering the different ports.

BY a law of the United States for the relief of the ſick and diſabled ſeamen, it is provided,

That from and after the firſt day of September, 1798, the maſter or owner of every ſhip or veſſel of the United States, arriving from a foreign port into any port of the United States, ſhall, before ſuch ſhip or veſſel ſhall be admitted to an entry, render to the collector a true account of the number of ſeamen, that ſhall have been employed on board ſuch veſſel ſince ſhe was laſt entered at any port in the United States—and ſhall pay to the ſaid collector, at the rate of twenty cents per month for every ſeaman ſo employed; which ſum he is hereby authorized to retain out of the wages of ſuch ſeamen.

From and after the firſt day of September, 1798, no collector ſhall grant to any ſhip or veſſel whoſe enrolment or licenſe for carrying on the coaſting trade has expired, a new enrolment or licenſe before the maſter of ſuch ſhip or veſſel ſhall firſt render a true account to the collector, of the number of ſeamen, and the time they have ſeverally been employed on board ſuch ſhip or veſſel, during the continuance of the licenſe which has ſo expired, and pay to ſuch collector twenty cents per month for every month ſuch ſeamen have been ſeverally employed, as aforeſaid; which ſum the ſaid maſter is hereby authorized to retain out of the wages of ſuch ſeamen. And if any ſuch maſter ſhall render a falſe account of the number of men, and the length of time they have ſeverally been employed, as is herein required, he ſhall forfeit and pay one hundred dollars.

It ſhall be the duty of the ſeveral collectors to make a quarterly return of the ſums collected by them, reſpectively, by virtue of this act, to the Secretary of the Treaſury; and the Preſident of the United States is hereby authorized, out of the ſame, to provide for the temporary relief and maintenance of ſick or diſabled ſeamen, in the hoſpitals or other proper inſtitutions now eſtabliſhed in the ſeveral ports of the United States, or, in ports where no ſuch inſtitutions exiſt, then in ſuch other manner as he ſhall direct: and the Preſident is hereby authorized to purchaſe or receive ceſſions or donations of ground or buildings, in the name of the United States, and to cauſe buildings, when neceſſary, to be erected as hoſpitals for the accommodation of ſick and diſabled ſeamen.

And by another act in addition to the above, it is provided,

That the Preſident of the United States ſhall be, and he hereby is authorized to direct the expenditure of any monies which have been or ſhall be collected by virtue of an act, entitled "An act for the relief of ſick and diſabled ſeamen," to be made within the ſtate wherein the ſame ſhall have been collected, or within the ſtate next adjoining thereto, excepting what may be collected in the ſtates of New-Hampſhire, Maſſachuſetts, Rhode-Iſland, and Connecticut; any thing in the ſaid act contained to the contrary thereof, notwithſtanding.

That the Secretary of the Navy ſhall be, and he hereby is authorized and directed to deduct, after the firſt day of September, 1799, from the pay thereafter to become due, of the officers, ſeamen and marines of the Navy

of the United States, at the rate of twenty cents per month, for every ſuch officer, ſeaman and marine, and to pay the ſame quarter annually to the Secretary of the Treaſury, to be applied to the ſame purpoſes, as the money collected by virtue of the above mentioned act is appropriated.

That the officers, ſeamen and marines of the Navy of the United States, ſhall be entitled to receive the ſame benefits and advantages, as by the act above mentioned are provided for the relief of the ſick and diſabled ſeamen of the merchant veſſels of the United States.

POWER *and* DUTY *of* CONSULS.

By an Act concerning Conſuls and Vice-Conſuls of the United States, it is enacted, that

THEY ſhall have right in the ports or places to which they are or may be ſeverally appointed, of receiving the proteſts or declarations, which ſuch captains, maſters, crews, paſſengers and merchants, as are citizens of the United States may reſpectively chuſe to make there; and alſo ſuch as any foreigner may chuſe to make before them relative to the perſonal intereſt of any citizens of the United States; and the copies of the ſaid acts duly authenticated by the ſaid conſuls or vice conſuls, under the ſeal of their conſulates, reſpectively, ſhall receive faith in law, equally as their originals would in all courts in the United States. It ſhall be their duty where the laws of the country permit, to take poſſeſſion of the perſonal eſtate left by any citizen of the United States, other than ſeamen belonging to any ſhip or veſſel who ſhall die within their conſulate; leaving there no legal repreſentative, partner in trade or truſtee by him appointed to take care of his effects, they ſhall inventory the ſame with the aſſiſtance of two merchants of the United States, or for want of them, of any others at their choice; ſhall collect the debts due to the deceaſed in the country where he died, and pay the debts due from his eſtate which he ſhall have there contracted; ſhall ſell at auction after reaſonable public notice ſuch part of the eſtate as ſhall be of a periſhable nature, and ſuch further part, if any, as ſhall be neceſſary for the payment of his debts, and at the expiration of one year from his deceaſe, the reſidue; and the balance of the eſtate they ſhall tranſmit to the treaſury of the United States, to be holden in truſt for the legal claimants. But if at any time before ſuch tranſmiſſion, the legal repreſentative of the deceaſed ſhall appear and demand his effects in their hands, they ſhall deliver them up, being paid their fees, and ſhall ceaſe their proceedings.

For the information of the repreſentative of the deceaſed, it ſhall be the duty of the conſul or vice conſul authorized to proceed as aforeſaid in the ſettlement of his eſtate, immediately to notify his death in one of the gazettes publiſhed in the conſulate, and alſo to the Secretary of State, that the ſame may be notified in the ſtate to which the deceaſed ſhall belong; and he ſhall alſo, as ſoon as may be, tranſmit to the Secretary of State, an inventory of the effects of the deceaſed taken as before directed.

The ſaid conſuls and vice conſuls, in caſes where ſhips or veſſels of the United States ſhall be ſtranded on the coaſts of their conſulates reſpectively, ſhall, as far as the laws of the country will permit, take proper meaſures, as well for the purpoſe of ſaving the ſaid ſhips or veſſels, their cargoes and appurtenances, as for ſtoring and ſecuring the effects and merchandize ſaved,

and for taking an inventory or inventories thereof; and the merchandize and effects ſaved with the inventory or inventories thereof taken as aforeſaid, ſhall, after deducting therefrom the expenſe, be delivered to the owner or owners. *Provided*, That no conſul or vice conſul ſhall have authority to take poſſeſſion of any ſuch goods, wares, merchandize or other property, when the maſter, owner or conſignee thereof is preſent or capable of taking poſſeſſion of the ſame.

To prevent the mariners and ſeamen, employed in veſſels belonging to citizens of the United States, in caſes of ſhipwreck, ſickneſs or captivity, from ſuffering in foreign ports, it ſhall be the duty of the conſuls and vice conſuls reſpectively, from time to time to provide for them in the moſt reaſonable manner, at the expenſe of the United States, ſubject to ſuch inſtructions as the Secretary of State ſhall give, and not exceeding an allowance of twelve cents to a man per diem; and all maſters and commanders of veſſels belonging to citizens of the United States, and bound to ſome port of the ſame, are hereby required and enjoined to take ſuch mariners or ſeamen on board of their ſhips or veſſels, at the requeſt of the ſaid conſuls or vice conſuls reſpectively, and to tranſport them to the port in the United States to which ſuch ſhips or veſſels may be bound, free of coſts or charge; but that the ſaid mariners or ſeamen ſhall, if able, be bound to do duty on board ſuch ſhips or veſſels according to their ſeveral abilities: *Provided*, That no maſter or captain of any ſhip or veſſel, ſhall be obliged to take a greater number than two men to every one hundred tons burthen of the ſaid ſhip or veſſel, on any one voyage: and if any ſuch captain or maſter ſhall refuſe the ſame on the requeſt or order of the conſul or vice conſul, ſuch captain or maſter ſhall forfeit and pay the ſum of thirty dollars for each mariner or ſeaman ſo refuſed, to be recovered for the benefit of the United States by the ſaid conſul or vice conſul in his own name, in any court of competent juriſdiction.

Where a ſhip or veſſel belonging to citizens of the United States is ſold in a foreign port or place, the maſter, unleſs the crew are liable by their contract or do conſent to be diſcharged there, ſhall ſend them back to the ſtate where they entered on board, or furniſh them with means ſufficient for their return, to be aſcertained by the conſul or vice-conſul of the United States, having juriſdiction of the port or place. And in caſe of the maſter's refuſal, the ſaid conſul or vice-conſul may (if the laws of the land permit it) cauſe his ſhip, goods and perſon to be arreſted and held until he ſhall comply with his duty herein.

The ſpecification of certain powers and duties, in this act, to be exerciſed or performed by the conſuls and vice-conſuls of the United States, ſhall not be conſtrued to the excluſion of others reſulting from the nature of their appointments, or any treaty or convention under which they may act.

Enticing and carrying away Soldiers, Apprentices, and Debtors, and importing Convicts, Aliens, &c.

BY an act of the United States, every captain or commanding officer of any ſhip or veſſel, who ſhall enter on board ſuch ſhip or veſſel, as one of his crew, knowing him to have deſerted, or otherwiſe carry away any ſoldier in the ſervice of the United States, or ſhall refuſe to deliver him up to the orders of his commanding officer, ſhall, upon legal conviction, be fined, at the

discretion of the court, in any sum not exceeding three hundred dollars, or be imprisoned, for any term, not exceeding one year.

NEW-HAMPSHIRE.

By a law of the state of New-Hampshire, the master of every ship or other vessel, must, within three days, from and after the time of entering his ship or vessel, deliver to the selectmen or town clerk of the town where any such ship or vessel shall arrive, a true and perfect list, or certificate under his hand, of the christian and surnames of all persons, passengers and others, brought in such ship or vessel, not belonging thereto, and not heretofore inhabitants of this state, with a particular account of their several circumstances, so far as he shall know them, on penalty of forfeiting to the use of the said town, in which such vessel arrives, the sum of *two pounds* for each person; to be recovered by action by the selectmen, overseers of the poor, or town treasurer. And when any person so brought by any such master of vessel, shall be sick or lame, and likely to be chargeable, such master shall carry him or her out of the state again, within two months after request made, or give bond in a reasonable sum with sufficient sureties, that said person shall not become chargeable to said town, and shall be liable to pay all charges of supporting any such person.

MASSACHUSETTS.

By a law of Massachusetts, it is enacted, That if any master or other person, having charge of any vessel, shall therein bring into, and land, or suffer to be landed in any place within the Commonwealth, any person, before that time convicted in any other state, or in any foreign country, of any infamous crime, or any for which he hath been sentenced to transportation, knowing of such conviction, or having reason to suspect it, or any person of a notoriously dissolute, infamous and abandoned life and character, knowing him or her to be such, shall for every such offence forfeit the sum of *one hundred pounds*, one half thereof to the use of the Commonwealth, and the other half to the use of any person, being a citizen of, and residing in the Commonwealth, who shall prosecute and sue for the same, by action of debt as aforesaid.

That the master or any other person, having charge of any vessel arriving at any place within the Commonwealth, with any passengers on board from any foreign dominion or country, without the United States of America, shall within forty-eight hours after such arrival, make a report in writing under his hand, of all such passengers, their names, nation, age, character and condition, so far as hath come to his knowledge, to the overseers of the poor of the town or district, at, or nearest to which such vessel shall arrive, who shall record the same in a book kept for that purpose in their office. And every such master or other person, that shall neglect to make such report, or that shall wittingly and willingly make a false one, shall, for each of these offences, forfeit the sum of *fifty pounds*, to be sued for and recovered by action of debt as aforesaid, by, and to the use of such town or district.

By another act of the Commonwealth of Massachusetts, every master or commander of any outward bound ship or vessel that shall hereafter carry or transport out of the government any person under the age of twenty-one years, or any apprentice, or any indented servant, to any parts beyond sea, without the consent of his parents, master, or guardian, shall forfeit and pay the sum of *fifty pounds*: one moiety to the use of the government, and the other moiety to him or them that shall sue for the same; and be further liable for the damages sustained by the parent, master, or guardian, in a special action of the case.

RHODE-ISLAND.

If any maſter or other perſon, having charge of any veſſel, ſhall bring into and land, or ſuffer to be landed in any place within the ſtate, any perſon before that time convicted, in any other ſtate or in any foreign country, of any infamous crime, or of any crime for which he hath been ſentenced to tranſportation, knowing of ſuch conviction, or having reaſon to ſuſpect it, or any perſon of a notoriouſly diſſolute, infamous, and abandoned life and character, knowing him or her to be ſuch, ſhall, for every ſuch offence, forfeit the ſum of *four hundred dollars*, one half thereof to the uſe of the ſtate, and the other half to the uſe of any perſon, being a citizen of and reſiding within the ſtate, who may proſecute and ſue for the ſame by action of debt as aforeſaid.

The maſter, or any other perſon having the charge of any veſſel arriving at any place within the ſtate with any paſſengers on board, from any foreign dominion or country, without the United States of America, ſhall, within forty-eight hours after ſuch arrival, or before landing any ſuch paſſenger, make a report in writing, under his hand, of all ſuch paſſengers, their names, nation, age, character, and condition, ſo far as ſhall have come to his knowledge, to the overſeers of the poor of the town at which ſuch veſſel ſhall arrive. And every ſuch maſter or other perſon, who ſhall neglect to make ſuch report, or who ſhall wittingly and willingly make a falſe one, ſhall for each of theſe offences forfeit the ſum of *two hundred dollars*, to be ſued for and recovered by action of debt as aforeſaid by the town-treaſurer, to the uſe of ſuch town.

CONNECTICUT.

By a law of the ſtate of Connecticut, it is enacted, That any perſon who ſhall bring into the ſtate any poor and indigent perſon, and leave him or her in any town within the ſame, of which town he or ſhe is not an inhabitant, ſuch perſon ſo bringing in and leaving ſuch poor and indigent perſon, ſhall forfeit and pay for every ſuch perſon ſo brought in and left, the ſum of *ſixty-ſeven dollars*, to be recovered in any court proper to try the ſame, to and for the uſe of ſuch town.

No perſon convicted of any crime, in any foreign country, and ſentenced therefor to be tranſported abroad, ſhall be imported into the ſtate; and any perſon or perſons who ſhall, contrary to the true intent and meaning of the law, import, or bring into the ſtate any ſuch convict, or be aiding or aſſiſting therein, knowing ſuch perſon ſo imported to be a convict, and ſentenced as aforeſaid, ſhall forfeit and pay to the treaſurer of the ſtate, the ſum of *three hundred and thirty-four dollars*, for every ſuch convict, ſo imported as aforeſaid. And whenever any perſon or perſons ſhall be proſecuted for any breach of this law, ſuch perſon ſhall be adjudged guilty of the ſame, unleſs they ſhall make full proof that they had lawful right to import the ſame; and that ſuch importation was not contrary to the true intent and meaning of the law.

NEW-YORK.

If any maſter of any ſhip or other veſſel ſhall bring or land within the ſtate, any perſon who cannot give a good account of himſelf or herſelf, to the mayor or recorder of the ſaid city for the time being, or who is like to be a charge to the ſaid city, ſuch maſter ſhall, within one month,

carry or ſend the perſon ſo imported by him, back again to the place from whence he or ſhe came, and ſhall for that purpoſe enter into bond to the mayor, aldermen and commonalty of the city of New-York, with one or more ſurety or ſureties, to be approved of by ſuch mayor or recorder, in the ſum of *one hundred pounds*, conditioned for the purpoſes aforeſaid, or ſhall enter into bond to the ſaid mayor, aldermen and commonalty of the ſaid city, with one or more ſufficient ſurety or ſureties, to be approved by ſuch mayor or recorder as aforeſaid, in the ſum of *one hundred pounds*, conditioned that the perſon ſo imported ſhall not be or become a charge to the ſaid city as aforeſaid, or any other city or town in the ſtate: and in caſe ſuch maſter of any ſhip or other veſſel ſhall refuſe to become bound as aforeſaid, it ſhall and may be lawful for ſuch mayor or recorder, by warrant under his hand and ſeal, directed to any conſtable of the ſaid city, to cauſe ſuch perſon ſo refuſing, to be committed to the common goal of the ſaid city, there to remain until he ſhall conſent to become bound as aforeſaid; and ſuch bond ſhall not be avoided by plea of dureſs.

Every maſter of any ſhip or other veſſel who ſhall enter the ſame in the cuſtom-houſe in the city of New-York, ſhall within twenty-four hours after his arrival make a report in writing on oath to the mayor of the ſaid city, or in caſe of his ſickneſs or abſence, to the recorder of the ſaid city, for the time being, of the name and occupation of every perſon who ſhall be brought into port in his ſaid ſhip or other veſſel: and in caſe of neglect the maſter of ſuch ſhip or other veſſel ſhall forfeit the ſum of *fifty dollars* for every perſon ſo neglected to be reported. And if any perſon ſo neglected to be reported to the mayor or recorder of the ſaid city as aforeſaid ſhall be a foreigner, the maſter of ſuch ſhip or other veſſel ſo neglecting to make report as aforeſaid ſhall forfeit the ſum of *ſeventy-five dollars* for every foreigner ſo neglected to be reported.

Every maſter of any ſhip or other veſſel who ſhall, after the fifteenth day of May, 1797, arrive at the city of New-York, with emigrants from any foreign country, he ſhall, previous to the landing of any ſuch emigrants, give a bond to the mayor, recorder, and eldermen of the ſaid city of New-York, with two ſufficient ſureties, to be approved of by the ſaid mayor, recorder, and aldermen, conditioned to indemnify and ſave harmleſs the ſaid city of New-York from all and every expenſe and charge which ſhall or may be incurred for the ſupport and maintenance of any ſuch perſon ſo imported, as the mayor, or, in his abſence or ſickneſs, the recorder of the ſaid city for the time being ſhall deem likely to become chargeable to the ſaid city; and if any maſter of any ſhip or other veſſel ſhall ſuffer or permit any ſuch emigrant to land previous to giving ſuch bonds as aforeſaid, every ſuch maſter ſhall forfeit and pay to the mayor, aldermen, and commonalty of the city of New-York the ſum of five hundred dollars for each and every ſuch perſon whom he ſhall permit and ſuffer to land, and for whom he ſhall neglect or omit to give ſecurity as aforeſaid.

VIRGINIA.

By a law of the Commonwealth of Virginia, it is enacted, that

No maſter of a ſhip or other veſſel ſhall tranſport or carry any perſon whatſoever out of the Commonwealth, unleſs ſuch perſon ſhall firſt have publiſhed for ſix weeks ſucceſſively, in the Virginia Gazette, his or her reſolution to depart there from, under the penalty of anſwering and paying every debt and duty ſuch perſon at his or her departure out of the Commonwealth ſhall owe, or ſtand bound for to the Commonwealth, or to any citizen thereof, by judgment, bond, bill, covenant, account, or by

any other ways or means whatſoever, to be recovered againſt ſuch maſter by action of debt, in any court of record within the Commonwealth.

Every maſter of every ſhip or other veſſel offending herein, ſhall be liable to be ſued at any time for any debt due or owing from the perſon ſo tranſported. And whenſoever any ſuch action or ſuit ſhall be brought againſt him, the court wherein the ſame ſhall be depending may rule the defendant to give ſpecial bail, and the clerk ſhall endorſe on the writ that appearance bail is required: *Provided*, the plaintiff ſhall make affidavit before a magiſtrate of the cauſe of action, which ſhall be tranſmitted to the clerk of the court.

By another law of Virginia, it is enacted, That no captain or maſter of any veſſel, or any other perſon, coming into the commonwealth, by land or by water, ſhall import or bring with him any perſon who ſhall have been a felon convict, or under ſentence of death, or any other legal diſability incurred by a criminal proſecution, or who ſhall be delivered to him from any priſon or place of confinement, in any place out of the United States.

Every captain or maſter of a veſſel, or any other perſon, who ſhall preſume to import or bring into the commonwealth, by land or by water, or ſhall ſell or offer for ſale, any ſuch perſon as above deſcribed, ſhall ſuffer three months impriſonment, without bail or mainprize, and forfeit and pay for every ſuch perſon ſo brought and imported, or ſold or offered for ſale, the penalty of *fifty pounds* current money of Virginia, one half to the commonwealth, and the other half to the perſon who ſhall give information thereof; which ſaid penalty ſhall be recovered by action of debt or information, in which the defendant ſhall be ruled to give ſpecial bail.

Every maſter of veſſel or other perſon, who ſhall bring into the Commonwealth, by water or by land, in any veſſel, boat, land carriage or otherwiſe, any free negro or mulatto, ſhall forfeit and pay for every ſuch perſon, ſo brought, the penalty of *one hundred pounds* lawful money; one half to the Commonwealth, and the other half to the perſon who ſhall inform thereof, to be recovered by action of debt or information, in any court of record, and the defendant in every ſuch caſe ſhall be ruled to give ſpecial bail.

This act ſhall not extend to maſters of veſſels bringing into the ſtate any free negro or mulatto employed on board and belonging to ſuch veſſel, and who ſhall therewith depart, nor to any perſon travelling in the ſtate, having any free negro or mulatto as a ſervant.

QUARANTINE.

BY an act of Congreſs reſpecting quarantines and health laws, it is provided, That the quarantines and other reſtraints, which ſhall be required and eſtabliſhed by the health laws of any ſtate, or purſuant thereto, reſpecting any veſſels arriving in, or bound to, any port or diſtrict thereof, whether from a foreign port or place, or from another diſtrict of the United States, ſhall be duly obſerved by the collectors, and all other officers of the revenue of the United States, appointed and employed for the ſeveral collection diſtricts of ſuch ſtate reſpectively, and by the maſters and crews of the ſeveral revenue cutters, and by the military officers who ſhall command in any fort or ſtation upon the ſea coaſt; and all ſuch officers of the United States ſhall be, and they hereby are, authorized and required, faithfully to aid in the execution of ſuch quarantines and health laws, according to their reſpective powers and precincts, and as they ſhall be directed from time to

time by the Secretary of the Treasury of the United States. And the said Secretary shall be, and he is hereby authorized, when a conformity to such quarantines and health laws shall require it, and in respect to vessels which shall be subject thereto, to prolong the terms limited for the entry of the same, and th report or entry of their cargoes, and to vary or dispense with any other regulations applicable to such reports or entries: *Provided*, that nothing herein shall enable any state to collect a duty of tonnage or impost without the consent of the Congress of the United States thereto: *And provided*, that no part of the cargo of any vessel shall, in any case, be taken out, or unladen therefrom, otherwise than as by law is allowed, or according to the regulations hereinafter established.—When, by the health laws of any state, or by the regulations which shall be made pursuant thereto, any vessel arriving within a collection district of such state, shall be prohibited from coming to the port of entry or delivery by law established for such district, and it shall be required or permitted by such health laws, that the cargo of such vessel shall or may be unladen at some other place within or near to such district, the collector authorized therein, after due report to him of the whole of such cargo, may grant his special warrant or permit for the unlading and discharge thereof, under the care of the surveyor, or of one or more inspectors, at some other place where such health laws shall permit, and upon the conditions and restrictions which shall be directed by the Secretary of the Treasury, or which such collector may, for the time, reasonably judge expedient for the security of the public revenue: *Provided*, that in every such case, all the articles of the cargo so to be unladen, shall be deposited, at the risk of the parties concerned therein, in such public or other warehouses or inclosures, as the collector shall designate, there to remain under the joint custody of such collector, and of the owner or owners, or master, or other person having charge of such vessel, until the same shall be entirely unladen or discharged; and until the goods, wares, or merchandize which shall be so deposited may be safely removed, without contravening such health laws; and when such removal may be allowed, the collector having charge of such goods, wares, or merchandize, may grant permits to the respective owners or consignees, their factors or agents, to receive all goods, wares, or merchandize which shall be entered, and whereof the duties accruing shall be paid or secured, according to law, upon the payment by them of a reasonable rate of storeage; which shall be fixed by the Secretary of the Treasury for all public ware-houses and inclosures.

There shall be purchased or erected, under the orders of the President of the United States, suitable ware-houses, with wharves and inclosures, where goods and merchandize may be unladen and deposited, from any vessel which shall be subject to a quarentine, or other restraint, pursuant to the health laws of any state as aforesaid, at such convenient place or places therein, as the safety of the public revenue, and the observance of such health laws may require.

When, by the prevalence of any contagious or epidemical disease, in or near the place by law established, as the port of entry for any collection district, it shall become dangerous or inconvenient for the collector and the other officers of the revenue employed therein, to continue the discharge of their respective offices at such port, the Secretary, or, in his absence, the Comptroller of the Treasury of the United States, may direct and authorize the removal of the collector, and the other officers employed in his department, from such port, to any other more convenient place, within, or as near as may be to such collection district, where such collector and offi-

cers may exercise the same authorities, and shall be liable to the same duties, according to existing circumstances, as in such lawful port or district; and of such removal, public notice shall be given as soon as may be.

[As the above law of the United States refers to the several health laws of the different states, the Editor has therefore taken great pains to procure copies of them, part of which he has obtained. These laws being from their subject liable to frequent alterations, he cannot vouch for the authenticity of the following abstract; it is, however, as accurate as the nature of the subject will admit of. It is probable that masters of vessels will be furnished with copies of the health laws by the proper officer of the port immediately on their arrival.

NEW-HAMPSHIRE.

By a law of this state it is provided, That whenever any ship, or other vessel shall arrive in any port in the state, having any person on board infected with the plague, small-pox, pestilential or malignant fever, or shall have been so infected during the voyage, or having on board any goods which may reasonably be apprehended to have any infection of such diseases, it shall be the duty of the master or commander of such ship or vessel to give immediate information thereof to the selectmen of Portsmouth, and it shall be the duty of the selectmen of Portsmouth, upon information of the arrival of such ship or vessel, and they are hereby empowered immediately to take such prudential methods and precautions as to them appear necessary, to prevent the spreading such infection, and may order and appoint the distance at which such ship or vessel shall lie from the shore, and shall have power to remove the same at the expense of the owner or master, if the master or commander shall refuse or neglect to remove after receiving from said selectmen an order therefor—and the said selectmen are hereby further empowered to forbid or prevent any person coming on shore from such ship or vessel, or any goods being landed from the same, until such precautions be taken as the public safety may to them appear to require. And if the commanding officer of any such ship or vessel shall suffer any person or thing to be put on shore without permission first obtained therefor, under the hands of the said selectmen, or a major part of them, he shall forfeit and pay the sum of *four hundred dollars*.

If any person come on shore from any such ship or vessel without such liberty, any justice of the peace may cause such person to be confined in such proper place as the selectmen aforesaid may appoint, for a term of time not exceeding thirty days, at his own expense, to be recovered by them, by action of debt in any court proper to try the same.

The said Selectmen shall have full power to seize and keep any goods landed from such vessel, without such leave, until they shall cause the same to be cleansed at the expense of the owner of such goods—and if the owner neglect to pay such expense, the Selectmen shall have power to sell so much of the goods as will defray the reasonable charges of seizing, keeping, and cleansing the same.

If any person or persons, seamen or passengers belonging to, or on board any vessel arriving at any port or harbour within the state, shall be infected with the plague, small-pox, pestilential or malignant fever, during the voyage, the commander of such ship or vessel, shall immediately on his entrance into such port or harbour, cause his vessel to be anchored, and give information thereof to the commanding officer of Fort William and Mary, if the vessel

happens to be in Piscataqua harbour, or in case of the vessel's being in any other port, to the nearest field officer of the militia, whose business it shall be immediately to notify the president, or in his absence two of the council, and receive their directions. And if the commanding officer shall suffer any person or thing to be landed, or set on shore out of said vessel, without permission obtained either from the president, or in his absence from two of the council, he shall forfeit and pay the sum of *one hundred pounds*. And if any person who may come in such vessel, either as seaman or passenger, shall presume to come on shore before license is obtained as aforesaid, he shall forfeit the sum of *fifty pounds*.

By another law of New-Hampshire it is enacted, That whenever any ship or vessel shall arrive at the port or harbour of Portsmouth, after the fifteenth day of May, and before the first day of November, in any year, from any country, place or port, subject to the yellow fever, or any malignant pestilential or contagious disorder, or where the yellow fever, or any malignant contagious disorder is usually or often prevalent, it shall be the duty of the health officers or any one of them, immediately to examine into the state and circumstances of such ship or vessel, and if it shall be the opinion of said health officers, or any two of them, that such ship or vessel, her cargo, or any person on board of the same is infected with any such malignant contagious disorder, and that her coming to, or remaining at, or near any of the wharves, or compact parts of said town, would be injurious or dangerous to the health of said inhabitants, it shall be the duty of said health officers, or some two of them by a writing under their hands, to order and direct the owner or owners, master or commanding officer of such ship or vessel, to remove such ship or vessel to some place of safety not exceeding three miles distance from said town, in such order to be specified, there to remain to cleanse and purify such ship or vessel and her cargo, for such a term and space of time not exceeding thirty days, as shall be limited and specified in such order—and in case the owner or owners, master or commanding officer of any such ship or vessel, shall disobey or neglect to perform and comply with such order, or shall move or bring such ship or vessel, or any part of her cargo, or any article on board such ship or vessel, or permit, or suffer the same to be moved or brought on shore before the expiration of the time limited and specified in such order, without having previously obtained permission in writing to do the same from two of said health officers, or from a majority of the selectmen of said town, such owner or owners, master or commanding officer so offending, shall forfeit and pay to said town, a sum not exceeding *two thousand dollars*, which may be recovered with costs in an action in the name of said town, to be prosecuted by said health officers, in any court proper to try the same; and if the owner or owners, master or commanding officer of any such ship or vessel shall neglect to remove the same agreeable to such order, or having removed the same shall again before the expiration of the time limited and specified in such order, bring such ship or vessel, or cause the same to be brought to or near any wharf in said town, or near any compact parts of said town, without having previously obtained such permission therefor, as is herein above provided, the said health officers, or some two of them, taking with them sufficient assistance, shall remove such ship or vessel to the place specified in said order, there to remain at the risk of the owner or owners until the expiration of the time in such order limited and specified—and the expence of removing such ship or vessel and keeping the same, may be recovered against such owner or owners, master or commanding officer, with double costs, in the same way and manner as is provided

for recovering the expence of removing or destroying nuisances and putrid substance or matter.

MASSACHUSETTS.

By a law of the Commonwealth of Massachusetts, to prevent the spreading of contagious sickness, it is enacted, That inquiry shall be made by the officer or other person on duty at the castle in the harbour of Boston, of every vessel coming from sea, and passing by the said castle, whether any infectious sickness be on board, or has been on board, since such vessel left the port from whence she last came; and if any such vessel has any sickness on board, or has had any on board, since her leaving such port, in such case, orders shall be given by said officer, or other person on duty, to the master or commander of such vessel, immediately to anchor, and to remain at anchor until a certificate shall be obtained from the major part of the Selectmen of the town of Boston, that they are of opinion such vessel may come up to the town without danger to the inhabitants, or until the said master or commander shall receive orders from the said Selectmen to anchor his vessel near the hospital on *Rainsford's-Island*, in the harbour of Boston. And in case any master or commander of a vessel shall by himself or the people on board make false answer, when enquired of as aforesaid, by the officer or other person on duty as aforesaid, or after orders are given as aforesaid, shall neglect or refuse to anchor near the castle as aforesaid, or come on shore, or suffer any passenger, or other person belonging to the vessel, to come on shore, or any goods to be taken out before the vessel shall have anchored, or without liberty from the Selectmen as aforesaid; or in case any master or commander of a vessel, ordered to anchor near the hospital aforesaid, shall neglect or refuse so to do; in every such case, every master or commander so offending, shall forfeit and pay for each offence the sum of *four hundred dollars*, or suffer six months imprisonment.

Upon application made to the Selectmen of the town of Boston by any master or commander of any vessel at anchor near the hospital as aforesaid, the said Selectmen are hereby empowered to permit such passengers, goods, or lading, as they shall judge free from infection, to come on shore; or to be taken out and disposed of as the owners shall see fit; and such passengers and goods as shall not be permitted as aforesaid, shall remain on board or be landed on said island; and if any master or commander of any such vessel, for the time being, shall come on shore, or suffer any of his people or passengers to come on shore, or any boat to come on board, or suffer any goods to be taken out of his vessel, unless permitted as aforesaid, or shall come up to said town, with his vessel, until by a certificate under the hands of the said Selectmen, or a major part of them, it shall appear that said vessel, company and goods are clear of infection, and the orders for stopping the same be removed, or taken off, he shall for every such offence forfeit the sum of *two hundred dollars*; and in case he be not able to pay that sum, he shall suffer three months imprisonment; and if any sailors or passengers, coming in said vessel, shall without the knowledge or consent of the master or commander, presume to come on shore, or up above the castle aforesaid, or if any person shall knowingly presume to go on board from shore, or go to the aforesaid house or island in time of infection there, without leave as aforesaid; or if any person put sick into the said house or sent there on suspicion of being infected, shall presume to go off the said island without leave as aforesaid, any person offending in any of the particulars above-mentioned, shall forfeit the sum of *two hundred dollars*; and in case such person be not able to pay such forfeiture, he shall suffer two months imprisonment.

Whenever any ſhip or veſſel, wherein any infection or infectious ſickneſs hath lately been, ſhall come to any harbour within the ſtate, or whenever any perſon or perſons belonging to, or that may either by ſea or land come into any town or place near the public hoſpital aforeſaid, ſhall be viſited, or ſhall lately before have been viſited with any infectious ſickneſs, two of the juſtices of the peace or ſelectmen of ſuch place, be, and hereby are empowered immediately to order the ſaid veſſel and ſick perſons to the ſaid hoſpital, there to be taken care of according to the directions of this act; and where any ſuch ſhip, veſſel, or perſons, cannot without great inconvenience and damage, be ordered to the aforeſaid hoſpital, in any ſuch caſe the rules and directions are to be obſerved which are provided in the firſt enacting clauſe of the act: and in caſe the maſter or mariners of any veſſel ordered to the hoſpital as aforeſaid, ſhall refuſe or delay for the ſpace of ſix hours after ſuch orders being given to ſaid maſter, or either of the owners of ſaid veſſel, or of the factors, or either of the ſaid owners of the goods, to come to ſail, if wind and weather permit, in order to proceed to ſaid hoſpital, ſuch maſter, ſo refuſing, ſhall forfeit and pay the ſum of *four hundred dollars*; and each mariner ſo refuſing, the ſum of *one hundred dollars*; and in caſe they be not able to pay ſaid ſums, they ſhall ſuffer ſix months impriſonment.

If any maſter, ſeaman, or paſſenger, belonging to any veſſel on board which any infection is, or may have lately been, or ſuſpected to have been, or which may have come from any port where any infectious mortal diſtemper prevails, ſhall refuſe to make anſwer on oath to ſuch queſtions as may be aſked him or them relating to ſuch infection, by the ſelectmen of the town to which ſuch veſſel may come, (which oath the ſaid ſelectmen are hereby empowered to adminiſter) ſuch maſter, ſeaman, or paſſenger, ſo refuſing, ſhall forfeit the ſum of *two hundred dollars*; and in caſe he be not able to pay ſaid ſum, he ſhall ſuffer ſix months impriſonment.

And the ſelectmen of Boſton are hereby authorized and directed to provide nurſes, aſſiſtance, and neceſſaries, for the comfort and relief of ſuch ſick perſons as may be ſent to ſaid hoſpital as aforeſaid; the charge thereof to be borne by the ſaid perſons themſelves, if able; or if poor and unable, by the towns to which they reſpectively belong; or if not inhabitants of any particular town, or other place within this ſtate, then by the commonwealth.

Whenever any veſſel ſhall arrive at any port other than Boſton within the commonwealth, having on board any perſon viſited with the plague, ſmall-pox, malignant fever, or any other peſtilential diſeaſe, the maſter, commander, or pilot thereof ſhall not bring ſuch veſſel up near the town of the port where ſhe firſt arrives, until liberty be firſt granted in writing by the ſelectmen thereof; but they may bring ſuch veſſel to an anchor in ſuch place below the town, as will be moſt for the ſafety of the inhabitants thereof, and the preſervation of the veſſel and the people on board, there to wait for orders from the ſelectmen of ſuch town before any paſſenger or perſon belonging to, or any thing on board the ſame be brought on ſhore; and any maſter or commander of ſuch veſſel who ſhall be found guilty of a breach of the law contained in this ſection, ſhall forfeit and pay a fine of *two hundred dollars* for every ſuch offence, upon conviction thereof before any court proper to try the ſame; and any pilot who may go on board any ſuch veſſel, and pilot the ſame up to the town without liberty firſt had and obtained from the ſelectmen thereof as aforeſaid, ſhall forfeit and pay a fine of *fifty dollars* for every ſuch offence.

RHODE-ISLAND.

No maſter or commander of any ſhip or other veſſel, who ſhall come into any port or harbour of the ſtate, and ſhall have any perſon or perſons on board ſick of the ſmall-pox, or any other contagious diſtemper, or who has had any perſon ſick of ſuch diſtemper in the paſſage, or who ſhall come from any port or place uſually infected with the ſmall-pox, or where any other contagious diſtemper is prevalent, ſhall preſume to bring ſuch veſſel to anchor in any of the ports of the ſtate within the diſtance of one mile of any public ferry, pier or landing place, or permit or ſuffer any perſon or perſons on board ſuch veſſel to be landed, or any perſon to come on board ſuch veſſel without a licenſe firſt had and obtained from the governor or lieutenant-governor, or, in their abſence, from one or more of the aſſiſtants of the ſtate, or, in his or their abſence, from two or more juſtices of the peace or wardens of ſuch town where ſuch veſſel ſhall arrive, on the penalty of forfeiting *four hundred dollars* to and for the uſe of the ſtate, to be recovered by the general treaſurer, by action of debt, in any court of common pleas. And it ſhall be the duty of ſuch maſter or commander, on his firſt arrival in any port in the ſtate, to hoiſt and keep his colours in the ſhrouds of his ſhip or veſſel, as a ſignal of having come from ſuch infected place, or having infection on board.

If any perſon or perſons whoſoever ſhall preſume to land or come on ſhore from on board ſuch veſſel without licenſe firſt had and obtained as aforeſaid, it ſhall be lawful for any aſſiſtant, juſtice of the peace or warden, to ſend back ſuch offender or offenders immediately on board ſuch veſſel, or confine him or them on ſhore, in ſuch convenient place as to him ſhall appear moſt effectual to prevent the ſpreading of any infection, until the town-council of ſuch town ſhall have information and opportunity to remove ſaid offender or offenders, as they are hereafter empowered and directed; and the perſon or perſons ſo offending ſhall ſatisfy and pay all charge that ſhall ariſe thereon, and alſo each of them ſhall forfeit *forty dollars*, to be recovered in manner as aforeſaid; and if the offender or offenders ſhall not have ſufficient eſtate to pay the ſame, he or they ſhall be confined and ſubjected to hard labour for a term not exceeding two months.

The governor, lieutenant-governor, aſſiſtants, juſtices and wardens as aforeſaid, be and they are hereby empowered and directed, to ſend a phyſician or other ſuitable perſon to examine into, and make report to him or them reſpectively, of the true ſtate of ſuch veſſel and the people on board, at the charge of the maſter or commander of ſuch veſſel.

The town-council of the town where ſuch veſſel ſhall arrive, be, and they are hereby empowered and directed, forthwith to put on board ſuch veſſel ſome ſuitable perſon or perſons to ſecure ſaid veſſel and effectually prevent any communication therewith, at the expenſe of the owners.

The town-council of ſuch town be and they are hereby empowered and directed, to confine on board ſaid veſſel, or ſend to ſome hoſpital or other ſuitable place, all perſons, mariners or paſſengers, or others who came in ſaid veſſel, for a convenient time, until ſuch of them as have, or are liable to have, the ſmall-pox, or other infectious diſtemper, are perfectly recovered and cleanſed from ſaid diſtemper, or have paſſed a ſuitable quarantine; and alſo all other perſons who have gone on board ſuch veſſel without licenſe as aforeſaid, at the charge and expenſe of ſuch perſons reſpectively; and alſo all other perſons that came in ſaid veſſel, until they have been ſufficiently aired and cleanſed.

The town-council of the town where ſuch veſſel arrives, be, and they are hereby empowered and directed, to appoint two ſuitable perſons to take effectual care that all goods, wares and merchandize imported in ſuch veſſel, which they think liable to hold and communicate the infection, be landed on ſome of the iſlands in the Narraganſett bay, and expoſed to the ſun and air, and cleanſed, not exceeding ten days, nor under ſix days, before they are permitted to be brought into any houſe, ſhop or warehouſe, other than where they are cleanſed as aforeſaid; and when ſuch goods are ſufficiently aired and cleanſed, ſuch perſons ſhall give the owners or poſſeſſors thereof a certificate, and the town-council ſhall allow and order ſaid goods, wares and merchandize, to be delivered to the owner or owners thereof; and the charge and expenſe of landing, airing and cleanſing ſuch goods, wares and merchandize, ſhall be borne by the reſpective owner or owners; and all goods that are judged by the town-council not to be infected, ſhall be delivered to the owner or owners, without delay and expenſe of airing, as ſoon as may be conſiſtent with the ſafety of the town in regard to other parts of the cargo.

All goods imported in ſuch veſſels as aforeſaid, that ſhall be clandeſtinely landed, or brought into any houſe, ſhop or warehouſe, without a certificate and allowance as aforeſaid, and not cleanſed or aired by order of the town-council as aforeſaid, ſhall be forfeited, one third to and for the uſe of the ſtate, and the other two thirds to him or them who ſhall inform and ſue for the ſame, in the court of common pleas in the county where ſuch offence ſhall be committed. And all aſſiſtants, juſtices and wardens, are hereby empowered and required, upon information given them, to ſeize and ſecure all ſuch goods, wares and merchandize, in their reſpective juriſdictions, until legal trial.

The town-councils of the reſpective towns be, and they are hereby empowered and directed, to fix, ſettle and adjuſt, all wages and charges demanded by perſons employed by them to ſecure ſuch veſſel, or to air and cleanſe ſuch goods, or to attend upon and nurſe ſuch perſons as aforeſaid.

For the better ſecuring of the payment of what charges may ariſe on the nurſing or attendance upon any ſailor or mariner belonging to ſuch veſſel as aforeſaid, the maſter thereof is hereby required to ſtop payment of the wages due to ſuch mariner, until certified from the town-council that ſuch charges are fully ſatisfied and paid, on penalty of paying the ſame, ſo far as the amount of the wages ſo paid by him.

CONNECTICUT.

By a law of the ſtate of Connecticut, it is enacted, That if any perſon or perſons, ſeamen or paſſengers belonging to or tranſported in any ſhip or veſſel, arriving at any port or harbour within the ſtate, happen to be viſited with the ſmall-pox, or other contagious ſickneſs during the voyage, or come from any place where ſuch ſickneſs prevails and is common, it ſhall be in the power of the ſelectmen of the town to order ſuch perſon or perſons to confinement in ſuch veſſel and ſuch place as they ſhall think proper, and for ſo long a time as they ſhall think moſt convenient and ſafe; and if need ſo require, upon their application to one aſſiſtant or juſtice of the peace, or more if readily to be come at, he or they may and are hereby authorized to make out a warrant to the ſheriff or conſtable aforeſaid; or in want of ſuch officers, or for any other ſpecial reaſon, to ſome other ſuitable perſon (who is accordingly hereby empowered with the ſame authorities, and required upon the ſame penalties as the proper officers are inveſted with and liable to) both for the remanding ſuch perſons on board again, and confining them to the

places assigned them on board or on the shore; and also for preventing persons coming to, or going from them contrary to the orders given.

Whenever any person or persons, shall come into any town in the state either by land or water, from any place where the small-pox or other contagious disease is, or hath lately been prevalent, or whenever the selectmen of any town shall suspect that any person in their town hath come from such place, or is infected with, or hath been exposed to the small-pox, or such other disease, or that any goods, wares or merchandize, on board any ship or vessel, arriving in such town, if landed, would be likely to communicate the small-pox or such other disease, it shall be lawful for the selectmen of such town, or such person or persons as they shall appoint the health officer or officers thereof, to require such person or persons, so coming or suspected to disclose on oath, whether he or they have come from such place, or are infected with, or have been exposed to the small pox, or such other disease; as also his or their whole knowledge concerning such goods, wares and merchandize, and for that purpose to administer an oath or oaths to such person or persons, or enter on board any such ship or vessel; and in case any such person or persons shall, when required, refuse to suffer such selectmen, or health officer or officers, to enter into such ship or vessel, or shall refuse to disclose on oath as aforesaid, said selectmen shall, without further proof, have the same authority to order, and effect the confinement of such person or persons, so refusing as is provided in the preceding paragraph of this act relative to persons suspected to have the small-pox or other disease. And if such selectmen shall on examination be of opinion that such goods, wares and merchandize, or any part thereof, if landed, would expose the inhabitants to the small-pox, or other contagious disease; it shall be the duty of such selectmen (with the advice of the civil authority of such town) to secure the same on board such ship or vessel, and prevent the landing thereof until they shall be suitably aired and cleansed, in such manner as such selectmen shall order and direct.

In case any person or persons shall land or unlaid, in any town in the state, from any ship or vessel, any cloathing or bedding which hath been used by any person or persons infected with the small-pox, or such other disease (without the consent of the selectmen of such town) knowing the same to have been used as aforesaid, he, she, or they shall forfeit to the treasurer of such town, *one hundred dollars*, to be recovered by bill, plaint or information.

When any person in any vessel, in any harbour or road within the state, shall be taken sick, and do fear and suspect it to be the small-pox, or other contagious sickness, as aforesaid, it shall be the duty of the master of the vessel, immediately to put forth a signal, *to wit*, a white cloth, two feet square, shall be hoisted on the shrouds of said vessel, which signal shall be so continued till by order of a justice of the peace, or the selectmen of the town, they shall be discharged therefrom. And on failure thereof, the master of such vessel, on conviction thereof before the county court in the county where such omission shall be, shall incur such penalty as the said court shall judge proper; not exceeding *forty dollars*.

If any person shall bring into any town in the state, either by land or water, from any place infected with the small-pox, or any other mortal or contagious disease, any goods, wares or merchandize, and land them or expose them to sale without liberty from two or more of the selectmen of said town first had and obtained in writing, under their hands, such persons shall forfeit the sum of *sixty-seven dollars*, one half of said penalty to the informer who shall prosecute the same to effect, the other half to the treasurer of the town in which such goods are landed or exposed to sale.

It shall be the duty of the selectmen, upon application to them made, to make speedy examination whether it be necessary to air such goods, wares or merchandize, brought in as aforesaid; and if they judge it not necessary to air them, they shall then give a certificate to the person or persons applying therefor, and liberty to land and sell the same. And whensoever any goods, wares or merchandize brought in as aforesaid, and are suitably aired, said selectmen shall give a certificate thereof to the person whose goods, wares or merchandize, are thus aired, with liberty to land or sell the same accordingly.

When it shall happen, that any ship or vessel shall come from any place where the small-pox, or other contagious sickness is prevalent, it shall be the duty of the master of such ship or vessel, and in case of the inability of the master, it shall be the duty of the next officer successively upon their arrival in any harbour, road, or creek in the state, forthwith to give information to one or more of the selectmen of such town where such vessel shall first arrive, from whence they came, and the true circumstances of the people and cargo on board. And whatever master, or other officer on board such vessel, shall for the space of twelve hours after his arrival as aforesaid, neglect to give information as aforesaid, or shall neglect to wait for and punctually obey such orders as shall be given in such case according to law, or shall suffer any of the people belonging to such ship or vessel to go on shore (except to give information as aforesaid) shall forfeit to the treasurer of such town where such offence shall be committed, the sum of *one hundred and sixty-seven dollars*, to be recovered by bill, plaint or information in any court proper to try the same.

If any passenger or other person on board such vessel shall presume to go on shore from any such vessel (except as before excepted, before information as aforesaid has been given, and order thereon made) such person shall incur upon himself a fine of *thirty-three dollars and thirty-four cents*, to be recovered as aforesaid.

When any soldier, sailor, or marine belonging to the army or navy of the United States, who is not an inhabitant of this state, shall become sick in any town within this state, under such circumstances that he cannot be removed, and unable to provide things necessary for his support, or procure the same from some hospital or person employed in the hospital or medical department of the United States, it shall be the duty of the selectmen of such town to provide the necessaries for the support and relief of such soldier, sailor, or marine in his sickness, and the reasonable expenses thereof, properly authenticated, being laid before the governor and council, with the name of such soldier, sailor, or marine, the company, regiment, ship or other vessel, and state to which he belonged, they are hereby authorized to order payment of the amount of such expense, or so much of it as shall be by them allowed, and charge the same to the account of the United States.

NEW-YORK.

By a law of the state of New-York, to prevent the spreading of contagious sickness, it is enacted, That all vessels arriving in the port of New-York, from parts beyond the sea, having on board forty passengers, all vessels arriving in the said port having on board a person sick with a fever, all vessels arriving in the said port, on board of which a person may, during the time such vessels were at the foreign port from which they last sailed, or during their passage from thence to the port of New-York, have died of a

fever, and all veſſels arriving in the ſaid port from places where at the time of their departure, an infectious diſeaſe prevailed, ſhall be ſubject to quarantine of courſe. It ſhall be lawful for the perſon adminiſtering the government of the ſtate, from time to time, whenever and as he ſhall judge adviſeable, to iſſue his proclamation declaring what other veſſels to be deſcribed as coming from the countries, iſlands, or ports therein to be mentioned, ſhall alſo be ſubject to quarantine. That it ſhall in like manner be lawful for him to iſſue his proclamation, aſſigning and limiting the places or ſpaces where all veſſels ſubject to quarantine ſhall, on their arrival within the ſaid port, be brought to anchor, and remain until they ſhall have been viſited and examined by the health officer, and by him reported to ſome one of the commiſſioners to be free from infection. That all perſons offending in the premiſes ſhall be liable to be puniſhed as for a miſdemeanor, by fine and impriſonment, in the diſcretion of the court having cognizance thereof; and moreover it ſhall be lawful for the ſaid commiſſioners to cauſe any veſſel ſubject to quarantine which before ſhe ſhall have been ſo viſited, examined and reported as aforeſaid, ſhall be brought to anchor elſewhere within the ſaid port of New-York; and all veſſels, although not deſcribed in this act, or in ſuch proclamation as above mentioned, as veſſels ſubject to quarantine, having on board a perſon ſick with a diſeaſe which in the judgment of the health officer, there ſhall be reaſon to apprehend is infectious, or having on board articles which may be apprehended to contain infection, to be removed to, and brought to anchor within the ſaid places or ſpaces ſo to be aſſigned and limited, and to cauſe all perſons and articles which may have been landed to be arreſted and ſeized, and to be returned on board ſuch veſſel, or removed to the lazaretto herein after mentioned.

The health officer ſhall without delay viſit and examine all veſſels ſubject to quarantine, and whenever he ſhall judge any ſuch veſſel free from infection, he ſhall ſo report her to ſome one of the ſaid commiſſioners, and he ſhall be entitled to receive from the maſter of every veſſel ſo to be viſited by him, if coming from a foreign port, the ſum of *three pounds*, and if coming from a port within the United States, the ſum of *thirty-two ſhillings*, for his ſervices therein; and the commiſſioners ſhall cauſe him at all times when he ſhall require it, to be furniſhed with a convenient boat, and with men ſufficient to row the ſame; and to that end, if they ſhall deem it moſt convenient, it ſhall be lawful for them to contract with any perſon for that purpoſe. And in order that the ſaid health officer may be enabled the better to perform the examination of veſſels ſubject to quarantine, it ſhall be lawful for him to put all ſuch queſtions to the perſons on board any ſuch veſſel as ſhall be needful and proper to that end, and the perſons to whom ſuch queſtions ſhall be put ſhall reſpectively truly anſwer the ſame on oath, and which oath he is hereby authorized to adminiſter accordingly; and every perſon ſwearing falſely in the premiſes ſhall be conſidered as liable to the pains and penalties for wilful and corrupt perjury.

It ſhall be lawful for the perſon adminiſtering the government of the ſtate to cauſe a building, ſuitable to ſerve for a lazaretto, the expenſe whereof, excluſive of the monies to be expended for the purchaſe of lands, if any ſhall be purchaſed, not to exceed the ſum of *two thouſand pounds*, to be erected on Nutten Iſland, or on other lands which may be deemed more eligible, and which other lands he is hereby authorized to purchaſe for the people of this ſtate, for the reception of perſons and articles arriving in a veſſel ſubject to quarantine, and by the health officer, or the ſaid commiſſioners, ordered or permitted to be removed from on board ſuch veſſel, and

for the reception of all persons within the said city sick with an infectious disease, and whom it may be necessary to have removed to such lazaretto.

The said health officer shall be physician to the said lazaretto, and the commissioners of the health office shall in other respects have the superintendance thereof, and employ mates, nurses, and attendants, and provide bedding, clothing, fuel, provisions, medicines, and such other matters as shall be requisite therein; and it shall be lawful for them to make reasonable and prudential needful rules and orders for the government and management thereof.

All persons removed to the said lazaretto shall be liable to pay a reasonable sum for their board, medicine, and attendance therein, and if any of them, deemed to have sufficient means, shall refuse to pay such sum, the same shall be recovered from them by the said commissioners by suit in their own name.

It shall be lawful for the said health officer, whenever he shall judge it necessary to prevent infection, to cause any bedding and clothing, arriving in a vessel subject to quarantine, to be destroyed.

By another law, in addition to the above, it is provided, That all coasting vessels coming from any place south of Cape May, although not subject to quarantine, of course shall be liable to examination, if the health officer shall deem it expedient by some fit person to be by him deputed, who shall have such reasonable compensation for his services, and paid by the commissioners, as they shall deem right. And that quarantine shall in all cases continue as many days as the commissioners shall deem necessary. And that no vessel hereafter arriving in the port of New-York otherwise, and subject to quarantine, of course shall be exempted from such quarantine, by reason of having previously touched or entered at any port within the United States, unless such vessel shall have remained in such port for the space of ten days.

By an act of the assembly of New-York, passed April 7th, 1800, it is enacted, that whenever a vessel shall arrive at the anchoring place for vessels at quarantine, from a place where a malignant or pestilential fever prevailed, or if during her voyage any person has died or been sick on board with such fever, the master or owner shall forthwith, upon the requisition and under the direction of the health officer, whose duty it shall be to make such requisition, cause such vessel to be unloaded, cleansed and purified, and that until then no permit shall be granted for her to proceed to the city of New-York; and every master and owner neglecting or refusing to comply with such requisition of the health officer, shall be considered guilty of misdemeanor, and upon conviction thereof, shall be fined in a sum not exceeding *five hundred dollars*, or be imprisoned for a time not exceeding six calender months by any court having cognizance thereof.

Whenever any vessel shall arrive at the quarantine ground between the first day of June and the first day of October in any one year, from a place to the southward of Sandy Hook, the master or person having the charge of such vessel shall forthwith upon the requisition of the health officer, cause all the wearing apparel, bedding and every other thing on board, likely, in the opinion of the officers to communicate infection, to be landed for the purpose of being cleansed with water or otherwise purified, under the direction of the commissioners of the health office, by persons to be employed by them; during which cleansing they shall, if necessary, furnish any indigent person with change of apparel at the expense of the health office, the same to be afterwards returned to the said commissioners to employ persons to cleanse and purify any part of the cargo of any vessel. And

that until ſuch requiſition ſhall be complied with, no veſſel ſhall have a permit to proceed to the city of New-York; and that any maſter or perſon having charge of a veſſel ſo circumſtanced, neglecting or refuſing to comply with ſuch requiſition, ſhall be conſidered guilty of a miſdemeanor, and upon conviction thereof ſhall be fined in a ſum not exceeding *two hundred dollars*, or be impriſoned for a time not exceeding three calender months, by any court having cognizance thereof.

No cotton or hides, damaged coffee or damaged peltry, ſhall be brought into the city of New-York between the firſt day of June and the firſt day of November in any one year, and no coffee or peltry whatever within the period aforeſaid, unleſs authorized by the commiſſioners of the health office, after having been examined; and if any of the articles aforeſaid ſhall be brought into the city in violation of this act, it ſhall be the duty of ſaid commiſſioners to ſeize and ſell the ſame, and to apply the neat proceeds thereof to the uſe of the health office.

The commiſſioners of the health office, or either of them, are hereby authorized and required to demand and receive from the captain or commander of every veſſel which ſhall hereafter enter the port of New-York from any foreign port the following ſums, to wit, for each captain or commander, *one dollar and fifty cents*, for each cabin paſſenger, *one dollar and fifty cents*, for each ſteerage paſſenger, *ſeventy-five cents*, and for each mate, ſailor, or mariner, *ſeventy-five cents*, which ſeveral ſums are demandable of the captain or commander of every ſuch veſſel, and on payment thereof every ſuch captain or commander ſhall and may lawfully demand and receive from every ſuch perſon on whoſe account, reſpectively, the ſame ſhall have been paid, the monies ſo paid.

PENNSYLVANIA.

By a law of Pennſylvania it is enacted, That all ſhips and veſſels, as well veſſels of war as merchant veſſels, arriving at the lazaretto from any port or place in the Mediterranean, or the ſeas or waters connected with the ſame, to the eaſtward of the Straits of Gibraltar, or from the coaſt of Africa without the Straits of Gibraltar, and the territory of the ſame, and the ports of Africa other than the Cape of Good-Hope, in the Indian Ocean, and from the main land of North or South America, or the Weſt India Iſlands between the latitude of the River St. Mary, in Georgia, and the beginning of the latitude of thirty degrees ſouth of the Equator, and from Batavia in the iſland of Java, from the fifteenth day of May to the firſt day of October, ſhall there be detained at anchor, and diſcharge the whole of their cargoes and ballaſt, which, together with the veſſels, bedding, clothing, and every other article on board, which may be ſuppoſed capable of retaining infection, ſhall be perfectly cleanſed and purified, under the direction of the Reſident Phyſician and Quarantine Maſter.

All ſhips or veſſels, as well veſſels of war as merchant veſſels, coming from any port or place within the United States, and bound to the port of Philadelphia, from the fifteenth day of May to the firſt day of October, and having on board any goods or merchandize, the growth or produce of any port or place mentioned in the firſt part of this extract, or any perſon or perſons, bedding or clothing, from any of the ſaid ports or places, ſhall come to anchor oppoſite to the ſaid lazaretto; and, if the captain or maſter of ſuch ſhip or veſſel ſhall produce to the reſident phyſician and quarantine maſter ſuch ſatisfactory proof as the board of health ſhall, in that caſe, direct to be required, that the ſaid goods or merchandize have been landed in

the United States, and are free from damage, and that the said vessel, bedding, clothing, and persons are free from the infection of any dangerous contagious disease whatever, then, and in that case, the said resident physician and quarantine master shall give to the captain or master of such ship or vessel, a certificate of the facts permitting such ship or vessel to proceed to the city, which certificate the said captain or master shall present at the health office in Philadelphia within twenty-four hours after his arrival and safely mooring there; and, if he shall neglect so to do, being thereof convicted upon indictment under this act, by verdict, confession, or standing mute in any court of criminal jurisdiction within this commonwealth, he shall be sentenced to pay a fine of *two hundred dollars*; and if the said captain or master shall fail to produce such satisfactory proof as aforesaid of the wholesome state of the said vessel, goods, merchandize, bedding, clothing and persons, the said vessel, goods, merchandize, bedding, clothing and persons shall be detained at the lazaretto, and shall be proceeded with in the same manner and subject to the same orders and regulations as is herein before provided and directed in the case of vessels coming direct from the aforesaid foreign ports and places, mentioned in the first part of this extract; and if the captain or master of any ship or vessel coming from any port or place within the United States and bound to the port of Philadelphia, having on board any goods or merchandize, bedding, clothing or persons as aforesaid, shall refuse or neglect to come to anchor opposite the lazaretto, and shall pass the same with intent to proceed to the city, without examination and certificate obtained from the resident physician and quarantine master as aforesaid, he shall, on conviction, forfeit and pay the sum of *five hundred dollars* for each and every offence; and, moreover, shall be sentenced to imprisonment at hard labour for any term not less than one nor more than five years, and the said vessel, goods, merchandize, bedding, clothing, and persons shall be sent back to the lazaretto, there to be proceeded with in such manner as the board of health, agreeably to this act, shall, in that case, devise and direct.

Any person or persons, and all goods, merchandize, bedding and cloathing arriving at any port or place within the United States, from any port or place mentioned in the first part of this extract, are hereby prohibited from entering within the city or county of Philadelphia from the fifteenth day of May to the first day of October, either by land or water, unless the said person or persons, goods, merchandize, bedding or cloathing shall have been landed in such port or place within the United States in a wholesome state, at least thirty days previous thereto, under the penalty of five hundred dollars for each and every offence, together with the forfeiture of such goods, merchandize, bedding or clothing, one-half to the benefit of the informer.

And, if any master or captain, shall, knowingly, receive or employ on board of his ship or vessel; or, if any housekeeper or other inhabitant of this commonwealth, shall, knowingly, receive, harbour or in any wise entertain any person so eloping or absenting from the Lazaretto, without having previously obtained and producing a discharge as aforesaid, each and every master and captain, and each and every house-keeper or inhabitant, so respectively offending, shall, on being thereof legally convicted, forfeit and pay a sum of one hundred dollars; and, moreover, be sentenced to imprisonment at hard labour, for any term not less than one nor more than five years.

If any person other than those detained at the Lazaretto as aforesaid, shall go on board or along side of any ship or vessel whilst under quarantine as aforesaid; or, if any person not authorised by the proper officer, shall go

within the limits of the Lazaretto, ſuch perſon or perſons ſhall perform ſuch quarantine as the board of health may direct; and, being thereof convicted upon indictment under this act, by verdict, confeſſion or ſtanding mute in any court having criminal juriſdiction within this Commonwealth, ſhall, moreover, be ſentenced to, and ſuffer confinement at hard labour in the jail of the county of Philadelphia for any ſpace not leſs than one or more than three years.

VIRGINIA.

By a law of the Commonwealth of Virginia it is provided, That veſſels, perſons, and merchandize, coming or brought into any place within the commonwealth, from any other part of the world, whence the governor, with advice of his council, ſhall judge it probable that any plague or other infectious diſeaſe may be brought, ſhall be obliged to make their quarantine in ſuch place, during ſuch time, and in ſuch manner as ſhall be directed by the governor, by his order in council, notified by proclamation, to be publiſhed in the *Virginia* gazette: And until they ſhall be diſcharged from the quarantine, no ſuch perſons or merchandize ſhall come or be brought on ſhore, or go or be put on board of any other veſſel in the commonwealth, but in ſuch manner, in ſuch caſes, and by ſuch licenſe, as ſhall be permitted by their order; and the veſſels and perſons receiving goods out of her, ſhall be ſubject to the orders concerning quarantine, and for preventing infection, which ſhall be made by the governor and council, and notified as aforeſaid.

The maſter of a veſſel coming from ſea, on board of which there ſhall be a perſon infected with the plague or other peſtilential diſeaſe, ſhall immediately make the caſe known to ſuch perſon as ſhall be appointed for the purpoſe, in the manner as is hereinafter directed, who ſhall give intelligence thereof with all ſpeed to the governor, that meaſures may be taken for ſupport of the crew, and precautions uſed to prevent the ſpreading of the infection; and the maſter ſhall not enter into any port, but ſhall remain in ſome open road, and ſhall avoid and hinder all intercourſe with other veſſels or perſons, nor ſhall any of the paſſengers or crew go on ſhore, until the order of the governor and council ſhall be received by the maſter. Whoſoever ſhall offend againſt this act, in either or any of the afore-mentioned inſtances, ſhall be amerced the ſum of fifteen hundred dollars.

When a place ſhall be infected with the plague or other peſtilential diſeaſe, or when the governor, with the advice of council, ſhall have notified by proclamation publiſhed in the Virginia gazette, that it is judged probable the plague or other peſtilential diſeaſe may be brought from any place, if a veſſel from ſuch place ſhall be coming into a port of the commonwealth, the perſon who ſhall be authoriſed to ſee quarantine performed, ſhall go off, or cauſe ſome other to go off to the veſſel, and at a convenient diſtance require the commander to declare what is his name, at what place the cargo was taken on board, at what places the veſſel touched in her paſſage, whether any of thoſe places were infected with the plague or any other peſtilential diſeaſe, how long the veſſel had been in her paſſage, how many perſons were on board when ſhe ſet ſail, whether any on board during the voyage had been infected with the plague or other peſtilential diſeaſe, and who they are, how many died in the voyage, and of what diſtemper, what veſſels he or any of his company with his privity went on board of, and whether any of their company had been on board his veſſel, in their voyage, and to what places thoſe veſſels belonged, and what are the contents of his lading.

The maſter of a veſſel coming from a place infected with the plague or other peſtilential diſeaſe, or having any perſon on board ſo infected, who ſhall conceal it, or who ſhall not give true anſwers to the queſtions ſo to be propounded to him, ſhall be amerced the ſum of *fifteen hundred dollars*.

The maſter of a veſſel ordered to perform quarantine, when he ſhall be required, after his arrival at the place appointed, ſhall deliver to the officer authoriſed to ſee it performed there, the bills of health and manifeſts he ſhall have received during the voyage, with his log-book and journal; and refuſing or neglecting ſo to do, or to repair in convenient time after notice to the place appointed, or eſcaping from thence before quarantine performed, ſhall be amerced the ſum of *fifteen hundred dollars*.

Perſons ordered to perform quarantine, if they ſhall eſcape, may be compelled to return, or if they ſhall attempt to eſcape, may be detained by the perſons who ſhall be authoriſed to ſee the quarantine performed, and who may employ force, and call for the aſſiſtance of others, if it be neceſſary for this purpoſe.

Any perſon going on board a veſſel, or into any place under quarantine, without licenſe from the ſuperintendant thereof, may be compelled to remain there, in the ſame manner as he might have been if he had been one of the crew of the veſſel. The perſon thus appointed to execute an order concerning quarantine, guilty of wilful breach or neglect of duty, ſhall be amerced the ſum of *three thouſand dollars*. And any perſon embezzling, or wilfully damaging goods performing quarantine under his direction, ſhall be liable to the party injured for treble the value of the damages ſuſtained thereby. The veſſel, perſons and goods, after quarantine performed, certificate thereof, and that they are freed from infection, being given by the ſuperintendant, ſhall be no further reſtrained by virtue of this act.

DUTIES

DUTIES

PAYABLE BY LAW ON ALL

GOODS, WARES AND MERCHANDIZE,

Imported into the UNITED STATES of AMERICA, after the last day of September, 1797. The inward column exhibiting the rates of duties payable on those imported in ships or vessels of the United States, and the outward column the rates payable on the same, if imported in foreign ships or vessels.

	If imported in American ships or vessels.		If imported in foreign ships or vessels.
A			
ARMS, fire and side, not otherwise enumerated, or parts thereof - -	15	per cent. ad val.	16½
Apparatus, philosophical specially imported for any seminary of learning - -	free		free
Ale, beer and porter, in casks or bottles,	8	cents per gallon	8 4/5
on value of the bottles,	12½	per cent. ad val.	13¾
Artificial flowers, feathers and other ornaments for women's head dresses - -	15	Ditto	16½
Anniseed - - -	15	Ditto	16½
Articles of all kinds of the growth, product or manufacture of the United States, spirits excepted - -	free		free
Anchors - -	12½	Ditto	13¾
B			
Brass cannon, until 14th June, 1800, and to the end of the next session of Congress,	free		free
after the above period	15	per cent. ad val.	16½
——————teutenage and wire	free		free
——iron or steel locks, hinges, hoes, anvils and vises - - -	12½	Ditto	13¾
——all other manufactures of brass -	15	Ditto	16½
Balls and balsams (see powders, pastes, &c.)	15	Ditto	16½
Beer, ale and porter in casks or bottles,	8	cents per gallon	8 4/5
on value of the bottles -	12½	per cent. ad val.	13¾
Bricks and tiles	15	Ditto	16½

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Bonnets, hats and caps, of every kind -	15	Ditto	16½
Boots - - -	75	cents per pair	82½
Books, blank - -	12½	per cent. ad val.	13¾
Books of persons who come to reside in the United States - -	free		free
Buttons of every kind - -	15	per cent. ad val.	16½
Buckles, shoe and knee - -	15	Ditto	16½
Brushes - - -	12½	Ditto	13¾
Bullion - - -	free		free
Burgundy wine - -	40	cents per gallon	44
C			
Cannon of brass, until 14th June, 1800, and to the end of the next session of Congress	free		free
after the above period -	15	per cent. ad val.	16½
Carriages, or parts of carriages -	20	Ditto	22
Cards, playing - -	25	cents per pack.	27½
——— wool and cotton - -	50	cents per dozen	55
Cables and tarred cordage - -	180	cents per cwt.	198
Cabinet wares - -	15	per cent. ad val	16½
Caps, hats and bonnets of every kind,	15	Ditto	16½
Carpets and carpeting - -	15	Ditto	16½
Cartridge paper - -	15	Ditto	16½
Candles of tallow - -	2	cents per lb.	2⅕
——— of wax or spermaceti -	6	Ditto	6⅗
Champaign wine - -	40	cents per gallon	44
Capers - -	15	per cent. ad val.	16½
Canes, walking sticks and whips,	12½	Ditto	13¾
Cambricks - -	12½	Ditto	13¾
Cheese - -	7	cents per pound	7 7/20
China ware - -	15	per cent. ad val.	16½
Cinnamon, cloves, currants and comfits,	15	Ditto	16½
Chintzes and coloured calicoes or muslins, and all printed, stained, or coloured goods or manufactures of cotton, or of linen, or of both, or of which cotton or linen is the material of chief value - -	12½	Ditto	13¾
Cocoa - -	2	cents per pound	2⅕
Chocolate - -	3	Ditto	3 3/10
Clogs and goloshoes (see shoes) -	15	cents per pair	16½
Cordage, tarred - -	180	cents per cwt.	198
——— and yarn untarred -	225	Ditto	247½
Cosmetics - -	15	per cent. ad val.	16½
Coal - -	5	cents per bushel	5½
Colours (see painters)	15	per cent ad val.	16½
Copper manufactures - -	15	Ditto	16½

	If imported in American ships or vessels.		If imported in foreign ships or vessels.
Copper in plates, pigs and bars -	free		free
Compositions for the teeth or gums (see dentifrice) - -	15	Ditto	16½
Coffee - -	5	cents per lb.	5½
Cotton - -	3	Ditto	3 3/10
Cotton or linen manufactures, or of both, or of which cotton or linen is the material of chief value, being printed, stained or coloured, or cotton manufactures, not printed, stained or coloured - -	12½	per cent ad val.	13¼
Clocks and watches, or parts of either,	15	Ditto	16½
Coaches, chariots, phætons, chairs, chaises, solos, or other carriages, or parts of either,	20	Ditto	22
Cloathing ready made - -	12½		13¾
Cloths, books, houshold furniture, and the tools or implements of the trade or profession of persons who come to reside in the United States - -	free		free
Cutlasses until 14th June, 1800, and to the end of the next session of Congress,	free		free
——or parts thereof, after the above period,	15	per cent ad val.	16½
D			
Dates and figs - - -	15	Ditto	16½
Dentrifice, powders, tinctures, preparations and compositions for the teeth or gums -	15	Ditto	16½
Dolls, dressed and undressed, or parts thereof	15	Ditto	16½
Drugs, medicinal, except those commonly used for dying - - -	15	Ditto	16½
——and woods for dying - -	free		free
E			
Earthern and stone wares - -	15	per cent ad val.	16½
Essences (see powders, pastes, &c.) -	15	Ditto	16½
F			
Fans, or parts thereof - -	15	Ditto	16½
Fayal wine - - -	20	cents per gallon	22
Feathers and other ornaments for women's head dresses - - -	15	per cent ad val.	16½
Fringes commonly used by upholsterers, coach-makers and saddlers -	15	Ditto	16½
Figs - -	15	Ditto	16½
Flowers, artificial - -	15	Ditto	16½
Floor cloths and mats, or parts of either,	15	Ditto	16½
Fruits of all kinds - -	15	Ditto	16½

	If imported in American ships or vessels,		If imported in Foreign ships or vessels.
Furrs of every kind undressed -	free		free
G			
Glass, black quart bottles -	12½	per cent ad val.	13¾
——— window glass - -	15	Ditto	16½
——— all other glass, and manufactures thereof,	20	Ditto	22
Glauber salts - -	200	cents per cwt.	220
Gauzes - -	12½	per cent ad val.	13¾
Geneva (see spirits) -			
Ginger - -	15	Ditto	16½
Girandoles, or parts thereof -	20	Ditto	22
Goloshoes (see shoes) -	15	cents per pair	16½
Gloves and mittens of every kind	15	per cent ad val.	16½
Gold, silver and plated ware -	15	Ditto	16½
Gold and silver lace -	15	Ditto	16½
Goods, wares, and merchandizes imported directly from China, or India, in ships or vessels not of the United States, except teas, China ware, and all other articles liable to higher rates of duties -		Ditto	12½
Goods, wares, and merchandize, intended to be re-exported to a foreign port or place in the same ship or vessel in which they shall be imported—and all articles of the growth, product or manufacture of the United States, spirits excepted -	free		free
Goods, wares, and merchandize, not herein otherwise particularly enumerated and described - -	12½	per cent ad val.	13¾
Glue - -	15	Ditto	16½
Gunpowder until 14th June, 1800, and to the end of the next session of Congress	free		free
——— after that period -	12½	per cent ad val.	13¾
H.			
Hangers, or parts thereof -	15	Ditto	16½
Hair-powder -	15	Ditto	16½
Hats, caps, and bonnets of every kind	15	Ditto	16½
Hemp	100	cents per cwt.	110
Hides raw - -	free		free
Household furniture of persons who come to reside in the United States -	free		free
I.			
Implements of trade or profession of persons who come to reside in the United States	free		free

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Indigo	25	cents per pound	$27\frac{1}{2}$
Iron wire	free		free
——, steel, or brass locks, hinges, hoes, anvils, and vises - -	$12\frac{1}{2}$	per cent ad val.	$13\frac{3}{4}$
—— cast, slit, or rolled, and all manufactures of iron, steel, or brass, or of which either of these metals is the article of chief value, not being otherwise particularly enumerated	15	Ditto	$16\frac{1}{2}$
J.			
Jewellery and paste work - -	15	Ditto	$16\frac{1}{2}$
L.			
Lace of gold and silver -	15	Ditto	$16\frac{1}{2}$
Laces and lawns - -	$12\frac{1}{2}$	Ditto	$13\frac{3}{4}$
Laces, lines, fringes, tassels, and trimmings commonly used by udholsterers, coach-makers, and saddlers	15	Ditto	$16\frac{1}{2}$
Lampblack - -	$12\frac{1}{2}$	Ditto	$13\frac{3}{4}$
Lapis Calaminaris - -	free		free
Leather, tanned and tawed, and all manufactures of leather, or of which leather is the article of chief value, not otherwise particularly enumerated -	15	per cent ad val.	$16\frac{1}{2}$
Lead and Musket Ball until 14th June, 1800, and to the end of the next session of Congress	free		free
——— after the above period -	1	cent per lb.	$1\frac{1}{10}$
—— all other manufactures of lead, or in which lead is the chief article -	1	Ditto	$1\frac{1}{10}$
Lemons and limes -	15	per cent ad val.	$16\frac{1}{2}$
Linen or cotton manufactures, or of both, or of which cotton or linen is the material of chief value, being printed, stained, or coloured, or cotton manufactures, not printed, stained, or coloured - -	$12\frac{1}{2}$	Ditto	$13\frac{3}{4}$
Linen manufactures, or of which linen is the chief value, not printed, stained, or coloured	$12\frac{1}{2}$	Ditto	$13\frac{3}{4}$
Lisbon and Oporto wines -	25	cents per gallon	$27\frac{1}{2}$
Looking glasses or parts thereof	20	per cent ad val.	22
M.			
Manufactures of tin, pewter, and copper	15	Ditto	$16\frac{1}{2}$
——— of iron, steel, or brass, not otherwise particularly enumerated -	15	Ditto	$16\frac{1}{2}$
——— of leather, not otherwise particularly enumerated	15	Ditto	$16\frac{1}{2}$

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Manufactures of lead, not otherwise particularly enumerated - -	1	cent per pound	$1\frac{1}{10}$
——— of cotton or linen, or of both, printed, stained, or coloured, or of cotton, not printed, stained, or coloured	$12\frac{1}{2}$	per cent ad val.	$13\frac{3}{4}$
——— of linen, not printed, stained, or coloured - -	$12\frac{1}{2}$	Ditto	$13\frac{3}{4}$
——— of glass (see glass) -			
——— of tobacco (see snuff and tobacco)			
——— of wood (see cabinet wares and wood)			
——— of the United States, (spirits excepted)	free		free
Mats and floor cloths, or parts of either	15	Ditto	$16\frac{1}{2}$
Malt - -	10	cents per bush.	11
Marble, slate, and other stone, bricks, tiles, tables, mortars, and other utensils of marble or slate, and generally all stone and earthen ware	15	per cent ad val.	$16\frac{1}{2}$
Madeira wines (see wines)			
Malaga wine - -	20	cents per gallon	22
Mace - -	15	per cent ad val.	$16\frac{1}{2}$
Medicinal drugs, except those commonly used in dying - -	15	Ditto	$16\frac{1}{2}$
Merchandize, goods, and wares, imported directly from China or India, in ships or vessels not of the United States, except teas, China ware, and all other articles liable to higher rates of duties - -		Ditto	$12\frac{1}{2}$
Merchandize, goods, and wares, intended to be re-exported to a foreign port or place in the same ship or vessel in which they shall be imported—and all articles of the growth, product, or manufacture of the United States, spirits excepted - -	free		free
Merchandize, goods, and wares, not herein otherwise particularly enumerated and described	$12\frac{1}{2}$	Ditto	$13\frac{3}{4}$
Mittens and gloves of every kind -	15	Ditto	$16\frac{1}{2}$
Millenary ready made -	15	Ditto	$16\frac{1}{2}$
Molasses - -	5	cents per gallon	$5\frac{1}{2}$
Muskets and firelocks with bayonets suited to the same, and musket ball, until 14th June, 1800, and to the end of the next session of Congress - -	free		free
——— or parts of either after the above period	15	per cent ad val.	$16\frac{1}{2}$

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Muſkets and firelocks without bayonets or parts of either -	15	per cent ad val.	16½
Muſtard in flour -	15	Ditto	16½
Muſlins and muſlinets, whether printed, ſtained, coloured or otherwiſe -	12½	Ditto	13¾
N.			
Nails - -	2	cents per lb.	2½
Nankeens - -	12½	per cent ad val.	13¾
Nutmegs - -	15	Ditto	16½
O.			
Oranges - -	15	Ditto	16½
Ornaments for women's head-dreſſes	15	Ditto	16½
Ointments, oils and odours (ſee powders, paſtes, &c.) - -	15	Ditto	16½
Olives - -	15	Ditto	16½
Oil - -	15	Ditto	16½
Oporto and Liſbon wine -	25	cents per gallon	27½
P.			
Paper hangings - -	15	per cent ad val.	16½
—— writing and wrapping -	12½	Ditto	13¾
—— ſheathing and cartridge -	15	Ditto	16½
Painters' colours, whether dry or ground in oil, except thoſe commonly uſed in dying	15	Ditto	16½
Pack-thread and twine -	400	cents per cwt.	440
Paſte-boards, parchment, or velium	12½	per cent ad val.	13¾
Paſte-work and jewellery -	15	Ditto	16½
Phætons, or parts thereof -	20	Ditto	22
Plaiſter of Paris -	free		free
Pewter manufactures -	15	Ditto	16½
——— old - -	free		free
Pepper - -	6	cents per lb.	6½
Perfumes - -	15	per cent ad val.	16½
Piſtols until 14th June, 1800, and to the end of the next ſeſſion of Congreſs	free		free
——— or parts thereof after the above period	15	per cent ad val.	16½
Pictures and prints - -	12½	Ditto	13¾
Pimento - -	4	cents per lb.	4½
Printing types - -	12½	per cent ad val.	13¾
Pickles of all ſorts - -	15	Ditto	16½
Printed, ſtained, or coloured goods or manufactures of cotton, or of linen, or of both	12½	Ditto	13¾
Philoſophical apparatus, ſpecially imported for any ſeminary of learning -	free		free

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Porter, beer, or ale, in casks or bottles	8	cents per gallon	8
——— on value of the bottles -	12½	per cent ad val.	13¾
Powder, for hair - -	15	Ditto	16½
——— gun-powder, until 14th June, 1800, and to the end of the next session of Congress - -	free		free
——— after the above period -	12½	per cent ad val.	13¾
Powders, pastes, balls, balsams, ointments, oils, waters, washes, tinctures, essences, or other preparations or compositions, commonly called sweet scents, odours, perfumes, or cosmetics, and all powders or preparations for the teeth or gums - -	15	Ditto	16½
Plumbs and prunes -	15	Ditto	16½
R.			
Raisins - -	15	Ditto	16½
Raw hides and skins - -	free		free
Rum (see spirits)			
S.			
Salt weighing more than fifty-six pounds per bushel - -	20	cents per 56 lb.	22
——— weighing fifty-six pounds per bushel, or less - -	20	cents per bushel	22
Salts glauber - -	200	cents per cwt.	220
Stained, printed, or coloured goods or manufactures of linen -	12½	per cent ad val.	13¾
Salt-petre until the 14th June, 1801, and to the end of the next session of Congress	free		free
St. Lucar wines - -	30	cents per gallon	33
Starch - -	15	per cent ad val.	16½
Sail cloth - -	12½	Ditto	13¾
Slate, stone, and stone ware -	15	Ditto	16½
Saddles, or parts thereof -	12½	Ditto	13¾
Sattins, and other wrought silks -	12½	Ditto	13¾
Steel - -	100	cents per cwt.	110
Steel, iron, or brass locks, hinges, hoes, anvils, and vises - -	12½	per cent ad val.	13¾
——— all other manufactures of steel	15	Ditto	16½
Sheathing and cartridge paper -	15	Ditto	16½
Sherry wine - -	33	cents per gallon	36 3/10
Sea stores of ships or vessels -	free		free
Spermaceti candles - -	6	cents per pound	6½
Sweet scents (see powders, pastes, &c.)	15	per cent ad val.	16½

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Spirits distilled in foreign countries, viz.			
From Grain.			
First proof -	28	cents per gallon	$30\frac{4}{5}$
Second proof -	29	Ditto	$31\frac{9}{10}$
Third proof -	31	Ditto	$34\frac{1}{10}$
Fourth proof -	34	Ditto	$37\frac{2}{5}$
Fifth proof -	40	Ditto	44
Sixth proof -	50	Ditto	55
From other Materials.			
First proof - -	25	Ditto	$27\frac{1}{2}$
Second proof - -	25	Ditto	$27\frac{1}{2}$
Third proof - -	28	Ditto	$30\frac{4}{5}$
Fourth proof -	32	Ditto	$35\frac{1}{5}$
Fifth proof - -	38	Ditto	$41\frac{4}{5}$
Sixth proof - -	46	Ditto	$50\frac{6}{5}$
Spirits distilled in the United States, imported in the same ship or vessel in which they had been previously exported from the United States, viz.			
From Molasses.			
First proof - -	13	Ditto	13
Second proof - -	14	Ditto	14
Third proof - -	15	Ditto	15
Fourth proof - -	17	Ditto	17
Fifth proof - -	21	Ditto	21
Sixth proof - -	28	Ditto	28
From Materials of the growth and produce of the United States.			
First proof - -	7	Ditto	7
Second proof - -	8	Ditto	8
Third proof - -	9	Ditto	9
Fourth proof - -	11	Ditto	11
Fifth proof - -	13	Ditto	13
Sixth proof - -	18	Ditto	18
Spikes - - -	1	cent per pound	$1\frac{1}{5}$
Silver and plated ware -	15	per cent ad val.	$16\frac{1}{2}$
—— lace - -	15	Ditto	$16\frac{1}{2}$
Skins raw - -	free		free
Shoes and slippers of silk - -	25	cents per pair	$27\frac{1}{2}$
—— other shoes and slippers for men and women, clogs or goloshoes - -	15	Ditto	$16\frac{1}{2}$
—— other shoes and slippers for children	10	Ditto	11
Swords or cutlasses until 14th June, 1800, and to the end of the next session of Congress	free		free
—— or parts of either, after the above period			
Stockings	15	per cent ad val.	11

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Stone and earthen ware	15	per cent ad val.	16½
Soap	2	cents per lb.	2⅖
Solos and other carriages, or parts thereof	20	per cent ad val.	22
Sulphur until 14th June, 1801, and to the end of the next session of Congress	free		free
Sugars, brown	2½	cents per pound	2¾
——— white clayed	3	Ditto	3 3/10
——— do. powdered	3	Ditto	3 3/10
——— all other clayed or powdered	2	Ditto	2⅖
——— lump	6½	Ditto	7 3/10
Sugar, loaf	9	Ditto	9 9/10
——— other refined	6½	Ditto	7 3/10
Sugar-candy	11½	Ditto	12 13/20
Snuff	22	Ditto	24⅖
T.			
Tassels and trimmings commonly used by upholsterers, coachmakers, and saddlers	15	per cent ad val.	16½
Tables of marble, slate and other stone, or parts thereof	15	Ditto	16½
Tallow candles	2	cents per lb.	2⅖
Teas from China and India.			
——— bohea	12	Ditto	17⅓
——— souchong and other black teas	18	Ditto	27
——— hyson, imperial, gun-powder, or gomee	32	Ditto	50
——— other green teas	20	Ditto	30
From Europe.			
——— bohea	14	Ditto	17⅓
——— souchong and other black teas	21	Ditto	27
——— hyson, imperial, gun-powder, or gomee	40	Ditto	50
——— other green teas	24	Ditto	30
From any other Place.			
——— bohea	17	Ditto	18 7/10
——— souchong and other black teas	27	Ditto	29 7/10
——— hyson, imperial, gun-powder, or gomee	50	Ditto	55
——— other green teas	30	Ditto	33
Teneriffe wine	20	cents per gallon	22
Twine and pack-thread	400	cents per cwt.	440
Tin manufactures	15	per cent ad val.	16½
——— in pigs and plates	free		free
Tinctures (see powders, pastes, &c.)	15	Ditto	16½
Tiles and bricks	15	Ditto	16½
Toys, not otherwise enumerated	12½	Ditto	13¾
Tobacco manufactured (other than snuff)	10	cents per lb.	11
Tools of the trade or profession of persons who come to reside in the United States	free		free

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Types for printing - -	12½	per cent ad val.	13¾
V.			
Velvets and velverets -	12½	Ditto	13¾
W.			
Wares of tin, pewter, and copper -	15	Ditto	16½
—— earthen or ſtone - -	15	Ditto	16½
—— china - - -	15	Ditto	16½
—— gold, ſilver, and plated -	15	Ditto	16½
——, goods, and merchandize, imported directly from China or India in ſhips or veſſels not of the United States, except teas, china ware, and all other articles liable to higher rates of duties - -		Ditto	12½
——, goods, and merchandize of the growth, produce, or manufacture of the United States (ſpirits excepted) - -	free		free
Wafers - - -	15	Ditto	16½
Waters and waſhes (ſee powders, paſtes, &c.)	15	Ditto	16½
Walking-ſticks, whips, and canes -	12½	Ditto	13¾
Wax candles - -	6	cents per lb.	6¾
Watches and clocks, or parts of either	15	per cent ad val.	16½
Wines in caſks, bottles, or other veſſels, viz.			
—— London particular, or Malmſey Madeira	58	cents per gallon	63 8/10
—— all other do.	50	Ditto	55
—— Burgundy and Champaign -	45	Ditto	49½
—— Sherry - -	40	Ditto	44
—— St. Lucar - -	40	Ditto	44
—— Claret imported in bottles or caſes	35	Ditto	38½
—— Liſbon and Oporto -	30	Ditto	33
—— Teneriffe, Fayal, and Malaga -	28	Ditto	30 8/10
All other wines, when imported otherwiſe than in bottles and caſes - -	23	Ditto	25 3/10
On value of the bottles -	12½	per cent ad val.	13¾
W.			
Window glaſs - -	15	Ditto	16½
Wire of braſs and iron - -	free		free
Wool and cotton cards - -	50	cents per dozen	55
Wool unmanufactured -	free		free
Wood unmanufactured - -	free		free
Wood manufactured (excluſive of cabinet wares) - - -	12½	per cent ad val.	13¾

	If imported in American ships or vessels.		If imported in Foreign ships or vessels.
Y.			
Yarn untarred - - -	225	cents per cwt.	247½
All other goods not before particularly enumerated and described -	12½	per cent ad val.	13¾

☞ *All Parts of Articles to be subject to the same Duties, as the entire Article is subject to.*

The duties on Wines shall not be less than ten cents per gallon. Bottles in which liquors are imported, to pay the same duty as empty bottles.

TONNAGE,

By Act of Congress, approved 2d March, 1799, to be paid at the time of entering the vessel, and before any permit shall be granted for unloading any part of the cargo, at the following rates:

On all ships or vessels, entering from any foreign port or place.	Per Ton. Cents.
Ships or vessels of the United States, - - -	6
——— built within the United States, after 20th July, 1789, but belonging wholly or in part to foreign powers, duly recorded, -	30
On other ships or vessels, - - -	50
Vessels of the United States, employed in the coasting trade or fisheries, duly licensed, per annum, - - -	6
Vessels of the United States, (other than licensed) taking in merchandize in a district in one state, to be delivered in a district in another state, *other than an adjoining* state on the sea-coast, or on a navigable river, - - -	6
Other ships or vessel, taking in merchandize to be delivered in another district, - - - -	50

DUTIES PAYABLE IN	Dlls.	Cts.
Gold coins of Great-Britain and Portugal, of the standard prior to the year 1792, for every 27 grains,	1	00
Gold coins of France, Spain, and the dominions of Spain, of the standard prior to the year 1792, for every 27 and $\frac{4}{5}$th grains,	1	00
Spanish milled dollars, 17 dwt. 7 grains, - - and in proportion for the parts of a dollar.	1	00
Crowns of France, 18 dwt. 17 grains, - - and in proportion for the parts of a crown.	1	10

Provided, That no foreign coins shall be receivable, which are not by law a tender for the payment of all debts, except in consequence of a proclamation of the President of the United States, athorising such *foreign coins to* be received in payment of the duties and fees aforesaid.

Rates of coins for estimating duties.

Pound sterling of Great-Britain - - -	4	44
Livre Tournois of France, - - -		18½
Florin or guilder of the United Netherlands, - -		40
Mark banco of Hamburgh - - -		33½
Rix dollar of Denmark - - -	1	00
Ryal plate of Spain - - - -		10
——— Vallon of do. - - - -		5
Millree of Portugal - - - -	1	24
Pound sterling of Ireland - - -	4	10
Tale of China - - - -	1	48
Pagoda of India - - - -	1	94
Rupee of Bengal - - - -		55½

And all other denominations in value, as near as may be, to the said rates, or the intrinsic value thereof, compared with the money of the United States. Provided, That it shall be lawful for the President of the United States to cause to be established, fit and proper regulations for estimating the duties on goods, wares and merchandize, imported into the United States, in respect to which the original cost shall be exhibited in a depreciated currency, issued and circulated under authority of any foreign government.

That on all goods, wares and merchandize, imported from the Cape of Good Hope or beyond the same, (if ad valorem articles) 20 per cent. to be added to the actual cost thereof, including all charges, (commissions, outside packages and insurance only excepted) and 10 per cent. if from any other foreign port, before the duties are calculated.

FEES OF OFFICE.

To the Collector and Naval-Officer.	Dlls.	Cts.
Entry of a vessel of 100 tons or upwards, -	2	50
Clearance, do. do. do. - -	2	50
Entry of a vessel under 100 tons, - -	1	50
Clearance of do. do. do, - -	1	50
Every post entry, - -	2	00
Permit to land goods, - -		20
Every bond taken officially, - -		40
Permit to lade goods, for exportation for drawback		80
Debenture or other official certificate, -		20
Bill of Health, - -		20
Official document (register excepted) required by any person		20
To the Surveyor,		
Admeasuring and certifying the same, of every ship or vessel of 100 tons and under, per ton, - -		1
Admeasurement of every ship or vessel above 100 tons and not exceeding 200 tons, - -	1	50
Above 200 tons, - -	2	00
For all other services on board any ship or vessel of 100 tons and upwards, having on board goods, wares or merchandize, subject to duty, - -	3	00
For like services on board any ship or vessel of less than 100 tons, - -	1	50
On all vessels, not having on board goods, wares or merchandize, subject to duty, - -		66⅔

Allowances for Draft.	lb.
Any quantity of 100 weight or 112 lb. -	1
Above 100 and under 200 - -	2
200 and under 300 - -	3
300 and under 400 - -	4
400 and under 1800 - -	7
1800 and upwards, - -	9

Tares.

		lb.
On every whole chest of bohea tea,		70
half do. do.		36
quarter do. do.		20
chest of hyson or other green tea, of 70 lb. or upwards,		20
box of other tea, between 50 and 70 lb.		18
do.	if 80 lb.	20
do.	from 80 lb. and upwards,	22

The above to include ropes, canvas and other coverings.

On all other boxes of teas, according to the invoice or actual weight thereof.

On coffee, in bags,	2 per cent.
in bales,	3
in casks,	12
On sugar, other than loaf sugar in casks,	12
in boxes,	15
in bags or mats,	5
On cocoa, in casks,	10
in bags,	1
On pimento, in casks,	16
in bags,	3
On cheese, in hampers or baskets,	10
in boxes,	20
On candles, in boxes,	8
On chocolate, in boxes,	10
On cotton, in bales,	2
in seroons,	6
On glauber salts, in casks,	8
On indigo, in barrels,	12
in other casks,	15
in seroons,	10
in bags or mats,	3
On nails, in casks,	8
On pepper, in casks,	12
in bales,	5
in bags,	2
On sugar candy, in boxes,	10
On segars, in boxes,	18
On soap, in boxes,	10
On shot, in casks,	3
On twine, in casks,	12
in bales,	3

On all other goods, according to the invoice thereof, as actual weight.

Allowance for leakage and breakage.

Two per cent. allowed on the gauge on all merchandize, paying duty by the gallon, contained in casks.

Ten per cent. on all beer, ale and porter in bottles, and five per cent. on all other liquors in bottles, to be deducted from the invoice quantity, in lieu of breakage; or it shall be lawful to compute the duties on the actual quantity by tale, at the option of the importer *at the time of entry.*

Terms of Credit.

When the duties on ad valorem articles are less than 50 dollars it must be paid immediately: if specific, a deposit must be made to secure the same, which, when ascertained, will be immediately settled.

When the duties on goods imported, (where the ſum payable by one perſon or co-partnerſhip, ſhall amount to more than fifty dollars) the following credit is allowed by law, except where any bond on which the perſon or co-partnerſhip entering ſuch goods, wares or merchandize, are either principal or ſecurity, and which being due, remains undiſcharged.

On all articles the produce of the Weſt-Indies (ſalt excepted) the one half in three and the other half in ſix months.

On ſalt, in nine months.

On Madeira, and all other wines, twelve months.

On all goods, &c. from Europe, (wine, ſalt and teas excepted) the one-third in eight, one-third in ten, and one third in twelve months.

On all goods &c. (wines, ſalt and teas excepted) from any other place than Europe and the Weſt-Indies, one half in ſix months, one fourth in nine months, and one fourth in twelve months.

On teas, "from China or Europe, may be depoſited at the option of the importer or importers (to be determined at the time of making entry therefor) either to ſecure the duties thereon, on the ſame terms and ſtipulations as on other goods, wares and merchandize imported, or to give his or her, or their bond, to the collector of the diſtrict, where any ſuch teas ſhall be landed, in double the amount of the duties thereupon, with condition for the payment of the ſaid duties *in two years*, from the date of ſuch bond; which bond ſhall be accepted by ſuch collector, without ſurety, upon the terms following; that is to ſay, The teas, for the duties whereof ſuch bond ſhall be accepted, ſhall be depoſited at the expenſe and riſk of the ſaid importer or importers, in one or more ſtore-houſe or ſtore-houſes, as the caſe may require to be agreed upon, &c." The ſaid teas to be delivered upon bond being given with one or more ſurety or ſureties, to the ſatisfaction of the collector "if the ſame ſhall not exceed one hundred dollars in four months; if above one hundred dollars and not exceeding five hundred dollars in eight months; or if the ſame ſhall exceed five hundred dollars in twelve months;" ſo that the term of credit ſhall not extend the period beyond *two years* from the time of depoſiting the ſaid teas: any teas remaining after the ſaid term of two years, to be ſold by the collector, who ſhall return the ſurplus (after paying the duties) to the owner or owners thereof.

When bonds given for duties ſhall become due, and not diſcharged, the collector is to proſecute without delay; and in caſe of inſolvency or death, the United States to be the firſt creditor, "and if any executor, adminiſtrator, aſſignee, or any other perſon, ſhall pay any debt due by the perſon or eſtate, from whom, or for which they are acting, previous to the debt or debts due to the United States, being firſt fully ſatisfied and paid, ſhall become anſwerable in their *own perſon and eſtate* for the ſame, or part thereof remaining unſatisfied."

Sureties on all bonds given for duties, ſhall, in caſe of inſolvency or death of the principal, "have and enjoy the like advantages, priority or preference for the recovery and receipt of the ſaid money out of the eſtate and effects of ſuch inſolvent, or deceaſed principal, as are reſerved to the United States."

When bonds are proſecuted for the recovery of duties due to the United States, judgment to be granted at the return term, "unleſs the defendant ſhall in open court, the United States Attorney being preſent, make oath or affirmation, that an error has been committed in the liquidation of the duties demanded upon ſuch bond, ſpecifying the errors alledged to have been committed, and that the ſame have been notified, in writing, to the collector of the diſtrict prior to the commencement of the return term aforeaid."

On all bonds upon which suits shall be commenced, an interest shall be allowed at the rate of six per cent. per annum, from the time when said bonds became due until the payment thereof."

Duties to be paid where goods are landed, and bonds to be given for securing the duties, if the whole or part of the cargo is destined to different districts.

Restrictions on Importations.

No goods, wares or merchandize, of foreign growth or manufacture, subject to the payment of duties, shall be brought into the United States from any foreign port or place in any other manner than by *sea*; nor in any ship or vessel of less than *thirty tons burthen*, agreeable to the mode of ascertaining American tonnage, except in certain districts on the Northern, North-western and Western boundaries of the United States, adjoining to the dominions of Great-Britain in Upper and Lower Canada, and the districts on the rivers Ohio and Mississippi.

No beer, ale or porter, to be imported in casks of less capacity than *forty gallons beer measure*, or if in bottles, in packages less than *six dozen*, under penalty of forfeiture, with the ship or vessel.

No refined lump, or loaf sugar, shall be imported into the United States, from any foreign port or place, except in ships or vessels of the burthen of *one hundred and twenty tons* and upwards, and in casks or packages containing each not less than *six hundred pounds*, on pain of forfeiting the said ship or vessel, and the loaf and lump sugar imported therein, except in such casks or packages as aforesaid.

No distilled spirits, (arrack and sweet cordials excepted) to be imported in casks or vessels of less capacity than *ninety gallons wine measure*, on pain of forfeiture, with the ship or vessel, nor in casks or vessels which have been marked pursuant to any law of the United States, on pain of forfeiture of the said refined lump or loaf sugar, and distilled spirits, together with the ship or vessel: Provided, that the forfeiture shall not be incurred on "any spirits imported, or brought into the United States, in other casks or vessels as aforesaid, or the ship or vessel in which they shall be brought, if such spirits shall be for the use of the seamen on board of such ship or vessel, and shall not exceed the quantity of four gallons for each seaman," *and which shall at the time of the entry of the said vessel be inserted in the Manifest as the sea stores of such ship or vessel.*

Mode of transacting business at the Custom-Houses in the United States.

DUTY OF MASTERS OF VESSELS.

No merchandize to be imported in any vessel belonging in whole or in part to a citizen or inhabitant of the United States, unless the Master of such vessel shall have on board a manifest in writing, signed by such master or other person having the command, containing the name of the port or place where such merchandize were received, and the port where consigned or destined to, within the United States, particularly noting the merchandize destined for each port respectively; and every package on board such vessel to be particularly described—to whom consigned, or if to order, with the names of all passengers, distinguishing whether cabbin or steerage passen-

gers, or both, with their baggage, and an account of all remaining sea-stores (if any): The form of such manifest as follows:

REPORT and manifest of the cargo laden on board of the whereof is master, which cargo was taken on board at burthen tons, built at in the state of and owned by merchants at as per register granted at the and bound for

Marks	Number inclusive	Packages and Contents	By whom shipped	To whom consigned, or if to order	Place of Consignee's residence	Ports of destination

Returned Cargo.

(If any articles of the outward cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.)

Return of passengers, and of packages belonging to them respectively.

(Here insert the names of the passengers, and whether cabin or steerage passengers; with the description and number of packages containing their baggage, or the tools or implements of a mechanical trade.)

Vessel and Cabin Stores.

(Here detail what are remaining.)

If merchandize imported are destined to be delivered in different districts or ports, the said merchandize to be inserted in successive order in the above manifest, and all *spirits*, *wines*, and *teas*, being the whole or any part of the cargo, shall be inserted in like order, distinguishing the port where destined, and the kind, qualities, and quantities thereof; and if merchandize shall be imported by citizens or inhabitants of the United States, in vessels other than of the United States, the manifest shall be of the form, and shall contain the particulars aforesaid, except that the said vessel shall be described in manner following:

REPORT and manifest of the cargo laden on board the whereof is master, burthen bound to which cargo was taken on board at

Excessive quantity of sea-stores to pay duty.

In addition to the above, the master of every American vessel to make the following—

Return of seamen on board the called the , master, shewing also their names, the time for which they were respectively employed, and the sums retained out of the wages of each.

Whole number employed.	Names of Seamen, and the time for which they have been respectively employed.	Time employed.		Sums retained out of Seamen's wages, to be paid over to the Collector.	
	Names.	Months	Days	Dollars	Cents

The master is authorized by law to retain from each seaman so returned, the sum paid for them to establish a Marine Hospital.

The master of all vessels to produce the following—

Report of alien passengers on board the of which is master, arrived at the port of in the state of on the day of

Names.	Ages.	Places of nativity.	Country from whence they have come.	To what nation they belong and owe allegiance.	Their occupation.	Description of their persons.

Vessels bound to Connecticut, by way of Sandy-Hook, or to Hudson, before they pass the port of New-York, and immediately after arrival, the master to deposit with the Collector a true manifest of the cargo on board such ship or vessel: the penalty for neglect or omission, or refusing to receive an Inspector of the Customs on board the same, to accompany such vessel, is 500 dollars.

For all goods not included in the manifest, the master forfeits a sum of money equal to their value; and all merchandize not included in such manifest, belonging or consigned to the *Master*, *Mate*, *Officers*, or *Crew* of such vessel, shall be forfeited, unless it is made appear to the satisfaction of the collector, naval officer, and surveyor, or the major part of them, or to a court on trial, that no part was unshipped, except what is mentioned in the report, or that the manifest has been lost or mislaid, without fraud, or defaced by accident, incorrect by mistake,

The master of any vessel, or other person having charge thereof, belonging in whole or in part to a citizen or citizens, inhabitant or inhabitants of the United States, on arrival within four leagues of the coast, or within any bays, harbours, ports, rivers, creeks, or inlets thereof, to have a manifest on board, and on demand made by any officer of the customs, first coming on board, to produce such manifest and deliver him a copy thereof, signed by the master or other person having charge of such vessel, and the officer shall certify on the original the day and year the same was produced; the said copy to be provided and subscribed by the master, or such other person having command; the copy of which to be compared with the original, and certified by such officer on the back thereof; the day and year such copy or copies was or were delivered to him; the original manifest to be delivered

afterward by the maſter to the collector—*Provided*, that not more than one one copy of each manifeſt ſhall be required by any officer or officers who ſhall firſt come on board, within four leagues of the coaſt of the United States, and one other copy to any officer or officers who ſhall firſt come on board, within the limits of any diſtrict for which the cargo or any part thereof ſhall be deſtined.

The penalty on maſters, for not producing manifeſt, and delivering copy thereof to the proper officer or officers on demand, or for not informing ſuch officer the *true deſtination* of ſuch veſſel, is *five hundred dollars* for each offence; and the like penalty is incurred by ſuch officer who ſhall neglect or refuſe to certify ſuch manifeſt; and the officer is required to make a return in writing of the name of the veſſel, and maſter, offending in any or all of the particulars required, to the collector of the diſtrict where ſuch veſſel may be bound.

Any veſſel within four leagues of the coaſt, or within the limits of any diſtrict, unloading goods without authority from proper officers, the maſter and mate forfeit *one thouſand dollars* for each offence, and the goods forfeited, except in caſe of accident, neceſſity, or ſtreſs of weather; which ſhall be proved before the collector, by the maſter, mate, and one other officer or mariner.

Maſters of veſſels receiving goods ſo unladen (except as before excepted) to forfeit treble the value of ſuch goods; and the ſhip, boat, or veſſel receiving them to be forfeited.

If any veſſel, having arrived within any diſtrict, ſhall depart, or attempt to depart from the ſame, (unleſs to ſome more interior port, or by ſtreſs of weather) without report to the collector, the maſter forfeits *four hundred dollars*.

Any veſſel arriving from a foreign port, the maſter is to report to the collector, within twenty-four hours after his arrival, and within twenty-four hours thereafter, further to report the name, burthen, &c. in writing, agreeably to the directions given in pages 232, 233, and ſhall make oath or affirmation to the truth of the ſame, in the words following:

I (A. B.) do ſolemnly, ſincerely, and truly ſwear, *(or affirm)* that the report and manifeſt ſubſcribed with my name, and now delivered by me to the collector of the diſtrict of contains, to the beſt of my knowledge and belief, a juſt and true account of all the goods, wares, and merchandize, including packages of every kind and nature whatſoever, which were on board the at the time of her ſailing from the port of or *which have been laden or taken on board* at any time ſince, and that the packages of the ſaid goods are as particularly deſcribed as in the bills of lading, ſigned for the ſame by me, or with my knowledge; that I am at preſent, and have been during the voyage, maſter of the ſaid veſſel; *(or how long)* that no package whatſoever, or any goods, wares, or merchandize have been unladen, landed, taken out, or in any manner whatever removed from on board the ſaid ſince her departure from the ſaid port of except ſuch as are now particularly ſpecified, and declared, in the abſtract or account herewith, and that the clearance and other papers now delivered by me to the collector, are all that I now have, or have had, that any way relates to the cargo of the ſaid veſſel.—And I do further ſwear *(or affirm)* that the ſeveral articles ſpecified in the ſaid manifeſt as the ſea-ſtores for the cabin and veſſel, are truly ſuch, and were *bona fide* put on board the ſaid for the uſe of the officers, crew, and paſſengers thereof, and have none of them been brought and are not intended by way of merchandize, or for ſale, or for any other purpoſe, than above mentioned, and are intended

to remain on board for the consumption of the said officers and crew. I further swear, *(or affirm)* that if I shall hereafter discover or know of any other or greater quantity of goods, wares, and merchandize, of any nature or kind whatsoever, than are contained in the report and manifest subscribed and now delivered by me, I will immediately and without delay make due report thereof to the collector of the port or district of . And I do likewise swear *(or affirm)* that all matters whatsoever in the said report and manifest expressed, are, to the best of my knowledge and belief, just and true: *(The following addition to the oath or affirmation is to be inserted in cases where the manifests shall not have been certified by some officer of the customs in manner provided.)* I further swear *(or affirm)* that no officer of the customs has applied for an inspection of the manifest of the cargo on board the said vessel, and that no certificate or endorsement has been delivered to me on any manifest of such cargo.

So help me God.

(Signed) *A. B.*

Sworn *(or affirmed)* before me this day of

The master or other person having charge of any vessel having distilled spirits, wines, or teas, shall, within forty-eight hours after arrival, make a report in writing to the surveyor, or officer acting as inspector of the revenue of the port, under a penalty of five hundred dollars: the report to be of the following form:

Report of distilled Spirits, Wines, and Teas, imported in the burthen whereof is master, from bound to

Marks.	Numbers of casks, chests and packages inclusive.	Description of casks, chests and packages inclusive.	Kinds and qualities of spirits, wines, and teas.	Estimated gallons of spirits of each kind.	Estimated gallons of wines of each kind.	Estimated pounds of teas of each kind.	To whom consigned.	Where consigned.

Sea-stores, consisting of spirits, wines, and teas.

(Signed)

A. B. master of

To ———

Inspector of the Revenue
for the port of

Master, or other person having command, neglecting to make such report, forfeits *one thousand dollars*.

Ships of war or packets of any prince or state, not permitted by such

prince or ſtate to carry goods in way of trade, are not required to make ſuch reports.

Maſters of veſſels, after arrival and entry, may proceed to foreign ports with goods, *noted on the manifeſt at the time of entry for ſuch foreign port*, without paying duties thereon, on giving bond that the ſaid goods ſhall be actually re-exported in ſuch veſſel to a foreign port; but bonds are not required when veſſels put in, in diſtreſs.

Maſters of veſſels having goods on board deſtined to different diſtricts, other than the diſtrict at which he may arrive, to be furniſhed by the collector with a copy of his report, and a certificate, ſhewing on what part of the cargo the duties have been paid or ſecured, and give bond for reporting ſuch goods on which the duties have not been paid or ſecured; which copy the maſter is to produce to the collector of the diſtrict where bound, within 24 hours after his arrival, under a penalty of *five hundred dollars*; and the ſaid bond to be cancelled by producing from the collector of ſuch diſtrict, a certificate, within ſix months of the due entry and delivery of ſuch merchandize in ſuch diſtrict or diſtricts.

In addition to the foregoing the maſter to apply to the ſurveyor or inſpector of the port, for a copy of his report (where there are diſtilled ſpirits, wines or teas on board, to be delivered in different diſtricts) the want of which ſubjects ſuch articles to forfeiture, and *five hundred dollars* penalty on the maſter.

Poſt-Office Law.

No ſhip or veſſel from foreign ports, or coming by ſea from any port of the United States, ſhall be permitted to report, make entry, or break bulk, till the maſter ſhall deliver to the poſt-maſter all letters under his care or within his power, other than ſuch as are directed to *the owner or owners, of ſuch ſhip or veſſel, or to perſons at the port of delivery*, and on oath or affirmation, to be taken of ſuch delivery, the maſter to receive two cents for every letter ſo delivered.

Form of the Oath.

I do ſolemnly that I have delivered to the poſt-maſter of all letters directed to any perſon or perſons within the United States, which under my care or within my power have been brought in the myſelf maſter, from thoſe directed for the owner or owners, conſignee or conſignees of the ſaid veſſel, and perſons at the port of delivery excepted.

So help me God.

Goods found on board any veſſel not noted on the manifeſt, the maſter to make poſt entry, previous to any permit being granted therefor.

Packages wanting, or goods not agreeing with the manifeſt, the maſter forfeits *five hundred dollars*, unleſs made appear to the ſatisfaction of the principal officers of the cuſtoms, that no part of the cargo has been unloaded ſince it was taken on board, except ſuch as noted in the report, and purſuant to permits; and that ſuch diſagreement ariſes from accident or miſtake.

Veſſels arriving from any foreign port, *in diſtreſs*, at any port of the United States, not being deſtined for the ſame, proteſt to be made by the maſter and mate, within twenty-four hours and lodged at the cuſtom-houſe; and within forty-eight hours enter his veſſel, as in all other caſes; and if by certificate of the officers of the port, of the neceſſity thereof, the

veſſel may be unladen and cargo depoſited in the public ſtore, and reladen again (except ſuch part as may be neceſſary to be ſold to defray the expences of the repairs of the veſſel only, on which the duty ſhall be paid as in other caſes) by permiſſion from the Cuſtom-houſe, free from any other charge than ſtorage and fees to the officers of the cuſtoms as in other caſes.

The maſter or perſon having command of any veſſel bound to a foreign port or place, ſhall deliver to the Collector of the diſtrict from whence ſuch veſſel is about to depart, a manifeſt of all the cargo on board, *and the value thereof*, ſubſcribed by ſuch perſon; the penalty for not delivering ſuch manifeſt, and obtaining a clearance, previous to departure from ſuch diſtrict, is 500 dollars for every offence. The form of ſuch manifeſt as follows:

Report and Manifeſt of the Cargo laden at the port of on board the Maſter, bound for port of

Marks.	Numbers.	Packages or articles in bulk.	Contents or quantities.	Value at the port of exportation.

Manifeſt Oath on outward Cargo.

Diſtrict of

I maſter or commander of the bound from the port of to do ſolemnly, ſincerely and truly ſwear *(or affirm)* that the manifeſt of the cargo on board the ſaid now delivered by me to the collector of this diſtrict, and ſubſcribed with my name, contains, according to my beſt knowledge and belief, a full, juſt and true account of all the goods, wares and merchandize now actually laden on board the ſaid veſſel, and of the value thereof; and if any other goods, wares or merchandize ſhall be laden or put on board the ſaid previous to her ſailing from this port, I will immediately report the ſame to the ſaid collector. I do alſo ſwear *(or affirm)* that I verily believe the duties on all the foreign merchandize therein ſpecified have been paid or ſecured, according to law, and that no part thereof is intended to be re-landed within the United States; and that if by diſtreſs or other unavoidable accident it ſhould become neceſſary to re-land the ſame, I will forthwith, make a juſt and true report thereof to the collector of the cuſtoms of the diſtrict wherein ſuch diſtreſs or accident may happen.

So help me God.

IMPORTERS OR *CONSIGNEES.*

Owners or conſignees of goods imported are, within fifteen days after the maſter's report, to make entry with the collector, detailing the ſeveral contents and net coſt of each package particularly; and produce the original invoice, documents and bills of lading; which muſt be verified on oath, or affirmation, by the ſaid parties, who muſt ſubſcribe the *Form of Entry and Oath, as follows:*

[When imported in an American Vessel.]

Entry of Merchandize, imported by *in the*
Master, from

Marks.	Numbers inclusive.	Packages and contents.	Quantity per Invoice of Articles not subject to specific Duties.	Value of Articles subject to specific Duties.	Value subject to 12½ per cent ad valorem.	Value subject to 15 per cent ad valorem.	Value subject to 20 per cent ad valorem.	Value subject to 40 per cent ad valorem.	Amount of free goods.	Charges not subject to duty.	Total amount per Invoice.

[When imported in a Foreign Vessel.]

Entry of Merchandize, imported by *in the*
Master, from

Marks.	Numbers inclusive.	Packages and Contents.	Quantity per Invoice of Articles not subject to specific Duties.	Value of Articles subject to specific Duties.	Value subject to 13½ per cent ad valorem.	Value subject to 16½ per cent ad valorem.	Value subject to 22 per cent ad valorem.	Value subject to 44 per cent ad valorem.	Amount of free goods.	Charges not subject to Duty.	Total amount per Invoice.

The Oath or Affirmation in either Case.

District of *Port of*

I do solemnly, sincerely and truly swear *(or affirm)* that the entry now subscribed with my name, and delivered by me to the Collector of contains a just and true account of all the goods, wares and merchandize imported for sale, or intended to be landed in this district for me, or on my account, or on account of any house of trade or partnership in which I am concerned, in this district, or which actually came consigned to me, or to any house of trade or partnership in which I am concerned, or imported by, or consigned to and intended for sale or to be landed in this district, in the whereof is master, from that the said entry contains a just and true account in of the cost thereof, including all

charges; that the invoice or invoices and bill or bills of lading now produced by me, are the true, genuine and only invoices and bills of lading by me received, of the said goods, wares and merchandize imported or consigned as aforesaid, and the only invoices by which I have been charged, or for which I am to account, and that the said invoices and bills of lading are in the actual state in which they were received by me, and that I do not know of any other invoices or account of the said goods, wares and merchandize, different from what is or are here produced. I do further swear *(or affirm)* that if I hereafter discover any other or greater quantity of goods, wares or merchandize than is contained in the entry aforesaid, or shall receive any invoice of the whole or any part thereof other in quantity, quality and price than has been now exhibited, I will immediately, and without delay, report the same to the Collector of this district. I also swear *(or affirm)* that nothing has been concealed or suppressed in the entry aforesaid, whereby to avoid the just payment of the duties imposed by the laws of the United States, and that all matters are justly and truly expressed therein, according to my best knowledge and belief.

So help me God.

When the above entry is made by any agent, factor or other person, other than the *bona fide* owner or consignee of such merchandize, such person to give bond in the sum of 1000 dollars, over and above what the duties may amount to, with condition, that the *bona fide* owner or consignee of such merchandize shall, on or before the first period of payment of such duty become due, deliver to said Collector, a full and correct account of said merchandize, in manner and form aforesaid; verified by a like oath or affirmation, before any judge of the United States, or the judge of any Court of Record of a state, or before a Collector of the Customs; and in case the duties are paid at the time of entry, a like bond to be given, that such an account shall be delivered within ninety days from such entry.

When the particulars of such merchandize are not known, an entry thereof to be made according to circumstances; declaring, on oath or affirmation, all the particulars the party knows or believes concerning the same; to be subscribed by the party: and where an imperfect entry is made, either for want of invoices, bills of lading, &c. the collector to take such merchandize into his custody, until the quantity, quality, or value can be ascertained.

Every importer or consignee of distilled spirits, wines, or teas, to make a separate entry of the same, specifying the name of the vessel and master, and place from whence; the quantity and quality, and a particular detail of the chests, casks, or vessels containing the same, with the marks and numbers; which entry, after being certified by the collector, to be produced to the surveyor or officer acting as inspector of the revenue for the port; and all permits granted by the collector for the above articles, shall, prior to the landing of the same, be produced to the surveyor or officer acting as inspector for the port, for endorsement: any of the above articles landed, contrary to the above direction, are subject to forfeiture, and five hundred dollars penalty on the master or person having charge of the vessel.

Goods without invoice, or specification of particulars, to be stored by the collector, until appraised or invoices arrive, at the option of the importer.

Appraisers to ascertain and certify at what rate, or per centage, such goods are damaged, but no allowance for damage, unless such appraisement is lodged in the Custom-House *within ten days* after the landing thereof, accompanied with a certificate of the officers of the port.

Form of Appraisers Oath and Certificate where goods are without Invoice.

We A. B. and C. D. appointed by the Collector of and to ascertain the contents, and appraise the value of the merchandize contained in the several packages described in the within or annexed entry or account, do solemnly, sincerely and truly swear *(or affirm)* that the several articles detailed in the annexed appraisment, subscribed with our names, contains a full and true account of all the merchandize whatsoever contained in the several packages mentioned in such entry or account, and that the several prices by us affixed to each article are to the best of our skill and judgment, the true and actual value or cost thereof, at the place of exportation.

So help us God.

Form of Appraisers Oath and Certificate where Goods are damaged.

We A. B. and C. D. appointed by the Collector of the district of and to ascertain and appraise the damage sustained on merchandize imported by in the whereof is master, from do solemnly, sincerely and truly swear *(or affirm)* that we have carefully examined the several packages hereafter enumerated and described, and find the several articles of merchandize as particularly detailed, contained in the said packages, to have received damage, as we believe, during the voyage of importation, and that the allowance by us made for such damage is to the best of our skill and judgment just.

So help us God.

Goods, not entered in fifteen days, to be sent to the public store, (salt and coal excepted) which may remain longer, the owner or master paying inspectors: and all goods so deposited to be at the risk and charge of the importer; and if not entered, and the duties paid or secured, *within nine months*, to be sold, (being first advertised for one month) the surplus money arising from such sale, after the duties and charges are paid, to be paid into the treasury of the United States, for the benefit of the owners, who, upon due proof of the property, shall be entitled to the same. Perishable articles may be sold immediately.

Goods entered under a fraudulent invoice to be forfeited, or where the collector shall suspect that such goods are not invoiced agreeably to the sum such goods are sold for at the place from whence they are imported, to be taken into his possession at the risk and expense of the importer, until they are appraised; and in case of prosecution for the forfeiture aforesaid, such appraisment shall not exclude other proof on trial, of the actual and real cost of the said goods, at the place from whence imported.

Packages may be opened in presence of two merchants, upon suspicion of fraud, and repacked under the inspection of an officer; and if found to differ from the entry, to be forfeited, unless made appear to the satisfaction of the principal officers of the customs, or a court on trial, that such difference proceeded from accident or mistake, or without intention of fraud.

Returned Cargo.

When goods, &c. the growth or manufacture of the United States shall be returned, not having been shipped for the benefit of drawback or bounty, no duty to be demanded.

Report and entry of such goods, &c. to be made, and proof by oath or affirmation of the facts thereof, in manner following:

Entry of Merchandize exported from the district of in the master, for on the day of by and returned in the , master, from

Marks.	Numbers.	Packages and Contents.

District of
ss. Port of

I, , do solemnly, sincerely, and truly swear *(or affirm)* that the several articles of merchandize mentioned in the entry hereto annexed, are, to the best of my knowledge and belief, truly and *bona fide* of the growth, product, or manufacture of the United States, and that they were truly exported and imported as therein expressed; and that no drawback, bounty, or allowance has been paid or admitted thereon, or any part thereof.

So help me God.

N. B. When the goods so returned have been exported from any other district than the one they may be imported in, bonds to be given by the importer, in addition to the above oath, in the sum of the duties, that within six months a certificate shall be produced from the collector of the customs for the district from whence they were exported, that such goods were actually so exported; in default of which, the bond to be forfeited, and the penalty paid.

PASSENGERS.

Entry to be made by passengers of all clothes, books, household furniture, tools or implements of trade or professions, arriving in the United States to settle; which articles are exempted from duty. The form of such entry and oath respecting the same, as follows:

Entry of wearing apparel, &c. imported by in the , master, from

(Here the particulars to be inserted.)

District of
ss. Port of

I, , do solemnly, sincerely, and truly swear (or affirm) that the entry subscribed by me and hereto annexed, contains, to the best of my knowledge and belief, a just and true account of the contents of the several mentioned in the said entry, imported in the from and that they contain no goods, wares, or merchandize whatever, other than the wearing apparel and other personal baggage, *(or if the case require)* and the tools of the trade of all of which are the property of who has or have arrived, who is or are shortly expected to arrive, in the United States; and are not directly or indirectly imported for any other person or persons, or intended for sale.

So help me God.

If the articles ſhall be entered by any other perſon than the owner, bond to be given in a ſum equal to the amount of what the duties would be if imported ſubject to duty; that the owner ſhall within one year verify ſuch entry on oath, or the collector may direct ſuch baggage to be examined; and if any article is contained therein, which ought to pay duty, entry muſt be made therefor; and if an entry is made as aforeſaid, and upon examination thereof any article is found therein ſubject to duty, (*not having been expreſſed at the time of making the entry*) it is forfeited, and the perſon in whoſe baggage the ſame ſhall be found, forfeits and ſhall pay treble the value thereof.

DRAWBACKS.

Mode of obtaining Drawback on foreign Merchandize.

Merchandize imported into the United States, (loaf-ſugar, fiſh, ſnuff, and manufactured tobacco excepted) if exported within one year from the paying or ſecuring the duties thereon, from the ports of original importation, are entitled to a drawback of ſuch duties, or may be tranſported coaſtways to certain diſtricts, and obtain the drawback if exported from thence to a foreign port, by obſerving the following directions: Provided, The duties paid or ſecured on ſuch merchandize ſhall amount to *fifty dollars* and are exported in the original caſks, caſes, cheſts, boxes, or other packages in which they were imported, except liquors in caſks, coffee or cocoa in caſks or other packages, or unrefined ſugar, which may be filled up out of others of the ſame importation, or put into new caſks or packages correſponding therewith, which muſt be marked and numbered as the originals; but no change or filling up to take place unleſs the caſks or other packages are unfit for exportation, and in no other caſe; the whole to be performed under the inſpection of a proper officer appointed for that purpoſe.

When articles are imported in bulk, the packages in which they are landed ſhall be deemed the packages of original importation, and muſt be exported in the ſame; and all certificates for diſtilled ſpirits, wines, or teas, muſt be given up, or no drawback to be allowed.

Twenty-four hours notice to be given, by lodging an entry therefor before ſhipping the goods, except diſtilled ſpirits which require but ſix hours; and goods ſhipped without a proper permit forfeit the drawback. The form of the entry as follows;

Entry of Merchandize intended to be exported by on board of the whereof is maſter, for for the benefit of drawback, which were imported into the diſtrict of on the by in the from and brought into this diſtrict on the in the from

Marks.	Numbers	Packages and contents.	Net coſt of ad valorem articles as having paid duties.	Weight or guage.	Tare and draft or allowance for leakage.

When merchandize are exported from the port of original importation, the following to be omitted in the above: "*and brought into this district on the in the , master, from*".

Previous to any permit being given, proof must be made by the importer, and every other person through whose hands such merchandize may have passed, of the due importation, the paying or securing the duties, and identity thereof. The form of the oath as follows;

Oath to be taken on Exportation, by the original Importer.

I, , do solemnly, sincerely, and truly swear (or affirm) that the articles specified in the above, or annexed entry, were imported by (*or consigned to*) me, in the whereof was master, from that they were duly entered by me at the custom-house of this port, and the duties paid (*or secured*)—that they are the same in quantity, quality, package, (*and value*) as at the time of importation, necessary or unovoidable wasteage or damage only excepted, and are now actually laden on board the whereof is master; and that they are truly intended to be exported by me in the said vessel to the port of and are not intended to be re-landed within the limits of the United States,

So help me God.

Oath to be taken by the original Importer when goods have been sold.

I do solemnly, sincerely and truly swear (*or affirm*) that the articles specified in the above, or annexed entry, as imported by (*or consigned to*) me, were truly imported by, or consigned to me in the whereof is master, from that they were duly entered by me at the Custom-House of and the duties thereon paid (*or secured*)—that they were the same in quantity, quality, package, necessary or unavoidable wastage or damage only excepted (*and value*) at the time of sale or delivery to as at the time of importation.

So help me God.

Oath to be taken by an intermediate person.

I do solemnly, sincerely and truly swear (*or affirm*) that the articles of merchandize specified in this entry were purchased by me from and were sold by me to and that they were not to the best of my knowledge and belief altered or in any respect changed in quantity, quality, value or package, necessary or unavoidable wastage or damage only excepted, while in my possession, or from the time of said purchase until the time of said sale.

So help me God.

Oath to be taken by an Exporter, other than the original Importer.

I do solemnly, sincerely and truly swear (*or affirm*) that the articles specified in the above or annexed entry, were purchased by me of that they are now actually laden on board of the whereof is master, and were at the time of such lading, and are now the same in quantity, quality, package, necessary or unavoidable wastage or damage only excepted (*and value*) as at the time of purchase, that they are truly intended to be exported by me in the said vessel to the port of and are not intended to be relanded within the limits of the United States,

So help me God,

The exporter to make oath respecting such exportation, and to give bonds *before clearance, or within ten days after*, with security, to the satisfaction of the Collector, in a penalty double the amount of such drawback, to produce the proof required by law in respect to their being landed without the limits of the United States; within one year if to Europe or foreign dominions in America, or within two years if to Asia or Africa. The certificate proper to be produced to be of the following form:

I of the of do hereby certify, that the goods or merchandize herein after described, have been landed in this between the and days of from on board the of whereof is at present master, viz.

A. B. No. 1. a. 10 ten hogsheads } *Containing fourteen thousand*
C. D. No. 3. 6. 9. 15. four tierces } *pounds weight of coffee.*
E. F. No. 14. 18. 22. 25. 27. 30. 33. 36. } *Eight hogsheads, containing ten thousand pounds weight of brown sugar.*
G. H. No. 21. a. 30. Ten chests, containing seven hundred weight of hyson tea.
I. K. 7. 16. 19. Three bales, containing one hundred and fifty pieces of nankeen—) which according to the bills of lading for the same, were shipped on board the at the port of in the United States of America, on or about the day of and consigned to by of aforesaid, merchant

Given under hands, at the this day of A. A.

Oath or Affirmation of the Master or principal Officers of the Vessel confirming the above.

Port of———

We master, and mate of the of lately arrived from the port of in the United States of America, do solemnly swear *(or affirm)* that the goods or merchandize enumerated and described in the preceding certificate, dated the day of and signed by A. A. of the city of merchant, were actually delivered at the said port, from on board the said within the time specified in the said certificate.

Sworn *(or affirmed)* at the port of before me, this day of

Form of verification of the above by a Consul or Agent of the United States.

I *(consul or agent of)* the United States of America, at the city of do declare, that the facts set forth in the preceding certificate, subscribed by A. A. of the said merchant, and dated the day of are to *(my knowledge, just and true; or are in my opinion just and true, and deserving full faith and credit)*

In testimony whereof, I have hereunto subscribed my name and affixed the seal of my office, at this day of

M. M. Consul.

If there is no Consul or Agent, the following in place thereof.

We residing in the of do declare, that the facts stated in the preceding certificates signed by A. A.

of the said merchant, on the day of are (*to our knowledge just and true; or are in our opinion just and true, and worthy of full faith and credit.*) We also declare that there is (*no consul or other public agent for the United States of America, or American merchants*) now residing at this place.

Dated at the city
this day of

J. P.
C. D.

If any goods, wares or merchandize, entered for exportation with intent to drawback the duties, shall be landed within the limits of the United States, the same is subject to seizure, and forfeiture, together with the ship or vessel; and the vessels or boats used in landing the same, and all persons concerned therein upon conviction, to suffer imprisonment not exceeding six months.

Merchandize may be transported coastways to such parts as vessels arriving from the Cape of Good Hope, or beyond the same, are admitted to enter at, by making the following entry, and obtaining a certificate from the port of original importation.

The form of the entry as follows:

Entry of Merchandize intended to be shipped by on board the whereof is master, for to be exported from thence for the benefit of drawback, which were imported into this district on the by in the from

Marks.	Numbers.	Packages and Contents.	Cost of articles paying duty *ad valorem*	Weight or guage.	Tare and draft or allowance for leakage.

Such merchandize to be entered by the consignee, previous to the landing thereof, in manner following:

Entry of merchandize, transported coastways, for in the whereof is master, from for the purpose of being exported from the district of for the benefit of drawback; which were imported in the district of on the by in the from

Marks.	Numbers.	Packages.	Contents.

Oath or Affirmation to this Entry.

I do solemnly, sincerely and truly swear (*or affirm*) according to the best of my knowledge and belief, that the entry by me subscribed is just and true, that the merchandize therein mentioned, have been duly im-

ported, and the duties thereupon paid, or ſecured to be paid, according to law. So help me God.

The certificate accompanying ſuch merchandize to be produced at the time of making entry, upon which a permit will be granted for unlading; and if intended to be exported to a foreign port the ſame proceedings to be had as if ſuch merchandize had been originally imported into the diſtrict from whence they are to be exported.

Merchandize may be tranſported acroſs the State of New-Jerſey, by the following rout to Philadelphia, and exported from thence to a foreign port and obtain drawback, viz. New-Brunſwick, South-Amboy, and Lamberton, Bordentown or Burlington, by making an entry as if tranſported by water; the ſaid merchandize to be inſpected and marked previous to the lading on board any packet with intention of tranſportation as aforeſaid, and obtaining the certificate as in other caſes: and if merchandize is tranſported by any other rout than expreſſed in the paſſport accompanying the ſame, or if the marks, faſtnings or ſeals that may be placed thereon, by direction of any officer of the cuſtoms, be broken, or defaced, or unpacked, the merchandize in reſpect to which ſuch omiſſion or wrong doing ſhall happen, or the value thereof, ſhall be forfeited.

In addition to the above mentioned entry, the following ſhall be made to obtain the paſſport for tranſportation, and which is to accompany ſuch merchandize.

Entry of merchandize intended to be tranſported by of the city of merchant, acroſs the State of New-Jerſey to Philadelphia.

Marks.	Numbers.	Number and deſcription of Packages.	Contents.	By whom ſent.	To whom conſigned.

If goods are exported from the diſtrict into which they were originally imported, the exporter ſhall receive from the Collector of ſuch diſtrict, a debenture or debentures for the amount of ſuch drawback, payable at the exact time or times on which the duties on ſuch goods ſhall become due.—*Provided*, that if the duties on ſuch merchandize ſhall have been paid prior to an entry for exportation, the debenture ſhall be made payable in *fifteen days* from the time of ſigning the bond; and the debenture may be made payable to the original importer, when the ſame ſhall be requeſted in writing, by the exporter, and not otherwiſe.

If merchandize having been imported coaſtways, accompanied with a certificate, ſhall be exported to a foreign port, the exporter to receive a certificate from the Collector of the diſtrict from whence exported; which is to be produced to the collector of the diſtrict of original importation; and the drawback to be paid at ſuch port, upon a debenture or debentures being granted thereon, payable as aforeſaid: but in no caſe is the drawback to be paid until the duties are firſt received.

Deduction, on exportation, is one and a quarter per cent on all merchandize, except diſtilled ſpirits, which is half a cent per gallon, and a quarter per cent of the amount of duties.

A law of the United States, passed May 13, 1800, authorizes the Collector to retain in his hands 2½ per cent on all drawbacks, in addition to the before mentioned, and in the lieu of stamp duties heretofore imposed on debentures.

Mode of recovering Drawback on Sugar refined within the United States.

A drawback of seven cents per pound is allowed on sugar refined within the United States: the exporter to give six hours notice of such exportation to the Surveyor or officer acting as inspector of the port, and make entry therefor *at his office*—also make oath *before the Collector*, that the sugar so laden on board the vessel specified in such entry, is truly intended to be exported to the place therein mentioned; and that they believe the duties thereupon have been truly paid, or secured; and shall give bond to the Collector with two sureties, one of whom shall be *the master of the vessel*, in which laden, for exportation, that the same shall be really and truly exported to, and landed in some port or place without the limits of the United States; such drawback not to be less than twelve dollars, and is payable in nine months from the date of the bond, provided, the certificates are produced of the actual landing thereof at a foreign port; the certificate to be of the form as in other cases of foreign merchandize.

Form of the Entry.

Entry of Sugar refined within the United States, intended to be shipped by on board the , master, for for the benefit of Drawback.

Marks and Numbers.	Packages and Contents.	Quantity.	Place where deposited.

Oath or Affirmation to the above.

I, , do solemnly, sincerely, and truly swear (or affirm) according to my best knowledge and belief, that the sugar specified in the above return, is truly sugar refined within the United States; and I do verily believe the duties imposed by law have been paid, or secured; that it is now actually laden on board the , master, for the purpose of being exported to and is not intended to be re-landed within the limits of the United States. So help me God.

Sugar so laden for exportation, if re-landed within four leagues of the coast of the United States (unless in cases of necessity or distress, notice of which shall be immediately given to the principal officers of the customs residing nearest to which such vessel may be) shall be forfeited, together with the ship or vessel on board of which the same shall have been shipped, with her furniture, &c. and the ship or vessel into which such sugar shall be unshipped and put.

Domestic Spirits.

A drawback of 13½ cents is allowed on all domestic spirits which are exported; six hours notice to be given by the exporter to the surveyor or

inspector of the port previous to the lading thereof, by lodging an entry therefor with such surveyor or inspector; and bonds to be given to the collector in the same manner as in cases of refined sugar; to produce certificates of landing at a foreign port, as in other cases: the drawback is payable in six months; provided, such certificates are produced—but no drawback under one hundred and fifty gallons.

Form of Entry.

Marks and Numbers.	Packages and Contents.	Quantity.	Proof.

The Oath to this Entry is the same as for refined sugar.

Bounty on Salted Provisions and Fish of the United States.

An allowance of thirty cents per barrel is allowed on pickled fish of the United States; and twenty-five cents per barrel on all provisions salted within the United States, without any deduction, if the same shall amount to ten dollars. And in order to obtain such bounty; the exporter to make an entry therefor with the collector; but no entry will be received where such pickled fish or salted provisions have *not been inspected* and *marked* agreeable to the laws of the respective states, where such laws are in force. Such bounty is payable in six months from the date of the bond to be given; and in no case, unless the certificates of landing at a foreign port, as in other cases, are produced. The bond to be in double the amount of such bounty—conditioned, that the same shall be landed and left at some foreign port.

Form of the Entry.

Entry of intended to be exported for the Benefit of Bounty, by in the whereof is Master, bound for

Marks as branded on the casks.	Number of barrels.	Description and species of fish or provisions.	Quality.

Oath to be taken by the Exporter.

I do solemnly, sincerely and truly swear, *(or affirm)* to the best of my knowledge and belief, that the designated in the annexed entry, dated and subscribed with my name, have not been imported from any foreign port or place, but are truly and *bona fide (if provisions)* salted provisions, cured within the limts of the United States, *(or if fish)* pickled fish of the fisheries of the United States; that they are now actually laden on board the whereof is master, and are to be exported to and are not intended to be landed within the limits of the United States. So help me God.

INFORMATION GENERALLY.

The want of certificates of distilled spirits, wines or teas, subject such articles to seizure, and fifty dollars fine, if such certificates are not delivered to the purchaser; and if any cask, chest, vessel or case, containing such articles, shall be found in the possession of any person, without being marked, and not being accompanied with a certificate, the same is liable to seizure.

On the sale of any cask, &c. which has been marked, the marks to be defaced in presence of some officer of inspection or customs; and the certificate of the same to be delivered up, under penalty of *one hundred dollars* with costs of suit.

Goods from foreign ports, not to be unladen but between sunrise and sunset, without special licence, under a penalty of *four hundred dollars* on the master, and every other person concerned, disability from holding any office under the government of the United States for seven years, and being advertised in the newspapers, with forfeiture of the goods; and if above *four hundred dollars*, value of vessel and apparel.

Goods removed before guaged, and weighed, and if wines, spirits or teas, before being marked, without permission, are forfeited.

Persons giving or offering a bribe, forfeit from *two hundred* to *two thousand dollars*.——Inspectors and officers of revenue-cutters may go on board, examine and search vessels, have free access to the cabin, and seal packages; and after sun-set secure hatches, &c.——Persons in charge of vessels, for breaking fastnings, but in presence of an officer, forfeit *two hundred dollars*.

The master or commander of any vessel, that shall obstruct or hinder (or be the cause thereof) any officer of the revenue, in going on board his ship or vessel, for the purpose of carrying into effect any of the revenue laws of the United States, forfeits from *fifty* to *five hundred dollars*.

Every owner of a vessel, residing within the limits of the United States, to swear to the register within *ninety days* after its being granted, or it becomes void, and the vessel and cargo pays foreign tonnage and duty.

Least Sums admitting of Drawback.

Money.	12½ p. cent.	15 p. cent	20 p. cent.	40 p. cent.
Pound Sterling of England,	82.10.0	69.0.0	51.10.	25.15.0
——— Ireland	90. 0.0	75.0.0	56. 0.0	28. 0.0
Guilder of U. Netherlands,	925	770	585	292
Specie Livre of France,	2000	1667	1250	625
Mark banco of Hamburgh,	1105	930	690	345
Spanish & Rix Doll. of Denmark,	368	307	230	115
Rupee of Bengal,	610	510	383	196
Pagoda of India.	175	145	109	55

AMERICAN COAST PILOT.

[The following information could not be procured early enough for insertion it its proper place, as the Light-House was not completed till Wednesday, Nov. 19, 1800.]

Directions for sailing by the * Light-House *lately erected on* Wigwam-Point, *into* Annis Squam *Harbour (on the southern coast of* Ipswich-Bay*) in* Massachusetts.

IN sailing into this harbour, bring the light-house to bear S. ½ W. (when at the distance of one mile) then run directly for it, leaving † *Haraden's Rock* (or *Sunken Ledge*) one-tenth of a mile on your larboard hand; when you are within one quarter of a mile of the light-house, you will be on the shoal of the bar, which carries over six feet water at low ebb; continue your course south till you come within a cable's length of the light-house, then haul S. S. W. leaving the light-house on your larboard hand, and a sandy Bar (which runs nearly N. E. and S. W. leaving the river about 90 fathoms broad, at low water, opposite the light-house), on your starboard hand. In running S. S. W. half a mile, you will pass the *Lobster Rocks* on your larboard hand, which are dry at low water; then steer S. S. E. leaving the *Bar Rocks* (which are seen till nearly high water) on your starboard hand; run one quarter of a mile and anchor in five fathoms, clear bottom; or run your vessel on shore on either hand, in case you have neither cables nor anchors.

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* Annis Squam Light-House *is a wooden building of an octagonal form, about 40 feet high, and about 50 feet above the surface of the water at common high tides. It is painted white, and may be known by being lower than any other light-house on the coast of Massachusetts, and its inland situation. It bears from* Portsmouth *light-house about S. b. W. distant 10 or 11 leagues; and from* Newburyport Bar *S. S. E. 5 leagues.*

† *This* Rock *lies N. b. E. ¼ E. from the light-house, half a mile distant.*

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CHARTS.

America, West-Indies, Newfoundland and Nova-Scotia.

Georges Bank, from actual Survey, by Capt. Paul Pinkham—Banks of Newfoundland, shewing the soundings, &c.—The Straits of Belle Isle to the Bay of Fundy, containing the whole of Newfoundland, Gulf and River St. Lawrence, Nova Scotia and Sable Island, drawn from the Surveys of Cook, Lane, &c.—The whole Coast of North America—The Coast of America from Bay of Fundy to Philadelphia—The Coast of America from Philadelphia to Florida, with the harbours of Charleston, Savannah and Port-Royal—Gulf of Florida and Bahamas—Bay of Honduras—Windward Passage, including Jamaica and St. Domingo—General West-Indies—Outline of the whole Atlantic Ocean.

England, Holland, &c.

Heather's New British Channel—Moore's do.—St. Georges and Bristol Channel, with the Coast of Ireland from Dublin to Cork, and the Coast of England, from Liverpool to Hartland, from actual Surveys—Baltic Sea and Gulf of Finland—Coasts of England and Holland with the Light-Houses and Buoys neatly coloured—Heather's North Sea on a very large scale; the Light-Houses and Buoys coloured—The East Coast of England from Orfordness to Hull—The Bay of Biscay.

Spain, Mediterranean Sea, Africa, &c.

The Coasts of France, Spain and Portugal, including the Bay of Biscay, with the principal Harbours, on a large scale—The Coasts of Spain and Portugal—The Mediterranean Sea, with the principal harbours, on a very large scale—The Coast of Africa.

East-Indies.

The Bay of Bengal—The Indian Ocean from the Cape of Good-Hope to Canton, &c.

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The American Pilot, containing the Coast of America from the Streights of Belle Isle to Cayenne, including the Islands and Banks of Newfoundland, the West-Indies, and all the Islands on the Coast—The West-India Pilot on 15 Sheets, from the best authorities—The English Pilot, with a Book of Directions—The Mediterranean Pilot on a large scale, with plans of the principal Harbours.

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☞ Mr. BLUNT will be happy to receive communications (by post if more convenient) from judicious Seamen, relating to any improvements they may make in his "*New Practical Navigator*" or "*American Coast Pilot*," as he is determined neither pains nor expence shall be spared to render them complete.

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