

and ability of Capt. *King* of the British navy, who has completed the survey of the Straits of Magellan, he is indebted for the directions for those straits in the following work.

To Capt. *Beauregard*, hydrographer to the British Admiralty, Capt. *R. Owen* of the British navy, Don *Martin F. de Navarrete*, hydrographer to the Spanish government, Lt. Col. *Abert* of the U. S. topographical engineers, and to the officers in the British, French, Danish, and Dutch service, his thanks are particularly due for the new and valuable information which they have voluntarily furnished of the coasts that have fallen under their observation, and in a manner which indicates, that in their opinion the advancement of the science of hydrography is the common interest of all nations.

Many improvements are made in this, which have increased its contents one-third over the last edition, by sailing directions for every harbor in the West Indies, Spanish Main, &c. &c. with a full description of the many Beacons, Buoys, and the new Lighthouses, which have been erected on the coast of the U. S.; together with the alterations that have been made in some of the Lighthouses, and a complete revision of the Latitudes and Longitudes, adapted to recent observations.

These are part of the improvements of the present edition; though some material corrections have been made, whenever the author was satisfied, by the testimony of mariners, or by surveys, that his former directions were inaccurate. Alterations have not, however, been made, unless upon stronger evidence than what prompted him to insert the original directions.

In presenting the *TWELFTH EDITION* of the American Coast Pilot to the public, the author does not flatter himself that it will prove entirely free from errors. The shifting nature of certain parts of the coast, and occasionally present deviations from the present directions. Imperfection too is the lot of man, and in attempting to give directions for the navigation of a coast 6000 miles in length, and which was discovered long after the European coast had been fully explored, he is sensible that he has undertaken a duty, the performance of which belonged RATHER TO THE GOVERNMENT THAN TO AN INDIVIDUAL. Of such a momentous task, it is matter of astonishment that so much has been done; and not that so much remains to be performed. During the many years devoted to its execution, his zeal has not been excited, nor his industry quickened by the consciousness that he was engaged in a brilliant undertaking, which would attract the attention of mankind; neither was there opportunity or place in a work addressed to a class using a peculiar dialect, and who required only perspicuity and accuracy, for the beauties of style and language. His pecuniary reward has hitherto been nothing, the profits of the work having been wholly absorbed in the expense of improvements.

It is, however, no small satisfaction to reflect, that the average rate of insurance, since the first publication of the Pilot, has been diminished more than one half upon coasting vessels, and four-fifths upon vessels bound to New Orleans, and that, among other causes, the improvements in hydrography must have contributed to effect this great reduction. Still more satisfactory is the consciousness derived from many public and private acknowledgments, that, in no small number of instances, by following his directions, both vessels and crews have been saved from the rage of a merciless element, when the pilots were unable to come to their assistance,