

PREFACE.

authentic sources; and from the surveys of our own government, the observation of ship-masters, and our own exertions, we derive that information which is here published concerning the coast of the United States.

In preparing the *American Coast Pilot* for press, recourse has been had to every Nautical work of merit; and with the assurance that neither pains nor expense have been spared, it is presented to the world as perfect as the nature of the work will admit. Every source of marine intelligence which our country affords has been successively resorted to. Letters have been addressed to the Collectors and Pilots in the several ports of the United States, requesting nautical information, which they have given with commendable promptitude.

Surveys, in pursuance of various acts of Congress, have been made of Savannah River, Capes Fear, Hatteras, and Look-out, of the entrance of the Chesapeake, the river Darien, Isles of Shoals, Portsmouth, Boston, and Newport Harbors; copies of which the author has been permitted to take, and which are inserted in this edition of the Pilot. These, however, are but part of the improvements. The Bahama Bank, and the adjacent keys, which lie directly in the course of all vessels bound to New Orleans and Havana, and which have long been the dread of our West India mariners, were surveyed in 1820, at the expense of the subscriber. The next year, the sloop *Orbit*, a surveying vessel in his employ, was sent to examine the South Shoal of Nantucket, the extent and situation of which he had long suspected to be incorrectly described. It was then ascertained that this Shoal, which had been laid down in all the English charts, as extending to the south as far as lat. $40^{\circ} 42'$ N. in fact terminated in lat. $41^{\circ} 4'$ N. The importance of this discovery to the navigation of the United States, may be easily conceived. Heretofore, mariners bound from Europe, or from the eastern ports to New York, Philadelphia, or any of the southern ports, in their desire to avoid this dangerous shoal, kept so far to the south-east as often to run into the Gulf Stream, and were thereby retarded from 60 to 70 miles per day. By this survey, a clear and perfectly safe channel, twenty-two miles wide, is added to the space, supposed to be between the stream and the shoal, which will enable them to keep more to the north-west, and to take advantage of the south-west current on the inner edge of the Gulf. An average gain of twenty-four hours may be thus made in the home passage of most European traders.

The accuracy of this survey, which was at first disputed, has been fully proved, by two different expeditions subsequently sent from Nantucket to ascertain the extent of the shoal.

The surveying sloop *Orbit*, also accompanied a vessel sent by Capt. *Isaac Hull*, at the request of the subscriber, to examine St. George's Bank, and the result is published in this edition of the *American Coast Pilot*.

Since the publication of the eleventh edition, Messrs *E. & G. W. Blunt* have made a minute survey of Long Island Sound, and also completed their survey of New York Harbor. Great improvements have been made in the directions for the coasts of Newfoundland and Nova Scotia, for which the author is indebted to the surveys of Messrs. *Bullock, Lane, & Lockwood*, under the direction of the British Admiralty. He has also availed himself of the labors of Baron *Roussin*, who since the publication of the last edition of the Pilot, surveyed the coast of Brazil from St. Catharine to Maranham, by order of the French Government, and of the continuation of that survey from St. Catharine's to the River La Plata, by Lt. *Barrel*. To the care

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