

vessel is liable to drift on shore in the act of weighing, nor is there sufficient room to veer to a lengthened cable in heavy gales from the S.W., to which quarter it is much exposed.*

SHIPS COMING IN FROM THE EASTWARD, to round *Cape Freels*, have to avoid the *Charge Rock*, which lies S.E. $\frac{1}{2}$ S. 2 $\frac{1}{2}$ miles from *Cape Freels*; Gull Island; the rock has only 6 feet of water upon it, and is circumscribed by a large spot of rough fishing ground, having from 8 to 30 fathoms; from the Gull Island you may run immediately southward for the Stinking Islands, taking care not to open *Cape Fagnia* to the eastward of the Gull; this will carry you inside the danger; keeping in good look for the Mid-rocks, which are just above water, and lie two miles to the N.E. by E. $\frac{1}{2}$ E. of the Stinking Islands; but a vessel, not bound up the Bay, is enjoined to keep well outside; for should the weather become suddenly thick and foggy (which is not unfrequent with an easterly wind) she runs a great risk of getting bewildered among the innumerable rocks for which this part of the coast is remarkable, and from which neither chart nor compass can direct the stranger.

At three quarters of a mile N.W. from this Gull Island, is a rock with 3 fathoms of water upon it. In the winter months, when the north-easterly gales are very heavy and continuous, the sea breaks exceedingly high over several spots of the Stinking Banks, which lie E.N.E. $\frac{1}{2}$ E. from the Stinking Islands: in two places there is as little as 7 fathoms: in such weather, although a vessel would not strike, she would be in very great danger of foundering in the tremendous sea, which would be apt to break over her; but, in fine weather, no danger from them is to be apprehended. Having rounded the Stinking Islands, and wishing to sail into *New Harbour* or *Cat Cove*, steer directly for the *Off* Gooseberry Island, S.W. by W. $\frac{1}{2}$ W. until you bring *Pouch* and *Flower's Islands* to touch each other: you will be then two miles outside the *Three Rocks*, which lie at a mile and a half to the southward of *Flower's Islands*. The outer of the *Three Rocks* has on it 3 fathoms of water, the middle 16 feet, and the inner only 11 feet. Now alter the course to W. $\frac{1}{2}$ S. keeping the white sea of *Chalky Hills*, in *Locker's Reach*, a little on the starboard bow, which will carry you clear of *Copper Island* dangers, lying without *Shoe Cove Point*: should the roughness of the weather prevent your getting a pilot on board thereabout, continue on this course until you bring *Shoe Cove Point* (which may be distinguished from its bearing a resemblance to white marble) to bear N.W. $\frac{1}{2}$ W.: then shape your course for *Indian Bay* W.N.W.

NEW HARBOUR is two miles to the westward of *Shoe Cove Point*. With easterly winds it is quite inaccessible, from its narrow entrance: in which case you must continue onward for *Cat Cove*, lying 4 miles farther up the Bay on the same side. The Cove is formed by *Cat Island*, and may be easily recognised, it being the only part in the vicinity that is covered with live woods, the surrounding forests having been destroyed by conflagration; on sailing in keep the island open on your starboard bow. Off the upper part of *Cat Island* lie two high green rocks, which you must round, the passage formed by them being too shoal to pass between: you may then run till you get some distance inside the upper point of the island, and then anchor in from 5 to 13 fathoms, with the hawse open to N.W., the winds from that quarter being in general most heavy and squally. In working in, you may stand close to either shore, except off the point of the island, as there is a sunken rock within 100 yards of it, with not more than 10 feet of water.

NORTHWEST ARM is the best anchorage near *Cape Freels*; but its access is not without difficulty, from the multiplicity of Islands that lie in the neighbourhood, and which are almost undistinguishable from their great semblance of each other: the greatest danger you have to encounter, in making this place from the southward, is the *Northern Rock*, which lies N.E. $\frac{1}{2}$ miles from *Copper Island*, (known by its height and without wood); it has never less than 22 feet of water upon it; so that, in fine weather, vessels which generally frequent this coast, may pass over it in perfect safety; but, in hard gales, the sea breaks over it incredibly high: to avoid it, be careful not to open *Fool's Island*, at the entrance of N.W. Arm (which is somewhat higher and more pro-

* The course to *Barrow Harbour*, from the eastern *Gooseberry Rock*, is S.W. $\frac{1}{2}$ W. 18 miles: steering from the latter place to *Barrow Harbour* you have to avoid *Malone's Ledge*, a shoal lying S. $\frac{1}{2}$ W. one mile from the rock (above water) which bears the same name; it has never less than 4 fathoms, so that, in fine weather, no danger is to be apprehended.

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