

more severe there than on any other part of the coast, and give very little warning: Their first appearance is hazy weather and small rain; you are then to get an offing as fast as possible, and I have sundry times been obliged in less than an hour to be under a balanced mizen.

The Gulf Stream runs very rapidly, and not less than 4 miles per hour, without the tail of this shoal: Come no nearer to it than 20 fathoms, and when you are abreast of the shoal, in that depth of water, you may see the Cape, if the weather be clear.

Cape Hatteras is very remarkable, being a long narrow point of land, stretching out E. S. E. and W. N. W. and the land to the northward lying north and south: When that Cape bears from the W. by N. to the W. by S. it appears like a round island, with a thicket of high trees on it; but the change of the weather alters the appearance of the land when first you make it all along this coast.

When Cape Hatteras bears W. by N. then you may be sure of being to the southward of its shoal: If you are bound to the southward, and the wind off the land, haul up S. W. by W. about 2 leagues, to prevent the current taking you on the starboard bow; this is often the case with those unacquainted, and some have drifted as far as the Capes of Virginia: I have myself, in a calm, drifted in 24 hours 75 miles difference of latitude.

Note, The Gulf Stream sets nearly N. N. E. as far as the latitude of Cape Hatteras, from thence to the latitude of the Capes of Virginia, about N. E. by N. and then from the Capes of Virginia to the latitude of the Capes of Philadelphia or Delaware E. N. E. from whence it sets nearly east.

*Remarks on the sudden dangerous Thunder Storms so frequent in the Summer Season off Cape Hatteras, and on the Southern Coast of America.*

THE first appearance of them is a black heavy cloud, the weather sultry, little wind, and variable. I advise at the appearance of these warnings, not to stay to reef, but clew up every sail, except the fore-sail and fore-topmast-stay-sail, and your ship will be ready to veer; if you have time to hand the sails clewed up, do it, but it seldom happens that you have, as these gales come on so suddenly. A shocking accident happened to a brigantine in company with me, off Cape Hatteras, in the year 1773: a little before the squall reached them, they attempted to reef, and in the time of reefing the vessel over-set, and all hands perished. The variation was 4 deg. 30 min. west in 1777. Concerning the variation which has been decreasing since that time, consult for this article and the following; the remark, page 33 of the Second Part.

*Instructions for sailing from Cape Hatteras to Cape Lookout.*

THE course is S. W. distance 42 leagues. There is a very dangerous shoal which lies from Cape Lookout, stretching S. by W. and N. by E. about 6 leagues, and having no more than 5 or 6 feet water on it. Come no nearer than 6 fathoms in day time and clear weather, and not nearer than 10 fathoms in the night or thick weather. Keep your lead going, as it is the best guide all along this coast, on account of the various settings of the tides, occasioned by the numerous indraughts. Cape Lookout may be easily known by a great number of very high ragged-looking trees; the lower part of them appears white and withered, and much higher than any others in sight. You may see the Cape at 8 leagues distance, it lies in latitude 34 deg. 27 min. N.

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