

On OAK ISLAND—page 239—there are two beacons, which range N. E. by N., and S. W. by S.; to run in, bring Bald Head light to bear E. or E. by N.; then run for it until the beacons on Oak Island range, thence the course is E. N. E. to the Rip. At the eastern point of the Rip there are 7½ feet, on the Western Bar 7 feet. High water, about 7h. 30m., rise about 4 feet.

GALVESTON, page 250.—The light-ship for this harbor has been moored inside the bar, in 3½ fathoms water; the Cylinder of the Cuba's wreck bearing E. ½ N. and the Cathedral S. W. ½ S.

Vessels desiring to enter the harbor without a pilot, should keep in 6½ fathoms until the light-ship bears N. W., by compass, when she will be in range with the outer and inner buoys; then steer directly for her, passing close to the buoys, (on either hand;) when up with the light, haul up west until midway between two buoys, (the one on the starboard hand marks the end of Pelican Spit, the other the "Knoll,") then steer S. S. W. for the wharves.

Masters of vessels unacquainted with the channel, should anchor near the light-ship, and not attempt to come up to the town without a pilot.

Vessels desiring a pilot should come to in 6½ fathoms, with the light bearing N. N. W.

Page 259, 13th line from bottom, instead of N. N. W., read N. by W.

SAND KEY LIGHT, page 259, will probably be rebuilt, and lit in May, 1851.

It is to be an iron screw pile, 100 feet above the level of the sea, revolving with six seconds of light and ten of darkness.

CAPE CARNAVERAL, page 261.—A shoal, 5 miles from the shore, nearly dry, in latitude 28° 02' N.

CAPE CARNAVERAL, page 261.—Sir:—I have the honor to report that, in obedience to your instructions, I have made a reconnaissance of Cape Carnaveral Shoals.

Bearing from the lighthouse by compass N. E. by N., and distant from it eleven and three-quarters nautical miles, there is a shoal with fifteen feet water on it at low tide; and there is one with eight feet water on it at low tide, eleven and one-quarter miles from the lighthouse, and bearing from it N. N. E. ½ E.

These shoals, distant from one another one and a half mile, and bearing from each other E. by S. and N. by W., are the extremities of a bank with three, four, and five fathoms water on it.

With the eye elevated twenty-six feet above the sea, the land could not be seen from them in a clear day; and the lighthouse was only faintly visible.

These shoals are the more dangerous, because deep water surrounds the bank on which they lie.

In bad weather, breakers point out their place, but with a smooth sea no indication of their existence is given.

A shoal runs out from the lighthouse very nearly five miles in a S. E. ½ E. direction. Separated from this by a channel one mile wide and four fathoms deep, is a small shoal with eleven feet water on it at low tide; it bears S. E. by E. ½ E. from the lighthouse, and is six and a quarter miles distant from it.

Between the lighthouse and southeast shoal is a beach channel, with six feet water in it at low tide.

Though there are deep channels between the outer shoals and the lighthouse, there are numerous shoal spots which render the navigation through them dangerous to large vessels.

Vessels wishing to lie under the Cape in northerly or westerly winds, should bring the lighthouse to bear N. E., and anchor in fifteen or seventeen feet water, about one-third of a mile from the beach.

Directions for the Beach Channel.—Bring the lighthouse to bear W. S. W., and run for it—keep the south end of the stable roof in a range with the middle of the lighthouse, until within one hundred and fifty yards of the beach. Then steer south and pass the Cape.

At low tide, the depth of water in this channel is six feet. Especial care must be taken to guard against the current, which was found to set strongly to the northward. The lighthouse and stable are so close together that the range must be closely watched.

Very respectfully, your obedient servant,

JOHN RODGERS,

Lieutenant Commanding and Assistant Coast Survey.

A. D. BACHE, LL. D., Superintendent Coast Survey.
Washington, Aug. 9, 1850.