

2 fathoms water. Uneven with S.W. winds; at a muddy bottom. Opposite of this bay is *Frenchman's* thoms water; it is very frequented by shipping; in that in coming into the head out of *York Harbour* ground; at such times safety.

merly for the cod fishery, small boats, is in *Small harbour* the large beach on *Sword* drying of fish.

first N. N. E. 6 leagues, from the north *Shag Rock*, rocks, some of which are way inland, it rises into *Cape St. Gregory* to *Bon-* to a considerable height. I you can see, when coast- *Islands*.

above 4 or 5 leagues off at side of the bay being very thence along the sea coast league up inland, are a range; you cannot distinguish; Over the south side of this n a remarkable round hill, thward of the bay. This arms, one tending to the anchorage is in the southern woody point (which is on the arm,) before a sandy beach from the shore; but large shore, they cannot anchor the arm where there is but water you lay every where in land water, there being great the S. E. point or starboard all snug cove wherein is good to the shore; a little within for small vessels, wherein is this bay with S. W. winds, becalmed under the high is still worse, and the depth

ing shore is N. N. E. distant just first steer N. N. W. and a offing. Ten miles to the point (called *Martin Point*), is a small ledge of rocks thward of *Martin Point*, is a mile S.W. from this point the N.E. side of *Broom Point*

lies the bay of *St. Paul*, wherein vessels may anchor with southerly and easterly winds, but lies quite exposed to the sea winds.

One league to the northward of the bay of *St. Paul* is a pretty high point of land (called *Cow Head*;) it will have the appearance of an island being only joined to the main by a very low and narrow neck of land; three quarters of a mile off this heap lies *Steering Island*, which is low and rocky, and the only island on the coast between the *Bay of Islands* and *Point Rich*. On the south side of *Cow head* is *Cow Cove*, wherein is shelter for vessels with easterly and northerly winds; and on the north side of this head is *Shallow bay*, wherein is water sufficient for small vessels, and good fishing conveniences; at the N. E. entrance into this bay are a cluster of rocky islands, which range themselves N. E. and S. W. and at the S. W. entrance are two rocks close to each other, which generally shew themselves; they lay a full cable's length from the shore, and there is a channel into the bay on either side of them. In sailing in or out of this bay, you may go on either side of *Steering Island* which lies right before it, but come not too near the N. E. end, there being sunken rocks off that end. This place is 'the best situated for a fishery of any on the coast, there being excellent fishing ground about it.

From *Steering Island* to *Point Rich* the course is N. 20° 45' E. distance 17 leagues. From *Shallow bay* to the south part of *Ingornachoir bay*, is nearly a straight shore all the way, and neither creek or cove, where a vessel can shelter herself from the sea winds; there are some small sandy bays where vessels may anchor with the land winds; 6 leagues to the northward of *Steering Islands*, and about half a mile inland, is a remarkable hill (called *Portland*;) it makes not unlike *Portland* in the English channel, and alters not in its appearance from any point of view.

Hawke's harbour and *Port Saunders* are safe and commodious harbours, situated in the bay of *Ingornachoir*, S. E. 2 leagues from *Point Rich*; at the entrance of these harbours lies an island (called *Keppel Island*;) which is not easily to be distinguished by strangers from the main; the channel into *Hawke's harbour*, (which is the southernmost,) lies between the island and the south shore, on the starboard shore entering into this harbour, and opposite to the west end of the island, begins a shoal which stretches up along that shore one mile, the middle of which runs out into the harbour two thirds the breadth thereof, great part of this shoal dries at low water. Your course into the harbour is east, keeping mid channel, or rather nearest to *Keppel Island*, until the east end thereof, (which is a low stone beach,) bears N. by E. or N. then steer S. E. $\frac{1}{2}$ E. for a small island you will see up the harbour, keeping the N. E. or larboard shore pretty well on board, and steer for the said little island, as soon as you have brought the point at the south entrance of the harbour to bear W. by N. $\frac{1}{2}$ N. and are the length of the S. E. point of a bay which is on the starboard side of the harbour, you will then be above the shoal, and may anchor in 12 fathoms water, or you may run within half a mile of the small island and there anchor, where you will lay more convenient to take in wood and water. To sail into *Port Saunders*, there is not the least danger, leave *Keppel Island* on your starboard side and anchor as soon as you are half a mile within the entrance in 10 or 11 fathoms water; but if you run up towards the head of this harbour, keep the larboard shore on board in order to avoid a ledge of rocks which lies nearly in the middle of the harbour. This is the best harbour for ships to lay in that are bound to the southward, as the other is for those bound to the northward; all the lands near these harbours are in general low and covered with wood. You may occasionally anchor without these harbours in the bay of *Ingornachoir*, according as the winds are.

Point Rich lies in the latitude of 51° 41' 30"; it is the S. W. point of a *Peninsula*, which is almost surrounded by the sea, it is every where of a moderate