

will see the buoy on the tail of the sand called the *Brown*: then bring up until you get a pilot. Be careful to keep your eye on the marks, as the flood tide runs so strong to the westward, that it might oblige you to bring up before you can get into a proper roadstead.

From Sandy Hook to the Capes of Philadelphia the soundings are regular, except the fore-mentioned shoal; but the ground you find on your lee is of various sorts. The Jersey shore is very low and sandy, and lies W. S. W. and E. N. E. from the west end of Long Island: But the land to the southward of Cape Henlopen lies S. by E. and N. by W. and is much higher. The variation was half a point west in 1777, and is now about 7 degrees westerly.

From Cape Henlopen, called also Cape James, to the Capes of Virginia.

WHEN Cape Henlopen is bearing N. W. steer S. E. until you get into 15 fathoms water; then your course is S. S. E. in order to clear a dangerous shoal called *Assateak*, which bears from Cape Henlopen S. by E. distance 16 leagues, and lies from the shore 5 leagues, stretching about S. by E. and N. by W. The soundings along shore are gradual. When you get to the southward of this shoal, you will deepen the water two fathoms. I would advise not to come nearer than 10 or 12 fathoms in the night, or in thick weather, for the shore has very great indraughts, which are occasioned by its many inlets: The lead will be of great service all along this coast.

There is another shoal called *Chingoteak*, bearing S. by E. from *Assateak*, distance 12 leagues, and 6 leagues from the land, extending N. N. E. and S. S. W. The course from *Assateak* to clear *Chingoteak* is S. S. E. This shoal being rounded, the course to Cape Charles is S. S. W. $\frac{1}{2}$ W. distance 18 leagues, and when you have run above half that distance, you must keep the lead going every half hour, as there are several banks lying off the Cape, having no more than $2\frac{1}{2}$ and 3 fathoms water. Come no nearer than 7 fathoms, until you are to the southward of the Cape, and when it bears W. N. W. then you are clear of the banks. To know the land about Cape Charles, coming from the northward, observe that it appears round and bluff, with very high trees, much higher than any to the northward.

Cape Henry, when you are to the northward of it, shews itself with a long range of sand hills and straggling trees, as far as you can see to the southward. There is 4 leagues difference of latitude between the two Capes. If you are bound in, bring Cape Henry to bear W. by S. then you will be to the southward of the *Middle Ground*, which lies between the Capes: when running in, steer W. by N. and W. $\frac{1}{2}$ N. giving Cape Henry a birth of two cables length off the shore, and you will have 6, 7, and 8 fathoms, until you are round the Cape. As soon as you come abreast of that Cape, be sure to take your soundings, and of steering W. N. W. about 3 miles, until you bring the Cape to bear S. E. by E. and Cape Charles N. E. $\frac{1}{2}$ N. then you may anchor in $5\frac{1}{2}$ and 6 fathoms in *Lynn Haven Bay*, a little below the shoal called the *Horse-shoe*, which birth is good holding ground.

From Cape Henry to Cape Hatteras.

BRING Cape Henry to bear W. N. W. distance about 4 leagues, and you will have 14 or 15 fathoms water; your course then to clear the shoal of Hatteras is S. S. E. distance 42 leagues. This shoal is very dangerous, being 23 miles from the shore, right off Cape Hatteras: it stretches S. E. by E. and N. W. by N. and there are 15 fathoms almost close to the outside of it. You must be very careful when in, or near the latitude of this Cape, as the gales from the eastward are

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