

d, May 8, 1798.

N COAST PILOT,"
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DIHN THORLO.

, June 15, 1796.

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PLEY YEATON.

, June 17, 1798.

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THOMAS KNOX,
ston Bay and Harbour.

March 16, 1803.

Block Island Channel,
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RTON BRIGGS.

November, 1796.

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SCHILLINGER,

Dec. 3, 1804.

g been a pilot for the
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LIAM BROWN,

PREFACE TO THE FIFTH EDITION

OF THE

AMERICAN COAST PILOT.

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IT has been the object of the Editor, in each successive edition of this work, to obtain all the information necessary to render it a correct and complete Pilot for the whole American Coast, including the West-India Islands. The very great demand, for every impression, since its first publication, has scarcely afforded him opportunity to render the succeeding as copious as the subject will admit.

Of the many improvements, which the science of Navigation has been continually receiving in the lapse of many centuries since the invention of the Compass, perhaps there is no one, which in its ordinary operation on maritime affairs, embraces a greater scope of *practical utility*, than an accurate description of the marine boundaries of countries, by which the adventurous mariner may recognize his coast at a distance; the soundings and courses of channels, by the knowledge of which he sets the rock-bound shore at defiance; and the aspect and properties of harbours, into which he can enter with security, and embay himself from the inclemency of the elements. This remark is suggested with the more confidence, as it results from the consideration, that the life even of the most experienced Mariner is more endangered as he approaches the Coast, however correctly he may be acquainted with its soundings and its curvatures, than it is when exposed to the billows of the tempest, which agitates the mid ocean. The important aid, which the learned Navigator derives from the calculation of the longitude by lunar observations, is undoubtedly among the most distinguished benefits of modern nautical improvement; and it is a branch of naval education with which the mariners of our country have of late years become generally familiar. When the spirit of adventure had extended the American commerce beyond the capes of either continent, what was before useful, became then indispensably necessary, that *Navigation* should be taught as a science to the conductors of our merchantmen, and it was soon no uncommon spectacle to behold the American Eagle, lately unused to scientific restraint, shaping his course through foreign climes by the rules of geometry. The Charts and marine directions with which foreign countries abound, have also rendered the profession of the sea less dangerous and more profitable. These powerful aids have almost every where been extended to the protection and encouragement of commerce, except in the American States. Here, indeed, few Charts have been published, and those of no remarkable character, either for the accuracy of their distances and bearings, or for the extent of their scale. But to collect in a compendious volume the most authentic description of the harbours, and an accurate detail of the courses and soundings of the American Coast, has long been a desideratum among nautical and commercial men; and until the appearance of the first edition of the AMERICAN COAST PILOT, in 1796, no attempt, we believe, had ever been made, in any part of the Union, to effect it. To accomplish so important an object, which was embarrassed with more than the ordinary difficulties with which all new works are involved, the Editor, actuated by a principle of commercial benefit, and assisted by the most correct and experienced Pilots in the United States, hazarded the publication of that work, under auspices by no means favorable to its eventual establishment, as a book of reference and directions to American mariners. Incident to the very arduous and complex nature of the work itself, much incompetency and error found admission into its pages, which no industry of the Editor could avoid. Add to this, the avowed hostility of almost all the Pilots in the Southern commercial cities, with whose *interest* it militated, to permit any degree of reputation to be attached to a publication, whose professed design was to make American commanders their own pilots, and to relieve in the minds of their owners every apprehension of danger, by the certain conviction that this cabin companion would be the means of security.