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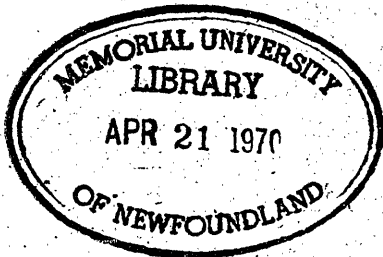
SAILING DIRECTIONS

FOR THE

FIRST PART

OF THE

NORTH AMERICAN PILOT.



SAILING DIRECTIONS
FOR THE
FIRST PART
OF THE
NORTH AMERICAN PILOT:
CONTAINING THE
GULF AND RIVER ST. LAWRENCE,
THE WHOLE ISLAND OF
NEWFOUNDLAND,
INCLUDING THE
STRAITS OF BELLE-ISLE,
AND THE
COAST OF LABRADORE
GIVING
A PARTICULAR ACCOUNT
OF THE
BAYS, HARBOURS, ROCKS, LAND-MARKS, DEPTHS OF WATER, LATITUDES,
BEARINGS, AND DISTANCE FROM PLACE TO PLACE; THE SETTING
AND FLOWING OF THE TIDES, &c.

FOUNDED ON ACTUAL SURVEYS, TAKEN BY
CAPT. JAMES COOK, MICHAEL LANE,
AND OTHER OFFICERS AND SURVEYORS THAT HAVE BEEN EMPLOYED BY THE
ADMIRALTY, AND IN THE KING'S SERVICE;

PUBLISHED BY PERMISSION OF
THE RIGHT HONOURABLE
THE LORDS COMMISSIONERS OF THE ADMIRALTY.

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(SUCCESSORS TO THE LATE MR. ROBERT SAYER.)
1794.

N. B. This Book of Directions is sold only with the Pilot, but any of the Charts may be had separate.

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
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CAPT. JAMES O. ...

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 D I R E C T I O N S

FOR NAVIGATING PART OF THE

SOUTH COAST

 N E W F O U N D L A N D .

N. B. *All bearings and courses hereafter-mentioned, are the true bearings and courses, and not by compass.*

CAPE *Chapeaurouge*, or the mountain of the *Red Hat*, is situated on the west-side of *Placencia Bay*, in the latitude of 46 deg: 53 min. North, and lies nearly West 17 or 18 leagues from Cape *St. Maries*; it is the highest and most remarkable land on that part of the coast, appearing above the rest somewhat like the crown of a hat, and may be seen in clear weather 12 leagues. Cape Chapeaurouge.

Close to the Eastward of Cape *Chapeaurouge* are the harbours of *Great* and *Little St. Laurence*. To sail into *Great St. Laurence*, which is the Westernmost, there is no danger but what lies very near the shore; taking care with Westerly, and particularly S. W. winds, not to come too near the *Hat Mountain*, to avoid the flerrys and eddy winds under the high land. The course in is first N. W. till you open the upper part of the harbour, then N. N. W. half W. the best place for great ships to anchor, and the best ground is before a cove on the East-side of the harbour in 13 fathoms water. A little above *Blue Beach Point*, which is the first point on the West-side; here you lie only two points open: you may anchor any where between this point and the point of *Low Beach*, on the same side near the head of the harbour, observing that close to the West shore, the ground is not so good as on the other side. Fishing vessels lay at the head of the harbour above the beach, sheltered from all winds. Harbours of St. Laurence.

To sail into *Little St. Laurence* you must keep the West shore on board, in order to avoid a sunken rock which lies a little without the point of the *Peninsula*; which stretches off from the East-side of the harbour: You anchor above this *Peninsula*, (which covers you from the sea winds) in 3 and 4 fathoms water, a fine sandy bottom. In these harbours are good fishing conveniencies, and plenty of wood and water. Ships may anchor without the *Peninsula* in 12 fathoms good ground, but open to the S. S. E. winds.

Sauker Head lies 3 miles to the Eastward of Cape *Chapeaurouge*; it is a *Sauker-pretty high round Point*, off which lie some sunken rocks, about a cable's length from the Shore. Head.

Directions for Navigating Part of

Garden Bank. This Bank, whereon is from 7 to 17 fathoms water, lies about half a mile off from *Little St. Laurence*, with *Blue Beach Point* on with the East point of *Great St. Laurence*.

Ferryland-Head. *Ferryland-Head* lies S. W. 1 mile from *Cape Chapeaurouge*; it is a high rocky island, just separated from the main: It and *Cape Chapeaurouge* are sufficient marks to know the harbours of *St. Laurence*.

Bay of Laun. West 5 miles from *Ferryland-Head*, lies the *Bay of Laun*, in the bottom of which are two small inlets, called *Great* and *Little Laun*. *Little Laun*, which is the Easternmost, lies open to the S. W. winds, which generally prevail upon this coast; and therefore no place to anchor in. *Great Laun* lies in about N. by E. 2 miles, is near half a mile wide, whereon is from 14 to 3 fathoms water. To sail into it, you must be careful to avoid a sunken rock, which lies about a quarter of a mile off from the East point. The best place to anchor is on the East side, about half a mile from the head, in 6 and 5 fathoms; the bottom is pretty good, and you are sheltered from all winds, except S. and S. by W. which blow right in, and cause a great swell. At the head of this place is a bar harbour, into which boats can go at half tide; with conveniencies for a fishery, and plenty of wood and water.

Laun Islands Off the West point of *Laun Bay* lay the islands of the same name, not far from the shore; the Westernmost and outermost of which lie W. Southerly 10 Miles from *Ferryland-Head*; near a quarter of a mile to the Southward of this island is a rock whereon the sea breaks in very bad weather: There are other sunken rocks about these islands, but they are no ways dangerous, being very near the shore.

Taylor's Bay. This bay, which lies open to the sea, lies 3 miles to the Westward of *Laun Islands*. Off the East point are some sunken rocks, near a quarter of a mile from the shore.

Point Aux Gaul. A little to the Westward of *Taylor's Bay*, there stretches out a low point of land called *Point Aux Gaul*; off which lies a rock above water, half a mile from the shore, called *Gaul Shag Rock*; this rock lies West three quarters South, 5 leagues from *Ferryland-Head*; you have 14 fathoms close to the off side of it, but between it and the point are some sunken rocks.

Lamelin Bay. From *Point Aux Gaul Shag Rock*, to the islands of *Lamelin*, is West three quarters N. 1 league; between them is the *Bay of Lamelin*, wherein is very shallow water, and several small islands and rocks, both above and under water, and in the bottom of it is a salmon river.

Lamelin Islands. The two islands of *Lamelin* (which are but low) lie off the West point of the bay of the same name, and lie West three quarters South, 6 leagues from the mountain of the *Red Hat*; but in steering along shore make a W. by S. course good, will carry you clear of all danger. Small vessels may anchor in the road between these islands in 4 and 5 fathoms, tolerably well sheltered from the weather: Nearly in the middle of the passage, going in between the two islands, is a sunken rock, which you avoid by keeping nearer to one side than the other; the most room is on the East-side. The Easternmost island communicates with the main at low-water, by a narrow beach, over which boats can

go at high-water, into the N. W. arm of *Lamelin Bay*, where they lay in safety. Here are conveniences for a fishery, but little or no wood of any fort. Near to the South point of the Westernmost island is a rock pretty high above water, called *Lamelin Shag Rock*; in going into the road between the islands, you leave this rock on your larboard side. Lamelin Shag Rock.

These ledges lay along the Shore, between *Lamelin Islands* and *Point May*, which is 3 leagues, and are very dangerous, some of them being 3 miles from the Land. To avoid these ledges in the day-time, you must not bring the Islands of *Lamelin* to the Southward of East, until *Point May*, or the Western extremity of the land bear N. by E. from you; you may then steer to the Northward with safety, between *Point May* and *Green Island*. In the night, or foggy weather, you ought to be very careful not to approach these ledges within 30 fathoms water, lest you get entangled amongst them. Between them and the main are various soundings, from 16 to 5 fathoms. Lamelin Ledges.

All the Land about Cape *Chapeaurouge* and *Laun*, is high and hilly close to the sea; from *Laun Islands* to *Lamelin* it is of a moderate height; from *Lamelin* to *Point May*, the land near the shore is very low, with sandy beaches, but a little way inland are mountains. Observations

The Island of *St. Peter's* lies in the latitude 46 degrees 46 minutes North-West by South, near 12 leagues from Cape *Chapeaurouge*, and West by South half South 5 leagues from the Islands of *Lamelin*; it is about 5 leagues in circuit, and pretty high, with a craggy, broken, uneven surface. Coming from the Westward, as soon as you raise *Gallantry-Head*, which is the South point of the island, it will make in a round Hummock, like a small Island, and appears as if separated from *St. Peter's*. On the East-side of the island, a little to the N. E. of *Gallantry-Head* lay three small islands, the innermost of which is the largest, called *Dog Island*; within this island is the road and harbour of *St. Peter's*; the harbour is but small, and has in it from 12 to 20 feet water; but there is a bar across the entrance, whereon there is but 6 feet at low-water, and 12 or 14 feet at high-water. The road which lies on the N. W. side of *Dog-Island* will admit ships of any burthen, but it is only fit for the summer season, being open to the N. E. winds; you may lay in 8, 10, and 12 fathoms, and for the most part is a hard rocky bottom; there is very little clear ground; ships of war commonly buoy their cables; the best ground is near the North shore. Going in or out you must not range too near the East-side of *Boar Island*, which is the Easternmost of the three islands above-mentioned, for fear of some sunken rocks which lie East about 1 mile from it, and which is the only danger about *St. Peter's*, but what lay very near the shore. Island of St. Peter's.

This island is of a small circuit, but pretty high, and lies very near the N. E. point of *St. Peter's*; between them is a very good passage, one third of a mile wide, wherein is 12 fathoms water. On the North-side of the island is a rock pretty high above water, called *Little Columbo*; and about a quarter of a mile N. E. from this rock is a sunken rock, whereon is 2 fathoms water. Columbo.

The Island of *Langley*, which lies on the N. W. side of *St. Peter's*, is about 8 leagues in circuit, of a moderate and pretty equal height, except the N. Island of Langley.

Directions for Navigating Part of

end, which is a low point, with sand hills along it: it is flat a little way off the low land on both sides of it; but all the high part of the island is very bold to, and the passage between it and *St. Peter's* (which is one league broad) is clear of danger. You may anchor on the N. E. side of the island, a little to the Southward of the *Sand Hills*, in 5 and 6 fathoms, a fine sandy bottom, sheltered from the Southerly S. W. and N. W. winds.

Island of Miquelon.

From the North point of *Langley*, to the South point of *Miquelon* is about 1 mile; it is said that a few years since they joined together at this place by a neck of sand, which the sea has washed away and made a channel, wherein is 2 fathoms water. The Island of *Miquelon* is 4 leagues in length from North to South, but of an unequal breadth; the middle of the island is high land, called the high land of *Dunn*; but down by the shore it is low, except *Cape Miquelon*, which is a lofty promontory at the Northern extremity of the island.

Dunn Harbour.

On the S. E. side of the island, to the Southward of the high land, is a pretty large bar harbour, called *Dunn Harbour*, which will admit fishing stallops at half flood, but can never be of any utility for a fishery.

Miquelon Rocks and Bank.

Miquelon Rock stretches off from the East point of the island, under the high land, 1 mile and a quarter to the Eastward, some are above and some under water; the outermost of these Rocks are above water, and you have 12 fathoms close to them, and 18 and 20 fathoms 1 mile off. N. E. half N. 4 or 5 miles from these rocks lies *Miquelon Bank*, whereon is 6 fathoms water.

Road of Miquelon.

The Road of *Miquelon* (which is large and spacious) lies at the North-end, and on the East-side of the island, between *Cape Miquelon* and a very remarkable round mountain near the shore, called *Chapeau*: Off the South point of the road are some sunken rocks, about a quarter of a mile from the shore, but every where else it is clear of danger. The best anchorage is near the bottom of the road in 6 and 7 fathoms, fine sandy bottom; you lay open to the Easterly winds, which winds seldom blow in the summer.

Cape Miquelon.

Cape Miquelon, or the Northern extremity of the island is high bluff land; and when you are 4 or 5 leagues to the Eastward or Westward of it, you would take it for an island, by reason the land at the bottom of the road is very low.

Seal Rocks.

The *Seal Rocks* are two rocks above water, lying 1 league and a half off from the middle of the West-side of the Island *Miquelon*; the passage between them and the islands is very safe, and you have 14 or 15 fathoms within a cable's length all round them.

Greenland.

This island which is about three quarters of a mile in circuit, and low, lies N. E. 5 miles from *St. Peter's*, and nearly in the middle of the channel, between it and *Point May* on *Newfoundland*; on the South-side of this island are some rocks both above and under water, extending themselves 1 mile and a quarter to the S. W.

DESCRIPTION.

DESCRIPTION OF FORTUNE BAY.

FORTUNE BAY is very large; the entrance is formed by *Point May* and *Pafs Island*, which are 12 leagues N. by E. and S. by W. from each other, and it is about 23 leagues deep, wherein are a great many bays, harbours, and islands.

The Island of *Brunet* is situated nearly in the middle of the entrance into *Fortune Bay*; it is about 5 leagues in circuit, and of a tolerable height; the East end appears, at some points of view, like islands, by reason it is very low and narrow in two places. On the N. E. side of the island is a bay, wherein is tolerable good anchorage for ships in 14 and 16 fathoms, sheltered from Southerly and Westerly winds; you must not run too far in for fear of some sunken rocks in the bottom of it, a-quarter of a mile from the shore; opposite this bay, on the South-side of the island, is a small cove, wherein small vessels and shallops can lay pretty secure from the weather, in 6 fathoms water; in the middle of the cove is a rock above water, and a channel on each side of it. The islands lying at the West-end of *Brunet*, called *Little Brunets*; afford indifferent shelter for shallops in blowing weather; you may approach these islands, and the island of *Brunet*, within a quarter of a mile all round, there being no danger, but what lies very near the shore.

Plate Islands are three rocks of a moderate height, lying S. W. 1 league from the West-end of *Great Brunet*. The Southernmost and outermost of these rocks lay W. by S. half S. 11 miles from *Cape Miquelon*, and in a direct line between *Point May* and *Pafs Island*, 17 miles from the former, and 19 from the latter; S. E. a quarter of a mile from the *Great Plate*, (which is the Northernmost) is a sunken rock, whereon the sea breaks, which is the only danger about them.

There are several strong and irregular settings of the tides or currents about the *Plate* and *Brunet Islands*, which seem to have no dependency on the moon, and the course of the tides on the coast.

The Island of *Saguna*, which lies N. N. E. two leagues from the East-end of *Brunet*, is about 3 miles and a half in circuit, of a moderate height, and bold to all round; at the S. W. end is a small creek that will admit fishing shallops; in the middle of the entrance is a sunken rock, which makes it exceeding narrow, and difficult to get in or out, except in fine weather.

Point May is the Southern extremity of *Fortune Bay*, and the S. W. extremity of this part of *Newfoundland*; it may be known by a great black rock, nearly joining to the pitch of the point, and something higher than the land, which makes it look like a black hummock on the point; near a quarter of a mile right off from the point, or this round black rock, are three sunken rocks, whereon the sea always breaks.

Near

Directions for Navigating Part of

Dantzick Coves. Near 2 miles North from *Point May*, is *Little Dantzick Cove*, and half a league from *Little Dantzick* is *Great Dantzick Cove*; these Coves are no places of safety, being open to the Westerly winds; the land about them is of a moderate height, bold to and clear of wood.

Fortune. From *Dantzick Point* (which is the north point of the coves) to *Fortune* the course is N. E. near 3 leagues; the land between them near the shore is of a moderate height, and bold to; you will have in most places 10 and 12 fathoms two cables length from the shore, 30 and 40 one mile off, and 70 and 80 two miles off. *Fortune* lies North from the East-end of *Brunet*; it is a bar place that will admit fishing boats at a quarter flood; and a fishing village situated in the bottom of a small bay, wherein is anchorage for shipping in 6, 8, 10, and 12 fathoms; the ground is none of the best, and you lay open to near half the compass.

Grand Bank. Cape of *Grand Bank* is a pretty high point, lying 1 league N. E. from *Fortune*; into the Eastward of the cape is *Ship Cove*, wherein is good anchorage for shipping, in 8 and 10 fathoms, sheltered from Southerly, Westerly and N.W. winds, *Grand Bank* lies E. S. E. half a league from the cape; it is a fishing village, and a bar harbour, that will admit of fishing shallows at a quarter flood; to this place and *Fortune*, resort the crews of fishing ships, who lay their ships up in harbour *Britain*. From the cape of *Grand Bank* to point *Enragée*, the course is N. E. a quarter E. 8 leagues, forming a bay between them, in which the shore is low, with several sandy beaches, behind which are bar harbours that will admit boats on the tide of flood, the largest of which is *Great Garnish*, 5 leagues from *Grand Bank*; it may be known by several rocks above water lying before it; 2 miles from the shore, the outermost of these rocks are steep to, but between them and the shore are dangerous sunken

Great Garnish. rocks. To the Eastward, and within these rocks is *Frenchman's Cove*, wherein you may anchor with small vessels, in 4 and 5 fathoms water, tolerably well sheltered from the sea winds, and seems a convenient place for the cod fishery: The passage in is to the Eastward of the rocks that are the highest above water; between them and some other lower rocks lying off to the Eastward from the East point of the *Cove*, there is a sunken rock nearly in the middle of this passage, which you must be aware of. You may anchor any where under the shore, between *Grand Bank* and *Great Garnish*, in 8 and 10 fathoms water, but you are only sheltered from the land winds.

Anchorage.

Point Enragée. *Point Enragée* is but low, but a little way in the country is high land; this point may be known by two hummocks upon it close to the shore, but you must be very near, otherwise the elevation of the high lands will hinder you from discovering them; close to the point is a rock under water.

Grand Jervey. From *Point Enragée* to the head of the bay, the course is first N. E. a quarter E. 3 leagues to *Grand Jervey*; then N. E. by E. half E. 7 leagues and a half to the head of the bay; the land in general along the South side is high, bold to, and of an uneven height, with hills and vallies of various extent; the vallies for the most part clothed with wood, and watered with small rivulets.

Bay L'Argent. Seven leagues to the Eastward of *Point Enragée*, is the bay *L'Argent*, where you may anchor in 30 or 40 fathoms water, sheltered from all winds.

The entrance of harbour *Millée* is to the Eastward of the East point of *L'Argent*; before this harbour and the bay *L'Argent* is a remarkable rock, that at a distance appears like a shallop under sail. *Harbour Millée* branches into two arms, one laying into the N. E. and the other towards the E. at the upper part of both is good anchorage, and various sorts of wood. Between this harbour and *Point Euragée*, are several bar harbours, in small bays, wherein are sandy beaches, off which vessels may anchor, but they must be very near the shore to be in a moderate depth of water.

Cape Millée lies N. N. E. half E. 1 league from the afore-mentioned *Shallop Rock*, and near 3 leagues from the head of *Fortune Bay* is a high reddish barren rock. The width of *Fortune Bay* at *Cape Millée* does not exceed half a league, but immediately below it, it is twice as wide, by which this cape may easily be known; above this cape the land on both sides is high, with steep craggy cliffs. The head of the bay is terminated by a low beach, behind which is a large pond or bar harbour, into which boats can go at a quarter flood. In this and all the bar harbours between it and *Grand Bank*, are convenient places for building of stages, and good beaches for drying of fish, for great numbers of boats.

Grand L'Pierre is a good harbour, situated on the North side of the bay, half a league from the head, you can see no entrance until you are abreast of it; there is not the least danger in going in, and you may anchor in any depth from 8 to 4 fathoms, sheltered from all winds.

English Harbour lies a little to the Westward of *Grand L'Pierre*, it is very small, and fit only for boats and small vessels.

To the Westward of *English Harbour* is a small bay called *Little Bay de l'Eau*, wherein are some small Islands, behind which is a shelter for small vessels.

This harbour is situated opposite *Cape Millée*, to the Westward of *Bay de New l'Eau*; it is but a small inlet, yet has good anchorage on the West side in 9, 8, 7 and 5 fathoms water sheltered from the S. W. winds.

Harbour Femme, which lies half a league to the Westward of *New Harbour*, lies in N. E. half a league, it is very narrow, and has in it 23 fathoms water; before the entrance is an Island, near to which are some rocks above water; The passage into the harbour is to the Eastward of the Island.

One league to the Westward of *Harbour Femme*, is a small cove called *Brewer's Hole*, wherein is shelter for fishing boats; before this cove is a small Island near the shore, and some rocks above water.

This harbour is situated one mile to the Westward of *Brewer's Hole*, before which are two Islands, one without the other; the outermost, which is the largest, is of a tolerable height, and lies in a line with the coast, and is not easy to be distinguished from the main in sailing along the shore. To sail into this harbour, the best passage is on the west side of the outer Island, and between the two; as soon as you begin to open the harbour, you must keep the inner Island close on board, in order to avoid some sunken rocks that lay near a small Island, which you will discover between the N. E. point of the outer Island, and the opposite point on the main; and likewise another.

ther rock under water, which lies higher up on the side of the main; this rock appears at low water. As soon as you are above these dangers, you may steer up in the middle of the channel, until you open a fine spacious bason, wherein you may anchor in any depth from 5 to 17 fathoms water, shut up from all winds; the bottom is sand and mud. In to the Eastward of the outer Island, is a small cove fit for small vessels and boats, and conveniences for the fishery.

Long Harbour. *Long Harbour* lies 4 miles to the Westward of harbour *La Conte*, and N. E. by N. 5 leagues from *Point Enragée*; it may be known by a small Island in the mouth of it, called *Gull Island*; and half a mile without this Island, is a rock above water, that has the appearance of a small boat. There is a passage into the harbour on each side of the Island, but the broadest is the Westernmost. Nearly in the middle of this passage, a little without the Island, is a ledge of rocks, whereon is two fathoms water; a little within the Island on the S. E. are some funken rocks, about two cables length from the shore, laying off two sandy coves; some of these rocks appear at low-water. On the N. W. side of the harbour, two miles within the Island is *Morgan's Cove*, wherein you may anchor in 15 fathoms water, and the only place you can anchor, unless you run into, or above the *Narrows*, being every where else very deep water. This harbour runs five leagues into the country, at the head of which is a salmon fishery.

Bell Bay, and its contained Bays and Harbours. Hare Harbour. Mall Bay. A little to the Westward of *Long Harbour* is *Bell Bay*, which extends three leagues every way, and contains several bays and harbours. On the East point of this bay is *Hare Harbour*, which is fit only for small vessels and boats, before which are two small Islands, and some rocks above and under water.

Two miles to the Northward of *Hare Harbour*, or the point of *Bell Bay*, is *Mall Bay*, being a narrow arm, laying in N. E. by N. 5 miles, wherein is deep water, and no anchorage until at the head.

Rencontre Islands. *Rencontre Islands* lie to the Westward of *Mall Bay*, near the shore, the Westernmost, which is the largest, has a communication with the main at low water: In and about this Island are shelter for small vessels and boats.

Bell Harbour *Bell Harbour* lies one league to the Westward of *Rencontre Islands*: The passage into the harbour is on the West side of the Island; in the mouth of it, as soon as you are within the Island, you will open a small cove on the East side, wherein small vessels anchor, but large ships must run up to the head of the harbour and anchor in 20 fathoms water, there being most room.

Lally Cove. *Lally Cove* lies a little to the Westward of *Bell Harbour*; it is a very snug place for small vessels, being covered from all winds, behind the Island in the cove.

Lally Cove. Back Cove. *Lally Head* is the West point of *Lally Cove*; it is a high bluff white point: To the Northward of the head is *Lally Cove back Cove*, wherein you may anchor in 16 fathoms water.

Bay of the East, and Bay of the North. Two miles to the Northward of *Lally Cove Head*, is the bay of the East, and the bay of the North; in both is deep water, and no anchorage, unless very

near the shore. At the head of the North bay is the largest river in *Fortune Bay*, and seems a good place for a salmon fishery.

The bay of *Cinq Isles* lies to the Southward of the North bay; and opposite Bay of *Cinq* to *Lally Cove Head* there is tolerable good anchorage for large ships on the S. side of the Islands in the bottom of the bay. The North arm is a very snug place for small vessels; at the head of this arm is a salmon river.

A little to the Southward of the bay of *Cinq Isles* is *Corben Bay*, wherein is *Corben Bay*. good anchorage for any ships in 22 or 24 fathoms water.

South-East about two miles from *Lally Cove Head*, are two Islands about a mile from each other; the North-easternmost is called *Bell Island*; and the other *Dog Island*; they are of a tolerable height, and bold to all round.

Between *Dog Island* and *Lord and Lady Island*, which lies off the South point of *Corben Bay*, is a funken rock, (somewhat nearer to *Lord and Lady* than *Dog Island*) whereon the sea breaks in very bad weather, and every where round it very deep water. About a quarter of a mile to the Northward of the North end of *Lord and Lady Island*, is a rock that appears at low water.

Bande de L'arier Bay, lies on the West point of *Bell Bay*, and N. N. W. half W. near 3 leagues from *Point Enragée*; it may be known by a very high mountain over the bay, which rises almost perpendicular from the sea, called *Iron Head*. *Chapel Island*, which forms the East side of the bay, is high land also. The harbour lies on the West side of the bay, just within the point, formed by a narrow low beach; it is very small, but a snug place, and conveniently situated for the *Cod Fishery*. There is a tolerable good anchorage along the West side of the bay, from the harbour up towards *Iron Head* in 18 and 20 fathoms water.

The bank of *Bande de L'arier*, whereon is no less than 7 fathoms, lies with the beach of *Bande de L'arier* harbour, just open of the West point of the bay, and *Boxy Point* on with the North end of *St. Jaques Island*.

Two miles to the Westward of *Bande de L'arier*, is the harbour of *St. Jaques*, which may be easily known by the Island before it. This Island is high at each end, and low in the middle, and at a distance looks like two Islands, it lies N. 30 deg. E. 8½ leagues from the cape of *Grand Bank*, and N. E. by E. 7 leagues from the East end of *Brunet*. The passage into the harbour is on the West side of the Island; there is not the least danger in going in, or in any part of the harbour, you may anchor in any depth from 17 to 4 fathoms.

Two miles to the Westward of *St. Jaques*, is the harbour of *Blue Pinion*; it is not near so large, or so safe as that of *St. Jaques*; near to the head of the harbour, on the West side, is a shoal, whereon is two fathoms at low water.

A little to the Westward of *Blue Pinion* is *English Cove*, which is very small, wherein small vessels and boats can anchor; before it, and very near the shore, is a small Island.

Boxy point lies S. W. by W. a quarter W. two leagues and a half from *St. Jaques Island*, N. N. E. near 7 leagues from the cape of *Grand Bank*, and N. E. half E. 13 miles from the East end of *Brunet Island*; it is of a moderate

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height, the most advanced to the Southward of any land on the coast, and may be distinguished at a considerable distance; there are some funken rocks off it, but they lay very near the shore, and are no ways dangerous.

Boxy Harbour. N. N. E. three miles from *Boxy* point, is the harbour of *Boxy*; to sail into it you must keep *Boxy* point just open of *Fryer's* head; (a black head a little within the point) in this direction you will keep in the middle of the channel between the shoals which lay off from each point of the harbour, where the stages are; you may anchor in 5 and 4 fathoms water, fine sandy ground.

St. John's Island, Head, Bay, and Harbour. West 1 mile from *Boxy* point is the Island of *St. John*, which is of tolerable height, and steep to, except at the N. E. point, where is a shoal a little way off.

N. W. half a league from *St. John's Island*, is *St. John's Head*, which is a high, steep, craggy point. Between *St. John's Head* and *Boxy Point* is *St. John's Bay*, in the bottom of which is *St. John's Harbour*, wherein is only water for boats.

Gull and Shag. On the North side of *St. John's Head* are two rocky Islands, called the *Gull* and *Shag*; at the West end of these Islands are some funken rocks.

Great Bay de l'Eau. One league and a half to the Northward of *St. John's Head* is the *Great Bay de l'Eau*, wherein is good anchorage in various depths of water, sheltered from all winds. The best passage in is on the East side of the Island, laying in the mouth of it; nothing can enter in on the West side but small vessels and shallops.

Little Bay Barrysway. To the Westward of *Bay de l'Eau*, 3 miles N. N. W. from *St. John's Head* is *Little Bay Barrysway*, on the West side of which is good anchorage for large ships in 7, 8, or 10 fathoms water; here is good fishing conveniencies, with plenty of wood and water.

Harbour Briton. *Harbour Briton* lies to the Westward of *Little Bay Barrysway*, North 1 league and a half from the Island of *Sagona*, and N. by E. from the East end of *Brunet*. The two heads, which form the entrance of the harbour or bay, are pretty high, and lay from each other E. N. E. and W. S. W. above 2 miles; near the East head is a rock above water, by which it may be known: There are no dangers in going in until you are the length of the South point of the S. W. arm, which is more than a mile within the West head; from off this point stretches out a ledge of rocks N. E. about two cables length; the only place for king's ships to anchor is above this point before the S. W. arm, in 16 or 18 fathoms water, mooring nearly East and West, so near the shore as to have the East head on with the point above-mentioned; the bottom is very good, and the place convenient for wooding and watering. In the S. W. arm is room for a great number of merchant ships, and many conveniencies for fishing vessels.

Jerseyman's Harbour. Opposite to the S. W. arm is the N. E. arm, or *Jerseyman's* harbour, which is capable of holding a great number of ships, securely sheltered from all winds. To sail into it you must keep the point of *Thompson's Beach* (which is the beach point, at the entrance into the S. W. arm) open of *Jerseyman's Head*, (which is

a high bluff head at the North entrance into *Ferfeyman's Harbour*) this mark will lead you over the bar in the best of the channel, where you will have 3 fathoms at low-water; as soon as you open the harbour, haul up North, and anchor where it is most convenient in 8, 7 or 6 fathoms water, good ground, and sheltered from all winds. In this harbour are several convenient places for erecting many stages, and good beach room. *Ferfeymen* generally lay their ships up in this harbour, and cure their fish at *Fortune* and *Grand Bank*.

From harbour *Briton* to the W. end of *Brunet*, and to the *Plate Islands*, the course is S. W. by S. 6 leagues and a half, to the Southernmost *Plate*. From the *Harbour Briton* to cape *Miquelon* is S. W. a quarter W. 10 leagues. From the West head of *Harbour Briton* to *Cannaigre Head*, the course is W. by S. distant 2 leagues; between them are *Gull Island* and *Deadman's Bay*. *Gull Island* lies close under the land, 2 miles to the Westward of harbour *Briton*. *Deadman's Bay* is to the Westward of *Gull Island*, wherein you may anchor with the land winds. Between *Harbour Briton* and *Cannaigre Head*, is a bank stretching off from the shore between 2 and 3 miles, whereon is various depths of water from 34 to 4 fathoms. Fishermen say that they have seen the sea break in very bad weather, a good way without *Gull Island*.

Cannaigre Head, which forms the East point of the bay of the same name, lies North Easterly 3 leagues and a half from the West end of *Brunet*; it is a high craggy point, easy to be distinguished from any point of view. From this head to *Basseterre* point, the course is W. by N. half N. 2 leagues, and likewise W. by N. half N. 3 leagues and a half to the rocks of *Pafs Island*; but to give them a birth make a W. by N. course good. Between *Cannaigre Head* and *Basseterre Point* is *Cannaigre Bay*, which extends itself about 4 leagues inland, at the head of which is a salmon river. In the mouth of the bay lay the rocks of the same name above water; you may approach these rocks very near, there being no danger but what discovers itself. The channel between them and the North shore is something dangerous, by reason of a range of rocks which lie along shore, and extend themselves 1 mile off.

Cannaigre Harbour, which is very small with 7 fathoms water in it, is within a point on the South side of the bay, 5 miles above the head: The passage into the harbour is on the S. E. side of the Island lying before it. Nearly in the Middle of the Bay, abreast of this Harbour, are two islands of a tolerable height; on the South-side of the Westernmost Island, which is the largest, are some rocks above water.

This cove is on the N. W. side of the bay, bears North, distance about 4 miles from the head, and East 2 miles from the W. end of the *Great Island*. In it are good fishing conveniencies, and anchorage for vessels in 6 and 5 fathoms water, but they will lay open to the Southerly winds. Between the S. W. point of this cove and *Basseterre Point*, which is 5 miles distance, lays the range of rocks before-mentioned.

Basseterre Point, which forms the West point of *Cannaigre Bay*, is of a moderate height, clear of wood, and bold to, all the way from it to *Pafs-Island*, which bears N. W. by W. 1 league from *Basseterre Point*.

Observations The land on the North-side of *Fortune Bay*, for the most part is hilly, rising directly from the sea, with craggy, barren hills, which extend 4 or 5 leagues inland, with a great number of rivulets and ponds. The land on the South-side of *Fortune Bay*, has a different appearance to that on the North-side, being not so full of craggy mountains, and better clothed with woods, which are of a short brushy kind, which makes the face of the country look green.

Pafs Island. *Pafs Island* lies N. 16 degrees 30 minutes and a half from *Cape Miquelon*; it is the N. W. extremity of *Fortune Bay*, and lies very near the shore, is more than 2 miles in circuit, and is pretty high. On the S. W. side are several rocks above water, which extend themselves 1 mile from the island; and on the N. W. side is a sunken rock, at a quarter of a mile from the island: The passage between this island and the main, which is near two cables length wide, is very safe for small vessels, wherein you may anchor in 6 fathoms, a fine sandy bottom. This island is well situated for the cod fishery, there being very good fishing ground about it.

On the Soundings. In the night-time, or in foggy weather, ships ought to place no great dependence on the soundings in *Fortune Bay*, lest they may be deceived thereby; for you have more water in many parts near the shore, and in several of its contained bays and harbours, than in the middle of the bay itself.

DESCRIPTION OF HERMITAGE BAY.

FROM *Pafs Island* to *Great Jarvis Harbour*, at the entrance into the Bay of *Despair*, the course is N. by E. a quarter E. near three leagues; and from *Pafs Island* to the West end of *Long Island*, the course is N. N. E. 8 miles, between them is the Bay of *Hermitage*, which lies in E. N. E. 8 leagues from *Pafs Island*, with very deep water in most parts of it.

Fox Islands. The two *Fox Islands*, which are but small, lie nearly in the middle of *Hermitage Bay*, 3 leagues and a half from *Pafs Island*; near to these Islands is good fishing ground.

Hermitage Cove. *Hermitage Cove* is on the South-side of the bay, opposite to *Fox's Islands*. To fall into it, you must keep between the Islands and the South shore, where there is not the least danger; in this cove is good anchorage for shipping in 8 and 10 fathoms water, and good fishing conveniencies, with plenty of wood and water.

Long Island. *Long Island*, which separates the bay of *Despair* from *Hermitage*, is of a triangular form, about 8 leagues in circuit, of a tolerable height, is hilly, uneven, and barren. The East entrance into the bay of *Despair* from *Hermitage Bay*, is by the West-end of *Long Island*; about half a mile from the S. W. point of the said Island, are two rocks above water, with deep water all round them.

Long Island Harbour. This harbour lies on the South-side of *Long Island*, 2 miles and a half from the West-end; before which, is an Island, and several rocks above water; there

is a narrow passage into the harbour on each side of the Island; this harbour is formed by two arms, one laying into the North, and the other to the Eastward; they are both very narrow, and have in them from 42 to 7 fathoms water; the East arm is the deepest, and the best anchorage.

This harbour, wherein is 6 fathoms water, lies near 2 miles to the Eastward Round of *Long Island Harbour*, is also in *Long Island*; it will only admit very small vessels, by reason the channel going in is very narrow. Harbour.

Harbour Picarre lies N. by W. half a league from *Little Fox Island*, (which *Picarre* is the Westernmost of *Fox Islands*; to sail into it you must keep near the West-point, to avoid some sunken rocks off the other, and anchor in the first cove on the East-side in 9 or 10 fathoms, sheltered from all winds.

This harbour, which is but small, lies near the East-point of *Long Island*; at *Galtaus*, the entrance is several rocky Islands. The best channel into the harbour is on the West-side of these Islands, wherein is 4 fathoms water, but in the harbour is from 15 to 24 fathoms. Here are several places proper for erecting stages; and both this harbour and *Picarre* are conveniently situated for a fishery, they lying contiguous to the fishing grounds about *Fox Islands*.

Between the East-end of *Long Island* and the main, is a very good passage out of *Hermitage Bay*, into the bay of *Despair*. Passage of
Long Island.

DESCRIPTION OF THE BAY OF DESPAIR.

THE entrance of the bay of *Despair* lies between the West-end of *Long Island* and *Great Jarvis Island*, (an Island in the mouth of the harbour of the same name; the distance from one to the other is 1 mile and a quarter, and in the middle between them is no soundings, with 280 fathoms.

The bay of *Despair* forms two capacious arms, one extending to the N. E. 8 leagues, and the other to the Northward 5 leagues: In the North arm is very deep water, and no anchorage, but in the small bays and coves which lay on each side of it. At the head of the bay of the East, which is an arm of the North bay, is a very fine salmon river, and plenty of wood. In the N. E. arm of the bay of *Despair* are several arms and Islands, and tolerable good anchorage in some parts of it. *Little River* and *Comme River* are counted good places for salmon fisheries: About these rivers and the head of the bay are great plenty of all sorts of wood common to this country, such as fir, pine, birch, witch-hazel, spruce, &c. All the country about the entrance into the bay of *Despair*, and for a good way up it, is very mountainous and barren, but about the head of the bay it appears to be pretty level, and well clothed with wood. Bay of
Despair.

Great Jervis Harbour.

Great Jervis Harbour is situated at the West entrance into the bay of *Despair*, a snug and safe harbour, with good anchorage in every part of it, in 16, 18 or 20 fathoms, though but small, will contain a great number of shipping, securely sheltered from all winds, and very convenient for wooding and watering. There is a passage into this harbour on either side of *Great Jervis Island*, the Southernmost is the safest, there being in it no danger but the shore itself. To sail in on the North side of the Island, you must keep in the middle of the passage, until you are within two small rocks above water near to each other on your starboard side, a little within the North point of the passage; you must then bring the said North point between these rocks, and steer into the harbour in that direction, which will carry you clear of some sunken rocks which lie off the West point of the Island; these rocks appear at low-water. The entrance into this harbour may be known by the East end of *Great Jervis Island*, which is a high steep craggy point, called *Great Jervis Head*, and is the North point of the South entrance into the harbour.

Bonne Bay.

Bonne Bay lies one league to the Westward from *Great Jervis Head*, and North 7 miles from *Pais Island*, there are several Islands in the mouth of it, the Westernmost of which is the largest and highest. The best passage into the bay is to the Eastward of the largest Island, between it and the two Easternmost Islands; which two Islands may be known by a rock above water off the South point of each of them. The bay lies in N. N. W. 4 miles, and is near half a mile broad in the narrowest part; there is no danger going in, but what shews itself; you may go on either side of *Drake Island*, which is a small Island nearly in the middle of the bay; between this Island, and two small Islands lying on the West side of the bay within *Great Island*, is anchorage in 20 and 30 fathoms, but the best place for large ships is at the head of the bay in 12 or 14 fathoms clear ground, and convenient for wooding and watering. On the West side of the bay, a-breast of *Drake Island*, is a very snug harbour for small vessels, wherein is 7 fathoms water, and good conveniencies for a fishery; off the South point of the entrance are some sunken rocks, about a cable's length from the shore. On the N. W. side of the great Island, within the two small Islands is very good anchorage in 16, 20 and 24 fathoms water, sheltered from all winds. The passage into this place to the Westward of the great Island from the sea is very dangerous, by reason there are several sunken rocks in the passage, and shallow water; but there is a very good passage into it from the bay, passing to the Northward of the two small Islands, between them and the West shore. In sailing in or out of the bay you must not approach too near the South point of the *Great Island*, because of some sunken rocks, which lie a quarter of a mile from the shore.

Musketa Cove.

A little to the Westward of *Bonne Bay*, between it and *Facheux* is *Musketa Cove*, a small inlet wherein is from 30 to 47 fathoms water.

Bay of Facheux and Bay of the Dragon.

The entrance to the bays of *Facheux* and *Dragon*, lies West 4 miles from *Bonne Bay*, and N. W. by N. near 3 leagues from *Pais Island*; this entrance is very conspicuous at sea, by which this part of the coast is easily known. *Facheux*, which is the Easternmost branch, lies in North 2 leagues, and is one third of a mile broad in the narrowest part, which is at the entrance, with deep

deep water in most part of it. One mile up the bay on the West side, is a cove, wherein is anchorage in 10 fathoms, with gradual soundings into the shore, and a clear bottom; and further up the bay, on the same side, are two other coves wherein is anchorage, and plenty of wood and water. *Dragon Bay* lies in W. N. W. one league, and is near half a mile broad, wherein is 60 and 70 fathoms water, and no anchorage till you come to the head; and then you must be very near the shore to be in a moderate depth of water.

One mile to the Westward of *Facheux* is *Little Hole*, wherein is shelter for shallops. And one league to the Westward of *Facheux* is *Richard's harbour*, a snug place for small vessels, and fishing shallops, wherein is not more than 23 fathoms. The East point of this harbour is a very conspicuous high head, lying W. half S. 7 miles from *Bonne Bay*, and N. W. a quarter W. 3 leagues from *Pafs Island*. Little Hole and Richards Harbour.

W. by N. one league and a half from *Richard's harbour*, is *Hare Bay*, which lies in North about 5 miles, is about one third of a mile broad in the narrowest part, with very high land on both sides, and deep water close home to both shores in most parts of it. Near one mile up the bay, on the East side, is a small cove wherein is anchorage in 20 fathoms, with gradual soundings into the shore; and one league up the bay, on the West side, is a very good harbour, wherein is good anchorage in 8, 10, 12 and 15 fathoms, and plenty of wood and water. Hare Bay.

W. by N. 4 miles from *Hare Bay*, and one league N. by W. from *Hare's Ears point* is *Devil's Bay*, a narrow inlet lying in to the Northward one league wherein is deep water, and no anchorage till you come close to the head. Devil's Bay.

The bay of *Rencontre*, which lies to the Northward of *Hare's Ears point*, lies in W. by N. 2 leagues, it is near half a mile broad in the narrowest part, with deep water in most parts of it. To anchor in this bay, you must run up above a low woody point on the South side, then haul under the South shore until you are landlocked, and anchor in 30 fathoms water. Bay of Rencontre.

Hare's Ears Point is a pretty large point, with a ragged rock upon it, that from some points of view looks like the ears of a hare; it lies West Southerly 11 miles from the point of *Richard's Harbour*; and W. by N. half 6 leagues from *Pafs Island*; off this point is a fishing bank that extends a mile from the shore, whereon is from 20 to 36 fathoms water. Hare's Ears Point.

One mile to the Northward of *Hare's Ears point*, at the S. W. entrance into *New Rencontre*, is *New Harbour*, a small harbour, wherein is anchorage for small vessels in 16 fathoms water, and good conveniencies for a fishery. New Harbour.

West 2 miles from *Hare's Ears point* is the *Bay of Chaleur*, which lies in first N. W. then more Northerly, in the whole 2 leagues; it is about half a mile broad, and has very deep water in most parts. At the North entrance into the bay, close to the shore, is a small Island of tolerable height; and half a league within the Island, on the N. E. side of the bay, is a rock above water; a little within this rock, on the same side, is a small cove with a sandy beach, off which you may anchor in 28 fathoms, a cable's length from the shore. Bay of Chaleur.

Bay Francois W. S. W. near half a league from the bay of *Chaleur*, is the *Bay Francois*, which is a small inlet, lying in N. N. W. half W. one mile; it is near a quarter of a mile broad at the entrance, and 17 fathoms deep; but just within is 50 and 60 fathoms; at the head is from 30 to 20 fathoms, good anchorage, and conveniencies for a fishery.

Oar Bay. W. S. W. 4 miles from the bay *Francois*, on the East-side of cape *La Hune*, lies *Oar Bay*, off the East point of the entrance is a low rocky Island, close to the shores from this point, to the entrance into the bay of *Despair*, the course is W. three-quarters N. 9 leagues. In the mouth of this bay is a rocky Island, and a passage on each side of it. The bay lies in first N. N. E. near one league, then North 2 miles; it is one-third of a mile broad in the narrowest part, with deep water close to both shores all the way up; the least water is at the entrance. At the head is a small snug harbour, fit only for small vessels and fishing shallows, wherein is 5 fathoms water. At the West-side of the entrance into the bay N. W. by N. from the rocky Island before-mentioned, is a small snug cove, called *Cul de Sac*, wherein is 3 and 4 fathoms water, and good shelter for fishing vessels.

Cape La Hune. *Cape la Hune* is the Southernmost point of land on this part of the coast, and lies in the latitude of 47 deg. 31 min. 42 sec. North. West half North from *Pais Island*, and N. W. half N. $10\frac{1}{2}$ leagues from cape *Miquelon*; it may be easily known by its figure, which much resembles a sugar loaf; but in order to distinguish this, you must approach the shore at least within 3 leagues, (unless you are directed to the Eastward or Westward of it) otherwise the elevation of the high land within it will hinder you from distinguishing the sugar loaf hill; but the cape may always be known by the high land of *La Hune*, which lies one league to the Westward of it; this land rises directly from the sea, to a tolerable height, appears pretty flat at top, and may be seen in clear weather 16 leagues.

Penguin Islands. South 29 deg. W. $3\frac{1}{2}$ leagues from cape *La Hune*, and North 61 deg. West near 10 leagues from cape *Miquelon*, lies the *Penguin Islands*, which are a parcel of barren rocks laying near to each other, and altogether about 2 leagues in circuit; you may approach these Islands in the day time to half a league all round, there being no danger at that distance off. On the S. W. side of the large Island, which is the highest, is a small cove, wherein is shelter for fishing shallows, and good conveniencies for a fishery; there is good fishing ground about the Island.

Whale Rock. East 3 deg. North, 7 miles from the *Penguin Islands*, and South 9 deg. East 3 leagues from cape *La Hune* is a dangerous rock, whereon the sea generally breaks; it is about one hundred fathoms in circuit, with 10, 12, and 14 fathoms water close to all round it. From this rock stretches out a narrow bank, one league to the Westward, and half a league to the Eastward, whereon is from 24 to 58 fathoms, a rocky and gravelly bottom. In the channel between the shore and this rock, also between the shore and the *Penguin Islands* is 120 and 130 fathoms water, a muddy bottom, and the same bottom, and nearly the same depth of water one league without them.

Round the West point of cape *La Hune* is *La Hune Bay*, which lies in *La Hune Bay* North near 2 leagues, and is about one-third of a mile broad in the narrowest part, which is at the entrance, with deep water in most parts of it. In sailing in or out of the bay you must keep the cape, or East shore on board, in order to avoid a funken rock, which lies off the West point of the entrance into the bay, near one-third channel over. Two miles up the bay, on the East side, is *Lance cove*, wherein is anchorage in 16 and 14 fathoms water, clear ground, and good conveniencies for a fishery; one cable's length off from the South point of the cove (which is low) is a small shoal, whereon is one and half fathom, and between it and the point 5 fathoms water. To sail into the cove, keep the point of the cape, or East entrance into the bay open of a red cliff point on the same side (off which is a rock above water) until a round hill you will see over the valley of the cove is brought on the North-side of the valley; you will then be above the shoal, and may haul into the cove with safety. There is a narrow bank, which stretches quite across the bay, from the South point of the cove, to a point on the opposite shore, whereon is from 27 to 45 fathoms.

La Hune Harbour, wherein is only room for the admittance of small vessels, *La Hune Harbour* open to the Westerly winds, lies half a league to the Westward of cape *La Hune*, before which is an Island close under shore. The passage into the harbour is on the N. W. side of the Island; there is no danger going in, and you must anchor close up to the head in 10 fathoms water. This harbour is well situated for a fishery, there being good fishing ground about it, and other conveniencies, such as a large beach, quite across from the head of the harbour to *La Hune Bay*, which is eight hundred feet, exposed to an open air, which is a great advantage for drying of fish.

Between *Cape La Hune* and *Little River*, the land is tolerable high, and the *Two Islands* shore forms a bay, wherein lie several small Islands and rocks above water; and the outermost of which lies North 3 leagues from the *Penguin Islands*; near *Magnetic Rocks*, these rocks, and within them are funken rocks, and foul ground: The passage is very safe between the rocks and the *Penguin Islands*.

W. by S. 4 leagues from cape *La Hune*, is the entrance of *Little River*, *Little River* which may be known by the land near it, which forms a very conspicuous point on the coast, and tolerable high; the river is about one hundred fathoms broad at the entrance, and 10 fathoms deep, and affords good anchorage a little way up it in 10, 8 and 7 fathoms water; its banks are tolerable high, and clothed with wood.

South a quarter East 2 leagues from the entrance of *Little River*, N. W. *Little River* half N. 2 leagues and a half from the *Penguin Islands*, and E. S. E. half E. *Rocks*. 3 leagues and a half from the Isles of *Ramea*, lie the *Little River Rocks*, which are just above water, and a very small circuit, with very deep water all round them.

The Isles of *Ramea*, which are of various extent both for height and circuit, lay N. W. half N. near 6 leagues from the *Penguin Islands*, and one league from the main, they extend East and West 5 miles, and North and South 2 miles; there are several rocks and breakers about them; but more on the South

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South side than the North; the Easternmost Island, which is the largest, is very high and hilly; and the Westernmost, called *Columbe*, is a remarkable high round Island, of a small circuit, near to which are some rocky Islands, and sunken rocks.

The harbour of *Ramea*, (which is a small commodious harbour for fishing vessels,) is formed by the Islands, which lie between *Great Ramea* and *Columbe*, the entrance from the Westward (which is the broadest) lies East from *Columbe*, give the South point of the entrance a small birth (off which are some rocks above water) and steer N. E. into the harbour, keeping in the middle of the channel, which is more than a cable's length broad in the narrowest part, and anchor in *Ship Cove*, which is the second on the N. W. side in 5 fathoms, clear ground, and sheltered from all winds. To sail into it from the Eastward, keep the North side of *Great Ramea* on board until you are at the West end thereof, then steer S. W. into the harbour, keeping in the middle of the channel, wherein is 3 fathoms at low-water, and anchor as above directed. In this harbour, and about these Islands are several convenient places for erecting of stages, and drying of fish, and seem well situated for that purpose.

S. E. half S. 4 miles from *Ramea*, are 2 rocks above water, close to each other, called *Ramea Rocks*: S. W. one league from these rocks is a small fishing bank, whereon is 6 fathoms water; it lies with the rocks above-mentioned, on with the West entrance of *Little River*, bearing N. E. and *Ramea Columbe* on with a high saddle hill, (called *Richard's Head*) on the main within the Isles of *Burges*, bearing nearly N. W. Nearly in the middle between *Ramea* and the *Penguin Islands*, 2 leagues from the land, is a fishing bank, whereon is from 50 to 14 fathoms. To run upon the shoalest part of this bank, bring the two *Ramea Rocks*, (which lie S. E. half S. from *Ramea Islands*,) on with the S. W. part of the Islands, or between them and *Columbe*, and the entrance into *Little River* to bear N. by E. half E.

Four miles to the Westward of *Little River*, and N. E. by E. from *Ramea Islands*, is *Old Man's Bay*, which lies in North 7 miles, and is a mile broad at the entrance, with deep water in most parts of it. N. E. half a league up the bay, on the East-side, is *Adam's Island*, behind which is anchorage in 30 and 40 fathoms, but the best anchorage is at the head of the bay, in 14 and 16 fathoms.

Half a league to the Westward of *Old Man's Bay*, and N. E. from *Ramea Isles*, is *Musketa Harbour*, which is very snug and safe, and will hold a great number of shipping in perfect security; but it is difficult to get in or out unless the wind is favourable, by reason the entrance is so very narrow, (being but 48 fathoms broad) and the land high on both sides; the S. E. point of the entrance into the harbour is a high white rock; near a cable's length from this white rock or point, is a black rock above water, on the South-side of which is a sunken rock, whereon the sea breaks: From this black rock to the narrow entrance into the harbour is N. W. one-third of a mile. In sailing in or out of the harbour give the black rock a small birth, and keep the West-side most on board, it being the safest. If you are obliged to anchor, you must be very brisk in getting a rope on shore, lest you tail upon the rocks.

In

Fishing
Bank.

Old Man's
Bay.

Musketa
Harbour.

In the harbour is from 18 to 30 fathoms, every where good anchorage, and plenty of wood and water, and fishing conveniencis. In the *Narrows* is 12 fathoms bold to both shores there: with southerly and easterly winds it blows right in, with northerly winds out, and with westerly winds it is either calm or blows in variable puffs.

This harbour, which is formed by an island of the same name, lies N. E. by *Fox Island* N. from *Ramea Isles*, and half a league to the westward of *Musketa Harbour*; ^{Harbour.} between them are several rocky islands, and some sunken rocks. This harbour may be known by a high white rock, lying south half a mile from the outer part of the island. There are two passages into the harbour, one on each side of the island, and no danger in either of them but what discovers itself; it is a small commodious harbour for the fishery, wherein is 8, 9, and 10 fathoms water, and some beach.

White Bear Bay lies 2 miles to the westward of *Fox Island Harbour*, and ^{White Bear Bay.} North one league from *Ramea Isles*; there are several islands in the mouth of it. The best passage into the bay is to the eastward of all the islands; it lies in N. E. by E. half E. 4 leagues, and is near half a mile broad in the narrowest part, with high land on both sides, and deep water close to both shores in most parts of it, until you are 8 miles up it, you will then rise the ground at once to 9 fathoms, and will afterwards have gradual soundings up to the head, and good anchorage. A little way inland from the head of the bay, you have a very extensive prospect of the interior part of the country, which appears to be all a barren rock of a pretty even height, and watered by a great number of ponds, with which the whole country very much abounds. On the S. W. side of *Bear Island* (which is the easternmost and largest in the mouth of the bay) is a small ^{Bear Island Harbour.} harbour, lying in E. N. E. half a mile, wherein is from 10 to 22 fathoms water. Before the mouth of which are sunken rocks that do not break but in bad weather. At the west entrance into *White Bear Bay* is a high round white island; and S. S. W. half a mile from the *White Island* is a black rock above water. The best passage into the bay from the westward is on the west-side of this rock, and between the *White Island* and *Bear Island*, some of which are above a mile from the shore.

Five miles to the westward of *White Bear Bay*, and N. by W. three-quarters ^{Red Island Harbours.} W. from *Ramea Columbe*, are two small harbours, called *Red-Island Harbours*, formed by an island of the same name, lying close under the land; that lying to the westward of the island is the largest and best, wherein is from 10 to 6 fathoms good anchorage. To sail into it, keep the island close aboard; the outer part of which is red steep cliffs.

N. W. by W. 3 leagues from *Ramea Columbe*, lay the *Burgeo Isles*, which ^{Burgeo Isles.} are a cluster of islands extending along the shore, east and west about five miles, forming several snug and commodious harbours amongst them for fishing vessels, and are well situated for that purpose, there being good fishing ground about them. To sail into *Burgeo* from the eastward, the safest passage is on the N. E. side of *Boar Island*, which is the northernmost, and lies N. W. from *Ramea Columbe*; S. E. by E. half a league from this island is a rock that uncovers at low-water, on which the sea generally breaks: You may go on any side of this rock, there being very deep water all round it; as soon as you are to the

N. W. of it, keep the north-side of *Boar Island* on board, and steer W. by S. half S. for *Grandy's Cove*. The north point of which is the first low point on your starboard bow, haul round that point and anchor in the cove in 14 fathoms, and moor with a fast on shore; but the best place for great ships to anchor is betwixt *Grandy's Cove*, and a small island lying near the W. point of *Boar Island*, in 20 or 24 fathoms good ground, and sheltered from all winds. To sail into *Grandy's Cove* from the westward, within the islands, it is dangerous, unless well acquainted, by reason of sunken rocks in the passage; but there is a good passage from the southward between *Burgeo Columbe*, which is a high round island, and *Rencontre* (which is the highest of all the islands) you must steer in north-west, between the rocks above water, lying to the eastward of *Columbe*, and then to the southward of *Rencontre*; as soon as you are within these rocks keep the islands on board: There are several safe passages in from the southward and eastward, between the islands, and good anchorage; and in bad weather all the sunken rocks discover themselves, and you may run in any where without fear; these isles do not abound with either wood or water.

Wolfe Bay.

This bay lies in N. E. half N. one league, the entrance is N. E. 2 miles from *Boar Island*, and 2 miles to the westward of *Fox Island* harbours; the E. point of the entrance is low ragged rocks, off which is a sunken rock, a quarter of a mile from the shore, whereon the sea breaks in bad weather. Near the head of the bay is tolerable good anchorage, and plenty of wood and water.

King's Harbour.

Round the west point of *Wolf Bay* is *King's Harbour*, which lies in N. E. by N. three-fourths of a mile, before the mouth of which is a cluster of little islands, one of which is pretty high. To sail into it, keep the east point of the islands on board, and steer N. W. by N. and N. N. W. for the entrance of the harbour, and anchor under the east shore in 9 fathoms water.

Ha Ha.

On the south-side of the islands, before *King's Harbour*, and N. N. E. one mile from *Boar Island* is the entrance into the *Ha, Ha*, which lies in west one mile, about a quarter of a mile broad, wherein is from 20 to 10 fathoms, and good anchorage in every part of it. Over the south point of the entrance into this harbour is a high green hill; and a cable's length and a half from the point is a sunken rock that always shews itself. Over the head of the *Ha, Ha*, is *Richard's Head*, mentioned as a mark for running upon *Ra ea Shoal*.

Great Barrysway.

Four miles to the westward of the *Burgeo Isles* is the great *Barrysway Point*, which is a low white rocky point, and N. W. by N. half a league from this point is the west entrance into the great *Barrysway*, wherein is room and depth of water for small vessels. Between the *Burgeo Isles* and the *Great Barrysway Point* are several sunken rocks, some of which are half a league from the shore.

Bay of Connoir.

N. W. by W. half W. 4 leagues from the *Burgeo Isles* is the bay of *Connoir*, the east point of which is something remarkable, rising with an easy ascent to a moderate height, and much higher than the land within it; the top of it is green, but down by the shore is white; the west point of the bay is low and flat, to the westward of which are several small islands: The bay lies in N. by E. one league from the entrance to the middle head, which lies between the

two arms, and is half a league broad, with 14, 12, 10 and 8 fathoms close to both shores, good anchorage, and clear ground, open to the S. S. W. and Southerly winds; but the N. E. arm affords shelter for small vessels from all winds. To sail into it, keep the starboard shore best on board, and anchor before a small cove on the same side, near the head of the arm, in 3 fathoms and a half; towards the head of the arm, on the N. W. side, is a bank of sand and mud, whereon one might run a ship, and receive no damage.

Two leagues to the Westward of *Connoir*, lies the bay of *Cutteau*, wherein is *Cutteau Bay*. only shelter and depth of water for small vessels and fishing shallops; in sailing in or out of the bay, keep the West point close on board, in order to avoid the many sunken rocks in the mouth of it.

Round the West point of *Cutteau* is *Cinq Serf*, wherein are a great many Islands, *Cinq Serf*. which form several small snug harbours, there is room and depth of water sufficient for fishing vessels, with conveniencies for fisheries. Right off *Cinq Serf*, about half a league from the shore, is a low rocky Island. The safest passage into the largest harbour is to the Westward of this rock, keeping pretty near it, and steer N. E. half E. keeping the S. E. shore on board, until you are abreast of a small woody Island, which is the Easternmost but one, and lies about a quarter of a mile to the N. E. of a white rock, in the middle of the passage; then haul short round this Island, and anchor behind it in 7 fathoms water, covered from all winds, or you may continue your course up to the head of the arm, and anchor in 4 fathoms.

Four miles to the Westward of the rocky Island of *Cinq Serf*, is the harbour *Grand Bruit*. of *Grand Bruit*, which is a small commodious harbour, and well situated for a fishery; it may be known by a very high remarkable mountain over it, half a league inland, which is the highest land on all the coast; down which runs a considerable brook, which empties itself in a cascade into the harbour of *Grand Bruit*. Before the mouth of the harbour are several small Islands, the largest of which is of a tolerable height, with three green hillocks upon it. A little without this Island is a round rock, pretty high above water, called *Columbe of Great Bruit*; and a quarter of a mile to the Southward of this rock, is a low rock; in the direct line between this low rock and the rocky Island off *Cinq Serf*, half a league from the former, is a sunken rock, whereon the sea does not break in fine weather. The safest passage into *Grand Bruit*, is to the N. E. of this rock, and of the Islands lying before the harbour, between them and the three Islands (which are low, and lay under the shore) and after you are to the Northward of the sunken rock above-mentioned, there is no danger but what shews itself. The passage into the harbour is very narrow, but bold to both sides. The harbour lies in north half a mile, and is a quarter of a mile broad in the broadest part, wherein is from 4 to 7 fathoms water.

To the Westward of *Grand Bruit*, between it and *La Poil Bay*, lies the bay *Rotte*. of *Rotte*, wherein are a great many Islands and sunken rocks. The Southernmost Island is a remarkable high round rock, called *Columbe of Rotte*, and lies W. by N. 9 leagues from the Southernmost of the *Brugeos*. Between this Island and *Grand Bruit* is a reef of rocks, some above and some under water, but do not lay to the Southward of the direct line between the Islands. Within the Isles of *Rotte* are shelter for shipping. The safest passage in, is to the Westward of the Islands between them and the Island called *Little Ireland*, which lies off the East point of *La Poil Bay*.

La Poil Bay. The bay of *La Poil*, which is large and spacious, with several commodious harbours, lies West 10 D. North, 10 leagues from the Southernmost of the *Brageos*; W. by N. 14 leagues from the Isles of *Ramea*, and near 12 leagues to the Eastward of *cape Bay*. It may be known by the high land of *Grand Bruit*, which is only five miles to the Eastward of it; and likewise by the land on the East-side of the bay, which rises in remarkable high craggy hills. One mile S. S. W. from the East point lies *Little Ireland*, a small low Island environed with sunken rocks, some of which are one-third of a mile off; N. N. W. half a mile from this Island is a sunken rock that shews itself at low-water, which is the only danger going into the bay, but what lies very near the shore. Two miles within the West point of the bay, and N. N. W. half W. two miles from *Little Ireland*, is *Tweeds*, or *Great Harbour*, the South point of which is low; it lies in West one mile, and is a cable's length and a half broad in the narrowest part. To sail into it, keep the North shore on board, and anchor near the head of the harbour, in 18 or 20 fathoms clear ground, and sheltered from all winds. In this harbour are several conveniencies for erecting of stages, and drying of fish. Half a mile to the Northward of *Great Harbour*, is *Little Harbour*, the North point of which is the first high bluff head on the West-side of the bay, (called *Tooth's Head*); the harbour lies in West one mile, is not quite two cables length broad in the broadest part. To sail into it, give the South point a small birth, and anchor about half way up the harbour, in 10 fathoms water before the stage, which is on the North-side.

Great Har-
bour.

Little Har-
bour.

Gally Boys
Harbour.

Opposite to *Tooth's Head*, on the East-side of the Bay, is *Gally Boys Harbour*, a small snug and commodious harbour for ships bound to the Westward: Near the South point of the harbour are some hillocks close to the shore; but the North point is high and steep, with a white spot in the Cliff. In sailing in or out of the harbour, keep the North-side on board; you must anchor as soon as you are within the inner South point, in 9 or 10 fathoms good ground, and sheltered from all winds.

Broad Cove.

Two miles to the Northward of *Tooth's Head*, on the same side of the bay, is *Broad Cove*, wherein is good anchorage in 12 and 14 fathoms water. Off from the North point of the cove, stretches out a bank into the middle of the bay, whereon is from 20 to 30 fathoms, a stony and gravelly bottom. One mile to the Northward of *Gally Boys Harbour*, between two sandy coves on the East-side of the bay, and near two cables length from the shore, is a sunken rock that just uncovers at low-water.

N. E. Arm.

Two leagues up the bay, on the East-side, is the N. E. arm, which is a spacious, safe, and commodious harbour. To sail into it, give the low sandy point on the S. E. side a small birth, and anchor above it where you please, in 10 fathoms water, good holding ground, and sheltered from all winds, and very convenient for wooding and watering.

Indian Har-
bour and de
Plate.

A little within the West point of *La Poil Bay*, is *Indian Harbour*, and *de Plate*, two small coves conveniently situated for a fishery, and into which small vessels can go at high-water.

Bay of Garia.

From *Little Ireland Island* to *Harbour La Cove*, and *Moine Bay*, the course is W. 3 quarters S. 4 leagues; between them lies the bay of *Garia*, and several small

small coves, wherein are shelter for small vessels, and conveniencies for fisheries; before which are several small islands, and sunken rocks lying along the shore, but none of them lie without the above course. In bad weather the sunken rocks all discover themselves. To sail into the Bay of *Garia*, which lies midway between *Poil* and *Harbour La Coue*, you will, in coasting along shore, discover a white head, which is the South point of an island lying under the land, off the East point of the bay, a little to the Westward of two green hillocks on the main; you must bring this white point to bear North, and steer in directly for it; keep between it and the several islands that lie to the S. W. from it. From this white point, the course into the bay is N. W. by N. keeping the East point on board, which is low. In this bay is plenty of timber, not only for erecting of stages, but large enough for building of shipping.

The S. W. point of the entrance into *Harbour La Coue*, called *Rose Blanche Point*, (near to which are rocks above water) is tolerably high, and the land near the shore over *Harbour La Coue* and *La Moine Bay* is much higher than any land near them, by which they may be known. *La Moine Bay* lies in N. N. E. 3 quarters E. one league and a half, and is a quarter of a mile broad in the narrowest part. Off the East point are some small islands and rocks above water. To sail into it, keep the West point on board until you have entered the bay, then edge over to the East shore, and steer up to the head of the bay, where there is good anchorage in 10 and 11 fathoms, and plenty of wood and water. Your course into *Harbour La Coue*, which lies at the west entrance into *La Moine Bay*, is N. W. between a rock above water, in the mouth of the harbour, and the west-shore; as soon as you are within the rock, haul to the westward, into the harbour, and anchor in 8 or 6 fathoms water, and moor with a fast on shore; or you may steer into the arm, which lies in N. E. by N. from the harbour, and anchor in 20 fathoms, sheltered from all winds. *Harbour La Coue*, is a small snug harbour for small vessels, and well situated for a fishery, where there has been one for several years.

Round to the Westward of *Rose Blanche Point*, is the harbour of the same name, a small snug harbour, well situated for a fishery, with good conveniencies. The channel into the harbour is between the island lying off the West point, and *Rose Blanche Point*; you must give the island a good birth, because of some sunken rocks which lie on the East-side of it, and keep the West-side of a small island, which lies close under *Point Blanche*, close on board, and anchor within the N. E. point of the said island, in 9 fathoms water. The sail into the N. W. part of the harbour is dangerous, unless you are acquainted with it, by reason of several small islands, and sunken rocks in it.

This is a small cove 2 miles to the Westward of *Rose Blanche Point*, wherein is anchorage for small vessels in 4 fathoms. Off the West point of the Cove are two small islands, and several sunken rocks. The passage in, is to the Eastward of the islands and sunken rocks.

Two leagues to the Westward of *Rose Blanche Point* are the *Burnt Isles*, which lie close under the shore, and are not to be distinguished from it, behind which

which are shelter for small vessels, and good fishing conveniences. Off these islands are sunken rocks, some of which are half a mile from the shore.

Conny Bay
and Otter
Bay.

Three leagues and a half to the Westward of *Rose Blanche Point*, is *Conny Bay*, and *Otter Bay*; in the latter is good anchorage for shipping in 7, 8 and 9 fathoms, but it is dangerous in going in, because of several sunken rocks without the passage, which in fine weather do not shew themselves.

Dead Isles.

West 3 quarters South, 4 leagues from *Rose Blanche Point*, are the *Dead Isles*, which lay close under the shore; in the passage between them and the main is good anchorage for shipping, in 6, 7 and 8 fathoms, sheltered from all winds, but is very dangerous going in unless well known, by reason of several sunken rocks lying in both at the East and West entrance. The entrance from the Eastward may be known by a very white spot on one of the islands: Bring this white spot to bear N. W. by N. and steer in for it, keeping the rocks on the starboard hand nearest on board, and leave the island on which the white spot is on your larboard side. The West entrance may be known by a tolerable high white point on the main, a little to the Westward of the islands, on the West part of this point is a green hillock; keep this white point close on board, until you are within a little round rock, lying close to the Westernmost island, at the East point of the entrance; then haul over to the Eastward for the *Great Island*, (on which is a high hill) and steer in N. E. by E. half E. keeping the little rock before-mentioned in sight.

Port au
Basque.

From the *Dead Isles* to *Port au Basque*, the course is west 4 miles: between them lie several small islands close under the shore, and sunken rocks, some of which are half a mile from the shore. *Port au Basque*, which is a small commodious harbour, lies 2 leagues and a half to the eastward of *Cape Ray*. To steer in for it, bring the *Sugar Loaf* over *Cape Ray* to bear N. W. half W, or the west end of the *Table Mountain* to bear N. W. Steer in for the land, with either of them as above, and you will fall directly in with the harbour. The S. W. point of which is of a moderate height, and white, called *Point Blanche*, but the N. E. point is low and flat, close to which is a black rock above water; in order to avoid the outer shoal (on which is 3 fathoms,) and which lies east 3 quarters of a mile from *Point Blanche*, keep the said point on board, and bring the flag staff which is on the hill, that is over the west side of the head of the harbour, on with the S. W. point of *Road Island*, and that direction will carry you in the middle of the channel, between the east and west rocks; the former of which always shew themselves, and which you leave on your starboard hand. You must continue this course up to *Road Island*, and keep the west point on board, in order to avoid the *Frying-pan Rock*, which stretches out from a cove on the west shore, opposite the island; and as soon as you are above the island, haul to the N. E. and anchor between it and *Harbour Island*, where it is most convenient, in 9 or 10 fathoms, good ground, and sheltered from all winds; this is what is called the *Road*, or *Outer Harbour*, and the only anchoring place for men of war, but fishing ships always lie up in the *Inner Harbour*. To sail into it, you must steer in between the west shore which is the S. W. end of *Harbour Island*, and anchor behind the said island, in 3 or 4 fathoms. In some parts of this harbour ships can lay their broadside so near to the shore

as to reach it with a plank. This harbour has been frequented by fishermen for many years, and is well situated for that purpose, and has excellent conveniencies.

One mile to the eastward of *Port au Basque* is *Little Bay*, a narrow creek Little Bay. lying in N. E. near half a league, wherein is room and depth of water sufficient for small vessels.

Two miles to the westward of *Port au Basque* is *Grand Bay*, in and before Grand Bay. which are several islands and sunken rocks, the outermost of which are not above a quarter of a mile from the shore, on which the sea generally breaks. In this bay is anchorage for small vessels, but not water sufficient for large ships. From *Port au Basque* to *Cape Ray*, the course is west one league to point *Enragée*, then N. W. one league and a half to the cape; off point *Enragée* (which is a low point,) and to the eastward of it are some sunken rocks one mile from the shore, on which the sea breaks.

Cape Ray is the S. W. extremity of *Newfoundland*, situated in latitude Cape Ray. 47 deg. 37 min. north: the land of the cape is very remarkable near the shore, it is low, and three miles inland is a very high *Table Mountain*, which rises almost perpendicular from the low land, and appears to be quite flat at top, except a small hillock on the S. W. point of it. This land may be seen in clear weather 16 or 18 leagues. Close to the foot of the table mountain, between it and the point of the cape, is a high round hill, resembling a sugar loaf, (called the *Sugar Loaf of Cape Ray*) whose summit is something lower than the top of the *Table Mountain*; and to the Northward of this hill, under the *Table Mountain*, are two other hills resembling sugar-loaves, which are not so high as the former; one or other of those *Sugar Loaf* hills are from all points of view seen detached from the *Table Mountain*. On the East-side of the cape between it and *Point Enragée*, is a sandy bay, wherein shipping may anchor with N. W. Northerly, and N. E. winds, but they must take care not to be surprized there with S. W. winds, which blow right in, and cause a great sea, and the ground is not the best for holding, being all a fine sand. Towards the East-side of this bay is a small ledge of rocks, one mile from the shore, on which the sea does not break in fine weather. The best place for great ships to anchor is to bring the point of the cape to bear W. by N. and the high white sand hill in the bottom of the bay N. N. E. in 10 fathoms water, but small vessels may lie much farther in. You must take care not to run so far to the Eastward as to bring the end of the *Table Mountain* on with the sand hill, in the bottom of the bay, for fear of the ledge of rocks before-mentioned. W. by N. half N. near one mile from the point of the cape is a small ledge of rocks, whereon the sea always breaks; and one mile to the Northward of the cape, close under the land, is a low rocky Island, in the channel between the ledge and the cape; also between it and the Island is 14 and 15 fathoms, but it is not safe for shipping, on account of the tides, which run here with great rapidity. The soundings under 100 fathoms do not extend above one league from the land to the Westward and Northward of the cape, nor to the Southward and Eastward of it, except on a bank which lies off *Port au Basque*, between 2 or 3 leagues from the land, whereon is from 70 to 100 fathoms good fishing ground. S. E. by E. half E. 8 leagues
D
from

from *Port au Basque*, in the latitude 47 deg. 14 min. North is a bank, whereon is 70 fathoms. *Note.* The true form and extent of these banks are not yet sufficiently known to be laid down in the draft.

Cape
Anguille.

From *Cape Ray* to *Cape Anguille*, the course is North 16 deg. West, distant 6 leagues; *Cape Anguille* is the Northernmost point of land you can see, after passing to the Northward of *Cape Ray*. In the country, over the cape is high *Table Land*, covered with wood; between the high land of the two capes, the land is low, and the shore forms a bay, wherein are the *Great* and *Little Rivers of Cod Roy*; the great river, which is the Northernmost, is a bar harbour, and will admit vessels of 8 and 10 feet draft at high water, in fine weather. It is a good place for a salmon fishery, and for building small vessels and boats, &c. there being plenty of Timber. You may approach the shore between the two capes to half a league, there being no danger that distance off.

Rivers of Cod
Roy.

The Island of *Cod Roy* lies two miles to the Southward of *Cape Anguille*, close under the high land, it is a low flat green Island, of near two miles in compass, it forms (between it and the main) a small snug harbour for fishing shallops; and is frequented by vessels of 10 and 12 feet draft, but they lie aground the greatest part of the time, there being not much above that depth of water, in the safest part of the harbour at high water; the channel in is from the Southward, wherein is two fathoms at low water. In that from the Northward is not above three feet; this harbour is very convenient for the fishery, and good beaches for drying of fish.

Island of Cod
Roy.

Cod Roy
Road.

In the road of *Cod Roy* is very good anchorage for shipping in 8, 7, and 6 fathoms, a clay bottom, sheltered from the N. W. Northerly and S. E. winds; the best place is to bring the South point of the Island to bear West, and the point of the beach on the inside of the Island, at the South entrance into the harbour on with a point on the main to the Northward of the Island, you will then be in 7 fathoms, and nearly half a mile from the shore. One league to the Southward of *Cod Roy* is a high bluff point, called *Stormy Point*, off which stretches out a shoal half a mile; this point covers the road from the S. E. Winds, and it is good anchorage any where along the shore, between it and the Island.

Island of St.
Paul.

The Island of *St. Paul* lies S. 53 deg. W. 13 leagues and a half from *Cape Ray* in *Newfoundland*, and N. 42 deg. E. 3 leagues from the North cape in the Island of *Cape Breton*, in the latitude 47 deg. 12 min. 30 sec. N. it is about 5 miles in compass, (including the small Island at the N. E. end of it) with three high hills upon it, and deep water close to the shore all round.

Cape North.

Cape North is a lofty promontory at the N. E. extremity of the Island *Cape Breton*, the latitude of 47 deg. 5 min. North, the entrance into the gulph of *St. Laurence* is formed by this cape, and *Cape Ray*; they lie from each other N. 52 deg. E. and S. 52 deg. W. distant 17 leagues; in the channel between them is no ground under 200 fathoms.

Tides and
Currents.

A S. E. moon makes high water by the shore in most places in the chart, and flows up and down, or upon a perpendicular seven or eight feet; but it must be observed, that they are every where greatly governed by the winds and weather.

weather. On the sea coast between Cape *Chapeaurouge* and *St. Peter's*, the current sets generally to the S. W. On the South-side of *Fortune Bay* it sets to the Eastward, and on the North-side to the Westward. Between Cape *La Hune* and Cape *Ray*, the flood sets to the Westward in the offing, sometimes two or three hours after it is high water by the shore; but this Tide or current (which is no where strong but at Cape *Ray*) is very variable, both with respect to its course and velocity, sometimes it sets quite contrary to what might be expected from the common course of the tides, and much stronger at one time than another, which irregularities cannot be accounted for with certainty, but seem to depend mostly on the winds.

N. B. The *Burgeo Isles*, by an observation of the eclipse of the sun, on the 5th August, 1766, are 3 h. 50 m, 4 sec. or 57 deg. 31 m. West, from the meridian of *London*.

From this observation the longitude of the following places are deduced, and their latitudes are from astronomical observations made on shore, except that of Cape *Race*, which was observed at sea; some one of those places being generally the first that ships make, bound to the Southern parts of *Newfoundland*, or into the Gulph or River of *St. Laurence*, or from which they take their Departure, at leaving those parts; it is hoped the determining their true position will prove useful to navigators.

	Latitude.	Longitude.
<i>Burgeo Isles</i>	47 36N.	57 31 W.
Cape <i>Ray</i>	47 37	59 8
Island of <i>St. Paul</i>	47 12	59 57
Cape <i>North</i> , the N. E. Extremity of <i>Cape Breton</i>	47 5	60 8
Island of <i>Scatarie</i> , which lies off the S. E. Point of <i>Cape Breton</i>	46 1	61 57.
Island of <i>St. Peter's</i>	46 46	56 5
Cape <i>Chapeaurouge</i> , or the Mountain of the <i>Red Hat</i>	46 53	55 17
Cape <i>Race</i>	46 40	52 38
<i>St. John's</i>	47 34	52 18

D I R E C T I O N S

FOR NAVIGATING THE

WEST COAST

OF

NEWFOUNDLAND.

N. B. *All bearings and courses hereafter-mentioned, are the true bearings and courses, and not by compass.*

CAPE *Anguille* lies 6 leagues to the northward of Cape *Ray*, N. E. by N. 17 leagues, from the Island of *St. Paul*, and is in the latitude of 47 degrees 55 minutes North, it is high and covered with wood: 2 miles to the southward of this cape lies the small island and harbour of *Cod Ray* before described. From *Cape Anguille* to *Cape St. George*, the course is N. $\frac{1}{2}$ E. distant 11 leagues; these two capes form the bay of *St. George*, which lies in N. E. 18 leagues from the former, and East 15 from the latter; at the head of this bay, on the South-side round a low point of land, is a very good harbour, wherein is good anchorage in 8, 10, or 12 fathoms water. In several parts about this harbour are convenient places for fishing works, with large beaches, and good fishing ground in the bay, which early in the spring abounds with fish, and formerly was much frequented; a very considerable river empties itself into the head of this bay, but it is not navigable for any thing but boats, by reason of a bar a-cross the entrance, which lies exposed to the Westerly winds. On the North side of this bay, before the *Isthmus of Port-a-Port*, is good anchorage in 7 or 8 fathoms water, with northerly winds; from off this place stretches out a fishing bank two thirds a-cross the bay, whereon are from 7 to 18 fathoms water, a dark sandy bottom.

Cape *St. George* lies in the latitude of 48 deg. 28 min. it may be easily known, not only by its being the N. point of the bay of the same name, but by the steep cliffs on the North part of it, which rise perpendicular from the sea to a considerable height, and by *Red Island*, which lies 5 miles to the Northward of the cape, and half a mile from the shore; this island is about one league in circuit, and tolerably high, and the steep cliffs round it are of a redish colour. Under the N. E. end of the island, and before a sandy cove on the main, which lies just to the Northward of the steep cliffs, is anchorage in 12 or 14 fathoms water, you are there covered from the S. W. winds by the island, and from the Southerly and Easterly winds by the main, but there is no riding here with Northerly and N. W. winds; this place formerly was much frequented by fishers.

From

Cape
Anguille.

Bay and
Harbour of
St. George.

Cape St.
George and
Red Island.

From *Red Island* to *Long Point*, at the entrance into the bay of *Port-a-Port*, Courses along shore the course is N. 52 deg. E. distant 7 leagues and a half. From *Red Island* to *Guernsey Island* in the mouth of the *Bay of Islands*, the course is N. E. $\frac{1}{2}$ N. 15 leagues and a half. From *Red Island* to *Cape St. Gregory*, the course is N. E. $\frac{1}{2}$ N. 20 leagues. From *Red Island* to the *Bay of Ingornachboix*, the course is N. N. E. $\frac{1}{2}$ E. distant 48 leagues; and from *Red Island* to *Point Rich*, the course is N. 29 deg. E. distant 48 leagues and 2 miles.

The land between *Red Island* and the entrance into *Port-a-Port*, is of a moderate height, or rather low, with sandy beaches, except one remarkable high hillock (called *Round-head*) close to the shore, and is 2 leagues to the N. E. of *Red Island*; but up in the country over *Port-a-Port*, are high lands, and if you are 4 leagues at sea, you will not discern the *Long Point* of land, which forms the *Bay of Port-a-Port*: This bay is capacious, being near five miles broad at the entrance, and lies into the Southward, 4 leagues, with good anchorage in most parts of it. The West point of the bay (called *Long Point*) is a low rocky point, from which stretches out a reef of rocks, N. E. near 1 mile; S. E. by S. 4 miles from *Long Point*, and half a league from the East shore, lies *Fox Island*, which is small, but tolerably high; from the North end of this island stretches out a shoal near 2 miles to the Northward, called *Fox's Tail*; nearly in the middle of the bay, between the island and the West shore, lies the middle ground, on one place of which near the S. W. end is not above 3 or 4 feet at low water; at the head of the bay, is a low point, called *Middle Point*, stretching out into the middle of the bay; from off this point is a shoal spit, which extends near 2 miles to the Northward, part of which dries at low water; from the head of the East bay over to the *Bay of St. George*, is little more than a quarter of a mile; this *Isthmus* is very low, with a pond in the middle of it, into which the sea washes in gales of winds from the Southward at high tides. On the East side of the *Isthmus* is a tolerable high mountain, which appears flat at top, and rises directly from the *Isthmus*; on the North side of this mountain, and about 5 miles from the *Isthmus*, is a conspicuous valley or hollow, which together with *Fox Island*, serves as a leading mark for coming in or out of this bay, as is hereafter described: Two leagues to the N. E. from the entrance of this bay, and half a league from the shore, lies *Sbag Island*, which appears at a distance like a high rock, and is easy to be distinguished from the main; West 1 league from *Sbag Island*, lies the middle of *Long Ledge*; which is a narrow ledge of rocks, stretching N. E. and S. W. 4 miles, the N. E. part of them is above water; the channel into the *Bay of Port-a-Port*, between the S. W. end of this Ledge, and the reef off the West point of the bay is 1 league wide. To sail into *Port-a-Port*, coming from the S. W. come not nearer the pitch of the *Long Point* of the bay, than 1 mile and a half, or haul not in for the bay, until you have brought the valley in the side of the mountain before-mentioned, (which is on the East side of the *Isthmus*) over the East end of *Fox Island*, or to the Eastward of it, which will then bear S. S. E. half E. you will be clear of the *Long Point* reef, and may haul into the bay with safety; coming from the N. E. and without the *Long Ledge*, or turning into the bay in order to keep clear of the S. W. point of the *Long Ledge*, bring the *Isthmus*, or the foot of the mountain, (which is on the East side of the *Isthmus*) open to the Westward of *Fox Island*,

Island, near twice the breadth of the island, (the island will then bear S. half E.) you may haul into the bay with this mark, and when *Shag Island* is brought on with the foot of the high land, which is on the South side of *Coal River*, and will then bear E. by N. half N. you will be within the *Long Ledge*; there is a safe passage into the bay, between the *Long Ledge* and the main, passing on either side of *Shag Island*, taking care to avoid a small round shoal which lies S. W. 1 mile from the island, on which is 2 fathoms and a half water. To sail up to what is called the *West Bay*, and into *Head Harbour* (which are the safest anchorages, and the best places to wood and water at) keep the West shore on board, and in turning between it and the middle ground, observe on standing over to the middle, to put about as soon as you shoalden your water to 8 fathoms, you may stand to the spit of the middle point, to 6 or 5 fathoms. To sail up to what is called the *East Road*, which lies between *Fox Island* and the East shore, observe about 1 league N. E. from the island is a high bluff head, being the South part of the high land that rises steep directly from the shore, keep this head bearing to the Southward of East, until the *Isthmus* is brought to the Eastward of *Fox Island*, which will then bear S. S. W. you will then be within the shoal, (called *Fox's Tail*) and may then haul to the Southward, and anchor any where between the island and the main: To sail up to the East bay, passing between the island and the East shore, observe the foregoing directions; and after you are above the Island, come not nearer the main than half a mile, until you are abreast of a bluff point above the island, called *Road Point*, just above which in 12 fathoms is the best anchorage with N. E. winds; and to sail up to this anchorage between the middle ground and the *Fox's Tail*, bring the said point on with the S. W. point of the island, this mark will lead you up in the fair way between the two shoals. What is called the *West Road*, lies before a high stone beach, about 2 miles from *Long Point*, where you ride secure with westerly and N. W. winds, in 10 or 12 fathoms water; the said beach is steep to, and is an excellent place for landing and drying of fish, for which it has been formerly used; there is likewise a good place at the North end of *Fox Island* for the same purpose; and the whole bay and the adjacent coast abound with cod, and extensive fishing banks lie along the sea coast.

Bay of
Islands.

From the *Long Point*, at the entrance of *Port-a-Port* to the *Bay of Islands*, the direct course is N. 35 deg. E. distant 8 leagues, but coming out of *Port-a-Port*, you must first steer North for 1 league or a league and a half, in order to clear the *Long Ledge*, then N. E. by N. or N. E. the land between them is of a considerable height, rising in craggy barren hills, directly from the shore. The bay of *Islands* may be known by the many islands in the mouth of it, particularly the three named *Guernsey Island*, *Tweed Island*, and *Pearl Island*, which are nearly of equal height with the lands on the main; if you are bound for *York* or *Lark Harbours*, which lie on the S. W. side of this bay, and coming from the Southward, steer in between *Guernsey Island* and the south head, either of which you may approach as near as you please; but with S. S. W. and Southerly winds, come not near the South head, for fear of calms and gusts of wind under the high land, where you cannot anchor with safety; you may sail in or out of the bay, by several other channels formed by the different islands, there being no danger but what shews itself, except a small ledge of rocks which lies half

half a mile from the North *Shag Rock*, and in a line with the two *Shag Rocks* in one; if you bring the South *Shag Rock* open on either side of the North rock, you will be clear either to the Eastward or Westward of the ledge. The safest passage into this bay from the Northward, is between the two *Shag Rocks*, and then between *Tweed Island* and *Pearl Island*. From *Guernsey Island* to *Tortoise Head* (which is the North point of *York Harbour*, and the S. E. point of *Lark Harbour*) the course is S. by E. 5 miles; *Lark Harbour* lies in S. W. near 2 miles, and is one third of a mile broad in the narrowest part, which is at the entrance. To sail into it with large ships keep the larboard shore on board, but with small vessels there is no danger, you may anchor with a low point on the starboard-side bearing West, N. W. or North, and ride secure from all winds.

From *Tortoise Head* into *York Harbour*, the course is S. W. near 1 league: between the said head and *Governor's Island*, which lies before the harbour, is room to turn, and anchorage all the way, but regard must be had to a shoal, which spits off from a low beach point (called *Sword Point*) on the West end of *Governor's Island*; to avoid which keep a good part of *Scal Island* open to the Northward of *Governor's Island*, until you are above this point; in turning up the harbour, stand not nearer the next point on the Island (off which it is flat) than to bring *Tortoise Head* touching *Sword Point*, the best anchorage is to keep *Tortoise Head* open of the said point, and anchor in 10 fathoms, along the sandy beach on the main; farther up within the Island is too deep water for anchoring all the way through the passage within the Island. This harbour is very convenient to wood and water at. W. S. W. and S. W. winds blow here sometimes with great violence, occasioned by the nature of the lands, there being a valley or low land between this harbour and *Coal River*, which is bounded on each side with high hills, this causes these winds to blow very strong over the low land.

Harbour Island lies at the entrance of the *River Humber*, and S. E. 7 miles from *Guernsey Island*, at the S. W. point of which is a small snug harbour (called *Wood's Harbour*) wherein are 5 and 4 fathoms water, but the entrance is too narrow for strangers to attempt, and but 2 fathoms deep.

The *River Humber*, at about 5 leagues within the entrance, becomes narrow and the stream is so rapid in places for about 4 leagues up to a lake, that with great difficulty a boat can be got up it; and at some times quite impracticable; this lake, which stretches N. E. half N. is in length 7 or 8 leagues, and from 2 to 5 miles broad. The banks of this river, and the shores of the lake, are well clothed with timber, such as are common in this country. This river is said to abound with salmon, in which has been formerly a very great salmon fishery.

The *North* and *South Arms* are only long inlets, in which is very deep water until you come to their heads.

A little within the entrance of the *North Arm*, on the starboard side, is a small cove, wherein a vessel might anchor in 30 fathoms water; 1 league within the entrance of the *South Arm*, on the starboard side, is a sandy cove, (being the second on that side) wherein is good anchorage in 16 fathoms water, and a good place to wood and water at; haul into the cove, until the west point of it is brought

brought on with the north point of the entrance of this arm, and there anchor; if you miss laying hold of this anchoring ground, there is a very good harbour at the head of the S. E. branch of this arm, on the east side of *Eagle Island*; between the *North* and *South Arms* is anchorage in 8, 10, or 12 fathoms water. Under the north side of *Harbour Island* is good anchorage with S. W. winds; at a quarter of a mile from the island you will have a muddy bottom. Opposite to the south east end of *Harbour Island*, on the south side of this bay, is *Frenchman's Cove*, wherein is good anchorage in 20, 16, or 12 fathoms water; it is very probable that none of these anchorages will ever be frequented by shipping; it is necessary to point them out, as it may happen that in coming into the bay with a gale of wind at S. W. it may blow so hard out of *York Harbour*, that no vessel can carry sail to work into anchoring ground; at such times they will be glad to get to an anchor in any place of safety.

The bay of *Islands* has been much frequented formerly for the cod fishery, the best place for fishing ships to erect stages, and keep boats, is in *Small Harbour*, which lies a little without the *South Head*, and the large beach on *Sword Point* in *Governor's Island*, is an excellent place for drying of fish.

From Bay of Islands to Bonne Bay. From *Guernsey Island* to *Bonne Bay*, the course is first N. N. E. 6 leagues, then N. E. 3 leagues. The land near the shore from the *North Shag Rock*, to cape *St. Gregory* is low, along which lie funken rocks, some of which are a quarter of a mile from the shore, but a very little way in land it rises into a mountain, terminating at top in round hills; from cape *Gregory* to *Bonne Bay*, the land rises in high hills, directly from the sea to a considerable height. Cape *St. Gregory* is high, and the Northernmost land you can see, when coasting along shore, between *Red Island* and the bay of *Islands*.

Bonne Bay. *Bonne Bay* may be known if you are not above 4 or 5 leagues off at sea, by the lands about it, all the lands on the S. W. side of the bay being very high and hilly, the land on the N. E. side, and from thence along the sea coast to the Northward is low and flat, but about 1 league up inland is a range of mountains, which run parallel with the sea coast; you cannot distinguish the low land if you are 6 or 7 leagues off at sea. Over the South side of this bay, is a very high mountain, terminating at top in a remarkable round hill, which is very conspicuous when you are to the Northward of the bay. This bay lies in S. E. 2 leagues, then branches into two arms, one tending to the Southward, and the other to the Eastward, the best anchorage is in the Southern arm; small vessels must anchor just above a low woody point (which is on the starboard side of the bay, at the entrance into this arm) before a sandy beach, in 8 or 10 fathoms water, about a cable's length from the shore; but large ships must run higher up, unless they moor to the shore, they cannot anchor in less than 30 or 40 fathoms, but at the head of the arm where there are but 24 fathoms; notwithstanding the great depth of water, you lie every where in perfect security, and very convenient to wood and water, there being great plenty of both. To sail into the East arm, keep the S. E. point or starboard shore on board; short round that point is a small snug cove, wherein is good anchorage in 16 or 18 fathoms water, and moor to the shore; a little within the North point of this arm is a very snug harbour for small vessels, wherein are 7 and 6 fathoms water. In sailing in or out of this bay with

with S. W. winds, come not near the weather shore, for fear of being becalmed under the high land, or meeting with heavy gusts of winds, which is still worse, and the depth of water too great to anchor.

From *Bonne Bay* to *Point Rich*, the course along the shore is N. N. E. distant *Bonne Bay* to 24 leagues; but in coming out of the bay, you must first steer N. N. W. and *Point Rich*. N. by W. for the first 3 leagues, in order to get an offing. Ten miles to the Northward of *Bonne Bay* is a pretty high white point (called *Martin Point*) *Martin*. 3 quarters of a mile right off from this point is a small ledge of rocks, whereon *Point*. the sea breaks: One league to the Northward of *Martin Point*, is a low white rocky point (called *Broom Point*) half a mile S. W. from this point lies a funken rock, that seldom shews itself. On the N. E. side of *Broom Point* lies the bay of *St. Paul*, wherein vessels may anchor with Southerly and Easterly winds, but *Bay of St. Paul*. lie quite exposed to the sea winds.

One league to the Northward of the bay of *St. Paul* is a pretty high point of *Cow Head* land (called *Cow Head*) it will have the appearance of an Island, being only joined and *Steering Island*. to the main by a very low and narrow neck of land; three quarters of a mile off this head 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 *Cow Cove* on the North side of this head is *Shallow Bay*, wherein is water sufficient for and *Shallow Bay*. small vessels, and good fishing conveniencies; at the N. E. entrance into this bay is 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 lie 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 funken 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 deg. 45 min. E. distance *Shallow Bay* to *Ingorna-* 17 leagues. From *Shallow Bay* to the South part of *Ingornaboix Bay*, is nearly *choix Bay*. 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 Island*, and about half a mile inland, is a remarkable hill (called *Portland*) it makes not unlike *Portland* in the *English* channel, and alters not its appearance from any point of view.

Hawke's Harbour and *Port Saunders* are safe and commodious harbours, situa- *Hawke's* *Harbour* and *PortSaunders* ted in the Bay of *Ingornaboix*, 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 Southernmolt) 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. half E. for a small Island

E.
you

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. half 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 lie 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 lie nearly in the middle of the harbour. This is the best harbour for ships to lie in that are bound to the Southward, as the other is for those bound to the Northward; all the land near these harbours are in general low, and covered with wood. You may occasionally anchor without these harbours, in the Bay of *Ingornachois*, according as the winds are.

Point Rich. *Point Rich* lies in the latitude of 51 deg. 41 min. 30 sec. it is the S. W. point of a peninsula, which is almost surrounded by the sea, it is every where of a moderate and pretty equal height, and is the most remarkable point of land along the West side of *Newfoundland*, it projecting out into the sea farther than any other, from whence the coast each way takes a different direction.

Two miles N. E. from *Point Rich* is the harbour of *Port-aux-Choix*, it is but small, yet will admit of ships of large burthen, but they must moor head and stern, there not being room to moor otherwise. To sail into it, keep the starboard shore on board, and anchor just above a small island, which lies in the middle of the harbour. In this harbour, and in *Boat Cove*, which lies a little to the Northward, are several stages and good places for drying of fish.

Old Port-aux-Choix. Round the N. E. point of the peninsula lies the harbour of *Old Port-aux-Choix*, which is a small but safe harbour, in the entrance of which lies a small island, called *Harbour Island*, and between this island and the West point of the harbour are rocks, some above and some under water. To sail into this harbour, on the West side of the island, keep the island close on board, but to sail in on the East-side, give the N. E. point of this island a small birth; you may anchor any where on the S. E. or larboard side of the harbour, but come not near the N. W. or starboard side, there being a shoal of sand and mud all along it.

Bay St. John. From *Point Rich* to the *Twin Islands* (which are low, and the outermost islands in the Bay of *St. John*) the course is N. N. E. distance 4 leagues, and from the *Twin Islands* to *Point Ferolle* the course is N. E. half N. 11 miles.

The Bay of *St. John* lies between *Point Rich* and *Point Ferolle*: there are in it a great many islands and funken rocks; the only island of any extent is that of *St. John*, which lies N. E. 3 leagues from *Point Rich*; on the S. W. side of this island is a small harbour, which seems not badly situated for the cod-fishery, and it has good conveniencies for that purpose, but it is not a good place for shipping, they would be too much exposed to the S. W. winds, which send in a great sea. On the S. E. side of this island, opposite to the West end

of *Head Island*, is a small bay, wherein is anchorage in 16 or 14 fathoms water, and sheltered from most winds, and is the only anchoring place in the whole bay.

From the South part of *Point Ferolle*, stretches out a ledge of rocks S. S. W. ^{Ferolle Ledge.} near one league; and along the shore to the river of *Castors* (which is in the bottom of *St. John's Bay*) are funken rocks two miles off.

Over the middle of the Bay of *St. John* is high table land, which is very steep ^{High Land of St. John.} on that side next the bay, and terminates that chain of mountains which runs parallel with the sea coast from *Bonne Bay*.

The course of the tides along this coast is greatly governed by the winds, but ^{Tides.} when not interrupted by strong gales of long continuance; a S. E. by S. or S. S. E. moon makes high water, and flows up and down, or upon a perpendicular 7 or 8 feet.



D I R E C T I O N S
F O R
Navigating on Part of the N. E. Side
O F
N E W F O U N D L A N D,
A N D I N T H E
S T R E I G H T S O F B E L L E - I S L E .

N. B. *All Bearings and Courses hereafter-mentioned, are the true Bearings and Courses, and not by Compass.*

Isle Groias. ON the N. E. coast of *Newfoundland*, about 2 leagues from the main, are two islands, the Northernmost of which is called *Groias*, the North end of this Island is in the latitude of 51 deg. 00 min. North: at about two miles distance from this North end are some rocks high above water.

Croque. The Harbour of *Croque* bears N. W. by W. half W. 2 leagues from the North end of *Groias* Island, the entrance is not easily distinguished by strangers till you draw near it, then you will discover a small island, or rock close to the South head of the harbour, you may stand bold in with the land, there being no danger but what shews itself, and lies very near shore; as soon as you are within the heads you will open the two arms, that to the S. W. is not safe to anchor in, being foul ground, and open to the N. E. winds; you may run up into the N. W. arm until you are landlocked, and anchor where you please, from 16 to 10 fathoms water, every where very good ground. This is an excellent harbour, very convenient for the fishery, and plenty of wood and water.

From the North end of *Groias* Island, along the coast to the *White Islands*, the true course is N. by E. 12 leagues, but to give these islands, and the *Braha Shoal* a proper birth, make a N. N. E. course.

Course from Groias to the White Islands. Between *Croque* and the Bay of *Griguet* are several good harbours, with excellent fishing conveniencies, particularly *Great and Little St. Julian's, Grand-sway, Waterman's Cove, Whites Arm, Zealot, Feshot, Goose Cove, Craimiliere, St. Anthony,* and *St. Lunare*, which are not yet accurately surveyed, but are laid down in the chart according to good sketches and observations, taken by officers of the King's ships on that station; there is no danger on the coast but what lies very near the shore, except the small shoal of *Braha*, which lies directly off the bay of the same name, 4 miles from the land, on which the sea breaks in bad weather.

Griguet Bay and its contained harbours and Islands. The Bay of *Griguet* is situated on the N. E. coast of *Newfoundland*, in the Latitude of 51 deg. 32 min. North; it is formed by *Stormy Cape* to the North, and *White Cape* to the South, and contains several good harbours for shipping of all kinds, wherein are many fishing conveniencies.

This island lies in *Griguet Bay*, it is very high in the middle, like the back of *Camel's* a camel, and in sailing along the shore is difficult to be distinguished from *Camel's* the main. Island.

The North harbour lies within *Stormy Cape*, at the entrance of which is a North Rock above water; you may go on either side of this rock, it being bold Harbour. to all round, and anchor near the head of the harbour in 6 fathoms water; in the entrance that leads to the N. W. and S. W. harbours, is a small rocky island, which makes the passage into those harbours narrow; the safest passage is to the Northward of this island, giving the point at the entrance of the N. W. harbour a little birth; as soon as you are within the island you will open the two harbours; that of the N. W. which is the largest, runs in N. W. near two miles; to sail up to the head of the harbour, the West side is the N. W. safest; you will at first have 14, 16, and 18 fathoms water, and after you Harbour. are a little within the point will meet with a bank, whereon is 7 and 8 fathoms; being over it, you will again have 16 and 17 fathoms, and as you approach the head, will shoalen your water gradually to 5 fathoms, every where good anchoring, and sheltered from all winds.

The S. W. harbour runs in near 2 miles behind *Camel's Island*, it is but a S. W. narrow arm, and has in it from 10 to 4 fathoms water; there is a shoal at Harbour. the entrance, but neither it, or the harbour are yet sufficiently examined to give any directions about it here.

The two islands of *Griguet* lay on the outside of *Camel's Island*, and together Griguet form between them several small, but very snug harbours for fishing vessels. Islands.

From *Stormy Cape* to *Cape de Grat*, on the Island of *Quirpon* is N. by E. Harbour distant 3 miles and a half; between which is the harbour of *Little Quirpon*, Little formed by the island of that name; there is no danger going in, but the Quirpon. shore itself; it is a small safe snug harbour, where fishing ships moor head and stern.

Quirpon Island, which is the S. E. point that forms the entrance of the Island *Streights of Bell-Isle*, is barren and mountainous; *Cape de Grat* on the S. E. Quirpon. side, and the highest part of this island may be seen in clear weather 12 leagues.

These islands lay between *Griguet* and *Cape de Grat*, about 2 miles and a half White from the land, they are but small and of a moderate height, on the inside of Islands. them are some rocks, both above and under water, but not dangerous, as they discover themselves even in fine weather; and the passage between them and the main, which is half a league wide, is very safe.

These coves lay on the S. E. side of the island of *Quirpon*, and to the North- De Grat and ward of *Cape de Grat*, in the mouth of which are some small islands and rocks Pidgeon above water; behind these islands are shelter for shipping in 4 fathoms water, Coves. and convenient places for fishing.

The passage into this harbour is on the N. W. side of the island of the same Harbour of name, between it and *Graves's Island*, which is an island in the mouth of the Great harbour, in approaching the entrance you may make as free as you please Quirpon. with the Island *Quirpon*, there being no danger but what shews itself until you come

Directions for Navigating a Part of

come to the entrance of the harbour, where there are shoals on your lar-board side, which you avoid by keeping *Black-head* upon *Quirpon* open of all the other land, until *Cape Raven* is brought over *Noddy Point*; then haul in for the harbour, keeping about half a cable's length from the point of *Graves's Island*; it is every where good anchoring within the said island, and room and depth of water for any ships, and good ground; the best place is in 9 fathoms water, up towards the upper end of *Graves's Island*, abreast of *Green Island*, which lies about the middle of the harbour. The passage to the inner harbour on either side of *Green Island*, is very good for ships of a moderate draft of water, through which you will carry three fathoms; and above the island is exceeding good anchoring in 7 fathoms; there is a passage into this place through *Little Quirpon*, but it is too narrow and intricate for vessels to attempt, unless well acquainted: In and about *Quirpon* are excellent conveniencies for great number of ships, and good fishing grounds about those parts: All the land about *Griguet* and *Quirpon* is mountainous and appears a barren rock.

Noddy Harbour. This harbour, which lies a little to the Westward of *Quirpon*, runs in S. S. W. between *Noddy Point* and *Cape Raven*, which forms the entrance of the harbour; there is no danger in going in; the passage in is on the West-side of a small Island that lies about three quarters of a mile within the heads, and you anchor as soon as above it in 5 fathoms water; or with small vessels you may run up into the bason, and anchor in 2 and a half or three fathoms; within the Island, on the East side of the harbour, is a stage, and very convenient rooms for many fishing ships.

Gull Rock, Maria Ledge and N. W. Ledge. In turning up towards *Quirpon* and *Noddy Harbour*, you may stand pretty near to the *Gull Rock* and *Maria Ledge*, which are above water, and both of them about half a league from the land of *Quirpon*; the passage between them is also half a league wide, and very safe, taking care only to keep near to *Gull Rock* to avoid the N. W. ledge, which ledge does not appear but in bad weather; in the passage between the N. W. ledge and the main, are many rocks and shallow water.

Sacred Islands. The course from *Bauld Cape*, which is the Northern extremity of *Quirpon*, to the *Great Sacred Island*, is West 2 leagues; this course will carry you the same distance without *Gull Rock*, as you pass without *Bauld Cape*. *Little Sacred Island* lies E. S. E. from the great Island one mile, the passage between them is very safe, and you may sail round them both; they are high and bold:

Sacred Bay. Within them, to the S. W. is *Sacred Bay*, which is pretty large, wherein are a great number of small Islands and rocks above water; the land at the bottom of this bay is covered with wood: This place is resorted to only for wood for the use of the fishery at *Quirpon*, *Griguet*, and places adjacent, where wood is scarce.

Cape Onion. From *Great Sacred Island* to *cape Norman* the course is West 13 miles, and to *Cape Onion*, is S. W. by W. 2 miles; this cape is the North point of *Sacred Bay*, it is pretty high and steep, near to which is a very remarkable rock, called the *Mewstone*, like the *Mewstone* in *Plymouth Sound*; to the Southward of the *Mewstone* is a small cove, where a vessel may lie in safety.

From

From *Cape Onion* to *Burnt Cape* the course is W. S. W. distance 5 miles; *Burnt Cape* the shore between them is bold, and of a moderate height; *Burnt Cape* appears white, and rises gradually from the sea to a tolerable height: On the East side of the cape lies the entrance to the bay *Ha, Ha*, which runs Bay of Ha Ha in S. S. W. 2 miles; when within *Burnt Cape*, you may anchor in six or seven fathoms, open only to the N. E. winds; or you may run up into the harbour, where you lie land-locked in 3 fathoms. Here is good conveniencies for fishing ships, and plenty of wood for their use. *Cape Norman*, from *Burnt Cape*, bears N. W. by W. $\frac{1}{4}$ W. 7 miles. Between them is the bay of *Pisfolet*, which runs Bay of in S. S. W. and extends several miles every way, with good anchoring in most *Pisfolet*. parts of it, particularly on the West-side, a little above the Islands, which lie on the same side in 5 fathoms water. The shore about this bay is tolerably well covered with wood, boats frequently come here for wood from *Quirpon*.

This is a small harbour within the Islands, at the N. W. part of *Pisfolet* bay, *Cook's* and 2 miles to the S. E. of *Cape Norman*; to sail into it, you must take care Harbour. and give the *Norman* ledges which lie E. N. E. 1 mile off the North point, a good birth. In going along shore, the mark to keep without these ledges is, to keep all the land of *Burnt Cape* open without the outermost rocks, which lie on the South side of the entrance to this harbour; if you are going in, as soon as you judge yourself to be to the Southward of the *Norman* ledges you must steer in for the harbour, leaving the Islands on your larboard-side; you must keep the South shore close on board, for fear of a ledge of rocks which spits out from a small rocky Island, on the other side; as soon as you are within that Island, you must haul over for the North shore, and anchor in 4 or 5 fathoms water. In this harbour might be made several very convenient fishing-rooms, and in the coves between it and *Cape Norman* might be built stages for the boats to resort to, and to cure fish.

Cape Norman is the Northernmost point of land in Newfoundland, lies in the Cape latitude of 51 deg. 38 min. 23 sec. N. it is of a moderate and even height; *Norman*. and a barren rock for some miles in the country. From *Cape Norman* a W. S. W. course, between 9 and 10 leagues, will carry you a league without *Green Island*; all the shore between them is bold, and of a moderate and equal height for several miles into the country; but a good way inland is a chain of high mountains, lying parallel with the coast. Between 3 and 4 miles to Boat the Westward of the cape is a cove, wherein small vessels and boats may lie Harbour. very secure from all winds, except N. E. from this place to *Green Island* there is no shelter on the coast. In turning between *Cape Norman* and *Green Island* in the night, or foggy weather, you may stand in for for the land with great safety, into 25 fathoms water, until you are nearly the length of *Green Island*; you will then have that depth of water very near the shore, and likewise on the outside of the Island itself.

This Island lies three quarters of a mile from the main, is two thirds of a *Green* mile in length, very low, narrow, and agreeable in colour to the name it Island. bears; from the East end stretches out a ledge of rocks, three quarters of a mile to the Eastward, whereon the sea breaks in bad weather. The channel between the Island and the main, wherein is 4 and 5 fathoms water, is very

Directions for Navigating on Part of.

very safe, and where vessels may anchor, if they find occasion: The only winds that can make a sea here, are from the W. S. W. and E. N. E. to go in from the Westward, keep the point of the Island on board for the deepest water, which is 4 fathoms, and going in from the Eastward, keep the main on board. The distance from this Island to the opposite part of the coast of *Labradore*, called *Castles*, or *Red Cliffs*, does not exceed 3 leagues and an half; they bear from each other N. W. and S. E. and is the narrowest part of the freights of *Bell-Isle*.

Courses from
Green Island
to Ferolle
Point.

From *Green Island* to *Flower Ledge*, (which lies near half a league from the shore) a W. S. W. course 3 leagues will carry you half a league without the ledge; from *Flower Ledge* to the Bay of *St. Barbe*, the course is S. S. W. 5 miles, and to Point *Ferolle* S. W. $\frac{2}{3}$ S. 7 leagues. Five miles to the West-

Sandy Bay.

ward of *Green Island* is *Sandy Bay*, wherein small vessels might ride in 3 and 4 fathoms water, with Southerly and S. W. winds. Between *Green Island* and

Double
Ledge.

Sandy Bay is *Double Ledge*, which stretches off from the shore near half a mile, whereon is 8 and 9 feet water.

Savage,
Mistaken and
Nameless
Coves.

Savage Cove, which is 2 miles to the Westward of *Sandy Bay*, is small, will admit only small vessels and boats, in the mouth of which is a small low Island; the passage in (which is very narrow) is on the East-side of the Island, and you must anchor as soon as you are within it, in 2 and a half, and 2 fathoms water. One mile to the Westward of this cove is *Mistaken Cove*, which is something larger than *Savage Cove*, but not near so good, being shoal water in every part of it. *Nameless Cove* lies 1 mile farther to the Westward, wherein is very shoal water, and several funken rocks. One mile right off from the East point of this cove lies *Flower Ledge*, part of which just appears at low water; you will have 10 fathoms water close to the off side of it. Between it and *Mistaken Cove*, half a mile from the land, lies *Grenville-Ledge*, whereon is 6 feet water. *Flower Cove* (wherein is 2 fathoms and a half water) lies just to the Southward of *Nameless Cove*; it may be known by some white rocky Islands called *Seal Islands*, lying a little to the Westward of it; you must not come too near the outermost of these islands, for fear of some funken rocks near it. A little within the entrance lies a rock above water, and a channel on each side of it: This cove lies in East, as doth *Nameless Cove*, and you must mind not to mistake one for the other. Between *Seal-Islands* and the main is a passage for boats, and conveniencies for a seal fishery.

Flower
Ledge and
Grenville
Ledge.
Flower Cove
and Seal
Islands.

Anchor
Point.

From *Seal-Islands* to *Anchor-Point*, which is the East point of the Bay of *St. Barbe*, the course is S. W. by S. 1 league; there is no danger but what lies very near the shore, until you are the length of the point, where lies a rocky island, from which stretches out a ledge of rocks S. S. W. one third of a mile, which you must be mindful of in going in or out of the bay of *St. Barbe*. A little within *Anchor Point* is *Anchor Cove*, wherein is 3 fathoms water; it is so very small that there is no room in it to bring a ship up, unless it be little wind or calm; the safest way is to anchor without and warp in; there is room in it for one ship, and is a very snug and convenient place for one fishing ship and for a seal fishery.

Anchor
Cove.

Bay St.
Barbe.

The Bay of *St. Barbe* lies between *Anchor-Point* and *St. Barbe-Point*, which is the S. W. point of the bay; they lay from each other S. by E. and N. by W. half

W. half a league; it lies in S. E. about 2 miles from *Anchor-Point*. To sail into the bottom of the bay or harbour, you must give *Anchor-Point* a good birth, and all the East side of the bay, to avoid the funken rocks, which lay along that shore; the bay will not appear to be of any depth, and you must be well in before you can discover the entrance into the harbour, which is but narrow; you must then steer in S. S. E. keeping in the middle of the channel, and anchor as soon as you are within the two points, in a small cove on the West-side in 5 fathoms water; the bottom is sand and mud, and you lay landlocked. Near this place branches out two arms or rivers, one called the South and the other the East; in the East river is 3 fathoms water a good way up, but the other is shoal; in these rivers are plenty of salmon; and their banks are stored with various sorts of wood. Between the S. W. point of the bay, and West point of the harbour is a cove, wherein are funken rocks, which stretches off a little without the line of the two points; in the open bay are 7, 8, and 9 fathoms water, but no safe anchorage, because of the N. W. and W. winds, which blow right in, and cause a very great sea.

About 1 league to the S. W. of the bay of *St. Barbe*, lies the bay *St. Gene-Bay of St. Geneveive*; in and before this bay lie several small Islands, two only of which are of any considerable extent; the Northernmost of these two, which is the largest, called *Current-Island*, is of a moderate height, and when you are to the N. E. of it, the West point will appear bluff, but is not high; if to the Westward it will appear flat, and white like stone beach; near half a mile S. W. by S. from this point is a shoal, upon which is 3 fathoms water, the other Island (called the *Gooseberry Island*) lying to the Southward, and within *Current-Island*, has a cross on the S. W. point of it, from which point stretches out a ledge of rocks, near half a mile to the Southward; on the South point of this ledge is a rock that just covers at high-water; the best channel into the bay is to the Southward of these Islands, between the rocks above-mentioned and a small Island lying South from it, (which Island lies near the South-shore); this channel is very narrow, and has not less than 5 fathoms at low-water in it, the course in is E. by N. before you come the length of the afore-mentioned rock, you must be careful not to approach too near the S. W. end of *Gooseberry-Island*, nor yet to the main, but keep nearly in the middle between both; if you get out of the channel on either side, you will immediately fall into 3 and 2 fathoms water; as soon as you are within the small Island above-mentioned, you must haul to the Southward, and bring *St. Geneveive-Head* (which is the S. W. point of the bay) between the small Island and the main, in order to avoid the middle bank, you may either anchor behind the small Island, in 5 and 6 fathoms water, or steer over with the said mark into the middle of the bay, and anchor with the S. W. arm open in 7 and 8 fathoms water; it is very good anchoring in most parts of the bay, and pretty convenient for wooding and watering; the snuggest place is in the S. W. arm, the channel going into which is narrow, and 4 fathoms deep. There is a channel into the bay between *Current-Island* and *Gooseberry-Island*, wherein is not less than 3 fathoms water, it is but narrow, and lies close to the N. E. end of *Gooseberry-Island*; there also is a channel for boats to the Eastward of all

the Islands. The middle bank is a shoal lying in the middle of the bay, that nearly dries at low-water, it is pretty large, and has not less than 4 fathoms all round it.

Old Ferolle. Four miles to the Westward of the Bay of *St. Genevieve* is the harbour of *Old Ferolle*, which is a very good and safe harbour, formed by an Island called *Ferolle-Island*, lying parallel with the shore. The best passage into this harbour is at the S. W. end of the island, passing to the Southward of a small island in the entrance, which island is very bold to: when you are within this island you must haul up N. E. and anchor behind the S. W. end of *Ferolle-Island* in 8 and 9 fathoms water, where you lie land-locked in good ground; you may also anchor any where along the inside of the said island, and find a good channel up to the N. E. end thereof, where there is an exceeding good place for fishing ships to lie in like a bason, in 5 and 6 fathoms water, formed by three islands lying at the N. E. end of *Ferolle-Island*; there is also a narrow channel into this place from the sea of 2 fathoms at low-water, between the Northernmost of these islands and the main; here is convenient places for many fishing ships, and plenty of wood and water; on the outside of these islands are some ledges of rocks a small distance off.

Dog-Island. From the S. W. end of *Ferolle Island* to *Dog Island* is W. S. W. between 4 and 5 miles; *Dog Island* is only divided from the main at high water, is much higher than any land near it, which makes it appear when you are a good way to the Eastward to be some distance from the main.

Bay of St. Margaret. From *Dog Island* to *Point Ferolle* is W. S. W. 3 miles; between them is the Bay of *St. Margaret*, which is large and spacious, with several arms and islands in the bottom of it, abounding with great plenty of timber of the spruce and fir kind, and watered by small rivers; it affords good anchorage in many parts of it, particularly on the West-side, which is the best place, as being the clearest of danger, and most convenient for wood and water.

New Ferolle. Between *St. Margaret's Bay* and *Point Ferolle*, is a small bay, called *New Ferolle*, which lies in S. S. W. about 1 mile, and is quite flat all over, having not quite 3 fathoms in any part of it, and in some places not more than 2, and open to the N. E. winds; there is a stage on each side of the bay, and room for as many more.

Point Ferolle *Point Ferolle* is situated in latitude 51 deg. 02 min. North, is 2 miles in length, of a moderate height, and joined to the main by a low neck of land, which divides *New Ferolle Bay* from the Bay of *St. John's*, which makes it appear like an island at a distance; all the North-side of the point is very bold to, having 20 fathoms water very near it; but from the S. W. part stretches out a ledge of rocks into the Bay of *St. John's*.

This part of the coast may be easily known by a long table-mountain, in the country above the bay of *St. John's*, the West-end of this mountain, from the middle of the *Point Ferolle*, bears S. by E. and the East-end S. 59 deg. 30 min. E.

Remarks be- In turning between *Green Island* and *Point Ferolle*, you ought not to stand
tween *Green* nearer the shore (until you are to the Westward of *Flower Ledge*) than half a
Island and league

league, unless well acquainted; you will have for the most part at that distance off 20 and 24 fathoms water; after you are above the Ledges, that is, to the Westward of them, the shore is much bolder, but the foundings not quite so regular; you will have in some places 15 and 16 fathoms water close to the shore, and in others not above that depth 2-miles off; the land between *Green Island* and *St. Barbe*, next the sea, is very low, and in some places woody. The land between the bay of *St. Barbe* and *Point Ferolle*, is higher and hilly, the most part covered with wood, and watered with numbers of ponds and small rivers.

In the harbour of *Griguet*, *Quirpon*, and *Noddy Harbour*, it flows full and change about E. by N. in the Bay of *Pistolet*, and places adjacent, E. by S. Of the tides.

In all which places it flows up and down, or upon a perpendicular; spring tides 5 feet, and Nip tides 3 feet.

At *Green Island* S. E. Bay *St. Barbe*, and Bay *St. Geneveive* S. S. E. *Old and New Ferolle* about S. by E.

In all which places it flows up and down, or upon a perpendicular; spring tides 7 feet, and nip tides 4 feet.

Before *Quirpon* in settled weather, the tide or current sets to the Southward nine hours out of twelve, and stronger than the other stream; in the *Streights* the flood in the offing sets to the Westward two hours after it is high water by the shore, but this stream is subject to alterations in blowing weather.

On the coast of *Labradore*, a little way in-land from *Labradore Harbour*, or *Our Ladies Bay Phillipeaux*, is a very remarkable mountain, forming at the top three round hills, called our *Ladies Bubbies*. This mountain bears from the Bay of *St. Barbe* N. W. a quarter N. from the Bay of *St. Geneveive* N. 30 deg. W. from *Dog Island* N. 14 deg. 45 min. West.

Belle Isle, which lies at the entrance of the *Streights*, to which it gives name, is about 7 leagues in circuit, and pretty high; on the N. W. side of it is a very small harbour fit for small craft, called *Lark-Harbour*, within a little Island that lies close to the shore; and at the East point of the Island is a small cove, that will only admit fishing shallops; 2 miles N. by E. from this point lies a ledge of rocks, part of which appear above water, and on which the sea always breaks very high; you will have 20 fathoms close to this ledge, and 55 fathoms between it and the island; all about this island is irregular foundings, but you will not find less than 20 fathoms home to the island, excepting on a small bank, lying N. W. 4 miles from the N. E. end, whereon it is said is only 5 fathoms. Belle Isle.

Red Bay, on the coast of *Labradore*, about 8 leagues to the Westward of *Red Bay Chateaux*, is an exceeding good harbour, with excellent conveniencies for the fishery.

York or Chateaux Bay, on the coast of *Labradore*, lies W. N. W. a quarter W. 5 leagues and a half from the West end of *Belle Isle*, and N. W. half N. 8 leagues and a half from the Island of *Quirpon*. In crossing the streights from *Quirpon* to *Chateaux Bay*, it is adviseable to fall in with the coast, a little to the Westward of the bay, unless the wind be Easterly, and clear weather, York or Chateaux Bay on the coast of Labradore.

as there is not the least danger to the Westward, but to the Eastward are several low rocky islands. This bay may be known by two very remarkable rocky hills on *Castle* and *Henley* Islands, which islands lie in the mouth of the bay, these hills are flat at top, and the steep cliffs round them have something the resemblance of castle walls; but as these hills are not distinguished at a distance, because of the high land on the Main within them, the best marks for knowing the bay, when in the offing, are as follow; all the land to the Westward of it is high, of a uniform even figure, terminating at the West side of the bay with a conspicuous nob, or hillock; about *Chateaux* Bay, and to the Eastward of it is hilly, broken land, with many islands along shore, but there are no islands to the Westward of it; to sail into the bay you leave both the islands, on which stand the two castle hills on the starboard side; and for large ships to keep clear of all danger, they must keep *Point Grenville* (which point is known by a beacon upon it) on with the West point of *Henley* Island, which point is a smooth black rock, and may be known by a small black rock just above water, about a cable's length without it) until you are abreast of the East point of *Whale* Island; then to avoid the middle rock on which is only 9 feet, and which lies nearly in the middle between the East point of *Whale* Island, and the said black point of *Henley* Island; you must haul over either close to the little black rock, lying off the said point of *Henley* Island, or else borrow on the *Whale* Island, but not too near it, it being flat a little way off; when you are so far in as to open the narrow passage into *Temple* Bay, in order to sail up into *Pitt's* Harbour, haul to the Westward, until you bring the outer point of *Castle* Island a little open with *Whale* Island; that mark will lead you up into *Pitt's* harbour, which is large and spacious, with a good bottom in every part of it, and covered from all winds; you lie in 10 or 12 fathoms; here is excellent conveniences for the fishery, and plenty of timber at hand; formerly ships from *France* carried on a most valuable fishery at this place for whale, cod and seals. There is a good, though narrow passage into the Northward of *Henley* Island, through which you carry 3 fathoms and a half water; one mile to the Eastward of *Henley* Islands lies *Seal* Islands, from them to *Duck* Island is 3 miles and a half; between *Seal* Islands and *Duck* Island is *Bad* Bay, which is open to the Easterly winds, and full of rocks, some above and some under water.

Bad Bay.

Soundings.

Crossing the *Streights* from *Quirpon* to *Chateaux*, you will meet irregular soundings, from 20 to 30 fathoms, on the *Newfoundland* side, and in places near the shore, you will have 30 to 40 fathoms; in the middle of the *Streights*, in the stream of *Belle Isle*, is from 20 to 30 fathoms, and between that and *Chateaux* Bay from 45 to 80 fathoms; within a mile of the coast of *Labradore*, to the Westward of *Chateaux* Bay, you will have 25, 30, and 35 fathoms; further up the *Streights*, as far as *Cape Norman* and *Green* Island, you will have 40 and 45 fathoms in the middle, less towards *Newfoundland*, and more towards the coast of *Labradore*.

St. Peter.

About 7 miles to the Eastward of *Seal* Island is *St Peter's* Islands, a parcel of small barren rocks; within them is *St. Peter's* bay, which is a good bay, open only to the S. E. winds.

Cape
Charles.

Cape Charles makes with a high hill, steep towards the sea, and sloping inland, so that when you are to the Westward of *Chateaux*, *Cape Charles* will make like an island.

From

From *St. Peter's* Island to *Cape Charles* Island the course is N. E. half N. distance near 4 leagues; between them lies *Niger* Sound, which is an inlet *Niger* Sound. 2 leagues deep, before which lies several islands. You may pass to the Northward or Southward of any of those islands into the sound; the course is N. W. the best anchorage is on the North side in 9 fathoms water.

From *Cape Charles* to the *Battle* Island (which are the outermost of the *Caribou* and *Caribou* Islands) the course is N. by E. half E. 4 miles, and from the Northernmost of the *Battle* Islands to *Point Lewis* is N. N. W. $\frac{1}{2}$ W. 5 miles; between the *Battle* islands and the great *Caribou* Island is a good harbour for small vessels; the South entrance is very narrow, and has only 3 fathoms water; this entrance is not easily distinguished, by reason of a small island before it; the North entrance is much wider, passing to the Westward of the three small Northernmost of the *Battle* Islands; you may anchor from 5 to 10 fathoms water. This place is much resorted to by the savages, and is by them named *Ca-luc-to*. And *Cape Charles* they call *IkkegaucheaHeuc*. *Battle* Islands.

Between the *Caribou* Islands and *Cape Lewis*, lies *St. Lewis's* Bay, in which *St. Lewis* are many islands and inlets, which have not yet been examined. Bay.

From the North part of *Cape Lewis*, at a quarter of a mile from the shore; are two flat rocks, and also several funken rocks, all which are within that distance from the shore; round this point is the entrance of a small cove, running *Deep Water* S. S. W. half a mile, named *Deep Water* Creek, but very narrow, and has *Creeks*. from 20 to 40 fathoms water in it.

From the North part of *Point Lewis*, to the South head of *Petty Harbour* *Petty* Bay, the course is North 1 mile and a half; it is a high bold shore; from the *Harbour*. South head to the North head of this bay the course is N. $\frac{1}{2}$ E. 1 mile and half; this bay runs up W. N. W. 1 mile; in it are 20 to 40 fathoms water. At the bottom of it is *Petty Harbour*; the entrance is to the Northward of a low point of land, which shuts the harbour in from the sea, so as not to be seen till very near it; the entrance is very narrow, it is not above 50 fathoms broad, there is 5 fathoms in the middle, and 3 fathoms close to the sides; the narrow part is but short, and after you are within the entrance the harbour becomes wide, running up W. by N. a mile and a half, and a third of a mile broad, wherein ships may anchor in any part from 12 to 7 fathoms, and lie entirely land-locked. From the North head of *Petty Harbour* Bay to *Point Spear*, the course is N. half E. $2\frac{1}{2}$ miles; betwixt them is *Barren* Bay and *Spear* Harbour; *Barren* Bay is to the Northward of the North head of *Petty Harbour* Bay, in it is no shelter.

Spear Harbour is to the Southward of *Spear* Point, this is a very good har- *Spear* bour; coming from the Northward about *Point Spear*, you will open two *Harbour*. islands, in the bottom of a small bay; the best passage in is betwixt the two islands, and to keep the North island close on board, there is 4 fathoms along side of it; after you are half a cable's length within the islands, steer for the middle of the harbour, and anchor in 7 or 8 fathoms, there is good room to moor; small vessels may go on either side of the islands; there is 2 fathoms at low water; but observe in coming from the Southward, you will only distinguish one island, for the Northernmost island will be shut in under the land, so as not to be discerned till you get within the heads.

From

Three.
Harbours.

From Point *Spear* to the entrance of the *Three Harbours* the course is W. N. W. about 3 miles between them are several small high islands, laying within half a mile of the shore, called *Spear Islands*; they are all bold to, and there is 20 fathoms within them, N. N. E. $\frac{1}{4}$ E. from the S. E. head of the entrance of the 3 harbours, lies 2 small islands close together, called *Double Island*, about as high as they are broad; and about half a cable's length to the Eastward of these islands are 2 funken rocks, on which the sea breaks in bad weather. Nearly in the middle of the entrance of the *Three Harbours* lies 2 islands close together, which mostly appear as one island, by being so close together; they are steep to; ships may pass on either side of them in 12 and 14 fathoms, and anchor within them in *Queen Road* in 16 fathoms; by the S. E. end of the islands is the widest passage, and room for ships to work in or out.

Sophia
Harbour.

The first and Southernmost harbour within *Queen Road* is *Sophia Harbour*; it runs up S. by E. 1 mile and half, and has from 15 to 10 fathoms water for that distance; then it trends away round a low point to the Eastward, and becomes a mile broad; but thence is shoal water, and only fit for small vessels.

Port
Charlotte.

Port Charlotte is the middle harbour, and a very good one for any ships; there is a low flat Island on the Starboard-side of the entrance, and from this Island runs a reef of rocks a third of the channel over to the South-side, to avoid which keep the South-side nearest on board, for it is steep to, having 9 fathoms close to the shore; therefore keep the South-side nearest till you are a quarter of a mile within the entrance, then you may anchor in any part of the harbour betwixt 12 and 17 fathoms, only giving the Starboard-side a birth of half a cable's length, to avoid a small reef that lays along that side.

Mecklen-
burg
Harbour.

Mecklenburg harbour is the Northernmost of the three; and lies up N. W. half W. and W. N. W. 2 miles; in the lower part of this harbour is 20 fathoms, but in the upper part is no more than 12 fathoms room for ships to moor; to sail up to the head, keep the larboard-side nearest, to avoid the ledge of rocks that lay along the starboard-side, about 30 fathoms from the shore. These rocks lay within the narrowest part of the harbour, and above the low point on the starboard-side; the best anchorage is at the head of the harbour.

St. Francis
or Alexes
River.

From the Islands at the entrance of the *Three Harbours* to cape *St. Francis*, the course is N. half E. about 5 miles; between them is the entrance into *St. Francis* or *Alexes* river, betwixt 2 low points; about a mile across; this river runs up about 10 leagues, where the water is fresh, and a very strong tide; in it are many bays, harbours and Islands; the first part of this river runs up W. N. W. 3 miles and a half. There are four Islands within the entrance, two of which are on the larboard-side, and further up two on the starboard-side; the outermost Island on the larboard-side, which is about a mile within the entrance, is a high round Island in the shape of a sugar loaf, with the top part cut off, and is a very good mark to sail in by; there is a ledge of rocks about half a cable's length from the S. E. point of the entrance; and E. S. E. half a mile from the said point there is a flat rock always above water, with a ledge of funken rocks half a cable's length to the N. E. from it; and half a mile without this flat rock, on the same line with the point, there is another flat Island, with a ledge of funken rocks a cable's length to the N. E. from it; in sailing into this river, to avoid these ledges, keep to the Northward of the flat Islands till you bring the *Sugar Loaf* Island, which is within the river, a third of the chan-
nel

nel over from the S. E. point; that mark will keep you clear of the ledges; and to the Northward of them, you may either fail or work in, taking care not to shut the *Sugar-Loaf* Island in with the N. W. point, and bring it no nearer the S. E. point than a third of the breadth of the channel; after being within the points, there is no danger but what is to be seen; there is anchorage, within the 2 Islands, on the larboard-side, in 12 and 14 fathoms, but you will lay open to the N. E. the best place to anchor within the first part of the river, is in *Ship's* harbour, which is on the larboard-side, about 2 miles and a half from the entrance, where the course into it is S. S. W. 1 mile and a half; at the entrance it is $\frac{1}{2}$ of a mile broad, at the head it is broader; there is 12 and 15 fathoms water, and good anchorage in security against all winds; at 3 miles and a half from the entrance, the course of the river is W. by S. 7 miles, in the middle of it are several great and small Islands: Sailing up along the South side of the Islands there is no danger, and not less than 40 or 50 fathoms water; but on the starboard or North-side of the Islands there is much less water, and anchorage all the way up in 12 and 17 fathoms. The course up the third part of the river is W. S. W. 4 miles; here is only two Islands, on the larboard or South-side of which is very good anchoring in 12 fathoms; on the North-side is 30 fathoms water; the land about here is very high, and well covered with wood; here the water is fresh, and 7 miles further up is a barr, on which there is not above 3 feet at low water; the river above that barr runs W. and W. N. W. 6 miles, but the head of it is not yet known; by the rapid stream, probably it comes from great lakes afar off.

One mile to the Northward of *St. Francis* river there is a harbour, called *Merchantmen's* harbour; between the river and this harbour there are 2 or 3 funken rocks, laying a cable's length off from the second point from the river; there is no danger in sailing into this harbour; it runs in first W. N. W. and then W. about 1 mile, it is 2 cable's lengths wide at the entrance, and 3 at the head of it, where ships may anchor in 12 fathoms water.

To the Northward of this harbour, round a small point, there is an inlet which runs up W. N. W. 5 miles, where it turns to the Southward into *St. Francis* river; it is about on third of a mile broad at the entrance, and continues the same breadth about 2 miles up, and then becomes very broad, with an Island in the middle, shaped not unlike a leg; there is no danger in this inlet but what appears above water; along the South-side of *Leg* Island there is anchorage in 12 or 13 fathoms. About 3 miles and a half within the entrance, the lower part of *Leg* Island forms 3 very good harbours, with 7 and 12 fathoms water in them: on the North-side of *Leg* Island there is a large space, about a mile broad and 2 miles long, in it is from 60 to 80 fathoms water; from which to the N. W. is a passage into *Gilbert's* river, which runs up from thence W. N. W. 6 miles, and is about half a mile broad, and from 50 to 60 fathoms water in it; then *Gilbert's* river divides into two branches, one to the W. N. W. 7 or 8 miles, the other S. S. W. 6 miles, the head of which is within a mile of *St. Francis* river; both these branches are full of small Islands, rocks, and shoals on each side, but in the middle is good anchorage all the way up, from 10 to 20 fathoms; this river has also a passage out to sea to the Northward of cape *St. Francis*, between *Hare* Island and *Fishing* Islands; from *St. Francis* Island

Hare Island. to the North end of *Hare Island* is W. N. W. 2 and a half; within *Hare Island* there is a small harbour, to sail into it you must pass round the North-end of *Hare Island*, there is from 12 to 5 fathoms water within this harbour, and no shoals in it; but the best harbour hereabouts is *Fishing Ships* harbour, which is formed by 3 Islands laying along the shore, a mile to the Northward of *Hare Island*; the best passage into it is betwixt the two Westernmost Islands, that entrance bears from *Hare Island* N. W. There is no danger in this passage; ships may sail right in N. W. up to the head of the harbour, and anchor in 12 fathoms; there is good room for any ships to moor; there are two other passages to this harbour, one to the Westward from the entrance from *Gilbert's* river, the other to the Eastward, passing to the Northward of all the *Fishing* Islands, and has 7 fathoms through; but this is a very narrow passage, and difficult for those not acquainted. From the Northernmost *Fishing* Island to cape *St. Michael*, the course is N. by W. $\frac{1}{4}$ W. distance 6 miles; this part of the coast is bold to, and very high land.

Occasional Harbour. Two miles to the Southward of cape *St. Michael* lies *Occasional* harbour, which may be easily known by two large rocks, called *Twin* rocks, which lie about two thirds of a mile without the entrance; they lay close together, ships may pass on either side of them; the entrance to this harbour is betwixt 2 high lands, and runs up S. W. about 2 miles, then W. N. W. there is no danger in this harbour, both sides are steep to, and about 2 miles up there is good anchorage in 7 and 10 fathoms; the winds betwixt the high land at the entrance always sets right into the harbour or right out.

St. Michael's Bay. From cape *St. Michael's* to cape *Bluff*, the course is N. by W. 4 leagues; these two capes forms the great bay of *St. Michael*, which contains a great number of Islands, inlets, rivers, &c. which are not yet known. **Cape Bluff.** is a high bluff land, and may be seen 15 or 16 leagues; the best place yet known for large ships to anchor within *St. Michael's* bay, is on the South-side, that is first keep cape *St. Michael's* shore on board, then keep along the South-side of the first Island you meet with, which is called *Long* Island, till you come near as far as the West-end of it, and there anchor from 12 to 20 fathoms; you will there lay land-locked, and may work out again to sea on either side of *Long* Island. At the entrance of this bay is a large square Island, within which are many small Islands, which form several harbours.

The land from cape *Bluff* to the Northward lies N. N. E. 5 or 6 leagues, and makes in several high points.

D E S C R I P T I O N
OF PART OF THE
COAST OF LABRADORE,
FROM
GRAND POINT OF GREAT MECATINA
TO
SHECATICA.

N. B. *All bearings and courses hereafter-mentioned, are the true bearings and courses and not by compass; the variation being 26deg. W.*

- F**ROM *Grand Point* to outer rocks off the *Islands of Entrance*, the course is S. E. by E. $\frac{1}{2}$ E. 2 $\frac{1}{4}$ miles, Courses and Distances from Island along the Coast, between Grand Point and Schecatica, which Courses carry you without all other Islands and Rocks.
- From the outer rocks off the *Islands of Entrance*, to the *Murr Rocks*, the course is E. by S. $\frac{1}{2}$ E. 3 $\frac{1}{2}$ miles.
- From *Murr Rocks* to *Flat Island*, the course is N. E. $\frac{1}{2}$ E. distance 5 miles.
- From *Flat Island* to *Treble Hill Island*, the course is N. by E. 5 $\frac{1}{4}$ miles.
- From *Treble Hill Island* to *Fox Islands* (which is a cluster of islands, lying S. S. E. $\frac{1}{2}$ E. from *Eagle Harbour*) the course is N. $\frac{1}{4}$ W. 3 leagues.
- From *Fox Islands* to the rocks off the entrance of the port of *St. Augustine*, called *St. Augustine's Chain*, the course is N. E. by E. 5 leagues.
- From the rocks called *St. Augustine's Chain* to *Sbag Island*, the course is N. E. $\frac{1}{2}$ E. 2 $\frac{1}{2}$ leagues,
- From *St. Augustine's Chain* to the rocks without *Sbag Island*, called *Sbag Rocks*, the course is N. E. by E. distance 3 leagues.
- From the *Sbag Rocks* to the rocks off the East end of the *Island of Shecatica*, the course is N. E. $\frac{1}{4}$ E. 3 leagues.
- From the outer rocks off the *Island of Entrance* to the *Bay de Portage*, the course is N. W. by N. $\frac{1}{2}$ W. 4 miles. Course and Distances along shore passing within the Great Island of Mecatina.
- From the outer rocks off the *Islands of Entrance* to outer point of *Mecatina Island*, the course is N. by W. $\frac{1}{2}$ W. 4 miles.
- From the outer point off *Mecatina Island* to *Gull Island*, the course is N. E. by E. 1 mile.
- From *Gull Island* to *Green Island*, at the entrance of *Red Bay*, the course is N. N. E. $\frac{1}{2}$ E. 1 league. This course will carry you clear of the *Sbag Rocks*, as far as you pass without *Gull Island*.

Description of Part of

From *Gull Island* to *La Boule Rock*, off the N. W. end of *Great Mecatina Island*, the course is N. E. by N. $\frac{1}{2}$ E. 4 miles.

From *La Boule Rock* to *Green Island*, the course is W. by S. $\frac{1}{2}$ league.

From *La Boule Rock* to *Duck Island*, the course is N. N. W. $\frac{1}{2}$ W. 1 league.

From *Duck Island* to *Round Island*, at the entrance of *Ha, Ha Bay*, the course is N. by E. $\frac{1}{2}$ E. 1 $\frac{1}{4}$ mile.

From *Round Island* into the harbour of *Little Fish*, the course is S. W. by W. $\frac{1}{2}$ W. $\frac{1}{2}$ league.

From *Round Island* into the Bay of *Ha, Ha*, the course is N. N. E. $\frac{1}{2}$ E. $\frac{1}{2}$ league, leaving all islands on the starboard side.

From *La Boule Rock* to *Loon Islands*, the course is N. $\frac{1}{2}$ E. 1 league.

From *La Boule Rock* to *Goose Island*, the course is N. E. 5 $\frac{1}{2}$ miles.

From *Goose Islands* to *Fox Islands*, the course is N. E. by N. 2 leagues.

Grand Point
and Entrance
Islands.

The *Grand Point* of *Great Mecatina* lies in the latitude of 50 deg. 41 min, N. and is the extreme point of a promontory which stretches off from the main. The extreme of this point is low: from thence it rises gradually to a moderate height, and may be easily known from several adjacent islands and rocks which lie off S. E. by E. $\frac{1}{2}$ E. from it; the nearest of which is a small low rock, and is within $\frac{1}{2}$ cables length from the point. Two of these islands are much larger and higher than the others; the outermost are small low rocky islands, and lie 2 $\frac{1}{4}$ miles from the *Grand Point*.

Murr Islands
and Rocks.

From *Grand Point*, E. by S. 5 $\frac{1}{2}$ miles, lie the two *Murr Islands*, which are the Southernmost islands on this part of the coast. The Northernmost *Murr Island* lies from the other N. N. W. $\frac{1}{2}$ W. about $\frac{1}{2}$ mile. These islands are very remarkable, being two flat barren rocks of a moderate height, and steep cliffs all round. About $\frac{1}{2}$ mile to the S. E. of the Southernmost *Murr Island* lie the two *Murr Rocks*, which are above water. And E. N. E. $\frac{1}{2}$ E. 1 $\frac{1}{4}$ mile from the Southernmost *Murr Island*, lies a ledge of rocks under water, on which the sea generally breaks.

Pay de
Portage.

From the *Murr Islands*, N. W. by W. 2 leagues lies the *Bay de Portage*: the land over this bay makes in a valley, each side being high; at the entrance lies an island of a moderate height, which forms the harbour. You may sail into this harbour on either side of the island, but the Eastern passage is only fit for small vessels, there being only 2 fathoms water in the entrance at low water. The Western passage is sufficiently large and safe for any vessel to turn in, there being in it from 6 to 8 fathoms water at low water. Large vessels bound for this harbour must be careful to avoid two funken rocks, on which there are 2 $\frac{1}{2}$ fathoms water at low water. The Northernmost of these rocks lies from *Mutton Island*, S. by E. 1 $\frac{1}{2}$ mile, and the Southernmost lies from the *Seal Rocks*, N. by E. $\frac{1}{2}$ E. $\frac{1}{2}$ mile. Vessels may borrow within 1 cable's length of *Mutton Island*, or *Seal Rocks*.

The harbour of *Great Mecatina* lies N. W. $\frac{1}{2}$ W. 2 leagues from *Murr Islands*, and N. by E. $2 \frac{1}{2}$ miles from *Grand Point*. This harbour is formed by *Mecatina Island* and the main, and is a safe, but small harbour, yet will admit ships of burthen, there being not less than 3 fathoms water in either passage at low water; but they must moor head and stern, not being room to moor otherwise. To sail into this harbour through the western passage, there is not the least danger. To sail in through the Eastern passage, observe the following directions: From the Eastern point of the Island, run N. N. W. for the main, and keep it close on board till you bring the Western point of the Island on with the point of *Dead Cove* (this is a small cove on the main, which lies open to the Eastward; the land which forms it is very low; with some brush wood on it), and sail in that direction till you are above a stony point, which is the N. point of the said cove, or till you bring the North point of *Gull Island* (which is a small island lying N. E. by E. 1 mile from *Mecatina Island*) on with the N. E. point of *Mecatina Island*, you will then be within a spit of rocks, which stretches off from *Mecatina Island*, and must then haul directly over for *Mecatina Island*, in order to avoid a ledge which stretches off from the South point of *Dead Cove*, and may anchor when you bring the Western passage open in 6 or 7 fathoms water in great safety. Vessels coming from the Eastward, and bound for the harbour of *Mecatina*, and would pass to the Northward of *Gull Island*, must be careful either to keep *Gull Island*, or the main, close on board, in order to avoid a funken rock that lies near half way between *Gull Island* and the main; on one part of which there is not above 3 feet water at low water.

The highest part of the land, between *Grant Point* and *Ha, Ha Bay*, is directly over the harbour of *Mecatina*.

The *Great Island* of *Mecatina* lies 3 miles from the main, and is in length, from North to South, $3 \frac{1}{2}$ miles, and in breadth from East to West, 3 miles, is high land, but much higher in the middle than either end. The N. E. point of this island makes in a remarkable bluff head, which is in the latitude 50 deg. 46 min. N. round this head to the northward, and within a cluster of small islands (on either side of which is a good passage), lies a cove, which runs in S. by W. $\frac{1}{2}$ W. about $1 \frac{1}{2}$ mile from the said islands; vessels may anchor in this cove in great safety, from 14 to 20 fathoms water, good ground. Here is wood and water to be had.

The *Great Island* of *Mecatina* being the most remarkable land about this part of the coast from whence vessels may best shape a course for other places, I will here give the bearings and distances of the most remarkable points, headlands, rocks, and harbours from it.

From the *Round Head* of the *Great Island* of *Mecatina* to *Mecatina Island*, the course is W. by S. $\frac{1}{2}$ W. $3 \frac{1}{2}$ miles.

From *Round Head* to the outer rocks off the *Islands of Entrance*, the course is S. S. W. $\frac{1}{2}$ W. 5 miles.

From *Round Head* to *Murr Islands*, the course is S. $\frac{1}{2}$ E. 5 miles, nearly.

Courses and Distances from Great Island of Mecatina to other Places.

From the *Bluff Head* of the *Great Island of Mecatina* to *Flat Island*, the course is S. E. by S. 5 miles.

From *Bluff Head* to *Loon Islands*, the course is N. by W. $\frac{1}{2}$ W. 4 miles.

From *Bluff Head* to *Round Island*, at the entrance of *Ha, Ha Bay*, the course is N. W. by N. $\frac{1}{2}$ W. $6 \frac{1}{2}$ miles. This course leaves *Loon Islands* on the starboard side, and *Duck Island* on the larboard side.

From *Bluff Head* to *Treble Hill Islands*, the course is E. N. E. $\frac{1}{4}$ E. $3 \frac{1}{2}$ miles.

From *Bluff Head* to *Double Hill Islands*, the course is N. $5 \frac{1}{2}$ miles.

From *Bluff Head* to *Goose Islands*, the course is N. by E. $\frac{1}{2}$ E. $5 \frac{1}{2}$ miles.

From *Bluff Head* to the *Fox Islands*, the course is N. N. E. $\frac{1}{2}$ E. 11 miles.

From *Bluff Head* to *St. Augustine's Chain*, the course is N. E. 25 miles.

From *Bluff Head* to *Sbag Island*, the course is N. E. $10 \frac{1}{2}$ leagues.

From *Bluff Head* to *Shecatica*, the course is N. E. $\frac{1}{4}$ E. 13 leagues 2 miles.

Little Fish Harbour.

The harbour of *Little Fish* lies in East and West, is but small, and is formed with an island covered with wood. You may fail into this harbour on either side of the island; but to the Northward is the best passage. In the bay to the Southward of the island, lies a ledge of rocks, part of which is always to be seen. E. by S. $\frac{1}{3}$ mile from the East point of *Wood Island*, lies a rock, on which there are only 2 fathoms water at low water. You may anchor in this harbour at the back of the island, in 7 or 8 fathoms water, good bottom, and have room sufficient to moor. Here is both wood and water to be had. Off the Northern point of the entrance into this harbour, called *Seal Point*, lie two small islands, and a sandy cove, where there is a seal fishery carried on.

Between the harbour of *Little Fish*, and the bay of *Ha, Ha*, is a remarkable high round hill, which makes in a peak, and may serve as a good mark for knowing either of those places by.

Ha, Ha, Bay.

The bay of *Ha, Ha* lies from *La Boule Point* N. N. W. $\frac{1}{4}$ W. $5 \frac{1}{2}$ miles, in the mouth of which there are several islands, which form several passages; but the best is between *Seal Point* and *Round Island*, leaving all the islands on the starboard side: This is a wide and safe passage, there being no danger but what appears above water. This bay runs up North 7 miles, at the head of which, on the starboard side, are several islands; within these islands, to the Eastward, are many good anchoring places, from 9 to 20 fathoms water. Vessels may occasionally anchor all along the Eastern shore within this bay, in 12 and 14 fathoms water, mud ground. On the Western side it is deep water. N. $\frac{1}{4}$ W. 2 miles from the entrance on the W. side, is a high bluff head; round this head, W. by N. $\frac{1}{4}$ W. $\frac{1}{2}$ mile, is a small but safe harbour for small vessels, in which you have 12 fathoms, good bottom. This harbour is formed by an island, on either side of which there is a safe but narrow passage.

After you leave the Bay of *Ha, Ha*, proceeding to the Eastward, you lose sight of the main land (till you come to the Bay of *Shecatica*), which is hid from you by

by the number of great and small islands of different heights, so numerous, and so near each other, that they are scarce to be distinguished as islands till you get in amongst them.

Amongst these islands are a great many good roads and harbours; some of the best and the easiest of access are as follow:

Eagle Harbour lies near the West end of *Long Island*, and is formed by a cluster of islands, on which a *French* ship of war of that name, was lost. This harbour is capable of holding a number of shipping with great security, having in it from 10 to 20 fathoms water, good bottom; but it is not easily to be distinguished by strangers; the best way to find it, is to shape a course as afore directed, from the *Great Island of Mecatina*, to *Fox Islands*, which lie from the Westernmost entrance of the harbour, S. E. by S. $\frac{1}{2}$ E. $1 \frac{1}{2}$ miles. It is also to be known by a large deep bay, which forms to the Eastward of it, without any islands in it, but to the Westward is a vast number. If you intend for the East passage into this harbour, you must first steer from *Fox Islands*, N. $\frac{1}{2}$ E. $2 \frac{1}{2}$ miles into the bay, when you will observe, to the N. W. of you, a remarkable high island, round which, to the Northward, is a safe passage of 3 fathoms into the harbour, where you may anchor in great safety from all winds. In the Western passage into this harbour, are $2 \frac{1}{2}$ fathoms water, fit only for small vessels, being a narrow passage, between many islands. This part of the coast is very dangerous for a vessel to, fall in with in thick weather, by reason of the infinite number of small and low islands, and some rocks under water.

From the *Bluff Head of Great Mecatina Island*, to *St Augustine's Chain*, the course is N. E. 8 leagues and 1 mile. The West island of *St. Augustine* is of a moderate height, the West part being highest and quite low in the middle, but is not easily to be distinguished at a distance, by reason of the islands within being much higher. $\frac{1}{2}$ mile to the Eastward of this island is the East island, something larger, but not quite so high, and is even at top. Between these two islands, after passing between the *Chain* and *Square Islands*, is a safe passage for small vessels into this port; they may anchor between the *West Island* and *Round Island*, or they may run to the Northward past *Round Island*, and anchor in 6 or 7 fathoms water, where they will have good room to moor. S. by W. W. about $\frac{1}{2}$ a league from the West of *St. Augustine's Island*, runs a chain of small islands, called *St. Augustine's Chain*, the outermost of which is a remarkable round smooth rock. $\frac{1}{2}$ mile to the West of this island lay rocks under water, which always break, and shew the above water at $\frac{1}{2}$ ebb. About $\frac{1}{2}$ mile to the S. W. of these rocks is a high black rock above water; between these two is the best passage for large vessels into the port of *St. Augustine*. You must steer, from this black rock, for a remarkable low point, which will bear N. $\frac{1}{2}$ W. till you open the port of *St. Augustine*, and then haul in and anchor as before; or you may steer up the passage between this point and *Round Island*, and anchor as before directed.

The entrance of the river *St. Augustine* lays, from the port of *St. Augustine* $4 \frac{1}{2}$ leagues to the N. W. with several large and small islands between them: the river is not navigable for any thing but boats, by reason of a bar across the entrance

entrance, which dries at low water. This river at 2 miles up, branches into two arms, both tending to the N. W. 14 or 16 leagues. There is plenty of wood to be had in this river.

Shag Island. From St. *Augustine's Chain* to *Shag Island* the course is N. E. $\frac{1}{2}$ E. 2 $\frac{1}{2}$ leagues. This island is very remarkable, being small, high, in the middle is a round peaked hill. From this island to the Eastward is a number of small rocks above water, the outermost lies E. by S. $\frac{1}{2}$ E. 1 $\frac{1}{2}$ mile from *Shag Island*. N. W. by W. 2 $\frac{1}{2}$ mile from *Shag Island*, lies the bay and harbour of *Sandy Island*, which is a very safe harbour. To sail into this harbour you must pass to the Eastward of *Murr Rocks*, and keep the starboard point of the bay on board, you will then see a small rock above water to the N. W. which lays off the entrance of the harbour; you may pass on either side of this rock, and then steer in N. $\frac{1}{2}$ W. for the harbour, there being no danger but what appears. In this harbour there is good room to moor in 5 and 6 fathoms water, and a good bottom: there is not any wood to be had, but plenty of water.

Cumberland Harbour. *Cumberland Harbour* lies N. $\frac{1}{2}$ W: 1 league from the outer *Shag Rocks*, and is to be known by a remarkable high hill on the main, which is the highest hereabouts, and makes at the top like a castle, being steep cliffs appearing like walls. This hill lies N. W. by N. about 3 $\frac{1}{2}$ leagues from the entrance of the harbour. The outer islands, named *Duke and Cumberland Islands*, which form the harbour, are of a moderate height, the Easternmost making in two round hills. To sail into this harbour there is no danger but what appears above water, except a small rock, which lies S. S. E. $\frac{1}{2}$ mile from the West head; the entrance is $\frac{1}{4}$ mile wide, and $\frac{1}{2}$ mile long; from the East head, steer for the inner point on the West side; after you are the length of that point, you may haul to the Eastward, and anchor where you please, from 20 to 7 fathoms water, in good ground, and an excellent roomy harbour fit for any ships, and is the best harbour and the easiest of access on this coast. Here is good water, but for wood you must go up *Schecatica Bay*.

Bay of Schecatica. The bay of *Schecatica* lies 2 $\frac{1}{2}$ miles to the N. E. from the entrance of *Cumberland* harbour, and runs many miles up the country to the Northward, in several branches and narrow crooked passages, with many islands, which form several good harbours; the passages are too narrow for vessels to attempt without being well acquainted.

Island and Road of Mistanogue. To the Eastward of the bay of *Schecatica*, and N. N. E. $\frac{1}{2}$ E. 2 $\frac{1}{2}$ leagues from the outer *Shag Rocks*, lies the island of *Mistanogue*; within it, to the Northward, and before the mouth of the bay of the same name, is very good anchorage, from 20 to 15 fathoms water, good ground, and sufficient room to moor; to go into the road, you may pass round the West end of the island, which is bold to, or round the East and betwixt it and the island of *Schecatica*, but this last passage is only for small vessels. There is good anchorage quite to the head of the bay of *Mistanogue*, which is long and narrow. This island and the main land here are high and barren, but there is both wood and water to be had in the bay of *Mistanogue*. A little to the Eastward lies the island of *Schecatica*, between it and the main is good passage for small vessels, where there is a considerable seal fishery carried on. Three miles to the N. E. of the island

island of *Schecatica*, lies the bay of *Pettit Pene*, which runs up N. 5 miles, but Bay of
is not fit for vessels to anchor in, being deep water, narrow bad ground, and *Pettit Pene*.
entirely exposed to the Southerly winds.

N. B. All the islands along the coast are quite barren, the outer ones
being small and low rocky islands, the inner ones are large and high, covered
mostly with green moss.

No wood to be got but at such places as are mentioned in the foregoing
directions.

The course and the flowing of the tides along this coast are very irregular,
no certain account can be given thereof; they depend much upon the winds,
but in settled moderate weather I have found it high water at *Schecatica*, on
the full and change, at 11 o'clock, and at *Mecatina* at half past 2 o'clock,
and rises and falls upon a perpendicular about 7 feet.



D I R E C T I O N S
FOR NAVIGATING ON THAT PART OF THE
COAST OF LABRADORE,
FROM
SCHECATICA TO CHATEAUX,
IN THE
STRAIGHTS OF BELLE-ISLE.

N. B. All bearings and courses hereafter-mentioned, are the true bearings and courses, and not by compass; the variation being 26 deg. W.

Bowl Island. *BOWL Island* lies E. by N. 2 leagues from the island of *Schecatica*, and one mile from the main; is a remarkable round island, of a moderate height.

About this island, and between it and *Schecatica*, are a number of small islands and funken rocks; which renders this part of the coast dangerous, unless there is a fresh of wind, and then the sea breaks on the rocks.

Bay D'omar. From *Bowl Island*, to the entrance of the *Bay D'omar* the course is N. E. by N. $\frac{1}{2}$ E. distance 2 miles. This bay runs up N. by E. nearly 3 miles, with high land on both sides; is about 2 cable's length wide all the way up. Off the coves it is wider. The Western shore is the highest. Without the East point lie 2 small islands, about 1 cable's length off shore. In this bay there is very good anchorage, the best being at about 2 miles within the entrance, opposite a woody cove, on the W. side, where you may lie secure from all winds in 14 or 16 fathoms water, and be very handy for wooding and watering. About 1 mile within the entrance, on the West side, lies a remarkable green cove, off which it is shoal a small distance from the shore; one mile to the Eastward of *Bay D'omar* lies *Little Bay*, in which is tolerable good anchorage for small vessels. E. N. E. half E. distant 3 leagues from *Bowl Island*, begins a chain of islands and rocks, lying E. N. E. 3 leagues, and from 3 to 5 miles distant from the main, the Easternmost of which are called outer, or *Esquimaux Islands*; the middle part are called *Old Fort Islands*, and the Westernmost are called *Dog Islands*, Within these islands on the main are several good bays and harbours, but are too difficult to attempt, unless very well acquainted, the passages being very narrow, and a number of funken rocks.

Anchorage. N. half W. 4 miles from the W. side of the outer *Esquimaux Islands*, is very good anchorage for small vessels, between two high islands. Within these islands lies the river *Esquimaux*.

From

From outer *Esquimaux Island* to *Point Belles Amour*, the course is N. 59 deg. E. distant 13 miles. This point is low and green, but about 1 mile inland is high. Round this point to the Eastward is a cove, in which is anchorage for small vessels in 7 fathoms water, but open to Easterly winds. Point Belles Amour.

From *Point Belles Amour* to the entrance of the harbour of *Bradore* the course is E. by N. 2 leagues nearly. This harbour is to be known by the land between it and *Point Belles Amour*, being high table land, the land on the East-side of it being low near the sea, and tending to the Southward, or by our Lady's Bubbies, which are three remarkable round hills, seen all along this coast, lying N. by E. $\frac{1}{2}$ E. 2 leagues from the Island of *Ledges*, which form this harbour. This island is of a moderate height, having a great number of small islands and rocks about it. On the East-side of this island is a cove, called *Blubber Cove*, wherein is anchorage in 2 and a half fathoms water, for small vessels. There are two passages into the harbour of *Bradore*; but that to the Northward of the Island of *Ledges* is by no means safe, there being a number of funken rocks in that passage: The Eastern passage is safe, taking care to avoid a small rock, which lies S. 32 W. $\frac{1}{4}$ mile from the low point on the main, where the houses stand. On this rock the sea mostly breaks, and shews above water at $\frac{1}{2}$ ebb. On the East-side, within the rock, is a small cove, called *Shallop Cove*. From the point above the cove, called *Shallop Cove Head*, stretches off a shoal, one cable's length from the shore, and continues near the same distance, quite to the head of the harbour. Pradore Harbour.
Our Ladies Bubbies.
Island of Ledges.

From the Island of *Ledges* to *Green Island*, the course is S. 30. W. distant 5 miles. On the East-side of this island is a cove, wherein a fishery is carried on. Between this island and the main, and between it and the island *Bois*, is a clear safe passage. Green Island.

The Island of *Bois* lies 2 miles to the Eastward of *Green Island*, and is of a moderate height, and a safe passage all round it. To the Northward of this island lies *Blanc Sablon*, in which is anchorage, but the ground is not very good, being a loose sand. Island Bois.

From the South point of the *Isle au Bois*, to the West Point of *Forteaux Bay*, the course is N. 70 E. distant 8 miles and a half. This bay is 3 miles broad, and nearly the same depth. At the head of which, on the West-side, is good anchorage, from 10' to 16 fathoms water, but is open to the Southward. Off the East point of this bay is a rock, which makes in the form of a shallop under sail, either coming from the Eastward or the Westward. On the West-side of the bay is a fall of water, which may be seen in coming from the Eastward. Forteaux Bay.

L'ance a Loup lies 1 league to the Eastward of *Forteaux Bay*. The land between these bays being rather low near the shore, at the head of this cove is tolerable good anchorage in 12 fathoms: On the West-side lies *Schooner Cove*, in which is very good anchorage for small vessels in 7 fathoms water, sandy bottom. The two points that form the entrance of this cove, bear N. Wolf Cove,
L'Ance a Loup.

- N. E. $\frac{1}{2}$ E. and S. S. W. $\frac{1}{4}$ W. distant 2 miles. The East point is high table land, with steep cliffs to the sea, stretching N. E. 2 miles nearly, and called
- Red Cliffs.** the *Red Cliffs*.
- St. Modeste.** From the *Red Cliffs* to the West point of *St. Modeste Bay*, the course is N. 38 E. distant 7 miles, then N. by E. $\frac{1}{2}$ E. 1 mile to *St. Modeste Island*, which is a small low island, within which small craft may anchor, but is a bad place.
- Black Bay.** *Ship Head* lies 1 $\frac{1}{4}$ mile to the N. by E. from *St. Modeste Island*. Round this head to the Northward, is *Black Bay*, in which there is tolerable good anchorage in 10 fathoms water.
- Red Bay.** From the West end of *Red Cliffs*, to the West point of *Red Bay*, the course is North 47 deg. E. distant 6 leagues. This is an excellent harbour, and may be known by *Saddle Island*, which lies at the entrance of this bay, and is high at each end, and low in the middle; and by a remarkable round hill on the West-side of the bay, opposite the West end of *Saddle Island*; the land on the West-side of the bay is high, and on the East-side rather low. At the head of this bay it is high and woody. There is no danger in sailing into this bay, passing to the Westward of *Saddle Island*, and taking care to avoid a small rock that lies near the W. point on the main (this rock shews above water at $\frac{1}{4}$ ebb) and a shoal which stretches off about a cable's length from the inner side of *Saddle Island*. The *Western Bay* lies in to the Northward of the West point, in which is very good anchorage from the Westerly winds; but open to the Eastward. There is no passage, except for boats, to the Eastward of *Saddle Island*. In coming from the Eastward, care must be taken to avoid a small rock, which lies 1 mile from the *Twin Islands*, (which are two small black rocky islands, lying off the East end of *Saddle Island*) and near 1 mile off shore. The afore-mentioned high round hill on the West side of the bay, on with the saddle on *Saddle Island*, will carry you on this rock; the sea generally breaks on it.
- Twin Islands.** Two leagues and a half to the Eastward of *Red Bay*, lies *Green Bay*, in which is tolerable good anchorage for small vessels, in 12 fathoms water, but open to the S. E. winds. From *Saddle Island* to *Barge Point*, the course is E. N. E. distant 10 miles, and from thence to the entrance of *Chateaux Bay*, is N. E. by E. distant 5 $\frac{1}{2}$ leagues.
- For directions about *Chateaux Bay*, *Belle Isle*, &c. see *Mr. Cook's Account*.
- At *Red Bay*, the tide flows full and change, at half past nine o'clock.
- At *Forteaux Bay*, at eleven.
- At *Bradore*, at half past eleven.
- In all which places it flows up and down, or upon a perpendicular spring tide, 7 feet; and neap tides, 4 feet.

D E S C R I P T I O N
OF THE
COAST OF LABRADORE,
FROM
CAPE CHARLES TO CAPE LEWIS.

N. B. *The bearings hereafter-mentioned, are the true bearings and not by compass; the variation being 27deg. W.*

CAPE Charles Island lies East, distance $1 \frac{1}{4}$ mile from *Cape Charles*, and *Cape Charles* is of a moderate height, with several small rocks to the Eastward and Westward of it.

From the North point of *Cape Charles Island* into *Alexis Harbour*, the course is W. N. W. 4 miles. This island is very small, and rather low. Within this island is an excellent harbour, formed by several high islands and the main; in this harbour is very good anchorage, from 17 to 22 fathoms water, muddy. You may sail into it on either side of *Center Island*, but to the Northward of it is the best passage.

From *Cape Charles Island* to the *Battle Islands*, the course is N. N. E. $5 \frac{1}{2}$ miles. This course will carry you to the Eastward of the rocks, which lies 1 mile to the Eastward of the Northernmost *Battle Island*. This island is high and round at top.

From the Northernmost *Battle Island* to the *River Islands*, the course is N. 76 deg. W. distance $7 \frac{1}{2}$ miles. To the Westward of the Easternmost *River Island* is anchorage for vessels in 30 or 35 fathoms water, muddy bottom. Vessels may pass to the Southward of these islands up the river *St. Lewis*.

From the South point of the Easternmost *River Island* to *Cutter Harbour*, the course is S. 50 deg. W. distance 1 mile. In this harbour there is tolerable good anchorage for small vessels.

From the Northernmost *Battle Island* to the entrance of the river *St. Lewis*, the course is N. 61 deg. W. $7 \frac{1}{2}$ miles; from thence the course up the river is W. by N. 5 miles; then N. 58 deg. W. 8 miles to *Woody Island*. (The North point of the river is low land for about 2 miles up, then the land is rather high on both sides and woody; at the head of the river is very fine wood of different kinds, such as birch, fir, juniper, and spruce; this river seems to be well stored with salmon.) At about 4 miles up the river is very good anchorage, and continues so till you come up as high as *Woody Island*; but above this island there are several shoals.

St. Lewis's
Sound.

One mile to the northward of the North point of *St. Lewis* river lies the entrance of *St. Lewis's* sound, which runs up W. by N. 1 league, at the head of which is very good anchorage, in taking care to avoid a shoal which stretches off from a sandy beach on the larboard side at about 2 miles within the entrance.

Dear
Harbour.

From the Northernmost *Battle Island* to the entrance of *Dear Harbour* the course is N. 51 deg. W. distance 3 leagues. This is a very good harbour in which you anchor from 18 to 10 fathoms water, secure from all winds. To sail into this harbour there is not the least danger, and the best anchorage is at the back of *Deer Island*.

Cape St.
Lewis.
Fox
Harbour.

From the Northernmost *Battle Island* to *Cape St. Lewis* the course is N. N. W. $\frac{1}{2}$ W. 5 miles. This cape is high ragged land: 1 $\frac{1}{2}$ mile to the N. W. of the cape lies *Fox Harbour*, which is but small, and only fit for small vessels, but seems to be very convenient for a fishery.

MICH. LANE.

D E S C R I P T I O N
OF THE
COAST OF LABRADORE,
FROM
ST. MICHAEL TO SPOTTED ISLAND.

N. B. The bearings hereafter-mentioned, are the true bearings and not by compass; the variation being 32 deg. W.

CAPE *St. Michael* lies in the latitude of 50 deg. 46 min. N. is high land, and steep towards the sea, and is to be known by a large bay which forms to the Northward of it, having a number of large and small islands in it; the largest of these islands, called *Square Island*, lies in the mouth of the bay, and is 3 miles long, and very high land.

The best anchorage for large vessels in *St. Michael's Bay* is on the South side; that is, keep *Cape St. Michael's* shore on board, then keep along the South side of the first island you meet with, which is called *Long Island*, till you come near as far as the West end of it, and there anchor from 12 to 20 fathoms; you will there lay land-locked, and may work out again to sea on either side of *Long Island*. From Mr. Gilbert's Directions.

From *Cape St. Michael's* to the entrance of *Square Island Harbour*, the course is N. 63 deg. 30 min. W. distance $3\frac{1}{2}$ miles, in the entrance lies a small island of a moderate height; the best passage is to the Westward of this island, there being only 2 fathoms water in the Eastern passage.

The N. E. point of *Square Island* is a high round hill, and makes (in coming from the Southward) like a separate island, being only joined by a low narrow neck of land, N. 54 deg. distance 1 league. From this point lies the entrance into *Dead Island* harbour, which is only fit for small vessels, and is formed by a number of islands; there is a passage out to sea between these islands and the land of *Cape Bluff*.

Cape Bluff lies N. by W. distance 8 miles from *Cape St. Michael's*, and is very high land, ragged at top, and steep towards the sea. These capes form the Bay of *St. Michael*, in which are several arms well stored with wood.

Cape

Cape Bluff
Harbour.

Cape Bluff harbour is a small harbour, fit only for small vessels. To sail into it keep *Cape Bluff* shore on board till you come to a small island, and then pass to the Westward of it and anchor.

Barren
Island.
Snug
Harbour.

From *Cape Bluff* to *Barren Island* the course is N. $\frac{1}{2}$ E. distance 1 league. From the South point of this island to *Snug* harbour the course is W. distance $1 \frac{1}{2}$ mile. This harbour is small, but in it there is very good anchorage in 26 fathoms water, and no danger sailing into it.

Stoney
Island.

One mile to the Northward of *Barren Island* lies *Stoney Island*. On the main within these islands lies *Martin* and *Otter Bays*, in the Northernmost of which is very good anchorage, with plenty of wood, and no danger but what shews itself.

Duck
Harbour.

On the West side of *Stoney Island* is a very good harbour for small vessels, called *Duck* harbour. Large vessels may anchor between the West point of *Stoney Island* and *Double Island* in 20 or 24 fathoms water, and may sail out to sea again on either side of *Stoney Island* in great safety.

Hawke
Island.

Hawke Island lies 1 mile to the Northward of *Stoney Island*. Within *Hawke Island* lies *Hawke Bay*, which runs to the Westward 2 leagues, and then branches into two arms, one running to the S. W. 2 leagues, and the other West 5 miles; these arms are well stored with wood. After you are within *Pigeon Island*, there is very good anchorage quite to the head of both arms.

Eagle Cove.

On the South side of *Hawke Island* lies *Eagle Cove*; wherein is very good anchorage for large vessels in 30 or 40 fathoms water: Small vessels may anchor at the head in 7 or 8 fathoms.

Caplin Bay.

On the main within *Hawke Island*, about 5 miles to the N. E. of *Hawke Bay*, lies *Caplin Bay*. Here is very good anchorage in this bay, and plenty of wood at the head.

Partridge
Bay.

Partridge Bay lies 5 miles to the Northward of *Hawke Island*. In it is very good anchorage, but difficult of access, unless acquainted, by reason of a number of small islands and rocks which lie before the mouth of it. The land hereabouts may be easily known. The South point of the bay, a remarkable high table hill and barren; all the land between this hill and cape *St. Michael* being high, the land to the Northward of it low.

From cape *St. Michael* to *Seal Islands* the course is N. half E. distance 9 leagues.

From *Seal Islands* to *Round Hill Island* the course is N. $\frac{3}{4}$ East, distance 13 miles. This island is the Easternmost land on this part of the coast, and may be known by a remarkable high round hill on the West part of it.

From *Round Hill Island* to *Spotted Island* the course is N. 36 deg. W. distance 2 leagues. From *Spotted Island* the land trends away to the N. W. and appears to be several large islands.

From *Seal Islands* to *White Rock* the course is N. by W. half W. distance 2 leagues. From this rock the course into *Shallow Bay* is S. W. distance 2 miles

2 miles. Here is tolerable good anchorage in this bay, and no danger Shallow Bay. except a small rock which lies of a cove on the larboard hand, and about $\frac{1}{2}$ of the bay over; this rock shews above water at low-water. There is very little wood in this bay.

From *White Rock* to *Porcupine Island* the course is N. 52 deg. W. distance *Porcupine* 2 leagues. This island is high and barren. You may pass on either side Bay. of this island into *Porcupine Bay*, where is very good anchorage, but no wood.

Sandy Bay lies on the S. E. part of the island of *Ponds*, and N. W. *Sandy Bay*. by N. half W. distance 5 miles from *White Rock*. In it is very good anchorage in 10 fathoms water, sandy bottom, and seems very handy for a fishery, except the want of wood. Between this bay and *Spotted Island* are a great number of islands and rocks, which make this part of the coast dangerous.

M I C H. L A N E.

REMARKS

R E M A R K S

MADE BETWEEN

THE ISLAND OF GROIAS

AND

CAPE BONAVISTA.

Island -
Groias.

THE island *Groias* lies 2 leagues from the main, is about 5 leagues round. The North end of it lies in the lat. 51 deg. 0 min. N. off from which, at 1 $\frac{1}{2}$ miles distance, are several rocks, high above water, also off from the N. W. part; otherwise this island is bold to all round. Between it and the main is from 20 to 40 fathoms water.

Great St.
Julien's.

The harbours of *Great* and *Little St. Julien's* and *Grandsway* lie within the island of *St. Julien*, which bears N. W. $\frac{1}{4}$ N. distant 8 $\frac{1}{2}$ miles from the North end of *Groias*. The S. W. end of it is but very little separated from the main, and is not to be distinguished as an island, till you are near it. There is no passage at the S. W. end but for boats. To sail into these harbours, you may keep close to the N. E. end of the island, as you pass which the harbours will appear open to you. There is no danger in the way to *Great St. Julien's*, which is the Easternmost harbour, until you are within the entrance, then the starboard-side is shoal near one third over; when you are passed the first stages, you may anchor from 8 to 4 fathoms water: To sail into *Little St. Julien's*, you must (to avoid a sunken rock, which lies directly before the mouth of the harbour,) first steer directly for *Great St. Julien's*, till you are abreast of the entrance of *Grandsway*; then you may steer directly into *Little St. Julien's*, and anchor in 4 or 5 fathoms water. Ships in both those harbours commonly moor head and stern.

Grandsway.

Grandsway is not a harbour for ships, but very convenient for fishing craft.

Croque.

Croque Harbour lies 4 miles to the Southward of *St. Julien's* island, and has been described in Mr. *Cook's* direction.

Belle Isle off
Newfound-
land.

Four miles and a half to the Southward of *Groias* lies *Belle-Isle*, which is about 20 miles round; there is a little harbour at the South part of this island fit for fishing-craft; but it is too difficult for shipping. There are some other coves about this island, where shallows may shelter occasionally.

Carouge
Harbour.

S. S. W. 7 miles from *Croque Harbour* lies *Carouge Harbour*, which bears W. half N. from the South end of the island *Groias*. Immediately within the entrance of this harbour it divides into two arms, one to the N. W. the other to the S. W. Directly in the middle of the S. W. arm is a shoal, on which is only 7 or 8 feet water at low-water; you may pass on either side of it,
and

and anchor from 20 to 8 fathoms water, in good holding ground: There is also good anchoring in the N. W. arm; but, in general, is not so good as in the S. W. arm.

S. S. W 3 miles from the South point of *Carouge Harbour* lies *Fox Head*, round which, to the N. W. lies *Conch Harbour*, in which is good anchorage, well up to the head of it, in good holding ground, in 11 fathoms water. It is open to the S. S. E.

About 2 leagues to the S. W. from *Conch*, is *Hilliard's Harbour*, by the *French* called *Botitot*; this is but a very indifferent place for shipping, but convenient for fishing-craft.

Four miles and a half further to the S. S. W. is the harbour of *Englée*. This harbour is situated on the North-side of *Canada Bay*. To sail into this place, you must pass a remarkable low white point, on *Englée Island*, which forms the North entrance of *Canada Bay*; then keep near the shore until you are abreast of the next point, which makes the harbours; then haul round it to the S. E. taking care not to borrow too near the point, it being shoal a cable's length off; and you may anchor from 15 to 7 fathoms, very good holding ground; but this is well up in the cove, which is too small to lie in, unless moored head and stern. In *Bide's Arm*, which runs up North from *Englée*, near 2 leagues, there is no good anchorage, it being very deep water: Within the South end of *Englée Island* there is a good harbour for shallops; but there is no passage even for boats, from thence to the place where the ships lie, except at high-water, or at least half-tide.

Canada Bay lies up N. N. W. from *Point Canada*, (which is the South point that forms the entrance of *Canada Bay*,) upwards of 4 leagues and a half. This bay cannot be of any use for shipping, otherwise than as a place of shelter in case of necessity. On being caught near the shore in a hard gale of Easterly wind, ships may, with the greatest safety, run up, and anchor in this bay free from all danger. In such case, when you are above two small rock isles, which lie near *Bide's Head*, called the *Cross Islands*, you will observe a low white point, and another low black one a little above it. Off the latter a funken rock lies about two cable's length; therefore keep the middle of the bay, and you will meet with no danger, except a rock above water, which lies a mile below the point of the narrows; leave this rock on the larboard hand, keeping the middle of the water, and you will carry 18 fathoms through the narrowest part; soon after you are above which, the bay widens to upwards of a mile across; and you may anchor in 18 and 20 fathoms water, good holding ground, and secure from all winds.

Three miles South from *Canada Point* is *Canada Head*. It is pretty high and very distinguishable, either to the Northward or Southward; but when you are directly to the Eastward of it, it is rather hid by the high lands in the country, called the *Clouds*.

Upwards of 4 miles to the S. W. from *Canada Head* is *Hooping Harbour*, by the *French* called *Sansfond*. This place has two arms, or rather bays, the one lying up the Northward, and the other to the Westward. There is very deep water

water in the North arm, until you approach near the head; it is a loose sandy bottom, intirely open to Southerly winds, and not a place of safety for shipping. In the Westward arm, a ship may safely anchor in a moderate depth of water.

Touchée.

About 4 miles to the Southward of *Hooping Harbour* is *Fouchée*. There is no anchorage in this place until you approach near the head, where there is a cove on the North side. The land is extremely high on both sides, and deep water close to the shore. This cove is about 2 or 3 miles from the entrance, in which there is anchorage in 18 fathoms water, but so small that a ship must moor head and stern. There is another arm, which runs near 2 miles above this; it is extremely narrow, and so deep water, that it is never used by shipping.

Orange Bay,
or Great
Harbour
Deep.

Three leagues to the S. W. from *Fouchée*, is *Great Harbour Deep*, by the *French* called *Bay Orange*: It may be known from any other place, by the land at its entrance being much lower than any land on the North-side of *White's Bay*, and bears N. W. half N. from *Partridge Point*. This is a large bay. A little within the entrance there is a small cove on each side, generally used by the fishing ships, though very dangerous for a ship to lie in: They always moor head and stern; notwithstanding, if a gale of wind happens to the Eastward, they are in the greatest danger. Near 3 miles within the entrance of this bay, it branches out into three arms: In the North arm, which is much the largest, there is so deep water, you will have no anchorage until you approach near the head; the middle arm is the best place for ships to anchor in 7 fathoms water, and a good bottom.

Grandfather's Cove,
and Little
Harbour
Deep.

From *Orange Bay*, 2 leagues to the S. W. is *Grandfather's Cove*, by the *French* called *L'Ance L'Union*. This is an inlet of about 2 miles, directly open to the S. E. winds; it may be known, when near the shore, by the North point of it appearing like an island, and bears N. W. by W. half W. from *Partridge Point*. It is but an indifferent harbour for shipping. Scarcely 2 miles further is another inlet, called *Little Harbour Deep*, by the *French*, *La Vache*. This is also directly open to the S. E. winds; off the North point of this inlet are some rocks, half a mile from the shore, which always shew above water, about which is good fishing ground; the water is not very deep in any part of this inlet, and when you are half way from the entrance to the head, it becomes quite shoal.

Great and
Little Cat
Arms.

About two leagues further to the S. W. is *Little Cat Arm*, which is an inlet that lies up W. 2 miles. This inlet is about 2 miles from *Great Cat Arm*. Off the North head there are some rocks, which shew above water; to avoid which, in sailing in, keep nearest to the South side; but you will find no anchorage till you approach near the head of this arm, where you will be securely land-locked.

Great and
Little Cony
Arms.

Upwards of 3 leagues to the S. S. W. from *Great Cat Arm*, is *Cony Arm Head*. This is the most remarkable land on the West-side of *White Bay*; it bears W. S. W. distance 8 leagues from *Partridge Point*. The land, all the way, runs nearly strait, until you come to this head, which projects out nearly 1 mile and a half, forming a deep bight, which is called *Great Cony Arm*.

There

There is no kind of shelter for shipping at this place. N. W. from the head, is *Little Cony Arm*, which is a convenient little place for fishing craft, but at the entrance it is too shallow for a ship.

From *Cony Head*, about 4 miles further up the bay, is a cove, called *French-Frenchman's Cove*, in which a ship might safely anchor.

From *Frenchman's Cove*, about a league further to the South, round a low Jackson's ragged point, is *Jackson's Arm*, in which is pretty deep water, except in a small cove on the starboard hand, where a ship may moor head and stern. This place affords the largest timber in *White's Bay*.

From *Jackson's Arm*, 4 miles further to the Southward, is the North end of *Sop's Island*, which bears S. W. $\frac{1}{4}$ W. distance about 10 $\frac{1}{2}$ miles from *Partridge Point*. This island is 11 miles in circuit, by which, and *Goat Island*, is formed a long passage, or arm, called *Sop's Arm*; in the North of which a ship may safely anchor, just within the North end of *Sop's Island*. The best passage into this arm, is by the North side of *Sop's Island*. There is also anchorage between *Sop's Island* and the main, before you come the length of *Goat Island*, but the water is deep; there is a cove at the North end of this island, called *Sop's Cove*, and two other small coves opposite on the main, called *Hart's Cove*, in all which a fishery is carried on, but ships generally anchor in the upper part of the arm, within *Goat Island*.

From the North end of *Sop's Island*, to the river at the head of the bay, *River Head* the distance is upwards of 6 leagues: This place is called *Gold Cove*: Here the river branches out into several small streams of water

Near 5 leagues down from the river head, and nearest the S. E. side of the bay, lies *Granby's Island*, by some called *Mid Bay Island*. This island affords no cove nor shelter for boats. On the S. E. part of it, about 2 cables length off, there is a shoal, whereon is not above 1 $\frac{1}{2}$ fathoms water. Nearly abreast, or rather below this island on the S. E. side of the *White Bay*, is *Purwick Cove*, in which shipping may safely anchor, and good conveniencies for the fishery. About 5 miles to the N. E. of this cove, and W. by S. $\frac{1}{2}$ S. from the North end of *Sop's Island*, lies *Westward Arm*. This arm lies up about S. E. 4 miles, in which ships may safely anchor, in about 18 fathoms water: There is a cove on each side of this arm, at its entrance; that on the N. E. side, called *Bear Cove*, is much the best, where small ships may securely moor, sheltered from all winds, in 12 fathoms water; the other cove, which is called *Wild Cove*, is but an indifferent place, being open to the N. W. winds, and a foul rocky bottom; the point on the N. E. side of *Western Arm*, is called *Hauling Point*.

Two leagues to the N. E. of *Hauling Point*, is another arm, lying up about S. E. by S. 3 or 4 miles, called *Middle Arm*. At the entrance of this arm is a rocky island, from which, quite home to both shores, is a shoal, whereon is from 1 to 2, and, in some places 3 fathoms water. The best passage into this arm is, to keep the larboard shore on board; but this is not proper for large shipping. Between this arm and *Hauling Point* lies the *Pigeon Islands*, about which is good fishing ground.

Southward
Arm.

About 1 mile and half to the N. E. from *Middle Arm*, is another, called *Southward Arm*, in which a ship may safely anchor in 17 fathoms, water, entirely land-locked; here she will be nearly 3 miles within the heads, but there is good anchorage in any part below, from 20 to 25 fathoms, before you are near so far up. A little above the inner point, on the North side, is a muscle bank entirely across the arm, which is nearly dry at low water; and above this bank you will again have 11 and 12 fathoms, and continues deep to the river head. This arm is nearly 5 leagues above *Partridge Point*, and may be known, when sailing up the S. E. side of the *White Bay*, by its being the first inlet, and bears W. by S. from *Coney Arm head*, which lies on the other side of the bay, and which head is always very conspicuous.

Lobster
Harbour.

Near a league from *Southward Arm*, towards *Partridge Point*, is *Lobster Harbour*. This is a small round harbour, with a shoal narrow entrance; at low water, at some places in the entrance, there is not above 8 or 9 feet water; but, after you are in, you will have 12 and 13 fathoms all over the harbour. Small ships may enter at proper time of tides.

Tides and
Currents in
White Bay

It flows on full and change days, nearest E. by S. and W. by N. in all places in *White Bay*. From *Canada Head* the current generally sets up the *White Bay*, on the N. W. side, and down the bay on the other side; and between *Partridge Point* and *Cape John*, it generally runs about S. E. by E. It is observed, that the flood, or ebb, scarce ever makes any alteration in the course of the current.

Fleur de Lys.

From *Canada Head* to *Fleur de Lys*, the course is S. nearly 10 leagues. This harbour is situated about 4 miles to the S. E. from *Partridge Point*, and bears S. W. by W. $\frac{1}{2}$ W. distance about 10 miles from the West end of the Westernmost of the *Horse Islands*. The entrance of this harbour is not distinguishable, until you come pretty near the shore; but it may be known at a distance, by a mountain over it appearing something like the top of a
island, which is on the South side, at which distance there lies a rock whereon there is not above 6 feet at low water: it is shoal from this rock home to the island; to avoid which, keep the starboard or North shore on board, and you may come to in any part of this harbour above the said island, in $4\frac{1}{2}$ and 5 fathoms water, sheltered from all winds.

Horse
Islands.

The two *Horse Islands* are situated between *Partridge Point* and *Cape John*. The West end of the Westernmost *Horse Island* bears E. $\frac{1}{4}$ N. distance 10 or 11 miles from *Partridge Point*; and the S. E. part of the Easternmost island bears N. W. by W. from *Cape John*, distance near 5 leagues. These islands are about 6 leagues in circuit, and tolerable high; there are three rocks above water lying to the Northward of the Easternmost, and on the East side of the said island are sunken rocks, at some places, near a mile from the shore. There is a small harbour, fit for shallops, at the S. E. part of this island.

Bays of
Verte, and
Pine, or
Mynx.

Bay Verte and *Mynx* lie to the S. E. from *Fleur de Lys*, are small places not fit for shipping. At *Mynx* it is impossible for more than one ship to lie, which is between a small rock island and the main, moored head and stern.

Between

Between these places is *Bay of Verte*, or *Little Bay*, which runs up S. E. full 3 leagues; and towards the head there is plenty of good timber. *Bay of Pine*, or *Mynx*, is an inlet of about 5 miles; affords no anchorage, except at *Mynx*, which is at the entrance, as before-mentioned.

Near 5 leagues to the S. E. from *Fleur de Lys*, is the harbour of *Pacquet*, *Pacquet* at half a mile within the entrance. This harbour divides into two arms, the *Harbour*. one extending to the N. W. and the other to the S. W. The N. W. arm is a very good place for shipping to lie in entirely land-locked; the S. W. arm is a mile long, but narrow, yet is a safe snug harbour. This harbour is not very distinguishable until you approach pretty near; it bears S. half W. from the passage between the *Horfe Islands*, and may be known by the South Head, it being a high rock mountain; the North point is rather low, off which lies three rock isles; both shores are bold to. Steer directly in, and anchor in the N. W. arm, in about 14 fathoms water.

About 2 leagues from *Pacquet*, to the S. E. is *Great Round Harbour*. This is a convenient little harbour for fishing-ships; there is no danger *GreatRound* in sailing into it; both shores being bold to, you may anchor within the *Harbour*. two inner points in 4 and 5 fathoms, entirely land-locked. *Little Round Harbour*, which is about 1 mile and a half round a point to the N. E. from *Little Round* this, is not fit for shipping: it is only a cove, wherein is but 2 fathoms, and a *Harbour*. loose sandy bottom.

About 4 miles to the S. W. from *Cape John* is the small harbour of *La Cey*. This place is open to the N. N. W. There is no danger in sailing in: you *La Cey*. may anchor in any depth you please from 8 to 3 fathoms water.

Cape John is a lofty ragged point of land. It lies in the latitude of 50 deg. *Cape John* 06 min. N. and may be known by the *Gull Isle*, which is a small, high, round *Gull Isle*. Island, bearing nearly E. about 4 miles from the pitch of the Cape.

From *Cape John* to the *Bay of Twilingate*, the course is S. E. by E. dif- *Bay of* tance 11 or 12 leagues. This is but an indifferent place for shipping, it *Twilingate*. being directly open to the N. E. winds, which heave in a very great sea. N. half W. about 4 miles from the entrance of this bay, there is a bank, on which, in the winter, the sea has been seen to break, between which and the shore there is from 50 to 80 fathoms water.

Wire Cape Cove, which lies on the West side of the Westernmost *Twilingate* *Wire Cape* *Island*, that makes *Twilingate Bay*, is a place for fishing craft only. *Cove*.

From *Cape John* to *Fogo Head*, the course is E. by S. $\frac{1}{4}$ S. distance 17 or 18 leagues. Immediately to the Eastward of this head is *Fogo Harbour*. *Fogo* This is a pretty good harbour for fishing ships, &c. but the entrance is in- *Harbour*. tricate and dangerous. To sail into this harbour with a Westerly wind, and coming from the Westward, keep close on board of *Fogo Head*; it is very bold to, and nothing to fear, until you open a narrow entrance, scarcely half a cable's length wide. Steer directly in, keeping right in the middle, and you will carry from 8 to 4 fathoms water through. When you are through this passage, which is commonly called the *West Tickle*, if you intend to anchor in the

the Westward bight, steer to the S. E. till you bring the point between the bights to bear W. by N. to avoid the harbour rock, which is a sunken rock, that scarcely ever shews but at dead low water, spring tides; then you may haul up to the Westward, and anchor from 6 to 5 fathoms, good holding ground, and sheltered from all winds.

N. B. Coming from the Westward, you must not be afraid to make bold with *Fogo Head*, otherwise you will miss the *West Tickle*; and as there is generally (more particularly with a Westerly wind), a strong current running to the Eastward, Ships making that mistake, seldom can work up again: Coming from the Eastward, and bound into *Fogo*, to avoid *Dean's Rock*, (which is a sunken rock, in the track between *Joe Batt's Point* and *Fogo Harbour*), when abreast of *Joe Batt's Point*, you must steer W. N. W. (by compass), until a remarkable round hill, called *Brimstone-hill*, appears in the hollow of the harbour. Then you may steer directly for the *East Tickle*, which may be known by the lanthorn on the top of *Sim's Isle*, which makes the West side of the *Tickle*; as you approach, you will discover the entrance. Give birth to the point on the starboard hand, which is that on *Sim's Isle*, and steer directly up the harbour, keeping nearest the South-side, and you will carry from 5 to 3 fathoms water through; immediately when you are round the point, steer S. S. W. to avoid the harbour rock, and follow the above directions for anchoring. As there are two entrances to this harbour, and both narrow, you may choose according to the wind. The *Middle Tickle* is only fit, and even intricate for shallows, though it appears the widest.

Little Fogo
Island.

About 7 miles to the N. E. from the entrance of *Fogo Harbour* lies *Little Fogo Island*; from which, above 2 leagues distance, to the Northward, Eastward, and Westward, lie a great number of small rocks, above and under water, which make this part of the coast exceeding dangerous, especially in foggy weather.

Bacaleau.
Herring
Neck.

Between the Bay of *Twilingate* and *Fogo Head*, nearly Midway, lies the Isle of *Bacaleau*. To the S. W. from this island, near 3 miles, is the harbour of *Herring Neck*, which is a fine harbour, sufficient for any ships.

Wadham's
Isles.

From the round head of *Fogo*, which is the N. E. part of the island, to the outermost of *Wadham's Islands*, the course is S. E. by E. distance 14 or 15 miles. There is a very good passage between these islands, often used by shipping. This passage is above a mile wide, and is between the second and third island; that is, you are to leave two of the islands without, or to the Northward of you. Those islands are about 5 leagues in circuit, and lie near 2 leagues from the main land.

Cape Freels.
Gull Isle.

From the outermost of *Wadham's Islands*, that is, the N. E. isle, to the *Gull Isle* off *Cape Freels*, the course is S. E. distance 10 Leagues. *Gull Isle* is a small rock island, and lies about a mile and a half from the pitch of *Cape Freels*, which is a low point of land; between this cape and *Green's Pond Island* are several small islands and sunken rocks along shore. There is no passage from the cape towards *Green's Pond* for shipping within the *Stinking Isles*, without being very well acquainted.

The

The *Stinking Islands*, lie S. S. E. 2 leagues from *Gull Island*, and N. N. W. *Stinking Islands.*
13 leagues from *Cape Bonavista*.

N. $\frac{1}{4}$ E. from *Cape Bonavista*, and N. 27 deg. 00 min. E. about 10 leagues from *Funk Islands*,
Cape Freels, lies *Funk Island*. This island lies in the latitude of 49 deg. 52 min.
N. it is but small and low, not to be seen above 4 or 5 leagues in clear
weather. There are two small isles, or rather rocks, at a small distance from
the N. W. part. This island is much frequented by sea birds of various kinds.

About W. N. W. distance 7 leagues from *Funk Island*, lie the dangerous *Durel's*
rocks, called *Durel's Ledge*, upon which the sea almost always breaks. *Ledge.*

Green's Pond Harbour is situated on the West side of *Bonavista Bay*. It bears *Green's*
from the *Stinking Isles*, S. 63 deg. W. distance upwards of 4 leagues. It may be *Pond.*
known by the *Copper Islands*, which lie to the Southward of the harbour, and
are pretty high, and sugar loaf topped. This harbour is formed by several
islands, that are detached about half a mile from the main land; the largest
of which is called *Pond Isle*, and makes the North side of the harbour. This
island is tolerably high, and near 5 miles in circuit. The other islands,
making the South side, are but small. This is but a small harbour. Towards
the upper part two ships can scarcely lie abreast. There is no danger in
falling into this harbour, until you approach its entrance, where you must be
careful of a shoal; it is of but very small extent, whereon is not above 6 or 7
feet at low water; you may pass on either side of this shoal; but the North-
side is the widest, and best passage.

S. 70 deg. W. about 4 miles from the *Copper Island* is *Shoe Cove Point*. *New*
About 2 miles to the Northward of this point lies *New Harbour*, in which ships *Harbour.*
may safely anchor, though it is but a small harbour.

Indian Bay runs up West about 4 leagues above this harbour; at the head *Indian Bay.*
of which there is plenty of good timber.

From *Copper Island* to the *Gull Island* off *Cape Bonavista*, the course is S. E.
half S. distance 10 $\frac{1}{2}$ leagues; and S. 20 deg. W. distance 2 leagues from *Gull*
Island, lies *Port Bonavista*. It is a very unsafe place for ships to ride in, being *Port Bona-*
directly open to the winds between the N. and W. and a loose sandy bottom. *vista.*

Barrow Harbour bears W. half N. 8 leagues from *Port Bonavista*. This is a *Barrow Har-*
very good harbour. *bour.*

From *Port Bonavista*, W. $\frac{1}{4}$ S. about 10 miles, lies the little harbour of *Keels.*
Keels, which is only fit for fishing craft.

D I R E C T I O N S

FOR NAVIGATING

From Cape Race to Cape Bonavista,

MADE BY

CAPTAIN SOUTHWOOD;

WITH HIS REMARKS UPON THE FISHING BANKS.

Cape Race. **F**ROM Cape Race to Cape Ballard is N. N. E. about $3\frac{1}{2}$ or 4 leagues, between which, about half way, is *Glam Cove*, which is only for boats; Glam Cove. and near to Cape Ballard is another cove, called *Chain Cove*, where are several Chain Cove. rocks lying before it (but there is no harbour, or bay, for ships to ride in), and fish between the two capes.

Cape Ballard But to the Northward of Cape Ballard is another cove for boats; and about 4 miles from the cape is *Freshwater Bay*, near half way between Cape Renowes. Ballard and Renowes; Renowes being the Southernmost harbour the English have in *Newfoundland*.

From Cape Ballard to the S. point of Renowes the course is N. N. E. about 2 leagues. Renowes is but a bad harbour, by reason of funken rocks going in lying in the fairway, besides other rocks on each side, but it is a good place for fishing.

They who go in there should be very well acquainted, when you are in, where ships usually ride, you have not above 15 feet water, and but small drift, by reason of shoals about you, and a S. S. E. wind brings in a great sea, so that it is very bad riding, and only used in summer-time: The harbour lies N. W. about a league in; but you must keep the South side going in, for that is the clearest.

Renowes Rock. Off the S. point of the entrance of the harbour is an island, a small distance from the shore; and off the said S. point of the harbour, S. E. by E. about half a league is a great rock, high above water, called *Renowes rock*, which you may see at least 3 leagues off in fair weather, but the rock is bold to, go on either side.

Bears Cove. From Renowes Point to *Fermowes* is a league and a half N. E. by N. N. N. E. and N. tending about, but being a little without Renowes, the course will be N. N. E. till you come open off the harbour of *Fermowes*. Between the said two harbours is a cove, called *Bears Cove*; a place only for boats to stop at if the wind be contrary, but no inhabitants.

Fermowes. *Fermowes* is a very good harbour, and bold going in, no danger but the shore itself; it lies in N. W. and N. W. by W. being past the entrance, there are several coves on each side in the harbour, where ships may and often do

do ride; the first cove on the starboard-side (going in), or North-side, is called *Clears cove*, where ships seldom (but may) ride: the next within it, a little distance on the North-side, is the admiral's cove, (where lives a planter); in this cove you lie land-locked from all winds, and ride in 7 or 8 fathoms, good ground. Clears Cove.

The vice admiral's cove (so called), is on the S. side, farther in, or more Westerly, and is a very good place to ride in for many ships, good ground; and above the said cove, on the S. side, farther in, is another arm or cove, where also you lie secure. You have about 20 fathoms water in the entrance of the harbour; but within you have from 14 to 12, 10, 9, 8, 7 and 6 fathoms, as you please, and the head runs up at least 4 miles and a half.

From *Fermowes* to *Agua Fort* the course is N. by E. about a league, between which are two heads, or points of land, about a mile from each other, the Southernmost, or next to *Fermowes*, is called *Bald-head*, about a mile from the harbour's mouth of *Fermowes*; between which is a pretty deep bay, but full of rocks, and no safety for boats to come on shore at in a storm; it is but a mile from the harbour, which is safe for ships or boats, and not above 2 miles to the entering of *Agua Fort*.

The next head to the Northward of *Bald-head* is *Black-head*, lying N. and S. one from the other about a mile asunder; and from *Black-head* to the point of *Agua Fort* harbour is N. W. by N. a mile, which harbour is very good, and safe for ships; it lies in W. N. W. There is a great rock above water going in on the South-side, which is bold to; you run up about two miles within the harbour's mouth, and ride on the North side, and lie land-locked, as it were in a pond, like to *Ferryland-pool*, but larger, where, with a piece of timber, you may make a stage from your ship to your stage on shore, being an excellent harbour, and water deep enough.

From *Agua Fort* to *Ferryland-head* (the South part of the head), the course is E. about 3 miles. *Crow* island being about a mile from *Agua Fort*, lies E. N. E. from the harbour's mouth, and from the S. E. end of *Crow* island lies a shoal about a cable's length. Crow Island.

From the N. part of *Ferryland-head* to *Ferryland*, the course is W. by N. about 2 miles; to go into *Ferryland* port, or harbour, you must sail between the N. part of *Ferryland-head* and *Buoy* island; it is not very broad, but there is water enough, and clean ground; being within the said *Buoy* island, you may run in and anchor where you please, it being of a good handsome breadth; or you may go into the *Pool*, which is a place on the larboard side (going in), with a point of *Beach*, where you ride in 12 feet water at low-water, and there the admiral's ships generally ride (the stages being near, several planters, inhabitants, live in this place). From *Buoy* island, almost into the land to the Westward, are small islands and rocks, which make *Ferryland* harbour or port, and divide it from *Caplins* bay; between the said rocks, in some places, is a passage for boats, and the water rises hereabouts three and a half, four, and sometimes five feet, and sometimes three feet, and so it does generally in all the harbours of this land. Head.
Buoy Island.
Port of
Ferryland.
The Pool.

From *Ferryland-head* to *cape Broyle-head*, is N. by E. almost 4 miles; between which are three islands, which lie before *Caplins bay*; there are channels to sail between them to *Caplins bay*, that is, between *Buoy island*, which is to the sternmost and greatest, and *Goose island*, which is the middlemost, and *Buoy Island*. *Buoy island*, which is the second in bigness next to *Buoy island*; also you may sail through between *Goose Island*. *Goose island*, which is the middlemost, and *Stone island*, which is the Northernmost; these passages are large enough for ships to sail or turn in or out; *Stone Island*. but between *Stone island* and the North shore, (that is *cape Broyle*) there is no passage for a ship, only for boats, there being a great rock between *Stone island* and the North shore.

Caplin's Bay. *Caplins bay* is large and good, and runs in a great way W. N. W. at least 6 miles within the said islands, where many ships may ride in good ground, and where sometimes the *Newfoundland* ships meet that are bound with convoy to the *Streights*, but generally rendezvous at the bay of *Bulls*.

Cape Broyle. From *cape Broyle-head*, (the North part of it), which lies in the bay or harbour of *cape Broyle*, W. N. W. and N. W. by W. about 7 miles and a half and from the South point of the entrance to the North point or head, is about 2 miles broad, and lies N. by W. and S. by E. one from the other.

Cape Broyle is the most remarkable land on all the S. coast of *Newfoundland*, for coming out of the sea, either from the Southward or Northward, it makes a swamp in the middle, and appears like a saddle. E. S. E. from the North point of *cape Broyle*, about half or three-quarters of a mile, lies a funken rock, called *Old Harry*, on which is but 18 feet water; the sea breaks upon it in bad weather, but between the shore and it is water enough of 12 and 13 fathoms, and without it is a ledge of about the same depth, where they use to fish, but off the ledge is deep water of 40 or 50 fathoms and deeper. In very bad weather the sea breaks home almost to the shore from *Old Harry*, by reason of the current that sets strong generally to the Southward.

Brigus by South. From *cape Broyle* to *Brigus by South*, (so called to distinguish it from another *Brigus* in the bay of *Conception*), is a league, but from the North-head of *cape Broyle bay* to *Brigus*, is but little more than a mile, and lies in N. W. and N. W. by W. *Brigus* is a place only for small ships of not above 7 or 8 feet draught of water to ride in the cove, which is not altogether safe neither; it is a place for fishing, where live two planters; there is an island so called where they build their stage; and make their fish upon, who come there fishing, but the water comes not quite round, unless in a great storm or rage: It is a place of little consequence.

Cape Neddick. From *Cape Broyle* to *Cape Neddick*, the course is North by East Northerly, 5 leagues; and from *Brigus Point* to *Cape Neddick* is N. E. Almost a mile and a half between which is *Freshwater Bay*, but of no note. *Cape Neddick* is a high point, flat at top, and strait down to the water.

Lamanche. From *Cape Neddick* to *Baline-head* is about half a league N. E. by E. between which is *Lamanche*. *Lamanche* is only a cove in the bay, where is no safe riding for any ship.

From

From *Baline-head* to *Baline Cove* is more than half a mile, near three-quarters; it is a place where ships use to keep two or three boats with a stage for fishing, where one planter lives; the place is not for ships, only small vessels may come in to lade, and lie within the rock, called the *Wbales-back*, which rock breaks off any sea, and there are two rocks above water, one on each side going in, and the *Wbales-back* in the middle, but without the said rocks that are above water.

Against *Baline Cove* lies *Goofe Island*, about a mile or half a league to the seaward of *Baline*. *Goofe Island* is a pretty large island, three-quarters or near a mile long.

From *Baline-head* to *Isle de Spear*, is N. N. E. a mile within the greatest of the said islands, which is the Northernmost. Ships every year fish there; on this island is a stage on the inside, that is, on the West side, and good riding in summer season, the island being pretty large, but the Northernmost island is only a round hill fit for no use.

The next to the *Isle de Spear* is *Toads Cove*, where a planter lives, a place for boats to fish, but not for ships to ride.

A little without *Toads Cove* (or to the Eastward) is *Boxes Island*, which and it is no passage, but only for boats to go through at high water.

From *Baline-head* to the *Momables Bay* is N. by E. about 4 miles, and lies N. W. near 2 miles; it lies open to the sea, yet it is a good place for fishing.

From *Baline-head* to the North point of *Momables Bay*, (which is the South-point of *Whitlefs Bay*), the course is N. N. E. Northerly, 4 miles off, which point is a shoal of rocks that lie a great way off, so that men must be well acquainted to go with ships between the said point and *Green Island*, a small island right off against the said point, a little more than a mile; for if you intend to come through between them, then it is best to keep the island-side, which is clearest.

From the said shoal point, or South-point of *Whitlefs Bay*, the land on the South-side of the bay lies in, first part N. N. W. and after more Westerly.

From the South point of *Whitlefs Bay* to the North point of the said bay is N. E. by N. about a league, so that it is a large going into the bay, and about a league within *Gull Island* to the head of the bay, there is turning in or out; but about half way into the bay on the North side (where the planters live and the admiral's stage is), there is a ledge of rocks which you must avoid; the most part of them may be seen above water; you may lie but little without the outermost, which appears dry. This is a far better bay than *Monables*, by reason of the *Gull* and *Green Island* laying without before it; you may sail between the islands, or between *Gull Island* and the South point of *Bay Bulls*, yet ships, after the beginning of *September*, will not care to ride in *Whitlefs Bay*, but rather come to *Bay Bulls*, which is but a league and a half by sea to it, and not above two miles and a half over land.

Bay Bulls.

From Cape *Broyle* to Bay *Bulls* is N. N. E. half Easterly 5 leagues, from the South head of Bay *Bulls* to the North head, called *Bull-head*, the course is N. E. Northerly a mile and a quarter, or thereabouts, between which two heads go in the Bay *Bulls*, lying W. N. W. for at least two miles, and after that N. W. for about a mile, to the river head. In this bay is good riding, from 20 fathoms at the first entrance between the heads, to 18, 16, &c. after you are shot within *Bread and Cheese Point*, which is a point half the Bay in, on the North side, where there is a cove, in which the admirals keep their stage. You must give this point a little birth, for a funken rock that lies off that point not half a cable's length, else all the bay is bold to, and nothing to hurt you but what you see. Being past that point, run up and anchor (or turn up) against the high hills called *Joan Clays Hill* (bring it N. E.), in 13 or 14 fathoms, which you will have there almost from side to side, but merchantmen run farther in, and anchor some in 10, 9, or 8 fathoms, not above a point open, and others not above half a point. Men of war ride not three points open. Here generally the fleet is made up; that is, here they meet ready to sail (commonly for the *Streights*) by the 15th or 20th of *September*. It is from side to side against *Joan Clays Hill* as aforesaid, 430 fathoms, so that it wants but 10 fathoms of half an English mile broad.

Bread and
Cheese Point.

The Spout.

From Bay *Bulls* to *Petty Harbour* the course is N. E. by N. three and a half or four leagues (between which is nothing remarkable of bay or coves, but a steep dead shore only). About mid-way is a place called the *Spout*, being a hollow place which the sea runs into, and having a vent on the top of the land, near the water-side, spouts up the water in such a manner that you may see it a great way off, especially if there be any sea, which causes the greater violence.

Petty Har-
bour.

Petty Harbour, the entrance of it is a large bay, for from the South point to the North point is a league distance, N. N. E. and S. S. W. and it is a league in, where the ships ride that fish there, being but a little cove. It lies in W. N. W.

Cape Spear.

From the North point of *Petty Harbour* to *Cape Spear*, the course is N. E. by N. two miles, or thereabouts, and from thence the land trends into the N. W. to *Black-head*, and so to the harbour of *St. John's*.

Cape Bay.
Deadman's
Bay.
Freshwater
Bay.
St. John's.

From *Cape Spear* to the harbour of *St. John's* is N. W. by N. four miles; between which are three bays, the first is from *Cape Spear* to *Black-head*, and is called *Cape Bay*; the second is from *Black-head* to *Low-point*, and that is called *Deadman's bay*, several men and boats being formerly lost in that bay; the third is from *Low-point* to *St. John's harbour*, and that is called *Fresh-water bay*.

The harbour of *St. John's* is an excellent good harbour, (though narrow in the entrance), and the chief in *Newfoundland*, for the number of ships used and employed in fishing, and for smacks; as also for the number of the inhabitants here dwelling and remaining all the year; it is narrow going in, not above 160 fathoms broad from the South-point to the North-point, but bold to the very rocks, or shore itself, and you have 16 or 17 fathoms, the deepest between the two heads: it lies N. N. W. but it is yet more narrow after the

the first entrance, by reason of two rocks lying within, on each side, but above water, between which you are to sail, it being just 95 fathoms broad between them. But being past them you may run in boldly, (it being then wider by a great deal), and can take no hurt but from the shore, only within the aforesaid rock, on the South-side of it, a point within *Ring-Noon*, (which *Ring Noon* is a small bay), where lies a sunken rock about 30 fathoms off the shore, which has not above 8 feet water on it. Being in the harbour you may anchor in 8, 7, 6, 5 or 4 fathoms, as you please, and lie land-locked from all winds, for it lies up W. S. W. You must observe that you cannot expect to sail in, unless the wind be at S. W. or to the Southward of it, and then the wind casts in between the two hills till you are quite within the narrow, and there you have room enough. But if it be a W. S. W. or more Westerly, the wind will cast out, and you must warp in.

But be sure, if unacquainted, that you mistake not the harbour of *St. Caution, John's*, for a place called (*Quiddy Viddy* or) *Kitty Vitty*, which is within a *Quiddy Viddy, or Kitty Vitty.* mile of it, and shews an opening like a good harbour, as *St. John's*, but it is not so, being a place only for boats to go in; it is narrow and dangerous, even for boats, at low water; you may know it by a round bare hill (head like) in the form of a haycock, which is called *Cuckold's Head*, and is just at the South part of the entrance of this *Kitty Vitty*, and to the Northward of *St. John's* $\frac{1}{2}$ of a mile or more; but besides this, your course from cape *Sparr* will guide you.

From *St. John's* to *Torbay* the course is between N. by E. (being at a little distance without the harbour) and N. About 2 leagues and a half between *St. John's* and *Torbay*, are several points which have names giving them, that is from *St. John's* to *Cuckold's Head* going into *Kitty Vitty*; the next is *Small Point*, which lies N. E. by N. about 2 miles from *St. John's*; the third is *Sugar Loaf Point*, and lies N. by E. from *Small Point* half a league; the fourth is *Red-Head*, and lies N. from *Sugar Loaf*; about 2 miles, between which, that is *Sugar Loaf* and *Red-Head*, is a bay, called *Logy Bay*. And the fifth point is the South point of *Torbay*, and lies N. by W. half a point *Torbay.* Westerly from *Red-head*, about 2 miles. This said point of *Torbay* is lower than all the rest. From the said South point of *Torbay* to the anchoring-place where ships usually ride, the course is W. by N. 2 miles and more, where you anchor in 14 fathoms against *Green cove*. But if you are open of the bay, the course is W. S. W. for the bay is large, and at least a league from the South point to the North point, which North point is called *Flat Rock*; So that if you come from the Northward by *Flat Rock*, (which is a low *Flat Rock.* black point with a flat rock lying off it, and breaks on it), your course then into *Torbay* is S. W. a league. There live two planters at *Torbay*. It is a bad place for ships to ride in with the wind out at sea; for being open to the ocean there falls in a great sea.

From the North point of *Torbay* (called *Flat Rock*) to *Red-head* by N. the *Red Head.* course is N. by W. about half a league; but from *Flat Rock* to *Black-head* by *Black Head.* N. the course is N. by W. $\frac{1}{2}$ W. 2 leagues.

From

Cape St. Francis. From *Black-head* to cape *St. Francis* is N. W. 5 miles; cape *St. Francis* is a whitish point, and low in comparison to the other land, but at sea the high land over it is a cove, called *Shoe* cove, where boats used to come a tilting. (using the fishermen's expression), that is, to split and salt the fish they catch, when blowing hard and is bad weather, cannot get the places they belong to in time. In this cove you may haul up a boat to save her if the wind be out; for which Northerly, Westerly, and Southerly winds you will lie safe. There is a good place off it to catch fish.

Sunken Rocks off the Cape. About half a league off, triangular ways, lie sunken rocks; the outermost lie E. N. E. from the cape, about a mile and three quarters: There are also great rocks above water, like small islands, the outermost of which lies about three quarters of a mile E. from the cape; and the innermost not half a mile off shore; between which rocks (or island) and the sunken rocks you may go (as I have done) with boats, and find water enough for any ship: But men are unwilling to venture, there being no advantage in the case. These great rocks make the aforefaid *Shoe* cove the better and more safe.

There is also another cove to the Northward of the point of the cape for boats when the wind is off the shore, but else not safe.

Belle-Isle. From cape *St. Francis* to *Belle-Isle* is S. W. and S. W. by S. 5, or 5 and a half leagues, being a large island, not above a league from the shore, against which island on the main is a cove, called *Portugal* cove, where they used to catch and cure fish in summer-time, and lies to the Eastward. *Belle-Isle* is about 2 leagues in length, and about 3 miles broad, and the ships that fish there lie in a little cove on the South-side of the island, which will contain 5 or 6 ships, according to the rate as they lie in bay *Verds*. This description of *Belle-Isle*, (besides my own setting it from several places), I had from Mr. *John Guy*, of *Carbonera*, and Mr. *Bennet* of *St. John's*, in *August*, 1675, and the same confirmed by Mr. *spark*, in *Bay Bulls*, on *September* 8, 1675, who had been fishing and made several voyages at *Belle-Isle* and *Portugal* Cove.

Island Bacalieu. From Cape *St. Francis* to the Island *Bacalieu*, is N. by E. about 10 leagues, *Bacalieu* is an island 2 leagues long, and above half a league broad, about which boats used to fish: There are no inhabitants on it, but abundance of fowls of several sorts, which breed there in the summer-time. Between this island and the main, is about a league, where you may sail through with ships, if you please. Bay of *Verd's-Head* and the S. W. end of *Bacalieu* lie E. by N. and W. by S. one from the other about a league and a half.

Bay Verds. From Cape *St. Francis* to the Bay of *Verd's-head*, is N. about 8 leagues and a half. And from the head to the bay, or cove, where ships ride, is about three quarters of a mile, to the Westward of the head; at the place where ships ride it is not above a cable's length from one point to an other; which lie North and South one from the other; you lay your anchors in 10 fathoms, and your ships lie in 5 fathoms, with a cable out; your stem then is not above half a cable's length from the stages. The ships that ride there, are forced to seize their cables one to the other, and you cannot ride above 7 or 8 ships at most: It is a bad place, and hazardous for ships to ride, except in the summer-time,

time, by reason of the great plenty of fish, and they being so near them, make fishing ships desire that place the more, although there are several inconveniencies in it, as being a very bad place for wood and water, &c.

The ships lie open to the S. W. into the Bay of *Consumption*. Now there is a cove also on the East side of the Bay *Verd's-head*, about a musquet shot over from Bay *Verds* itself, called the *Black Cove*, where stages are, and boats kept Black Cove to catch fish.

Bay *Verds* is easy to be known by the Island *Bacalieu*, and also by another Head within *Bacalieu* shooting out, called *Split Point*; and also Bay *Verd's-head* itself, which is the Westernmost; these three heads shew very bluff, and very like one another, when you come from the Southward; there is no danger in going into Bay *Verds* but what you see. Here dwell several planters.

From Bay *Verd's-head* to *Split Point*, which is against *Bacalieu* Island, the *Split Point* course is E. N. E. about half a league.

From Bay *Verd's-head* to *Flamborough-head*, is S. W. by W. about 2 leagues: *Flamborough Head* is a black steep point, but no place of shelter for a boat, but when the wind is off the shore; neither is there any safety between Bay *Verds* and *Carbonera*, (which is about 10 leagues and a half, and lies S. W. and by S.) only two places for boats, the one in the S. W. Cove of *Green-bay*, which is but an indifferent place, and lies S. W. about 4 leagues and a half from Bay *Verds*, the other in *Salmon Cove*, which is about 3 leagues to the Northward of *Carbonera*.

From Bay *Verd's-head* to *Green-Bay*, is S. W. about 4 leagues and a half. *Green Bay*. This Bay is above a league over, but has nothing considerable in it, only the aforesaid S. W. cove, and a place in the bottom of the bay, where the *Indians* come every year to dig oker to paint themselves.

From the South point of *Green-bay* to *Black-head* is S. W. a league; and *Black-head*. from *Black-head* to *Salmon Cove*, is S. W. by W. 4 miles: it is a place of *Salmon Cove* shelter for boats, an island lying in the middle; a river in the said cove runs up, in which are store of salmon.

From *Black-head* to *Carbonera*, is S. W. $\frac{1}{2}$ S. between 4 and 5 leagues. *Carbonera*.

From *Salmon Cove* to *Carbonera*, the course is S. W. about 3 leagues. The South end of *Carbonera* island is low, upon which is a fort of 20 guns, which the merchantmen made for their defence. The harbour of *Carbonera* is very bold on both sides, so is the island, between which and the main are rocks, which are just under water. This is a good place for ships to ride in, and for catching and curing of fish, having several inhabitants, with good pasturage, and above 100 head of cattle, which afford good milk and butter in the summer-time. There is very good anchorage in clear ground, fair turning in or out, being a mile broad, and 3 miles in the river, riding in 5, 6, 7, and 8 fathoms, or deeper water, if you please. But to the Northward of this point of *Carbonera* are two coves where planters live, and keep boats for fishing; the Northernmost of these two coves is called *Clown Cove*, not *Clown Cove*. good for ships, but for boats, being about 2 miles from *Carbonera*; the other is called *Crocketts cove*, where live two families, and is but a little to the North-*Crocketts Cove*. ward of the entrance of *Carbonera Bay* or Port.

Carbonera
Island.

If you are bound or intend for *Carbonera*, you may go on which side of the island you please, which lies without the bay (or entrance) about a mile from the shore; but if you go to the Southward of the island, you must keep the middle between the point of the island, and the South point of *Carbonera*, because it is foul off the S. W. end of the island, and the South point of the main, therefore your best going in is to the Northward of *Carbonera* island, and so is the going into harbour *Grace*, to the Northward of Harbour *Grace* island; *Carbonera* lies in W. S. W. 2 and a half, or 3 miles, and from *Carbonera* to Harbour *Grace* S. S. E. a league or more.

Musketa
Cove.

Carbonera and Harbour *Grace* lie N. N. W. and S. S. E. one from the other above a league; but Harbour *Grace* lies from the entrance W. S. W. at least 8 miles, and is a mile broad. But between *Carbonera* and Harbour *Grace* is *Musketa* Cove, where ships may ride, but seldom use it. Here live two planters; it is not so convenient for fishing ships as other places, although clean ground, water enough, and large.

Harbour
Grace.

You may turn into *Harbour Grace*, all the bay over from side to side, and come off which side you please of the rock called *Salvages*, which is almost in the middle of the channel. But there is another rock on the North-side called *Long Harry*, something without *Salvages*, near the North-shore, where you go between the main and it with boats, but needless for ships, although water enough. Both the rocks are a great height above water. Being within, or to the Westward of the rock *Salvages*, you may turn from side to side by your lead, till you draw towards a mile off the point of the beach, (within which the ships ride); you may then keep the North-shore, because there is a bar or ledge which shoots over from the South-side, almost to the North-shore.

Marks of
the Bar or
Ledge.

To know when you are near the said bar, or ledge, observe this mark; you will see two white rocks on the land by the water-side, in a bank on the North-side, which shews whiter than any place else, and is about a mile below, or to the Eastward of the beach, which is good to be known, being a low point, nothing but beach for a pretty good distance; keep the said North shore pretty near, where you will have 3 fathoms and a half on the bar, and presently after 4, 5, 6 and 7 fathoms; but if you stand over to the Southward till you are got within the said bar, or ledge, you shall not have above 7, 8, and 9 feet water: This sand trends S. E. from athwart the aforesaid two white rocks, and runs over close to the South side. But being past that as aforesaid, you may turn from side to side till within the beach, and ride land-locked in 4, 5 or 6 fathoms, or higher up in 7, 8, 9 or 10 fathoms, as you please. The harbour, or river, runs up S. W. by W. at least two leagues above the beach, navigable.

Harbour
Grace
Islands.

Being bound for *Harbour Grace*, be sure to go to the Northward of the *Harbour Grace* islands, which lie before the harbour above a mile off; For Southward of the islands between it and the South-shore of the harbour, is foul ground: The harbour lies in W. S. W.

From *Harbour Grace* to cape *Francis*, is East Northerly 7 leagues and a half.

From

From *Harbour Grace* to *Bryant's cove*, is S. W. about half a league, but it is *Bryant's Cove* no place where ships use: One planter lives there, it being a good place for catching of fish. In the entrance of this cove lies a rock in the middle but above water. You may go in on either side with a ship, and have 4 or 5 fathoms, and anchor within it in clean ground.

From *Harbour Grace* to *Spaniard's bay*, is S. S. W. about three leagues. *Spaniard's Bay* This bay is deep and large, almost like bay *Roberts*; but there are no inhabitants, neither do men use this place for fishing, but there is good anchoring all over the bay: It is but a small neck of land over bay *Roberts*.

From *Spaniards bay* to bay *Roberts*, is S. E. by E. Southerly about two *Bay Roberts* miles. This bay is about two miles and a half broad, from the North point to the South point, which lie N. W. and S. E. one from the other; there is very good turning into the bay, and no danger but what you see. You may borrow on either side, and go close to the island which lies on the starboard-side going in. The bay is at least three leagues long from the first entrance; it runs up with two arms, after you are a league in; the one lies up W. N. W. and is the deepest, and the other S. W. Being past the island, or to the Westward of it, which is bold to, you may run up about a mile, and lie landlocked in 9 or 10 fathoms within the island.

From bay *Roberts* to port *Grave*, is 3 or 4 miles about the point; this bay is large, deep, and very bold, as the other bays are; there is a cove on the starboard-side going into this bay, called *Sheeps cove*, where you may moor *Sheep's Cove* your ship by head and stern, and ride in 4 and a half; and 5 fathoms, but your anchor to the S. W. lies in 22 fathoms, about a cable and a quarter's length from your ship.

From *Sheeps cove* to port *Grave*, is West by South a mile, or somewhat more, but ships ride not within the small islands which are by port *Grave*, it being shoal water within them, but ride off without them.

From *Sheeps cove* to *Cupid's cove*, the course is S. S. W. about 4 miles. *Cupid's Cove* It is a good place for a ship or two to ride in 4, 5 or 6 fathoms, and not above a point open; the cove lies in S. W. and the South-side of the bay to *Burnt-head* lies N. E. by E. and S. W. by W. one from the other about a league; for *Sheeps cove* and *Cupid's cove* are in the same bay of port *Grave*; but *Cupid's cove* is on the South, and the other on the North-side; the bay runs up W. S. W. and is about three leagues long.

Burnt-head, which is the South point of the bay, and port *Grave*, lies S. E. by E. and N. W. by W. two and a half or three miles. *Burnt-head* is so called by reason the trees that were on it are burnt down.

From *Burnt-head* to *Brigus*, is S. by W. a league. The South point of *Brigus* is a high ragged point, which is good to know it by: The bay of *Brigus* is not above half the breadth of port *Grave* bay, and you run up S. W. by W. and W. S. W. about half a league, and anchor on the North-side, where two planters live in a small bay. Only small ships use this place, it being so far up the bay of *Conception*.

Colliers Bay. From *Brigus* to *Colliers bay*, is S. S. W. two and a half or three miles; it is a place now not inhabited. And from *Colliers bay* to *Salmon cove*, is S. about two miles and a half, but no place considerable, and without inhabitants. It is sometimes called *Salmon pool*.

Harbour Main. From *Salmon cove* to *Harbour main*, the course is S. S. E. about two miles. In this place lives a planter; it is a good place for fishing, but ships seldom go so high up in the bay.

From *Burnt-head* to *Harbour Main* is about three leagues and a half. And from *Harbour Main* to *Holyroad* is S. E. by S. about two miles; then the land trends about to the Eastward towards *Belle-Isle*. *Holyroad* has 11 fathoms water, good ground.

Split-point. From *Bay Verd-head* to *Split-point*, the course is E. N. E. half a league.

Grates. From *Split-Point* to the Point of the *Grates*, N. N. W. two leagues.

Bacalieu. From the Point of the *Grates* to the N. W. or North end of the island *Bacalieu*, the course is E. by S. four and a half or five miles.

Break-heart-point. From the *Grates* to *Break-heart point*, N. N. W. W. N. W. and W. trending about two points; between the *Grates* and this point is a bay, where boats may lie with a wind off the land of *Break-heart point*; there is a ledge of rocks, but above water.

Scurvy Island. From *Break-heart point* to *Sberwick-point*, going into *Old Perlican*, the course is S. W. by S. 5 or 6 miles. To the Southward of *Break-heart point* is a small island some little distance off the shore, called *Scurvy Island*; between the said island and *Sberwick-point*, runs in a pretty deep bay, and lies in S. E. from *Sberwick-point* about three quarters of a mile.

Sherwick-point. *Sberwick-point* is bold, off which is a rock above water; this point is the North point of *Old Perlican*. They who are bound to *Old Perlican*, cannot go with a ship to the Northward of the island, that is, between the island and *Sberwick-point*; although it seems a fair passage, yet it is altogether foul ground, and a shoal of rocks from the main to the land (which island is about a mile and a quarter round, and about half a mile in length); there-

Old Perlican fore, whoever intends for *Old Perlican* with a ship, must go to the Southward of the island, between that and the main, and run in within the island, and anchor in 4 or 5 fathoms. But there is a rock just even with the water, and some under water, that lie about the middle of the bay, within the island, or rather nearest to the main. *Old Perlican* is but an indifferent road: if the winds comes out at W. N. W. you are forced to buoy for cables for the badness of ground, and the boats go a great way to catch fish, about five or six miles unless it be in the very middle of summer. In this place live several planters.

Sille Cove. From *Old Perlican* to *Sille Cove*, is W. S. W. Southerly, about 7 leagues; *Sille Cove* is but an indifferent place for ships, such as *Bay Verds*.

New Perlican. From *Old Perlican* to *New Perlican*, the course is W. S. W. 8 leagues. This is a very good harbour, where you may lie land-locked in 5, 6, 7, 8, 9, or

10 fathoms. It is very bold and large going in, so that if you can see the point before night, you may safely run in, nothing to hurt you but the shore itself; the Easternmost point going in, is called *Smutty-nose* Point, and the Westernmost *Gorlob* Point, between which points is the entrance, which is almost two miles broad, and has about 20 fathoms water; and as you sail in it grows narrower and shallower, lying in first W. S. W. after runs up to the Westward in a bight, where you lie land-locked, and above half a mile broad, so that you may turn in or out, and anchor in what depth you please, from 12, 10, 8, 6, 5, or 4 fathoms, very good ground. The description of this harbour I had from Mr. *John Edward*, who fished there formerly, all the rest being of my own experience. From *New Perlican* it is about 5 leagues over to *Random-head*, and they lie nearest N. W. and S. E. one from the other. In *Random* the river or Bay of *Random* are several arms and harbours; for *Random* and *Smith's* Sound come all into one, but it is 9 or 10 leagues under the head of each where they meet, and there is a little island at the head, where is 4 and 5 fathoms; only at the island going through you have not above 12 feet water, and it is not a mile broad there, as I was informed by planters at *Bonaventure*, who usually go a furring there in the winter: *Smith's* Sound runs in W. S. W. as far as I could see off *Bonaventure*. I was also informed that it is but 15 leagues from *Bonaventure* to *Tickle* Harbour, the bottom of *Trinity* Bay; but there is a bay called *Bay Bulls*, which runs in 3 or 4 leagues, and is not over from thence to *Placentia* Bay (the back or West side of the land) above two miles: and that the islands of *Placentia* Bay are about 9 or 10 leagues long each, and five broad, on which are many deer; they lie N. W. and S. E.

From *Bonaventure* to *Ireland's* Eye is S. W. 2, or 2 leagues and a half. Ireland's
Eye.

From *Bonaventure-head* to *Bonaventure*, the course is N. W. half a point Westerly, about two miles or more, but being got a mile from the head, then the harbour lies N. W. by N. about a mile to the Admiral's Stage. The *Port Bonaventure* lies within two small islands, between which you sail in, but you may go on either side of the island between that and the main, if you have a leading wind, no danger, and shall have 4 or 5 fathoms at least, and run within the said islands, and anchor in that depth, in good ground. You have there a very secure place for boats in bad weather, running in within a point, behind, or to the Northward of the Admiral's Stages, like a great pond, leaving the planter's house on the larboard side; this place will contain above 100 boats in security. Port Bona-
venture.

There is an island which lies off the W. point of the harbour, called *Gull* Island. Gull Island. off which they used to fish; from the said island the harbour lies in N. about a mile. There are several islands which are without, off *Bonaventure*; the one is from the port S. S. W. 5 or 6 miles, called *Green* Island, which is a Green Island. pretty big island, and you see it as soon as you come out of *Trinity* Harbour in fair weather; another island lies S. W. by S. 3 miles, and another island without that about 4 or 5 miles from *Bonaventure*; the course is S. W. by S.

From the *Bonaventure-head* to the *Horsechops* is E. N. E. $3\frac{1}{2}$ leagues. Horsechops.

But from *Bonaventure-head* to *Trinity* Harbour is N. E. by N. about three leagues; between which are some bays, but not for ships to ride in, unless the wind is off the shore.

The *Horfechops* and *Sherwick-point* (being the North point of *Trinity Harbour*) lie W. N. W. and E. S. E. one from the other 2 leagues; between the *Horfechops* and *Trinity Harbour* are two places where ships used to fish; the one is *Engliff Harbour*, and is W. N. W. from the *Horfechops* 2 miles, and after you are about a point, trends E. N. E. again; it is a clean bay, and you ride in 4 or 5 fathoms water; a planter or two live here.

Engliff
Harbour.

Salmon Cove From *Engliff Harbour* to *Salmon Cove*, the course is N. W. by W. Westerly about half a league; it is a place for fishing, and there is a river which runs up about 2 miles to the Northward.

Foxes Island. Without *Salmon Cove* is a headland, called *Foxes Island*, yet joins to the main by the neck of beach. To the Northward of the said island, or headland, between it and *Sherwick-point*, runs in a bay, called *Robin Hood's*; and in the said bay, behind a point which lies out, small ships ride and fish there.

Trinity
Harbour.

From the *Horfechops* to *Trinity Harbour* the course is W. N. W. about two leagues. *Trinity Harbour* is the best and largest harbour in all the land, having several arms and coves, where several hundred ships may all ride land-locked: It is a place which you may turn in or out, being bold to on each side, neither is there any danger but what you see, only going into the S. W. arm, where the Admiral's Stage usually is, lies a shoal called the *Muschel-Bank*, which shoots off from the point within the small island on the larboard side going in, and lies over N. W. about a third of the breadth of that arm, which you must avoid: being within that bank, which will discover itself by the colour of the water, you may edge over close to the South shore if you please, or keep your lead to avoid the *Muschel-Bank*, giving it a little distance: you may anchor in 14, 12, or 10 fathoms, and you may come so near to the stage on shore as to make a stage with topmasts to your stage on shore, to lade or unlade your ship. It is a most excellent harbour; for after you are in the S. W. arm, there is another runs up W. N. W. near 2 miles; and near the head of that another runs up S. S. W. but there is a bar, or ledge, at the entrance of the S. S. W. arm, but the former W. N. W. is a large place, and good anchorage for 500 sail of ships. You have besides these forementioned arms, the main harbour (turning or) lying up N. N. W. and being within the harbour's mouth, you may ride in a cove, large and good on the starboard or East side, and land-locked in good ground, where planters live; and over against that cove, on the larboard or West-side are two other coves; the Northernmost of them is called the *Vice Admiral's Cove*, for the conveniency of curing fish; and above, or to the Northward of that, is a large cove, or arm, called *God Almighty's Cove*, where there is room enough for 3 or 400 sail of ships to ride, all in clear ground, neither winds nor sea can hurt you, nor any tide; in which place ships may lie undiscovered till you run up so far as to bring it open. Several other places there are in this excellent harbour, in good clean ground, tough clay in all the arms and coves of *Trinity*, and have 4 and 5 fathoms water within two boats length off the shore any where, and 6, 7, 8, 9, 10, 12 and 14 fathoms, and some places more, in the middle of the arms and channels, as you please; you may turn in or out, as aforesaid, observing your tide, which rises there about

about 4 feet, sometimes more. For not only *Sherwick-point* is bold, which is the Northernmost, but also *Salvages*; which is the Southernmost.

From the *Horsechops* to the South head of *Catalina Bay* is N. E. by N. and N. E. 5 leagues. About a league to the Northward of the *Horsechops* is *Green-Green-bay*, which runs pretty deep in, but no place where ships use to ride or fish. Being past *Green-bay*, there is no place or cove for boats till you come to *Ragged Harbour*, or *Catalina*.

From the South head of *Catalina Bay* to the North head is N. N. E. three leagues; between which two heads is *Ragged Harbour* and *Catalina Harbour*. *Catalina Harbour* lies from the South head N. by E. Northerly about two miles.

Ragged Harbour is so called by reason of the abundance of ragged and craggy rocks which lie before and within the harbour; there is no going into the Southward with ships, but only for boats, and that you must be well acquainted with, for there are very many rocks above and under water.

They who intend for *Ragged Harbour* with a ship, must go to the Northward of all the aforesaid ragged rocks or islands that lie before it (which make the harbour), and run so far to the Northward till they bring *Ragged Harbour* open; then sail in between a round island which lies close to the main, and a great black rock, which lies off the North end of all the *Ragged Islands*; sail in till you are about the middle of the aforesaid islands, which will be to seaward of them, and anchor there. There is a river of fresh water at the head of the harbour, but no inhabitants.

Two miles to the Northward of *Ragged Harbour* is the Harbour of *Catalina*, which is a very good and safe harbour, and good ground, not above 8 fathoms, from 3 to 4, 5, 6, 7, or 8 fathoms, as you please. You may, with a leading wind, sail between the small island, which is a little to the Southward of the harbour, and have 4 or 5 fathoms at the least going through, but it is not above a cable's length broad; or you may go without the said island to the Eastward of it, giving the island a small berth, and to sail in with the middle of the harbour; for about a mile distance from the South point of the harbour, E. N. E. is a shoal, upon which, if there be ever so small a sea, it breaks; but you may sail between the island and the shoal, or you may go to the Northward of it, between the shoal and the North shore, and borrow off the North side of the main off *Little Catalina*, a bay which lies in.

Being off *Little Catalina*, all the way to the harbour you have not above 10 fathoms, and from 10 to 8 and 7 fathoms, then 8 and 9 fathoms again. It is reported there is a rock which lies about three quarters of a cable's length from the South point of the entering into the harbour, which has but 9 or 10 feet water on it, but by all the endeavours I made by sounding I could not find it, putting in three times in a shallop. However, it is easily avoided, if any such, by keeping something nearer to the North-shore, till you are shut within the said point, for all the harbour over is good sounding. Close to the shore, within the harbour, you may anchor in 5 fathoms, landlocked. In the S. W. arm the harbour lies in W. S. W., or you may anchor in 3 fathoms and

and a half within to the Southward of the little small *Green* island within the said harbour, or run up two miles towards the river-head, where fresh water runs down. In this harbour you may anchor in 7, 6, 5 or 4 fathoms. There is a kind of a boar rises in this place very often, that will cause the water to rise 3 feet presently, and then down again; and you have it two or three times in three or four hours at certain seasons. It is a very good harbour and abundance of herb *Alexander* grows on that small island in the harbour. Here is store of salmon to be caught at the head of the harbour, if you have nets. Here are no inhabitants. And near a small cove in the W. N. W. within the small island, is a fire stone of a glittering colour, a kind of mineral, excellent good willocks growing in the rocks.

Little Catalina. From *Catalina* harbour to *Little Catalina* is N. N. E. about half a league; it seems to be a good sandy bay, but I went not into it.

From *Catalina* harbour to the North-head of the bay is N. E. Easterly, a league and a half.

North head of the Bay of Catalina. Flower's Point. Sunken Rocks. From the North-head of *Catalina* bay to *Flower's* point, the course is N. by E. a league and a half; off which point are sunken rocks, called *Flower's* rocks; the sea breaks upon them in a swelling (or great) sea, and they discover themselves plain; they lie about half a league off shore; which are the utmost I could perceive with all the curiosity I had to take notice of them, by passing by them twice in the day-time; you may go between the point of the *Flower's* (which has some rocks lying off it) and the said sunken rocks; you have a mark, if in the day-time, to go without them, which is to keep cape *Larjan* open to *Birds* island, and that will carry you clear without to the Eastward of them with any ship. Some would persuade us that the *Flower's* rocks lie 2 or 3 leagues off, but I am not of that opinion, knowing to the contrary.

Bird's Island. From *Flower's* point to *Bird's* island the course is N. by W. about three miles and a half. Within the said *Bird's* island is a large bay, one arm within the South point of the land, which runs up W. S. W. a good distance, where ships may ride: There is another arm also runs up within some rocks, which are above water; but I went not into that arm, for the bay runs to cape *Larjan*; *Bird's* island abounds with willocks, gannots, pigeons, gulls, &c. which breed there in summer.

Cape Larjan. From *Bird's* island to cape *Larjan*, the course is North Easterly, between two and three miles.

From *Flower's* point to cape *Larjan* is N. half a point Westerly; cape *Larjan* is but a low point, off which lies a great rock above water.

Spillers Point. From cape *Larjan* to *Spillers* point is N. N. W. a small league; between which cape and *Spillers* point runs in a pretty deep bay, over which point, between that and cape *Larjan*, you will see the high land of port *Bonavista*, when you are a good distance off at sea, being high land. *Spillers* point is indifferent high, steep up, and bold to.

From

From *Spillers* point to cape *Bonavista*, the course is N. N. W. about a league, Cape Bonavista. between which is a very great and deep bay, so that men unacquainted would judge that there went in the harbour of *Bonavista*. It is but a small distance, of about two miles and a half over, from the bottom of the bay to port *Bonavista*, by land, and is but a mere neck of land; from *Red-head* bay to this bay is not above half a musket-shot. The head of cape *Bonavista* appears at a distance of a sky-colour. About three quarters of a mile N. by W. from the cape, is a small island called *Gull* island, easy to be known, being indiffe- Gull Island. rent high, but highest in the middle, and makes somewhat like the form of a *Fleur-de-lis*, or a hat with great brims; you may see it 4 or 5 leagues off in clear weather. And N. E. about a league from cape *Bonavista*, is a ledge of about 10 fathoms on it, where boats used to fish. Cape *Bonavista* lies in latitude 49 degrees 10 minutes.

From cape *Bonavista* to port *Bonavista*, the course is S. W. about five miles. If you come from the Southward, and intend for *Bonavista*, you may sail between *Gull* island and the cape, they being both bold to, and about three quarters of a mile asunder, but you must leave *Green* island to your larboard side going to *Bonavista*, for between it and the main is but narrow, and some places shoal rocks, not safe for ships to pass through; but you may sail between the said *Green* island and the *Stone* island, with any ship without Green Island. danger, being safe and bold; or you may go to the Westward of *Stone* island, Stone Island. and run to the Southward till you open the bay or harbour of *Bonavista*, and are past *Moses* point, and so to the Southward of the rocks, called the *Sweeres*, Moses Point. which are high rocks, within which you ride (for there is no passage to the Sweeres. Northward of them) and lie in 11, 10, 9, 8, 7, 6 or 5 fathoms, as you please, and must always have a good anchor in the S. W. and another fast in the *Sweeres*, or anchor in the N. W. for Westerly winds blow right into the road. It flows generally to the Northward about *Bonavista*, and the places adjacent W. N. W. Port Bonavista. there is a W. N. W. moon makes the highest water, which most masters of ships using these parts have observed.

With small vessels you may go between *Green* island and the main (but not with great ships) and so to *Red-head*; but the bay between the points, (over against *Green* island) and *Red-head* is all foul ground to anchor in. A little distance, about a cable's length from the shore, is a sunken rock, but with boats you may go between the shore and it, the sea breaks on it. Being past *Red-head*, you sail S. W. to *Moses* point; between which two points is a large bay or cove, called *Baylits* cove, where you may anchor on occasion. There is a stage kept generally for fishing every year, on the larboard or North side of the bay.

From the East part of the grand bank of *Newfoundland*, in the latitude 45 deg. 06 min. to the East part of the bank *Queco*, in 44 deg. 16 min. I made 120 leagues distance. The North part of the bank *Queco* in latitude 45 deg. 06 min. the S. W. of *Queco* in 44 deg. 16 min. and the isle of *Sables*, in the latitude 44 deg. 16 min. and about 14 leagues to the Westward of bank *Queco*; the North part of *Queco* on a West course is about 18 leagues in length; from the N. W. part of *Queco* to the harbour of *Causo* is N. W. by W. half W. 39 leagues, after you have lost sounding off *Queco*, on which is commonly about

Directions for Navigating from

35 fathoms, unless on the S. E. part, where (and on a certain spot near the middle, as the fishermen inform us), there is but 18 fathoms after you are to the Westward of *Queco*, and also before you have 100 and 95 fathoms, black mud; there is a small narrow bank, about 2 leagues to the N. W. of the middle of *Queco*, but it reaches not so far to the Northward as the North part of *Queco*; about 20 leagues W. N. W. from the N. W. point of *Queco*, you will strike ground on *Frenchman's* bank, which is a narrow bank that stretches E. S. E. and W. N. W. athwart the harbour of *Causo*, about nine leagues off; you must keep your lead going when you reckon yourself near this bank, or else on a N. W. course you will soon be over it, being not past 3 leagues broad, and when over it you will have 100, and 95 fathoms water, black mud; it is the best way to fall to the Westward of *Causo*, because on the *French* coast you have no foundings, as I have heard the fishermen say, and the winds in the summer are generally S. W. and W. S. W. and very often foggy.

Note. The ground to the Westward of *Causo* rises very sudden from 100, 95, 70 to 40 fathoms, hard ground; then you are not past 2 or 3 miles off the land: be careful of sailing in with *Causo* in foggy weather, for at S. E. and E. S. E. from it, lie sunken rocks, which in fair weather seldom appear at high water.

The Course and Distance of the Coast of *Newfoundland*, between Cape Race and Cape Spear.

By Captain HENRY SOUTHWOOD.

THESE COURSES SET BY A MERIDIAN COMPASS, WITH ALLOWANCE OF VARIATION.

	COURSE.	LEAGUES.	MILES.
F IRST from Cape Race to Cape Ballard	NNE.	3 $\frac{1}{2}$ or 4	or 11
From Cape Ballard to the South Point of <i>Renowes</i>	NNE.	2	6
From Cape Ballard to <i>Renowes</i> Rock, which is high above water	NE. $\frac{1}{2}$ N. erly	2	6
From Cape Ballard to <i>Ferryland-head</i>	NE. by N. $\frac{1}{2}$ N.	5	15
From <i>Renowes</i> Point to <i>Fermowes</i> N.E. by N. and N.N.E. and N.	NNE. $\frac{1}{2}$ E.	1	5
From <i>Renowes</i> to <i>Ferryland-head</i>	NE. by N. $\frac{1}{2}$ N.	3	or 11
From <i>Fermowes</i> to <i>Bald-head</i>	NNE.	1	1 $\frac{1}{2}$
From <i>Bald-head</i> to <i>Ferryland-head</i>	NE. by N. $\frac{1}{2}$ Nly	1	5 $\frac{1}{2}$
From <i>Bald-head</i> to <i>Black-head</i>	N.	1	1 $\frac{1}{2}$
From <i>Black-head</i> to <i>Ferryland-head</i>	NE. by E.	1	3
From <i>Black-head</i> to <i>Agua Fort</i>	NW. by N.	1	or 4
From <i>Agua Fort</i> to <i>Ferryland-head</i> , the South part of the head	East Northerly.	2	6
From <i>Agua Fort</i> to <i>Crow Island</i>	E. & NE. by E.	1	4
From <i>Crow Island</i> to <i>Ferryland-head</i>	E. by S.	1	or 1 $\frac{1}{2}$
From <i>Ferryland-head</i> to Cape <i>Broyle-head</i>	N. by E.	1	4
From the East end of <i>Buoy Island</i> to Cape <i>Broyle-head</i>	NNE.	1	3
From <i>Ferryland-head</i> to the S. of <i>Gull Island</i> , which is off of } <i>Whittlefs-bay</i>	NNE.	5 $\frac{1}{2}$	16
From <i>Ferryland-head</i> to Cape <i>Spear</i>	NNE. $\frac{1}{2}$ E.	11	33
From Cape <i>Broyle-head</i> the bay or harbour Cape <i>Broyle</i> lies in } From Cape <i>Broyle-head</i> to the N. head of Cape <i>Broyle</i> Harbour, } or <i>Brigus</i> Point	WNW.	2 $\frac{1}{2}$	7
From the said North point of Cape <i>Broyle</i> Harbour into <i>Brigus</i> , is }	N. by W.	1	2
From Cape <i>Broyle-head</i> to Cape <i>Neddick</i>	NW. $\frac{1}{2}$ W.	1	1
From Cape <i>Neddick</i> to <i>Baline-head</i>	N. by E. N. erly	1	or 5
From Cape <i>Broyle</i> to <i>Baline-head</i>	NE. by N.	1	1
From <i>Baline-head</i> to <i>Baline</i> , is N. W. and N. W. by W. 3-4ths } of a mile	NNE. $\frac{1}{2}$ N. erly	2	7
From <i>Baline-head</i> to <i>Isles de Spear</i> , the body of them	NW. by W.	1	1
From <i>Baline-head</i> to the S. E. end of <i>Spear Island</i>	NNE.	1	or 2 $\frac{1}{2}$
From <i>Baline-head</i> to the S. E. end of <i>Goose Island</i>	NE.	1	2
From <i>Baline-head</i> to <i>Green Island</i>	E. by N.	1	1
From <i>Baline-head</i> to <i>Gull Island</i>	NE. $\frac{1}{2}$ N. erly	1	or 5
From <i>Baline-head</i> to <i>Bay Bulls-head</i>	NE. by N.	2	or 6
From <i>Baline-head</i> to the N. point of <i>Momables-bay</i> , or S. point } of <i>Whittlefs-bay</i>	NE. by N.	3 $\frac{1}{2}$	or 10
From the North point of <i>Momables-bay</i> , or South point of <i>Whit-</i> <i>lefs-bay</i> , to <i>Bay Bulls</i> South Point	NNE. $\frac{1}{2}$ N. erly	1	5
From the said Point of <i>Momables</i> to <i>Green Island</i>	N. E. by N.	1	3
From the said Point of <i>Momables</i> to the N. W. end of <i>Gull Island</i>	SE.	1	or 1 $\frac{1}{2}$
From the said Point to the South End of <i>Gull Island</i>	NE.	1	2
From the South point of <i>Bay Bulls</i> to the North point of <i>Bay Bulls</i>	E. N.	1	or 1 $\frac{1}{2}$
From <i>Bay Bulls</i> , to the South point of <i>Petty-harbour</i> , the Spout } between	NE. Northerly	1	or 1 $\frac{1}{2}$
From the South point of <i>Petty-harbour</i> to the North point of } <i>Petty-harbour</i>	NE. by N.	3 $\frac{1}{2}$	10
From the North point of <i>Petty-harbour</i> to Cape <i>Spear</i>	NNE.	1	3
From Cape <i>De Spear</i> to <i>St. John's</i> Harbour	NE. by N.	1	2 $\frac{1}{2}$
	NW. by N.	1 $\frac{1}{2}$	or 4

The Courses and Distances of the Coast of *Newfoundland*, from Cape Spear to Bay Verds, Bacalieu, and several Ports and Headlands in the Bay of *Consumption* or *Conception*.

	COURSE.	LEAGUES.	MILES.
From Cape Spear to Cape St. Francis N. and N. by W. and N. } W. by N. — — — — —	N. by W.	7 $\frac{1}{4}$	OR 22
From Cape Spear to St. John's — — — — —	NW. by N.	3 $\frac{1}{4}$	4
From Cape Spear to Sugar Loaf — — — — —	N.	2	7
From Cape Spear to Red-head — — — — —	N.	2	8
From St. John's to Small Point — — — — —	NE. by N.		OR 2
From Small Point to Sugar Loaf — — — — —	N. by E.		OR 1 $\frac{1}{2}$
From Sugar Loaf to Red-head — — — — —	N.		2
From Red-head to the South point of Torbay — — — — —	N. by W. $\frac{1}{2}$ W. ly		2
From the South point of Torbay to Green Cove, or Anchoring Place	W. by N.	1	3
From the South point of Torbay to the North point, called Flat Rock	NE.	1	3
From the North point of Torbay, or Flat Rock, to Red-head. —	N. by W.	2 $\frac{1}{4}$	2
From Flat Rock to Black-head (by North) — — — — —	N. by W. $\frac{1}{2}$ W. ly	2	OR 6
From Black-head to Cape St. Francis — — — — —	NW.	1 $\frac{1}{4}$	OR 5 $\frac{1}{2}$
From Cape St. Francis to Bay Verds-head — — — — —	N.	8 $\frac{3}{4}$ or 9	26
From Cape St. Francis to the Island Bacalieu — — — — —	N. by E.	9	27
From Cape St. Francis to Belle-Isle in the Bay of Consumption S. } W. and. — — — — —	SW. by S.	5 $\frac{1}{2}$	17
From Cape St. Francis to Green-bay in the Bay of Consumption	NW. $\frac{1}{2}$ N.	6 $\frac{1}{2}$	20
From Cape St. Francis to Black-head in the Bay of Consumption	NW.	6	18
From Cape St. Francis to the North point of Carbonera	W. $\frac{1}{2}$ N.	7	21
From Cape St. Francis to Spaniard's-bay — — — — —	WSW. $\frac{1}{2}$ S.	9	27
From Cape St. Francis to Port Grove — — — — —	SW. by W.	9 $\frac{1}{4}$ or 10	30
From Cape St. Francis to Holyhead, which is the bottom of Con- } sumption-bay — — — — —	SW. by S.	12 $\frac{1}{4}$ or 13	38
From Holy Road to Harbour Main — — — — —	NW. by W.		2
From Harbour Main to Salmon Cove — — — — —	NW.		2
From Salmon Cove to Collier's Bay — — — — —	N.		2
From Collier's Bay to Brigus (by North) — — — — —	NNE.		OR 2 $\frac{1}{2}$
From Brigus to Burnt-head (which is the South point of Porto } Grove Bay — — — — —	N. by W.	1	3
From Harbour Main to Burnt-head — — — — —	N. $\frac{1}{2}$ E.	3 $\frac{1}{4}$ or 4	OR 12
From Burnt-head to the South part of Great Belle-Isle — — — — —	E. by N.	3	10
From Burnt-head to the North part of Great Belle-Isle — — — — —	NE. by E. $\frac{1}{2}$ E.	4	15
From Burnt-head to Cape St. Francis — — — — —	NE. by E. N. ly	10	30
From Burnt-head to the South point of Bay Roberts — — — — —	N. by E.	1 $\frac{1}{4}$	OR 4
From Burnt-head to Cupid's Cove — — — — —	WSW.	1	3
From the South point of Bay Roberts to the North point of Bay } Roberts — — — — —	NW.	$\frac{1}{2}$	OR 2
From the South point of Bay Roberts to the South point of Belle-Isle	ESE. Easterly	4	12
From the North point of Bay Roberts to the North point of } Spaniard's Bay — — — — —	N. by W. N. ly	3	2 $\frac{1}{2}$
From Spaniard's Bay to the South point of Harbour Grace — — — — —	NNE.	1	9
From the North point of Harbour Grace to Carbonera — — — — —	N. by E.	1 $\frac{1}{4}$	4
From Carbonera to Cape Verds, N. E. by N. and N. E. — — — — —	NE. Northerly	10 $\frac{1}{4}$	31
From Carbonera to Black-head (N. E. Northerly) — — — — —	NE. Northerly	4 $\frac{1}{4}$	13
From Bay Verds to Flamborough-head — — — — —	SW. by W.	2	6
From Bay Verds-head to the South West end of Bacalieu — — — — —	E. by N.	1 $\frac{1}{4}$	4
From Bay Verds-head to Split Point, which is against Bacalieu Island	ENE.	1 $\frac{1}{4}$	OR 1 $\frac{1}{2}$

Courses and Distances from *Split Point*, which is a Mile and a half from *Bay Verd's-head* in *Newfoundland*, to several Places in the Bay of *Trinity*.

	COURSE.	LEAGUES.	MILES.
From <i>Split Point</i> to the <i>Grates</i> — — — — —	NNW.	2	or 7
From the point of <i>Grates</i> to the N. W. or N. end of <i>Bacalieu</i>	E. by S.	1 $\frac{1}{2}$	5
From the <i>Grates</i> to <i>Break-heart Point</i> N. by W. and W. by N.	NW. by W. N. ly	1 $\frac{1}{4}$	4
From <i>Break-heart Point</i> to <i>Sherwick-point</i> near <i>Old Perlican</i> — — — — —	SW. by S.	1 $\frac{1}{4}$	or 4
From <i>Sherwick-point</i> is about a mile or more into the road, but } no passage for a ship to the Northward of the island — — — — — }	SSW.	1 $\frac{1}{2}$	2
From the <i>Grates</i> to the South head of <i>Catalina Bay</i> — — — — —	N. by E.	10	30
From the <i>Grates</i> to the <i>Horsechops</i> — — — — —	NW. by N.	9	28
From the <i>Grates</i> to <i>Bonaventure Harbour</i> is N. W. by W. half } Westerly, and — — — — — }	SE. by E. $\frac{1}{2}$ E. ly	11 or 12	34
From the North end of <i>Bacalieu</i> to <i>Catalina Harbour</i> N. N. W. } Northerly — — — — — }	NNW. $\frac{1}{2}$ N. ly	13	40
From <i>Sherwick-point</i> at <i>Old Perlican</i> to the South head of <i>Catalina</i>	N. a little E. ly	12	37
From <i>Sherwick-point</i> to the middle of the high land of <i>Green-bay</i>	N. by W. W. ly	9 $\frac{1}{2}$	28
From <i>Sherwick-point</i> to the high land of the <i>Horsechops</i> — — — — —	NNW. N. erly	9	27
From <i>Sherwick</i> to <i>Bonaventure-head</i> (the high land of it) — — — — —	NW. N. erly	9	29
From <i>Sherwick</i> to <i>Salvages Point</i> — — — — —	W. by S.	3 $\frac{1}{4}$	9
From <i>Sherwick</i> or <i>Old Perlican</i> to <i>New Perlican</i> — — — — —	WSW.	6	25
From <i>Old Perlican</i> to <i>Silly Cove</i> — — — — —	WSW. S. erly	7	22
From <i>Silly Cove</i> to <i>Random-head</i> — — — — —	NW.	5 $\frac{1}{2}$ or 6	17
From <i>Silly Cove</i> to <i>Bonaventure-head</i> — — — — —	N. by E.	9	27
From <i>Bonaventure-head</i> to <i>Bonaventure</i> N. W. by W. and N. W. } by N. — — — — — }	N. by W.	1	4
From <i>Bonaventure-head</i> to <i>Ireland's Eye</i> — — — — —	WSW.	2	or 7
From <i>Bonaventure-head</i> to <i>Trinity Harbour</i> — — — — —	NNE.	2 $\frac{1}{4}$	5
From <i>Bonaventure-head</i> to the <i>Horsechops</i> — — — — —	ENE.	3 $\frac{1}{4}$	10
From the <i>Horsechops</i> to <i>Sherwick-point</i> being the N. point of } <i>Trinity Harbour</i> — — — — — }	W. by N.	2 $\frac{1}{2}$	7
From the <i>Horsechops</i> to the South Head — — — — —	NW. by N.	4	16
From the South Head of <i>Cattalina Bay</i> to the Northward — — — — —	NNE.	2 $\frac{1}{4}$	7
From the South Head of <i>Cattalina Bay</i> to <i>Cattalina Harbour</i> — — — — —	NNE.	1 $\frac{1}{4}$	or 5
From the North Head of <i>Cattalina Bay</i> to <i>Flower's Point</i> — — — — —	N. by E. N. erly	1 $\frac{1}{4}$	or 5
The <i>Flower's Rocks</i> funken are about a mile and a half off from } shore — — — — — }	E.	1 $\frac{1}{2}$	1 $\frac{1}{2}$
From <i>Flower's Point</i> to <i>Bird's Island</i> — — — — —	N. by W.	1 $\frac{1}{2}$	4
From <i>Flower's Point</i> to <i>Cape Larjan</i> — — — — —	N. $\frac{1}{2}$ Westerly	1	
From <i>Cape Larjan</i> to <i>Spiller's Point</i> — — — — —	NNW.	1	
From <i>Cape Larjan</i> to <i>Cape Bonavista</i> — — — — —	NNW. $\frac{1}{2}$ N. ly	2	
From <i>Cape Bonavista</i> to <i>Moses Point</i> , entering <i>Port Bonavista</i>	SW.	1 $\frac{1}{2}$	or 5
From <i>Cape Bonavista</i> to <i>Gull Island</i> — — — — —	N. by W.	1 $\frac{1}{4}$	or 1
From <i>Cape Bonavista</i> to <i>Cape Freels</i> — — — — —	NNW.	10 or 12	
From <i>Cape Bonavista</i> to <i>Salvages</i> — — — — —	WNW.	9	
From <i>Cape Bonavista</i> to <i>Stone Island</i> , over the North end of } <i>Green Island</i> . — — — — — }	W.		
From <i>Port Bonavista</i> to <i>Keels Point</i> , W. 5 leagues, <i>Salvages</i> lying } to the Northward of <i>Keels</i> about 3 leagues — — — — — }			

Depth of Water on the Bank, and off the South Part of the Coast
of *Newfoundland*, founded as we failed in, and in his Majesty's
Ship the *SWAN*.

BY CAPTAIN HENRY SOUTHWOOD.

Cape Race West, and Cape Spear N. W. by W. } Cape Race W. 43 leagues, & Cape Spear N. W. } 40 fath. rough fishing ground.
by W. little Westerly, 39 leagues you have. } small stones, sand and shells.

Renoves Cape Spear } Renoves W. by N. 68 leagues, and Cape Spear } 95 fine whitish Sand, with
W. N. W. Northerly 65 leagues, you have then } some black specks.
95 fathoms on the outer edge of this main bank }

PLACES AND LATITUDES.		BEARINGS OF THE PLACES.	DISTANCES. LEAGUES.	DEPTH. FATHOM	LAT. OF THE SHIP.	WHAT MANNER OF GROUNDS.
D. M.					D. M.	
<i>Renoves</i> and <i>Cape Spear</i>	46 45 } 47 22 }	W. WNW.	44 } 30 }	44	46 45	Sand.
<i>Fermoves</i> and <i>Cape Spear</i>	46 48 } 47 22 }	W. WNW. N. erly	37 } 33 }		46 48	Fine white Sand.
<i>Ferryland-head</i> and <i>Cape Spear</i>	46 50 } 47 22 }	W. by Northerly	31 } 30 }	63	46 59 46 48	Fine Sand.
<i>Ferryland-head</i> and <i>Cape Spear</i>	47 22 } 47 22 }		W. by N. N. ly } WNW. $\frac{1}{2}$ N. ly }		29 } 26 }	85
<i>Ferryland-head</i> <i>Cape Broyle</i>	46 50 } 46 54 }	W. by N. N. ly	28 }	80	46 30 46 34	
<i>Bay Bulls</i> and <i>Cape Spear</i>	47 11 } 47 22 }	W. by N. N. ly	28 }		80	46 51 47 02
<i>Ferryland-head</i> and <i>Bay Bulls</i>	46 50 } 47 11 }		W. by N. N. ly	24 }		46 33 46 54
<i>Ferryland-head</i> <i>Cape Broyle</i>	46 50 } 46 54 }	W. by N. W. by N.	17 } 13 }	55 52	46 40 46 46	Fine Sand.
<i>Ferryland-head</i> and <i>Bay Bulls</i>	46 50 } 47 11 }	W. by N.	13 }		46 42 47 03	
<i>Cape Broyle</i>	46 54 }	W. by N. N. ly	12 }	80 85	46 45 46 43	
<i>Cape Broyle</i> and <i>Bay Bulls</i>	46 54 } 47 11 }	WSW. W. ly N. W. by W.	6 $\frac{1}{2}$ } 4 $\frac{1}{2}$ }		95	47 42 47 03
<i>Bay Bulls</i>	ditto } ditto }	W. by N. $\frac{1}{2}$ N. ly W. by N. N. ly	65 } 60 }	64 57		46 14 46 27
<i>Whitless Bay</i> and <i>Cape Spear</i>	47 08 } 47 22 }	W. by N. N. ly WNW.	50 } 55 }		50 45	46 34 46 05
<i>Torbay</i>	47 33 }	NW. by W. WNW.	34 } 66 }	64		46 45 47 17

The *Virgins* are rocks lying about 23 leagues East from Cape Race: They lie E. N. E. about 4 miles in length, and the shoalest is about 20 feet water. Sometimes the sea breaks very high upon them, which renders them very dangerous, besides a very strong current often sets about them. Ships sometimes anchor on them a-fishing in about 12 and 14 fathoms water. Rocks called
Virgins.

As to the Bank of *Newfoundland*, there are soundings from the outer edge of the main bank to the height of the ground, where generally ships lie to catch fish, and which is about 40 leagues distant from the land, and then the soundings in along are uncertain. The bank goes quite to the land, to the Northward of Cape *Ballard*, where the bank falls more to the Eastward, and the water is deeper, and so increases along to the Northward. To the Southward of Cape *Race*, and to the Westward is shoal water 2 leagues off the shore, not above 20 or 22 fathoms water; and to the Westward of Cape *Pine* it is still shoaler, at the same distance.

The outer or false bank is about 110 or 115 leagues from the land; and is thought to be about 14 or 15 leagues broad in the middle; and from the inner edge of it to the main bank are near 30 leagues, and no soundings between them. In the spring of the year many islands of ice lie between the banks, very dangerous, when foggy. The best part for fishing is from 100 to 140 miles off the shore, which is the shoalest part of the bank.

From *Mistaken Point* to the *Powles* or entering of *Trepassey* is W. N. W. 5 leagues: there is a deep bay on the back-side or East side of *Powles*, and a neck of beach, so that you see the ships mafts over it, but very dangerous to be embayed in that place, the sea commonly falling in there, and no current to help you out; therefore, if you intend for *Trepassey*, stand over to *Cove Pine* till you see the harbour open, and then bear into the harbour according as you have the wind, Cape *Pine* being safe and bold to sail along that side, &c. By Mr. *Stone's* description of it to me, it is a very good harbour, and large, and very fair shoalings at the entering of 8, 7, 6 and 5 fathoms, and turning may stand into 4, 3½, or 3 fathoms as I was informed.

D I R E C T I O N S
 For Navigating part of the Coast of
N E W F O U N D L A N D,
 FROM
CAPE ST. MARY TO CAPE SPEAR,
 INCLUDING
St. Mary's and Trepassey Bays.

Surveyed by order of Commodore SHULDHAM, Governor of Newfoundland, Labradore, &c.
 by MICHAEL LANE, in 1773:

N. B. *All bearings and courses hereafter mentioned are the true bearings and courses, and not by compass.*

THE entrance of *St. Mary's Bay* is formed by *Cape Lance* on the West and *Cape Pine* on the East-side. The land from *Point Lance* lies E. by N. $\frac{1}{2}$ N. 3 leagues to a high *Bluff Cape*, from which the land along the West side of the bay lies N. E. by N. and S. W. by S. 10 leagues up to the head of the bay.—From the afore-mentioned *Bluff Cape* to *Cape English*, on the East shore, the course is S. E. $\frac{1}{2}$ E. distance 5 leagues.

Cape St. Mary's is a pretty high bluff point, makes in all directions much like *Cape St. Vincent* on the coast of *Portugal*; and the land along shore from it, for a considerable distance, appears even, and nearly of equal height with the cape itself, which lies due W. distance between 17 or 18 leagues from *Cape Chapeau Rouge*, and is in the lat. 46. 52 N. A little to the Northward of this cape is a small cove, where fishing shallows shelter with Southerly and Easterly winds.

From *Cape St. Mary's* S. E. by E. distance 5 miles and a half, lie the *Bull and Cow Rocks*, which are two flat rocks, and very near together, with several smaller rocks about them, all above water; they may be seen 4 leagues from the deck when open from the land, but when shut on with the land, they are not distinguishable so far. They bear W. distance 3 miles from *Point Lance*, which is a low ragged point which forms the entrance on the West side of *St. Mary's Bay*. The *Bull and Cow* lie one mile from the nearest part of the main land; at two thirds of the distance from them to the main, is a small rock that appears above water at half tide; there is 10 fathoms between this rock and the main, and 15 fathoms between it and the *Bull and Cow*. Ships may safely pass within the *Bull and Cow* occasionally.

St. Mary's Rocks lie S. by W. distance 7 $\frac{1}{2}$ miles from *Cape St. Mary's*, and S. W. by W. from *Point Lance*, and S. W. $\frac{1}{2}$ W. from the *Bull and Cow*. These are two rocks that appear just above water, upon which the sea almost always breaks very high. They lie S. E. and N. W. from each other, distance about 3 cables

Cape St. Mary's.

Bull & Cow.

St. Mary's Rocks.

cables length; in the middle between them is a channel of a cable's length broad, in which is 15 fathoms water; there is also 15 fathoms at a cable's length all round them, except to the S. E. at 2 cables length; distance is 6 fathoms. Between these rocks, and *Cape St. Mary's* is 25 and 30 fathoms water, and all about *Cape St. Mary's* at 2 and 3 leagues distance, is the same depth of water.

Point Lance is a low point near the sea, but the land within it is high, and *Point Lance* is the West point of the entrance into the bay of *St. Mary's*. It lies in the latitude of 46 deg. 50 min. N.

From *Point Lance* to the Eastern head of *St. Shot's*, (the East point of the Eastern entrance into *St. Mary's Bay*) the course is S. E. by E. $\frac{1}{2}$ E. distant 22 miles. This bay runs $9 \frac{1}{4}$ leagues to the N. E. with several very good harbours in it, the land on each side being moderately high, and mostly barren.

From the Eastern head of *St. Shot's* to the Western head the course is N. 41 W. distance 2 miles; this bay is entirely open to the sea, and about one mile deep.

From the Western head of *St. Shot's* to *Gull Island* the course is N. 20 W. distant 4 miles. This island is small, of the same height with the main land, and so near it, that it cannot be distinguished, unless you are close in shore.

From *Gull Island* to *Cape English* the course is N. 7 W. distance 2 leagues; this cape is high table land, terminating in a low rocky point, forming a bay about a mile deep to the Southward of it; at the bottom of this bay is a low stony beach, within which is a pond, called *Holy Rood Pond*, running to the N. E. for about 7 leagues, and is from half a mile to 2 or 3 broad; this pond makes *Cape English* appear from the Southward like an island.

From *Cape English* to *False Cape* the course is N. 20 E. one mile.

From *Cape English* to *Point le Haye*, the course is N. E. 3 leagues. This is a low point, off from which there runs a ridge of rocks $\frac{1}{2}$ of a mile to the sea, and above a mile along shore, on which the sea breaks in bad weather. This is the only danger in all *St. Mary's Bay*, that will take a ship up.

From *Point le Haye* to the South point of the entrance into *St. Mary's Harbour* (called *Double Road Point*), the course is N. E. distance $1 \frac{1}{2}$ mile; the land between these points is low and barren.

From *Point le Haye* to the low point on the starboard side going into *St. Mary's Harbour* (called *Ellis's Point*), the course is N. E. by E. 2 miles, and from *Point Lance* to *St. Mary's Harbour* is E. $\frac{1}{2}$ N. distance 9 leagues. The entrance to this harbour is above a mile wide. Within the points that form the entrance, it divides into two branches, one to the E. S. E. the other to the N. E. When you are past *Ellis's Point*, haul in to the Southward, and anchor abreast of the fishing stages and houses, upon a flat, in 4 or 5 fathoms. Here you will lie land-locked. This flat runs off about half a mile from the shore; without it is from 15 to 40 fathoms water over to the other side; but the best anchorage in this harbour is about 2 miles above the town, where

where it is above half a mile wide, opposite *Brown's Pond*, which is on the starboard side, and may be seen over the low beach; here you will lie land-locked in 12 fathoms, and excellent ground all the way up to the head of the harbour. One mile above the said pond, on the opposite shore is a beach point, close to which is 4 fathoms, where ships may heave down, and here is plenty of wood and water. The N. E. Arm of *St. Mary's Harbour* runs up 2 miles from the entrance; about half way up, it is a mile broad, and above that it is half a mile broad, where ships may anchor, but being open to the sea this place is not resorted to by ships.

Two leagues above *St. Mary's Harbour*, lie two islands, the largest of which is about two leagues long. There is a good passage for ships between those islands, also between them and each shore. The passage on the West side is $2\frac{1}{2}$ leagues wide. Above those islands, are many good anchoring-places on each shore, and at the head of the bay is a fresh water river, which is navigable 2 or 3 leagues up.

Mall Bay.

Mall Bay lies to the Westward of *North East Point*, and is about one mile broad, and better than 2 miles deep. There is no good anchorage in this bay, being open to the sea, and generally a heavy swell setting into it: Vessels may occasionally anchor near the head in 5 or 6 fathoms water, good ground.

Great Colinet Island.

From *Cape English* to the South part of *Great Colinet Island* the course is N. 10 W. distance 3 leagues. This island is of a moderate height, about one league long, and one mile broad. On either side of this island is a safe passage, up the bay, taking care to give *Shoal Bay Point* a birth of $\frac{1}{4}$ of a mile, there being several sunken rocks lying off this point.

Shoal Bay Point.

Shoal Bay Point lies one mile distant off the East side of *Great Colinet Island*. On the North side of *Great Colinet Island* is a stony beach, from off which lies a bank for about $\frac{1}{2}$ of a mile, on which is from 7 to 17 fathoms water, rocky bottom.

Little Colinet Island.
Great Salmon River.

Little Colinet Island lies $1\frac{1}{2}$ mile from *Great Colinet Island*; is above one mile long, and half a mile broad.

The entrance into *Great Salmon River* lies N. 50 E. distance 2 leagues from the North part of *Little Colinet Island*, is about $\frac{1}{2}$ of a mile broad, and runs to the N. E. 7 or 8 miles; in it is very good anchorage; the best is about 3 miles from the entrance on the North side, in a sandy cove, in 5 or 6 fathoms water.

North Harbour.

North Harbour lies N. by W. $\frac{1}{4}$ of a mile from the North part of *Little Colinet Island*, is about a mile broad at the entrance, and runs to the Northward about 3 miles: In it is very good anchorage, in about 6 or 7 fathoms water, at about 2 miles from the entrance, where it is not above half a mile wide; or you may run up the narrows, which are formed by two low sandy points; about half a cable's length afunder, taking care to keep the starboard point close on board, and anchor close within the point on the starboard shore.

Colinet Bay.

Colinet Bay lies N. N. E. $\frac{1}{2}$ E. 5 miles and $\frac{1}{2}$ from the North part of *Little Colinet Island*: In it is very good anchorage from 5 to 12 fathoms water.

From

From the Eastern head of St. *Sbot's* the land to the Eastward trends away **Cape Freels**. E. by S. $\frac{1}{4}$ S. for about one mile, then E. $\frac{1}{2}$ S. one mile to **Cape Freels**.

From **Cape Freels** to **Cape Pine** the course is E. N. E. one mile and a half. **Cape Pine**. The land about **Cape Pine**, to the Eastward and Westward, is moderately high and barren.

From **cape Pine** to **Mistaken Point** the course is E. $\frac{1}{4}$ N. distant $4 \frac{1}{2}$ leagues. **Mistaken Point**. Between these points lies **Trepassey Bay**, in which is **Trepassey Harbour**.

The entrance of this harbour lies 2 miles to the N. E. of **cape Pine**, is about $\frac{1}{2}$ mile wide, and runs nearly the same breadth for about $2 \frac{1}{2}$ miles, and is here little more than $\frac{1}{4}$ of a mile wide, but afterwards increases to $\frac{1}{2}$ of a mile wide, here vessels generally ride. The danger in sailing into this harbour are a small rock that lies on the East shore, about a mile within the entrance, and is about $\frac{1}{2}$ cable's length from the shores; and on the West shore, within the harbour, off a stony beach, lies a shoal, and runs along shore, up the harbour, to a low green point. **Baker's Point**, on with a low rocky point in the entrance of the harbour, will carry you clear of this shoal. When you are nearly up with the low green point, you may borrow more to the Westward, and anchor either in the N. W. or N. E. arm, there you will be very handy for wooding and watering.

From the **Powles** (the East point of the entrance into **Trepassey Harbour**) to **Mutton Bay**. **cape Mutton** the course is E. $\frac{1}{4}$ N. distance one mile. Between these points lies **Mutton Bay**, and is about 2 miles deep; in it is from 12 to 3 fathoms water, rocky bottom. The North-west part of the head of this bay is separated from the harbour of **Trepassey** by a low narrow stony beach, over which may be seen the vessels in the harbour.

Biscay Bay lies about $1 \frac{1}{2}$ mile to the Eastward of **Mutton Bay**, the entrance of which is about one mile wide, and about two miles deep; in it is from nine to three fathoms water, sandy bottom, but quite open to the sea. **Biscay Bay**.

From **Mistaken Point** to **French Mistaken Point** the course is N. 80 W. distance 2 miles. **French Mistaken Point**.

From **French Mistaken Point** to the **Powles** the course W. N. W. distance 8 miles. **Powles**.

The land from **Mistaken Point** to the Eastward trends away E. N. E. one league, then N. E. by E. $1 \frac{1}{2}$ mile to **cape Race**, which is table land, of a moderate height, having a high black rock lying close off the cape, with several small low rocks to the Northward of it. This cape lies in the latitude of 46 deg. 42 min. N. **Cape Race**.

From **Cape Race** to **Cape Ballard** the course is N. E. by N. distance three leagues: nearly one mile to the Southward of **Cape Ballard**, lies a high black head, called **Chain Cove Head**. Between these points is a cove, and to the Westward of **Chain Cove Head** lies **Chain Cove**, before which lies a black rock above water. **Cape Ballard**.

New Bank. Due East from *Cape Race*, and S. by E. $\frac{1}{2}$ E. from *Cape Ballard*, lies a fishing-bank, called *New Bank*, about 5 miles long, and nearly 2 miles broad; on it is from 9 to 25 fathoms water.

Renowe's Rocks. From *Cape Ballard* to *Renowe's Rocks* the course is N. 20 E. distance two leagues. These rocks are small, of a moderate height, and lie one mile from the main land, and are bold to.

Renowe's Harbour. From *Renowe's Rocks* to the *Harbour of Renowe* the course is N. by W. $\frac{1}{2}$ W. distance $2\frac{1}{2}$ miles. This is but a small harbour and has not above 15 or 16 feet at low water; it is but an indifferent harbour, having several rocks in the entrance, and the South-East winds heave in a very great sea. To fall into it, you must keep the North shore on board.

Fermouse Harbour. *Fermouse Harbour* lies about $3\frac{1}{2}$ miles from *Renowe's*; between these harbours lies *Bear's Cove*, off of which lies a sunken rock, about a cable's length from shore. *Fermouse Harbour* is an exceeding good harbour, there being no danger in sailing into it. - The entrance is not more than a cable's length wide; just within the entrance, on the North shore, is a small cove, in which a fishery is carried on, but no safe place for anchoring. About $\frac{1}{2}$ of a mile farther in, on the same side, lies another cove, called *Admiral's Cove*. In this cove the merchant's ships generally ride, in 7 or 8 fathoms water, land-locked. About one mile farther up the harbour is a cove, called *Vice Admiral's Cove*. On the South side is the best anchorage for large ships, in 12 or 15 fathoms water, muddy ground; here you will be handy for wooding and watering. Farther up, on the same side, lies a cove, called *Sheeps-Head Cove*. Directly off this cove, near the middle of the passage up the harbour, lies a shoal, on which is only 9 feet water. This is the only danger in this harbour.

Bald Head. *Bald Head* lies N. 30 E. one mile nearly from *Fermouse Harbour*.

Black Head. From *Bald head* to *Black Head* the course is N. by W. one mile.

Aqua Fort Harbour. From *Black Head* to the entrance into the harbour of *Aqua Fort*, the course is N. W. by N. one mile nearly; in the entrance is a high rock above water. The passage into the harbour is to the Northward of this rock, in which you have 15 fathoms water. This harbour lies in West about 3 miles: at about $2\frac{1}{2}$ miles from the entrance it is very narrow, where you have 4 fathoms water; but just within the narrows, on the North shore, is a small cove, in which you will have 7 fathoms water; this is a good place for vessels to heave down, the shore being steep. To sail up through the narrows, take care to give the stony beach, on the North shore, without the narrows, a birth, it being a shoal along that beach, except at the point of the narrows, which is bold to.

Ferryland Head. *Ferryland Head* lies E. N. E. $\frac{1}{2}$ E. distant 2 miles from *Aqua Fort*, and N. 30 E. distant $3\frac{1}{2}$ miles from *Fermouse*. *Ferryland Head* is moderately high, having two high rocks above water lying close off the head, called the *Hare's Ears*. This head is not easily distinguished, by reason of the main-land within it being

being much higher. The entrance into *Ferryland Harbour* lies to the Northward of *Ferryland Head*, between it and *Isle Bois*, and is little more than half a cable's length wide; but, after you are within *Isle Bois*, it is better than $\frac{1}{2}$ mile wide, and tolerable good anchorage, in 8 or 10 fathoms water; but the North-East winds heave in a very great sea over the low rocks that run from *Isle Bois* to the main.

From *Isle Bois* to *Goose Island* the course is N. $\frac{1}{2}$ E. distant half a mile; and from *Goose Island* to *Stone Island* the course is N. $\frac{1}{2}$ W. distant half a mile.

Caplin Bay runs in N. W. by W. distant $2\frac{1}{2}$ miles from *Goose Island*, is a tolerable good bay, with a safe passage into it on either side of *Goose Island*. To the Northward of *Goose Island*, between it and *Stone Island*, there is not the least danger, the island being bold to. If you pass to the Southward of *Goose Island*, between it and *Isle Bois*, be sure to keep the point of *Ferryland Head* open to the Eastward of *Isle Bois*, in order to avoid a funken rock, on which is only 2 fathoms water, and lies nearly midway between *Goose Island* and *Cold East Point*; after you are within this rock, there is not the least danger in sailing up the bay. The best anchorage is abreast of a cove on the larboard hand, about half a mile within *Scogin's Head*, in 16 or 17 fathoms water.

From the *Hare's Ears*, off *Ferryland-head*, to *Cape Broyle*, the course is N. $\frac{1}{4}$ W. distant $2\frac{1}{2}$ miles. This cape is high table land, and makes in a saddle, either coming from the Northward or Southward. From the North part of the cape E. S. E. $\frac{1}{2}$ of a mile, lies a small rock, called *Old Harry*, which is only 3 fathoms water; but between it and the main is upwards of 20 fathoms water. About $\frac{1}{2}$ of a mile to the N. E. of the North of *Cape Broyle* lies a ledge of rocks, called *Horse Rocks*, on which you have to 14 fathoms water. In bad weather the sea breaks very high on these rocks. The mark for these rocks is a white house on *Ferryland Downs* open with *Stone Island*, and the head of *Cape Broyle Harbour* open will carry you on them.

From the North part of *Cape Broyle* to the South part of *Brigus Head*, the course is N. W. by N. distance $1\frac{1}{2}$ mile. These points form the entrance into *Cape Broyle Harbour*, which runs $3\frac{1}{2}$ miles up. About $1\frac{1}{4}$ mile within the entrance on the North shore, is a cove, called *Admiral's Cove*, in which you may anchor in about 12 fathoms water, good ground; but here you will lie open to the South-East. The best anchorage is above the narrows, in about 7 fathoms water. The only danger in sailing up the harbour is a ledge, called *Saturday's Ledge*, and lies about a cable and a half length without the narrows, on the North shore; if you are coming in from the Northward, keep the saddle on *Brigus Head* open with the point of *Admiral's Cove*, it will carry you clear off this ledge. After you are above the narrows, you may anchor in about 7 fathoms water, good ground. Here you will be very handy for wooding and watering.

Brigus by South is a small harbour, only fit for boats, and lies close to the Northward of *Brigus Head*.

Cape Neddick lies N. 5 miles from *Cape Broyle*, and N. 2 W. distance $7\frac{1}{2}$ miles from the *Hare's Ears* off *Ferryland*. This cape is table land, of a moderate height, and steep towards the sea.

- Baline Head.** From *Cape Neddick* to *Baline Head* the course is N. 15 E. distance $1\frac{1}{2}$ mile. *Baline Cove* is about $\frac{1}{4}$ mile to the Northward of *Baline Head*. This is but a small cove, fit only for boats.
- Great Island.** From *Cape Neddick* to the outer point of *Great Island* the course is N. 40 E. distance $2\frac{1}{2}$ miles. This island is about half a mile in length, and of a moderate height.
- Isle Spear.** From *Baline Head* to *Isle Spear* the course is N. half E. distance one mile. Nearly within this island a fishery is carried on, but no safe anchorage, the bottom being rocky.
- Toad's Cove.** *Toad's Cove* is a small cove, about 1 mile to the Northward of *Isle Spear*, and is only fit for boats.
- Momables Bay.** About $1\frac{1}{2}$ mile from *Isle Spear* lies the South point of *Momables Bay*, from this point to the North point of the said bay, being the South point of *Witlefs Bay*, the course is N. E. by E. distance $1\frac{1}{2}$ mile. *Momables Bay* is an open bay, about 1 mile deep.
- Green Island.** *Green Island* is a small round island, lies about $\frac{1}{2}$ of a mile from the South point of *Whitlefs Bay*. From this point lies a ledge of rocks, about $\frac{1}{3}$ of the distance over to *Green Island*.
- Gull Island.** The South point of *Gull Island* lies about $\frac{1}{2}$ of a mile to the Northward of *Green Island*, and is about one mile long, and $\frac{1}{2}$ of a mile broad, and is pretty high land.
- Witlefs Bay.** *Witlefs Bay* runs in about two miles from *Gull Island*. In it is a moderate depth of water, good ground, but open to the sea. About half way up, on the North shore, lies a ledge of rocks: Part of these rocks shew above water at about half tide.
- Bay of Bulls.** One mile and a half to the Northward of *Gull Island* lieth the South point of the entrance into the *Bay of Bulls*; from this point to the North point of the said bay, called *Bull Head*, the course is N. E. $\frac{1}{2}$ E. distance 1 mile. The best anchorage in this bay for large vessels is about half a mile from the head, in about 14 fathoms water; but small vessels may anchor higher up, and moor to the North shore, and will then lie land-locked. The only dangers in this harbour are, a small rock off *Bread and Cheese Point*, but is not above 20 yards off, and a rock on which is 9 feet water, lying off *Magotty Cove*, about half a cable's length off shore.
- From *Bull's Head* to the South point of *Petty Harbour*, the course is N. N. E. distance $8\frac{1}{2}$ miles. From this point runs a ledge of rocks for about $\frac{1}{4}$ of a mile.
- Petty Harbour.** From the South point of *Petty Harbour* to the North point, the course is N. by E. $\frac{1}{2}$ E. distance $2\frac{1}{2}$ miles. Between those points lieth *Petty Harbour Bay*, which runneth in about 2 miles. At the bottom is a small cove, where a fishery is carried on.
- Cape Spear.** From the North point of *Petty Harbour* to *Cape Spear* the course is N. N. E. $\frac{1}{2}$ E. distance 2 miles. This point is rather low and ragged, and may be known by the land to the Northward tending away to the W. N. W.

DIRECTIONS
 FOR NAVIGATING
THE BAY OF PLACENTIA,
 ON THE
 SOUTH COAST
 OF
NEWFOUNDLAND,
 FROM
Cape Chapeau Rouge to Cape St. Mary's.

Surveyed by order of Commodore SHULDHAM, Governor of Newfoundland, Labradore, &c.
 by MICHAEL LANE.

N. B. *The bearings and courses are true bearings and distances, and not by compass, the variation of the compass being 19 deg. 30 min. W.*

CAPE St. Mary's to the East, and **Cape Chapeau Rouge** to the West, form the entrance of *Placentia Bay*: They lie East and West of each other in the lat. 46, 53, N. distant from each other 16 leagues.

Cape Chapeau Rouge is already described in Mr. *Cook's* directions. From it to *Sauker Head* (which is a high hill, in the shape of a sugar loaf), the course is E. N. E. distant three miles; between them lie the harbours of *Great and Little St. Laurence*, which have also been already described in Mr. *Cook's* directions. Sauker Head.

From *Sauker Head* to *Small Point* (which is the lowest land hereabouts) the course is N. 63 deg. E. two miles; And from *Small Point* to *Corbin Head* (which is a very high bluff head) is N. E. 2 $\frac{1}{2}$ miles: There are many high headlands betwixt them which form several coves, the bottoms of which may be seen in sailing along shore. The coast is clear of rocks, and thirty fathoms close to the shore, but no shelter for any thing. From *Corbin Head* to *Shallow-way Point* the course is N. N. E. $\frac{1}{2}$ N. 4 $\frac{1}{2}$ miles. Betwixt them, and nearly on the same course, lie two very high round islands, called *Corbin* and *Little Burin*; *Corbin* island has very much the appearance of *Chapeau Rouge*, when coming in with the land, and seen through the fog. These islands are high, and are little more than a cable's length from shore. Corbin Island
Little Burin Island.

From *Corbin Head* to *Cat Island*, the course is N. E. 4 miles nearly; this is a high round island near the South end of *Great Burin Island*. Cat Island.

About a mile to the Northward of *Corbin Head*, in a bight lies *Corbin Harbour*, which is very good for small vessels. The best anchorage is in the N. arm, at about $\frac{1}{2}$ a mile within the entrance, opposite a cove on the starboard side. A quarter of a mile to the Eastward of this harbour, and two cable's length from the shore, is a sunken rock, on which the sea breaks in bad weather, and has not depth sufficient at low water for a boat to go over

over it. Vessels bound for this harbour must avoid a shoal which lies half of a mile to the E. of the S. point of the entrance to the harbour, on which is only two fathoms water. Between the two high round islands afore-mentioned and the main, there is from 7 to 15 fathoms, and no danger but what may be seen: In case ships should fall close in with the land in the fogs, they may occasionally fail within them, although the passage is little more than a cable's length wide.

Great Burin Island. *Great Burin Island* lies nearly North and South, is $2 \frac{1}{2}$ miles in length, and high land; near the North end is another high island, about half a mile in length, called *Pardy's Island*. On the main within these islands lie the harbours of *Great and Little Burin*.

Shalloway Island. *Shalloway Island* lies N. W. half W. 1 mile from *Cat Island*, and N. E. by N. half E. $\frac{1}{2}$ mile from *Little Burin Island*: the passage into *Burin Harbours* from the Southward is to the Westward of *Shalloway Island*, between that and the *Neck Point*, take care to give *Poor Island* a berth on your larboard hand; after you are within *Shalloway Island* you may anchor in safety between that and *Great Burin Island* from 12 to 18 fathoms water. The best anchorage in

Ship Cove. *Great Burin Harbour* is in *Ship Cove*. The course up to it after you are within *Neck Point* is North about $1 \frac{1}{2}$ mile, and is better than $\frac{1}{2}$ mile wide; to sail up to it, keep the West shore on board, in order to avoid a funken rock on the Eastern shore at about half the way up; and about half a cable's length from the shore, directly off, is a remarkable hole in the rock on the same side, and a remarkable gully in the land, from the top to the bottom, on the Western shore. There is another rock, on which is only 2 and a half fathoms water; it lies better than a cable's length to the Southward of *Harbour Point*, which is a round green point, of a moderate height, joined to *Great Burin Island* by a low narrow sandy neck.

Burin Bay. After passing *Little Burin Island* one mile N. you come into *Burin Bay*, which is a clear bay, about a mile broad every way, and where ships may occasionally anchor safely, being almost land-locked. The course into this bay from *Little Burin Island* is North. All the land about this bay is very high. In it are two islands, one a low barren island, called *Poor Island*; the other, which runs to the North, is high and woody, and lies before the mouth of *Burin Inlet*, on the other side of which vessels may pass up the inlet. A little within the entrance on the E. side, half a cable's length from the shore, is a rock covered at $\frac{1}{2}$ flood, at $1 \frac{1}{2}$ mile from the entrance; near the middle is another rock, to the W. of which is very good anchorage.

S. W. Entrance into Burin Harbour. The *S. W. Entrance* into the harbour, which is a quarter of a mile wide, is formed by *Shalloway Island* and the *Neck Point*, in which there is no danger, giving birth to *Poor Island* on the larboard side. When in *Burin Bay* the course through the S. W. entrance into the harbour is E. N. E. and when past the points that form the entrance, the course is North up the harbour, which is better than a quarter of a mile wide, and a mile and a half long up to *Ship Cove*; where it is full half a mile wide every way. This is the best anchorage.

Burin Harbour. There are only two dangers within this harbour that do not appear above water; the first is a small shoal on the starboard side, about half way up the

the harbour, directly off a remarkable hole in the cliff on the starboard side, going up, called *the Oven*; and about half a cable's length from the shore there is also on the other side directly opposite, a remarkable gully in the land, from the top to the bottom. The long mark to keep to the Westward of this rock is, not to bring *Little Burin Island* to the Eastward of *Neck Point*. The other shoal, on which there is three fathoms, is very small, and lies about a cable's length S. S. W. from harbour point.

The *East Passage* is not very safe to sail in without a commanding gale, and that between the N. N. E. and S. E. To sail into this passage, and coming from *Burin Island* (because of several clusters of rocks), till you bring the North Point of *Parady's Island* open to the Northward of *Iron Island* then sail right in for *Iron Island*, leaving it on your larboard side going in, then steer for the said point of *Parady's Island*, and that will avoid all dangers. It must be observed, with the afore-mentioned winds there is commonly a great swell sets to the shore on the starboard side going in, therefore, in case of little winds which often happens when you are past *Iron Island*), endeavour to borrow on *Parady's Island*, except the wind be from the N. E.

At the bottom of *Burin Bay* there is an inlet, which runs inland 5 miles; there is a small *Woody Island* just before the entrance; ships may sail on either side; the East side is the widest. A little within the East head that forms the entrance, and half a cable's length from that shore, there is a sunken rock, which is dry at low water, therefore, in sailing into the inlet, keep the West shore close on board, for about a mile up; it lies North, and is about two cable's length wide, then N. N. W. for a mile, and is there half a mile wide, with a sunken rock right in the middle; to the Westward of that rock there is good room and good anchorage, from 7 to 12 and 15 fathoms water in the entrance, and in the middle, two miles up, is from 15 to 23 fathoms, and from thence up to the head is from 10 to 5 fathoms.

Iron Island is a small high island, lying N. N. E. half E. one league from the S. E. point of *Great Burin Island* and S. S. W. $\frac{1}{2}$ W. one mile from *Mortier West Head*, and E. $1\frac{1}{2}$ mile from the North part of *Parady's Island*; Vessels bound for the harbours of *Burin* may pass on the either side of *Iron Island*, the only danger passing to the Northward is the *Brandys*, which almost always break; they lie near $\frac{1}{4}$ mile to Southward of a low rock above water, close under the land of *Mortier West Head*. If the wind should take you a-head after you are within *Iron Island*, take care to keep *Mortier West Head* open to the Westward of *Iron Island*, in order to avoid *Gregory's Rock*, on which is only 2 fathoms water. The mark to carry you on this rock is, to bring the *Flag Staff* on *St. George's Island* (in the centre of the passage between *Great Burin* and *Parady's Island* and *Mortier West Head*) on with the West side of *Iron Island*; this rock almost always breaks; vessels may pass with safety between this rock and *Iron Island*, taking care to give *Iron Island* a birth of one cable's length.

On the main with *Parady's Island* are two remarkable white marks in the rocks, the Northernmost of these marks brought on with the North part of

Parady's

Galloping Andrew. *Pardy's Island* and *Iron Island* N. by E. half E. will carry you on the *Galloping Andrew*, a shoal on which is 5 fathoms water.

S. W. one mile from *Iron Island* lies a shoal, on which is 8 fathoms water, called the *White Horse*.

Dodding Rock. *Dodding Rock* lies about $\frac{1}{2}$ mile from the Easternmost part of *Great Burin Island*.

Mortier Bank. *Mortier Bank* lies E. by S. two leagues from *Iron Island* and N. 25 E. five leagues from *Cape Jude*; the shoal part of this bank is about one league over. On it I had not less than 7 fathoms water, but, by the fishermen's account, there is not more than 4 fathoms on one part of it: in bad weather, the sea breaks very high on it.

Mortier Bay and Island. About three miles to the N. N. E. from *Iron Island* is the opening of *Mortier Bay*, at the entrance of which is a round island, called *Mortier Island*, lying a third of the distance from the West side. Ships may fail in on either side of it. It is bold to all round. Close to the first point beyond the island, on the larboard side going in, is another little island, scarcely perceptible, as it lies close under the land; and, two cable's length from it, in a direct line towards the outer island, is a sunken rock, on which the sea breaks in bad weather; there is no danger in this bay. At the bottom of it, a mile and a half from *Mortier Island*, on the East side, there is a cove, called *Fox Cove*, wherein is good anchorage, and room for one ship to moor in 9 fathoms good holding ground. They will lie two points open to the sea, that is from S. S. E. to S. E. A ground swell tumbles into the cove in bad weather, but no anchor was ever known to come home here. Fishing ships sometimes ride here the season. On the West side of the bay is the harbour, which is small and narrow, but a very good one for small vessels, where they lie moored to the shore. There is seven and eight fathoms through the entrance, and 2 fathoms when in the harbour, and sufficient room for fifty shallops at the head of it. Off the starboard point going in is a rock, which at high water is always covered.

Fox Cove. *Fox Cove*, wherein is good anchorage, and room for one ship to moor in 9 fathoms good holding ground. They will lie two points open to the sea, that is from S. S. E. to S. E. A ground swell tumbles into the cove in bad weather, but no anchor was ever known to come home here. Fishing ships sometimes ride here the season. On the West side of the bay is the harbour, which is small and narrow, but a very good one for small vessels, where they lie moored to the shore. There is seven and eight fathoms through the entrance, and 2 fathoms when in the harbour, and sufficient room for fifty shallops at the head of it. Off the starboard point going in is a rock, which at high water is always covered.

Croncy Island. *Croncy Island* lies N. by E. nearly two miles from *Mortier East Point*. This is a round island, and lies close to the shore.

Mortier Bay. Boboy. Two miles and a half from *Croncy Island* is the entrance into *Mortier Bay*; at the entrance on the West side is a small harbour, called *Boboy*; in it is 9 feet water at low water. The course into *Mortier Bay* is North for about two miles, and is $\frac{1}{2}$ mile wide, in which you have from 50 to 70 fathoms water, the land on each side being high; it then runs to the Westward about two miles, and is near two miles wide. In the S. W. corner of the bay is a river which runs to the S. W. about seven miles. On the East side at about three miles from the entrance, is an exceeding good harbour, called *Spanish Room*, in which you may anchor from 4 to 6 fathoms water, good bottom, and lie secure from all winds. There is not the least danger in sailing into this harbour, giving the low rocks above water, at the entrance on the larboard hand, a birth of one cable's length.

Spanish Room.

Two miles to the N. E. of the entrance into *Mortier Bay* lies *Rock Harbour*, *Rock Harbour* fit only for boats, by reason of the infinite number of rocks in it, both above and under water.

From *Mortier East Point* to *John the Bay Point* the course is N. 25 E. Distance eight miles. Between *John the Bay Point* and *Rock Harbour* lie two sunken rocks half a mile from the shore.

Two miles to the N. W. of *John the Bay Point* lies *John the Bay*, in which is a tolerable good anchorage, in about 9 fathoms water with good bottom.

The *Saddle-back* is a small island lying N. 47 E. 8 leagues from *Corbin Head*, and N. 55 E. from *Mortier West Point*, and N. 83 E. 3 leagues from *John the Bay Point*. Between it and the main are a great number of rocks and islands, which render this part of the coast very dangerous. There is a chain of rocks lying one mile and a half to the N. E. by N. of the *Saddle-back*.

Cape Jude is an island about two miles and a half in length, and two in breadth; it lies one mile and a half to the N. N. W. of the *Saddle-back*; on the South end of it is a remarkable round hill, which is called the Cape. Between this island and the main are a cluster of islands and low rocks, with a great number of sunken rocks about them, called the *Flat Islands*, the innermost of which lies about one mile from the main.

Audearn Island lies half a mile to the Northward of *Cape Jude Island*, on the West side of which is a tolerable good harbour. Vessels bound for this harbour may pass between *Cape Jude Island* and *Audearn Island*, and between *Crow* and *Patrick's Island*, which are two small islands, lying off the S. W. Point of *Audearn Island*. About one cable's length from *Audearn Island*, to the Southward of the harbour, is a sunken rock; the mark for avoiding it in coming in from the Southward is, not to haul in for the harbour till you open a remarkable green point on the South side of the harbour. The best anchorage is on the North shore; just within a small island. There is a spit of rocks stretches just off the *Green Point* on the South shore, which are covered at high water.

Off the East point of *Audearn Island* is a small island, called *Ford's Island*, on the West side of which is a sunken rock, about one cable's length from the island, and another on the East side, which almost always break.

Broad Cove lies on the main, W. $\frac{1}{2}$ N. $5\frac{1}{2}$ miles from *Ford's Island*; in this cove is exceeding good anchorage, in 8 or 9 fathoms water.

Cross Island lies 3 miles to the N. W. of *Ford's Island*, is about $1\frac{1}{2}$ miles in length, and one mile in breadth, is high woody land; between this island and the main are several other islands. *Bane Harbour* lies on the main. Within these islands is an exceeding good harbour for small vessels; the passage into it is very narrow, and has in it 2 fathoms water, but when in, there is sufficient room to moor in 3 fathoms, good bottom.

Boat Harbour lies about 1 mile to the Northward of *Cross Island*, and runs up N. N. E. one league, with deep water to about half a mile of the head; close

- Bay de L'eau, close round the Eastern point of *Boat Harbour* lies *Bay de L'eau*, which runs in N. N. E. $\frac{1}{4}$ E. better than a league.
- Long Island. *Long Island* is about 4 miles long, and not half a mile broad, is high land making in several peaks; the South point of it lies N. 37 E. 2 leagues from the *Saddle-back*, and E. by S. 3 miles from *Ford's Island*.
- Green Island. N. W. two miles from the South point of *Long Island*, and N. E. by E. one mile and a half from *Ford's Island* lies a small *Green Island*, which has a shoal all round near one cable's length.
- Great Gallows Harbour and Island. From *Green Island* N. W. two miles and a half, and N. 19 E. three miles from *Ford's Island* lies *Great Gallows Harbour Island*, which is a high land. Vessels may pass on either side of this island into *Great Gallows Harbour*, which lies one mile to the N. E. of the island. In this harbour is exceeding good anchorage in 7 fathoms water on the starboard side, just within a low stony point, taking care to give the point a small birth, in order to avoid a rock, which is covered at high water.
- Little Gallows Harbour. *Little Gallows Harbour* lies close round to the Eastward of *Great Gallows Harbour*, and is only fit for small vessels, which must lie moored to the shore. Above a rock above water, on the larboard hand, *Little Gallows Harbour Island* lies, before the mouth of the harbour.
- Cape Roger. *Cape Roger Harbour* lies close to the Westward of *Cape Roger*, which is a high round barren head, lying N. 15 W. three miles and a half from the South point of *Long Island*. There are several low rocks and islands lying off the East point of the entrance. In the harbour, $1\frac{1}{4}$ mile within the entrance, on the West side, lies a small island; to the Northward of it, between that and the main, is very good anchorage in 7 or 8 fathoms water; or you run farther up, and anchor in 6 or 7 fathoms.
- Nonfuch. One mile and a quarter to the Eastward of *Cape Roger Harbour* lies *Nonfuch*; there are several islands lying in the mouth of it, and no safe anchorage till you get within all of them.
- Petit Fort. *Petit Fort* is a very good harbour, having in it from 14 to 7 fathoms water, good bottom. The entrance into it is better than a quarter of a mile wide, and lies N. N. E. 5 miles from the South point of *Long Island*, and N. by W. 2 miles and a half from the North point of *Long Island*. There is not the least danger in sailing into this harbour; the best anchorage is on the starboard side, the S. E. winds heaving in a great swell on the West shore, when they blow hard.
- Paradise Sound. One mile to the Eastward of *Petit Fort* lies the entrance into *Paradise Sound*, which runs up N. E. by E. 4 leagues and a half, and is about one mile broad; in it is very deep water, and no safe anchorage till you get near the head of it. Just within the entrance, on the East side, is a cove (in which are several rocks above water), in 10 fathoms water, but not safe to anchor in; the bottom being rocky.
- Marticot Island. From *Corbin-head* to *Marticot Island* the course is N. 48 E. 11 leagues and a half nearly; this course will carry you just without the *Saddle-back*. Between *Marticot*

Marticot and the main is *Fox Island*; there is a safe passage for vessels between these islands, with not less than 9 fathoms water, but no passage between *Fox Island* and the main. On the main, within *Marticot Island*, lie the harbours of *Great* and *Little Paradise*. The harbour of *Great Paradise* is only fit for boats. The harbours of *Little Paradise* lies one mile to the Northward of the East point of *Marticot Island*; the only safe anchorage is in a cove, at the head, on the larboard side; here they lie moored to the shore, and are entirely land-locked.

One mile to the Eastward of *Little Paradise* lies *La Perche*, in which is no safe anchorage, the ground being bad, and lies entirely exposed to the S. E. winds.

E. N. E. 2 miles from *Marticot Island* is a rock above water, called the *Black Rock*; $\frac{1}{2}$ mile within this rock lies a funken rock; N. N. E. half E. 2 miles from this rock lies *Presque*; in it is very deep water, but no safe passage into it, by reason of a number of rocks, both above and under water, lying before the entrance.

East 4 miles from *Presque*, and N. E. by E. 6 leagues from the *Saddle-back*, lies the West point of *Merasheen Island*. This island is high, and runs to the N. E. by N. better than 6 leagues, and is very narrow, the broadest part not being more than 2 miles. At the South part of the island, near the West end, is a very good harbour, but small, in which is from 6 to 10 fathoms water. To sail into it, keep the starboard shore on board, in order to avoid a funken rock, that lies one cable's length off a ragged rocky point on the larboard hand going in.

Indian Harbour lies on the East side of *Merasheen Island*, at about 3 leagues from the South point; this harbour is formed by a small island, on either side of which is a safe passage into it; the only anchorage is to the Westward of the island, between it and the main, and here the ground is uncertain.

N. 20 W. 2 miles and a half from the West point of *Merasheen Island*, is the *Little Isle of Valen*; this is high and round, and lies within about half a mile of the main: a quarter of a mile from *Little Isle of Valen* lies the *Great Isle of Valen*, on the S. E. part of which is a small harbour.

On the main, within the *Great Isle of Valen* lies *Clatise Harbour*; the entrance into it is about half a mile wide; in it is 40 or 50 fathoms water. The best anchorage is in the West cove, which is one mile long, but not $\frac{1}{2}$ mile broad; in it is from 17 to 20 fathoms water, good bottom.

Grammer's Rocks are low rocks above water, and lie one mile and a half from the North end of *Great Isle of Valen*.

Little Sandy Harbour lies on the main, and is a tolerable good harbour; in it you have 6 and 7 fathoms water, good bottom; in the mouth of which is a low rock above water. Vessels bound for the harbour must pass to the Northward of this rock. This harbour may be known by the island called *Bell Island*, which lies E. S. E. half E. one mile and a half from the mouth of it, and N. by E. $\frac{1}{2}$ E. 13 miles from the West point of *Merasheen Island*; off the

South point of the island is a remarkable rock, resembling a bell with the bottom upwards.

- Great Sandy Harbour.** *Great Sandy Harbour* lies $\frac{1}{2}$ mile to the Northward of *Little Sandy Harbour*; the passage into it is narrow, but in it you have 6 and 7 fathoms water. There are two arms in this harbour, one running to the S. W. which almost dries at low water; the other runs to the N. E. in which is tolerable good anchorage. There are several low rocks and islands lying before this harbour.
- Barren Island** *Barren Island* is about 3 miles and a half long, and 1 mile broad, is high land, and lies better than 1 league from the North part of *Merasheen Island*, and about half a mile from the main. On the East side of this island, near the South end is a cove, in which is tolerable good anchorage from 10 to 16 fathoms water. Along the West side of this island, between it and the main, is very good anchorage.
- La Plant.** On the main, opposite the North end of *Barren Island*, lies *La Plant*, a harbour only fit for boats.
- Piper's Hole.** From *Barren Island* are a string of islands quite to *Piper's Hole*, which lies 3 leagues from the North part of *Barren Island*. These islands are about half a mile from the main, having from 17 to 7 fathoms water, good anchorage all the way to *Piper's Hole*.
- Cape St. Mary's.** *Cape St. Mary's* is the East point of the entrance into *Placentia Bay*, and lies in the latitude of 46 deg. 52 min. N. is a pretty high bluff point, and looks much like *Cape St. Vincent* on the coast of *Portugal*; a little to the Northward of the cape is a small cove, where fishing shallows shelter from the Easterly and Southerly winds. The land from *Cape St. Mary's* to *Placentia*, is pretty high and even. S. by W. $7\frac{1}{2}$ miles and a half from the cape lie *St. Mary's Keys*, which are two rocks just above water, and on which the sea almost always breaks.
- St. Mary's Keys.**
- For knowing the land on the East side of Placentia Bay.** From the *Virgin Rocks* to *Cape St. Mary's* the course is South, distance eight leagues and a half; between *Green Point* and *Cape St. Mary's* there is no shelter for ships or vessels. The land from *Placentia Road* to *Cape St. Mary's* is of a moderate, and appears nearly of equal height all the way; but over *Placentia*, and to the Northward of it the land is very high and uneven, with many peaked hills.
- Bull and Cow Rocks.** *Bull and Cow Rocks* are a cluster of rocks above water, lying S. E. by E. 2 leagues from *Cape St. Mary's*, about one mile from the main, and S. W. by W. from *Point Lance*, which is a low ragged point, and is the West point of the entrance into *St. Mary's Bay*; at about $\frac{1}{3}$ of the distance from the main to the *Bull and Cow Rocks* is a sunken rock, which shews above water at half ebb.
- Point Breme.** From *Cape St. Mary's* to *Point Breme* the course is N. by $\frac{1}{2}$ W. 8 miles. From *Point Breme* to the *Virgin Rocks* the course is N. N. E. distance 10 miles; these rocks shew above water, and lie about one mile from the main.
- Virgin Rocks** Three leagues S. from *Green Point*, and a league from the shore, lie the *Virgin Rocks*, which are a cluster of rocks above water. A little to the Southward

Southward of these rocks there are some whitish cliffs in the land, by which that part of the coast may be known, on coming in with it in thick weather.

From *Virgin Rock* to *Point Verd* the course is N. 38 E. distance $5 \frac{1}{2}$ miles. *Point Verd*. This is a low green point, and is the South point of the entrance into the *Road of Placentia*.

Placentia Road and Harbour is situated on the East side of the great bay *Placentia* of that name, at eleven leagues distance from *Cape St. Mary's*. To sail *Road and Harbour*. into the road, and coming from the Southward, you must keep a league from the shore, to avoid the *Gibraltar Rock*, which lies W. S. W. from *Point Gibraltar Verd*, till you bring the *Castle-bill* open to the Northward of *Green Point*. The *Rock*. *Castle-bill* is on the North side of the road on which stands the castle, and is distinguishable far out at sea. *Green Point* is a low level point, which forms *Green Point*. the South side of the road. The *Gibraltar Rock* has sixteen feet water upon it, and lies W. half S. distant $2 \frac{1}{2}$ miles from *Green Point*, and two miles from shore. The mark afore-mentioned will carry you $\frac{1}{2}$ of a mile without it, and when you have the said mark open, you may steer in for the *Castle*, keeping your lead going; there are regular soundings on both sides. Along the South side is a flat, to which you may borrow into four fathoms. The best anchorage is in six or seven fathoms water, under the *Castle-bill* at $\frac{1}{4}$ of the distance over from that side, where you lie in good ground, and open about four points to the sea. At the bottom of the road is a long beach, which terminates to the North in a point, on which stand the inhabitants houses and a fort. Between this point and *Castle-bill* is the entrance into *Placentia Harbour*, which is very narrow, in which is $3 \frac{1}{2}$ fathoms water, but within the narrows it widens to one third of a mile broad, and runs up N. N. E. above a mile and a half, where ships may lie in perfect security, in six or seven fathoms. To sail in you must keep nearest to the starboard side.

Near the bottom of *Placentia Road*, on the North shore, at the top of a hill, stands a castle; when you have this castle open to the Northward of *Point Verd*, you may haul in for the road in safety, taking care to give *Point Verd* a birth of near two cables' length. The best anchorage in the road is under the *Castle-bill*, in about 6 fathoms water. The entrance into the harbour is very narrow, in it you have $3 \frac{1}{2}$ fathoms water; after you are within the narrows it is about $\frac{1}{2}$ mile broad, and about $1 \frac{1}{2}$ mile long; here you may anchor in perfect safety in 6 or 7 fathoms water.

This coast is easily known, in clear weather, by the *Chapeau Rouge*, and other remarkable head-lands. The best directions that can be given on *Remarks for knowing the Land on the West side of Placentia Bay* coming in with it in thick weather, are to observe, that between *Burin* and *Laun*, there are no islands except *Ferryland Head*, which is very near the main, so as not to be distinguished as an island till very close to the shore; also that the islands about *Burin* are large and full as high as the main land; those about *Laun* are small, and scarce half the height of the main land, and the *Lamelines* are two low flat islands. There are several small rocks just above water between *Laun* to *Lameline*, and there are none such any where else along the coast.—The land from *Mortier Head* up the bay is high, rocky, and uneven;

uneven; with several islands near the coast, which form many capes and ragged points.

Red Island. From *Mortier Head* to *Red Island* the course is N. E. by E. distance 16 leagues. This island is high, and may be seen in clear weather 12 leagues from the decks. The South end of it bears from *Placentia Road*, N. W. distance 4 leagues and half.

Red Island is high barren land, about 5 miles long and 3 miles broad. The South point lies N. W. 11 miles from *Placentia Road*. On the East side near the North end is a small harbour, which is only fit for shallops.

Point Latina. *Point Latina* lies about five miles to the Northward of *Placentia Road*; between these places the land is low and even near the sea, but just within it high and ragged; there are several sunken rocks lying along the shore about half a mile off.

Point Roche. *Point Roche* lies better than one mile to the Eastward of *Point Latina*; there is a shoal stretches off *Point Roche* better than $\frac{1}{4}$ mile.

Little Placentia Harbour. S. E. by S. $\frac{1}{2}$ E. $1 \frac{1}{2}$ mile from *Point Roche* is the entrance into the harbour of *Little Placentia*, which runs up S. W. by W. half W. about $1 \frac{1}{2}$ mile, and is near half a mile broad; there is exceeding good anchorage in this harbour in a cove on the North shore; this cove may be known by the West point being woody, the land to the Eastward being barren; off the East point of the cove lies a shoal for near $\frac{1}{2}$ of the distance over to the South side of the harbour, in this cove is 7 and 8 fathoms water.

Ship Harbour. From *Point Latina* to *Ship Harbour*, the course is E. N. E. distance $5 \frac{1}{2}$ miles; this harbour runs up North $2 \frac{1}{2}$ miles, and is about $\frac{1}{4}$ mile broad; the best anchorage is in a cove on the West side in about 10 fathoms water, at about one mile from the entrance.

Fox Island. *Fox Island* is a small round island lying N. by E. $\frac{1}{2}$ E. 3 miles from *Point Latina*, and W. by N. one league from *Ship Harbour* point, which is a low stony point, lying about $1 \frac{1}{2}$ mile to the Westward of *Ship Harbour*; between *Fox Island* and this point are a range of rocks, which in bad weather break almost quite across.

Fishing Rock N. W. $1 \frac{1}{2}$ mile from *Fox Island* is a steep rock above water, called *Fishing Rock*; North $1 \frac{1}{2}$ mile from *Fishing Rock* lies a sunken rock, which almost always breaks.

Ram Islands. The *Ram Islands* are a cluster of high islands, lying about 3 miles to the N. N. E. $\frac{1}{2}$ E. of *Fox Island*. E. N. E. 3 miles from the South point of *Ram Islands* is the entrance into *Long Harbour*; there is not the least danger in failing into it; the best anchorage is on the North side to the Eastward of *Harbour Island* between it and the main; here you will lie secure from all winds in 7 or 8 fathoms water.

Little Harbour. From *Ram Islands* to *Little Harbour* is North about five leagues; there are several low islands and rocks along shore; between these places, which I had not an opportunity of examining, but was well informed there is not the least shelter

shelter for vessels, nor scarcely for boats along that coast. *Little Harbour* is small, with 7 fathoms water; the ground is bad, and lies entirely exposed to the S. W. winds, which heave in a very great sea.

From *Point Latina* to the South point of *Long Island* the course is N. by W. *Long Island*. $\frac{1}{2}$ W. 4 $\frac{1}{2}$ leagues; this island is near 3 leagues long, in high land, the South point being remarkable high steep rocks. On the East side of the island, about one league from the South point lies *Harbour Buffet*, a tolerable good Harbour Buffet. The entrance into it is narrow, but has 13 fathoms water in it. There are two arms in this harbour, one running to the Westward, the other to the Northward; the best anchorage is in the North arm, in about 15 fathoms water. This harbour may be known by the islands that lie in the mouth and to the Southward of it, and by *Harbour Buffet* island, that lies E. N. E. half E. 1 mile from the entrance. To sail into it, you must pass to the Northward of the islands in the mouth.

About 4 miles from the South point of *Long Island* on the West side, lies *Muscle Harbour*; vessels bound for this harbour may pass between *Long Island*; *Muscle* and *Barren Island*, which is a high barren island about one mile long, and about $\frac{1}{3}$ Harbour. of a mile from *Long Island*. The entrance into the harbour lies opposite the North end of *Barren Island*, and is between a low green point on your starboard hand, and a small island on your larboard hand; this harbour is near 2 miles long, and one broad; in it is from 10 to 22 fathoms water, rocky bottom.

Little South Harbour lies one mile to the Westward of *Little Harbour*; before *Little South* the mouth of it are several rocky islands: in sailing into the harbour you must Harbour. leave all the islands on your starboard hand except one, on either side of which is a safe passage of 15 fathoms water. On the East shore, within the islands, is a sunken rock, about one cable's length from the shore, which generally breaks: nearly opposite to the West shore are some rocks, about half a cable's length from the shore, that shews at $\frac{1}{2}$ ebb. This harbour is about 1 $\frac{1}{2}$ mile long, near $\frac{1}{2}$ mile wide, with 7 fathoms water, good bottom.

Great South Harbour lies about one mile to the Northward of *Little South* Great South Harbour; there is no danger in sailing into it; near the head is very good Harbour. anchorage in 6 or 7 fathoms water.

One mile to the Westward of *Great South Harbour*, is *Ile au Bourdeaux*; a *Ile au* high round island near the main. Bourdeaux.

The entrance into *Come by Chance* lies North 4 miles from *Ile au Bour-* Come by deaux, and runs up N. E. by N. 3 miles; in it is from 20 to 3 fathoms water, Chance. sandy bottom, is entirely exposed to the S. W. winds, which heave in a very great swell.

North Harbour is N. W. 2 $\frac{1}{2}$ miles from *Come by Chance*, and S. E. by E. 2 $\frac{1}{2}$ North miles from *Piper's Hole*; about 2 miles from the entrance is good anchorage Harbour. in 7 fathoms water, and no danger sailing into it.

SAILING DIRECTIONS

FOR THE

GULF OF ST. LAWRENCE.

FROM *Cape North*, in the island of *Cape Breton*, to *Cape Ray*, in *Newfoundland*, the course is E. N. E. 19 or 20 leagues.

From *Cape North* to the middle of the island of *St. Paul*, the course is E. N. E. $\frac{1}{2}$ North, distance 4 leagues.

From *St. Paul's Island* to *Cape Ray* the course is E. N. E. $\frac{1}{4}$ E. 16 leagues.

All these bearings are by compass, and the variation 16 or 17 deg. West; and the distances are found by trigonometrical calculation, by several bearings taken, &c.

From *Cape North* to the *Bird Islands* the course is North 9 deg. West 17 or 18 leagues.

From *St. Paul's Island* to the *Bird Islands* the course is North 24 deg. West, distance 15 $\frac{1}{2}$ leagues.

From *Cape Ray* to the *Bird Islands* the course is West 26 deg. North, distance 22 leagues.

From the *Bird Islands* to the North part of isle *Brion* is West $\frac{1}{2}$ South, 5 or 6 leagues.—All the above courses are by compass.

REMARKS:

The *Bird Islands* are but small, and not far asunder; the passage between is a rocky ledge. They are of a moderate height, and white at top, the Northernmost being the largest, from the East end of which runs a small ledge of rocks.

The passage between *Little Bird Island* and the isle of *Brion*, is about 5 leagues.

SOUNDINGS.

Body of the island *Brion* S. and S. half W. 4 leagues, 35 fathoms, brown sand. N. end of ditto S. W. by S. 36 fathoms, same ground.

N. W. end of ditto S. 40 fathoms, rocky, with small shells.

Body of ditto S. by E. 7 or 8 leagues, 45 fathoms, sand and stones.

From *Island Brion* to *Cape Rosiere* the course is N. W. by W. 39 leagues. Here the variation is 17 deg.

From

From Cape Rosiere to the N. W. end of *Anticosti*, the course is N. N. W. 20 leagues. Here the variation is 17 deg. 30 min.

REMARKS.

The channel between *Anticosti* and the main land of *Nova Scotia*, is about 14 or 15 leagues, and in the middle is very deep water; sometimes no ground with 180 to 200 fathoms line. To the Westward of *Anticosti* is a bank, the extent of which is not known.

	LATITUDES.			North	
	deg.	min.	sec.	deg.	min.
Cape North	47	6		47	6
St. Paul's Island	47	14		47	14
Cape Ray	47	40		47	40
Bird Island	47	52		47	52
North part of <i>Briton Island</i>	47	50		47	50
Cape Gaspee	48	44		48	44
N. W. end of <i>Anticosti</i>	49	46		49	46

The islands of *Mingan* are 10 leagues N. E. from the island of *Anticosti*, in latitude 50 deg. 15 min. North.

REMARKS.

The harbour of *Mingan* is very secure for ships in all weather; there is good anchorage all within the *Parokett* and other islands, and great plenty of cod-fish. It appears to be very convenient for the cod, seal, and salmon fishery, and has the additional advantage of a level, good soil, and profitable *Indian* trade. It flows here full and change, at 3 o'clock rises about 10 or 12 feet; but much of the tides depend on the weather.

The bay of *Seven Islands* is on the North side of the river *St. Lawrence*, being a very secure harbour for a number of ships in any wind. It lies in latitude 50 deg. 20 min N. and lies N. from *Mount Lewis*, and W. N. W. 25 leagues from the N. W. end of *Anticosti*, by the compass.

N. B. It flows S. S. W. rises 18 or 19 feet spring, and 10 at neap tides.

* * * The settlement here was one of the *French* king's posts for trading with the *Indians*.

Directions for Sailing up the River St. Lawrence.

FROM the N. W. end of *Anticosti* to cape *Chat*, the course is W. S. W. 36 or 38 leagues.

REMARKS.

From Cape *Chat* it is best never to stand so far Northward as *Mid-Channel*, particularly when a-breast of *Manicouagan* shoal, where are some very strong and irregular eddies that will set you on that shoal. Several sail of men of war

have been caught in them in a fresh breeze of wind, when not a single ship could answer its helm; some of them drove on board each other, and it was not without much difficulty that very great mischief was prevented, by their running foul of each other, and the danger of driving on the shoals of *Manicouagan*.

From cape *Chat* to the island of *St. Barnaby*, the course is W. S. W. $\frac{1}{2}$ W. distance 28 leagues.

SOUNDINGS.

N. W. end of *Anticosti* E. half S. 6 leagues, and the *Lady's Mountains* S. W. by W. $\frac{1}{4}$ W. in 58 fathoms.

N. W. end of *Anticosti* E. by S. 7 or 8 leagues, 44 fathoms:

<i>Mount Camille</i>	_____	_____	S. W. by W.
Uppermost of the <i>Lady's Mountains</i>	_____	_____	S. E. $\frac{1}{2}$ E.
Two little paps near the shore	_____	_____	S. W. $\frac{1}{4}$ W.
About 2 leagues from the South shore, 98 fathoms, soft mud.			
<i>Mount Camille</i>	_____	_____	S. W. $\frac{1}{2}$ S.
Westernmost <i>Lady's Mountain</i> .	_____	_____	S. 50 deg. E.
170 fathoms, soft mud.			

REMARKS:

This being nearest to the North shore, the current was so strong, that it was with difficulty the ships were kept from driving on board one another.

About 2 leagues off the South shore, 80 fathoms, soft mud.

<i>Mount Camille</i>	_____	_____	deg.	S. 50 W.
Westernmost <i>Lady's Mountain</i>	_____	_____	S. 59 E.	
Two little paps on the South shore	_____	_____	S. 20 E.	
Nearest the North shore, 160 or 170 fathoms, soft black mud.				
<i>Mount Camille</i>	_____	_____	S. 28 W.	
River <i>Manicouagan</i>	_____	_____	N. by W. $\frac{1}{2}$ W.	
West point of ditto, <i>Low Land</i>	_____	_____	N. 65 W.	

REMARKS.

A strong current here which sets towards the North shore, and is a demonstration that the South shore is the properest to keep on, as it is a clear coast, and no visible current there.

About a league from the South shore, 17 fathoms, muddy bottom.

<i>Mount Camille</i>	_____	_____	S. E. $\frac{1}{2}$ E.
East part of the isle of <i>St. Barnaby</i>	_____	_____	S. W. by S.
<i>Father Point</i>	_____	_____	S.
38 fathoms, muddy ground.			

ANCHORAGE.

In 17 fathoms, muddy bottom, 4 or 5 miles from shore, the bank shoals gradually to 10 fathoms, within 2 $\frac{1}{2}$ miles of the shore.

<i>Father Point</i>	_____	_____	S. S. E.
East point of the isle of <i>St. Barnaby</i>	_____	_____	S. W. $\frac{1}{2}$ S.
<i>Isle Bic</i>	_____	_____	W. by S.

The

The highest of *Bic* hills, in a line with the outer part of *St. Barnaby's* island, bearing W. $\frac{3}{4}$ S. 7 $\frac{1}{2}$ fathoms.

Ditto mountain on the middle of the island, about half a mile from shore, 6 fathoms.

The outer part of *Bic High Land*, just without the island, 5 fathoms, all soft mud.

From *St. Barnaby* to the isle of *Bic*, the course by compass is W. half S. distance 3 leagues, in most places 16 fathoms water.

ANCHORAGE.

At *Bic*, in 12 fathoms water.

South end of <i>Bic</i> island	_____	W. by S.
North part of ditto	_____	W. by N.
<i>St. Barnaby's</i> Isle	_____	E. $\frac{1}{2}$ N.
<i>Mount Camille</i>	_____	E. $\frac{1}{2}$ S.
East part of <i>Bic Hills</i>	_____	S.
At the upper end of <i>Bic Islands</i> , about 2 miles from the island, in 9 fathoms water.		
<i>Bicquet</i> Island	_____	N. $\frac{1}{2}$ E.
Westernmost rock of <i>Bicquet</i> in sight	_____	N. by W.
Rocks off the East end of <i>Bic</i>	_____	N. E. $\frac{1}{4}$ E.
West part of <i>Bic</i> island	_____	N. by E. $\frac{1}{4}$ E.

REMARKS.

Bic is a low woody island, about 4 miles from the South main land, and is three leagues W. half S. from the isle *St. Barnaby*; all the way is good anchorage, in 14 and 16 fathoms water. Between *Bic* and the main land is 10 and 12 fathoms. Off the S. E. end of *Bic* is a ledge of rocks which appear above water, and are very steep to.

To the North Westward of *Bic* lies a small island called *Bicquet*, from the West end of which lies a ledge of rocks that may be seen at least 2 miles, and perhaps they run further under water. Off the East end of this island are likewise rocks, as there are to the Westward of *Bic*; so that there can be no passage between these islands, except for boats, or very small craft.

From the island of *Bic* to *Basque* the course is W. S. W. 7 leagues. Between these islands are two very small islands near the South shore, called the *Razade Islands*; they are about 5 leagues from *Bic*, and 2 leagues from *Basque*.

Passing Southward of *Bic*, steer W. by S. in 9, 10, to 16 fathoms, when almost abreast of the *Razade Islands*, steer W. S. W. and you will have from 20 to 22, 24 and 26 fathoms at high water, 'till abreast of the isle of *Basque*, distance 4 miles, all sandy bottom.

REMARKS:

Although the course from *Bic* to *Basque* is W. S. W. yet if you come to the Southward of *Bic* (especially in little wind) you will run on the main land

by steering that course, therefore at first you should steer W. by S. until you deepen to 18 and 20 fathoms, and then W. S. W. if you are not as high as the *Razade Islands*, for if you are, you will then be too near the shore.

ANCHORAGE.

About 4 miles off <i>Basque Island</i> , in 26 fathoms (at high water), a sandy bottom.	
<i>Red Island</i> _____	W. $\frac{1}{2}$ S.
East point of <i>Green Island</i> _____	S. W. $\frac{1}{2}$ W.
North point of <i>Green Island</i> _____	S. W. by W.
Middle of <i>Apple Island</i> _____	S. S. W. $\frac{1}{2}$ W.
Entrance of <i>Saguenay River</i> _____	W. by N. $\frac{1}{4}$ N.
Westernmost rocks between <i>Basque</i> and <i>Apple Islands</i>	S. by E.
West end of <i>Basque Island</i> _____	S. S. E. $\frac{1}{2}$ E.
East end of <i>Basque Island</i> _____	S. E. $\frac{1}{2}$ E.
Western <i>Razade Island</i> _____	E. $\frac{1}{2}$ S.
High land of <i>Bic</i> _____	E. N. E. $\frac{1}{2}$ N.

N. B. *Basque Island*, *Apple Island*, the rocks between them, middle of *Green Island*, and the outermost land in sight (when on *Apple Island*), are in a line W. S. W. and E. N. E. by compass.

REMARKS.

The ebb tide runs here 4 $\frac{1}{2}$ knots, and much stronger near the island, as in 17 fathoms water, and at the same time it runs 6 knots an hour.

Although the ebb tide is so strong here, and the tide rises much by the shore, yet the flood is scarcely perceivable.

Within a cable's length of *Basque Island* is 10 fathoms, and very near the rocks that lie between *Basque* and *Apple Island* is 6 fathoms. These rocks are always above water.

Green Island is about 3 leagues W. S. W. from the isle of *Basque*, the ebb tides of *Green Island* are exceeding strong, so that it requires a fresh gale of wind to stem it with all sails. The tide of ebb sets directly toward the island, as do the floods (which are but little here) towards the *White Island* ledge; therefore great care should be taken to anchor here in time, in case it should fall calm, and you be near the island, for there is 25 fathoms almost close to the rocks, and foul ground.

REMARKS.

Off the N. E. end of *Green Island* is a ledge of rocks about a mile and an half in length, which partly shew themselves; there is likewise a ledge of rocks off the West end of the island, which lie right out from it.

From a little below *Green Island*, till you are near the length of *Hare Island*, there is a constant and very strong ebb, occasioned by the great discharge of the waters from *Saguenay River*; and even at the East end of *Hare Island*, the flood is not of more than four hours continuance, and runs so weak, that if it blows but a moderate gale of wind Westerly, the ship will not *rend* to it: In sailing up, it is necessary to keep well to the Southward of *Red Island*, and to
the

the Westward of it, before you cross over for the East end of *Hare Island*, to avoid getting into the stream of *Red Island*; for should it fall little wind, the ebb tide would set you on the shoals of that island, and there is no safe anchoring to prevent driving upon them.

Red Island is a low flat island, and is about $2 \frac{1}{2}$ leagues N. W. by N. with the middle of *Green Island*. There are great shoals off *Red Island*, as yet not quite discovered. Being a-breast of *Green Island* you will see the East end of *Hare Island*, and the *Brandy-Pot Islands* (which are two little islands a small distance from it) bearing about W. by S. or W. S. W. from you. Distance about 4 leagues from the West end of *Green Island* to the *Brandy-Pots*.

When past *Green Island* you should steer for the *Brandy-Pot Islands*. There is likewise another small island off the N. E. end of *Hare Island*, called *White Island*. Between these islands is a ledge of rocks that extends at least $2 \frac{1}{2}$ leagues from the East end of *Hare Island*; this ledge is dry at low water. Coming away from the upper end of *Green Island*, and steering W. by S. you have 18 fathoms a little distance from *Green Island*, and afterwards 16 and 14 fathoms: In passing *White Island*, going towards *Brandy-Pot Islands*, you may go to 10 or 12 fathoms, far enough from all danger, and anchor, being all good holding ground, clayey bottom.

Anchorage in 11 fathoms clayey ground.

<i>White Island</i>	—	—	—	N. N. W. $\frac{1}{2}$ W.
<i>Brandy-Pot Islands</i>	—	—	—	W. S. W. $\frac{1}{2}$ S.
East end of <i>White Island</i> ledge in sight			—	N. by E. $\frac{1}{2}$ E.
<i>Green Island</i>	—	—	—	E. N. E. $\frac{1}{4}$ N.
East point of <i>Hare Island</i>		—	—	N. W. by W.
S. W. point of <i>Hare Island</i>	—	—	—	W. S. W. $\frac{1}{2}$ S.
N. Easternmost <i>Pilgrim Island</i>		—	—	S. S. W. $\frac{1}{2}$ W.
Westernmost <i>Pilgrim Island</i>	—	—	—	S. W. $\frac{1}{4}$ S.

The *Pilgrims* are high rocky islands, a-breast the upper end of *Hare Island*, and are near the South main land. Between *Hare Island* and the South shore is a long bank near the middle of the channel, which is now called the *Middle Bank*, and it lies in the following direction. *Plate X. Fig. 1.* is the appearance of the land, a mountain on the main land at the letter *a*, (it is the first hill remarkable from the Eastward for a good way); when this mountain is brought almost on the East hummock of the North-East *Pilgrim* at the letter *b*, or to rest on it in the same manner it does in the above representation over the West hummock of the said island, at the letter *c*, you will then be on the middle of the bank, and by sailing along with the said mountain and hummock in one, you will keep on it.

REMARKS.

The true extent of this bank is not yet known; there is in some places more water than in others; in one place, at the East end of it, there is no more than ten feet at low water.

There is likewise a bank or shoal off the S. W. end of *Hare Island*, which extends almost to the middle bank, and makes the passage very narrow, in which there is depth enough at low water for a ship of great draught.

Passing

Passing by *Brandy-Pot Islands*, which have 10 fathoms very near them, and keeping along by *Hare Island*, at about $1\frac{1}{2}$ mile distance from it, is all along regular sounding, 14 and 16 fathoms, till you come to $\frac{1}{2}$ of the length of *Hare Island*, and then coming over for the *Pilgrims* you have shoal water all at once from 7 fathoms to 6, $5\frac{1}{2}$, 5, and $4\frac{1}{2}$ (at $\frac{1}{2}$ flood, you must heave the lead as fast as possible; *White Island* will be almost in a line with the East end of *Hare Island* (between it and *Brandy-Pot Island*) and a white house on the South shore, near the river side, almost shut in with the rocks off the East end of the N. E. *Pilgrim*.

Though the strong flood-tide here will set you very fast towards the shoal off the S. W. end of *Hare Island*, yet be very cautious how you steer your ship to the Westward, because the water shoals very much, but haul up to the Southward, and you will directly get into 5 or 6 fathoms water. The aforementioned white house being just in a line with the rocks off the East end of the N. E. *Pilgrim*, and *White Island* just open of the East end of *Hare Island*; it is shoal near the N. E. *Pilgrim*, therefore it is not proper to come too near it. Being above the N. E. *Pilgrim*, you may approach the others pretty near, and steer away directly for the great island of *Kamourasca*, which you will see about S. W. from you, and all along in this direction are regular soundings from 10 or 12 to 14 or 16 fathoms, till near the greatest and N. Easternmost *Kamourasca*; when a-breast of it, (and very near) you will have very deep water; but at some distance is a very good bank to anchor on, in any depth, from 9 to 14 or 16 fathoms, and good holding ground.

To escape the danger of the *Middle Bank*.

Coming away from *Brandy-Pot Island* (which you may pass very near to), steer along by *Hare Island* in such a manner that you may see *White Island* open within *Brandy-Pot Islands*, between them and *Hare Island*. Keep along in this position until you have a mountain at the letter *a* (in *plate X. fig. 1.*) brought in a line with the second *Pilgrim* at the letter *d*, and then steer directly for them. They will bear about S. by W. $\frac{1}{2}$ W. and with this direction you may cross the bank with safety; then steer away for the *Kamourasca Islands* as before.

N. B. It is not safe to cross this bank with a large ship till it is half flood.

Anchorage in 22 fathoms high water.

The Lower <i>Pilgrim Island</i>	_____	E. N. E. $\frac{1}{2}$ N.
The Lower <i>Kamourasca Island</i>	_____	E. by N. $\frac{1}{2}$ N.
<i>Cape Goose</i>	_____	W. by S. $\frac{1}{4}$ S.
Middle of <i>Coudre Island</i> , about six leagues	_____	W. by S. $\frac{1}{2}$ S.
<i>Cape Torment</i>	_____	W. S. W. $\frac{1}{4}$ S.

Anchorage in 14 fathoms, sand and clay bottom.

<i>Pilgrim Island</i>	_____	N. E. by E.
<i>Cape Goose</i>	_____	W. $\frac{1}{4}$ S.
Lower <i>Kamourasca</i>	_____	E. N. E. $\frac{1}{4}$ N.
<i>Hare Island</i>	_____	N. E. $\frac{1}{4}$ N.
<i>Cape Torment</i>	_____	W. S. W. $\frac{1}{4}$ S.

Mal

<i>Mal Bay River</i>	_____	_____	N. N. W. $\frac{1}{2}$ W.
Middle of <i>Coudre Island</i>	_____	_____	W. by S. $\frac{1}{2}$ S.
<i>Upper Kamourasca Island</i>	_____	_____	E. by E.

Anchorage in 24 fathoms.

<i>Cape Goose</i>	_____	_____	W. N. W.
N. E. end of <i>Coudre Island</i>	_____	_____	W. by S.
S. W. end of ditto	_____	_____	W. S. W.
<i>Mal Bay River</i>	_____	_____	N. $\frac{1}{2}$ W.
<i>Hare Island</i>	_____	_____	N. E. $\frac{1}{2}$ E.

Soundings in 39 fathoms water

When <i>Cape Goose</i> bore	_____	_____	W. S. W. $\frac{1}{2}$ S.
<i>Cape Torment</i>	_____	_____	S. W. by W.
<i>Hare Island</i>	_____	_____	E. N. E. $\frac{1}{2}$ N.

When the land to the Westward of *Cape Goose* is just open of it, and a little mountain on the South shore near the East point of the Westernmost *Kamourasca Islands*, you have 25 fathoms.

When the land to the Westward of *Cape Goose* is open about a sail's breadth of *Cape Goose*, *Cape Salmon* just open of *Cape Eagle*, and the hill and island as before you have 25 fathoms.

When the South mountain is quite open to the Westward of the Westernmost *Kamourasca Island*, and the land to the North-Eastward just open of *Cape Salmon*, you have 19 fathoms soft ground.

When the West point of *Mal Bay River* is just opening of *Cape Goose*, and the South part of the Isle of *Coudre* bears S. W. by W. you will have 48 fathoms.

When the North part of the Isle of *Coudre* bears W. by S. half S. about 2 miles off the island, you will have 35 fathoms.

When the South part of the Island of *Coudre* bears W. by S. and *Cape Goose* N. W. by W. you will have 14 fathoms.

When *Cape Goose* is N. W. by W. 4 or 5 miles and *Mal Bay River* N. by E. half E. you will have 10 fathoms.

When the South part of *Coudre* is W. by S. $\frac{1}{2}$ S. and *Cape Goose* W. N. W. 2 or 3 miles, you will have 15 fathoms, the water deepening to the Northward.

When the South part of *Coudre* is S. W. and the North part of ditto W. $\frac{1}{2}$ S. about 2 or 3 miles from the East part of the island, the great rock bearing N. N. E. $\frac{1}{2}$ E. 17 fathoms.

Anchorage in 25 fathoms, rocky ground.

<i>Cape Torment</i>	_____	_____	S. W. by W.
South part of <i>Coudre</i>	_____	_____	W. S. W. $\frac{1}{2}$ S.
North part of <i>Coudre</i>	_____	_____	W. by S.
<i>Cape Goose</i>	_____	_____	N. $\frac{1}{2}$ E.

Bearings

Bearings by compass.

<i>Cape Goose</i> and <i>Cape Salmon</i> -----	N. E. $\frac{1}{2}$ N. and S. W. $\frac{1}{2}$ S.
South part of <i>Coudre</i> and <i>Cape Torment</i> -----	N. E. $\frac{1}{2}$ E. and S. W. $\frac{1}{2}$ W.

You may moor at *Coudre* in 17 fathoms coarse sand. *Cape Goose* just open of the land to the Westward of it, bearing E. by N. $\frac{1}{4}$ N. a considerable *Fall of Water* on the North shore N. by W. $\frac{1}{2}$ W. and the East end of *Coudre* E. $\frac{1}{2}$ S. In this place the tide runs very strong, which causes the ship always to swing round with the fun.

You may also moor at *Coudre* in 17 fathoms at low water, sand and mud.

<i>Cape Goose</i> -----	E. by N. $\frac{1}{2}$ N.
<i>Cape Torment</i> -----	S. W. $\frac{1}{4}$ W.
East point of <i>St. Paul's Bay</i> -----	W. by N. $\frac{1}{4}$ N.
Water-stream on the N. shore -----	N.

Five fathoms water, half a mile from *Coudre*, till almost close to the shore, and then $3\frac{1}{2}$ fathoms at low water mark, all clear ground.

The tides at *Coudre*, both ebb and flood, are very strong, yet at the Meadows is good anchorage, but not near the North shore. It is high water at *Coudre* by the shore at half past 4, at the full and change of the moon, and it runs off in the road an hour longer. There is a very long reef of rocks runs off the N. W. of the island, which are all covered at high water.

Bearings from the end of the ledge that is dry at low water.

<i>St. Paul's Church</i> (just open) -----	N. ^{deg.} 41 W.
E. bluff point of <i>St. Paul's Bay</i> (called <i>Cape Diable</i>) -----	N. 27 W.
The <i>Water Fall</i> on the North shore -----	N. 27 E.
N. W. bluff point of the island -----	S. 22 W.
The N. E. bluff of ditto, off which is a reef of rocks -----	E. 9 N.

N. B. The part of this reef which is dry at low water, lies to the Westward, about S. W. and N. E. and the Eastward about East and West. Near the length of a cable farther out is 5 fathoms at low water.

The tide, both ebb and flood, set into *St. Paul's Bay*, which is shoal and rocky some distance off (from whence the French have given it the name of the Whirlpool), so that passing either up or down the river, it is proper to go as nigh the reef as you can, to keep out of the contrary current; and, for the greater safety, it is proper to buoy the end of the ledge in about 5 fathoms at low water, and it shoals out afterwards pretty gradually. If you pass it in about 8 fathoms (which is far enough off, with a breeze of wind to command the ship) you will be much nearer the island than the main land, and being passed the end of the ledge, you will have 16 and 18 fathoms at a convenient distance from the island.

There is a shoal or ledge of rocks off the North shore all the way, from the W. point of *St. Paul's Bay*, or *Cape Raven* to *Cape Hog*, which is about a league above *Cape Maillard*. This shoal lies not a great way off, but farther in some places than others. In coming away from *Coudre*, and sailing up the river, it is proper to keep three capes, which you will see to the Westward,
open

open one of another all the way from *Coutre*, till you pass the little river settlement, or to bring the Church of it to bear about N. W. by N. is a very rocky bottom, and then begins good ground.

Anchorage in 16 fathoms, sand and mud.

Cape Maillard, distance about 1 $\frac{1}{2}$ mile	—————	N. W. by N.
South part of <i>Coudre</i>	—————	N. E. $\frac{1}{2}$ E.
Pillar Island	—————	S. E. $\frac{1}{2}$ E.

Anchorage about one mile from the North shore, in nine fathoms at low water, sand and mud.

Pillar Island, in one with a * rocky Island	—————	E. 4 N.
Cape Goose, almost one with the S. E. part of <i>Coudre</i>	—————	N. 48 E.
Cape Torment, a little open with <i>Burnt Cape</i>	—————	S. 72 W.
The South part of <i>Orleans Island</i>	—————	S. 63 W.
Cape Raven, just open of Cape Maillard	—————	N. 30 E.
North part of <i>Coudre</i>	—————	N. 36 E.

Observed the latitude here to be 47. 04.

* Bearings taken from the said rocky island.

Cape Goose, a sail's breadth open of the S. E. part of <i>Coudre</i>	—————	N. 50 E.
North part of <i>Coudre</i>	—————	N. 40 E.
Cape Corbeau, or Cape Raven	—————	N. 35 E.
Cape Maillard	—————	N. 22 E.
Cape Torment	—————	S. 65 W.
South part of <i>Orleans</i> in sight	—————	S. 55 W.

In one with the East end of the rocky ledge.

Pillar Island	—————	E. 1 N.
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This rocky Island is about half a cable's length dry at low water; and very craggy; it is never covered, although the sea may break all over it in bad weather.

Soundings having the Rock and *Pillar Island* in one, from the North shore to the rocky island, according to the following marks, by *Coudre* are, (see plate II. fig. 1.)

Island of <i>Orleans</i> , just shut in with <i>Burnt Cape</i> , and very near the shore	10 faths.
<i>a</i> — the N. W. end of <i>Coudre</i> in one with <i>d</i>	9
<i>a</i> — on with the valley at <i>x</i>	10
<i>a</i> — on with the mountain at <i>c</i>	9
<i>a</i> — on with the valley at <i>n</i>	5 $\frac{1}{2}$
<i>a</i> — on with the mountain at <i>b</i>	3 $\frac{1}{2}$

And very shoaly quite to the rocky island, and when on it (*a*) was on with *f*.

On the East part of *Rocky Ledge*, at low water, (*a*) will be on with *b*. And a bluff to the Westward, a good deal open of *Cape Torment*. *Pillar Island* E. $\frac{1}{2}$ N. coming

coming away from the last-mentioned anchorage for the Traverse, keep the letter (*a*) chiefly on with \approx in 9 fathoms water, and sometimes less.

Being a-breast of *Burnt Cape*, and very near the shore in 11 fathoms (*a*) will be on with (*d*). The high part of *Orleans* (or a slope on it) is just open with *Cape Torment*.

A white house on the South shore open of the East end of the Isle of *Madame* (and when it is quite shut in) being very near the North shore, you will have 11 fathoms.

A little mountain open of the West end of *Rot Island*, being near the North shore, you will have 9 and 8 fathoms.

The same mountain on the East end of the Isle of *Madame*, about $\frac{1}{2}$ of a mile from the shore, you will have 10 fathoms. Then haul over for the *Traverse*.

DIRECTIONS FOR PASSING THE TRAVERSE.

BEING past *Burnt Cape*, or when it bears N. N. E. from you, haul over for the *Traverse*, which ought to be passed in a very clear day. If the points of the shoals are not buoyed, which for greater safety should be done, because in hazey weather the land marks cannot be seen, which are three mountains very far in land; and a little round hill to the Westward may likewise be made use of; which, after you are past *Burnt Cape*; and crossing in the *Traverse*, must always be kept to the Westward of the East end of *Madame*, or otherwise you will certainly be on a sand shoal, which extends itself from *Burnt Cape Ledge*. This mountain, in clear weather, may always be seen, and keeping it a ship's length to the Westward of the East end of *Madame*, is the best mark for the *Traverse*; and this course should be continued until two points on the South side of *Orleans* are opened a good ship's length off each other, that is, *St. John's Point*, with the point of *Dauphine River*, and then you may bear up and steer up along with the point *St. John*, still a little less open, as you go farther up towards the Island of *Orleans*, to avoid a little shoal that is off the East end of *Orleans*, on which is not quite three fathoms at low water, of which there is no danger for any ship, except it should be dead low water; yet *St. John's Point* should not be shut in with *Dauphin Point* (or else you may be on the shoal that reaches from the East end of *Orleans*) till you are almost a-breast *Cape Torment*, or until it bears North. There is another mark to know when you are far enough over from *Burnt Cape*, and that you may bear up, observe on the South shore a little round mountain (there being no other near) when you have brought this little mountain open to the Westward of the *Two-head Island*, you may bear up for *Orleans*, &c. (As the *Two-head Island* cannot be well distinguished by a stranger from the other islands, so it may be supposed a stranger will not attempt passing the *Traverse*

Traverse without first acquainting himself with it). This little mountain, when open of the *Two-Head Island*, will bear S. deg. 69min. E. there is no danger in standing farther to the Southward, as the channel is pretty wide; but, as there is a shoal between you and *Rot Island*, on which is but nine feet at low water, and uneven rocks, to avoid this shoal you should observe this point of *Orleans* for marks as aforesaid.

There is a mark to know when you are coming on the Edge of this shoal, which is: Observe to the Eastward, on the South main land, a mountain which appears to have three points of an equal distance, when this mountain is brought on the East point of *Canoe Island* you are coming on the edge of this shoal; there is likewise a little rocky island off *Burnt Cape*, which, when you are on the edge of this shoal, will be about 2 ships' length open of *Cape Goose*. When you are on the shoal the island will be nearly in a line with *Cape Goose*, and the *Three-pointed Mountain* with *Canoe Island*.

To make use of the three mountains aforesaid.

In coming up past *Burnt Cape*, when you have brought the West end of the Westernmost mountain on with the East end of *Rot Island*, you may steer over with them in one line until you open *St. John's Point* as aforesaid. Nor is there any danger in bringing the East end of the Westernmost mountain on with the East end of *Rot Island*, but it should not be brought to the Westward of it until you have opened *St. John's Point*. You might by this last mark go over near *Rot Island*, and go up to the Southward of the middle shoal, with *St. John's Church* just open of the point; in this channel is deep water, but it is narrow; it is called the *Old Traverse*, and the other is called the *New Traverse*. It is not proper for the *Old Traverse* to be made use of, as the passage between the middle shoal and the sand off *Burnt Cape Ledge* is narrow, and you will be so much the longer going across the tide, which may carry you out of the way if you are not very attentive to the marks. The middle shoal reaches up the river until you have got *Bellechase Church* a good deal open of the West end of *Rot Island*, but as a mark of this kind is very deceiving, it reaches until you have brought the East end of the middle mountain on the West end of *Rot Island*, and then you will be past it, and have the channel open from near the island of *Orleans*, to very near the West end of *Rot Island*, and may anchor between *Orleans* and *Madame Islands*, or proceed up the river at pleasure. If it should be thick weather, and you would pass the Traverse, and the mountains cannot be seen, nor the ends of the shoals buoyed, it might be done by keeping one or two houses open of the East end of *Rot Island*, or the third house may be brought in a line with it, but should not be opened; and these marks may be observed until you have opened *St. John's Point* as aforesaid.

But as these houses may be mistaken for others, even by a person who is acquainted with the Traverse, it is not safe to use them. It is certain, the greatest difficulty of the Traverse is in coming over from *Burnt Cape* to open *St. John's Point*, as the channel is but narrow, and you are so long going across the tide; and at *Burnt Cape* the channel is not above $\frac{1}{4}$ of a mile wide between the cape and the point of the ledge. You should likewise observe here, to keep clear of

the ledge, to keep a part of the *Butt* (which is a high spot of land in the middle of *St. Joachim's Meadow*, and appears like a platform or island) always shut in behind *Cape Torment*; that is, you must not open it all of the cape until *Burnt Cape* bears North of you, or you will certainly be on the ledge. The soundings at the edge of this ledge are very uncertain, for at one cast you will have 5 fathoms, and at the very next cast (heaving the lead fast) you may be on shore; it may be observed, that just as you have *St. John's Point* opening, there is not any more water any where in the channel, between *Orleans shoal* and the shoal off *Burnt Cape*, than 5 fathoms at low water; but after you have bore up for *Orleans* there is 6 and 7 fathoms at low water, within a ship's length of the sands that dry.

Soundings in the *Traverse*.

A-breast of *Burnt Cape*, a little round mountain to the Westward, on with the East end of *Madame*, 5 fathoms.

The same mountain between *Rot Island* and *Madame* 4 and $4\frac{1}{2}$ fathoms.

The E. end of the first W. mountain on the W. end of *Grosse Island*, and the little on to the Westward, a little to the Westward of the E. end of *Madame*, $5\frac{1}{2}$ fathoms.

The W. end of the second mountain on the W. end of *Grosse Island*, and little mountain on the E. end of *Madame* $2\frac{1}{2}$ fathoms.

Little mountain on the E. end of *Madame*, and the E. end of the second mountain on the W. end of *Grosse Island*, $2\frac{1}{2}$ fathoms.

The little mountain, a little to the Westward of the E. end of *Madame*, and the W. end of *Grosse Island* in the middle, between the second and Easternmost mountain, 6 fathoms.

A white house just open of *Madame*, and the hill a little to the Westward of the E. end of *Madame*, and the E. end of the 3d, and Easternmost mountain on with the W. end of *Grosse Island*, 6 fathoms.

The W. end of the first mountain on the E. end of *Rot Island*, *St. John's Point* well open $5\frac{1}{2}$ fathoms. (Steer by it.)

The middle of the first mountain on the E. end of *Rot Island*, the little mountain just to the Westward of the E. end of *Madame*, *St. John's Point* well open $4\frac{1}{2}$ fathoms.

N. B. Keep the little mountain always to Westward of the E. end of *Madame*.

The end of the first mountain on the E. end of *Rot Island*, 2 white houses open of *Madame*, the little mountain just opening to the E. end of *Madame*, $4\frac{1}{2}$ fathoms (never open the little mountain). The W. end of the first mountain on the *Vista* in *Rot Island*, *St. John's Point* well open 5 fathoms.

The E. end of the first mountain on the *Vista*, *St. John's Point* well open 5 fathoms.

The

The second mountain on the *Vista*, and another little hill near the other, on the W. end of *Madame, St. John's Point* well open $6\frac{1}{2}$ fathoms.

Marks on the little shoal near the E. end of *Orleans*.

The W. end of the second mountain on the W. end of *Rot Island Shoal*, and the W. trees of *Rot Island*, about the middle of the same mountain; the W. part of the *Three-Pointed Mountain* on the E. point of *Canoe Island*; *St. John's Point* a good deal open of *Dauphine*.

The E. point of *Orleans*, on the *Little Valley*, at the W. end of the *Saddle Mountain*.

Bearings on the East end of *Orleans Ledge*, in 4 fathoms at low water.

The <i>Little Rocky Island</i>	_____	_____	N. 68 ^{deg.} E.
<i>Cape Torment</i>	_____	_____	N. 2 E.
W. end of <i>Rot Island</i>	_____	_____	S. 30 W.
E. end of <i>Rot Island</i> , and E. end of the <i>Second Mountain</i>	_____	_____	S. 13 $\frac{1}{4}$ E.
W. end of <i>Grosse Island</i>	_____	_____	S. 28 E.
W. end of the <i>Two-Head Island</i> , and the <i>Little Mountain</i> , just to the Westward of it	_____	_____	S. 69 E.
W. part of the <i>Three Pointed Mountain</i> , on the W. part of <i>Goose Island</i>	_____	_____	N. 83 E.
<i>St. John's Point</i> a good deal open	_____	_____	S. 52 $\frac{1}{2}$ W.
W. end of <i>Madame</i>	_____	_____	S. 40 $\frac{1}{2}$ W.
E. end of <i>Madame</i>	_____	_____	S. 34 $\frac{1}{2}$ W.
E. end of the <i>First Mountain</i> , about $\frac{1}{3}$ the distance of <i>Rot Island</i> , from the E. end	_____	_____	S. 6 E.
<i>Cape Goose</i>	_____	_____	N. 52 $\frac{1}{2}$ E.

Bearings near the edge of the *Middle Ground*.

E. end of <i>Orleans</i>	_____	_____	N. 63 W.
A buoy on a little shoal, near <i>Orleans</i>	_____	_____	N. 54 W.
<i>St. John's Point</i>	_____	_____	S. 53 $\frac{1}{2}$ W.
<i>St. Francis's Church</i>	_____	_____	S. 72 $\frac{1}{2}$ W.
West end of <i>Rot Island</i>	_____	_____	S. 6 E.

Bearings taken near the upper end of the land (off *Orleans*) dry at low Water.

The W. end of <i>Rot Island</i>	_____	_____	S. 3 $\frac{1}{2}$ W.
E. end of <i>Rot Island</i> , with the W. end of <i>Grosse Island</i>	_____	_____	S. 55 $\frac{1}{2}$ E.
<i>Cape Torment</i>	_____	_____	N. 31 E.
<i>St. Joachim's Farm</i>	_____	_____	N. 12 $\frac{1}{2}$ W.
<i>St. Joachim's Church</i>	_____	_____	N. 52 W.
E. point of <i>Orleans</i>	_____	_____	N. 71 W.
N. point of <i>Orleans</i>	_____	_____	W.
The <i>Little Island</i>	_____	_____	N. 60 E.

Bearings

Bearings from another station, near the East end of the said land, dry about $1\frac{1}{2}$ mile N. 63 deg. E. from the last.

		deg.	
W. end of <i>Rot Island</i>	_____	S. 22	W.
E. end of <i>Rot Island</i>	_____	S. 25 $\frac{1}{2}$	E.
W. end of <i>Grosse Island</i>	_____	S. 36	E.
<i>Little Island</i>	_____	N. 63	E.
<i>Burnt Cape</i>	_____	N. 39	E.
<i>Cape Torment</i>	_____	N. 14	E.
E. end of <i>Orleans</i>	_____	S. 64 $\frac{1}{2}$	W.
Point of <i>Dauphin's River</i>	_____	S. 52	W.
<i>St. Joachim's Farm</i>	_____	N. 53 $\frac{1}{2}$	W.
The shoal to the Eastward	_____	N. 51 $\frac{1}{2}$	E.

Bearings from the West end of *Rot Island*.

<i>Cape Torment</i>	_____	N. 18	E.
<i>St. Joachim's Farm</i>	_____	N. 3 $\frac{1}{2}$	W.
E. part of <i>Orleans</i>	_____	N. 33 $\frac{1}{2}$	W.
S. W. end of <i>Grosse Island</i>	_____	S. 89	E.
<i>Little Mountain</i>	_____	S. 82	E.
East end of the third	_____	S. 27	E.
E. end of the second	_____	S. 18	E.
E. end of ditto	_____	S. 12	E.
Westward of the <i>First Mountain</i>	_____	S. 7	E.
Middle of <i>Bellchase Island</i>	_____	S. 19	W.

Bearings from the East end of *Rot Island*.

<i>St. Thomas's Church</i>	_____	S. 53	E.
W. end of the <i>First Mountain</i>	_____	S. 2	E.
E. end of ditto	_____	S. 7	E.
E. end of the 2d ditto	_____	S. 14 $\frac{1}{2}$	E.
<i>Bellchase</i>	_____	S. 27	W.
Middle of <i>Bellchase Island</i>	_____	S. 36 $\frac{1}{2}$	W.
The <i>Mark Windmill</i>	_____	S. 43	W.
<i>St. Valier's Church</i>	_____	S. 47	W.
N. E. part of <i>Grosse Island</i>	_____	N. 83	E.
N. E. part of <i>Crane Island</i>	_____	N. 80	E.
S. W. part of the <i>Two Heads</i>	_____	N. 78	E.
<i>Little Island</i>	_____	N. 33	E.
Houses below <i>St. Joachim's</i>	_____	N. 28 $\frac{1}{2}$	W.
W. end of the <i>Butt</i>	_____	N. 51	W.
E. end of <i>Saddle Hill</i>	_____	N. 64	W.
Two points off <i>Orleans</i>	_____	N. 75 $\frac{1}{2}$	W.
<i>St. Francis's Church</i>	_____	S. 86 $\frac{1}{2}$	W.

Bearings

Bearings for the West end of *Madame*.

				deg.	
<i>St. John's Church</i>	—	—	S.	71	W.
<i>Port St. Lawrence</i>	—	—	S.	68	W.
<i>St. Valier's Church</i>	—	—	S.	28 $\frac{1}{2}$	W.
<i>The Mark Church</i>	—	—	S.	17 $\frac{1}{2}$	W.
<i>St. Thomas's Church</i>	—	—	S.	86	E.
<i>Bellechase Church</i>	—	—	S.	40	E.
The middle of <i>Bellechase Island</i>	—	—	S.	25	E.
E. end of the <i>First West Mountain</i>	—	—	S.	18 $\frac{1}{2}$	E.
<i>Dauphin River</i>	—	—	N.	60	W.
<i>Little Mountain</i>	—	—	E.		
South part of <i>Crane Island</i>	—	—	N.	79	E.
South part of <i>Grosse Island</i>	—	—	N.	70 $\frac{1}{2}$	E.
S. part of <i>St. Margaret</i> , on the <i>Three-Pointed Mountains</i>	—	—	N.	73 $\frac{1}{2}$	E.
<i>Cape Raven</i>	—	—	N.	40 $\frac{1}{2}$	E.
<i>Cape Torment</i>	—	—	N.	29	E.
E. point of <i>Orleans</i>	—	—	N.	19	E.
<i>St. Francis's Church</i>	—	—	N.	5	E.

From *Point St. John* to *Point St. Lawrence* there is no danger, and about a mile from the shore of *Orleans* you will have 9, 7, 10, 13, 16 and 18 fathoms, rocky ground.

At *Point St. Lawrence* you must (in order to avoid the shoals of *Beaumont*) keep the starboard shore till you have passed the *Falls of Beaumont*, which are on the South shore, and then steer up in the middle of the stream, till near the West end of *Orleans*, when, to avoid the *Morandas Rocks*, keep nearest to the South shore, and you may anchor at $\frac{2}{3}$ of a mile from the South shore, in 9 fathoms water, *Point Levy* bearing W. S. W. and the West point of *Orleans* N. N. E. rocky ground, or you may proceed with the tide directly for *Quebec*, and anchor within 2 cables' length of the town, in 15 fathoms muddy ground, *Cape Diamond* bearing S. W. $\frac{1}{2}$ W. N. E. end of the *Barbet Battery*, W. by N.

The tide flows full and change.

At *Quebec*, half an hour after 8.

Ile Madame, at 8.

Cape Maillard, at 7.

Ile of Coudre, at 6.

The *Kamourascas*, at $\frac{1}{4}$ past 5.

The *Pilgrims* and *Hare Island*, at 5.

Bic, $\frac{1}{2}$ past 3, but not regular.

N. B. From *Coudre* to *Quebec* the water falls 4 feet before the tide makes down.

At *Ile of Coudre*, in spring tides, the ebb runs at the rate of 9 knots.

The next strongest ebb is between *Apple* and *Bajque Islands*—the ebb of the river *Sanguina* uniting here, it runs full seven knots in spring tides.

Dirrec-

Directions for sailing from Quebec, down the River St. Lawrence.

FROM *Point Levy* to *Point St. Lawrence*, the course is E. $\frac{1}{2}$ N.

From *Point St. Lawrence* to *St. John's*, the course is N. E. by E.

From *St. John's* to *St. Francis*, N. E. $\frac{1}{2}$ N. keeping upon the island side, all the way having from 10 to 16 fathoms.

When a-breast of *St. Francis*, steer N. N. E. until you bring *St. John's Point* a hand-spike length open with *Dauphin Point*, with that mark steer N. E. $\frac{1}{2}$ E. at which time a round rock will be right a-head of you; continue this course until a high hill on the South shore will be just on with the East end of *Rot Island*, at which time the trees on the said island will be just a-breast of you, and then steer N. by E. for *Cape Torment*: Keep very near *Burnt Cape*, on account of *Burnt Cape Ledge* that lies opposite to it.

Anchorage on the edge of *Burnt Cape Ledge*, in 4 fathoms.

East end of <i>Rot Island</i>	_____	_____	S.	deg. 14	W.
West end of <i>Grosse Island</i>	_____	_____	S.		
West end of the <i>First Mountain</i> , about a sail's breadth to the Eastward of <i>Grosse Island</i>	_____	_____			
Middle of <i>Little Island</i>	_____	_____	E.	3	S.
<i>Burnt Cape</i>	_____	_____	N.	25	W.

The *Butt* almost open of *Cape Torment*, and the *Little Mountain* on *Canoe Island*, *Cape Maillard*, and the land behind, will appear as represented in plate II. fig. 2.

R E M A R K S.

The *Little Hummock*, or rising on the high land of *Coudre* at a must never be open of *Cape Maillard*, till you are below *Burnt Cape*, nor all the *Butt* by any means kept open of *Cape Torment*, if you would keep the channel, which is but $\frac{1}{4}$ of a mile wide at *Burnt Cape*.

Bearings taken from the West end of *Little Island*, or *Gooseberry Island*, which lies about N. 55 E.

West end of the <i>Butt</i>	_____	_____	S.	deg. 77 $\frac{1}{2}$	W.
<i>Cape Torment</i>	_____	_____	S.	85	W.
<i>Burnt Cape</i>	_____	_____	N.	69 $\frac{1}{2}$	W.
<i>Cape Maillard</i>	_____	_____	N.	36 $\frac{1}{2}$	E.
<i>Cape Raven</i>	_____	_____	N.	37	E.
<i>Cape Goose</i>	_____	_____	N.	52	E.
<i>Neptune Rock</i>	_____	_____	N.	52 $\frac{1}{2}$	E.
The middle of <i>Three-pointed Mountain</i> , on the East end of <i>Goose Island</i>	_____	_____	N.	84	E.

The

		deg.	
The Westernmost rock dry	_____	S. 58	E.
The <i>Little Mountain</i>	_____	S. 57	E.
West end of <i>Crane Island</i>	_____	S. 30	E.
West end of the <i>First Mountain</i>	_____	S. 4	E.
West end of <i>Grosse Island</i>	_____	S. 15½	W.
East end of <i>Rot Island</i>	_____	S. 29½	W.
West end of <i>Madame</i>	_____	S. 46	W.

You must then steer N. E. for *Cape Maillard*, keeping the N. shore on board, which is very bold.

From *Cape Maillard*, to go clear of *Coudre Spit* N. E. by N.

In sailing from *Cape Maillard* to *Coudre*, with the tide of ebb, you must go as near as possible to the point of the shoal which lays off the N. W. end of the island, till you come in 8 fathoms water.

The first of the tide sets directly on *Cape Diabie* from this point; so that if you have but little wind, you must anchor before you get within two miles of the point. At half ebb the tide runs truer through the channel. The moment you get to the Eastward of the point (if you intend to anchor) haul up for the Meadows, otherwise you will not be able to get in good ground.

The course from *Coudre* to the *Kameurascas* and *Pilgrims* is N. E. by E.

From the middle of the *Pilgrims* to the *Brandy-pots*, the course is N. E. ¼ North.

From the *Brandy-Pots* to the *Ile of Bic* is N. E. by E. ¼ E.

Directions for the South Channel from St. John's Point of Orleans, to the South-West of Crane Island, opposite the South River.

THERE is a ledge of rocks lies off the S. W. end of *Madame*, about S. 60deg. W. from it, and in a line for a point on the South shore, these rocks are very dangerous and dry at low water. To know when you are at the end of it, and that the channel is all clear, observe on the high land by the water-side on the South shore, a windmill and three mountains, a great way back in the country (the same three mountains take notice of for the *Traverse*); when this windmill is brought in a line with the East end of the Westernmost of the three mountains, you are just off and on of the West end of the shoal. But as it may be often hazey that the mountains cannot be seen, the windmill will then bear S. 22 deg. E. *St. John's Church* S. 85 deg. W. *St. Francis's Church* N. N. E. *Bellechase Islands* E. 10 deg. S. and the North part of *Rot Island* about two ships' length open of the North part of *Madame*: Therefore to be

quite clear of the ledge, the windmill should bear S. 30 deg. E. then *St. Valier's Church* (which is the next church to the Westward of it) will bear about S. 12 deg. E. and the middle of a little wood by the water-side on *Orleans N. W.* Being below the end of the ledge going down, a part of *Rot Island* should always be kept open to the Southward of *Madame* (as in the North channel, *Rot Island* should always be kept quite open to the Northward of *Madame*, whilst you are between the ledge and *Orleans Island*); and if you have a fair wind, you may steer away directly for the South part of *Crane Island*, the channel being clear and open, until you bring *St. Francis's Church* to bear N. 70 deg. W. or the East end of *Rot Island* N. 38 deg. W. for in that direction begins a shoal off the South shore, a little above a point called *Quail Point*. This shoal is very wide, and extends half the breadth of the channel of *St. Thomas's Church*, and the South River. And to keep clear of this shoal, you should always see a part of the *Goose Islands* open to the Northward of *Crane Island*. The channel is very near *Crane Island*; here is every where good anchorage, clay bottom, and in the channel, in most places 7 fathoms water. The South shore is every where else pretty bold to, and there is deep water very near *Bellchase Islands*. In turning between *St. Margaret's Island* and the shoal, you may stand to the Southward until the *Goose Islands* are almost shut in by the North part of *Crane Island*. And to the Northward, until the *Goose Islands* are quite shut in (to the Northward) by the South part of *Moiac Island*, or until *Canoe Island* is almost all open to the Northward of *Moiac Island*, but not any farther, nor even so far with a large ship. The Island of *St. Margaret* is pretty bold, only a few rocks lie off it, and those not far; the farthest off is a single rock off the S. W. end, and therefore it is not proper to come too near the island here. There are likewise some few rocks off *Grosse Island*, and not far off *Rot Island*, is a flat, or sand bank, which lies above half a mile into the channel, it is likewise shoal to the Southward of *Madame*, but not far off, but as it is bold toward the South shore, it is not proper to come too near those islands. *Crane Island* is bold to, and the best of the channel is very near to it. On the N. W. end of *Crane Island* the *South River Falls* S. 40 deg. E. *St. Thomas Church* S. 22 deg. W. *Bellchase Church* S. 60 deg. W. West end of *Grosse Island* S. 85 deg. 30 min. W. a base line of one mile was measured to the South part of the island called *La Point au Pain*, or *Bread Point*, by which the breadth of the channel, and the extent of the shoal off the South river (on the edge of which a sloop was anchored) was determined as follow:

From the West part of *Crane Island* to *St. Thomas's Church*, 3 miles. From ditto to the *South River Falls*, 3 miles and a half. From ditto to the edge of the shoal in a line with *St. Thomas's Church*, 1 mile and a half.

N. B. For a greater certainty of keeping in the channel, you may keep a high mountain (at a pretty great distance on the South shore) in a line with the South part of *Crane Island* or *Bread Point*. This mountain bears with the said point N. 71 deg. E. and S. 71 deg. W. and then you will have all along about 7 fathoms water, and exceeding good holding ground, clay bottom; nor are the tides near so strong as in the North channel.

The

The observations on the South Channel were made on board his Majesty's Sloop *Zephyr*; but as she went no lower down in this Channel than the West end of *Crane Island*, it is thought proper to add the following directions taken on board a vessel that went quite through the South Channel below *Coudre*.

The first danger is the reef of *Madame*, which runs off S. W. by W. $2\frac{1}{2}$ miles from the West end of it, to avoid which, in sailing round the island do not haul to the Southward, till you have brought the East end of the Westernmost mountain on the South shore, a sail's breadth to the Westward of the windmill on *Bellchase*, (see plate III. fig. 1.) with which mark you will pass to the Westward of the shoal in 5 fathoms at low water; steer over for *Bellchase*, until you open the Isle of *Rot* to the Southward of *Madame*; then you may steer E. by N. or E. N. E. along shore, in any depth from 5 to 9 fathoms. There is no danger till you come abreast of the middle of the Isle *Madame*, to the Southward of which about a mile lies a bank of sand, that runs almost as far as the Isle of *Grosse*; this bank is dry in many places, but as it shoals gradually to the Northward, it may be avoided, by keeping the lead going.

There is however a mark that will carry you in the best of this channel, if the weather is so clear as to distinguish it; (see plate III. fig. 2.) which is to keep the mountain A just open with the S. W. part of *Crane Island*.

In this direction, you will not have less than 6 and 7 fathoms to *Crane Island*, 2 miles to the Southward of which there is a bank of sand, which has not above 2 fathoms on it at low water. This bank begins a little above *St. Thomas's*, and runs down as far as the River *Ovell*. From *Crane* and *Goose Islands*, you will have 8, 9, and 10 fathoms, strong clay ground; these islands are joined by an isthmus, and make the best road in this river. The breadth of the channel, from the island to the bank, is about a mile and a half, the ground good, very little tide, and sheltered from all winds but E. N. E.

From *Goose Island*, steer for the Southernmost Rock of the pillars, which you may pass at 2 cables' length, in 5 and 6 fathoms at low water. When past the Southernmost Pillar, steer N. E. by E. for the Easternmost. About 2 or 3 miles, S. E. by S. off the East pillar about a quarter of a mile, there is a rock which covers and uncovers with the tide, and has 5 fathoms close to it; to avoid which in sailing down, keep the Southernmost Pillar open to the Northward of *Crane Island*, until you are abreast of the Easternmost Pillar; then steer N. E. by N. from *Cape Goose*, 7 leagues, keeping the pass (P) in the valley over *Cape Goose*, or point of *Little Mal Bay*, as will appear in plate III. fig. 3.

In this direction you will have the best of the channel, from 5, 7, to 12 fathoms, the ground very uneven, but not less than 5 fathoms at low water, till you bring the West end of *Coudre* on the West end of *St. Paul's Bay*, you will then find the channel run more to the Eastward, so as to bring P on A, with these marks on, you will have the same kind of soundings and ground when
abreast:

abreast of the middle of *Coudre*, P must still be brought more open, viz. about $\frac{2}{3}$ of the distance from A to B; this is the narrowest part of the channel, from hence to the East end of *Coudre*, for anchoring the sloop in 2 and $\frac{1}{2}$ fathoms at low water, on the North Banks; the water to the Southward is gradually deeper, 5, 7, 8, 9, 10 fathoms, and shoals suddenly to 4 and $3\frac{1}{2}$ fathoms, all within the distance of about a mile, or a mile and a quarter. The E. end of *Coudre* will bear N. 25 W. and the West end N. 73 W. The banks to the Southward seem to make a point here, as in the *Chart*, and stretch E. by S. or E. S. E. to the point of *Ovell*. When on the E. end of this bank, you will have the mountain M on the point of *Ovell*, as in Plate III. fig. 4. On the edge of this bank is 13 feet at low water, 3 miles from the shore; to anchor to the Eastward of it; the mountain M should be brought at least a mile to the Eastward of the point *Ovell*. The bank to the Northward is very uneven and rocky, and has from 3 to 15 fathoms, which, in a quarter of a mile will shoal to 5, 4, and 3; however, by keeping the paps P, as above directed, till the East end of *Coudre* is brought N. W. by W. you will be clear of the North bank, and may steer down N. E. by E. or E. N. E. for the *Kamourasca*. This channel from the *Pillar Islands* to the Eastward, ought not to be attempted with ships of above 16 or 17 feet, without being buoyed, as it runs nearly in the middle of the river. Between *Coudre* and the South rock, the marks are too great a distance to be seen distinctly, but in clear weather.

F I N I S.