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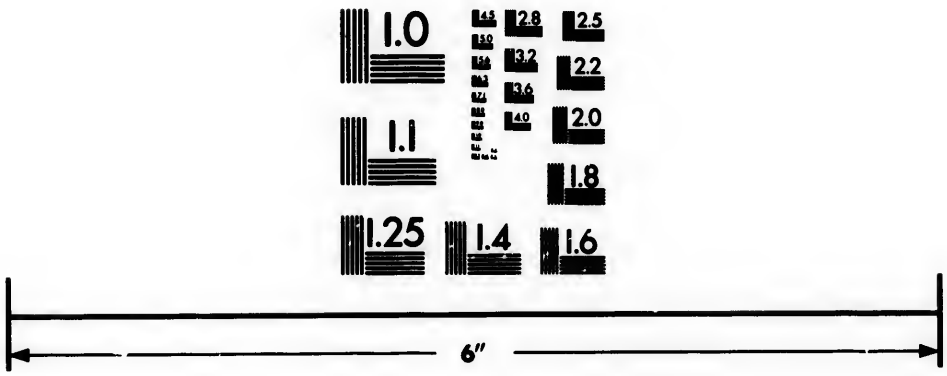

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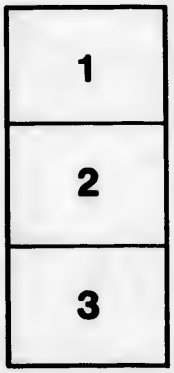

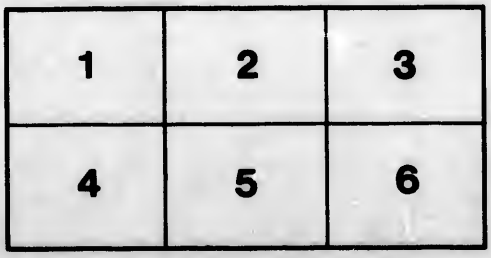

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THREE

SAILING DIRECTIONS

FOR THE

RIVER ST. LAWRENCE,

From Cape Chatt to the Island of Bic, &c. &c.

BY CAPT. JOHN LAMBLY,

THREE YEARS COMMANDER OF THE GOVERNMENT VESSEL STATIONED OFF FATHER POINT.

QUEBEC, JANUARY 26th, 1808.

QUEBEC:

PRINTED AT THE NEW PRINTING OFFICE.

1808.

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THE Author of these Sailing Directions thinks proper to mention that in the year 1797, he first came to Quebec and particularly felt the want of some Sailing Directions to Navigate the river St. Lawrence. The repeated opinions of Seamen and fellow Captains since that time have fully confirmed his first opinion that a book of this kind would be of great use, and he having been employed three years as Commander of the Government Vessel stationed off Father Point; he has had an opportunity of making the following Remarks. They are thrown together just as they occurred to him while on the spot; and as the Book is designed to come into the hands of seamen only, he flatters himself that the language will be easily understood.

This book is designed to accompany a general chart of the river from Cape Chatt to Bic Island; and four particular ones, one of the Island of Bic, with the passage, and anchorage to the Southward of it; one of Saint Nicolas Harbour, one of Trinity Bay, and one of Manicougan great Shoal and Bay, on a larger scale than General Chart.

But as the plates cannot be engraved at Quebec, the Charts must be sent to England, for them, and he hopes that they will accompany the book next year.

The latitudes and longitudes of the principal places in this river has never been accurately ascertained I believe, but taking the situation of Saint Nicholas Harbour for a true departure (from Hamilton Moore or Mallham), the bearings and distances are worked from them, as circumstances allowed. But seamen will all agree with me that lat. and long. are not very essential in navigating this river to the Westward from Cape Chatt.

THE AUTHOR.

Quebec, January, 1808.

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SAILING DIRECTIONS

FROM

CAPE CHATT TO THE ISLAND OF BIC

ON THE

SOUTH SHORE OF THE RIVER SAINT LAWRENCE.

The bearings are all by the Compaſs.

CAPE Chat is a remarkable hummock of land like a ſhort ſugar loaf, and much lower than the land around it.

Between it and Point Deamon or Cape Montpelles on the North ſide, the river is only eight leagues and a half wide.

They bear from each other S. by E. ½E. and N. by W. ½W.

The Land about the Cape Chatt on the top of the mountains is very much broken and uneven, which is a certain mark for being up to the Cape, as there is no Land broken on the top like theſe mountains in any part of the River to the Weſtward.

From Cape Chatt to Matane River, the coaſt tends W by S. and diſtant ſix leagues, the coaſt between them is indented with three places like Bays but no ſhelter on any part of the coaſt for anchoring.

Soundings between them (and without the depth of fifteen fathoms) is all ſand, but within that depth all hard and foul. And in fifteen fathoms water you will not be half a mile from the rocks—and in ſome places cloſe to them. The water deepens very faſt from fifteen fathoms, ſo much ſo that, a mile and half from ſhore, you will have 50 and 60 fathoms with clean fine ſand.

The tide flows by the ſhore 12 o'clock nearly at Cape Chatt: but the tides in the River St. Lawrence are very much influenced by the winds.—Strong Eaſterly winds make them flow much higher and run ſtronger.—A Weſterly wind have the contrary effect.

The ſhore is all very barren quite up to Matane, and nothing to be got from it but wood and water.

Matane is a ſmall river of little uſe to ſhipping (except to ſmall veſſels) when abreaſt of this river and not more than three or four miles from it, you will ſee ſeveral houſes, and a bluff cliff ſtanding by itſelf on the Weſt ſide of the entrance, and cloſe to it, when the ſaid bluff bears S S E. a lead coloured houſe will then be juſt open to the Eaſtward of it; keep it ſo and run for the river, this mark will lead between two banks, which dry at low water, and over the bar which has only ſix feet water on it at low water, the two Banks lay not a half mile from the ſhore ſmall veſſels ſometimes run down along the land and go to the Southward of the Weſtermoſt bank—the two Banks ſometimes ſhift by the violence of the upland water from the mountains in the ſpring of the year when the ſnow melts at which time the current runs very ſtrong out of the river.

Ships may procure proviſions here, which is the only uſe they can make of it except in diſtreſs when with a Pilot and high water they may haul cloſe roud the Weſt ſide the entrance and lay alongſide the ſand bank in 14 feet at low water.

Tide flows at Matane $\frac{3}{4}$ paſt 12 o'clock full and change.

When one or two leagues to the Eaſtward of Matane, and three miles from ſhore, you will ſee the paps of Matane bearing SW$\frac{1}{2}$W. they ſtand in land to the Weſtward of the river, this is the beſt bearing to diſtinguiſh them in—and Mount Camille will then bear SW by W $\frac{1}{2}$W diſtant fourteen or fifteen leagues, this mountain appears to the Northward of all the land then in ſight in the form of a circular iſland.

Courſe

Course from Matane to Mount Camille, is W S W. between them and eight leagues to the Westward of Matane lays Little Mittis Cove, it is a small place where small vessels may find shelter with Westerly winds in two and three fathoms at low water.

To anchor, in going in give the East end of the reef a buth of 100 yards or cross it in three fathoms, and haul to the Westward and anchor in the middle of the cove. The reef runs one mile nearly to the Eastward from the land, and from it to the shore or main the distance is near two miles with regular sounding into the cove. The coast is all barren from Matane to this place.

Tide flows at Mittis one o'clock full and change.

Two leagues and half SW. from Little Mittis lays Grand Mittis, a small Cove with a river on the S W. side of no use to ships as the Cove nearly drys at low water, small vessels may anchor with S W winds in three fathoms at low water, but with Westerly winds they will have no shelter.

Little Mittis is known from Grand Mittis by its having a round bluff rock laying S E. from the North reef one mile and half, and a little to the Eastward of the bluff rock stands a small hill on the mountain in the form of a sugar loaf. Grand Mittis has a large rock standing in the middle of the Cove and little Mittis has none. You must be within two or three leagues of the shore to make the Cove out, as the points of land and the reefs which forms the Coves are very low.

Soundings from Matane to Grand Mittis.

The Bank extends further to the Northward off the Mittis's then off Matanne having thirty five fathoms water with sand four miles from shore, and from four to six miles off, you drop into sixty or seventy fathoms. The North edge of the bank being very steep quite up to Bic.

Within ten fathoms water the ground is all hard and foul and very bad landing with a boat, except in fine

weather, and at the Coves at Little and Grand Mittis. The coaſt between the Mittis's is very full of rocks; in ſome places they run near a half mile from ſhore. Three miles to the Weſtward of Little Mittis lays Death Cove, a ſmall place where the Pilots' boats find ſhelter with Eaſterly winds, but dry at low water.

From Grand Mittis to Cock Cove the Eaſtermoſt part of Father Point the land tends W by N. and diſtant three and half or four leagues. The ground is all foul a half mile from ſhore, but in from twelve to fifteen fathoms. Veſſels may ſtop in calm weather with clean ground. The current generally running ſtrong down on the South ſhore. Mount Camille lays between Grand Mittis and Cock Cove.

From Cock Cove to the Weſt part of Father point the land tend due Weſt and diſtant five miles between the Cove and Point the land is low and well ſtock'd with houſes, and the Pilots live on ſhore here (at leaſt many of them) and this place is the general Rendez-vous for them all. On the Weſt part of the Point ſtands a houſe with the body of it painted red, it is the Weſtermoſt Pilots houſe named Roulow. From this houſe to the Iſland of Barnaby the bearing is due Weſt, three miles and half—the Iſland then lays W by S. and is three miles long.

Small veſſels may find ſhelter from Weſterly winds under the Eaſt end of this Iſland, in from two to three fathoms at low water. There is a round large ſtone on the reef which runs to the Eaſtward of the Iſland a quarter of a mile. Croſs the reef by the lead, and go to the S.W. 'till the large ſtone bears N.W by W. and the body of the Iſland will bear W by N. and anchor a quarter of a mile from the Iſland. Small veſſels may likewiſe find good ſhelter from Eaſterly and N.E. winds, under the Weſt end of this Iſland, run up to the Weſtward untill the Church which ſtands on the main is juſt open to the

Eaſtward

Eastward of a bluff rocky Island which lays close to the main and due South from the West end of Barnaby with this mark cross the reef in three fathoms (which runn to the N W. from Barnaby) and come too midway between this bluff island and Barnaby.—Barnaby then will bear N E. and in from three or four fathoms at low water. The channel from Barnaby to the bluff Island is three fourths of a mile wide and all clean good ground. At high water spring tides there is fourteen feet water through between Barnaby and the main but quite dry at low water, with many large stones here and there. Vessels of ten feet water may run through safely between the island and main should they be caught at anchor at either end by the wind shifting suddenly, but it must be at spring tides or near them, as at neap tides there is no where nine feet.

The tide flows at Barnaby Island, full and change at 2 o'clock. The church above mentioned stands due South from the body of Barnaby Island on the East side of the river called Rimousky. Rimouski is the name of this parish it begins at Cock Cove and continues two miles above this river.

There are no houses on Barnaby Island and very little water: ships in want of water must go to the river.

From Barnaby Island, Bic Island bears West and Bicquette W. by N. The first three leagues and latter ten miles, and Cape à l'Orignal bears W. by S. ½S. three leagues and a half.

Cape a l'Orignal and the East end of Bic Island lays due N. and South of each other from the West end of the Island N. W. and S. E. and from the East end of the reef which extends S. E. from the Island S. S. W. and N. N. E. and the distance from the Cape to the Body of the Island is about two miles and three quarters.

Between Barnaby and Bic Islands, lays river Ottey, and Old Bic harbour. River Ottey lays S. W. from

Barnaby

Barnaby about five miles, and is of no use to shipping but to water at.

Old Bic lays to the Westward of Ottey river, about three miles, and is a very good place for small vessels to shelter from Westerly winds.

This harbour has two round Islands on the East side of it and it is one mile from them to the West side, anchor midway between the Westermost Island and the West side of the harbour, in three fathoms at low water and the West point bearing West.

Cape a l'Orignal bears from the harbour of Old Bic due West, and distant about two miles and a half, from the Cape runs a reef E. by N. one mile, and the East part of that reef and the West point of Old Bic harbour and the West end of the Island of Bic are in a direct line W. N. W. and E. S. E. the distance from the East end of the reef to Old Bic harbour is one mile, between them is a Bay of no use to shipping, being all foul grond and shoal water. The leading mark to clear the reef of Cape a l'Orignal, going in and out of Old Bic harbour. Keep the swatch way in the S. E. part of Old Bic harbour, open to the Eastward of the West point of the harbour, bearing E. S. E. ¼ S. and four fathoms water spring tides.

The swatch way mentioned is made by a river running down the mountains, just to the Westward of the swatch way the land appears like chalk but is a white barren rock. It is a very good mark for small vessels coming down from the Westward, and meaning to anchor at Old Bic, as the East part of the reef of the Cape is covered at high water, and is all rocks and dry at low water.

S. W. Distant one mile from Cape a l'Orignal, lays the East side of the Bay Ha. Ha. it is about three quarters of a mile wide and one mile deep (due East) small vessels may anchor with the East part of the Bay bearing N. E. (and the East end of Bic Island will then be shut

with

with it) in two or three fathoms at low water, good ſhelter from Eaſterly winds, but the Bay is of no uſe to large veſſels.

Soundings from Cock Cove to Bic Iſland.

The bank runs to the Northward from Father point about ſix miles, at that diſtance from the land there is thirty five fathoms water with ſand and mud, and all the way to the Weſtward within one mile of Bicquette, the ſoundings are very regular. Ships may ſtand to the Southward by the lead and tack in what water they pleaſe. Ships may alſo ſtop the ebb tide any where in this diſtance with fine weather in nine fathoms clean good gronud.

Ships being off Father Point, and no pilots to be got, with Eaſterly wind and clear weather, may ſafely run along the land in ten fathoms water, and as they draw near to the Iſland of Bic, they will ſee the reef which lays S E. from the Iſland, give that a bitrh and keep in the middle between the Iſland and Cape. And when the body of the iſland bears N E. and eleven fathoms water, may come to anchor with good ground and wait for the Pilots coming down the river.

Obſerve the nearer the Iſland the harder the ground.

There is a ſmall place on the Iſland cleared of the trees when that bears N E. and eleven or twelve fathoms, it is a very good birth for riding.

Ships being off Father Point with Eaſterly winds and thick weather, and no pilots on board, will ſtand to the Southward by the lead, and will tack as they think proper by the ſoundings. Obſerving when in twelve fathoms water, Bic Iſland will then be due Weſt from them.

To beat from Father point to Bic Iſland, ſhips may make as free with the South ſhore by the lead as they pleaſe, obſerving the nearer they are to the ſhore the ſtronger the flood tide, they may ſafely ſtand to ſix, ſeven

or eight fathoms. If to the Eastward of Barnaby Island and fine weather they may anchor in seven or eight fathoms, and may do the same all the way to Bic.

In beating into the Southward of Bic, stand to the Southward to seven fathoms while to the Eastward of the Island, (but when up the reef, tack in nine fathoms) in the middle there is twelve and thirteen fathoms, and to the Northward tack in ten fathoms. The passage as before mentioned is two miles and three quarters wide and when the Island bears N. E. anchor as before directed.

In Old Bic harbour lives one family, where some provisions may be got occasionally, and about two miles above the Bay of Ha Ha or S. W. from Bic, lives another family, which are all the Houses between this and Three Pistoles or Bark Island. Passengers wishing to proceed to Quebec by land from Bic, must go the Westernmost houses, and procure a guide to take them through the woods to the next parish where horses may be got, or else take the boat up to Bark Island and land on the main at the houses, which is five leagues from Bic. I mention this that strangers may know how to proceed should they wish to leave the ship and go by land which very often happens.

The tides flow at Bic Island full and change, 3 o'clock and rises in spring tides, 12 or 14 feet and neap tides 7 or 8 feet.

The flood tides never bend to the Westward till an hours flood by the shore, and in neap tides the floods are very weak and with fresh westerly winds there is none at all, but in the spring tides ships will always find a flood tide from Father point to Bic Island.

General Remarks.

Ships being off Cape Chatt, three leagues, and bound up,

up, may ſteer W. S. W. and run twenty two or three leagues, making an allowance for the current which always ſets to the eaſtward, and they will be up to Father point or near it; and if the weather is thick, may haul to the ſouthward, and after getting ſoundings, the water ſhoalens from thirty five to twenty and eighteen fathoms in a ſhort diſtance, ſuch as a mile, they are not up to Father point, and may ſafely run four or five miles higher, but if they get ſoundings and the water gradually ſhoalens from thirty five to thirty, twenty five &c. &c. in a diſtance of three or four miles they are up to the point, and may make the ſignal for a pilot, ſtanding no nearer than ten or twelve fathoms, as they will then be only two miles from ſhore, but ſhould the weather be clear, they will ſee the houſes and may make as free as they chuſe, as the ſhore is all bold.

The diſtance from Cape Chatt to the Weſt part of Father Point is as near as I could meaſure it, twenty four leagues and from thence to the anchoring place at Bic Iſland is ſixteen miles. I run the diſtance with a ſteady Eaſterly wind—made an allowance for the current of five miles and I am ſure any ſhip may run the ſame with ſafety.

Ships being off Little Mittis will ſee the high land which is to the Southward of Cape a l'Orignal, but the Cape itſelf and the Iſland of Bic being much lower, wont be ſeen. Off Mount Camille, Bic Iſland may be ſeen very plain in clear weather.

Being informed two years ago by a fellow Maſter, that he miſtook the Iſland of Barnaby for the iſland of Bic (he having only been once here before, and that many years ago) he haul'd to the Southward and when he found his miſtake. After vearing the ſhip he juſt weather'd Barnaby Iſland.

Now ſhould a ſhip be running up in thick weather, and not be certain of her diſtance, if ſhe is near Father Point ſhe cannot approach the land without gradually ſhoaling her

her water—consequently keeping the lead going, and being in nine or ten fathoms water, and making an island suddenly to the Southward, it must be Barnaby Island.

And if falling in with an island suddenly without having hove the lead in any bearing to the Westward of W. S. W. one cast of the lead reduces it to a certainty, for from W S. W. to West, Barnaby will have only from seven to five fathoms, and the island of Bic will have in the same bearings from fifteen to twelve fathoms.

And if the lead is kept going and no soundings, and then falling in with land suddenly a head, it must be Bicquett which lays to the Northward of Bic Island, for there is deep water in the stream of Bicquett and when it bears S. W. a half mile there is no soundings. In the stream of Bicquett, I mean when it bears W S W. and if they should have ten fathoms water and see no land they will haul off to the Northward, or run for Bic as they think proper, if strangers, the safest way is to haul to the Northward, if they run, keep in nine or ten fathoms water and steer W. S. W. and W. by S, according to the depth of water, that course will lead to the Southward of Bic, and if they get sight of the reef on the island which is always above water, steer West one mile and half, and anchor in eleven or twelve fathoms.

The small Island of Bicquet, lays due North from the body of Bic island one mile distant. Due East from Bicquett three quarters of a mile, and N W. from the East end of the reef which lays SE. from Bic Island, lays a dangerous reef of rocks quite dry at low water spring tides, and the soundings are very unregular near it. Indeed all the way from the Island of Bicquett to the Eastward of the S. E. reef of Bic, the ground is very uneven. having ten, twelve and in some places five fathoms, and all foul ground: so that ships being near Bic Island and not acquainted, and thick weather, should stand off and on to the Northward of the Island and wait for clear weather.

The

The river being twenty two miles wide from Bicquett to Point Mille Vache, ſhoal on the North ſide.

The ground between Bic and Bicquett is very rocky and no channel between them, except for thoſe acquainted. W S W. three fourths of a mile from Bicquett lays a large reef of rocks dry at half ebb, S W. from this reef a quarter of a mile lays another reef dry at laſt quarter ebb, between theſe reefs and the Iſland, it is all rocky and foul ground, and the tides run very uncertain, but ſhips falling in with Bicquett may give the Weſtermoſt reef a birth of one mile and ſteer S. W. and S. *S*. W. and they will croſs the channel in twelve fathoms, and as they draw near the Weſt-end of the main iſland of Bic: haul more to the Southward and croſs the ſpilt which runs to the Weſtward of it in what water they pleaſe, ſeven fathoms is a fair way, and when they deepen the water to twelve fathoms they will have the paſſage to the Southward of the iſland open and may anchor as before directed. The iſland of Bic is compleatly ſurrounded with rocks and on the North N. W. and N. N. E. ſides much worſe than to the Southward, the reefs on the North ſide are ſeen in every directions extending as before mentioned quite to Bicquett.

But to the ſouthward of the Iſland; the ſoundings from the Iſland to the main are very regular, and is a good ſafe place to ride in with good ground tackle.

Tide flows at Bic Iſland, full and change 8 o'clock, and at one hour of flood, in ſpring tides the flood bends to the weſtward and runs fair through to the ſouthward of the Iſland, but near the weſt end the laſt quarter flood ſets N. W. and round the weſt end and a little to the northward the tide ſets gradually round from N. W. to N. E. and all the ebb ſets ſtrong N. E. ſo much ſo that ſhips being two miles S. W. from the Weſt end of the Iſland and little wind, they would drive between Bicquette and the main Iſland, and muſt be careful to

let

let their anchor go in time, for ſhould they be caught cloſe in between them with a weſterly wind it would be difficult to get out again.

J. LAMBLY.

January, 1808.

Directions for Sailing from Cape Montpelles (or Point Deamon) to Point Mille Vaches, on the North side of the river Saint Lawrence.

The land to the eaſtward of point Deamon and the point itſelf, is much lower than the land to the weſtward of it, it lays from Cape Chatt N. by W. ½ W. diſtant eight leagues and a half.

From Trinity Bay up to the point, the land lays S. W. by S. two leagues, between them the coaſt is full of ſmall ſandy coves with three ledges of rocks, about a quarter of a mile from the ſhore ſeven fathoms water, a fair way without them. The land to the weſtward of the Point tends N. W. and forms a ſmall bay where ſmall veſſels ſometimes take ſhelter from N. E. winds of no uſe to large ſhips.

Weſt by North, five leagues from Point Deamon lays the entrance of Saint Nicholas harbour, between them and five miles to the eaſtward of Saint Nicholas harbour, is Goodboo river of no uſe to ſhipping, except to procure proviſions occaſionally, the N. W. Company has a ſmall ſettlement here of two or three houſes.

At the entrance of Saint Nicholas harbour, veſſels may find ſhelter from weſterly winds, being to the weſtward of the harbour and bearing up for it, the harbour is known by having all the land to the weſtward of it dry and barren; the wood being all burnt of the mountains, but on the Eaſt ſide of the entrance the mountains are all green and full of trees. Run boldly, in between the

the burnt cape and green one, ſteering about North, and the low point, on the Weſt ſide the entrance will appear like a ſmall Iſland, ſteer for it, a ſmall wooden croſs is erected on it and as draw near it, will eaſily be ſeen and then you will ſee a large reef of rocks running S. W. from the eaſtermoſt point of the harbour, oppoſite to which on the land to the weſtward lays another reef, this reef covers at high water, but the large one is always above water, anchor as little within the ſtream of the eaſtermoſt; in 6 fathoms at low water, there is a diſtance of about one mile between the points of theſe two reefs; and both very bold, ten fathoms cloſe to the eaſtermoſt and four fathoms cloſe to the weſtermoſt, you will then be a ſmall quarter of a mile from the point with the croſs on it, this point is very bold, round it to the N. W. lays the Great Baſon.

One hundred yards within the croſs begins a barr, with only ten feet water on it at low water, and lays quite acroſs the entrance, and compleatly blocks the entrance up from large ſhips, this entrance is no where (within the point) two ſhips length wide at low water; but about a quarter of a mile higher the channel grows wider, and half a mile from the entrance the baſon in half a mile wide with room to moor fifty ſails of the line in from ten to twelve fathoms water good ground.

The Baſon is about two miles long from the head to the Eaſt point of the large reef at the entrance, but it is a very bad outlet for ſhips bound to the weſtward, as an eaſterly wind blows right in, and the land all around it is very mountainous, ſo that there is no getting in or out with canvaſs ſet, in ſquare rigged veſſels.

Small veſſels may haul along ſide the rocks juſt within the entrance at the mouth of a ſmall deep cove on the Weſt ſide of the harbour, and lay in ten feet at low water: this is a very ſafe harbour for ſmall craft, and ſuch

as are quick with their canvaſs, but ſhips had better anchor in the bay as before directed.

In going into the baſon, keep cloſe round the Weſt point and keep cloſe along the Weſt ſide, as the Eaſt ſide is quite dry at low water, and the channel is no where two ſhips lengths wide as before mentioned.

Soundings.

The bank juſt to the ſouthward of the Eaſt reef, and all along the ſhore is very ſteep, dropping into fifteen, twenty, thirty and fifty fathoms in the diſtance of 500 yards from the reef.

This large reef completely drys at low water, and quite ſhuts the baſon from eaſterly and ſoutherly winds and makes the baſon a very ſafe place. This reef extends in the direction of S. W. by S. from the Eaſt ſide of the harbour, a large quarter of a mile long.

The tide flows at half paſt 12 o'clock full and change, and riſes 11 feet in ſpring tides and 7 feet in neap tides.

The flood in ſpring tides, runs to the weſtward above two knots paſt the entrance, and this is to be obſerved all along the North ſhore, up to the point of Mille Vache, from point Deamon.

Manicougan Bay and Great Shoal.

Five leagues and a half Weſt from St. Nicholas harbour, lays the Eaſt point of the entrance of Manicougan Bay. The ſhore between them is all bold and rocky with forty fathoms water within 500 yards of the rocks. The land is all high rugged burnt capes, up to the Bay and quite barren. The Eaſt point of the entrance of the Bay and a large cape two miles and a half Eaſt of it, form a round bay; on the N. W. ſide of which, (and two miles and a half N. E. from the Eaſt point of the entrance) is a ſmall river which runs between two high hills cloſe to the ſhore, when that river bears N.

N. N. W. (it is then open), and the Weſt point of Manicougan Bay bearing W. by S. five miles, is a certain mark of the Eaſt end of Manicougan great ſhoal, which ends in a ſpitt, and drys at low water, ſpring tides, and is all rocks. The North edge of the ſhoal then runs from this ſpitt W. N. W. quite to the N. W. part of the Bay. The Eaſt ſide of the ſhoal runs off from the ſpitt South two miles, and then W. by S. and Weſt, ſix leagues and a half.

When the ſmall river above mentioned bears N. N. W. (and you mean to go into the Bay, and being cloſe in to the northward, for the Eaſt ſpitt only lays four miles and a half from the river). Edge off to the ſouthward until a Cove which lays to the N. W. of the Eaſt point of the entrance, comes open of that point bearing N. W. by W. ½ W. then ſteer that courſe, and it will lead you into the Bay, the channel is very narrow, between the Eaſt point and the Great Shoal, and a bar runs acroſs from one to the other, with ten feet water on it at low water.

The ſouth ſide of the Eaſt point is quite rocky and they run off 100 yards from it. Run up half a mile to the W. N. W. of them and anchor on the eaſt ſide (cloſe to it) in ſixteen feet at low water and moor, as there is not room for a ſmall veſſel to ſwing ſafely.

The eaſt ſide of the eaſt point of the entrance quite to the ſmall river is all flat and rocky for one mile off to the eaſtward of which, ſmall veſſels may find ſhelter from weſterly winds, in four fa thoms, but if caught with an eaſterly wind and flood-tide they would not be able to clear the eaſt point of the ſpitt of the great ſhoal.

In approaching the bar from the eaſtward, the ſoundings are very irregular. You fall from ſixty to twenty fathoms, then ten and four fathoms, cloſe to the bar, and from the bar down to the eaſt ſpitt on the north edge of the ſhoal, there is ſeven and ten fathoms cloſe to the breakers.

 When

When at anchor in the Bay, the channel between the edge of the ſhoal and the eaſt ſide of the bay is very narrow, and the great ſhoal to the South S. W. and Weſt, is completely dry, and for three miles to the S. W. the breakers are ſeen.

At anchor, Mount Camille is juſt open of the weſt point of the Bay bearing S. W. by S. At high water there is ten feet water quite acroſs the Bay on the flatt; which is three miles acroſs.

The flood tides run strong into the Bay, and the ebb the contrary. The Bay from the anchoring place, runs weſt one mile then N. W. two miles, and N. N. E. half a mile; at the head are two ſmall Rivers, and the Bay is about one mile wide acroſs at the head.

Manicougan point ſo called begins at the point which forms the Weſt point of the Bay, and extends from W. S. W. to W. by N. four leagues. The land is much lower on this point than any near it, and is eaſily known by its ſandy appearance, being all ſand with a fine beach all along, but very flat.

The utmoſt extent of the Great Shoal from this point to the ſouthward does not exceed four miles and a half, but is every where ſo ſteep, on the ſouth ſide that it is impoſſible to approach it with the lead, there is thirty fathoms within a quarter of a mile of it, and ſome places fifty fathoms within 100 yards, it is the ſame on every part of it.

On ſhore on the point the tides ebbs nearly one mile from high water mark, and the ſhoal for another mile has only two feet water on it. In ſtrong winds breakers are to be ſeen three miles off. I think it is the moſt dangerous place I have ever ſeen and ſhould by no means be made free with by ſtrangers.

The tide flows full and change one o'clock, and rises eleven or twelve feet in the ſpring and eight feet in the neap.

From the Eaſt ſpitt of the ſhoal it extends W. by S. and

and Weſt ſix leagues and a half, and at the weſt end it turns into the bay Des Outardes (which is the name of the bay to the weſtward of Manicougan point) and lays three miles from the land, and then joins a flatt which runs completely round Bay des Outardes, and join Bellsamites flatt, at that point. Belleamites point is the name of the weſt part of Bay des Outardes, and lays due weſt four leagues from Manicougan point. After ſhips are two leagues to the weſtward of Manicougan point, they may ſtand into the Bay des Outardes to within two miles and a half of the ſhore, but no nearer, as the flatt runs off one mile and a half, and very ſteep too.

In the north part of Bay des Outardes, lays two rocky iſlands, but they lay cloſe to the main: Outard river lays between theſe two iſlands and Manicougan point, but of no uſe to ſhips, the entrance is quite block'd up by ſand banks.

In this Bay the ebb tide is ſlack and the flood tide ſtrong, ſhips will allways gain ground in this Bay, but ſtand no nearer than two miles, or two miles and a half.

Three miles to the N. E. from Belſamites Point lays another river, but the entrance is compleatly ſhut up by ſand-banks.

Ships in rounding Belſamites Point ſhould give it a birth of three miles. A ſteep dangerous ſandy ſhoal quite ſurround the point, but the nearer the ſhoal the ſtronger the flood.

From Belſamites Point to Point Mille Vache, the bearing is W. by S. diſtant ſeven leagues.

Between them lays Vall Bay. This Bay is quite clean and bold to within one mile of the ſhore; in the N. E. part of this Bay ſtands Jerome Iſland. The N. W. Company has a ſmall ſettlement here, and is uſed by ſmall veſſels but of no uſe to ſhipping. Juſt to the Eaſtward of Jerome Iſland is a remarkable white patch in the land, which in fine weather looks much like a large Church

and

and is a ſure mark for the iſland, and much ſooner ſeen than the iſland in going for it. Ships may make free with this Bay quite up to Point Mill Vache, but they muſt give that point a birth of two miles and half, as a ſteep ſandy ſhoal ſurrounds it like Bellſamites Point.

In Vall Bay and to the weſtward of Jerome Iſland there is a river open when it bears N. W. Ships falling into this Bay and ſeeing this river open, will be ſure the point to the Eaſtward of them is Bellſamites and not Manicougan as there is no river open in that bearing, in any part of this coaſt but this one.

I mention this that ſtrangers may be certain where they are, ſhould they fall ſuddenly in with this part of the coaſt after thick weather, at the ſame time ſeeing Jerome Iſland with the white buildings on it —Obſerving that there is two iſlands in the N. E. part of Bay des Outardes, and only one in this Bay, and much larger than the other two.

Bellſamites Point bears from Father Point (the Pilots Rendezvous) N. ½ E. diſtant thirty two miles, and from Barnaby Iſland N. by E. diſtant thirty five miles. I have meaſured this diſtance, as near as poſſible, many times.

Three miles to the Eaſtward of Point Mille Vache is a ſmall river with a ſettlement of two or three houſes, belonging to the N. W. Company, called Portneuf. Three miles to the Eaſtward of this ſettlement, and to the Weſtward of the large river open in the N. W. is two ſmall Iſlands but they lay cloſe to the land and dry from the ſhore.

When abreaſt of Point Mille Vache or near it the Iſland of Bic will then bear S. by E. and diſtant twenty two miles.

The tide flows at Mille Vache Point the ſame as at Bic full and change three o'clock,

General

General Remarks for Ships coming up with contrary winds.

Being far enough to the Weſtward to weather the iſland of Anticoſti, ſhips ſhould always ſtand to the Northward and keep within three or four leagues of the land quite up to Point Deamon, as the current does not ſet down ſo ſtrong owing to the projection of the land at Point Deamon, but on the South ſhore and in the Narrows, between Point Deamon and Cape Chatt, the current conſtantly ſet down, and with a freſh Weſterly wind much ſtronger than at other times.

Conſequently come up on the North ſide of the river and go down on the South-ſide. The land from Seven Iſlands up to Point Deamon is all very bold, and the nearer the ſtronger the tide to the Weſtward, and ſhips will always get ground, and find ſmooth water; but on the South ſhore or in the middle it muſt be a faſt ſailing ſhips to hold their own.

After getting up to Trinity Bay, and the ſhip ſails faſt, with the advantage of a flood tide and keeping cloſe in to the North ſhore, they may perhaps get through the Narrows, (but if the ſhips ſails badly it is of no uſe to attempt it) as ſoon as through keep cloſe to the ſhore. quite up to Saint Nicholas harbour, and then avoid the Great Shoal of Manicougan.

In ſtanding further to the ſouthward than mid channel the tide will be of little uſe, as the flood never bends to the weſtward on the ſouth ſhore, (on this part of the coaſt) except cloſe in, and when the ebb tide comes down, ſhips will loſe more than they have got on the flood.

The only places of danger on the north ſide are Manicougan, Belſamites, and Point Mille Vache ſhoals, avoid theſe places and keep as cloſe to the land as you pleaſe, the nearer the more tide in favour.

Ships being off Belſamites point and the wind at Weſt and a flood tide may ſtand to the S. S. W. and fetch Father

ther Point, and get a pilot, as many of them have only ſmall boats and cannot come acroſs, and by keeping too cloſe to the north ſhore in hazey weather they won't ſee the ſhips.

Yet it is beſt to keep the North ſhore a board till they can fetch Father Point, but ſhould no pilot be at Father Point ſhips may ſafely beat up to Mille Vache point and croſs to Bic and anchor as before directed, and wait for pilots coming down.

Sould ſhips be up to Bic Iſland, and clear weather and fair wind, and not chuſe to anchor, and no pilots to be had, there or at Father point. Steer from Bic Iſland W. S. W. for Green Iſland, giving the South ſhore, a birth of two miles and a half. From Bic to Green Iſland the diſtance is nine leagues and a half.

Between them lays the Razade Rocks, Bask Iſland, and Apple Iſlands, from Bic Iſland to Bark Iſland (which is a Round Iſland quite bold to the northward) the bearing is nearly W. S. W. $\frac{1}{2}$S. diſtant five and a half or ſix leagues. About one mile and a half from the main and E. S. E. two miles from Bask Iſland are the Razade Rocks. There are two of them they ſay N. E. and S W. of each other, one mile apart, nine fathoms water leads without them. Midway between Bask iſland and Green Iſland lays Apple Iſland, a barren cluſter of rocks (Bask Iſland is full of trees and one mile and a half long).

Two miles off, and fourteen fathoms are a fair way to Green Iſland; give Green Iſland a birth of one mile to avoid a ledge of rocks which lays N. E. by N. from the Light Houſe, three fourths of a mile off, and is dry at low water, then ſteer S. W. by W. for Hare Iſland. If you paſs Green Iſland with a ſpring ebb tide and freſh wind, the ſea will appear as if it was broken water, but there is no danger. It is owing to the ſtrength of the tide and deep water.

After paſſing Green Iſland and no pilot comes off,

ſteer

ſteer S. W. $\frac{1}{2}$W. White Iſland will then be in ſight bearing W. by S. and Hare Iſland with the Brandy Pot Iſlands open to the ſouthward of it bearing W. S. W. Give the Brandy Pot a birth of three cables length, and run from a half to one mile above them and anchor in from five to ten fathoms according to the ſize of the ſhip. Should the wind ſhift to the weſtward and ſhips be up to White Iſland and the tide being done, ſtand to the ſouthward into nine fathoms or towards White Iſland into ſix or ſeven, and anchor, with good ground.

This is ſuppoſed to be clear weather and fair wind, and ſhips not chuſing to anchor at Bic and loſe time, may ſafely run to Hare Iſland, but if the weather is hazey and the Iſland not to be ſeen plain, ſhips may heave too and drive very ſafely from Bic, to Baſk Iſland, with regular ſoundings to the ſouthward, fourteen fathoms is fair way.

There is ſome pilots live on ſhore at Three Piſtoles pariſh, and one at Green Iſland pariſh, on the main, and ſometimes ſhips may happen with them there.

The channel between Red Iſland and Green Iſland, is ſix miles wide, but Red Iſland is very low and ſhoal for two miles off, to the ſouthward, no ſtranger ſhould attempt this paſſage without a pilot, or fair wind and clear weather.

The north ſide of the ſhoal on Green Iſland, abreaſt of the Light houſe, and Bask Iſland, and the high land to the ſouthward of the cape a l'Orignal, are in a direct line of each other, bearing E. N. E. $\frac{1}{4}$N. therefore keep the high land juſt open of Bask Iſland, and you will clear the reef.

Tide flows at Green Iſland, four o'clock. full and change, and flows tide and quarter tide.

Ships runing to the ſouthward of Bic Iſland, or beating into it from the weſtward, will ſtand no further to the ſouthward than Mount Camille, juſt open of the

Cape a l'Orignal, and to the northward, with Mount Camille, open to the ſouthward of the Iſland of Bic, and there is no danger. The ſituation of the Tranſport Rock, is not accurately known, I beleive, though mentioned in all the Charts I have ſeen.

But this I am ſure of, that Mount Camille, kept as directed, will lead clear of all danger.

Mount Camille will appear the higheſt land by far, then in ſight to the S. E.

In running out to the weſtward, keep the Mount midway between the Cape and Iſland.

I have looked for two years at every opportunity to find the above rock, but never could, but when ever I do find it I will immediately make it public.

Green Island.

The Light Houſe, lately build on Green Iſland ſtands on a point on the N. E. part of the iſland, and projects conſiderably to the northward of the iſland, ſo that in either coming up or going down, the houſe appears much like a ſhip. Green Iſland is about nine miles long from the extremity of the eaſt reef to the end of the reef which runs N. W. from the weſt end of the iſland. Small veſſels may find ſhelter from eaſterly winds, to the ſouthward of this reef in three fathoms at low water, but the paſſage to the ſouthward of Green Iſland, drys to the main, at low water, ſpring tides. The mountain to the S. W. from the end of the reef, on the weſt end of Green Iſland is called Cacana, in running from this Cape to the Pilgrims, keep in nine fathoms water to avoid two ledges of rocks which cover at high water, called Percey Rocks, they lay in little to the northward of the ſtream of Cacana about three miles.

The following bearings were taken from the Light houſe, on Green Iſland. The body of Red Iſland.

N. W.

N. W. by W. $\frac{1}{2}$ W diſtance eſtimated at ſeven miles. The North end of the ſhoal off the light houſe N. E. by N. diſtant three fourths of a mile. The Brandy Pot Iſlands, which lay to the ſouthward of Hare Iſland S. W. by W. $\frac{1}{2}$ W. diſtant five leagues.

And the weſt end of the reef on the weſt end of Green Iſland S. W. $\frac{1}{2}$W. Green Iſland is very bold from the Light houſe quite to the end of the reef on the weſt end, and ſhips may go along within a quarter of a mile of the Iſland. From Bic to Hare Iſland, the directions are continued as frequently ſhips fall to the weſtward of Bic, and are obliged to run, and by obſerving them, ſhips may ſafely run to Hare Iſland and come to anchor, in clear weather. The Light houſe on Green Iſland is to be a guide for ſhips, both in coming up and going down, to avoid Red Iſland, which is a very dangerous place, but as the author never was on ſhore there, he can ſay nothing certain with reſpect to the ſhoals which wholly ſurrounds that Iſland.

J. LAMBLY.

January, 1808.

Directions to anchor in Trinity Bay.

The Bay lays N. E. by N. diſtant two leagues and half from Point Deamon, the ſhore between them is all ſmall ſandy Coves with three large rocks laying in the diſtance always above water. Keep in ſeven fathoms water, and your will go to the Southward of theſe reefs, they lay a half mile from the land.

Trinity Bay has two large rocks laying off the N. E. point of the Bay. They have no paſſage between them and the Nothermoſt one drys to the main in ſpring tides—the Southermoſt of them lays off to the Southward of the Point

point a ſmall quarter of a mile. The bay is three miles and half round from point to point by land, and about two miles and half acroſs from the Weſt to Eaſt Point. There is a river in the Bay where ſhips may take water if in need, and another ſtream a half mile to the Weſtward of the Weſt Point of the Bay, with plenty of wood on the beach.

To anchor in the Bay come to a half mile to the Eaſtward of the Weſt Point of the Bay on which ſtands a wooden Croſs in from five to nine fathoms water, the Point will then bear W. S. W. or S. W. by W. this is a ſafe place to anchor with bad ſailing ſhips, with Weſterly winds when they can't get through the Narrows, as the ground is every where clean, as they may beat for a week and not get two miles; for the current runs ſo ſtrong to the Eaſtward with Weſterly winds, that a faſt ſailing ſhig will ſcarce get through.

Small veſſels may anchor in three fathoms at low water. Juſt within the reef of the weſt point of the Bay, bearing S. W. Juſt to the weſtward of this point, and to the eaſtward of the eaſtermoſt large rock, there is a ledge of Rocks dry at low water, veſſels ſhould not haul too near for the point on which ſtands the wooden croſs, till they are abreaſt of it, and they will avoid this ledge of rocks or come no nearer than 4 fathoms, they lay due S. W. from the point where the croſs is, about three fourths of a mile.

J. LAMBLY.

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