





Digitized by the Internet Archive  
in 2015

<https://archive.org/details/sailingdirection00grea>







Sailing Directions  
FOR THE  
NORTH-AMERICAN PILOT:  
CONTAINING THE  
GULF and RIVER St. LAURENCE,  
The Whole Island of NEWFOUNDLAND,  
INCLUDING  
The STRAITS of BELL-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  
SURVEYORS THAT HAVE BEEN EMPLOYED BY THE ADMIRALTY,  
AND OTHER OFFICERS IN THE KING'S SERVICE.

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

---

L O N D O N :

Printed for R. SAYER and J. BENNETT, Map and Print Sellers, in Fleet-Street.  
MDCCLXXV.

Of whom may be had, bound together or separately, all the Charts belonging to the above Directions.

I. THE BRITISH CHANNEL; extending from Dover to the Isles of Scilly, on the English Coast; and from Cape Griz-nez to the Isle of Ouessant, on the French Coast. To which are added a Part of the German Sea; with the Entrance of the Thames, the Banks of Flanders, and the Straights of Dover: also the Bristol Channel, the Entrance of St. George's Channel, the South-West Coast of Ireland as far as Cape Clear, and Part of the Atlantic Ocean; laid down from authentic Surveys, both printed and manuscript, from all the Maps and Charts hitherto published in England, and particularly in Respect to the French Coast, from the large Topographical Map of France, surveyed by Order of that Government. The Whole regulated according to the Astronomical Observations of both Kingdoms. In Six large Sheets, near 7 feet long, and four feet wide. By the late Mr. Jefferys, Geographer to the King.

This Chart, having been above Seven Years in completing, and having undergone the Examination of many experienced Pilots, by whom it has been universally approved of, was presented to the DIRECTORS of the HON. the UNITED EAST-INDIA-COMPANY, who were pleased to grant the following Permission:

“ At a COURT of DIRECTORS, held on Friday, the 3d of February, 1775.  
“ ORDERED, That Mr. ROBERT SAYER be permitted to dedicate a *very useful*  
“ CHART, which he is preparing, of the ENGLISH CHANNEL, to this Court.  
“ P. MICHELL, Secretary.”

*In great Forwardness, and will be published with all possible Dispatch;*

II. A CHART OF THE ATLANTIC OCEAN, from the 57th Degree of Latitude North, to the Equator; with the accurate Delineation of the European, African, and American Coasts, between which it is comprehended; the true Position of all the Islands, Rocks, and Shoals, lying in that Ocean; the Soundings, Currents, and several other Particulars useful to Navigators.

The Whole founded upon Astronomical Observations and Nautical Surveys, made by English, French, Dutch, Spanish, and Portuguese Navigators, from the 15th Century to the Year 1770. In Four large Sheets, near Three Feet and One-half by Four Feet and One-half.

IV. THE WEST-INDIA PILOT, being an Accurate Description of the Coasts of those numerous Islands, which has been upwards of Twelve Years in compiling and rendering complete.

This very extensive Work, whose sailing Directions, by the most skilful Pilots, are now preparing for the Press, is completed on Forty large Plates, and will be followed immediately by an Hydrographical Collection, on a very large Scale, of all the Roads, Bays, and Harbours of Note in the West-Indies, which will be rendered materially necessary for the Navigation of that Part of the World.

V. A CHART OF NORTH AND SOUTH AMERICA, comprehending the Atlantic and Southern Oceans, as well as the Pacific Ocean or South Sea; in which are inserted all the New Discoveries made by the late Circumnavigators in the South Sea, and by the Russian Officers between the North-East of Asia and America. In Six Sheets, with an Explanation in Letter-Press.

VI. THE EAST-INDIA PILOT; being an extensive Collection of Charts and Hydrographical Plans, improved from the latest Works of Mons. D'Apres, de Mannevillette, with many additional ones from original Drawings and Surveys, which were communicated to the Editor, or procured by him, at a great Expence, from the Dutch and others; with a Book of Sailing Directions by the most experienced Officers in the Hon. the East-India Company's Service.

N. B. This Work is nearly finished, and will be published in the Course of the Year.

VII. THE MEDITERRANEAN SEA, made from the Draughts of the Pilots of Marseilles, and corrected by the best Astronomical Observations, by Order of Mons. Le Comte de Maurepas. To which is annexed, A Draught of the Straights Mouth, with the Bays of Cadiz, Gibraltar, and Malaga; the Ports of Leghorne, Naples, Mahon, Smyrna, Thessalonica, Scandaroon, and Alexandria; with the Course of the Nile from thence to Grand Cairo. Printed on Three large Sheets.

VIII. THE GULFS OF FINLAND AND LIVONIA, with their respective Ports and Harbours; together with a large Plan of Kronstadt and St. Petersburg. Printed on a large Sheet.

---



---

# D I R E C T I O N S

For Navigating on Part of the

## South Coast of Newfoundland.

---

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

**C**APE *Chapeaurouge*, or the Mountain of the *Red Hat*, is situated on Cape Chapeaurouge. the West-side of *Placentia Bay*, in the Latitude of  $46^{\circ} 53'$  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.

Close to the Eastward of Cape *Chapeaurouge* are the Harbours of *Great* and Harbours of *Little St. Laurence*. To sail into *Great St. Laurence*, which is the West-*St. Laurence*. most, 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 Fathom 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.



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 Fathom 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 Fathom good Ground, but open to the S. S. E. Winds.

- Sauker-Head.** *Sauker-Head* lies 3 Miles to the Eastward of Cape *Chapeaurouge*; it is a pretty high round Point, off which lie some sunken Rocks, about a Cable's Length from the Shore.
- Garden Bank.** This Bank, whereon is from 7 to 17 Fathom 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 Eastermost, lies open to the S. W. Winds, which generally prevails 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 Fathom 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 Fathom; the Bottom is pretty good, and you are shelter'd 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, and 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 Westermost 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



from the Shore, called *Gaul Shag Rock*; this Rock lies West three quarters South, 5 Leagues from *Ferryland-Head*; you have 14 Fathom close to the off Side of it, but between it and the Point are some sunken Rocks.

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 Bay.

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 Fathom, tolerably well shelter'd 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 Eastermost 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 Conveniencies for a Fishery, but little or no Wood of any Sort. Near to the South Point of the Westermost 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 Islands.

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 Fathom Water, lest you get intangled amongst them. Between them and the Main are various Soundings from 16 to 5 Fathom. 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 Hommock, like a small Island, and appears as if separated from *St. Peter's*. On the East-side of the Island, a Island of St. Peter's.

little to the N. E. of *Gallentry-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 hath 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 Fathom, 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 *Bear-Island*, which is the Eastermost of the three Islands above-mentioned, for Fear of some funken 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 Columbo.* 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 Fathom 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 funken Rock, whereon is 2 Fathom Water.

*Island of Langley.* 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. 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 too, and the Passage between it and *St. Peter's* (which is 1 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 Fathom, 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 join'd together at this Place by a Neck of Sand, which the Sea has washed away and made a Channel, wherein is 2 Fathom 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 Shallops 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 Fathom close to them, and 13 and 20 Fathom 1 Mile off. N. E. half N. 4 or 5 Miles from these Rocks lies *Miquelon Bank*, whereon is 6 Fathom Water.

\*

The

The Road of *Miquelon* (which is large and spacious) lies at the North-end, and Road of *Miquelon* on the East side of the Island, between Cape *Miquelon* and a very remarkable round Mountain near the Shore, called *Chapeaux*: Off the South Point of the Road are some funken 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 Fathom, fine sandy Bottom; you lay open to the East-erly Winds, which Winds seldom blow in the Summer.

Cape *Miquelon*, or the Northern Extremity of the Island is high bluff Land; Cape *Miquelon* 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.

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 Island is very safe, and you have 14 or 15 Fathom within a Cable's Length all round them.

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 of Fortune Bay.*

*Fortune Bay* is very large; the Entrance is form'd by *Point May* and *Pass 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 Fathom, shelter'd from Southerly and Westerly Winds; you must not run too far in for fear of some funken 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 Fathom 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 lay very near the Shore.

*Plate*



- Plate Islands.** *Plate Islands* are three Rocks of a moderate Height, lying S. W. 1 League from the West-end of *Great Brunet*. The Southermost 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.
- Observations.** 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.
- Island of Sagona.** The Island of *Sagona*, 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 too 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.** *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 Hommock 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.
- 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 too, 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 too; you will have in most Places 10 and 12 Fathom 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 Fathom; 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 Fathom, shelter'd 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 Shallops at a quarter Flood; to this Place and *Fortune*, resort the Crews of Fishing Ships, who lay their



their Ships up in Harbour *Britain*. From the Cape of *Grand Bank* to Point *Enragee*, 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 Great Gar- Rocks above Water lying before it; 2 Miles from the Shore, the outmost of nish. these Rocks are steep too, but between them and the Shore are dangerous sunken Rocks. To the Eastward, and within these Rocks is *Frenchman's Cove*, wherein Frenchman's you may anchor with small Vessels, in 4 and 5 Fathom Water, tolerably well Cove. 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 Fathom Anchorage. Water, but you are only sheltered from the Land Winds.

*Point Enragee* is but low, but a little way in the Country is high Land; Point Enra- this Point may be known by two Hummocks upon it close to the Shore, but gee. 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.

From *Point Enragee* 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 too, 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.

Seven Leagues to the Eastward of *Point Enragee*, is the Bay *L'Argent*, where- Bay L'Argent; in you may anchor in 30 or 40 Fathom Water, sheltered from all Winds.

The Entrance of Harbour *Millee* is to the Eastward of the East Point of Harbour Mil- *L'Argent*; before this Harbour and the Bay *L'Argent* is a remarkable Rock, lee. that at a Distance appears like a Shallop under Sail. *Harbour Millee* 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 Enragee*, 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 Millee* lies N. N. E. half E. 1 League from the afore-mentioned Cape Millee, *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 Millee* doth 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  
B steep

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 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* Harbour. *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 Fathom, sheltered from all Winds.

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

*Little Bay de* Leau. To the Westward of *English Harbour* is a small Bay called *Little Bay de Leau*, wherein are some small Islands, behind which is Shelter for small Vessels.

*New* Harbour. This Harbour is situated opposite *Cape Millee*, to the Westward of *Bay de Leau*; it is but a small Inlet, yet hath good Anchorage on the West Side in 9, 8, 7, and 5 Fathom Water sheltered from the S. W. Winds.

*Harbour* Femme. *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 hath in it 23 Fathom 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.

*Brewer's* Hole. 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.

*Harbour la* Conte. 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 Rock under Water, which lays 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 Fathom 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.

This

This Harbour lies 4 Miles to the Westward of Harbour *La Conte*, and N. E. Long Har-  
 by N. 5 Leagues from *Point Enragee*; it may be known by a small Island in the bour.  
 Mouth of it, called *Gull Island*; and half a Mile without this Island, is a Rock  
 above Water, that hath the Appearance of a small Boat. There is a Passage  
 into the Harbour on each Side of the Island, but the broadest is the Wester-  
 most. Nearly in the Middle of this Passage, a little without the Island, is a  
 Ledge of Rocks, whereon is two Fathom Water; a little within the Island on  
 the S. E. are some funken Rocks, about two Cables Length from the Shore,  
 laying off two fandy 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 Fathom 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.

A little to the Westward of *Long Harbour* is *Bell Bay*, which extends three Bell Bay, and  
 Leagues every Way, and contains several Bays and Harbours. On the East its contain'd  
 Point of this Bay is *Hare Harbour*, which is fit only for small Vessels and Boats, Bays and  
 before which are two small Islands, and some Rocks above and under Water. Harbours.  
Hare Har-  
bour.

Two Miles to the Northward of *Hare Harbour*, or the Point of *Bell Bay*, is Mall Bay,  
*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* lie to the Westward of *Mall Bay*, near the Shore; the Rencontre  
 Westermost, which is the largest, hath a Communication with the Main at low Islands.  
 Water: In and about this Island are Shelter for small Vessels and Boats.

*Bell Harbour* lies one League to the Westward of *Rencontre Islands*: The Bell Harbour,  
 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 Fathom Water, there being most Room.

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

*Lally Head* is the West Point of *Lally Cove*; it is a high bluff white Point: Lally Cove  
 To the Northward of the Head is *Lally Cove back Cove*, wherein you may Back Cove.  
 anchor in 16 Fathom Water.

Two Miles to the Northward of *Lally Cove Head*, is the Bay of the East, and Bay of the  
 Bay of the North; in both is deep Water, and no Anchorage, unless very near East, and Bay  
 the Shore. At the Head of the North Bay is the largest River in *Fortune Bay*, of the North.  
 and seems a good Place for a Salmon Fishery.



**Bay of Cinq Isles.** The Bay of *Cinq Isles* lies to the Southward of the North Bay; and opposite to *Lally Cove Head* there is tolerable good Anchorage for large Ships on the S. W. 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.

**Corben Bay.** A little to the Southward of the Bay of *Cinq Isles* is *Corben Bay*, wherein is good Anchorage for any Ships in 22 or 24 Fathom Water.

**Bell and Dog Islands.** South-East about two Miles from *Lally Cove Head*, are two Island about a Mile from each other; the North-eastermost is called *Bell Island*, and the other *Dog Island*; they are of a tolerable Height, and bold too all round.

Between *Dog Island* and *Lord and Lady Island*, which lies off the South Point of *Corben Bay*, is a sunken 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 Laurier Bay and Harbour.** *Bande de La'rier* Bay lies on the West Point of *Bell Bay*, and N. N. W. half W. near 3 Leagues from *Point Enragee*, it may be known by a very high Mountain over the Bay, which rises almost perpendicular from the Sea, called *Iron Head*. *Chappel 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 Fathom Water.

**Bande de Laurier Bank.** The Bank of *Bande de La'rier*, whereon is no less than 7 Fathom, lies with the Beach of *Bande de Laurier* Harbour, just open of the West Point of the Bay, and *Boxy Point* on with the North End of *St. Jaques* Island.

**St. Jaques.** Two Miles to the Westward of *Bande de La'rier*, 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. 30d. E. 8 and a half 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 Fathom.

**Blue Pinion.** 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 Fathom at Low Water.

**English Cove.** 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. Jacques 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 Height, the most advanced to the Southward of any Land on the Coast, and may be distinguished at a considerable Distance; there are some sunken Rocks off it, but they lay very near the Shore, and are no ways dangerous.

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; as soon as you are within these Shoals, which cover you from the Sea Winds, you may anchor in 5 and 4 Fathom Water, fine sandy Ground.

West 1 Mile from *Boxy Point* is the Island of *St. John's*, which is of a tolerable Height, and steep too, 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.

On the North Side of *St. John's Head* are two rocky Islands, called the *Gull* and *Shug*; at the West End of these Islands are some sunken Rocks.

One League and a half to the Northward of *St. John's Head* is the *Great Bay de Leau*, 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.

To the Westward of *Bay de Leau*, 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 Fathom Water; here is good Fishing Conveniencies, with plenty of Wood and Water.

*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 East End of *Brunet*. The two Heads, which from the Entrance of this 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 Fathom Water, mooring nearly East and West, and 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 Vessls.

South West  
Arm.

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 shelter'd from all Winds. To fall 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 *Jerseyman's Harbour*) this Mark will lead you over the Bar in the best of the Channel, where you will have 3 Fathom at Low-water; as soon as you open the Harbour, haul up North, and anchor where 'tis most convenient in 8, 7 or 6 Fathom Water, good Ground, and shelter'd from all Winds. In this Harbour are several convenient Places for erecting many Stages, and good Beach room. *Jerseymen* generally lay their Ships up in this Harbour, and cure their Fish at *Fortune* and *Grand Bank*.

Gull Island,  
and Dead-  
man's Bay.

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 Southermost *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 Fathom. Fishermen say that they have seen the Sea break in very bad Weather, a good Way without *Gull Island*.

Cannaigre  
Head.

*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 *Bassarre 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 *Pass Island*; but to give them a Birth make a W. by N. Course good. Between *Cannaigre Head* and *Bassarre Point* is *Cannaigre Bay*, which extends itself about 4 Leagues in Land, 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  
Bay.

Cannaigre  
Rocks.

Cannaigre  
Harbour.

*Cannaigre Harbour*, which is very small, with 7 Fathom 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

the Middle of the Bay, abreast of this Harbour, are two Islands of a tolerable Height; on the South-side of the Westermoit 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 Fathom Water, but they will lay open to the southerly Winds. Between the S. W. Point of this Cove and *Bafstarre Point*, which is 5 Miles Distance, lays the Range of Rocks before-mentioned.

*Bafstarre Point*, which forms the West Point of *Cannaire Bay*, is of a moderate Height, clear of Wood, and bold too, all the Way from it to *Pafs-Island*, which bears N. W. by W. 1 League from *Bafstarre Point*.

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 extends 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* lies N. 16° 30' East, 7 Leagues 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 Fathom, a fine sandy Bottom. This Island is well situated for the Cod Fishery, there being very good Fishing Ground about it.

In the Night-time, or in foggy Weather, Ships ought to place no Dependance 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 NNE. 8 Mile, between them is the Bay of *Hermitage*, which lies in ENE. 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 *Pass 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 sail 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 Fathom 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 Fathom Water; the East Arm is the deepest, and the best Anchorage.
- Round Harbour.** This Harbour, wherein is 6 Fathom Water, lies near 2 Miles to the Eastward 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.
- Picarre.** *Harbour Picarre* lies N. by W. half a League from *Little Fox Island*, (which 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 Fathom, sheltered from all Winds.
- Galtaus.** This Harbour, which is but small, lies near the East-point of *Long-Island*; at the Entrance is several rocky Islands. The best Channel into the Harbour is on the West-side of these Islands, wherein is 4 Fathom Water, but in the Harbour is from 15 to 24 Fathom. Here are several Places proper for erecting of Stages; and both this Harbour and *Picarre* are conveniently situated for a Fishery, they lying contiguous to the Fishing Ground about *Fox Islands*.
- Passage of Long Island.** Between the East end of *Long Island* and the Main, is a very good Passage out of *Hermitage Bay*, into the Bay of *Despair*.

### Description of the Bay of *Despair*.

The Entrance of the Bay of *Despair* lies between the West-end of *Long-Island* and *Great Ferris 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 *Conne 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-Hassel, 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.

*Great Jervis Harbour* is situated at the West Entrance into the Bay of *Despair*, is a snug and safe Harbour, with good Anchorage in every Part of it, in 16, 18 or 20 Fathom, 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 southermost 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 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* lies one League to the Westward from *Great Jervis-Head*, and North 7 Miles from *Pafs Island*, there are several Islands in the Mouth of it, the Westermost 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 Eastermost 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 Fathom, but the best Place for large Ships is at the Head of the Bay in 12 or 14 Fathom 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 Fathom 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 Fathom 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 Fathom Water.

Bay of Fa-  
cheux, 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 *Pafs 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 Water in most Parts of it. One Mile up the Bay on the West Side is a Cove, wherein is Anchorage in 10 Fathom, with gradual Soundings into the Shore, and a clear Bottom ; and farther 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 Fathom 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.

Little Hole  
and Richard's  
Harbour.

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 Fathom. 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*.

Hare Bay.

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 Fathom, 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 Fathom, and plenty of Wood and Water.

W. by N. 4 Miles from *Hare Bay*, and one League N. by W. from *Hare's-Devil Bay*. *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.

The Bay of *Recontre*, 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 Fathom Water.

*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 N. 6 Leagues from *Pas Island*; off this Point is a Fishing Bank that extends a Mile from the Shore, whereon is from 20 to 36 Fathom Water.

One Mile to the Northward of *Hare's-Ears Point*, at the S. W. Entrance into *New Harbour*, is *New Harbour*, a small Harbour, wherein is Anchorage for small Vessels in 16 Fathom Water, and good Conveniencies for a Fishery.

West 2 Miles from *Hare's-Ears Point* is the Bay of *Cbaleur*, which lies in N. W. then more Northerly, in the whole 2 Leagues; it is about half a Mile broad, and hath very deep Water in most Parts. At the North Entrance into the Bay, close to the Shore, is a small Island of a 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 Fathom, a Cable's Length from the Shore.

W. S. W. near half a League from the Bay of *Cbaleur*, 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 Fathom deep; but just within is 50 and 60 Fathom; at the Head is from 30 to 20 Fathom, good Anchorage, and Conveniencies for a Fishery.

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 Shore; 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 Shallops, wherein is 5 Fathom 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, call'd *Cul de Sac*, wherein is 3 and 4 Fathom Water, and good Shelter for Fishing Vessels.

Cape La  
Hune.

*Cape la Hune* is the Southermost Point of Land on this Part of the Coast, and lies in the Latitude of 47 D. 31 M. 42" North. West half North from *Pas Island*, and N. W. half N.  $10\frac{1}{4}$  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 directly 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 D. W. 3 and half Leagues from Cape *La Hune*, and North 61 D. 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 Shallops, and good Conveniencies for a Fishery, and there is good Fishing Ground about the Islands.

Whale Rock.

East 3 D. North, 7 Miles from the *Penguin Islands*, and South 9 D. East 3 Leagues from Cape *La Hune* is a dangerous Rock, whereon the Sea generally breaks; it is about one hundred Fathom in Circuit, with 10 12, and 14 Fathom 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 Fathom, 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 Fathom Water, a muddy Bottom, and the same Bottom, and nearly the same Depth of Water one League without them.

La Hune  
Bay.

Round the West Point of Cape *La Hune* is *La Hune Bay*, which lies in 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 sunken Rock, which lies off the West Point of the Entrance

into

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 Fathom 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 Fathom 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 be 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 Fathom.

*La Hune Harbour*, wherein is only room for the Admittance of small Vessels open to the Westerly Winds, lies half a League to the Westwards of Cape *La Hune*, before which is an Island close under the Shore. The Passage into the Harbour is on the N. W. Side of the Island; there is no Danger in going in, and you must anchor close up to the Head in 10 Fathom 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. La Hune Harbour.

Between *Cape La Hune* and *Little River*, the Land is tolerable high, and the Shore forms a Bay, wherein lie several small Islands and Rocks above Water; the outermost of which lies North 3 Leagues from the *Penguin Islands*; near these Rocks, and within them are sunken Rocks, and foul Ground: The Passage is very safe between the Rocks and the *Penguin Islands*. Two Islands and Magnetic Rocks.

W. by S. 4. Leagues from Cape *La Hune*, is the Entrance of *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 Fathom broad at the Entrance, and 10 Fathom deep, and affords good Anchorage, a little way up it in 10, 8, and 7 Fathom Water; its Banks are tolerable high, and clothed with Wood. Little River.

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

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 Ramea Isles.

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 Side than the North; the Eastermost Island, which is the largest, is very high and hilly; and the Westermost, 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 form'd 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 Fathom, clear Ground, and shelter'd 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 Fathom 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 Fathom 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 Fathom. To run upon the shoalyest 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 Island's, 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*, lies *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 Fathom, but the best Anchorage is at the Head of the Bay, in 14 and 16 Fathom.

Half a League to the Westward of *Old Man's Bay*, and N. E. from *Ramea Isles*, is *Musketa Harbour*, which is a very snug and safe Harbour, that 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



(being but 48 Fathom 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 failing 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 the Harbour is from 18 to 30 Fathom, every where good Anchorage, and Plenty of Wood and Water, and Fishing Conveniencies. In the *Narrows* is 12 Fathom 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. Fox Island by N. from *Ramea Isles*, and half a League to the Westward of *Musketa Har-* Harbour. *bour*; 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 6, 8, and 10 Fathom Water, and some Beach.

*White Bear Bay* lies 2 Miles to the Westward of *Fox Island Harbour*, and White Bear North one League from *Ramea Isles*; there are several Islands in the Mouth of Bay. 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 Fathom, 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 Eastermost and largest in the Mouth of the Bear Island Bay) is a small Harbour, lying in E. N. E. half a Mile, wherein is from 10 to Harbour. 22 Fathom Water. Before the Mouth of which are sunken Rocks that doth 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*; there are sunken Rocks half a League to the Westward of the *White Island*, some of which are above a Mile from the Shore.

Red Island  
Harbours.

Five Miles to the Westward of *White Bear Bay*, and N. by W. three-quarters W. from *Ramea Columbe*, are two small Harbours, called *Red Island Harbours*, form'd 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 Fathom good Anchorage. To sail into it, keep the Island close aboard; the outer Part of which is red steep Cliffs.

Burgeo Isles.

N. W. by W. 3 Leagues from *Ramea Columbe*, lay the *Burgeo Isles*, which 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 Northermost, 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 Fathom, 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 Fathom good Ground, and shelter'd 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 *Recontre*, (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 *Recontre*; 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 Har-  
bour.

Round the West Point of *Wolfe 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

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 Fathom Water.

On the South Side of the Islands, before *King's Harbour*, and N. N. E. one Ha Ha. Mile from *Boar Island* is the Entrance into the *Ha Ha*, which lies in West one Mile, is about a quarter of a Mile broad, wherein is from 20 to 10 Fathom, 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 funken Rock that always shews itself. Over the Head of the *Ha Ha* is *Richard's Head*, mentioned as a Mark for running upon *Ramea Shoal*.

Four Miles to the Westward of the *Burgeo Isles* is the great *Barrysway Point*, Great Barry- which is a low white rocky Point, and N. W. by N. half a League from this sway. 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 funken Rocks, some of which are half a League from the Shore.

N. W. by W. half W. 4 Leagues from the *Burgeo Isles* is the Bay of *Connoir*, Bay of Con- the East Point of which is something remarkable, rising with an easy Ascent to a noir. 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 Fathom 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 Fathom 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 funken 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, wherein 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 in N. E. half E. keeping the S. E. Shore on board, until you are abreast of a small woody Island, which is the Eastermost 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 Fathom  
D Water,



Water, cover'd from all Winds, or you may continue your Course up to the Head of the Arm, and anchor in 4 Fathom.

Grand Bruit. Four Miles to the Westward of the rocky Island off *Cinq Serf*, is the Harbour 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 Heighth, with three green Hillocks upon it. A little without this Island is a round Rock, pretty high above Water, called *Columbe* of *Grand 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 doth 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 Fathom Water.

Rotte. To the Westward of *Grand Bruit*, between it and *La Poil Bay*, lies the Bay of *Rotte*, wherein are a great many Islands and sunken Rocks. The Southermost Island is a remarkable high round Rock, called *Columbe* of *Rotte*, and lies W. by N. 9 Leagues from the Southermost of the *Burgeos*. 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 Southermost of the *Burgeos*; W. by N. 14 Leagues from the Isles of *Ramea*, and near 12 Leagues to the Eastward of Cape *Ray*. 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;

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 Fathom clear Ground, and shelter'd 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 Fathom Water before the Stage, which is on the North-side. Little 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 Fathom good Ground, and shelter'd from all Winds. Gally Boys Harbour.

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 Fathom 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 Fathom, 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. Broad Cove;

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 Fathom Water, good holding Ground, and shelter'd from all Winds, and very convenient for wooding and watering. N. E. Arm;

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. Indian Harbour and de Plate.

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 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 Mid-way between *Poil* and *Harbour La Cove*, you will, in coasting along Shore, discover a white Head, which is the South Point of an Island lying under the Land, Bay of Garia;



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.

La Moine Bay  
and Harbour  
La Coue.

The S. W. Point of the Entrance into *Harbour La Coue*, call'd *Rose Blanche Point*, (near to which are Rocks above Water) is tolerable 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 Fathom, 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 Fathom Water, and moor'd with a Fall on Shore; or you may steer into the Arm, which lies in N. E. by N. from the Harbour, and anchor in 20 Fathom, shelter'd 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.

Rose Blanche.

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 Fathom Water. To sail into the N. W. Part of the Harbour is dangerous, unless acquainted, by reason of several small Islands, and sunken Rocks in it.

Mall Face.

This is a small Cove 2 Miles to the Westward of *Rose Blanche Point*, wherein is Anchorage for small Vessels in 4 Fathom. Off the West Point of the Cove are 2 small Islands, and several sunken Rocks. The Passage in, is to the Eastward of the Islands and sunken Rocks.

Burnt Isles.

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 are Shelter for small Vessels, and good Fishing Conveniencies. Off these Islands are sunken Rocks, some of which are half a Mile from the Shore.



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 Fathom, but it is dangerous going in, because of several sunken Rocks without the Passage, which in fine Weather do not shew themselves. Conny Bay  
and Otter Bay.

West 3 Quarters South, 4 Leagues from *Rose Blanche Point*, are the *Dead Islands*, which lay close under the Shore; in the Passage between them and the Main is good Anchorage for Shipping, in 6, 7 and 8 Fathom, sheltered from all Winds, but it is very dangerous going in unless well acquainted, by reason of several sunken Rocks lying in both 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. Dead Isles.

From the *Dead Isles* to *Port aux 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 aux 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 Fathom,) 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 keep in 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 Fathom good Ground, and sheltered from all Winds; this is what is called the *Road*, or *Outer Harbour*, and is 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, and the S. W. End of *Harbour Island*, and anchor behind the said Island, in 3 or 4 Fathom. In some Parts of this Harbour Ships Port aux  
Basque.  
can.

can lie there Broadside so near the Shore as to reach it with a Plank. This Harbour hath been frequented by Fishermen for many Years, and is well situated for that Purpose, and has excellent Conveniencies.

Little Bay. One Mile to the Eastward of *Port Aux Basque* is *Little Bay*, a narrow Creek lying in N. E. near half a League, wherein is Room and Depth of Water sufficient for small Vessels.

Grand Bay. Two Miles to the Westward of *Port Aux Basque* is *Grand Bay*, in and before 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 Aux Basque*, to *Cape Ray*, the Course is West one League to Point *Enragee*, then N. W. one League and a half to the Cape; off Point *Enragee* (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. *Cape Ray* is the S. W. Extremity of *Newfoundland*, situated in the Latitude 47 D. 37 M. 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 another 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 *Enragee*, 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 the 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 doth 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 Fathom 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 Fathom, 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



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 aux Basque*, between 2 or 3 Leagues from the Land, whereon is from 70 to 100 Fathom good fishing Ground. S. E. by E. half E. 8 Leagues from *Port aux Basque*, in the Latitude of 47 D. 14 M. North is a Bank whereon is 70 Fathom. *Note*, The true Form and Extent of these Banks are not yet sufficiently known to be laid down in the Draft.

From *Cape Ray* to *Cape Anguille*, the Course is North 16 D. West, distant 6 Cape An- Leagues; *Cape Anguille* is the Northermost Point of Land you can see, after guille. 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 Rivers of *Cod Roy*; the great River, which is the Northermost, is a Bar Har- Roy. bour, and will admit Vessels of 8 and 10 Feet Draft at high Water, and in fine Weather. It is a good Place for a Salmon Fishery, and for building of 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.

The Island of *Cod Roy* lies two Miles to the Southward of *Cape Anguille*, Island of Cod close under the high Land, it is a low flat green Island, of near two Miles in Roy. 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 2 Fathom at low Water. In that from the Northward is not above three Feet; this Harbour is very convenient for the Fishery, with good Beaches for drying of Fish.

In the Road of *Cod Roy* is very good Anchorage for Shipping in 8, 7, and 6 Fathom, a Clay Bottom, sheltered from the N. W. northerly and S. E. Winds; Cod Roy Road. 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 Fathom, 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 anchoring any where along the Shore, between it and the Island.

The Island of *St. Paul* lies S. 53 D. W. 13 Leagues and a half from *Cape* Island of St. Paul *Ray* in *Newfoundland*, and N. 42 D. E. 3 Leagues from the North-Cape, in the Paul. Island of *Cape Breton*, in the Latitude 47 D. 12 M. 30 S. 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*



**Cape North.** *Cape North* is a lofty Promontory at the N. E. Extremity of the Island *Cape Breton*, in the Latitude of 47 D. 5 M. North, the Entrance into the Gulf of *St. Laurence* is formed by this Cape, and *Cape Ray*; they lie from each other N. 52 D. E. and S. 52 D. W. distant 17 Leagues; in the Channel between them is no Ground under 200 Fathom.

**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. 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 the 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 of *August* 1766, are 3 h. 50 m. 4 sec. or 57 d. 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 Gulf 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 31W.
<i>Cape Ray</i> _____	47 37	59 8
<i>Island of St. Paul</i> _____	47 12	59 57
<i>Cape North</i> , the N. E. Extremity of <i>Cape Breton</i>	47 5	60 8
<i>Island of Scatarie</i> , which lies off the S. E. Point of } <i>Cape Breton</i> _____	46 1	61 57
<i>Island of St. Peter's</i> _____	46 46	56 5
<i>Cape Chapeaurouge</i> , or the Mountain of the <i>Red Hat</i>	46 53	55 17
<i>Cape 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

F O R

Navigating the West Coast of *NEWFOUNDLAND*,  
with a *C H A R T* thereof.

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

**C**APE *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  $47^{\circ} 55'$  North, it is high Land cover'd 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.  $\frac{3}{4}$  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 Fathom 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 abound 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-crofs 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 Fathom Water, with Northerly Winds; from off this Place stretches out a Fishing Bank two-thirds a-crofs the Bay, whereon is from 7 to 18 Fathom Water, a dark sandy Bottom.

Cape  
*Anguille*.

Bay and Har-  
bour of *St.*  
*George*.

Cape



Cape St.  
George and  
Red Island.

Cape St. *George* lies in the Latitude of 48d. 28m. it may be easily known, not only by its being the N. Point of the Bay of the same Name, but by the steep Clifts on the North Part of it, which rises 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 tolerable high, and the steep Clifts round it are of a reddish 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 Clifts is Anchorage in 12 or 14 Fathom 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.

Courses along  
Shore be-  
tween Red  
Island and  
Point Rich.

From *Red Island* to *Long Point*, at the Entrance into the Bay of *Port-a-Port*, the Course is N. 52d East, 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.  $\frac{3}{4}$  N. 15 Leagues and a half. From *Red Island* to Cape St. *Gregory*, the Course is N.E.  $\frac{3}{4}$  N. 20 Leagues. From *Red Island* to the Bay of *Ingornachoix*, the Course is N.N.E.  $\frac{3}{4}$  E. distant 48 Leagues ; and from *Red Island* to *Point Rich*, the Course is N. 29d. East, distant 48 Leagues and 2 Miles.

Bay of Port-  
a-Port.

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 5 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 tolerable high, from the North End of this Island stretches out a Shoal near 2 Miles to the Northward, called *Foxes 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 Water, at Low-Water ; at the Head of the Bay, is a low Point, called *Middle Point*, it 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,



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 and 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 *Shag Island*, which appears at a Distance like a high Rock, and is easy to be distinguished from the Main ; West 1 League from the *Shag 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 are 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, then 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.  $\frac{1}{2}$  E. you will be then 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*, near twice the Breadth of the Island, (the Island will then bear S.  $\frac{1}{2}$  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.  $\frac{1}{2}$  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 Fathom 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 Fathom, you may stand to the Spit of the Middle Point, to 6 or 5 Fathom. To sail up to what is called the *East Road*, which lies between *Fox Island* and the East-Shore ; observe about one 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 then half a Mile until you are abreast of a Bluff Point above the Island, called *Road Point*, just above which in 12 Fathom 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

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 within *Long Point*, where you ride secure with Westerly and N.W. Winds in 10 or 12 Fathom Water, the said Beach is steep too, 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 adjacent Coast abound with Cod, and extensive Fishing Banks lays 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. 35d. East distant 8 Leagues, but coming out of *Port-a-Port*, you must first steer North for one 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 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 lay 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 fail 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 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.

Lark Har-  
bour.

York Har-  
bour.

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 good 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



turning up the Harbour, stand not nearer the next Point on the Island (off which it is flat) then to bring *Tortoise Head* touching *Sword Point*, the best Anchorages is to keep *Tortoise Head* open of the said Point and Anchor in 10 Fathom 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 blows 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 causeth 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 *Harbour Island*, *Wood's Harbour*) wherein is 5 and 4 Fathom Water, but the Entrance is too narrow for Strangers to attempt, and but 2 Fathom deep.

The *River Humber* at about 5 Leagues within the Entrance, it becomes narrow, and the Stream is so rapid in Places for about 4 Leagues up to a Lake, that it is with great difficulty a Boat can be got up it; and at some Times quite impracticable; this Lake which stretches N.E.  $\frac{1}{2}$  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 Fathom 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 Anchorage in 16 Fathom Water, and good Place to Wood and Water at; haul into the Cove until the West Point of it is 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 Fathom 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 S.E. end of *Harbour Island* on the South-side of this Bay is *Frenchman's Cove*, wherein is good Anchorage in 20, 16, or 12 Fathom Water; it is very probable that none of these Anchorages will ever be frequented by Shipping; yet 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 fail to Work into Anchoring Ground; at such Times they will be glad to get to an Anchor in any Place of Safety.

The



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* on *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 *Shagg Rock*, to Cape St. *Gregory* is low, along which lay sunken Rocks, some of which are a quarter of a Mile from the Shore, but a very little Way in Land, it riseth into a Mountain terminating at Top, in round Hills; from Cape St. *Gregory* to *Bonne Bay*, the Land riseth in Hills, directly from the Sea to a considerable height. Cape St. *Gregory* is high, and the Northermost Land you can see, when coasting along Shore between *Red Island* and the Bay of *Islands*.

Bonne Bay. *Bonne Bay* may be easily known if you are not above 4 or 5 Leagues off at Sea by the Lands about it, all the Land on the S.W. side of the Bay being very high and hilly, the Land on the NE. Side, and from thence along the Sea-Coast to the Northward is low and flat, but about 1 League up in Land are 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 Fathom 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 Fathom, but at the Head of the Arm where there is but 24 Fathom; notwithstanding the great depth of Water you lay 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 Fathom Water, and moor to the Shore; a little within the North Point of this Arm is a very snug Harbour for small Vessels, wherein is 7 and 6 Fathom Water. In sailing in or out of this Bay 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 Wind which is still worse, and the depth of Water is too great to Anchor.

Bonne Bay to Point Rich. From *Bonne Bay* to *Point Rich*, the Course along Shore is N.N.E. distant 24 Leagues; but in coming out of the Bay you must first steer N.N.W. and N. by W for the first 3 Leagues in order to get an Offing. 10 Miles to the Northward of *Bonne Bay* is a pretty high white Point (called *Martain*

*Martin Point*) 3 quarters of a Mile right off from this Point is a small Ledge of Rocks whereon the Sea breaks : One League to the Northward of *Martin Point*, Martin Point. is a low white rocky Point (called *Broom Point*) half a Mile SW. from this Point lies a sunken Rock that seldom shews itself. On the N.E. Side of *Broom Point* lies the Bay of *St. Paul*, wherein Vessels may Anchor with Bay of St. Paul. Southerly and Easterly Winds, but lies quite exposed to the Sea Winds.

One League to the Northward of the Bay of *St. Paul* is a pretty high Point of Land (called *Cow Head*) it will have the Appearance of an Island being Cow Head and Stearing Island. only joined to the Main by a very low and narrow Neck of Land ; three quarters of a Mile off this Head lies *Stearing 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 Cow Cove and Shallow Bay. with Easterly and Northerly Winds ; and on the North-side of this Head is *Shallow Bay*, wherein is Water sufficient for small Vessels, and good Fishing Conveniencies ; at the N.E. Entrance into this Bay are a Cluster of rocky Islands, which range themselves N.E. and S.W. and at the S.W. Entrance are two Rocks close to each other, which generally shew themselves, they lay a full Cable's length from the Shore ; and there is a Channel into the Bay, on either Side of them. In sailing in or out of this Bay, you may go on either Side of *Stearing Island* which lies right before it, but come not too near the N.E. end, there being sunken Rocks off that End. This Place is the best situated for a Fishery of any on the Coast, there being excellent Fishing Ground about it.

From *Stearing Island* to *Point Rich* the Course is N. 20d. 45m. E. Distance Shallow Bay to Ingornachoix Bay. 17 Leagues. From *Shallow Bay* to the South Part of *Ingornachoix Bay*, is nearly a straight Shore all the Way, and neither Creek or Cove, where a Vessel can Shelter her self from the Sea Winds ; there are some small sandy Bays where Vessels may Anchor with the Land Winds ; 6 Leagues to the Northward of *Stearing Islands*, and about half a Mile in Land, is a remarkable Hill (called *Portland*, it makes not unlike *Portland* in the *English* Channel, and alters not in its Appearance from any Point of View.

*Hawke's Harbour* and *Port Saunders* are safe and commodious Harbours Hawke's Harbour and Port Saunders. situated in the Bay of *Ingornachoix* 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 Southermost) lies between the Island, and the South Shore, on the Starboard-shore entring into this Harbour, and opposite to the West-end of the Island, begins a Shoal which stretches up along that Shore 1 Mile, the Middle of which runs out into the Harbour two thirds the breadth thereof, great Part of this Shoal dries at Low-Water. Your Course into the Harbour is East, keeping Mid Channel, or rather nearest to *Keppel Island* until the East-end thereof, which is a



low stone Beach) bears N. by E. or N. then steer S.E.  $\frac{1}{2}$  E. for a small Island you will see up the Harbour, keeping the N.E. or Larboard Shore pretty well on board, and steer for the said little Island, as soon as you have brought the Point at the South Entrance of the Harbour to bear W. by N.  $\frac{1}{2}$  N. and are the Length of the S.E. Point of a Bay which is on the Starboard-side of the Harbour, you will then be above the Shoal, and may Anchor in 12 Fathom Water, or you may run within half a Mile of the small Island and there Anchor, where you will lay convenienter to take in Wood and Water. To sail into *Port Saunder's*, 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 Fathom Water; but if you run up towards the Head of this Harbour keep the Larboard Shore on board in order to avoid a Ledge of Rocks which lies nearly in the Middle of the Harbour. This is the best Harbour for Ships to lay in that are bound to the Southward, as the other is for those bound to the Northward; all the Lands near these Harbours are in generally low and covered with Wood. You may occasionally Anchor without these Harbours in the Bay of *Ingronchoix*, according as the Winds are.

Point Rich. *Point Rich* lies in the Latitude of 51d. 41m. 30sec. 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 that Side.

From



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.  $\frac{1}{2}$  N. 11 Miles.

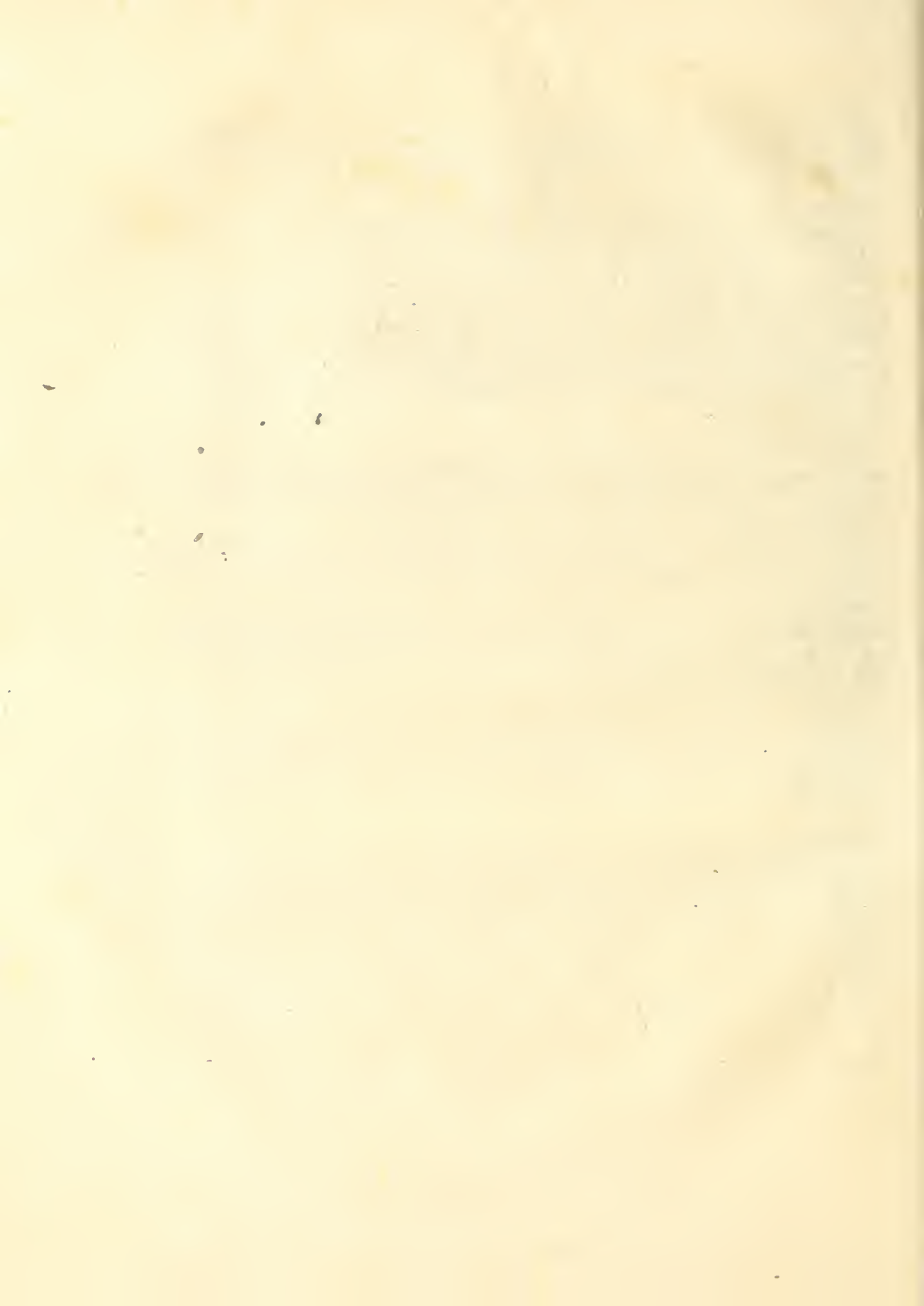
The Bay of *St. John* lies between *Point Rich* and *Point Ferolle*; there are in Bay *St. John*. it a great many Islands and sunken Rocks; the only Island of any extent is that of *St. John* which lies N.E. 3 Leagues from *Point Rich*; on the S.W. Side of this Island is a small Harbour which seems not badly situated for the Cod-Fishery, and it hath 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 fends 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 Fathom 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 1 League; and along the Shore to the River of *Castors* (which is in the Bottom of *St. John's Bay*) are sunken Rocks 2 Miles off.

Over the Middle of the Bay of *St. John* is high Table Land, which is High Land of very steep on that Side next the Bay, and terminates that Chain of Mountains *St. John* which runs parallel with the Sea-Coast from *Bonne Bay*.

The Course of the Tides along this Coast are greatly govern'd by the Tides. Winds, but 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.

F I N I S.





# D I R E C T I O N S

F O R

Navigating on Part of the N.E. Side of *NEWFOUND-*  
*LAND*, and in the Streights of *BELL-ISLE*.

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

**O**N the N.E. Coast of *Newfound'land*, about 2 Leagues from the Main, are two Islands, the Northermost of which is called *Groias*, the North-Isle Groias. end of this Island is in the Latitude of  $51^{\circ} 00'$  North; at about 2 Miles Distance from this North-end are some Rocks high above Water.

The Harbour of *Croque* bears N.W. by W. half W. 2 Leagues from the Croque. 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 boldly 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 Landlock'd, and Anchor where you please, from 16 to 10 Fathom 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*, Course from Groias to the White Islands, the true Course is N. by E. 12 Leagues, but to give these Islands, and the *Braba Shoal* a proper Birth, make a N.N.E. Course.

A 2

Between



Between *Croque* and the Bay of *Griguet* are several good Harbours, with excellent Fishing Conveniencies, particularly *Great and Little St. Julian's*, *Grandsway*, *Waterman's-Cove*, *Whites-Arm*, *Zealot*, *Feshot*, *Goose-Cove*, *Craimiliere*, *St. Anthony*, and *St. Lunare*, which are not yet accurately survey'd, 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.

**Braha Shoal.** The Bay of *Griguet* is situated on the N.E. Coast of *Newfoundland*, in the Latitude of  $51^{\circ} 32'$  North; it is form'd 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.

**Camels Island.** This Island lies in *Griguet Bay*, it is very high in the Middle, like the Back of a Camel, and in sailing along the Shore is difficult to be distinguished from the Main.

**North Harbour.** The North Harbour lies within *Stormy Cape*, at the Entrance of which is a Rock above Water; you may go on either Side of this Rock, it being bold too all round, and Anchor near the Head of the Harbour in 6 Fathom 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 2 Miles; to sail up to the Head of the Harbour, the West-side is the safest; you will at first have 14, 16, and 18 Fathom Water, and after you are a little within the Point will meet with a Bank, whereon is 7 and 8 Fathom; being over it, you will again have 16 and 17 Fathom, and as you approach the Head, will shoalen your Water gradually to 5 Fathom, every where good anchoring and shelter'd from all Winds.

**N.W. Harbour.** The S.W. Harbour runs in near 2 Miles behind *Camel's Island*, it is but a narrow Arm, and hath in it from 10 to 4 Fathom Water; there is a Shoal at the Entrance, but neither it, or the Harbour are yet sufficiently examin'd to give any Direction about it here.

**S.W. Harbour.** The two Islands of *Griguet* lay on the outside of *Camel's Island*, and together form between them several small, but very snug Harbours for Fishing Vessels.

**Griguet Islands.** From *Stormy Cape* to *Cape de Grat*, on the Island of *Quirpon* is N. by E. distant 3 Miles and a half; between which is the Harbour of *Little Quirpon*, form'd by the Island of that Name; there is no Danger going in, but the Shore itself; its 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 Quir- Straights of *Bell-Isle*, is barren and mountainous; *Cape de Grat* on the S.E. pon. 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 Islands, from the Land, they are but small and of a moderate Height; on the inside of 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-ward of *Cape de Grat*, in the Mouth of which are some small Islands and Rocks De Grat and Pidgeon Coves. above Water; behind these Islands are Shelter for Shipping in 4 Fathom Water, and convenient Places for Fishing.

The Passage into this Harbour is on the N.W. side of the Island of the same Harbour of Great Quir- Name, between it and *Graves's Island*, which is an Island in the Mouth of the Harbour; in approaching the Entrance you may make as free as you please pon. with the Island *Quirpon*, there being no Danger but what shews itself until you come to the Entrance of the Harbour, where there are Shoals on your Larboard-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 Fathom 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 Fathom; and above the Island is exceeding good Anchoring in 7 Fathom; 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 Conveniences 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.

This Harbour which lies a little to the W. ward of *Quirpon*, runs in S.S.W. Noddy Har- between *Noddy Point* and *Cape Raven*, which form 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 Fathom Water; or with small Vessels you may run up into the Basin, and Anchor in 2 and a half or three Fathom; 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 doth 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 1 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.

Burnt Cape. From *Cape Onion* to *Burnt Cape*, the Course is W.S.W. Distance 5 Miles; 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 in S.S.W. 2 Miles; when within *Burnt Cape*, you may anchor in six or seven Fathom, open only to N.E. Winds; or you may run up into the Harbour, where you lie land-lock'd in 3 Fathom. Here is good Conveniencies for Fishing-Ships, and Plenty of Wood for their Use. *Cape Norman*, from *Burnt*

Bay of Pistolet. *Cape* bears N.W. by W.  $\frac{1}{2}$  W. 7 Miles. Between them is the Bay of *Pistolet*, which runs in S.S.W. and extends several Miles every Way, with good anchoring in most Parts of it, particularly on the West-side, a little above the Islands, which lie on the same Side in 5 Fathom Water. The Shore about this Bay is tolerably well covered with Wood, Boats frequently come here for Wood from *Quirpon*.

Cook's Har-  
bour. This is a small Harbour within the Islands, at the N.W. Part of *Pistolet Bay*, and 2 Miles to the S.E. of *Cape Norman*; to sail into it, you must take Care 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*



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 Fathom 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 Northermost Point of Land in *Newfoundland*, lies in the Latitude of 51 Deg. 38 Min. 23 Sec. North, it is of a moderate and even Height, 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 the Westward of the Cape is a Cove, wherein small Vessels and Boats may lie 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 the Land with great Safety, into 25 Fathom 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 Island. Mile in Length, very low, narrow, and agreeable in Colour to the Name it 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 Fathom Water, is 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 Fathom, 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*, doth not exceed 3 Leagues and an half; they bear from each other N.W. and S.E. and is the narrowest Part of the Streights of *Bell-Isle*.

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.  $\frac{1}{2}$  S. 7 Leagues. Five Miles to the Westward of *Green Island* is *Sandy Bay*, wherein small Vessels might ride in 3 and 4 Fathom Water, with Southerly and S.W. Winds. Between *Green Island* and *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 Fathom 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 sunken 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 Fathom 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 sunken 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 Conveniences for a Seal Fishery.

**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 Fathom 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.

**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 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 sunken 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 Fathom Water; the Bottom is Sand and Mud, and you lay Landlock'd. Near this Place branches out two Arms or Rivers, one called the South and the other the East; in the East River is 3 Fathom 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



the S.W. Point of the Bay, and West Point of the Harbour is a Cove, wherein are sunken Rocks, which stretcheth off a little without the Line of the two Points; in the open Bay is 7, 8, and 9 Fathom 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. Geneve* Bay *St. Geneve*; 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 Fathom Water; the other Island (called the *Gooseberry-Island*) lying to the Southward and within *Current-Island*, hath 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 hath not less than 5 Fathom 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 Fathom Water; as soon as you are within the small Island above-mentioned, you must haul to the Southward, and bring *St. Geneve-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 Fathom 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 Fathom Water; it is very good Anchoring in most Parts of the Bay, and pretty Convenient for Wooding and Watering; the snugest Place is in the S.W. Arm, the Channel going into which is narrow, and 4 Fathom deep. There is a Channel into the Bay between *Current-Island* and *Gooseberry-Island*, wherein is not less than 3 Fathom 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 hath not less than 4 Fathom Water all round it.

Four Miles to the Westward of the Bay of *St. Geneve* 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 too: 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 Fathom Water, where you lie Land-lock'd in good Ground; you may also anchor any where along the Inside of the said Island, and find a  
B
good



good Channel up to the N.E. end thereof, where there is an exceeding good Place for Fishing Ships to lie in like a Basin, in 5 and 6 Fathom Water, form'd 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 Fathom 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 Fathom 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  $51^{\circ} 02'$  North, is 2 Miles in Length, of a moderate Height, and join 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 too, having 20 Fathom 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.  $59^{\circ} 30'$  E.

**Remarks between Green Island and Point Ferolle.** In turning between *Green-Island* and *Point Ferolle*, you ought not to stand nearer the Shore (until you are to the Westward of *Flower Ledge*) than half a League, unless well acquainted; you will have for the most Part at that Distance off 20 and 24 Fathom Water; after you are above the Ledges, that is, to the Westward of them, the Shore is much bolder, but the Soundings not quite so regular; you will have in some Places 15 and 16 Fathom 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 Of the Tides. Change about E. by N. in the Bay of *Pistolet*, and Places adjacent E. by S.

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 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.  $30^{\circ}$  W. and from *Dog-Island* N.  $14^{\circ} 45'$  West. Our Ladies Bubbies.

*Bell-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 appears above Water, and on which the Sea always breaks very high, you will have 20 Fathom close to this Ledge, and 55 Fathom between it and the Island; all about this Island is irregular Soundings, but you will not find less than 20 Fathom home to the Island, excepting on a small Bank lying N.W. 4 Miles from the N.E. end, whereon its said is only 5 Fathom.

*Red-Bay* on the Coast of *Labradore*, about 8 Leagues to the Westward of *Chateaux* is an exceeding good Harbour, with excellent Conveniencies for the Fishery. Red Bay.

*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 *Bell-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 advisable to fall in with the Coast, a little to the W.ward of the Bay, unless the Wind be E. erly and clear Weather, as there is not the least Danger to the W.ward, but to the E.ward are several low rooky Islands. This Bay may be known by two very remarkable rocky Hills on *Castle* and *Henley* Islands, which Islands lay in the Mouth of the Bay, those Hills are flat at top, and the steep Cliffs round them have something the Resemblance of Castle Walls; but as these Hills are not distinguishable at a

Distance, because of the high Land on the Main within them; the best Marks for knowing the Bay, when in the Offing, is as follows; 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 Hillcock; about *Chateaux* Bay, and to the Eastward of it is hilly, broken Land, with many Islands along Shore, but there is 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 Bacon 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 Cabie'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 14 Fathom; here is excellent Conveniencies 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 Fathom and a half Water; 1 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 Fathom on the *Newfoundland* Side, and in Places near the Shore, you will have 30 to 40 Fathom; in the Middle of the *Streights* in the Stream of *Bell-Isle*, is from 20 to 30 Fathom, and between that and *Chateaux* Bay from 45 to 80 Fathom; within a Mile of the Coast of *Labradore*, to the Westward of *Chateaux* Bay, you will have 25, 30, and 35 Fathom; further up the *Streights*, as far as Cape *Norman* and *Green* Island, you will have 40 and 45 Fathom in the Middle, less towards *Newfoundland*, and more towards the Coast of *Labradore*.

St. Peters.

About 7 Miles to the Eastward of *Seal* Islands 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* Islands 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 in is N.W. the best Anchorage is on the North side in 9 Fathom Water.

From Cape *Charles* to the *Battle* Islands (which are the outermost of the *Caribou* and *Battle* 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.  $\frac{1}{4}$  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 hath only three Fathom 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 Fathom Water. This Place is much resorted to by the Savages, and is by them named *Ca-tuc-to*. And Cape *Charles* they call *Ikkegauchbeaeteuc*.

Between the *Caribou* Islands and Cape *Lewis* lies *St. Lewis's* Bay, in which are many Islands and Inlets which have not yet been examined. *St. Lewis* 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 in S.S.W. half a Mile, named *Deep Water* Creek, but very narrow and hath from 20 to 40 Fathom Water in it. *Deep Water* Creek.

From the North Part of Point *Lewis* to the South Head of *Petty Harbour* Bay, the Course is North 1 Mile and a half; it is a high bold Shore; from the South Head to the North Head of this Bay the Course is N.  $\frac{1}{4}$  E. 1 Mile and half; this Bay runs up W.N.W. 1 Mile; in it is 20 to 40 Fathom 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 this Sea, so as not to be seen till very near it; the Entrance is very narrow, it is not above 50 Fathom broad, there is 5 Fathom in the Middle, and 3 Fathom 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 half, and a third of a Mile broad, wherein Ships may anchor in any Part from 12 to 7 Fathom, and lie intirely Land-lock'd. From the North Head of *Petty Harbour* Bay to Point *Spear* the Course is N. half E. 2  $\frac{1}{4}$  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. *Petty* Harbour.

*Spear* Harbour is to the Southward of *Spear* Point, this is a very good Harbour; coming from the Northward about Point *Spear*, you will open two 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 Fathom 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 Fathom, there is good Room to moor; small Vessels may go on either Side of the Islands; there is 2 Fathom at

at low Water; but observe in coming from the Southward, you will only distinguish one Island, for the Northermost Island will be shut in under the Land so as not to be discerned till you get within the Heads.

Three Har-  
bours.

From Point *Spear* to the Entrance of the *Three Harbours* the Course is W.N.W. about 3 Miles between them there are several small high Islands laying within half a Mile of the Shore called *Spear* Islands; they are all bold too, and there is 20 Fathom within them, N.N.E. & E. from the S.E. Head of the Entrance of the 3 Harbours, lies two 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 them Islands are 2 sunken 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 too; Ships may pass on either side of them in 12 and 14 Fathom, and anchor within them in *Queen Road* in 16 Fathom; by the S.E. end of the Islands is the widest Passage, and room for Ships to work in or out.

Sophia Har-  
bour.

The first and Southermost Harbour within *Queen Road* is *Sophia* Harbour; it runs up S. by E. 1 Mile and half, and has from 15 to 10 Fathom Water for that Distance; then it tends away round a low Point to the Eastward, and becomes a Mile broad; but thence is very shoal Water, and only fit for small Vessels.

Port Char-  
lotte.

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 too, having 9 Fathom 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 Fathom, only giving the Starboard-side a Birth of half a Cable's Length to avoid a small Reef that lays along that Side.

Mecklenburg  
Harbour.

*Mecklinburg* Harbour is the Northermost 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 Fathom, but in the upper Part is no more than 12 Fathom 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 Fathom 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 4 Islands within the Entrance, 2 of which are on the Larboard-side, and further up 2 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



the top Part cut off, and is a very good Mark to fail 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 Length to the N.E. from it; in failing 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 Channel 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 Fathom, 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  $\frac{1}{3}$  of a Mile broad, at the Head it is broader; there is 12 and 15 Fathom 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 Fathom 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 Fathom. 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 Fathom; on the North side is 30 Fathom 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. Frances* River there is a Harbour called *Merchant-men's Harbour*; betwixt 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 failing into this Harbour; it runs in first W.N.W. and then W. about a Mile, it is 2 Cable Lengths wide at the Entrance, and 3 at the Head of it, where Ships may anchor in 12 Fathom 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. Frances* River; it is about one 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 Fathom. At about 3 Miles and a half within the Entrance, the lower Part of *Leg* Island forms 3 very good Harbours, with 7 and 12 Fathom Water in them: on the North side of *Leg* island there

is a



Gilbert's River. is a large Space about a Mile broad and 2 Miles long, in it is from 60 to 80 Fathom 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 Fathom 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. Frances 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 Fathom; this River has also a Passage out to Sea to the Northward of Cape *St. Francis*, between *Hare Island* and *Fishing Islands*; from *St. Frances Island* to the North end of *Hare Island* is W.N.W. 2 Miles and a half; within *Hare Island* there is a small Harbour, to fall into it you must pass round the North end of *Hare Island*, there is from 12 to 5 Fathom Water within this Harbour, and no Shoals in it; but the best Harbour hereabouts is *Fishing Ship 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 2 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 Fathom; there is good Room for any Ships to moor; there are two other Passages to this Harbour, one to the Westward from the Entrance of *Gilbert's River*, the other to the Eastward passing to the Northward of all the *Fishing Islands*, and hath 7 Fathom 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.  $\frac{3}{4}$  W. Distance 6 Miles; this Part of the Coast is bold too 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 Rock*, which lies 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 too; and about 2 Miles up there is good Anchorage in 7 and 10 Fathom; 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 2 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* 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 Fathom; you will there lay Land-lock'd, 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.



# DESCRIPTION

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 26d. 00m. W. this present Year, 1768.

**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.

From the Outer Rocks off the *Islands of Entrance*, to the *Murr Rocks*, the Course is E. by S.  $\frac{1}{2}$  E. 3  $\frac{3}{4}$  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.  $\frac{3}{4}$  E. 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 *Shag Island*, the Course is N. E.  $\frac{1}{2}$  E. 2  $\frac{1}{2}$  Leagues.

From *St. Augustine's Chain* to the Rocks without *Shag Island*, called *Shag Rocks*, the Course is N. E. by E. Distance 3 Leagues.

From the *Shag Rocks* to the Rocks off the East End of the *Island of Shecatica*, the Course is N. E.  $\frac{3}{4}$  E. 3 Leagues.

From the outer Rocks off the *Islands of Entrance* to the *Bay de Portage*, the Course is N. W. by N.  $\frac{1}{2}$  W. 4 Miles.

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.

Courses and Distances from Island to Island along the Coast, between *Grand Point* and *Shecatica*, which Courses carry you without all other Islands and Rocks.

Course and Distances along shore passing within the Great Island of *Mecatina*.

From

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*.

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.  $\frac{3}{4}$  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.  $\frac{3}{4}$  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* lieth in the Latitude of 50d. 41m. N. and is the extrem Point of a Promontory which stretches off from the Main. The Extrem of this Point is low: from thence it riseth 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  $\frac{1}{3}$  Cable's 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 Southermost Islands on this Part of the Coast. The Northermost *Murr Island* lieth from the other N. N. W.  $\frac{1}{4}$  W. about  $\frac{1}{4}$  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 Southermost *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 Southermost *Murr Island*, lieth a Ledge of Rocks under Water, on which the Sea generally breaks.

Bay de Por-  
tage.

From *Murr Islands*, N. W. by W. 2 Leagues lieth the *Bay de Portage*: the Land over this Bay maketh in a Valley, each Side being high; at the Entrance lieth 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 Fathom 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 Fathom Water at low Water. Large Vessels bound for this Harbour must be careful to avoid two sunken Rocks, on which there is  $2 \frac{1}{2}$  Fathom Water at low Water. The Northermost of these Rocks lies from *Mutton Island*, S. by E.  $1 \frac{1}{2}$  Mile, and the



the Southermost lies from the *Seal Rocks*, N. by E.  $\frac{1}{4}$  E.  $\frac{1}{2}$  Mile. Vessels may borrow within 1 Cable's Length of *Mutton Island*, or *Seal Rocks*.

The Harbour of *Great Mecatina* lieth N. W.  $\frac{1}{4}$  W. 2 Leagues from *Murr Islands*, and N. by E. 2  $\frac{3}{4}$  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 Fathom 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 the Main 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 lays 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 Fathom 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 sunken Rock that lays 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 maketh in a remarkable Bluff Head, which is in the Latitude 50d. 46m. N. Round this Head to the Northward, and within a Cluster of small Islands (on either Side of which is a good Passage), lieth 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 Fathom 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

Courses and  
Distances  
from Great  
Island of Me-  
catina to o-  
ther Places.

From the *Round Head* of the *Great Island* of *Mecatina* to *Mecatina Island*, the Course is W. by S.  $\frac{1}{4}$  W.  $3 \frac{1}{2}$  Miles.

From *Round Head* to the outer Rocks off the *Islands* of *Entrance*, the Course is S. S. W.  $\frac{3}{4}$  W. 5 Miles.

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

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 Island*, the Course is E. N. E.  $\frac{3}{4}$  E.  $3 \frac{1}{2}$  Miles.

From *Bluff Head* to *Double Hill Island*, the Course is North  $5 \frac{1}{2}$  Miles.

From *Bluff Head* to *Goose Islands*, the Course is N. by E.  $\frac{3}{4}$  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 *Shag 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 by an Island covered with Wood. You may sail 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.  $\frac{1}{2}$  Mile from the East Point of *Wood Island*, lieth a Rock, on which there is only 2 Fathom Water at low Water. You may anchor in this Harbour at the back of the Island in 7 or 8 Fathom 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 2 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 maketh in a Peek, and may serve as a good Mark for knowing either of those Places by.

Ha Ha Bay.

The Bay of *Ha Ha* lieth 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 Fathom Water. Vessels may occasionally anchor all along the Eastern Shore within

within this Bay, in 12 and 14 Fathom 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 Fathom, 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 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 Fathom 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.  $1\frac{1}{3}$  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 Fathom into the Harbour, where you may anchor in great Safety from all Winds. In the Western Passage into this Harbour, is  $2\frac{1}{2}$  Fathom 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.  $\frac{1}{3}$  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 Fathom Water, where they will

Port of St.  
Augustine.



will have good Room to moor. S. by W.  $\frac{3}{4}$  W. about  $\frac{1}{2}$  League from the West *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.  $\frac{1}{4}$  Mile to the West of this Island lay Rocks under Water, which always break, and shew above Water at  $\frac{1}{3}$  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.  $\frac{3}{4}$  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.

River St.  
Augustine.

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, which dries at low Water. This River, at two 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, and in the Middle is a round pecked 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.  $1\frac{1}{3}$  Mile from *Shag Island*. N. W. by W.  $2\frac{1}{2}$  Mile from *Shag Island*, lieth 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 Fathom Water, and a good Bottom: there is not any Wood to be had, but Plenty of Water.

Bay and Har-  
bour of San-  
dy Island.

Cumberland  
Harbour.

*Cumberland Harbour* lies N.  $\frac{1}{4}$  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 lays 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 Fathom Water, in good Ground, and an excellent roomy Harbour fit for any Ships, and is the best Harbour and the easiest of Access.

Access on this Coast. Here is good Water, but for Wood you must go up *Shecatica Bay*.

The Bay of *Shecatica* 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 very well acquainted. Bay of Shecatica.

To the Eastward of the Bay of *Shecatica*, and N. N. E.  $\frac{3}{4}$  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 Fathom 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 too, or round the East End betwixt it and the Island of *Shecatica*, 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 is high and barren, but there is both Wood and Water to be had in the Bay of *Mistanogue*. A little to the Eastward lieth the Island of *Shecatica*, between it and the Main Island and Road of Mistanogue. is a good Passage for small Vessels, where there is a considerable Seal Fishery Island of Shecatica. carried on. Three Miles to the N. E. of the Island of *Shecatica* lieth the Bay of *Pettit Pene*, which runs up N. 5 Miles, but is not fit for Vessels to Bay of Pettit Pene. anchor in, being deep Water, narrow, bad Ground, and 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 *Shecatica*, 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.

*The following SEA-CHARTS are Sold by R. SAYER  
and J. BENNETT, Map, Chart, and Print Sellers,  
(No. 53.) Fleet-Street.*

1. CHANNEL, Six Sheets, 10s. 6d.
2. Ditto, One Sheet, 2s.
3. Atlantic Ocean, Four Sheets.
4. Ditto, One Sheet, 2s.
5. Açores, One Sheet, 2s.
6. Madeiras, One Sheet, 2s.
7. Cape de Verd, One Sheet, 2s.
8. Bermudas, One Sheet, 2s.
9. Newfoundland, 2s.
10. The Banks of Ditto, 2s.
11. S. E. Coast of Ditto, 2s.
12. S. Coast of Ditto, 5s.
13. W. Coast of Ditto, 5s.
14. Straights of Belle-Isle, 4s.
15. Labradore, Part I. 2s.
16. Ditto, Part II. 2s.
17. River St. Laurence, Twelve Sheets, 12s.
18. Gulf of St. Laurence, One Sheet, 2s. 6d.
19. Sable Island, 1s.
20. Halifax and Nova Scotia, 2s.
21. Gut of Canfa, 1s.
22. Magdalene Islands, 1s.
23. Chaleur Bay, 1s.
24. Ristagouch Harbour, 1s.
25. Finland, 2s.
26. Mediterranean, Three Sheets, 3s. 6d.
27. Straights of Magellan, 3s. 6d.
28. Boston Harbour, 2s. 6d.





# D I R E C T I O N S

F O R

NAVIGATING ON THAT PART

O F T H E

C O A S T of L A B R A D O R E,

F R O M

*Shecatiga* to *Chateaux*, in the Straits of *Belle-Isle*.

*Note*, All Bearings and Courses hereafter-mentioned, are the true Bearings and Courses, and not by Compass; the Variation being 26 Degrees W. this present Year, 1769.

**B**OWL *Island* lieth E. by N. 2 Leagues from the *Island* of *Shecatiga*, and *Bowl Island*. 1 Mile from the *Main*; is a remarkable round *Island* of a moderate Height.

About this *Island*, and between it and *Shecatiga*, are a number of small *Islands* and sunken *Rocks*; which renders this part of the *Coast* dangerous, unless there is a Fresh of *Wind*, and then the *Sea* breaks on the *Rocks*.

From *Bowl Island* to the Entrance of the *Bay D'omar* the Course is N. E. by N.  $\frac{1}{2}$  E. *Bay D'omar* Distance 2 Miles. This *Bay* runneth up N. by E. nearly 3 Miles, with high *Land* on both Sides; is about 2 Cables 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 Fathom *Water*, and be very handy for *Wooding* and *Watering*. About 1 Mile within the Entrance on the *West Side* lieth a remarkable *green Cove*, off which it is shoal a small Distance from the *Shore*;

one

Little Bay. one Mile to the Eastward of *Bay D'omar* lyeth *Little Bay*, in which is tolerable good Anchorage for small Vessels. E. N. E.  $\frac{1}{2}$  E. distant 3 Leagues from *Bowl Island*, begins a Chain of Island and Rocks, lying E. N. E. 3 Leagues, and from 3 to 5 Miles distant from the Main, the Eastermost of which are called Outer, or *Esquimaux Islands*; the middle Part are called *Old Fort Islands*; and the Westermost 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 Sunken Rocks.

N.  $\frac{1}{2}$  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 lieth the River *Esquimaux*.

From outer *Esquimaux Island* to *Point Belles Amour*, the Course is N. 59° 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 Fathom Water, but open to Easterly Winds.

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.  $\frac{1}{4}$  E. 2 Leagues from the Island of *Ledges*, which formeth 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  $\frac{1}{2}$  Fathom 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 sunken 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  $\frac{1}{4}$  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.

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.

The Island *Bois* lyeth 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, lyeth *Blanche Sablon*, in which is Anchorage, but the Ground is not very good, being a loose Sand.

From the South Point of the *Isle au Bois*, to the West Point of *Forteaux Bay*, the Course is N. 70° E. distant 8  $\frac{1}{2}$  Miles. 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 Fathom Water, but is open to the Southward. Off the East Point of this Bay is a Rock, which maketh, in the Form of a

Shallop

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.

*L'Ance a Loup* lyeth 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 Fathom: On the West Side lyeth *Schooner Cove*, in which is very good Anchorage for small Vessels in 7 Fathom Water, sandy Bottom. The two Points that form the Entrance of this Cove, bear N. N. E.  $\frac{1}{4}$  E. and S. S. W.  $\frac{3}{4}$  W. distant 2 Miles. The East Point is high Table Land, with steep Clifts to the Sea stretching N. E. 2 Miles nearly, and called the *Red Clifts*.

From the *Red Clifts* 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 a small Craft may anchor, but is a bad Place.

*Ship Head* lieth 1  $\frac{1}{2}$  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 Fathom Water.

From the West End of *Red Clifts*, to the West Point of *Red Bay*, the Course is North 47° 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 W. Side of the Bay, opposite the West End of *Saddle Island*; the Land on the West Side 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 failing 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 aforementioned 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:

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 Fathom 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*.



( 4 )

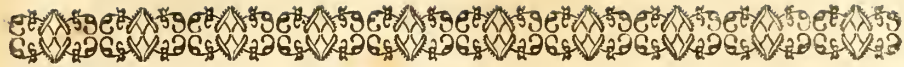
At *Red Bay*, the Tide flows, Full and Change, at half past Nine o'Clock.

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.

**F I N I S.**



DESCRIPTION  
OF THE  
COAST of LABRADORE,  
FROM  
CAPE CHARLES  
TO  
CAPE LEWIS.

*Note, The Bearings hereafter mentioned are the true Bearings, and not by  
Compass, the Variation being 27 Degrees W. this present Year, 1770.*

**C**APE Charles Island lieth East, Distance  $1 \frac{1}{4}$  Mile, from Cape Charles, Cape Charles  
and is of a moderate Height, with several small Rocks to the Island.  
Eastward and Westward of it.

From the North Point of *Cape Charles Island* into *Alexis Harbour* the Alexis Har-  
Course is W. N. W. 4 Miles. This Island is very small, and rather low.  
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 fall into it on either Side of *Center Island*, but to the Northward of it is the best Passage.

*Battle Islands.* 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 lieth 1 Mile to the Eastward of the Northermost *Battle Island*. This Island is high and round at Top.

*River Islands.* From the Northermost *Battle Island* to the *River Islands* the Course is N.  $76^{\circ}$  W. Distance  $7 \frac{1}{2}$  Miles. To the Westward of the Eastermost *River Island* is Anchorage for Vessels in 30 or 35 Fathom Water, muddy Bottom. Vessels may pass to the Southward of these Islands up the *River St. Lewis*.

*Cutter Harbour.* From the South Point of the Eastermost *River Island* to *Cutter Harbour* the Course is S.  $50^{\circ}$  W. Distance 1 Mile. In this Harbour there is tolerable good Anchorage for small Vessels.

*River St. Lewis.* From the Northermost *Battle Island* to the Entrance of the *River St. Lewis* the Course is N.  $61^{\circ}$  W.  $7 \frac{1}{2}$  Miles; from thence the Course up the River is W. by N. 5 Miles; then N.  $58^{\circ}$  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* lieth the Entrance of *St. Lewis's Sound*, which runneth 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 Northermost *Battle Island* to the Entrance of *Dear Harbour* the Course is N.  $51^{\circ}$  W. Distance 3 Leagues. This is a very good Harbour in which you anchor from 18 to 10 Fathom Water, secure from all winds. To fall into this Harbour there is not the least Danger, and the best Anchorage is at the Back of *Dear Island*.

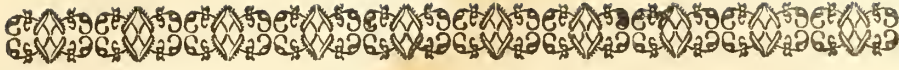


From the Northermost *Battle Island* to *Cape St. Lewis* the Course is Cape St. N. N. W.  $\frac{1}{2}$  W. 5 Miles. This Cape is high ragged Land;  $1 \frac{1}{2}$  Mile Lewis. to the N. W. of the Cape lieth *Fox Harbour*, which is but small, and *Fox Harbour*. only fit for small Vessels, but seems to be very convenient for a Fishery.

MICH. LANE.







DESCRIPTION  
OF THE  
COAST of LABRADORE,  
FROM  
CAPE ST. MICHAEL  
TO  
SPOTTED ISLAND.

Note, *The Bearings hereafter mentioned are the true Bearings, and not by Compass, the Variation being 32° W. this present Year, 1770.*

**C**APE *St. Michael* lieth in the Latitude of 52° 46' 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*, lieth 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 Fathom; you will there lay land-locked, and may work out again to Sea on either Side of *Long Island*.

From *Cape St. Michael's* to the Entrance of *Square Island* Harbour, the Course N. 63° 30' W. Distance 3  $\frac{1}{2}$  Miles, in the Entrance lieth a small Island

From Mr.  
Gilbert's Di-  
rections,



Island of a moderate Height; the best Passage is to the Westward of this Island, there being only 2 Fathom Water in the Eastern Passage.

The N. E. Point of *Square Island* is a high round Hill, and maketh (in coming from the Southward) like a separate Island, being only joined by a low narrow Neck of Land, N.  $54^{\circ}$  W. Distance 1 League. From this Point lieth 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.** *Cape Bluff* lieth 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 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.** 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; is 26 Fathom Water, and no Danger sailing into it.

**Stoney Island.** One Mile to the Northward of *Barren Island* lieth *Stoney Island*. On the Main within these Islands lieth *Martin* and *Otter Bays*, in the Northermost of which is very good Anchorage, with Plenty of Wood, and no Danger but what shews itself.

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* lieth 1 Mile to the Northward of *Stoney Island*. Within *Hawke Island* lieth *Hawke Bay*, which runneth to the Westward 2 Leagues, and then brancheth 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.

On the South Side of *Hawke Island* lieth *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.

On the Main within *Hawke Island*, about 5 Miles to the N. E. of *Hawke Bay*, lieth *Caplin Bay*. Here is very good Anchorage in this Bay, and Plenty of Wood at the Head.

*Partridge Bay* lieth 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 lieth before the Mouth of it. The Land hereabouts may be easily known. The South Point

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.  $\frac{1}{2}$  E. Distance 9 Leagues.

From *Seal Islands* to *Round Hill Island* the Course is N.  $\frac{1}{4}$  East. Distance 13 Miles. This Island is the Eastermost Land on this Part 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.  $36^{\circ}$  W. Distance 2 Leagues. From *Spotted Island* the Land tends away to the N. W. and appears to be several large Islands.

From *Seal Islands* to *White Rock* the Course is N. by W.  $\frac{1}{2}$  W. Distance 2 Leagues. From this Rock the Course into *Shallow Bay* is S. W. Distance 2 Miles. Here is tolerable good Anchorage in this Bay, and no Danger except a small Rock which lieth off a Cove on the larboard Hand, and about  $\frac{1}{3}$  of the Bay over; this Rock sheweth above Water at Low-water. There is very little Wood in this Bay.

From *White Rock* to *Porcupine Island* the Course is N.  $52^{\circ}$  W. Distance 2 Leagues. This Island is high and barren. You may pass on either Side of this Island into *Porcupine Bay*, where is very good Anchorage, but no Wood.

*Sandy Bay* lieth on the S. E. Part of the Island of *Ponds*, and N. W. by N.  $\frac{1}{2}$  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 makes this Part of the Coast dangerous.

MICH. LANE.





# R E M A R K S

MADE BETWEEN

## The ISLAND of GROIAS

A N D

### CAPE BONAVISTA,

1768.

**T**HE Island *Groias* lies 2 Leagues from the Main, is about 5 Leagues <sup>Island Groias.</sup> round. The North End of it lies in the Lat. 51 Deg. 0 Min. N. off from which, at  $1\frac{1}{2}$  Miles <sup>Distance,</sup> are several Rocks, high above Water, also off from the N. W. Part; otherwise this Island is bold too all round. Between it and the Main is from 20 to 40 Fathom Water.

The Harbours of *Great* and *Little St. Julien's* and *Grandsway* lie within <sup>Great St. Ju-</sup> the Island of *St. Julien*, which bears N. W.  $\frac{3}{4}$  N. distant  $8\frac{1}{2}$  Miles from the <sup>lien's.</sup> 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 Eastermost 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 Fathom Water: To sail into *Little St. Julien's*, you must (to avoid a sunken Rock, which lies <sup>Little St. Ju-</sup> directly before the Mouth of the Harbour,) first steer to 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 Fathom Water. Ships in both those Harbours commonly moor Head and Stern.

*Grandsway* is not a Harbour for Ships; but very convenient for Fishing <sup>Grandsway.</sup> Craft.

*Croque Harbour* lies 4 Miles to the Southward of *St. Julien's* Island, and <sup>Croque.</sup> has been described in Mr. *Cook's* Direction.

Four Miles and a Half to the Southward of *Groias* lies *Bell-Isle*, which is <sup>Bell-Isle off</sup> above 20 Miles round; there is a little Harbour at the South Part of this <sup>Newfound-</sup> <sup>land.</sup> A Island

Island fit for Fishing-craft ; but it is too difficult for Shipping. There are some other Coves about this Island, where Shallops may shelter occasionally.

Carouge  
Harbour.

S. S. W. 7 Miles from *Croque Harbour* lies *Carouge Harbour*, which bears W.  $\frac{1}{2}$  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 anchor from 20 to 3 Fathom 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.

Conch Har-  
bour.

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 Fathom Water. It is open to the S. S. E.

Hilliard's  
Harbour.

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.

Englée.

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 Harbour ; 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 Fathom, 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.

*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 sunken Rock lies about two Cables Lengths ; 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

Rock on the Larboard Hand, keeping the Middle of the Water, and you will carry 18 Fathom 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 Fathom Water, good holding Ground, and secure from all Winds.

Three Miles South from *Canada Point* is *Canada Head*. It is pretty high, *Canada Head*, 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*, *Hooping* by the *French* called *Sansfond*. This Place has two Arms, or rather Bays, *Haibour*, the one lying up the Northward, and the other to the Westward. There is very deep 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.

About 4 Miles to the Southward of *Hooping Harbour* is *Fouchée*. There *Fouchée*, 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 Fathom 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.

Three Leagues to the S. W. from *Fouchée*, is *Great Harbour Deep*, by the *Orange Bay*, *French* called *Bay Orange*: It may be known from any other Place, by the *or Great Har-* Land at its Entrance being much lower than any Land on the North Side of *bour Deep*. *White's Bay*, and bears N. W.  $\frac{1}{2}$  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, tho' 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 in 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 Fathom Water, and a good Bottom.

From *Orange Bay*, 2 Leagues to the S. W. is *Grandfather's Cove*, by the *Grandfa-* *French* called *L'Ance L'Union*. This is an Inlet of about 2 Miles, directly open *ther's Cove,* to the S. E. Winds; it may be known, when near the Shore, by the North *and Little* Point of it appearing like an Island, and bears N. W. by W.  $\frac{1}{2}$  W. from *Par-* *Harbour* *tridge Point*. It is but an indifferent Harbour for Shipping. Scarcely 2 Miles *Deep* 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,  $\frac{1}{2}$  a Mile from the Shore, which 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 2 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 failing 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 straight, until you come to this Head, which projects out nearly 1 Mile and  $\frac{1}{2}$ , forming a deep Bight, which is called *Great Cony Arm*. 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.

Frenchman's Cove. From *Cony Head*, about 4 Miles further up the Bay, is a Cove called *Frenchman's Cove*, in which a Ship might safely anchor.

Jackson's Arm. From *Frenchman's Cove*, about a League further to the South, round a low 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*.

Sop's Arms. 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 Coves*, and two other small Coves opposite on the Main, called *Hart's Cove*, in all of which a Fishery is carried on, but Ships generally anchor in the upper Part of the Arm, within *Goat Island*.

River Head. From the North End of *Sop's Island*, to the River at the Head of the Bay, 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

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 Lengths off, there is a Shoal, whereon is not above  $1\frac{1}{2}$  Fathom 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 Fathom 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 Fathom 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 Fathom 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.

About 1 Mile and  $\frac{1}{2}$  to the N. E. from *Middle Arm*, is another, called *Southward Arm*, in which a Ship may safely anchor in 17 Fathom Water, entirely land-locked; here she will be nearly 3 Miles within the Heads, there is good Anchorage in any Part below, from 20 to 25 Fathom, before you are near so far up. A little above the inner Point, on the North Side, is a Mussel Bank entirely across the Arm, which is nearly dry at low Water; and above this Bank you will again have 11 and 12 Fathom, 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 *Cony Arm Head*, which lies on the other Side of the Bay, and which Head is always very conspicuous.

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 Fathom all over the Harbour. Small Ships may enter at proper Times of Tide.

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  
 Tides and Currents in *White Bay*,  
 between

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.

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 Westermost 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  
 Fleur de Lys. *Fleur de Lys*, from which it takes its Name. There is no Danger in sailing into this Harbour, until you come within 2 Cables Length of the Harbour 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 Fathom Water, sheltered from all Winds.

*Horse Islands*. The two *Horse Islands* are situated between *Partridge Point* and *Cape John*. The West End of the Westermost *Horse Island* bears E.  $\frac{3}{4}$  N. Distance 10 or 11 Miles from *Partridge Point*; and the S. E. Part of the Eastermost 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 Eastermost, 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 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.

*Pacquet Harbour*. Near 5 Leagues to the S. E. from *Fleur de Lys*, is the Harbour of *Pacquet*, at  $\frac{1}{2}$  a Mile within the Entrance. This Harbour divides into two Arms, the 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.  $\frac{1}{2}$  W. from the Passage between the *Horse Islands*, and may be known by the South Head, it being a high Rock Mountain; the North Point is rather low, off which



which lie three Rock Isles; both Shores are bold too. Steer directly in, and anchor in the N. W. Arm, in about 14 Fathom Water.

About 2 Leagues from *Pacquet*, to the S. E. is *Great Round Harbour*. Great Round Harbour. This is a convenient little Harbour for Fishing-ships; there is no Danger in sailing into it; both Shores being bold too, you may anchor within the two inner Points in 4 and 5 Fathom, entirely land-locked. *Little Round Harbour*, which is about 1 Mile  $\frac{1}{2}$  round a Point to the N. E. from this, is Little Round Harbour. not fit for Shipping; it is only a Cove, wherein is but 2 Fathom, and a loose sandy Bottom.

About 4 Miles to the S. W. from *Cape John* is the small Harbour of *La La Cey Cey*. This Place is open to the N. N. W. There is no Danger in sailing in; you may anchor in any Depth you please from 8 to 3 Fathom Water.

*Cape John* is a lofty ragged Point of Land. It lies in the Latitude of 50 d. Cape John. 06 m. 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. Dis- Bay of Twi- tance 11 or 12 Leagues. This is but an indifferent Place for Shipping, it lingate. being directly open to the N. E. Winds, which heave in a very great Sea. N.  $\frac{1}{4}$  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 Fathom Water.

*Wire Cape Cove*, which lies on the West Side of the Westermost *Twilin-* Wire Cape *gale 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 Fogo Har- 18 Leagues. Immediately to the Eastward of this Head is *Fogo Harbour*. bour. This is a pretty good Harbour for Fishing-ships, &c. but the Entrance is intricate 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 too, 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 Fathom Water through. When you are through this Passage, which is commonly called the *West Tickle*, if you intend to anchor in 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 Fathom, 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.

Coming from the Eastward, and bound into *Fogo*, to avoid *Dean's Rock*, (which is a funken 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 Fathom 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 chuse according to the Wind. The *Middle Tickle* is only fit, and even intricate, for Shallops, 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 makes this Part of the Coast exceeding dangerous, especially in foggy Weather.

Bacaleau. 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 *Wadham's Island*, 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. 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 funken 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.

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

Funk Island. N.  $\frac{1}{4}$  E. from *Cape Bonavista*, and N. 27 d. 00 m. E. about 10 Leagues from *Cape Freels*, lies *Funk Island*. This Island lies in the Latitude of 49. 52. N. it is but

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 Rocks, called *Durel's Ledge*, upon which the Sea almost always breaks. Durel's  
Ledge.

*Green's Pond Harbour* is situated on the West Side of *Bonavista Bay*. It bears from the *Stinking Isles*, S. 63 W. Distance upwards of 4 Leagues. Green's  
Pond. It may be 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 a-breast. There is no Danger in sailing 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 d. W. about 4 Miles from the *Copper Island* is *Shoe Cove Point*. About 2 Miles to the Northward of this Point lies *New Harbour*; in which Ships may safely anchor, though it is but a small Harbour. New Har-  
bour.

*Indian Bay* runs up West about 4 Leagues above this Harbour; at the Head of which there is Plenty of good Timber. Indian Bay.

From *Copper Island* to the *Gull Isle* off *Cape Bonavista*, the Course is S.E.  $\frac{1}{2}$  S. Distance 10  $\frac{1}{2}$  Leagues; and S. 20 d. W. Distance 2 Leagues from *Gull Island*, lies *Port Bonavista*. It is a very unsafe Place for Ships to ride in, being directly open to the Winds between the N. and W. and a loose sandy Bottom. Port Bona-  
vista.

*Barrow Harbour* bears W.  $\frac{1}{2}$  N. 8 Leagues from *Port Bonavista*. This is a very good Harbour. This Barrow Har-  
bour.

From *Port Bonavista*, W.  $\frac{1}{4}$  S. about 10 Miles, lies the little Harbour of *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. FROM Cape *Race* to Cape *Ballard* is N. N. E. about  $3\frac{1}{2}$  or 4 Leagues,  
Glam Cove. between which, about half way, is *Glam Cove*, which is only for Boats;  
Chain Cove. and near to Cape *Ballard* is another Cove, called *Chain Cove*, where  
are several Rocks lying before it, (but there is no Harbour, or Bay, for Ships  
to ride in,) and fish between the two Capes.

CapeBallard. But to the Northward of Cape *Ballard* is another Cove for Boats; and  
Renowes. about 4 Miles from the Cape is *Freshwater Bay*, near half way between Cape  
*Ballard* and *Renowes*, *Renowes* being the Southermost 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 sunken 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 of 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

are several Coves on each Side in the Harbour, where Ships may and often 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, <sup>Clears Cove.</sup> 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 Fathom, good Ground.

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 Fathom Water in the Entrance of the Harbour; but within you have from 14 to 12, 10, 9, 8, 7, and 6 Fathom, 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 Southermost, 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 all 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 NW. by N. a Mile, which Harbour is very good, and safe for Ships; it lies in WNW. There is a great Rock above Water going in on the South Side, which is bold too; you run up about 2 Miles within the Harbour's Mouth, and ride on the North Side, and lie land-locked, as it were 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 ENE. from the Harbour's Mouth, and from the SE. End of *Crow Island* lies a Shoal about a Cable's Length.

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

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.

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 is the second in Bigness next to *Buoy Island*; also you may sail thro' between *Goose Island*, which is the middlemost, and *Stone Island*, which is the Northermost; but these Passages are large enough for ships to sail or turn in or out; 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.

*Caplins Bay.* *Caplins Bay* is large and good, and runs in a great Way WNW. 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*, WNW. and NW 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. ESE. 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 Fathom, 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 Fathom 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 NW. and NW. 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, wno come there Fishing, but the Water comes not quite round, unless in a great Storm or Rage: It is a place of little consequence.

From



From Cape *Broyle* to Cape *Neddick*, the Courfe is North by East Norther- Cape Ned-ly, 5 Leagues; and from *Brigus* Point to Cape *Neddick* is NE. Almoft a Mile dick, and a half between which is *Frefh-water* Bay, but of no Note. Cape *Neddick* is a high Point, flat at Top, and ftrait down to the Water.

From Cape *Neddick* to *Baline-head* is about half a League NE. by E. between which is *Lamanche*. *Lamanche* is only a Cove in the Bay, where is *Lamanche*. no fafe riding for any fhip.

From *Baline-head* to *Baline* Cove is more than half a Mile, near three- *Baline-head*. quarters; it is a Place where Ships ufe to keep two or three Boats with a Stage for Fifhing, where one Planter lives; the Place is not for Ships, only fmall Veffels may come in to lade, and lie within the Rock called the *Whales-back*, *Whales-* which Rock breaks off any Sea, and there are two Rocks above Water, one *back*. on each Side going in, and the *Whales-back* in the Middle, but without the faid Rocks that are above Water.

Againft *Baline* Cove lies *Goofe* Ifland, about a Mile or half a League to *Goofe* Ifland. the Seaward of *Baline*. *Goofe* Ifland is a pretty large Ifland, three-quarters or near a Mile long.

From *Baline-head* to *Ifle de Spear* is NNE. a Mile within the greateft of *Ifle de Spear*. the faid Iflands, which is the Northermoft. Ships every Year fih there; on this Ifland is a Stage on the Inſide, that is, on the Weft-fide, and good riding in Summer Seafon, the Ifland being pretty large, but the Northermoft Ifland is only a round Hill fit for no ufe.

The next to the *Ifle de Spear* is *Toads* Cove, where a Planter lives, a *Toads* Cove. Place for Boats to fih, but not for Ships to ride.

A little without *Toads* Cove (or to the Eaſtward) is *Boxes* Ifland, between *Foxes* Ifland. 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 *Momables* N.W. near 2 Miles; it lies open to the Sea, yet is a good Place for Fifhing. *Bay*.

From *Baline-head* to the North Point of *Momables* Bay, (which is the South-point of *Whitlefs* Bay,) the Courfe is N.N.E. Northerly, 4 Miles off, which Point is a Shoal of Rocks that lie a great Way off, fo that Men muſt be well acquainted to go with Ships between the faid Point and *Green* Ifland, which is *Green* Ifland. a fmall Ifland right off againft the faid Point, a little more than a Mile; for if you intend to come through between them, then it is beſt to keep the Ifland-fide, which is cleareſt.

From the faid Shoal Point, or South-point of *Whitlefs* Bay, the Land on *Whitlefs* Bay. the South-fide of the Bay lies in, firſt Part N.N.W. and after more Weſterly.

From

**Gull Island.** From the South Point of *Whitlefs Bay* to the North Point of the said Bay is NE. 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 *Momables*, 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 NNE. half Easterly 5 Leagues, from the South Head of *Bay Bulls* to the North Head, called *Bull-head*, the Course is NE. Northerly a Mile and a Quarter, or thereabouts, between which two Heads go in the *Bay Bulls*, lying WNW. for at least two Miles, and after that NW. for about a Mile, to the River-Head. In this Bay is good Riding, from 20 Fathom 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 too, 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 NE.), in 13 or 14 Fathom, which you will have there almost from Side to Side, but Merchantmen run farther in, and anchor some in 10, 9, or 8 Fathom, 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 Fathom, so that it wants but 10 Fathom of half an *English Mile* broad.

**The Spout.** From *Bay Bulls* to *Petty Harbour* the Course is NE. by N. three and a half or four Leagues (between which is nothing remarkable of Bays 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 Harbour.** *Petty Harbour*, the Entrance of it is a large Bay, for from the South Point to the North Point is a League Distance, NNE. and SSW. and it is a League in, where the Ships ride that fish there, being but a little Cove. It lies in WNW.

**Cape Spear.** From the North Point of *Petty Harbour* to *Cape Spear*, the Course is NE. by N. two Miles, or thereabouts, and from thence the Land tends into the NW. to *Black-head*, and so to the Harbour of *St. John's*.

From



From Cape *Spear* to the Harbour of *St. John's* is NW. by N. four Miles ; Cape Bay. between which are three Bays, the first is from Cape *Spear* to *Black-head*, and Deadman's is called *Cape Bay* ; the second is from *Black-head* to *Low-point*, and that is Bay. 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 Freshwater Bay. *Fresh-water Bay*.

The Harbour of *St. John's* is an excellent good Harbour, (tho' narrow in *St. John's* 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 Fathom 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 NNW. but it is yet more narrow after 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 Fathom 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 foresaid Rock, on the South-side of it, a Point within *Ring-Noon*, (which Ring Noon. is a small Bay,) there lies a sunken Rock about 30 Fathom 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 Fathom, as you please, and lie landlocked from all Winds, for it lies up WSW. You must observe that you cannot expect to sail in, unless the Wind be at SW. 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 WSW, or a 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. John's*, for a Place called (*Quiddy Viddy* or) *Kitty Vitty*, which is within a 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*  $\frac{3}{4}$  of a Mile or more ; but besides this, your Course from Cape *Spear* will guide you.. Caution. *Kitty Vitty, or Quiddy Viddy.*

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 given them, that is from *St. John's* to *Cuckold's Head* going into *Kitty Vitty* ; the next is *Small Point*, which lies NE. 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



Torbay. fifth Point is the South Point of *Torbay*, and lies N. by W. half a Point Westerly from *Redbead*, 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 Fathom against *Green Cove*. But if you are open of the Bay, the Course is WSW. 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 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.

Red head. From the North Point of *Torbay* (called *Flat Rock*) to *Red-head* by N. the  
Black-head. Course is N. by W. about half a League; but from *Flat Rock* to *Black-head* by N. the Course is N. by W.  $\frac{1}{2}$  W. 2 Leagues.

Cape St. From *Black-head* to Cape St. *Francis* is N.W. 5 Miles; Cape St. *Francis*  
Francis. is a whitish Point, and low in Comparison to the other Land, but at Sea the high Land over it is taken for the Cape. Within the Point of the Cape to the Southward of it is a Cove, called *Shoe Cove*, where Boats used to come a tilting, (using the Fishermens 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 About half a League off, triangular-ways, lie sunken Rocks; the outer-  
Rocks off the most lie E.N.E. from the Cape, about a Mile and three-quarters: There are  
Cape. 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 aforesaid *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.

Bell-Isle. From Cape St. *Francis* to *Bell-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 Eastward. *Bell-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 *Bell-Isle*, (besides my own setting it from several Places,) I had from Mr. *John Guy*,

*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 Voyages at *Bell-Isle* and *Portugal Cove*.

From *Cape St. Francis* to the *Island Bacalieu*, is N. by E. about 10 Leagues. <sup>Island Bacalieu.</sup> *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.

From *Cape St. Francis* to the *Bay of Verds-head*, is the N. about 8 Leagues <sup>Bay Verds.</sup> 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*; the *Place* where *Ships* ride is not above a *Cable's Length* from one *Point* to the other; which lie *North* and *South* one from the other; you lay your *Anchors* in 10 *Fathom*, and your *Ships* lie in 5 *Fathom*, 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 another, 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*, by reason of the great *Plenty* of *Fish*, and they being so near them, make *Fishing-ships* desire that *Place* the more, altho' there are several *Inconveniences* 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*, <sup>Black Cove.</sup> where *Stages* are, and *Boats* kept 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 *Westermost*; 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: <sup>Flamborough Head.</sup> *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*.

C

From

**Green Bay.** From Bay *Verds-head* to *Green-bay*, is S.W. about 4 Leagues and a half. This Bay is above a League over, but has nothing considerable in it, only the aforefaid S.W. Cove, and a Place in the Bottom of the Bay, where the *Indians* come every Year to dig Oaker to oaker themselves.

**Black-head.** From the South Point of *Green-bay* to *Black-head* is S.W. a League; and **Salmon Cove.** from *Black-head* to *Salmon Cove*, is S.W. by W. 4 Miles: It is a Place of 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 Merchant-men 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 anchoring 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 Northermost of these two Coves is called *Clown Cove*, not 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 Northward 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 off 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.  $2\frac{1}{2}$  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



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 needles 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 shoots over from the South-side, almost to the North-shore.

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 distance; keep the said North-shore pretty near, where you will have 3 Fathom and a half on the Bar, and presently after 4, 5, 6, and 7 Fathom; 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 tends SE. from thwart 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 landlocked in 4, 5, or 6 Fathom, or higher up in 7, 8, 9, or 10 Fathom, as you please. The Harbour, or River, runs up SW. by W. at least two Leagues above the Beach, navigable.

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 the 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 St. Francis, is East Northerly 7 Leagues and a half.

From *Harbour Grace* to *Bryant's Cove*, is SW. about half a League, but is 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 Fathom, and anchor within it in clean Ground.

From *Harbour Grace* to *Spaniards Bay*, is SSW. about three Leagues. 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 SE. by E. Southerly about two Miles. This Bay is about two Miles and a half broad, from the North Point to the South Point, which lie NW. and SE. 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 WNW. and is the deepest, and the other SW. Being past the Island, or to the Westward of it, which is bold too, you may run up about a Mile, and lie land-locked in 9 or 10 Fathom 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 your Ship by Head and Stern, and ride in 4 and a half, and 5 Fathom, but your Anchor, to the SW. lies in 22 Fathom, about a Cable and a quarter's Length from your Ship.
- Port *Grave*. 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.
- Cupids Cove. From *Sheeps Cove* to *Cupids Cove*, the Course is SSW. about 4 Miles. It is a good Place for a Ship or two to ride in 4, 5, or 6 Fathom, and not above a Point open; the Cove lies in SW. and the South-side of the Bay to *Burnt-head* lies NE. by E. and SW. by W. one from the other about a League; for *Sheeps Cove* and *Cupids Cove* are in the same Bay of Port *Grave*; but *Cupids Cove* is on the South-side, and the other on the North-side; the Bay runs up WSW. and is about three Leagues long.
- Burnt-head. *Burnt-head*, which is the South Point of the Bay, and Port *Grave*, lie SE. by E. and NW. 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.
- Brigus. 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 SW. by W. and WSW. 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 SSW. 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 SSE. 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

From *Burnt-head* to *Harbour Main* is about three Leagues and a half. And from *Harbour Main* to *Holyroad* is SE. by S. about two Miles; then <sup>Holyroad.</sup> the Land tends about to the Eastward towards *Bell-Iſle*. *Holyroad* has 11 Fathom Water, good Ground.

From Bay *Verds-head* to *Split-point*, the Courſe is ENE. half a League. <sup>Split-point.</sup>

From *Split-point* to the Point of the *Grates*, NNW. two Leagues. <sup>Grates.</sup>

From the Point of the *Grates* to the NW. or North End of the Iſland *Ba-* <sup>Bacalieu.</sup> *calieu*, the Courſe is E. by S. four and a half or five Miles.

From the *Grates* to *Break-heart-point*, NNW. WNW. and W. tending <sup>Break-heart-</sup> about two Points; between the *Grates* and this Point is a Bay where Boats <sup>point.</sup> may lie with a Wind off the Land of *Break heart-point*; there is a Ledge of Rocks, but above Water.

From *Break-heart-point* to *Sherwick-point*, going into *Old Perlican*, the Courſe is SW. 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*; be- <sup>Scurvy Iſland.</sup> tween the ſaid Iſland and *Sherwick-point*, runs in a pretty deep Bay, and lies in SE. from *Sherwick-point* about three Quarters of a Mile.

*Sherwick-point* is bold, off which is a Rock above Water; this Point is the <sup>Sherwick-</sup> North Point of *Old Perlican*. They who are bound to *Old Perlican*, cannot <sup>point.</sup> go with a Ship to the Northward of the Iſland, that is, between the Iſland and *Sherwick-point*; although it ſeems a fair Paſſage, yet it is altogether foul Ground, and a Shoal of Rocks from the Main to the Iſland (which Iſland is about a Mile and a Quarter round, and about Half a Mile in Length); therefore, whoever intends for *Old Perlican* with a Ship, muſt go to the Southward <sup>Old Perlican.</sup> of the Iſland, between that and the Main, and run in within the Iſland, and anchor in 4 or 5 Fathom. 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 Wind comes out at WNW. you are forced to buoy your 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.

From *Old Perlican* to *Sille Cove* is WSW. Southerly, about 7 Leagues; *Sille Cove.* *Sille Cove* is but an indifferent Place for Ships, ſuch as Bay *Verds*.

From *Old Perlican* to *New Perlican*, the Courſe is WSW. 8 Leagues. This *New Perli-* is a very good Harbour, where you may lie landlocked in 5, 6, 7, 8, 9, or <sup>can.</sup> 10 Fathom. 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 Eaſtermoſt Point going in is called *Smutty-nofe Point*, and the <sup>Wester-</sup>



Westermost *Gorlob* Point, between which Point is the Entrance, which is almost two Miles broad, and has about 20 Fathom Water; and as you sail in it grows narrower and shoaler, lying in first WSW. after runs up to the Westward in a Bight, where you lie landlocked, and above Half a Mile broad, so that you may turn in and out, and anchor in what Depth you please, from 12, 10, 8, 6, 5, or 4 Fathom, 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 NW. and SE. one from the other. In 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 Fathom; 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 WSW. 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 three or four 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 Miles broad, on which are many Deer; they lie NW. and SE.

*Ireland's Eye*. From *Bonaventure* to *Ireland's Eye* is SW. 2, or 2 Leagues and a Half.

*Port Bonaventure*. From *Bonaventure-head* to *Bonaventure*, the Course is NW. Half a Point Westerly, about two Miles or more, but being got a Mile from the Head, then the Harbour lies NW. 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 Fathom 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.

*Gull Island*. There is an Island which lies off the W. Point of the Harbour, called *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*, *Green Island*. the one is from the Port SSW. 5 or 6 Miles, called *Green* Island, which is a pretty big Island, and you see it as soon as you come out of *Trinity* Harbour in fair Weather; another Island lies SW. by S. 3 Miles, and another Island without that about 4 or 5 Miles from *Bonaventure*; the Course is SW. by S.

*Horsechops*. From the *Bonaventure-head* to the *Horsechops* is ENE.  $3\frac{1}{2}$  Leagues.

But

But from *Bonaventure-head* to *Trinity Harbour*, is N E. by N. about 3 Leagues; between which are some Bays, but not for Ships to ride in, unless the Wind off the Shore.

The *Horsechops* and *Sherwick-point* (being the North Point of *Trinity Harbour*) lie WNW. and E S E. one from the other 2 Leagues; between the *Horsechops* and *Trinity Harbour* are two Places where Ships used to fish; the one is *English Harbour*, and is WNW. from the *Horsechops* 2 Miles, and *English Harbour* after you are about a Point, tends ENE. again; it is a clean Bay, and you may ride in 4 or 5 Fathom Water; a Planter or two live here.

From *English Harbour* to *Salmon Cove*, the Course is NW. by W. West *Salmon Cove*. about half a League; it is a Place for Fishing, and there is a River which runs up about 2 Miles to the Northward.

Without *Salmon Cove* is a Headland, called *Foxes Island*, yet joins to the *Foxes Island*. 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.

From the *Horsechops* to *Trinity Harbour*, the Course is WNW. about 2 *Trinity Harbour*. Leagues. *Trinity Harbour* is the best and largest Harbour in all the Land, *Trinity Harbour*. having several Arms and Coves where many hundred Ships may all ride landlocked: It is a Place which you may turn in or out, being bold too 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 NW. 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 Fathom, 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 this S W. Arm, there is another runs up WNW. near 2 Miles; and near the Head of that another runs up SSW. but there is a Bar, or Ledge, at the Entrance of this SSW. Arm, but the former WNW. is a large Place, and good Anchoring for 500 Sail of Ships. You have besides these forementioned Arms, the Main Harbour (turning or) lying up NNW. and being within the Harbour's Mouth, you may ride in a Cove, large and good on the Starboard or East-side, and landlocked 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 undif-

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 Fathom Water within two Boats Length off the Shore any where, and 6, 7, 8, 9, 10, 12, and 14 Fathom, 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 4 Feet, sometimes more. For not only *Sherwick-point* is bold, which is the Northermost, but also *Salvages*, which is the Southermost.

From the *Horsechops* to the South Head of *Catalina* Bay is NE. by N. and NE. 5 Leagues. About a League to the Northward of the *Horsechops* is *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 NNE. 3 Leagues; between which two Heads is *Ragged* Harbour and *Catalina* Harbour. *Catalina* Harbour lies from the South Head N. by E. Northerly about 2 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 they 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 Fathom, from 3 to 4, 5, 6, 7, or 8 Fathom, 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 Fathom 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 Birth, and so sail in with the Middle of the Harbour; for about a Mile Distance from the South Point of the Harbour, ENE. 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



Being off *Little Cattalina*, all the Way to the Harbour you have not above <sup>Cattalina</sup> 10 Fathom, and from 10 to 8 and 7 Fathom, then 8 and 9 Fathom again. <sup>Harbour.</sup> 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 Fathom, land-locked. In the SW. Arm the Harbour lies in WSW. or you may anchor in 3 Fathom 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 Fathom. 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 WNW. within the small Island, is a Fire Stone of a glittering Colour, a Kind of Mineral, excellent good Wheel-locks growing in the Rocks.

From *Cattalina* Harbour to *Little Cattalina* is NNE. about half a League; <sup>Little Cattalina.</sup> it seems to be a good sandy Bay, but I went not into it.

From *Cattalina* Harbour to the North-head of the Bay is NE. Easterly, a League and a half.

From the North-head of *Cattalina* Bay to *Flower's* Point, the Course is N. <sup>North-head</sup> by E. a League and a half; off which Point are sunken Rocks, called *Flower's* <sup>of the Bay of</sup> Rocks; the Sea breaks upon them in a swelling (or great) Sea, and they dis- <sup>Cattalina.</sup> cover themselves plain; they lie about half a League off Shore, which are the <sup>Flower's</sup> utmost I could perceive with all the Curiosity I had to take Notice of them, <sup>Point.</sup> by passing by them twice in the Day-time; you may go between the Point of <sup>Sunken</sup> the *Flower's* (which has some Rocks lying off it) and the said sunken Rocks; <sup>Rocks.</sup> you have a Mark if in the Day-time to go without them, which is to keep <sup>Mark to go</sup> Cape *Larjan* open to *Bira's* Island, and that will carry you clear without to the <sup>clear off the</sup> Eastward of them with any Ship. Some would persuade us that the *Flower's* <sup>said Rocks.</sup> Rocks lie 2 or 3 Leagues off, but I am not of that Opinion, knowing to the contrary.

From *Flower's* Point to *Bird's* Island the Course is N. by W. about three <sup>Bird's Island.</sup> 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 WSW. 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 <sup>Cape Larjan.</sup> *Larjan*;

*Larjan*; *Birds* Island abounds with Willocks, Gannots, Pigeons, Gulls, &c. which breed there in Summer.

From *Birds* 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 NNW. 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 too.

**Cape Bonavista.** From *Spillers* Point to Cape *Bonavista*, the Course is NNW. about a League, 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 *Redbead* 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

**Gull Island.** Mile N. by W. from the Cape, is a small Island called *Gull* Island, easy to be known, being indifferent high, and highest in the Middle, and makes somewhat like the Form of a *Fleur-de-lys*, 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 Fathom Water on it, where Boats use to fish. Cape *Bonavista* lies in Latitude 49 Degrees 10 Minutes.

From Cape *Bonavista* to Port *Bonavista*, the Course is SW. about five Miles. If you come from the Southward, and intend for *Bonavista*, you may fail between *Gull* Island and the Cape, they being both bold too, 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

**Green Island.** fail between the said *Green* Island and the *Stone* Island, with any Ship without  
**Stone Island.** Danger, being safe and bold; or you may go the Westward of *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*, which are high Rocks, within which you ride (for there is no Passage to the Northward of them) and lie in 11, 10, 9, 8, 7, 6, or 5 Fathom, as you please, and must always have a good Anchor in the SW. and another fast in the *Sweeres*, or anchor in the NW. for Westerly Winds blow right into the Road.

**Port Bonavista.** It flows generally to the Northward about *Bonavista*, and the Places adjacent WNW. that is a WNW. Moon makes the highest Water, which most Masters of Ships using these Parts have observed.

With

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 SW. to *Moses Point*; between which two Points is a large Bay or Cove, called *Baylies 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 D. 06 M. to the East Part of the Bank *Queco*, in 44 D. 16 M. I made 120 Leagues Distance. The North Part of the Bank *Queco* in Latitude 45 D. 06 M. the SW. of *Queco* in 44 D. 16 M. and the Isle of *Sabes*, in the Latitude 44 D. 16 M. 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 NW. Part of *Queco* to the Harbour of *Causo* is NW. by W. half W. 39 Leagues, after you have lost Sounding of *Queco*, on which is commonly about 35 Fathom, unless on the SE. Part, where (and on a certain Spot near the Middle, as the Fishermen inform us,) there is but 18 Fathom after you are to the Westward of *Queco*, and also before you have 100 and 95 Fathom, black Mud; there is a small narrow Bank, about 2 Leagues to the NW. of the Middle of *Queco*, but it reaches not so far to the Northward as the North Part of *Queco*; about 20 Leagues WNW. from the NW. Point of *Queco*, you will strike Ground on *Frenchman's Bank*, which is a narrow Bank that stretches ESE. and WNW. thwart the Harbour of *Causo*, about nine Leagues off; you must keep your Lead going when you reckon yourself nigh this Bank, or else on a NW. Course you will soon be over it, being not past 3 Leagues broad, and when over it you will have 100, and 95 Fathom Water, black Mud; it is the best Way to fall to the Westward of *Causo*, because on the *French Coast* you have no Soundings, as I have heard the Fishermen say, and the Winds in the Summer are generally SW. and WSW. and very often foggy.

*Note.* The Ground to the Westward of *Causo* rises very sudden from 100, 95, 70, to 40 Fathom, 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 SE. and ESE. 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.
<b>F</b> 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.		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 NNE. and N.	NNE. $\frac{1}{2}$ E.	1 $\frac{1}{3}$	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 $\frac{1}{2}$	1 $\frac{1}{2}$
From <i>Bald-head</i> to <i>Ferryland-head</i>	NE. by N. $\frac{1}{2}$ N.erly	1 $\frac{1}{2}$	5 $\frac{1}{2}$
From <i>Bald-head</i> to <i>Black-head</i>	N.	1 $\frac{1}{2}$	or 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 $\frac{1}{2}$	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. and NE. by E.	1	4
From <i>Crow Island</i> to <i>Ferryland-head</i>	E. by S.	1 $\frac{1}{2}$	or 1 $\frac{1}{2}$
From <i>Ferryland-head</i> to <i>Cape Broyle-head</i>	N. by E.	1 $\frac{1}{4}$	4
From the East End of <i>Buoy Island</i> to <i>Cape Broyle-head</i>	NNE.	1	3
From <i>Ferryland-head</i> to the S. of <i>Gull Island</i> , which is off of <i>Whitlefs-bay</i>	NNE.	5 $\frac{2}{3}$	16
From <i>Ferryland-head</i> to <i>Cape Spear</i>	NNE. $\frac{1}{2}$ E.	11	33
From <i>Cape Broyle-head</i> , the Bay or Harbour <i>Cape Broyle</i> lies in	WNW.	2	7
From <i>C. Broyle-head</i> to the N. Head of <i>C. Broyle</i> Harbour, or <i>Brigus</i> Point	N. by W.	1 $\frac{1}{2}$	2
From the said North Point of <i>Cape Broyle</i> Harbour into <i>Brigus</i> , is	NW. $\frac{1}{2}$ W.	1 $\frac{3}{4}$	1
From <i>Cape Broyle-head</i> to <i>Cape Neddick</i>	N. by E. N.erly	1	or 5
From <i>Cape Neddick</i> to <i>Baline-head</i>	NE. by N.	1 $\frac{1}{2}$	1
From <i>Cape Broyle</i> to <i>Baline-head</i>	NNE. $\frac{1}{2}$ N.erly	2	7
From <i>Baline-head</i> to <i>Baline</i> , is NW. and NW. by W. 3-4ths of a Mile	NW. by W.	1 $\frac{1}{2}$	1
From <i>Baline-head</i> to <i>Isles De Spear</i> , the Body of them	NNE.	1 $\frac{1}{2}$	or 1 $\frac{1}{4}$
From <i>Baline-head</i> to the SE. End of <i>Spear Island</i>	NE.	1 $\frac{1}{2}$	2
From <i>Baline-head</i> to the SE. End of <i>Goose Island</i>	E. by N.	1 $\frac{1}{2}$	1
From <i>Baline-head</i> to <i>Green Island</i>	NE. $\frac{1}{2}$ Northerly	1 $\frac{1}{2}$	or 5
From <i>Baline-head</i> to <i>Gull Island</i>	NE. by N.	2	or 6
From <i>Baline-head</i> to <i>Pay Bull's-head</i>	NE. by N.	3 $\frac{1}{2}$	or 10
From <i>Baline-head</i> to the N. Point of <i>Momables-bay</i> , or S. Point of <i>Whitlefs bay</i>	NNE. $\frac{1}{2}$ N.erly	1	5
to Bay <i>Bulls</i> South Point	N.E. by N.	1	3
From the said Point of <i>Momables</i> to <i>Green Island</i>	SE.	1 $\frac{1}{2}$	or 1 $\frac{1}{4}$
From the said Point of <i>Momables</i> to the NW. End of <i>Gull Island</i>	NE.	1 $\frac{1}{2}$	2
From the said Point to the South End of <i>Gull Island</i>	ENE.	1 $\frac{1}{2}$	or 1 $\frac{1}{2}$
From the South Point of <i>Bay Bulls</i> to the North Point of <i>Bay Bulls</i>	NE. Northerly	1 $\frac{1}{3}$	or 1 $\frac{1}{6}$
From <i>Bay Bulls</i> to the South Point of <i>Petty-harbour</i> , the Spout between	NE. by N.	3 $\frac{1}{2}$	10
From the South Point of <i>Petty-harbour</i> to the North Point of <i>Petty-harbour</i>	NNE.	1	3
From the North Point of <i>Petty-harbour</i> to <i>Cape Spear</i>	NE. by N.	1	2 $\frac{1}{2}$
From <i>Cape De Spear</i> to <i>St. John's Harbour</i>	NW. by N.	1 $\frac{1}{3}$	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 NW. by N.	7 $\frac{1}{2}$	or 22
From Cape Spear to St. John's	NW. by N.	1 $\frac{1}{3}$	4
From Cape Spear to Sugar Loaf	N.	2 $\frac{1}{3}$	7
From Cape Spear to Red-head	N.	2 $\frac{1}{2}$	8
From St. John's to Small Point	NE. by N.	2 $\frac{2}{3}$	or 2
From Small Point to Sugar Loaf	N. by E.	2 $\frac{1}{2}$	or 1 $\frac{1}{2}$
From Sugar Loaf to Red-head	N.	2 $\frac{2}{3}$	2
From Red-head to the South Point of Torbay	N. by W. $\frac{1}{2}$ W.ly	1 $\frac{1}{2}$	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.	1 $\frac{1}{3}$	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 $\frac{2}{3}$	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 Bell-Isle in the Bay of Consumption, SW. and	SW. by S.	5 $\frac{1}{4}$	17
From Cape St. Francis to Green-bay in the Bay of Consumption	NW. $\frac{1}{2}$ N.	6 $\frac{2}{3}$	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 $\frac{3}{4}$	or 10 30
From Cape St. Francis to Holyhead, which is the Bottom of Consumption-bay	SW. by S.	12 $\frac{1}{2}$	or 13 38
From Holy Road to Harbour Main	NW. by W.	2 $\frac{2}{3}$	2
From Harbour Main to Salmon Cove	NW.	2 $\frac{2}{3}$	2
From Salmon Cove to Collier's Bay	N.	2 $\frac{2}{3}$	2
From Collier's Bay to Brigus (by North)	NNE.	2 $\frac{2}{3}$	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. $\frac{1}{4}$ E.	3 $\frac{1}{4}$	or 4 12
From Burnt-head to the South Part of Great Bell-Isle	E. by N.	3	10
From Burnt-head to the North Part of Great Bell-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 $\frac{1}{2}$	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.	3 $\frac{3}{4}$	or 2
From the South Point of Bay Roberts to the South Point of Bell-Isle	ESE. Easterly	4	12
From the North Point of Bay Roberts to the North Point of Spaniards Bay	N. by W. N.erly	3	2 $\frac{1}{4}$
From Spaniards 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 Bay Verds, NE. by N. and NE.	NE. Northerly	10 $\frac{1}{2}$	31
From Carbonera to Black-head (NE. Northerly)	NE. Northerly	4 $\frac{1}{2}$	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 $\frac{1}{2}$	4
From Bay Verds-head to Split Point, which is against Bacalieu Island	ENE.	1 $\frac{1}{2}$	or 1 $\frac{1}{2}$

*Courses*

*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 <i>Point of Grates</i> to the NW. or N. End of <i>Bacalieu</i>	E. by S.	1 $\frac{3}{4}$	5
From the <i>Grates</i> to <i>Break-heart Point</i> N. by W. and W. by N.	NW. by W. Nly	1 $\frac{1}{2}$	4
From <i>Break-heart Point</i> to <i>Sherwick Point</i> near <i>Old Perlican</i>	SW. by S.	1 $\frac{1}{2}$	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.	$\frac{1}{2}$	2
From the <i>Grates</i> to the South Head of <i>Cattalina 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 NW. 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>Cattalina Harbour</i> NNW. Northerly	NNW. $\frac{1}{2}$ N.ly	13	40
From <i>Sherwick Point</i> at <i>Old Perlican</i> to the South Head at <i>Cattalina</i>	N. a little Easterly	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. Northerly	9 $\frac{1}{2}$	29
From <i>Sherwick</i> to <i>Salvages Point</i>	W. by S.	3 $\frac{1}{2}$	9
From <i>Sherwick</i> or <i>Old Perlican</i> to <i>New Perlican</i>	WSW.	8	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> NW. by W. and NW. 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 $\frac{1}{2}$	5
From <i>Bonaventure-head</i> to the <i>Horsechops</i>	ENE.	3 $\frac{1}{2}$	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 $\frac{1}{2}$	7
From the South Head of <i>Cattalina Bay</i> to <i>Cattalina Harbour</i>	NNE.	1 $\frac{1}{2}$	or 5
From the North Head of <i>Cattalina Bay</i> to <i>Flower's Point</i>	N. by E.N.erly	1 $\frac{1}{2}$	or 5
The <i>Flower's Rocks</i> sunken 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	4
From <i>Flower's Point</i> to <i>Cape Larjan</i>	N. $\frac{1}{2}$ Westerly	2	
From <i>Cape Larjan</i> to <i>Spillers Point</i>	NNW.	1	
From <i>Cape Larjan</i> to <i>Cape Bonavista</i>	NNW. $\frac{1}{2}$ Nly	2	
From <i>Cape Bonavista</i> to <i>Moses Point</i> , entering Port <i>Bonavista</i>	SW.	1 $\frac{2}{3}$	or 5
From <i>Cape Bonavista</i> to <i>Gull Island</i>	N. by W.	1 $\frac{1}{3}$	or 1
From <i>Cape Bonavista</i> to <i>Cape Frecls</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 Port <i>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



*Depth of Water on the Bank, and off the South Part of the Coast of Newfoundland, sounded as we sailed in and out in his Majesty's Ship the SWAN :*

By Captain HENRY SOUTHWOOD.

Fathom.

Cape Race West, and Cape Race West 43 Leagues, and Cape Spear NW. } 40 rough Fishing Ground.  
 Cape Spear NW. by W. } by W. little Westerly, 39 Leagues you have - - } small Stones, Sands & Shells  
 Renowes and Cape Spear } Renowes W. by N. 68 Leagues, and Cape Spear } 95 Fine whitish Sand, with  
 } WNW. Northerly 65 Leagues, you have then 95 } some black Specks.  
 } Fathom on the outer Edge of this main Bank - - }

Places and Latitudes.	Bearings of the Places.		Distances Leagues	Depth Fathom	Latitude of the Ship.		What Manner of Grounds.	
	D.	M.			D.	M.		
Renowes and Cape Spear	46	45	W.	44	44	46	45	Sand
Fermowes and Cape Spear	47	22	WNW.	30				
Ferryland-head and Cape Spear	46	48	W.	37	62	46	48	Fine white Sand
Ferryland-head and Bay Bulls	47	22	WNW. N. erly	33				
Ferryland-head and Cape Spear	46	50	W. by Northerly	31	63	46	59	Fine Sand
Ferryland-head and Cape Spear	47	22		30		46	48	
Ferryland-head and Cape Spear	47	11	W. by N. N. ly	29	85	46	17	Cozy Ground
Ferryland-head and Cape Spear	47	22	WNW. $\frac{1}{2}$ N. ly	26				
Ferryland-head and Cape Broyle	46	50	W. by N. N. ly	28	80	46	45	Fine Sand
Bay Bulls and Cape Spear	46	54	W. by N. N. ly	28				
Ferryland-head and Bay Bulls	47	11		W. by N. N. ly	24	55	46	34
Ferryland-head and Cape Broyle	47	22	W. by N.	17				
Ferryland-head and Bay Bulls	46	50	W. by N.	13	52	46	40	Fine Sand
Cape Broyle	46	54	W. by N.	13				
Ferryland-head and Bay Bulls	47	11	W. by N. N. ly	12	80	46	42	Fine Sand
Cape Broyle	46	54	WNW.	10				
Cape Broyle and Bay Bulls	46	54	WSW. W. erly	6 $\frac{1}{2}$	95	47	03	[small Stones Black Sand and some Rough Ground
Bay Bulls	47	11	NW. by W.	4 $\frac{1}{2}$				
Whitless Bay and Cape Spear	ditto		W. by N. $\frac{1}{2}$ N. ly	65	64	46	14	Fine Sand and Stones
Torbay	ditto		W. by N. N. ly	60				
	ditto		W. by N. N. ly	50	50	46	27	Fine Sand
	47	08	WNW.	55				
	47	22	NW. by W.	34	45	46	05	Fine Sand
	47	33	WNW.	66				
					64	47	17	Rough Ground

Rocks called  
Virgins.

The *Virgins* are Rocks lying about 23 Leagues East from Cape *Race*: They lie ENE. 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 Fathom Water.

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 Fathom 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 these 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 WNW. 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 Masts over it, but very dangerous to be imbayed 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 Cape *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 Fathom, and turning may stand into 4,  $3\frac{1}{2}$ , or 3 Fathom, as I was informed.

DIREC-

# D I R E C T I O N S

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  $19^{\circ} 30''$  W. this present Year 1774.

**C**APE *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 *Sauker Head* 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.

From *Sauker Head* to *Small Point* (which is the lowest Land hereabouts) the *Small Point* Course is N.  $63^{\circ}$  E. two Miles: And from *Small Point* to *Corbin Head* (which *Corbin Head* 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 Fathom close to the Shore, but no Shelter for any thing. From *Corbin Head* to *Shalloway Point* the Course is N.N.E.  $\frac{1}{2}$  E.  $4 \frac{1}{4}$  Miles. Betwixt them, and nearly on *Corbin Island* 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.

From *Corbin Head* to *Cat Island*, the Course is N.E. 4 Miles nearly; this is *Cat Island*. a high round Island near the South End of *Great Burin 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



the N. Arm, at about  $\frac{1}{4}$  of 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 Cables Length from the Shore, is a funken Rock, on which the Sea breaks in bad Weather, and has not Depth sufficient at low Water for a Boat to go over it. Vessels bound for this Harbour must avoid a Shoal which lies  $\frac{1}{4}$  of a Mile to the E. of the S. Point of the Entrance to the Harbour, on which is only 2 Fathom Water. Between the two high round Islands aforementioned and the Main, there is from 7 to 15 Fathom, 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  $\frac{1}{4}$  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.  $\frac{1}{2}$  W. 1 Mile from *Cat Island*, and N.E. by N.  $\frac{1}{2}$  E.  $\frac{1}{4}$  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 Birth 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

Ship Cove.

Anchorage in *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  $2\frac{1}{2}$  Fathom 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* 1 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-lock'd. The Course into this Bay from *Little Burin Island* is North. All the Land about this Bay is very high. In it are 2 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  $\frac{3}{4}$  Flood, at  $1\frac{1}{4}$  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,

ger, giving a 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 *Ships Cove*, where it is full half a Mile wide every Way. This is the best Anchorage.

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 <sup>Burin Har-</sup> 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 <sup>bour.</sup> 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 Fathom, is very small, and lies about a Cable's Length SSW. from Harbour Point. <sup>The Oven.</sup>

The *East Passage* is not very safe to sail in without a commanding Gale, and that between the NNE. and SE. To sail into this Passage, and coming from <sup>East Entrance</sup> the Westward, come not within two Miles of the Shore on the East Side of <sup>into Burin</sup> *Burin Island* (because of several Clusters of Rocks), till you bring the North Point of *Pardy'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 *Pardy'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 *Pardy's Island*, except the Wind be from the NE. <sup>Harbour.</sup>

At the Bottom of *Burin Bay* there is an Inlet, which runs in Land 5 Miles; <sup>Burin Inlet.</sup> there is a small *Woody Island* just before the Entrance; Ships may sail on ei- <sup>Woody</sup> ther Side; the East Side is the widest. A little within the East Head that <sup>Inland.</sup> forms the Entrance, and half a Cable's Length from that Shore, there is a funken 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 Cables Length wide, then NNW. for a Mile, and is there half a Mile wide, with a funken Rock right in the Middle; to the Westward of that Rock there is good Room and good Anchorage, from 7 to 12 and 15 Fathom Water in the Entrance, and, in the Middle, two Miles up, is from 15 to 23 Fathom, and from thence up to the Head is from 10 to 5 Fathom.

*Iron Island* is a small high Island, lying NNE. half E. one League from <sup>Iron Island.</sup> the SE. Point of *Great Burin Island* and SSW. half W. one Mile from *Mortier West Head*, and E.  $1\frac{1}{2}$  Mile from the North Part of *Pardy's Island*; Vessels bound for the Harbours of *Burin* may pass on either Side of *Iron Island*, the

The *Brandys*. 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 Fathom Water. The Mark to carry you on this Rock is, to bring the *Flag Staff* on *St. George's Island* (in the Center of the Passage between *Great Burin* and *Pardy's Islands* 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 within *Pardy's Island* are two remarkable white Marks in the Rocks, the Northermost of these Marks brought on with the North Part of *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.

SW. one Mile from *Iron Island* lies a Shoal, on which is 8 Fathoms Water, called the *White Horse*.

*Dodding Rock* lies about  $\frac{1}{4}$  Mile from the Eastermost 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 Fathom Water, but, by the Fishermens Account, there is not more than 4 Fathoms on one Part of it: in bad Weather, the Sea breaks very high on it.

About three Miles to the NNE. 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 sail in on either Side of it. It is bold too 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 Cables 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 other 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 Fathom, good holding Ground. They will lie two Points open to the Sea, that is, from SSE. to SE. 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 7 and 8 Fathom through the Entrance, and 2 Fathom when in the Harbour, and sufficient



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.

*Crony Island* lieth N. by E. nearly two Miles from *Mortier East Point*. *Crony Island*. This is a round Island, and lies close to the Shore.

Two Miles and a half from *Crony Island* is the Entrance into *Mortier Bay*; *Mortier Bay*. at the Entrance on the West Side is a small Harbour, called *Boboy*; in it is 9 *Boboy*. Feet Water at low Water. The Course into *Mortier Bay* is North for about two Miles, and is  $\frac{3}{4}$  Mile wide, in which you have from 50 to 70 Fathom 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 SW. Corner of the Bay is a River, which runs to the SW. 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 Fathom Water, *Spanish* good Bottom, and lie secure from all Winds. There is not the least Danger *Room*. 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.

Two Miles to the NE. of the Entrance into *Mortier Bay* lies *Rock Har-* *Rock Har-* *bour*, fit only for Boats, by Reason of the infinite Number of Rocks in it, both *bour*. above and under Water.

Prom *Mortier East Point* to *John the Bay Point* the Course is N. 25 E. *John the Bay* Distance eight Miles. Between *John the Bay Point* and *Rock Harbour* lie *Point*. two funken Rocks,  $\frac{1}{2}$  Mile from the Shore.

Two Miles to the NW. of *John the Bay Point* lies *John the Bay*, in which *John the Bay*. is tolerable good Anchorage, in about 8 Fathoms Water, with sandy Bottom.

The *Saddle-back* is a small Island lying N. 47 E. 8 Leagues from *Corbin Head*, *Saddle-back*. 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  $1\frac{1}{2}$  Mile to the NE. by N. of the *Saddle-back*.

*Cape Jude* is an Island about two Miles and a half in Length, and two in *Cape Jude*. Breadth; it lies one Mile and a half to the NNW. 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 funken Rocks about them, called the *Flat Islands*, *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 *Audearn* the West Side of which is a tolerable good Harbour. Vessels bound for this *Island and* Harbour may pass between *Cape Jude Island* and *Audearn Island*, and between *Harbour*.

*Crow*

- Crow and Patrick's Island. *Crow and Patrick's Island*, which are two small Islands, lying off the SW. Point of *Audearn Island*. About one Cable's Length from *Audearn Island*, to the Southward of the Harbour, is a funken Rock; the Mark for avoiding it in coming 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.
- Ford's Island. Off the East Point of *Audearn Island* is a small Island, called *Ford's Island*, on the West Side of which is a funken Rock, about one Cable's Length from the Island, and another on the East Side, which almost always break.
- Broad Cove. *Broad Cove* lies on the Main, W.  $\frac{1}{4}$  N.  $5\frac{1}{2}$  Miles from *Ford's Island*; in this Cove is exceeding good Anchorage, in 8 or 9 Fathom Water.
- Crofs Island. *Crofs Island* lies 3 Miles to the NW. of *Ford's Island*, is about  $1\frac{3}{4}$  Mile in Length, and 1 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 hath in it 2 Fathom Water, but when in, there is sufficient Room to moor in 3 Fathom, good Bottom.
- Boat Harbour. *Boat Harbour* lies about one Mile to the Northward of *Crofs Island*, and runs up NNE. one League, with deep Water to about half a Mile of the Head; close round the Eastern Point of *Boat Harbour* lies *Bay de Leau*, which runs in NNE.  $\frac{1}{4}$  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 Peeks; 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. NW. two Miles from the South Point of *Long Island*, and NE. 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* NW. 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 NE. of the Island. In this Harbour is exceeding good Anchorage in 7 Fathom Water on the Starboard Side, just within a low stony Point, taking Care to give the Point a small Birch, 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.

Shore. Above a Rock above Water, on the Larboard Hand, *Little Gallows Harbour Island* lies, before the Mouth of the Harbour.

*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 Fathom Water; or you run farther up, and anchor in 6 or 7 Fathom.

One Mile and a quarter to the Eastward of *Cape Roger Harbour* lies *Non-Nonfuch*; there are several Islands lying in the Mouth of it, and no safe Anchorage till you get within all of them.

*Petit Fort* is a very good Harbour, having in it from 14 to 7 Fathom Water, good Bottom. The Entrance into it is better than a Quarter of a Mile wide, and lieth NNE. 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 SE. Winds heaving in a great Swell on the West Shore, when they blow hard.

One Mile to the Eastward of *Petit Fort* lies the Entrance into *Paradise Sound*, which runs up NE. 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), is 10 Fathom Water, but not safe to anchor in, the Bottom being rocky.

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* and the Main is *Fox Island*; there is a safe Passage for vessels between these Islands, with not less than 9 Fathom 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 Harbour 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* lieth *La Perche*, in which is no safe Anchorage, the Ground being bad, and lies entirely exposed to the SE. Winds.

E. N. E. 2 Miles from *Marticot Island* is a Rock above Water, called the *Black Rock*;  $\frac{1}{4}$  Mile within this Rock lies a sunken Rock; N. N. E. half E. 2 Miles



*Presque.* 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.

*Merasheen Island.* East 4 Miles from *Presque*, and NE. by E. 6 Leagues from the *Saddle-back*, lies the West Point of *Merasheen Island*. This Island is high, and runs to the NE. 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 Fathom Water. To sail into it, keep the Starboard Shore on board, in order to avoid a sunken Rock, that lies one Cable's Length off a ragged rocky Point on the Larboard Hand going in.

*Indian Harbour.* *Indian Harbour* lies on the East Side of *Merasheen Island*, at about three 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.

*Little Isle of Valen.* N. 20 W.  $2\frac{1}{2}$  Miles from the West Point of *Merasheen Island* is the *Little Isle of Valen*; this is high and round, and lies within about  $\frac{1}{2}$  Mile of the *Great Isle of Valen*:  $\frac{1}{4}$  Mile from *Little Isle of Valen* lies the *Great Isle of Valen*, on the SE. Part of which is a small Harbour.

*Clatife Harbour.* On the Main, within the *Great Isle of Valen* lies *Clatife Harbour*; the Entrance into it is about  $\frac{1}{2}$  Mile wide; in it is 40 or 50 Fathom Water. The best Anchorage is in the West Cove, which is 1 Mile long, but not  $\frac{1}{4}$  Mile broad; in it is from 17 to 20 Fathom Water, good Bottom.

*Grammer's Rocks.* *Grammer's Rocks* are low Rocks above Water, and lie  $1\frac{1}{2}$  Mile from the North End of *Great Isle of Valen*.

*Little Sandy Harbour.* *Little Sandy Harbour* lies on the Main, and is a tolerable good Harbour; in it you have 6 and 7 Fathom 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 ESE.  $\frac{1}{2}$  E.  $1\frac{1}{2}$  Mile from the Mouth of it, and N. by E.  $\frac{1}{4}$  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  $\frac{3}{4}$  Mile to the Northward of *Little Sandy Harbour*; the Passage into it is narrow, but in it you have 6 or 7 Fathom Water. There are two Arms in this Harbour, one running to the SW. which almost dries at low Water; the other runs to the NE. in which is tolerable good Anchorage. There are several low Rocks and Islands lying before this Harbour.

*Barren Island* is about  $3\frac{1}{2}$  Miles long, and 1 Mile broad, is high Land, Barren Island. and lieth better than 1 League from the North Part of *Merasheen Island*, and about  $\frac{1}{2}$  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 Fathom Water. Along the West Side of this Island, between it and the Main, is very good Anchorage.

On the Main, opposite the North End of *Barren Island*, lies *La Plant*, a La Plant. Harbour only fit for Boats.

From *Barren Island* are a String of Islands quite to *Piper's Hole*, which lies Piper's Hole. 3 Leagues from the North Part of *Barren Island*. These Islands are about  $\frac{1}{2}$  Mile from the Main, having from 17 to 7 Fathoms Water, good Anchorage all the Way to *Piper's Hole*.

*Cape St. Mary's* is the East Point of the Entrance into *Placentia Bay*, and Cape St. Ma- lies in the Latitude of  $46^{\circ} 52' N.$  is a pretty high bluff Point, and looketh ry's. much like *Cape St. Vincent* on the Coast of *Portugal*; a little to the Northward of the Cape is a small Cove, where fishing Shallops 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 from the Cape lie *St. Mary's* St. Mary's *Keys*, which are two Rocks just above Water, and on which the Sea almost Keys. always breaks.

From the *Virgin Rocks* to *Cape St. Mary's* the Course is South, Distance For knowing eight Leagues and a half; between *Green Point* and *Cape St. Mary's* there is the Land on 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; of Placentia Bay. but over *Placentia*, and to the Northward of it, the Land is very high and uneven, with many peaked Hills.

*Bull and Cow Rocks* are a Cluster of Rocks above Water, lying SE. by E. Bull and Cow 2 Leagues from *Cape St. Mary's*, about one Mile from the Main, and SW. Rocks. 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.

From *Cape St. Mary's* to *Point Breme* the Course is N. by W.  $\frac{1}{2}$  W. 8 Miles. Point Breme.

From *Point Breme* to the *Virgin Rocks* the Course is NNE. Distance 10 Virgin Rocks 10 Miles; these Rocks shew above Water, and lie about one Mile from the Main.

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  
B the

the 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.

Point Verd. From *Virgin Rocks* to *Point Verd* the Course is N. 38 E. Distance  $5\frac{1}{2}$  Miles. This is a low green Point, and is the South Point of the Entrance into the *Road of Placentia*.

Placentia  
Road and  
Harbour.

Gibraltar  
Rock.

Green Point.

*Placentia Road and Harbour* is situated on the East Side of the Great Bay of that Name, at eleven Leagues Distance from *Cape St. Mary's*. To sail into the Road, and coming from the Southward, you must keep a League from the Shore, to avoid the *Gibraltar Rock*, which lies WSW. from *Point Verd*, till you bring the *Castle-hill* open to the Northward of *Green Point*. The *Castle-hill* 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 the South Side of the Road. The *Gibraltar Rock* has sixteen Feet Water upon it, and lies W.  $\frac{1}{2}$  S. Distant  $2\frac{1}{4}$  Miles from *Green Point*, and 2 Miles from Shore. The Mark afore mentioned will carry you  $\frac{1}{3}$  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 is regular Sound on both Sides. Along the South Side is a Flat, to which you may borrow into four Fathom. The best Anchorage is in six or seven Fathom Water, under the *Castle-hill* at  $\frac{2}{3}$  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-hill* is the Entrance into *Placentia Harbour*, which is very narrow, in which is  $3\frac{1}{2}$  Fathom Water, but within the Narrows it widens to one third of a Mile broad, and runs up NNE. above a Mile and a half, where Ships may lie in perfect Security, in six or seven Pathom. 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-hill*, in about 6 Fathom Water. The Entrance into the Harbour is very narrow, in it you have  $3\frac{1}{2}$  Fathom Water; after you are within the narrows it is about  $\frac{1}{3}$  Mile broad, and about  $1\frac{1}{2}$  Mile long; here you may anchor in perfect Safety in 6 or 7 Fathoms Water.

Remarks for  
knowing the  
Land on the  
West Side of  
*Placentia Bay*.

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 coming in with it in thick Weather, are, to observe, that, between *Burin* and *Loun*, 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



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 *Lamilines* are two low flat Islands. There are several small Rocks just above Water between *Laun* and *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; with several Islands near the Coast, which forms many Capes and ragged Points.

From *Mortier Head* to *Red Island* the Course is N.E. by E. Distance 16 <sup>Red Island.</sup> 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  $\frac{1}{2}$ .

*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* lies about 5 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 funken Rocks lying along the Shore about  $\frac{1}{2}$  a Mile off.

*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.

S.E. by S.  $\frac{1}{2}$  E. 1  $\frac{1}{4}$  Mile from *Point Roche* is the Entrance into the Harbour of *Little Placentia*, which runs up S. W. by W.  $\frac{1}{2}$  W. about 1  $\frac{1}{2}$  Mile, and is near  $\frac{1}{2}$  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  $\frac{1}{3}$  of the Distance over to the South Side of the Harbour, in this Cove is 7 and 8 Fathom Water.

From *Point Latina* to *Skip Harbour*, the Course is E N.E. Distance 5  $\frac{1}{2}$  Miles; this Harbour runs up North 2  $\frac{3}{4}$  Miles, and is about  $\frac{1}{4}$  Mile broad; the best Anchorage is in a Cove on the West Side in about 10 Fathom Water, at about one Mile from the Entrance.

*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 *Skip Harbour Point*, which is a low stony Point, lying about 1  $\frac{1}{2}$  Mile to the Westward of *Skip Harbour*; between *Fox Island* and this Point are a Range of Rocks, which in bad Weather break almost quite across.

N.W. 1  $\frac{1}{2}$  Mile from *Fox Island* is a steep Rock above Water, called *Fishing Rock*. *Fishing Rock*; North 1  $\frac{1}{2}$  Mile from *Fishing Rock* lies a funken 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 sailing 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 Fathom Water.

Little Harbour. From *Ram Islands* to *Little Harbour* is North about 5 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 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.

Long Island. From *Point Latina* to the South Point of *Long Island* the Course is N. by W.  $\frac{1}{2}$  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; the Entrance into it is narrow, but hath 13 Fathom 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 Fathom 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.  $\frac{1}{2}$  E. 1 Mile from the Entrance. To sail into it, you must pass to the Northward of the Islands in the Mouth.

Muscle Harbour. About 4 Miles from the South Point of *Long Island*, on the West Side, lieth *Muscle Harbour*; Vessels bound for this Harbour may pass between *Long Island* and *Barren Island*, which is a high barren Island about one Mile long, and about  $\frac{1}{3}$  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 two Miles long, and one broad; in it is from 10 to 22 Fathoms Water, rocky Bottom.

Little South Harbour. *Little South Harbour* lies one Mile to the Westward of *Little Harbour*; before the Mouth of it are several rocky Islands: in sailing into the Harbour you must 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 on the West Shore are some Rocks about half a Cable's Length from the Shore, that shew at  $\frac{1}{4}$  Ebb. This Harbour is about  $1\frac{1}{2}$  Mile long, near  $\frac{1}{2}$  Mile wide, with 7 Fathom Water, good Bottom.

*Great South Harbour* lies about one Mile to the Northward of *Little South Harbour*; there is no Danger in sailing into it; near the Head is very good Anchorage in 6 or 7 Fathoms Water.

One Mile to the Westward of *Great South Harbour* is *Isle au Bourdeaux*, a high round Island near the Main.

The Entrance into *Come by Chance* lies North 4 Miles from *Isle au Bourdeaux*, and runs up N. E. by N. 3 Miles: in it is from 20 to 30 Fathom Water, sandy Bottom, is intirely 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. North Harbour  $2\frac{1}{2}$  Miles from *Piper's Hole*; about 2 Miles from the Entrance is good Anchorage in 7 Fathoms Water, and no Danger sailing into it.



# D I R E C T I O N S

FOR NAVIGATING PART OF THE

## COAST of *NEWFOUNDLAND*,

F R O M

*A P E St. MARY* to *CAPE SPEAR*,

I N C L U D I N G

*St. Mary's* and *Trepassy* 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 aforementioned *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. *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 Shallops ſhelter with Southerly and Eaſterly Winds.

Bull and Cow. 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. Diſt. 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

small Rock that appears above Water at Half Tide ; there is 10 Fathom between this Rock and the Main, and 15 Fathom 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 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 is the West Point of the Entrance into the Bay of *St. Mary's*. It lies in the Latitude of  $46^{\circ} 50'$  N.

From *Point Lance* to the Eastern Head of *St. Sbot's*, (the East Point of the Entrance into *St. Mary's Bay*) the Course is S. E. by E.  $\frac{1}{2}$  E. distant 22 Miles. This Bay runneth  $9\frac{1}{2}$  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. Sbot's* to the Western Head the Course is N.  $41^{\circ}$  W. Distance 2 Miles ; this Bay is entirely open to the Sea, and about one Mile deep.

From the Western Head of *St. Sbot's* to *Gull Island* the Course is N.  $20^{\circ}$  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.  $7^{\circ}$  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  $\frac{1}{2}$  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.  $20^{\circ}$  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  $\frac{3}{4}$  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

Double Road Point. From *Point le Haye* to the South Point of the Entrance into *St. Mary's Harbour* (called *Double Road Point*), the Course is NE. Distance  $1\frac{1}{2}$  Mile; the Land between these Points is low and barren.

*St. Mary's Harbour.* 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 NE by E. 2 Miles, and from *Point Lance* to *St. Mary's Harbour* is E.  $\frac{3}{4}$  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 ESE. the other to the NE. 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  $\frac{1}{2}$  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 it is above  $\frac{1}{2}$  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 NE. 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 Fathom Water, good Ground.

Great Colinet Island. From *Cape English* to the South part of *Great Colinet Is* and 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 funken Rocks lying off this Point.

Shoal Bay Point. *Shoal Bay Point* lieth 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 lieth a Bank for about  $\frac{3}{4}$  of a mile, on which is from 7 to 17 fathom Water, rocky bottom.

*Little*



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

The Entrance into *Great Salmon River* lieth N. 50 E. Distance 2 Leagues from the North Part of *Little Colinet Island*, is about  $\frac{3}{4}$  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 Fathom Water. Great Salmon River.

*North Harbour* lieth N. by W.  $\frac{3}{4}$  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 Fathom Water, at about 2 miles from the Entrance, where it is not above  $\frac{1}{2}$  a Mile wide; or you may run up the Narrows, which are formed by two low sandy Points, about  $\frac{1}{2}$  a Cable's Length asunder, taking care to keep the Starboard Point close on board, and anchor close within the Point on the Starboard Shore. North Harbour.

*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 Fathom Water. Colinet Bay.

From the Eastern Head of *St. Spot's* the Land to the Eastward tends a way E. by S.  $\frac{1}{4}$  S. for about one Mile, then E.  $\frac{1}{4}$  S. one Mile to *Cape Freels*. Cape Freels.

From *Cape Freels* to *Cape Pine* the Course is E. N. E. one Mile and  $\frac{1}{2}$ . The Land about *Cape Pine*, to the Eastward and Westward, is moderately high and barren. Cape Pine.

From *Cape Pine* to *Mistaken Point* the Course is E.  $\frac{1}{4}$  N. distant 4  $\frac{1}{2}$  Leagues. Between these Points lies *Trepassey Bay*, in which is *Trepassey Harbour*. Mistaken Point.

The Entrance of this Harbour lies 2 Miles to the N. E. of *Cape Pine*, is about  $\frac{3}{4}$  Mile wide, and runneth 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  $\frac{3}{4}$  of a Mile wide; here Vessels generally ride. The Dangers in sailing into this Harbour are a small Rock that lieth on the East Shore, about a Mile within the Entrance, and is about  $\frac{1}{3}$  Cable's Length from the Shore; and on the West Shore, within the Harbour, off a stony Beach, lieth 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 off 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. Trepassey Harbour.

From the *Powles* (the East Point of the Entrance into *Trepassey Harbour*) to *Cape Mutton* the Course is E.  $\frac{3}{4}$  N. Distance one Mile. Between these Mutton Bay.  
C Points

Points lieth *Mutton Bay*, and is about 2 Miles deep; in it is from 12 to 3 Fathom 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.* *Biscay Bay* lieth 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 Fathom Water, sandy Bottom, but is quite open to the Sea.

*French Mistaken Point.* From *Mistaken Point* to *French Mistaken Point* the Course is N. 80 W. Distance 2 Miles.

*Powles.* From *French Mistaken Point* to the *Powles* the Course W.N.W. Distance 8 Miles.

*Cape Race.* The Land from *Mistaken Point* to the Eastward tends 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 lieth in the Latitude of  $40^{\circ} 42' N.$

*Cape Ballard.* 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*, lieth a high black Head, called *Chain Cove Head*. Between these Points is a Cove, and to the Westward of *Chain Cove Head* lieth *Chain Cove*, before which lieth a black Rock above Water.

*New Bank.* Due East from *Cape Race*, and S. by E.  $\frac{3}{4}$  E. from *Cape Ballard*, lieth a Fishing-Bank, called *New Bank*, about 5 Miles long, and nearly 2 Miles broad; on it is from 9 to 25 Fathom Water.

*Renowe's Rocks.* From *Cape Ballard* to *Renowe's Rocks* the Course is N. 20 E. Distance 2 Leagues. These Rocks are small, of a moderate Height, and lie one Mile from the Main-Land, and are bold too.

*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 hath 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* lieth about  $3\frac{1}{2}$  Miles from *Renowe's*; between these Harbours lieth *Bear's Cove*, off of which lieth 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

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  $\frac{1}{4}$  of a Mile farther in, on the same Side, lieth another Cove, called *Admiral's Cove*. In this Cove the Merchants Ships generally ride, in 7 or 8 Fathom 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 Fathom Water, muddy Ground; here you will be handy for wooding and watering. Farther up, on the same Side, lieth a Cove, called *Sheep's-Head Cove*. Directly off this Cove, near the Middle of the Passage up the Harbour, lieth a Shoal, on which is only 9 Feet Water. This is the only Danger in this Harbour.

*Bald Head* lieth N. 30 E. one Mile nearly from *Fermouse Harbour*. Bald Head.

From *Bald Head* to *Black Head* the Course is N. by W. one Mile. Black Head.

From *Black Head* to the Entrance into the Harbour of *Aqua Fort*, the Course is NW. 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 Fathom Water. This Harbour lieth in West about 3 Miles: at about  $2\frac{1}{2}$  Miles from the Entrance it is very narrow, where you have 4 Fathom Water; but just within the Narrows, on the North Shore, is a small Cove, in which you will have 7 Fathom Water; this is a good Place for Vessels to heave down, the Shore being steep. To fail 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 too.

*Ferryland Head* lieth ENE.  $\frac{1}{2}$  E. distant 2 Miles from *Aqua Fort*, and N. 30 E. distant  $3\frac{3}{4}$  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 much higher. The Entrance into *Ferryland Harbour* lieth to the Northward of *Ferryland Head*, between it and *Isle Bois*, and is little more than  $\frac{1}{2}$  a Cable's Length wide; but, after you are within *Isle Bois*, it is better than  $\frac{1}{4}$  Mile wide, and tolerable good Anchorage, in 8 or 10 Fathom 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.  $\frac{3}{4}$  E. distant half a Mile; and from *Goose Island* to *Stone Island* the Course is N. 5 W. distant half a Mile.

*Caplin Bay* runneth in NW. 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 Islands*, there is not the least Danger, the Island being bold too. 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 Fathom Water, and lieth 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  $\frac{1}{2}$  a Mile within *Scogin's Head*, in 16 or 17 Fathom Water.

- Cape Broyle. From the *Hare's Ears*, off *Ferryland Head*, to *Cape Broyle*, the Course is N.  $\frac{1}{4}$  W. distant  $2\frac{3}{4}$  Miles. This Cape is high Table Land, and maketh in a Saddle, either coming from the Northward or Southward. From the Old Harry. North Part of the Cape, ESE.  $\frac{3}{4}$  of a Mile, lies a small Rock, called *Old Harry*, on which is only 3 Fathom Water; but between it and the Main is upwards of 20 Fathom Water. About  $\frac{3}{4}$  of a Mile to the NE. of the North Horse Rocks. Part of *Cape Broyle* lieth a Ledge of Rocks, called *Horse Rocks*, on which you have from 7 to 14 Fathom 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 Islands*, and the Head of *Cape Broyle Harbour* open will carry you on them.

- Brigus Head. From the North Part of *Cape Broyle* to the South Part of *Brigus Head*, the Course is NW. by N. Distance  $1\frac{1}{2}$  Mile. These Points form the Entrance into *Cape Broyle Harbour*, which runs  $3\frac{3}{4}$  Miles up. About  $1\frac{1}{4}$  Mile Cape Broyle Harbour. within the Entrance on the North Shore, is a Cove, called *Admiral's Cove*, in which you may anchor in about 12 Fathom Water, good Ground; but here you will lie open to the South-East. The best Anchorage is above the Narrows, in about 7 Fathom Water. The only Danger in sailing up the Harbour is a Ledge, called *Saturday's Ledge*, and lieth about a Cable and a  $\frac{1}{2}$  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 Fathom Water, good Ground. Here you will be very handy for wooding and watering.

- Brigus by South. *Brigus by South* is a small Harbour, only fit for Boats, and lieth close to the Northward of *Brigus Head*.

- Cape Neddick. *Cape Neddick* lieth N. 5 Miles from *Cape Broyle*, and N. 2 W. Distance  $7\frac{3}{4}$  Miles from the *Hare's Ears* off *Ferryland*. This Cape is Table Land, of a moderate Height, and steep towards the Sea.

From

From *Cape Neddick* to *Baline Head* the Course is N. 15 E. Distance  $1\frac{1}{2}$  *Baline Head*. 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.

From *Cape Neddick* to the outer Point of *Great Island* the Course is N. 40 *Great Island*. E. Distance  $2\frac{1}{2}$  Miles. This Island is about  $\frac{1}{2}$  a Mile in Length, and of a moderate Height.

From *Baline Head* to *Isle Spear* the Course is N.  $\frac{1}{2}$  E. Distance one Mile. *Isle Spear*. Nearly within this Island a Fishery is carried on, but no safe Anchorage, the Bottom being rocky.

*Toad's Cove* is a small Cove, about 1 Mile to the Northward of *Isle Spear*, *Toad's Cove*. and is only fit for Boats.

About  $1\frac{1}{2}$  Mile from *Isle Spear* lieth the South Point of *Momable's Bay*; *Momable's* from this Point to the North Point of the said Bay, being the South Point *Bay*. of *Witlefs Bay*, the Course is NE. by E. Distance  $1\frac{3}{4}$  Mile. *Momable's Bay* is an open Bay, about 1 Mile deep.

*Green Island* is a small round Island, about  $\frac{3}{4}$  of a Mile from the South *Green Island*. Point of *Witlefs Bay*. From this Point lieth a Ledge of Rocks, about  $\frac{1}{3}$  of the Distance over to *Green Island*.

The South Point of *Gull Island* lieth about  $\frac{3}{4}$  Mile to the Northward of *Gull Island*. *Green Island*, and is about 1 Mile long, and  $\frac{1}{4}$  of a Mile broad, and is pretty high Land.

*Witlefs Bay* runneth in about 2 Miles from *Gull Island*. In it is a mode- *Witlefs Bay*. rate Depth of Water, good Ground, but open to the Sea. About half Way up, on the North Shore, lieth a Ledge of Rocks; Part of these Rocks shew above Water at about half Tide.

One Mile and  $\frac{1}{2}$  to the Northward of *Gull Island* lieth the South Point of *Bay of Bulls*. the Entrance into the *Bay of Bulls*; from this Point to the North Point of said Bay, called *Bull Head*, the Course is NE.  $\frac{1}{2}$  E. Distance 1 Mile. The best Anchorage in this Bay for large Vessels is about  $\frac{1}{2}$  a Mile from the Head, in about 14 Fathom 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

From *Bull's Head* to the South Point of *Petty Harbour* the Course is NNE. Distance  $8\frac{1}{2}$  Miles. From this Point runs a Ledge of Rocks for about  $\frac{1}{4}$  of a Mile.

Petty Har-  
bour. 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 NNE.  $\frac{1}{2}$  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 WNW.

F I N I S,



# SAILING DIRECTIONS

FOR THE

## GULF of St. LAWRENCE.

**F**ROM *Cape North*, in the Island of *Cape Breton*, to *Cape Ray*, in *Newfoundland*, the Course is ENE. 19 or 20 Leagues.

From *Cape North* to the Middle of the Island of *St. Paul*, the Course is ENE.  $\frac{3}{4}$  North, Distance 4 Leagues.

From *St. Paul's Island* to *Cape Ray* the Course is ENE.  $\frac{1}{4}$  E. 16 Leagues.

All these Bearings are by Compaſs, and the Variation 16 or 17° 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° West, 17 or 18 Leagues.

From *St. Paul's Island* to the *Bird Islands* the Course is North 24° West, Distance 15  $\frac{1}{2}$  Leagues.

From *Cape Ray* to the *Bird Islands* the Course is West 26° North, Distance 22 Leagues.

From the *Bird Islands* to the North Part of *Iſle Brion* is West  $\frac{3}{4}$  South, 5 or 6 Leagues.—All the above Courses are by Compaſs.

### R E M A R K S.

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.

### S O U N D I N G S.

Body of the *Iſland Brion* S. and S.  $\frac{1}{2}$  W. 4 Leagues, 35 Fathom, brown Sand.

N. End of Ditto SW. by S. 36 Fathom, ſame Ground.

NW. End of Ditto S. 40 Fathom, rocky with ſmall Shells.

Body of Ditto S. by E. 7 or 8 Leagues, 45 Fathom, Sand and Stones.

From *Iſland Brion* to *Cape Roſiere* the Course is NW. by W. 39 Leagues. Here the Variation is 17 Degrees.

From *Cape Roſiere* to the NW. End of *Anticoſti* the Course is NNW. 20 Leagues. Here the Variation is 17° 30'.

### R E M A R K S.

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 Fathom Line. To the Weſtward of *Anticoſti* is a Bank, the Extent of which is not known.

	L A T I T U D E S.			North	
	°	'	"	°	'
<i>Cape North</i>	47	6			
<i>St. Paul's Island</i>	47	14			
<i>Cape Ray</i>	47	40			
<i>Bird Island</i>	47	52			
North Part of <i>Brion Island</i>	47	50			
<i>Cape Gaspee</i>	48	44			
N. W. End of <i>Anticosti</i>	49	46			

The Islands of *Mingan* are 10 Leagues N. E. from the Island of *Anticosti*, in Latitude 50° 15' North.

## R E M A R K S.

The Harbour of *Mingan* is very secure for Ships in all Weathers: 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 Advantages 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 depends 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° 20' N. and lies N. from *Mount Lewis*, and WNW. 25 Leagues from the NW. End of *Anticosti*, by the Compaſs.

N. B. It flows SSW. 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 NW. End of *Anticosti* to *Cape Chat* the Course is WSW. 36 or 38 Leagues.

## R E M A R K S.

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 WSW.  $\frac{1}{2}$  W. Distance 28 Leagues.

SOUNDINGS

## SOUNDINGS.

N. W. End of <i>Anticosti</i> E. $\frac{1}{2}$ S. 6 Leagues, and the <i>Lady's Mountains</i> S. W. by W.		
$\frac{1}{4}$ W. in 58 Fathom.		
N. W. End of <i>Anticosti</i> E. by S. 7 or 8 Leagues, 44 Fathom.		
<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 Fathom, soft Mud.		
<i>Mount Camille</i> _____	_____	S. W. $\frac{1}{2}$ S.
Westermofst <i>Lady's Mountain</i> _____	_____	S. 50° E.
170 Fathom, 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 Fathom, soft Mud.

<i>Mount Camille</i> _____	_____	S. 50° W.
Westermofst <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 properest to keep on, as it is a clear Coast, and no visible Current there.

About a League from 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 Fathom, muddy Ground.		

## ANCHORAGE.

In 17 Fathom, muddy Bottom, 4 or 5 Miles from Shore, the Bank shoals gradually to 10 Fathom within 2  $\frac{1}{2}$  Miles of the Shore.

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



The highest of *Bic Hills*, in a Line with the outer Part of *St. Barnaby's Island*, bearing W.  $\frac{1}{2}$  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 Fathom, all soft Mud.

From *St. Barnaby* to the Isle of *Bic* the Course by Compass is W.  $\frac{1}{2}$  S. Distance 3 Leagues, in most Places 16 Fathom Water.

### A N C H O R A G E

At *Bic* in 12 Fathom Water.

South End of <i>Bic Island</i>	_____	_____	W. by S.
North Part of Ditto	_____	_____	W. by N.
<i>Se. Barnaby's Isle</i>	_____	_____	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 Fathom Water.			
<i>Bicquet Island</i>	_____	_____	N. $\frac{3}{4}$ E.
Westermost Rock of <i>Bicquet</i> in Sight	—	—	N. by W.
Rocks off the East End of <i>Bic</i>	—	—	NE. $\frac{3}{4}$ E.
West Part of <i>Bic Island</i>	—	—	N. by E. $\frac{1}{2}$ E.

### R E M A R K S.

*Bic* is a low woody Island, about 4 Miles from the South Main Land, and is 3 Leagues W.  $\frac{1}{2}$  S. from the Isle *St. Barnaby*; all the Way is good Anchorage in 14 and 16 Fathom Water. Between *Bic* and the Main Land is 10 and 12 Fathoms. Off the SE. End of *Bic* is a Ledge of Rocks which appear above Water, and are very steep too.

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 WSW. 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 Fathom, when almost a-breast of the *Razade Islands* steer W. S. W. and you will have from 20 to 22, 24, and 26 Fathoms at High Water, 'till a-breast of the Isle of *Basque*, Distance 4 Miles, all sandy Bottom.

### R E M A R K S.

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,

Course, therefore you should at first steer W. by S. until you deepen to 18 and 20 Fathom, 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.

### A N C H O R A G E.

About 4 Miles off *Basque Island* in 26 Fathom (at High Water), a sandy Bottom.

<i>Red Island</i>	—————	—————	W. $\frac{3}{4}$ 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. $\frac{3}{4}$ 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.

### R E M A R K S.

The Ebb Tide runs here  $4\frac{1}{2}$  Knots, and much ſtronger near the Iſland, as in 17 Fathom Water, 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 ſcarce perceivable.

Within a Cable's Length of *Basque Island* is 10 Fathom, and very near the Rocks that lie between *Basque* and *Apple Islands* is 6 Fathom. 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 Fathom almoſt cloſe to the Rocks, and foul Ground:

### R E M A R K S.

Off the NE. 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 Weſterly,

Westerly, the Ship will not *tend* to it: In failing up, it is necessary to keep well to the Southward of *Red Island*, and to 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 NW. 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 WSW. from you, Distance about four 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 NE. 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 Fathom a little Distance from *Green Island*, and afterwards 15 and 14 Fathom: In passing *White Island*, going towards *Brandy-Pot Islands*, you may go to 10 or 12 Fathom, far enough from all Danger, and anchor, being all good holding Ground, clayey Bottom.

Anchorage in 11 Fathom clayey Ground.

<i>White Island</i>	—	—	NNW. $\frac{1}{2}$ W.
<i>Brandy-Pot Islands</i>	—	—	WSW. $\frac{1}{2}$ S.
East End of <i>White Island</i> Ledge in Sight		—	N. by E. $\frac{1}{2}$ E.
<i>Green Island</i>	—	—	ENE. $\frac{1}{4}$ N.
East Point of <i>Hare Island</i>	—	—	NW. by W.
S. W. Point of <i>Hare Island</i>		—	WSW. $\frac{3}{4}$ S.
N. Easternmost <i>Pilgrim Island</i>		—	SSW. $\frac{3}{4}$ W.
Westernmost <i>Pilgrim Island</i>	—	—	SW. $\frac{1}{4}$ 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.

R E M A R K S.

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



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 by *Brandy-Pot Islands*, which have 10 Fathom very near them, and keeping along by *Hare Island*, at about  $1\frac{1}{4}$  Mile Distance from it, is all along regular Sounding 14 and 16 Fathom, till you come to  $\frac{3}{4}$  of the Length of *Hare Island*, and then coming over for the *Pilgrims* you have Shoal Water all at once from 7 Fathom to 6,  $5\frac{1}{2}$ , 5, and  $4\frac{3}{4}$  (at  $\frac{1}{3}$  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 Fathom Water. The aforementioned White House being just in a Line with the Rocks of 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 Fathom, 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.  $\frac{3}{4}$  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 Fathom High Water.

The <i>Lower Pilgrim Island</i>	—————	—————	E. N. E. $\frac{1}{2}$ N.
The <i>Lower Kamourasca Island</i>	—————	—————	E. by N. $\frac{1}{2}$ N.
<i>Goose Cape</i>	—————	—————	W. by S. $\frac{1}{4}$ S.
Middle of <i>Coudre Island</i> , about six Leagues	—————	—————	W. by S. $\frac{3}{4}$ S.
<i>Cape Torment</i>	—————	—————	W. S. W. $\frac{3}{4}$ S.

Anchorage in 14 Fathom, Sand and Clay Bottom.

<i>Pilgrim Islands</i>	—————	—————	N. E. by E.
<i>Goose Cape</i>	—————	—————	W. $\frac{3}{4}$ S.

*Lower*

<i>Lower 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. $\frac{3}{4}$ S.
<i>Mal Bay River</i>	_____	_____	N. N. W. $\frac{1}{4}$ W.
Middle of <i>Coudre Island</i>	_____	_____	W. by S. $\frac{1}{2}$ S.
<i>Upper Kamourasca Island</i>	_____	_____	E. by N.

## Anchorage in 24 Fathom.

<i>Goose Cape</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. $\frac{1}{4}$ W.
<i>Hare Island</i>	_____	_____	N. E. $\frac{1}{4}$ E.

## Soundings in 39 Fathom 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 Fathom.

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 Fathom.

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 Fathom, soft Ground.

When the West Point of *Mal Bay River* is just opening of *Goose Cape*, and the South Part of the Isle of *Coudre* bears S. W. by W. you will have 41 Fathom.

When the North Part of the Isle of *Coudre* bears W. by S.  $\frac{1}{2}$  S. about 2 Miles off the Island, you will have 35 Fathom.

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

When *Goose Cape* is N. W. by W. 4 or 5 Miles, and *Mal Bay River* N. by E.  $\frac{1}{2}$  E. you will have 10 Fathom.

When the South Part of *Coudre* is W. by S.  $\frac{3}{4}$  S. and *Goose Cape* W. N. W. 2 or 3 Miles, you will have 15 Fathom, the Water deepening to the Northward.

When the South Part of *Coudre* is S. W. and the North Part of ditto W.  $\frac{3}{4}$  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 Fathom, 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.

*Goose Cape* and *Cape Salmon* ————— N. E.  $\frac{1}{2}$  N. and S. W.  $\frac{1}{2}$  S.  
 South Part of *Coudre* and *Cape Torment* N. E.  $\frac{1}{2}$  E. and S. W.  $\frac{1}{2}$  W.

You may moor at *Coudre* in 17 Fathom coarse Sand. *Cape Goose*, just open of the Land to the Westward of it, bearing E. by N.  $\frac{3}{4}$  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 Sun.

You may also moor at *Coudre* in 17 Fathom at Low Water, Sand and Mud.

*Cape Goose* ————— E. by N.  $\frac{1}{2}$  N.  
*Cape Torment* ————— S. W.  $\frac{1}{4}$  W.  
 East Point of *St. Paul's Bay* ————— W. by N.  $\frac{3}{4}$  N.  
 Water-Stream on the N. Shore ————— N.

Five Fathom Water, Half a Mile from *Coudre*, till almost close to the Shore, and then  $3\frac{1}{2}$  Fathom 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  $\frac{1}{2}$  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.

*St. Paul's Church* (just open) ————— N. 41<sup>o</sup> W.  
 E. Bluff Point of *St. Paul's Bay* (called *Cape Diable*) N. 27 W.  
 The *Water-Fall* 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 to the Eastward about East and West. Near the Length of a Cable farther out is 5 Fathom at Low Water.

The Tides, 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 Fathom at Low Water, and it shoals out afterwards pretty gradually. If you pass it in about 8 Fathom (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 Fathom 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 *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



which you will see to the Westward, open one of another all the Way from *Coudre*, till you come past 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 Fathom, Sand and Mud.

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

Anchorage about 1 Mile from the North Shore, in 9 Fathom at Low Water, Sand and Mud.

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

<i>Goose Cape</i> , 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.
<i>Cape Corbeau</i> , or <i>Cape Raven</i>	—————	N. 35 E.
<i>Cape Maillard</i>	—————	N. 22 E.
<i>Cape Torment</i>	—————	S. 65 W.
South Part of <i>Orleans</i> in Sight	—————	S. 55 W.

In one with the East End of the rocky Ledge,

<i>Pillar Island</i>	—————	E. 1 N.
----------------------	-------	---------

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 Fathom.
<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.  $\frac{3}{4}$  N. Coming

Coming away from the last-mentioned Anchorage for the Traverse, keep the Letter (a) chiefly on with  $x$  in 9 Fathom Water, and sometimes less.

Being a-breast of *Burnt Cape*, and very near the Shore in 11 Fathom, (a) will be on with (a). 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 Fathom.

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  $\frac{1}{4}$  of a Mile from the Shore, you will have 10 Fathom. Then haul over for the *Traverse*.

### *Directions for passing the TRAVERSE.*

**B** EING 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 hazy 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 Fathom 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 *Dauphine 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 may it be supposed a Stranger will not attempt passing the Traverse without first acquainting himself with it.) This little Mountain, when open of the *Two-Head Island*, will bear  $S^{\circ} 69' E$ , 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 9 Feet at Low Water, and uneven Rocks, to avoid this Shoal you should observe the 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 *Cancee 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 *Goose Cape*. When you are on the Shoal the Island will be nearly in a Line with *Goose Cape*, and the *Three-pointed Mountain* with *Cancee Island*.

To make use of the 3 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 a-crofs 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 *Beltchase 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 a-crofs the Tide; and at *Burnt Cape* the Channel is not above  $\frac{3}{4}$  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 Meadows*, 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 Fathom, 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 Fathom at Low Water; but after you have bore up for *Orleans* is 6 and 7 Fathom at Low Water, within a Ship's Length of the Sands that dry.

Soundings



Soundings in the *Traverse*.

A-breast of *Burnt Cape*, a little round Mountain to the Westward, on with the East End of *Madame*, 5 Fathom.

The same Mountain between *Rot-Island* and *Madame* 4 and  $4\frac{1}{2}$  Fathom.

The E. End of the first W. Mountain on the W. End of *Grosse Island*, and the little one to the Westward, a little to the Westward of the E. End of *Madame*  $5\frac{1}{4}$  Fathom.

The W. End of the second Mountain on the W. End of *Grosse Island*, and Little Mountain on the E. End of *Madame*,  $2\frac{3}{4}$  Fathom.

Little Mountain on the E. End of *Madame*, and the E. End of the second Mountain on the W. End of *Grosse Island*,  $2\frac{3}{4}$  Fathom.

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 Eastermost Mountain, 6 Fathom.

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 Eastermost Mountain on with the W. End of *Grosse Island*, 6 Fathom.

The W. End of the first Mountain on the E. End of *Rot Island*, *St. John's Point* well open  $5\frac{1}{4}$  Fathom. (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  $4\frac{1}{2}$  Fathom.

*N. B.* Keep the Little Mountain always to Westward of the E. End of *Madame*.

The E. 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*,  $4\frac{3}{4}$  Fathom (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 Fathom.

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  $6\frac{1}{2}$  Fathom.

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. Part 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 Fathom at Low Water.

The <i>Little Rocky Island</i>	_____	_____	N. 68° 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>Gosse Island</i> .	_____	_____	N. 83° E.

*St. John's.*

<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 $\frac{1}{5}$ the Distance of	_____	
<i>Rot Island</i> from the E. End	_____	S. 6 E.
<i>Goose Cape</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. E. Point of <i>Orleans</i>	_____	W.
The <i>Little Island</i>	_____	N. 60 E.

Bearings from another Station near the East End of the said Sand, dry about 1  $\frac{1}{2}$  Mile  
N. 63<sup>o</sup> E. from the Last.

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>Dauphine 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. 32 $\frac{1}{2}$ 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

E. End of the Second	————	————	S. 18	E.
E. End of D <sup>c</sup> .	————	————	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.
Houfes 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 for the West End of *Madame*.

<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 $\frac{1}{4}$	W.
The <i>Mark Church</i>	————	————	S. 17 $\frac{1}{2}$	W.
<i>St. Thomas's Church</i>	————	————	S. 86	E.
<i>Bellchase Church</i>	————	————	S. 40	E.
The Middle of <i>Bellchase Island</i>	————	————	S. 25	E.
E. End of the <i>First West Mountain</i>	————	————	S. 18 $\frac{1}{2}$	E.
<i>Dauphine 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



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  $\frac{3}{4}$  of a Mile from the South Shore, in 9 Fathom 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 Fathom 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.

*Isle Madame*, at 8.

*Cape Maillard*, at 7.

*Isle of Coudre*, at 6.

The *Kamourascas*, at  $\frac{3}{4}$  past 5.

The *Pilgrims* and *Hare Island*, at 5.

*Bic*,  $\frac{3}{4}$  past 3, but not regular.

N. B. From *Coudre* to *Quebec* the Water falls 4 Feet before the Tide makes down. At *Isle of Coudre*, in Spring Tides, the Ebb runs at the Rate of 9 Knots. The next strongest Ebb is between *Apple* and *Basque Islands*—the Ebb of the River *Sanguina* uniting here, it runs full seven Knots in Spring Tides.

## Directions for Sailing from Quebec down the River St. Lawrence.

FROM *Point Levy* to *Point St. Lawrence*, the Course is E.  $\frac{1}{4}$  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.  $\frac{1}{4}$  N. keeping upon the Island Side, all the Way having from 10 to 16 Fathom.

When a-breast of *St. Francis*, steer N. N. E. until you bring *St. John's Point* a Hand-spike Length open with *Dauphine Point*, with that Mark steer N. E.  $\frac{1}{4}$  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 Fathom.

East End of <i>Rot Island</i>	—	—	S. <sup>0</sup> 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

Middle of <i>Little Island</i>	_____	_____	E. <sup>0</sup> / <sub>3</sub> S.
<i>Burnt Cape</i>	_____	_____	N. <sup>0</sup> / <sub>25</sub> W.

The *Butt* almost all 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 Rifting 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  $\frac{3}{4}$  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. <sup>0</sup> / <sub>77</sub> $\frac{1}{2}$ 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>Goose Cape</i>	_____	_____	N. 52 E.
<i>Neptune Rock</i>	_____	_____	N. 52 $\frac{1}{4}$ E.
The Middle of <i>Three-Pointed Mountain</i> on the East End of <i>Goose Island</i>	_____	_____	N. 84 E.
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.
East End of the <i>First Mountain</i>	_____	_____	S. 4 E.
West End of <i>Grosse Island</i>	_____	_____	S. 15 $\frac{1}{2}$ W.
East End of <i>Rot Island</i>	_____	_____	S. 29 $\frac{1}{2}$ 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 Diable* 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 *Kamourascas* and *Pilgrims* is N. E. by E.

From the Middle of the *Pilgrims* to the *Brandy-Pots*, the Course is N. E.  $\frac{3}{4}$  N.

From the *Brandy-Pots* to the Isle of *Bic* is N. E. by E.  $\frac{3}{4}$  E.

*Directions for the South Channel from St. John's Point of Orleans,  
to the South-West End of Crane Island, opposite the South River.*

**T**HERE is a Ledge of Rocks lies off the SW. End of *Madame*, about S. 60° 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 taken 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° E. *St. John's Church* S. 85° W. *St. Francis's Church* NNE. *Bellebasse Islands* E. 10° 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° E. then *St. Valier's Church* (which is the next Church to the Westward of it) will bear about S. 12° E. and the Middle of a little Wood by the Water-side on *Orleans* NW. 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° W. or the East End of *Rot Island* N. 38° 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 Fathom Water. The South Shore is every where else pretty bold too, and there is deep Water very near *Bellebasse 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 *St. Margaret* is pretty bold, only a few Rocks lie off of 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 too, and the best of the Channel is very near to it. On the N. W. End of *Crane Island*, (the *South River*



*River Falls* S.  $4^{\circ}$  E. *St. Thomas's Church* S.  $22^{\circ}$  W. *Bellchase Church* S.  $60^{\circ}$  W. West End of *Grosse Island* S.  $85^{\circ} 30'$  W.) a Base Line of one Mile was measured to the South Part of the Island called *La Pointe 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) were determined as follows :

From the West Part of *Crane Island* to *St. Thomas's Church*, 3 Miles. From ditto to the *South River Falls*, 3 Miles and  $\frac{1}{2}$ . From ditto to the Edge of the Shoal in a Line with *St. Thomas's Church*, 1 Mile and  $\frac{1}{2}$ .

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.  $71^{\circ}$  E. and S.  $71^{\circ}$  W. and then you will have all along about 7 Fathom Water and exceeding good holding Ground, Clay Bottom; nor are the Tides near so strong as in the North Channel.

*These 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 Fathom 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 Fathom. There is no Danger 'till you come a-breast 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 Fathom 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 Owill*. 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 Fathom at Low Water. When past the Southernmost Pillar steer N. E. by E. for the Eastermost. About 2 or 3 Miles, S. E. by S. off of the East Pillar about a Quarter of a Mile, there is a Rock which covers and uncovers with the Tide, and has 5 Fathom close to it; to avoid which in sailing down,  
keep

keep the Southernmost Pillar open to the Northward of *Grane Island*, 'till you are a-breast of the Easternmost Pillar; then steer N. E. by N. for *Cape Goose* 7 Leagues, keeping the Paps (P) in the Valley over *Goose Cape*, 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 Fathom, the Ground very uneven, but no less than 5 Fathom 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 be obliged to bring P on A, with these Marks on, you will have the same Kind of Soundings and Ground when a-breast 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  $\frac{3}{4}$  Fathom at Low Water, on the North Banks; the Water to the Southward is gradually deeper, to 5, 7, 8, 9, and 10 Fathom, 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 East 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 Foot 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 of *Ovell*. The Bank to the Northward is very uneven and rocky, and has from 3 to 15 Fathom, 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 *Kamourascs*. This Channel, from the *Pillar Islands* to the Eastward, ought not to be attempted with Ships of above 16 or 17 Foot, without being buoyed, as it runs nearly in the Middle of the River. Between *Coudre* and the South Rock, the Marks are at too great a Distance to be seen distinctly, but in clear Weather.

F I N I S.







TUFTS UNIVERSITY LIBRARIES



3 9090 012 337 719

