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FRENCH COASTING
PILOT;

BEING A DESCRIPTION OF EVERY
**HARBOUR, ROADSTED, CHANNEL,
COVE, AND RIVER**

**ON THE FRENCH COAST IN THE ENGLISH CHANNEL,
AND IN THE BAY OF BISCAY,**

FROM TREPONT TO ST. JEAN DE LUZ,

WITH THE
SETTING OF THE TIDES AT EACH PLACE:

TO WHICH ARE ADDED

*Correct Tables of high and low water for
every day in the year.*

BY MONS. LA BARRE,
MANY YEARS PILOT IN THE BRITISH NAVY.

PLYMOUTH:

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Plymouth, Devonport, and Stonehouse.

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1825.

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PREFACE.

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HAVING been first publicly examined in France, I obtained, in the year 1789, a Commission from **LOUIS XVI.** as "*Capitain de Longcourt.*" The French Revolutionary War induced me to enter into the British Navy in 1793; in which I served, as a French Pilot, until the Peace, on board different ships, but principally on board the Flag Ships.

Being well acquainted with a considerable part of the French Coast, as was shewn, amongst other ways, by my having laid down buoys upon, and having pointed out the bearings of several sunken rocks then unknown to the British Navy, and upon which several of His Majesty's ships have been lost, I consider it due to the British Nation, under whose generous protection I have passed many of the happiest years of my life, that I should publish, in this small work, the substance of my own professional information.

I have the kind permission of **SIR JAMES SAUMAREZ**, **SIR JOSEPH YORK**, **CAPT. PYM**, R. N., and **MR. DOUGLAS**, the Master-Attendant at Dept-

ford Yard, to refer to them as to my ability and conduct; and I now respectfully solicit the patronage of the maritime part of the Public for my humble efforts; which should I be so happy as to obtain, it will add another to the many favours already conferred on me.

Plymouth, 15th April, 1825.

I subjoin the following Certificate as a strong Testimonial of my professional abilities:—

This is to certify, that MR. A. LA BARRE, served as French Pilot on board H. M. S. Ville de Paris, in the years 1801, 1802, and 1803, during which time I was Master of the said Ship; and I always found MR. LA BARRE very attentive, and exceedingly well acquainted with the set of the Tides, and the positions of the Shoals, from the English Channel round Ushant,—round the Saints,—and also to the southward of Basque Roads into Rockfort.

Given under my hand on board H. M. S. Ville de Paris, off Ushant, this 30th of November, 1805.

JOHN DOUGLAS.

THE
FRENCH COASTING PILOT.

TREPORT.

This is a small harbour, frequented by small coasters, with a little river running into it. On both sides are *points of sand* which run one mile and a half into the sea, over which the water continually rolls ; the entrance, therefore, is narrow and difficult.

DIEPPE.

From *Treport* to *Dieppe*, the land lies S. W. fifteen miles. The cliffs are white four miles and a half from *Treport*. About two miles from the land, lie *two rocks*, with only eight feet of water on them. *Dieppe* is in a cove between two hills, and coming from sea, the town may be seen. On the north side of it is the suburb, called *Pavlet*: the harbour lies between it and *Dieppe*. As soon as you are near *Dieppe*, pilots will come on board : but if the weather should prevent them, a signal will be made at the jetty head : if no signal is hoisted, you are not to come, there is no water. The entrance is between two jetties ; and when the tide runs out it is difficult to get

in. The ships lie inside of the town, and are dry every tide. The road lies to the west of the town, opposite a small church on the cliff, called St. Nicholas. *There is no other to be seen on the cliff.* The anchorage is very good in from seven to nine fathoms, with a sandy bottom: there is no danger of drifting, which ever way the wind may blow; but when it is from W. S. W. to N. E. the sea runs very high.

ST. VALLERY EN COUX.

From *Dieppe* to *St. Vallery en Caux*, the land lies W. by S. fifteen miles, and it is all high. Between those two places, there are two small vallies, the first called *Pourville*, the second *Vieville*, in which is a village of fishermen. In your course from *Dieppe* to *St. Vallery*, you must keep at two miles from the land, to avoid the rocks called *Ailly*, and some others called *Egable*, which lie at a mile and a half from the land. Close to them there is eight fathoms of water. They lie six miles W. by N. of *Dieppe*, opposite a church called *St. Margeritte*. *St. Vallery* lies in the third valley from *Dieppe*. It is a small harbour, frequented by small coasters. and dry every tide.

FECAMP.

From *St. Vallery* to *Fecamp*, the land lies W. S. W. fourteen miles. The cliffs are white all the way; on the top of which are several woods, and many steeples. There are three vallies between these two

places, and from their contiguity to each other, they give name to the place called the *Three Vallies*. Fecamp stands in a great valley called *Notre Dame du Baudouin des Bois*. On the N. E. side of the harbour is a large church, which renders the place easily to be known. The harbour is small, and dry every tide, and frequented by small coasters only.

CAPE ANTIFER.

From *Fecamp* to *Cape Antifer*, the land lies W. S. W. seven miles and a half, and is all steep white cliffs. The cape is of a good height: at the end of it are several high rocks called *les Eguilles d' Estrata*.

CAPE LA HEVE.

From *Cape Antifer* to *Cape la Heve*, the land lies S. W. by W. thirteen miles; it is white cliffs, which the inhabitants cannot ascend except by a narrow path. *Cape la Heve* is a good height, and has two light houses on it. W. S. W. two miles and a half, lies a shoal, under Water, called *l'Eclat*; on which there are only eight feet of water at ordinary tides. In order to pass to the north of it, if you are going to *Havre de Grace*, steer along the land at one mile distance, till the jetty-head comes on with a cliff, which lies to the west of *Honfleur*, bearing S. E. steer in with the mark till the land which is to the north of *la Heve* is shut in with the cape; and when you are about half way from *la Heve* to *Havre*, you may

anchor in three to four fathoms, being on the little road. About three miles S. W. by S. from la Heve lies the west end of a bank called *la Jambe*: it lies S. E. about four miles in length, with six to nine feet water on it.

HAVRE DE GRACE.

About four miles S. S. E. from Cape le Heve, lies the town and harbour of *Havre*, which is a tide harbour: the land, the whole way, is low, with many windmills on it. *Havre* lies at the mouth of the river Seine, and stands on a level spot of ground. The harbour and basins lie within the walls of the town; they extend east and west, and are capable of containing many hundred ships. There are also two basins capable of containing several hundred ships afloat; but the ships in the harbour are dry at low water. Two jetties form the entrance. When you come in sight of the town, you will see the masts of all the ships in the harbour and basins above the houses. The spring tides rise from twenty to twenty-five feet in the harbour, and the neap tides from twelve to fourteen feet. Ships bound to this port, should take a Pilot. When, however, the weather is so bad that you cannot get one on board, keep a good look out toward the jetty head; and when there is water enough, the Pilots on shore will hoist a signal on the north jetty. If it is night, a light will appear there. When you see the signal, steer to open the ships which are in the harbour between

the two jetties: keep them in sight till you are half a cable's length from the end of the north jetty, and when you are between the two jetties, come near the north one. There are two roads before Havre, one is called the *Great Road*, which lies four miles west from Cape la Heve, where there is from nine to ten fathoms of water, sandy bottom: the inner road, called the *Little Road*, lies within a shoal and the land, at about one mile and a half S. S. W. from Cape la Heve, which has from three to four fathoms of water, with clay bottom, but much covered with oysters, which damage the cables; therefore, when any ship intends to remain several tides, it is generally moored to prevent it.

On the *Road of Havre*, the flood tide sets as follows:—the first hour sets South, the second S. S. E. the third and fourth S. E.; and the fifth and sixth, E. by N. The first hour of ebb sets North, the four following N. W., and the last S. W.

If you are bound to Havre, you must take care, in case of bad weather, not to come near the place before high water, as the current runs so fast to the river Seine, that ships are frequently lost on some of the banks at the entrance. (I have witnessed the destruction of several myself.) Keep, therefore, in the offing till four hours of flood, for at that time there is water enough to be clear of all dangers. Large ships are compelled to remain at sea till the third day of spring tide, before they can get in. When

you see the two light-houses of la Hève, if you are obliged to make tacks from north to south, waiting for day light, or for the tide, you must not come nearer to the south land than fourteen fathoms of water. Likewise, when at the mouth of the Seine, you must not bring the two light-houses in a line, unless near high water.

The position of the light-houses being N. N. E. and S. S. W. if you are at the northward of them, you cannot bring them in a line: you must be to the south of them. In cases of danger, either by day or night, never bring them in a line except at high water.

HONFLEUR.

From *Havre* to *Honfleur*, which lies on the South-side of the river Seine, is eight miles S. E. Between them are several banks, some of which shift: among them there are two large ones, called *Aufart* and *Ratier*. The west end of *Aufart*, which is about one mile and a half south from the entrance of *Havre*, and lies from W. N. W. to E. S. E, four miles, sometimes appears above water. *Ratier* lies near the south shore, the West end of which is about four miles and a half W. by N. from *Honfleur*.

There are several others along the south land, as you go toward the little river *Touque*. The ships belonging to *Havre*, or those which go to *Rouen*, which is up the river Seine, never enter this river without

a Pilot. Honfleur is a Town with a harbour and basin, which lie on the south side of the Seine, and admit small ships only.

TOUQUE.

From *Honfleur* to the small river *Touque*, the land lies W. S. W. seven miles and half. *Touque* is only frequented by small coasters, which load with cider, apples, and wood. North of this river is a great *bank*, called *Trowville*, between which and the land are five fathoms of water. There are several smaller ones at the entrance of the river, which have beacons on both sides; and you may go from *Honfleur* to *Touque* along the land, between the shore and these banks.

DIVE.

From *Touque* to *Dive*, the land is W. S. W. six miles. The land is very high, and at the end of it is the little river *Dive*, frequented only by small coasters. At the entrance there are several *sand banks*, which are subject to change. The water at the two last places is only from seven to nine feet deep at high spring tide.

THE RIVER ORNE, WHICH LEADS TO CAEN.

About twenty-two miles S. W. of *Havre*, and six miles West of *Dive*, is the entrance of *Caen River*, which is only frequented by small brigs, there being not more than from eight to ten feet of water at its

entrance, spring tides, and where lie several banks, which make it difficult to pass. The leading marks are a church, with a high steeple, in which are two windows, parallel and opposite to each other. When you see the light through them, steer by it till you come within sight of a buoy that lies at the end of a bank, and also a beacon on the point of the land. Leave the buoy on your starboard, and the beacon larboard. The land from Dive to Savenelle, which lies west of Caen, is very low and sandy. Near the sea side, at the extremity of the low land west of Caen, appear three high steeples, which renders the place easily known.

About six miles S. W. from the entrance of Orne River, and one mile and a half from the land, are two dangerous banks, called *les Eschars de Bernier*: close to them are nine fathoms of water. Nine miles west from them, at the same distance from the land as they are, and opposite a valley called *Marmacche*, is a bank of rocks called *Calvados*. If you sail along this coast, you must not go within fourteen fathoms, as close to this bank are from ten to twelve fathoms, and you might, therefore, be on it in an instant.

ISIGNY RIVER.

From *Savenelle* to *Isigny River*, the land lies W. by N. twenty-one miles. It is moderately high, and may be seen at eight leagues distance. Between these places there is a small place for fishing boats

to go in, which is called *Port en Bessin*. Along the coast a great many fishing boats may be seen, which are pulled on the beach by capstans. Isigny is frequented by small coasters only, laden with cyder, apples, and butter. There are many *Banks* at the entrance of this river, which cannot be described.

ST. MARCOU ISLANDS.

These Islands lie six miles north from the river *Isigny*: they are two in number, and are small. You may sail round them, and anchor in from six to ten fathoms. The bottom is sand and mud.

From cape *la Heve* to these Islands, is fifty miles W: from them to *Barfleur* is twelve miles. Between *Barfleur* and these Islands is a very large *Cove* called *la Hougue*, into which ships can go. In the harbour there are from twelve to seventeen feet of water at high spring tides. The entrance is along the land, but the north side is preferable to the south. It is dry every tide, and is sheltered from all winds, except E. and S. E. There is an excellent *Road* S. S. E. of it, with from five to six fathoms, clay bottom, and sheltered from the north, N. W., west, S. W., south, and S. E. winds. There is a church on the hill, called *la Pernelle*, which is the mark to know *la Hougue*. Half way between *St. Marcou* and *Cape Barfleur*, and nearly in a line, lies a little bank, called *Banc de Fer*, on which there are

only two fathoms of water. Between *la Hougue* and *Cape Barfleur*, are several rocks under water, at about a mile from the land.

CAPE BARFLEUR.

Cape Barfleur is a point of land on which is a lighthouse, and S. E. of it is a little cove or harbour, in which small vessels only can go, there being but eighteen feet water at the spring, and eight feet only at the neap tides. From *Cape la Heve* to *Cape Barfleur* the course is W. N. W. half W. fifty-four miles.

I shall here mention the respective positions of the four light-houses which are on this coast, as the mistaking of them is of importance. When you come from the westward to go to *Havre de Grace*, after you have seen the *Cashett lights*, look a-head, and you will see *Barfleur light*; on losing sight of which, and looking a-head again, the two lights of *la Heve* may be perceived; therefore, when you sail up the channel, if you see one light, it is either *Barfleur* or *Dieppe light*; and as the mistaking of them would be very dangerous, it will therefore be proper to sound before you proceed, to ascertain where you are, remembering that at an equal distance from the land, there is more deep water about *Barfleur* than *Dieppe*. From N. W. to North of *Barfleur*, at four or five leagues distance, there are from thirty-five to forty fathoms of water, with rotten ground. At three

leagues there are about thirty fathoms, coarse gravel bottom; and very near the shore, from twenty to twenty-two fathoms, with a coarse brown sandy bottom. But at Dieppe, at the distance of five and six leagues, from N. W. to N. E. of the light-house, there are from twenty to twenty-four fathoms mixed ground. At about two to three leagues distance, from eighteen to twenty fathoms, with like bottom. If you come from Barfleur, bound to Havre, keep in eighteen fathoms: the ground between these two is small black, red, and grey pebbles, with very little sand. N. E. from the light-house of Barfleur, at about seven miles distance, is a supposed rock, called *Granvilloux*, with only eight feet of water on it. I have often enquired of the pilots of Barfleur respecting it, but none could give me certain proof of its existence; and from my own experience I doubt that it does exist. The tide being very rapid round Barfleur, causes great spoutings when it goes against the wind, and they are often taken for breakers. This place is called by the french the *Ras de Barfleur*.

Cape LEVY.

From *Cape Barfleur* to *Cape Levy* the land lies West ten miles; and between them are a number of rocks under water, some of which are two miles from the shore, and it is not safe to approach nearer the land than twenty-two fathoms of water. *Cape Levy*

is a low point of land, which forms a large cove on the westward, in which you may anchor with the wind at E. S. E. south, and S. W. The bottom is sandy, and there from six to eight fathoms of water. About three miles N. E. by E. of Cape Levy lie three rocks under water, called *Trepieds*, and one called *Grand Reneir*, on which several ships have been lost. To avoid these rocks, look towards Cherbourg, and you will see a mountain, called *le Mont*, bearing S. S. E. from Cherbourg, on which there is a signal post. Keep the signal post on the end of the mountain, outside Cape Levy, in so doing you will be clear of all rocks.

CHERBOURG.

From *Cape Levy* to *Cherbourg* is seven miles and half, W. by S. half W. E. N. E. two miles from Cherbourg is *Piller Island*, upon which is a very strong battery which covers Cherbourg Road; there is no passage between the island and the main, except for small boats. Cherbourg Road lies inside the breakwater north from the town, and is called by the French, the *Cones*. At Cherbourg there is a harbour and two basins, where ships lie afloat: the spring tides rise in them from sixteen to eighteen feet; but the neap tides only from seven to eight feet; therefore at the neap tides small vessels only can go in. When frigates are compelled to go into the basin,

their guns and water must be first taken out. N. W. of Cherbourg lies *Houmet Point*, on which is a large battery for the defence of the road; near which battery are several rocks under water, the outermost of which lies about three cables' length from it.

From *Cherbourg* to *Cape la Hague*, the land lies N. W. fourteen miles, and near the sea the land is low; but at about two miles from it is moderately high. Between *le Houmet* battery and *Cape la Hague*, there are many rocks above and under water, at about one mile distant from the land or more; to be safe, therefore, keep two miles from it. W. N. W. from *Houmet* is a strong battery, called *Querqueville*; and three miles west of *Querqueville*, is *Vieville Point*, on which is a small battery, and a shoal which runs N. N. W. from it nearly two miles into the sea. Several ships have been lost upon it. Three miles west of *Vieville* there is a cove, called *Fosse d'Omont Ville*, where ships may safely anchor in fourteen fathoms, in all winds but the north, N. E. and east. There is a little battery on the west-side of the cove, to cover the road. Two miles west of it is another cove, called *St. Martin*, which however is very dangerous from the numerous rocks at its entrance.

CAPE LA HAGUE.

At *Cape la Hague* are several rocks, above and under water, which extend nearly two miles N. W. into the sea. This cape is a low point of land, form-

ing the eastern side of *Aurigny Race*. The distance between *Aurigny* and the Cape is nine miles. The tides are extremely strong in this passage: the flood runs north, but when you are N. N. W. of the Cape, it runs N. E., and the ebb, S. S. W., at the rate of nine miles an hour at the spring tides: therefore, when you are compelled to go through, keep the middle channel, and if you work with the tide, keep nearer *Aurigny* than the Cape. Observe that you cannot go through against the spring tide.

GRAND ANCE.

From *Cape la Hague* to *Cape Jobourg*, which is high, is four miles and a half S. by E.; and from *Jobourg* to *Cape Beze Noze*, the distance is nine miles and half, S. by E.: between these two Capes lies the *Grand Ance*. On the south-side of the bay is a little harbour, called *Dielette*, frequented by small coasters only. When you come from the north, and intend to go to the *Grand Ance*, do not approach too near to *Cape Jobourg*, as there are many rocks at a good distance from it, above and under water. To avoid them, observe the church called *St. Germain* or *Jobourg*, upon the hill, near which is a signal post; keep this church in sight, and you will escape from all rocks which lie south of *Cape la Hague*, and west of *Jobourg*. Ships anchor in the *Grand Ance*, in from eight to ten fathoms of water, with a good sandy bot-

ten, with the wind from the N. N. W., north, N. E., east, S. E., and S. S. E. In order to go through the race take the flood, or the ebb to go to the south.

DIELLET.

At *Diellet* there is a large jetty and two roads, the inner road lies at one cable's length from the jetty, and has a good sandy bottom, with from seven to eight fathoms of water. The great road lies about two miles from the jetty, in which there are from ten to eleven fathoms of water, with the same kind of bottom.

From *Cape la Hague* to *Granville*, the distance is sixty miles, called by the french *Deroute* or the *Lost-way*. It is impossible to go from the former to the latter place without a pilot, there being many rocks and banks, with not more than from five to eight feet of water on them, at the low spring tide; yet at high water there is sufficient depth for any ship.

The bearings of the shoals are as follow:--S. W. fourteen miles from *Cape la Hague*, lies the N. E. end of a bank, called *la Cloche*, on which, at the low spring tide, there are no more than twelve feet of water; it is six miles in length from N. E. to S. W., and bears south nearly seven miles distant from the east point of *Alderney*. From *Bige Noze* to *Cartret* is ten miles, S. by E.; and south from *Bige Noze* lies *Cape Roselle*, also three miles and half S. W. by

S. from Cape Bige Noze: and three miles W. N. W. from Cape Roselle lie several rocks, called *Beluches*. Cartret has a little harbour for small coasters to go in at spring tides. West from Cartret, at five miles distance, lies a shoal, called *les Grunes*, and some rocks; therefore, when you come from the north, keep off about one or two miles from Cartret; you will then leave the shoal on the outside, but it must be at high water. If it be low water when you are at the last-mentioned distance, steer W. S. W.; and when Cartret bears E. N. E. six miles, steer S. E. you will then be between *Ecrehous Islands* and *Taille Pied Rocks*, and the banks of *Felet*; and when you have run fourteen miles S. E. you will arrive in deep water, called *Piron*, in which there are from seventeen to twenty feet water, at low tide. If, when you arrive at this place, it should be low water, or not more than an hour before it, you must anchor here, as there is not sufficient water to proceed south above the banks.

Four miles S. W. of Cartret are two rocks, called *Taille Pied*; and five miles S. E. to N. W. from them, are several little banks, called *Felet*, being altogether about one mile broad. W. S. W. of Cartret, nine miles from it, lie the northern rocks and islands, called *Ecrehous*; they are several in number, and extend nine miles from N. W. to S. E., and are one mile and half broad. When it is not high water along the

land, ships are obliged to go between these islands and the banks of Felet, as before-mentioned, where there are ten fathoms of water. To go in-shore of all the rocks and banks, the water must be four hours of flood; remembering also to keep one or two miles from the land.

Four miles S. S. E. from Cartret there is a little cove, called *Port Bail*, into which a small river runs; small coasters only can go into it at spring tide. Opposite to it, there is a depth of water where ships are obliged to anchor in going to the south, if the time should be after the half ebb.

S. E. by S. of Cartret, twelve miles, are several rocks, called the *Dead Women Rocks*: they join the land at low water. Fourteen miles south of Cartret lie the *Boeufs*, which are a long shoal of rocks, extending from N. E. to S. W. five miles; some of which appear at low water: keep them to the westward. East of the said rocks, about one mile and half from the land, is the before-mentioned deep of *Pirou*: and three miles south of it is a large rock, called *Grand Seneguet*, which is covered at half flood, and the said anchoring place at Pirou is therefore easily known by this rock, which is high and formed like a sugar loaf. You must pass to the west of it, and when you are about half a mile, or a mile west of it, steer S. half E. to avoid three rocks

which lie seven miles S. by W. of a bank, called *la Corbier*. When west of *Sénéquet* three miles, steer S. by W. until *Granville* town bears S. S. E., and the steeple of *Contance Cathedral* bears E. by N.; then steer south for *Granville*.

Contance steeple is very high, and cannot be mistaken; so also is *Granville*, which stands upon a hill at the extremity of a Cape, called *Lihou*, and is the only town to be seen. Notice—that if the tide should be half ebb when the steeple bears E. by N., you must steer S. W., till you perceive *Mount St. Michell's*, by the Cape of *Granville*; which, if the weather be fair, you will see appear like a large high rock.

CHAUSSE ISLANDS.

Chausse Islands and *Rocks* are many in number, and lie nine miles W. N. W. from *Granville*; their extent is nine miles from east to west, and about six miles from north to south. On the south side of them is a good cove where sloops of war may safely anchor, and be sheltered from all winds. If taken with a strong wind from the westward or northward, when off *Cape Frehel*, *St. Malo*, or *Granville*, you may anchor in the entrance of *Chausse* cove under the largest island, at about one mile S. E. of it, where you will have from eleven to twelve fathoms at low water, with a good sandy bottom, and be

sheltered from the heavy sea and wind. There are several passages between these islands, at high water, for small coasters or sloops of war. Three miles east of the last visible rock, are two rocks under water, called *la Caisse et la Corbisir*, lying N. W. by W. seven miles from *Granville*. Also four miles N. W. to W. N. W. are seven small banks, with no more than five to seven feet of water on them at low tide, but at high tide, or half flood, any ship can go over them.

GRANVILLE.

Granville is a town situated on a hill, and on the south side of it is the harbour, which is dry every tide. At the spring tides, there are thirty feet of water inside the jetty, and then any large ship can go in; but at the neap tides, there are only twelve feet, therefore large ships are obliged to go to *Cannalle Road*, there being no road at *Granville*, unless the wind is east. All the ships in the harbour may be seen when you are south of the cape. Between *Granville* and *Chaussè* there is a rock, called *la Vierge*, under water, and lying five miles west of *Granville*. At the equinoctial tides it appears above water.

The tides from *Granville* to *Cape la Hague* run as follows:—the last hour of ebb and the first hour of flood run south, the second hour of flood runs S. E.,

the third east, the fourth E. N. E., the fifth N. E., and the last north. The first hour of ebb runs N. W., the second W. N. W., the third west, the fourth W. by S., the fifth W. S. W. The spring tides rise from forty to fifty feet along this coast:

Granville forms the northern cape of *Mount St. Michael* and *Cancalle Bay*. Mount St Michael lies S. E. fourteen miles from Granville, and at the bottom of the bay is a lofty round island, upon which is a town surrounded by a battery; it is six miles from the continent, to which, at low water, goods are conveyed in carts. There is no water except at spring tides, when small barges may go close to the gate of the town.

From Granville to the point of *Cancalle Bay*, is fourteen miles distance, S. W. by W. Between them are three oyster banks, and some rocks. The first one near Granville is called *Walck Bank*; the north end of it lies S. W. by S., three miles from Granville; and extends three miles from north to south. At the north end of it there are three small ones, called *Bank Folet*, on which there are eight feet of water at low tide. The second bank is called *Hagenst*, the northern end of which lies nearly six miles west of Granville, and is three miles in length from north to south. At low water, spring tide, there are from ten to twelve feet of water on it. The third

bank is called *Draget*, which lies eight miles and half S. W. by W. from Granville; and is two miles in length from N. W. to S. E., and has from twelve to fourteen feet of water on it at low water, spring tide. At four hours of flood there is sufficient depth of water for any ship to go over it.

CANCALLE BAY.

When you come from the north for *Cancalle Bay Road*, you will see two islands, called *les Romains*, on one of which is a battery. When you see the battery, bring it to bear S. W.; and when you are at four miles distance from it, steer direct to it, where you may anchor in from seven to eight fathoms of water, and good sandy bottom. There being a great many oysters, be careful they do not damage the cables. There is no harbour or town near Cancalle.

If you should come from the westward, you may see at the point of Cancalle Bay a high rock, detached from the land, called *Herpint*. Keep at a cable, or half a cable's length from it: and when *Herpint* is at that distance, bearing S. W., steer S. S. E. for *Romains Island*. There is no passage between it and an island, called *Deland*, but between *Deland* and the land there is a passage for small coasters.

N. E. of *Herpint*, at nearly a mile distance, are several rocks, called *la Pierre*; which appear above

water at half ebb. Between them and Herpiat, there is a passage for any ship. When obliged by contrary winds to go to the north of *la Pierre*, do not come nearer to Herpiat than three miles, if *la Pierre* are under water; if they are above water, do not come within one mile of them, as there is a ledge of rocks under water, called *les Fillets*, which only appear at low water, spring tide, lying N. E. by E. from Herpiat four miles. You must not haul to the wind till five miles distant E. N. E. of Herpiat.

From Herpiat to the entrance of *St. Malo*, the land lies W. by S. six miles. In going along the land keep from two to three miles distance, there being many rocks at nearly that distance from it. There is one called *Rochfort*, lying four miles W. half N. from Herpiat, and which appears above water at half ebb; you can go between it and the land. When small ships go to *St. Malo* by the east channel, they go inside *Rochfort*. South of it lies a cove, called *Rentens*, where small ships can go, and be safe from all winds: few vessels however do it, there being many rocks at the entrance.

ST. MALO.

St. Malo is a walled town, built on a peninsula, at the bottom of a bay, which is surrounded by a great many rocks and small islands, at three miles distance, which break the sea before the road. The

road lies W. S. W. of the town. To the south and S. E. of the town the ships lie close to the walls, which are dry every tide.

There are five channels to go to St. Malo road at high water; but at low water not more than one is practicable. The river which flows into the road from *Dinab*, is called *Rance*. South of St. Malo, at nearly two miles, there is another town, called *St. Servant*. Frigates and large ships are built on the south-side of it, at a place called *Solidore*, which, when launched, are rigged opposite the town, and from thence go to St. Malo road. The shipping which lie off *Solidore* cannot be seen from the sea, being hidden by a high point of land, called *la City*, on which is a very strong battery.

The following is a description of the channels:—the eastern one is called *La Basse*; it is close to the eastern land, and is practicable for coasters only at high water. The N. E. channel is called *les Pointu*, or *Conchez*. There are several high rocks of those names in it. *Le Pointu* rocks must be kept eastward, and *la Conchez* to the westward. When you come from the eastward, and wish to go through this channel, recollect it must be four hours flooded. The leading marks are these:—first, you will observe a battery on the great rock, called *Conchez*. Steer for it, and when it bears W. S. W., at two cables' dis-

tance on your starboard, look to the south, you will see another battery built on a rock, at the east-end of the town: keep the east corner of the town wall near the said battery, which is called *Fort Royal*, steer south, and when at four cables' length from it, observe on the west side of the road a church, called *St. Annogate*, and a windmill of the same name: these are the leading marks. Keep the windmill three fathoms to the south of the church. Steer so till the island, called the *Little Bee*, bears east one cable and half distance; and then steer south, and anchor in the road. The *Little Bee* is about four cables' length from *St. Malo*, and has on it a battery. Between it and the town there is another island, called the *Grand Bee*, larger than the first, but not fortified.

The north channel, called the *Little Gate*, or *Petite Porte*, lies at the west point of a lofty island, called *Sezembre*. When on the north of this island, bring the west point to bear S. S. W. at nearly one mile, and then steer south; and when you are at half a mile, steer S. S. W., within two cables' length from the island; by so doing you will leave a large sunken rock on your starboard hand, on which his Majesty's ship *Jason*, Capt. H. Murray, was lost. And when you are at a cable's length west from the rock, at the end of the island, you may observe a

beacon, called *Jardin*, which is on a rock: steer for it, and when about fifteen or twenty fathoms west of it, look S. E. and you will see another beacon called *Verdun*, which is close to an island, called *Arbour*, having a battery on it: steer for the beacon. You may see a fluted steeple at the town of *St. Servant*: keep it by the west-end of *St. Malo* wall, and steer south.

The N. W. channel, called *Great Gate*, or *Grande Porte*, is the only one practicable for all large ships. When you come from the westward, you will see *Sezembre* island at a good distance: steer for it, and when within one mile and half of it, look to the eastern point of *St. Malo*, you will see a large sandy cove; on the eastern side of which is a remarkably large black rock. Keep this rock in a line with the steeple of a church; called *Parami*, lying two miles east of *St. Malo*. Steer by this mark till at a cable distance west of the *Jardin* beacon, and you will then leave the sunken rock, (on which the *Jason* was lost,) on your larboard hand. There are here several rocks, called *les Portes*, which you may pass at a cable and half length from them.

When arrived at the said beacon, you may steer S. E., or by the said steeple, and the corner of *St. Malo* wall. And when W. N. W. of the *Little Bee*, steer for *St. Malo*: but observe not to keep the mid

channel in the road, in order to avoid the large rock under water, called *Rance*. And when W., or W. S. W. of the southern end of St. Malo, you may let go your anchor in from five to eight fathoms, sandy bottom.

The west channel is called *Docoles*; it is along the western land, and is practicable for small coasters only at high water, with wind S. W., south, and S. E.

CAPE FREHEL.

From *St. Malo* to *Cape Frehel* is thirteen miles, W. N. W. Between them are many rocks along the land; and some at the distance of five miles from it. Here are three little bays; the first of which, near St. Malo, is called *St. Kas*; the second is called *St. Jague*; and the third, *de la Frenais*. In this last any ship may lie at anchor in safety, from all winds, except N. E., which blows right in.

From the island of *Sezembre* to *Cape Frehel* the distance is ten miles W. by N. Cape Frehel is a high point of land, on which is a light-house. At the end of the Cape is a large rock, called *la Moi du Cape*; and between which and the Cape, coasters may go. East of the Cape is *la Frenais* bay, where ships must anchor for the night, if too late to go to St. Malo or Granville. About two miles S. E. by S.

of Cape Fréhel, there is a cape with a battery on it, called *Caste de la Latte*, which forms the N. W. point of the said bay. When you intend to go into it, keep a mile from the land until you are to the S. E. of the battery, at any distance, then steer S. W.; and when you see the bridge open, which leads to the battery, you may anchor in ten fathoms, coarse sandy bottom. When the battery bears N. N. W. you may go farther in.

The following is a description of the shoal and rocks which lie north, east, and west of Cape Fréhel:—the first and nearest, called *la Calais*, lies E. N. E. three miles from the Cape; and N. E. by N. three miles from la Latte battery, close to it, there are seven fathoms of water; but a ship may stick at low water, spring tides. The second rock, called *la Savage*, lies N. E. five miles from Cape Fréhel, with the same depth of water as the last. The third rock and bank, called *Old Bank*, is E. half N. six miles from the Cape, and N. W. by W. four miles from Sezembre Island, with the same depth of water. The fourth rock, called *la Banques*, lies E. four miles and half from la Latte battery, and five miles west of Sezembre, with the same depth of water.

THE MENQRS ROCKS.

These rocks lie N. E. by N. fifteen miles from Cape Fréhel, and are very dangerous. The most

eastern of them is nine miles W. by N. of the most western of the islands of Chaussè rocks; and between them are several rocks under water. The *Menques* are many in number, both above and under water; and extend nine miles in length from east to west, and four miles from north to south in breadth. The largest of them is never under water, and is called *Grand Maison*. When going to St. Malo, Granville, or Canceille bay, from the westward, great care must be taken not to come among these rocks, which can be avoided by keeping near Cape Frehel. The flood goes directly towards them, at the rate of five to six miles per hour; and rises and falls forty-five feet at spring tides.

West by north, three miles from Cape Frehel, lie several rocks under water, called *les Liniers*; close to which are six fathoms of water. From *Cape Frehel* to *Brehat Island* the distance is twenty-four miles, W. N. W., half N. Between these are *Cape d'Arquis*, *St. Brioux*, *Benice*, and *St. Quay*; being all the places in St. Brioux Bay. From *Cape Frehel* to *Cape d'Arquis* is six miles W. by S.; and between them are several rocks above and under water: but ships may go between them and the land. W. S. W. of *Cape d'Arquis* ships can lie at anchor, in six to seven fathoms of water, and good sandy bottom, sheltered from the N. E., east, S. E.,

south, and S. W. winds. There are many rocks off the land at this place, which break the sea when the wind blows from the west; the largest of which is *Rohan*.

S. W. by W., nine miles from Cape d'Arquis, is the harbour of *St. Brieux*, at the bottom of the bay, into which coasters can go at high water. It is dry every tide. N. N. W. five miles from *St. Brieux*, are the islands of *St. Quay*. Ships of all sizes may lie at anchor all around them, there being from five to eight fathoms of water, and good sandy bottom. S. W. of them are the town and harbour of *Benick*, and *St. Quay*, which are dry every tide; and only small ships can go in at spring tide.

From *St. Quay Islands* to *Brehat Island*, is twelve miles N. N. W. About half way between them, are several rocks under water, at two miles distance from the main land; and a large high rock, called *Moi de Goilo*, close to which you may anchor in twelve fathoms, with a good bottom.

Nearly in a line from *Cape Frehel* to *Brehat* there are some rocks, always under water, called *les Bouillons*, and one called *le Grand le Jion*, which appears at low water. These rocks are very dangerous to ships going to, and coming from *St. Malo*. They lie twelve miles W. N. W. from *Cape Frehel*; and twelve miles S. E. by S. from *Brehat*. Three

miles S. E. by S. from them lie several other rocks, called ^{le petit} *Legions*, which appear above water every tide.

Brehat Island is about three miles in length, N. E., and S. W. When you come from Cape Frehel, or from the westward, you will see several wind-mills before you see the island, as it is very low; There are two places where ships may lie in safety; and they may go between the island and the main, though the passage is extremely difficult, on account of the vast number of rocks above and under water, that surround the island. You must therefore have a pilot from the island, who can readily be got, there being a pilot-boat, and the pilots are always on the look-out; it being their duty to watch for vessels coming toward the island.

At about four miles and half, N. E. by N. from the entrance of the road is a rock, called *la Horain*, which appears at low water. There is a passage between it and the island; but it is not prudent to attempt the passage, unless well acquainted with it, there being so many sunken rocks in it. North of Brehat, five miles, is also a rock at the end of a shoal, called *Rocabel*, on which many ships have been lost, there being no more than from five to ten fathoms of water on the shoal.

ROCKS DOUVE.

About sixteen miles N. N. E. from Brehat Island, lie several rocks of this name; some of which are always above water, about half way between them and the island. At eight miles N. E. by N. from the island is a rock under water, called *Barnouin*, over which at high water ships may go, but at low water it is too shallow for that purpose, several ships having struck on it. At a little distance N. E. of this rock is another, called *Roch Gantie*, which appears above water at spring tides. The place between these rocks and the island of Brehat, is called the *Race of Brehat*; and the tide runs at the rate of from five to seven miles an hour at spring tide, and rises and falls from thirty-six to forty feet.

When going from the westward to any of the places eastward of the island, with the wind S. E., south, and S. S. W., you must work through the race with the flood, taking notice, that as soon as Brehat bears S. by W. of you seven miles, you must tack and bear towards it; and when at four miles from it tack again, and stand to the eastward; you will thus avoid the two last-mentioned rocks, and the flood will take you to the windward. Observe also that you cannot work against the tide.

Many ships have anchors in this race to wait for the tide in their favour, with the wind east, but few

get their anchors up, the cables being cut by the rocks. Westward of Brehat $\frac{5}{8}$ miles, N. W. by W. are a number of rocks above and under water, called *les Epées de Treguir*. On the north, ships can go close to them; and between them and the land there is a passage.

TREGUIR TOWN AND RIVER.

This *Town* and *River* lie twelve miles W. S. W. of Brehat. At the entrance of the river there are many rocks, and a little island, called *Er*. The river is safe when inside of it: but from *Brehat* to *Treguir* the coast has so many rocks above and under water, that it is impossible to go without a pilot. The place is frequented by coasters, in war time, who go in to avoid the enemy.

PORT BLANCE.

Westward of the entrance of Treguir, about six miles, is *Port Blance*, which is a small place having no town nor harbour; but which is sheltered from all winds.

SEVEN ISLANDS.

From *Brehat* to the *Seven Islands*, is twenty-one miles W. by N. They are high, barren, and uninhabited, excepting one, which has a fort on it, and some invalids. They may be seen from seven to eight leagues distance. The most eastern one is

called *Riou*: you may go close to the north side of the whole of them; but there is no passage between them. There is a passage between these islands and the main land; and when you wish, or are obliged to go between them and the land, coming from the eastward, when you are at one mile E. by S. from the easternmost, steer W. S. W., and looking a-head you will see the most western point of low land, which lies to the west of *Perros*: steer for it, and when at a mile distance north from the point, steer N. N. W., and go to sea. You must keep at a distance from the west point of the Seven Islands, to avoid a number of rocks, called *Triggos*, which will be then west of you.

PERROS.

South of the Seven Islands, there is a good bay, called *Perros*; in which you may lie afloat in smooth water, except when the wind is N. E., then it blows directly in. Merchant ships go to the bottom of the bay, where they lie on the mud at low water. At the entrance of the bay is a high island, called *Fente* in-shore of which lies *Perros*. You may anchor all round this island, in from five to seven fathoms, with a good sandy bottom: observing, that at the western side of it, there are several rocks under water. You may also go between the island

and the main. If you wish to go to Perros, as soon as you have Tomm's S. W., and the Seven Islands west, steer S. by W., and S. S. W., to avoid some rocks under water, from the main land, on your larboard; and when Tomm's half a mile west of you, steer along by it; and when the south end of it bears W. N. W., you may anchor off it in six fathoms, good sandy bottom. A battery west of you, at the west point of Perros, may then be seen.

TRIAGOS ROCKS.

These are a number of rocks, some above water, the most eastern of which is six miles west of the Seven Islands. Their extent, from east to west, is nearly five miles. Close to them are from thirty to forty fathoms of water, but they are very dangerous in a fog or at night. In clear weather, however, you can with safety come close to them on the north side.

LANION BAY AND RIVER.

From *Perros* to *Lanion* is eighteen miles, by water; but by land it is not more than six miles. There is no town at *Perros*, *Lanion* serving for both places. At the entrance of *Lanion Bay*, there are several rocks above and under water, inside of which you may anchor, in from five to fifteen fathoms, with good sandy bottom; and in smooth

water, unless the wind blows from W. to N. W., when there is a heavy swell. The rocks near this bay are as follows:—one called *Pangaru*, lying west of the northern point of the bay, six miles. N. E. by N., three miles from, is another rock, called *la Maloine*. Three miles E. N. E. of *la Maloine*, lies another, called *Nocivee*. Observe:—if you go to Lanion, keep three miles distant from the land, to avoid the rocks under water, which lie nearly at that distance west of it; and when *la Maloine* bears west, or W. by N., you will see two rocks, called the *Bulls*, bearing E. by S.; you may now steer east, or E. S. E., on one side or the other of these rocks, and also in-shore of them, where you may anchor in from four to six fathoms, with good sandy bottom. Lanion is practicable for small coasters only.

MORLAIX.

From the *Triagos Rocks* to the entrance of *Morlaix*, is eighteen miles S. W.; and from the *Malines Rocks*, which are always above water, it is seven miles. Two miles and a half W. S. W. from the *Malines*, lie three rocks, called *Treppied*, which are above water part of the tide. There are no other rocks except at the entrance of the road, which is small; and fit only for *Frigates*; there not being more than from three to five fathoms of water

on it. There is a fort built on a rock at the entrance, called *Château du Torcau*, which forms two passages to the road, one on the east side, and the other on the west, the latter of which is the best. To go through the east passage, you must come within a mile and a half of the eastern land, or a point called *Beguel*, and steer S. S. W.; or you may keep at that distance from the land; and when within two cables' length of the rocks which you will see on your starboard, above water, steer south, and anchor in the road. For the western passage, steer for the first rock above water, called *Chatingee*, or *Iron Pot*; and leaving it on your starboard, steer for a little island, called *Basse Angloise*; and when at a cable's length from it, steer close to a little rock called *Requel*, which leave on your larboard, and you will then see several rocks a-head, which leave on your starboard. Notwithstanding these directions, however, this is a dangerous place to go into without a pilot, which can always be had. The town of Morlaix lies nine miles up the river, and small coasters may go to it in neap tide.

ST. PAUL DE LION.

St. Paul de Lien lies to the westward of Morlaix Bay. At this place there are two high steeples, which are to be seen before you see the land, when you come from the north or west. There is a small

river in which small coasters go, and lie afloat; but it is not frequented by any ships. Though it is represented by some as a fine place, yet is far from being so.

ILE DE BASS.

From the *Seven Islands* to the *Ile de Bass*, the distance is twenty-five miles, W. by S. It is nearly three miles in length, from east to west, and half a mile from north to south, and is two miles distant from the main land. South of the eastern end of it is *Roscoff Harbour* or *Town*, a place well known to the English smugglers. There is a passage between the island and the main, but at high water only; for at low water small barges only can go over the bank. In going to the *Ile de Bass* by the eastern passage, it must be high water; and keeping in sight a high rock, with two sharp points like horns on it, and leaving it on your starboard, keep in the mid-channel when at a cable's length N. N. W. of it; and when at a cable's length south of the eastern end of the island, steer towards a cove, where you will see several houses, and in which you may anchor in from three to four fathoms, with sandy bottom. When ships wish to go to the island road, when it is not high water, the western passage must be chosen for the purpose: to do it observe, that when you come near to the west end of the island

you will see a rock above water, called *la Vaudier*; go close to it at three fathoms, on your starboard hand, to avoid a rock under water, called *Tasciers*, which lies about twenty fathoms distance from the N. E. of *la Vaudier*; and when within this rock you may approach the island; but you must now send a man on the fore-topsail yard to look a-head, and he will see two rocks under water, which are near the island, the water being very clear in this place; and when you have opened the cove which is a-breast of the houses, you may let go the anchor in from three to four fathoms of water. Do not go closer to the north and west side of the island than a mile.

From the *Ile de Bass* to *Ushant*, is forty-nine miles, W. by S.; and to the entrance of the passage *Dufour*, is thirty-four miles W. by S. half S. Between them are several coves and bays, but no harbour or town for shipping. There are many rocks above and under water along this coast. You may go very near to the outer rocks, which are above water. Ships or convoys may go part of the way along the shore, leaving the rocks outside of them. About ten miles W. by S. of the *Ile de Bass* is a large cove, called *Goulvin*, having a high sandy beach; but it is quite open to the whole sea; About nine miles west from this cove is another,

called *Couregous*: it is better than the last: ships may lie at anchor in it, from four to five fathoms of water, and be sheltered from all winds, there being a number of rocks at a distance from the land which break the sea. There are several channels to this cove, but they cannot be explained, a thorough knowledge of them being required. At two cables' length from the land, there are from seven to ten fathoms of water, and close to the outside of the rocks, from thirty to thirty-five fathoms,

ABBREVERAK.

Abbreverak lies about twenty-five miles W. by S. of the *Isle de Bass*, and six miles west from *Couregous*. It is a good place when inside of it: you can lie at anchor three miles up. The entrance to it is so bad and so difficult, that the French can make nothing of the place.

The mark to know it by, is a fort built upon a rock on the western side of the bay, which may be seen when near the land. There are three passages to it, one of which is to the eastward, along the land, called *la Merloise*. In coming to it you will see a high rock, which must be brought to bear south, and to which you must steer in a direct line. When at the distance of three fathoms from the rock, on your starboard, leave it, and you will avoid two rocks under water on your larboard. The mid-

channel is called *la Pandants*. You must leave the last-mentioned rock on your larboard hand. The *Great Channel* so called, is to the westward, but here are so many rocks and shoals under water, which make so many windings in all these channels, together with a want of proper marks, that the place is considered very dangerous, unless you have a pilot well acquainted with it.

Three miles N. E. of the entrance, lies a shoal under water called *Bass du Luissant*, and which is distant two miles north from the main land.

PORTSALL.

About six miles west of *Abbreverak* lie *Portsall rocks and cove*: you may see them at a good distance from the land, being very high and bold, and are two miles from the land. Inside of them is the cove of the same name, which has a good anchorage, and a little place where small coasters go and lie upon the sand.

FOUR ROCKS AND PASSAGE.

From the *Portsall Rocks* to the *Four Rock*, is six miles W. S. W. East of it lies a little cove, called *Argenton*, frequented by coasters. The *Four* is a high black rock, always above water, in the shape of an oven, and is the chief mark for *Brest* or for *Bec du Ras*. It is nearly two miles from the land, and

nearly twelve miles east of *Ushant*. From thence to the point *St. Mathieu*, it is thirteen miles south; but there are a number of rocks and shoals above and under water along the coast, and therefore very dangerous; consequently if obliged to go through the Four passage, coming from the east, you must bring the Four Rock east, one mile and a half, and steer south; or keep *St. Mathieu Church* hidden by the point of *Conquet*, and then *Bassmure Lavabelle*, and *la Bazance* will be on your inside. There is another shoal, called *Burone*, being one mile west half south of the Four; and if you wish to pass between them, you must go within three cables' length from it, and all the rocks above water; and when arrived at two or three cables' length north of *Conquet* point, steer south half west; and when *Conquet* battery or the point bears E. by S. of you one and a half cable's distance, steer S. by W. to avoid some rocks under water, which lie south of *Conquet*. As they lie S. W. from the south point of the entrance of *Conquet*, they are called *les Mulls*.

If you are to the N. E. of *Ushant*, and compelled to go through the Four Passage, you will see a single rock, like a sail, called *le Helle*, which bears E. S. E. six miles of *Ushant*. Bring this rock to bear south one mile, and then steer S. E. for *Conquet* battery, till you are a cable and half or two cables north of it; then alter your course as before.

There is a large shoal, called *la Platresse*, lying three miles E. by N. of le Helle Rock; and in going by this channel, which is best, you will leave this shoal to the eastward of you: but if you go by the inner channel, you leave it outside.

The marks to be observed, to keep clear of these shoals, are as follows:—when working in or out, there are to be seen two vallies at the point of Conquet; the westernmost of which is the largest. When you have brought St. Mathieu Church in a line with the smaller valley, you are near the land, and must tack; for if you were to open the church by Conquet point, you would be too near the *Platresse Shoal*: but if you are coming out, you must, when at two cables' length north of the battery of Conquet, steer N. W., and you will see le Helle rock; then, when you are at one mile N. E. of it, (not nearer) you are out of all danger. Another mark to know when you are out of danger is as follows:—there is a windmill E. by S. of these shoals, and when it bears S. E. you are north of the *Platresse shoal*, and when it bears E. half N. you are south of it.

La Vabelle and *Bass Limon* have only fifteen feet of water at low spring tide; and to know when you are a-breast of them observe the same windmill, and a beacon built on the shore close to the sea. When these two marks are in a line, you are a-breast of

the most northerly one; and when you have the windmill in a line with the most southerly high rock to be seen on the sand, you will be a-breast of the other rock. But the best channel is to keep St. Mathieu Church four or six fathoms to the east of Conquet point, then you will be outside of Burone, la Vabette, Bass Limon, and inside of la Platrese: or to go outside, St. Mathieu Church must be kept in sight.

North of Conquet there is a cove called *Blance Sablons*, which extends from Conquet battery to the point of St. Paul: the land between them is a sandy hill. In this cove you may anchor in eight or ten fathoms of water, with a good sandy bottom. But in the cove there is a rock under water, called *Little Viniotier*, which lies at a cable's length from the land; therefore you must not come nearer the land in the cove than one cable and a half, and not go from the land further than two or three, to avoid a rock under water, called *la Grand Viniotier*, which lies nearly half a mile W. of Conquet battery. When you are between it and Conquet battery, the centinel will hail you from the fort. There is no safe passage to the westward of these rocks between Beniquet and Maloine islands.

USHANT ISLAND.

Ushant is rather high on the east end, and has a light-house on it. It may be seen at the distance

of twenty-one to twenty-four miles. The island is five miles in length from N. E. by E., to S. W. by W. About two miles from N. W. to S. E. there are two coves; one on the N. E., which is the best, and another on the S. W.; but they are frequented only by a few sloops belonging to the island—not for want of water, for close to the beach there are twelve fathoms: but there is a heavy swell when the wind blows in. When you come from the north, you must not go nearer to the west end of the island than two miles, there being many rocks under water at a great distance from it. At the S. W. end there is a rock, called *la Jument*, which is above water after four hours of ebb; and when under water you may see the sea break over it. You can go close to it on the S. and S. W. sides, but between it and the island there are many rocks above and under water. Also between it and the western point, is a long reach of rocks under water, crossing the entrance of the S. W. cove; to go into which, there are two passages, one close to the west point, and the other close to *la Jument* rock. The distance from these sunken rocks to the bottom of the cove, is two miles. In the cove there is a large high rock or island, inside of which vessels anchor in fourteen fathoms. The French charts mark a rock, called *Bass Calais*, N. N. W., nearly three miles from the west point, and W. by N. of the north point of the island. I doubt the existence of this rock.

There is a passage between Ushant and a small island, called *Loodee*. If you should find yourself S. E. of the island, with wind at the westward; or from bad weather are unable to weather Ushant on one tack, or the *Black Rocks* on the other tack, you may come within two or three cables' length east of la Jument, and then steer E. N. E.; but do not go nearer to Ushant than half a mile: and when the N. E. point of Ushant bears west two miles, haul to the wind, and you will be out of danger, there being plenty of water in this passage. Observe, that when the tide, which is very strong between these islands, goes against the wind, you will see the appearance of breakers between them, occasioned by the tide, and not by any rocks, which are taken for breakers.

S. E. by S. from the S. W. point of Ushant, at about four miles from it, and nearly three miles W. by N. from *Mollen Island*, lies a shoal under water, called *Pierre Vertes*, over which I have often seen the sea break.

Between Ushant and St Mathieu there are several islands; the first of which, nearest Ushant, is called *Loodee*—the second *Isle Benet*—the third *Isle Balance*—the fourth *Mollene*, which is inhabited, and upon which is a signal-post—the fifth *Trevelen*—the sixth *Quemens*—the seventh *Beriquet*. There

is no passage between them, there being a great many rocks, and in some places only four fathoms of water. When going from the north or west to the Black Rocks, or St. Mathieu point, or Brest, and the west point of Ushant bears east two or three miles, steer S. E., if it is ebb tide; but if flood, steer S. E. by S.; and when St. Mathieu Church, or the light-house, bears E. N. E., you are out of all danger on the south, and may steer E., and E. by N. for Brest.

BLACK ROCKS.

The *Black Rocks* lie nearly five miles W. by S. half S. of St. Mathieu, and eleven miles S. E. from the S. W. point of Ushant. Close to them are sixteen fathoms on the south side, which is very bold; but to the east and west there are many rocks under water. West by north, one mile from them, lies a shoal, called *Buffalos*, which bears south of Maloine, and west of St. Mathieu. In an easterly wind, you may see the rippling of the tide over it. Between it and the Black Rocks, are several rocks under water, with from twelve to eighteen feet of water on them, at low tide; and close to them eleven fathoms. On these rocks his Majesty's ship *Magnificent* was lost; and between them and Maloine, and Benequet, there is great danger from the number of rocks there.

POINT ST. MATHIEU.

Between the *Black Rocks* and *Point St. Mathieu* there are two rocks, very high, called *Bass Vine*; as also several rocks between them, in a line with the *Black Rocks*. On the point of *St. Mathieu* there is a monastery, with a lantern or light-house on the steeple of the church; and close to the point are several rocks above and under water, called *les Moines*. There is a passage between them and the land. Two miles north from *St. Mathieu*, is *Conquet Cove and Harbour*. Ships may lie afloat at the entrance of the small river which runs into the cove, or may go a long way up the river, and lie dry on the mud. To go to *Conquet*, keep near the north side, or mid-channel, for at the south point of the entrance there are several rocks under water, which run S. W. from the point, called *les Mulles*.

BERTAUME ROAD.

From *St. Mathieu* to *Bertaume Road*, the land lies east four miles; and between them are two rocks, the first of which is called *le Cock*, and lies E. by S. from *St. Mathieu*, and W. S. W. from *Bertaume*, nearly one mile from the land. To avoid it, keep *Benequet Island* in sight by *St. Mathieu* point, until *Bertaume* bears north. The other rock, called *le Buzee*, lies one mile and a quarter south of *Bertaume*, and is only dangerous for large ships at low water.

At Bertaume there is good anchorage in from eight to twelve fathoms, sandy bottom, and shelter from all winds but S. W. At the west side of Bertaume is a high rock, on which is a battery, named after the road, and which protects it on the west side. On the east side are several batteries.

LA PARQUET SHOAL AND ROCKS.

La Parquet is a rock which appears above water at four hours of ebb, and bears from St. Mathieu S. S. E. quarter S., four miles and a half. It is seldom seen unless the sea breaks over it, if it is not above water. It lies at the west end of a long shoal which goes close to *Toulinget Passage*. Between the rocks of *Toulinget* and *la Parquet* are so many rocks under water, that it would be extremely dangerous to attempt going over them, though there are some passages, but there are not any known marks by which to steer. When you go to *Brest*, and the *Parquet* cannot be seen, look toward *Camaret Bay*, and you will perceive to the north and east of the bay a sandy cove: keep it in sight; and you are to the north of all rocks belonging to *Parquet*.

LE GOURMONT AND LAVANDRE.

The rocks of these names lie two miles west half south from *la Parquet*, and nearly five miles south from *St Mathieu point*; and at spring tide there are

no more than eleven feet of water on them. The marks to avoid them are as follows:—eastward of St. Mathieu there are three flag staffs and a watch house: keep the middle flag staff in a line with a high steeple, called *l' Ochrist*, which lies to the north and east of St. Mathieu Church: it is the highest steeple that can be seen, therefore you cannot mistake it. The eastern mark is this:—take the third of several rocks detached from a point which lies south of Camaret, and a church to the eastward, called *Cardon*, and you will have the true bearing of the two rocks.

BREST BAY AND ROAD.

When you go to *Brest Road*, you must keep close to the north land, which is the best channel, for in the middle lies a large rock, called *Mingans*, on which is a beacon: it is visible at low water; and W. S. W. of it are several rocks under water, called *les Fillets*; it is therefore very dangerous to go between them and *Mingans*. When you go by the south side of the entrance, you must steer for Camaret; and when a mile north of it, steer along the land for the *Goulet*, in which you will see two batteries, one on each side, not far from the water, which have been cut out of the rock. The northerly one is called *Mingans*, and that on the south, *Cornwall*. To cross over the *Goulet* is one mile. In

Brest Road there are from eight to sixteen fathoms of water, sand and mud bottom; but the shipping lie in eleven fathoms. The harbour and town lie on the north side of the road, and cannot be seen from the outside of the bay. From the road the number of ships which are in the harbour cannot be distinguished.

CAMARET BAY AND ROAD.

This *Bay* lies on the outside of Brest Bay. To the south and in the road you may lie in ten fathoms of water, and be sheltered from the north, N. E., east, S. E., south, S. W., and W. S. W. winds, but the other winds occasion a heavy swell. There is also a cove, in which coasters go and lie dry on the sand, inside of a long point of low land, on which there is a battery, and a Chapel at the end of it, called *Notre dame de la Rock*.

About one mile and a half to the westward of *Camaret*, is a point of the same name; and at a good distance from it are a number of rocks under water. Also S. W. of it is a high rock, called *Toulinguet*, which gives name to a passage called *Toulinguet*, which has twelve fathoms of water in it; but it is very narrow. I have, however, known 74-Gun Ships pass through; and to do it, you must come close to the high rock, and when you are abreast of it, at about twenty fathoms distance, Steer S. E. to

avoid a rock under water, called *la Bettue*; and when you are at an equal distance from the rock and the main land, you may steer for *Bec du Ras*. There is a rock under water, called *Bass du Lies*, which lies S. by W. from the *Parquet*, three miles. At two hours of flood there is sufficient water for any ship to go over it, but at low water, spring tides, there are only fourteen feet.

Point de Cardron lies one mile and a half south of *Camaret point*, at which place there are five large rocks, called *Tas de Foias*; and east of them lies a cove, called *Dinan*, in which vessels may anchor when waiting for the flood, to go through *Tolinguet* passage.

About six miles S. S. E. from *Cardron point* is *Bec de la Chevre*. At three miles distance N. W. of the latter place, there are three rocks, called *la Bouc*; and about one mile and a half from it is a rock, called *la Chevre*: they are above water. One mile west from the last, there is another, called *la Chevereau*, which is covered every tide.

LA VIEILLE ROCK.

La Vieille Rock lies two miles south of *Point la Chevre*. On it his Majesty's ship *Jason* was lost. It is the only rock to be avoided in going into *Douarnent Bay*, and the mark for that purpose is this:—

there is a church on the north side of the bay, called *St. Laurent*, which you must keep at a good distance south of the *Point la Chevre*; then you may run into the bay. Another mark is, to keep so near the south land, that the outer rock at *Bec du Ras* may appear detached from the land, and which rock is on the north side of *la Bay des Trepasse*; which is a sandy cove at *Bec du Ras*.

DOUARNENET BAY.

Douarnenet Bay lies between *Bec la Chevre* and the land of *Bec du Ras*, and you may anchor in any part of it from seven to eight fathoms of water, mud and sand bottom, sheltered from all winds except W. by S., to N. W. by N., when there is a heavy swell. There is a little harbour on the south side of the bottom of the bay, called *Pol Davi*, in which ships may lie close to the little town in six fathoms. There is no other trade carried on in this bay than that of the pilchard fishery, *Brest* being so near to it.

From *Bec la Chevre* to *Bec du Ras*, is nine miles S. W. by S. From *St. Mathieu* to *Bec du Ras*, is seventeen miles south. From *Ushant* to *Bec du Ras*, is thirty miles S. E. by S. From *Ushant* to the western point of the *Saints Rocks*, is twenty-four miles S. 3° east. Between these places it is cal-

led by the French *Livris*. In it you will find from twenty-five to forty-five fathoms of water, very foul ground.

BEC DU RAS.

Bec du Ras is a long point of land, of moderate height, and from which several rocks extend. Close to them there is a passage called *Ras de Saints*, or *Fontenet*. Three miles west from the point, the *Saints* rocks begin, with a small island of the same name, and from it runs the ledge of rocks, some above and some under water, nearly nineteen miles in length, west half north, and about two miles wide from north to south, and are called by the French *the Bridge*, or *Jetty of the Saints*. There is no passage for any ship over it, consequently it is a very dangerous place. I have seen many ships lost upon it, both in war and peace. The tide running through the rocks at the rate of four miles per hour in spring tides, Captains and Masters, therefore, cannot be too careful when near this place.

PASSAGE DU RAS.

When, in coming from St. Mathieu, or Ushant, you wish, or are compelled, to go through the *Ras*, you will see to the north of *Bec du Ras* a large rock, called *Stevenec*; bring it S. W. about a mile,

and then steer for the outer rock of Bec du Ras, called *la Vieille*; and when about half a mile west of it, steer S. E. or S. E. by S., to avoid a rock called *the Great Cornet*, which will be westward of you: observing not to go within half a mile of the outer rock of Bec du Ras, as there is a rock under water, called *la Plate*, about three cables' length west from *la Vieille*. You may go between the great *Stevenec* and the island of *Saints*, but this is dangerous, as the ebb tide is so violent, and runs directly upon the point of *Saints*: besides, the rocks run some distance north of the island; and also from *Stevenec*, which makes this passage narrow. E. S. E. from the Island of *Saints*, lie a long ledge of rocks under water, called *Cats Bridge*; the east end of which is two miles and a half from the island, and between it and great *Cornet* there is a passage. The great *Cornet* appears above water part of the ebb; it is a single rock, and is three miles E. S. E. of the island. There are in the passage du Ras from twelve to fifteen fathoms of water, but the ground is bad. If you are south of *Bec du Ras*, and are compelled to go through against the wind, if the *Cornet* is under water, stand toward the land; and when *la Vieille* rock is north of you one mile, stand to the westward about one mile, and tack, and then stand to the eastward; and when *la Vieille* is about half a mile from

you, tack and stand to the westward; and when *la Vieille* bears E. S. E. one mile and a half, tack and stand toward the land to avoid the flood which runs on the *Stevenec* rock.

There are but few inhabitants on the island of *Saints*; who, being supplied with provisions by the French government, are compelled to observe when any convoy or ships of war come near the place, in order to take them through *du Ras*. From *Bec du Ras* to a cove called *Capstans*, is four miles E. S. E., in which ships lie at anchor while waiting for the flood to go through the *Ras*, when the wind is against them.

From *Capstans* cove to *Hodiern* harbour and river, the distance is eight miles E. S. E. It is a tide harbour, and cannot be entered but at high water. When, however, you are in it, you are sheltered from all winds. At the entrance of it, there is a large shoal, called *la Gamette*; it lies across the entrance at nearly one mile distance from the land. Vessels going to *Hodiern*, must keep along the north or south land, according to the wind, keeping at half a mile from the land on either side: by so doing, the shoal will be outside. It is frequented by coasters, but small sloops of war may go into it.

HODIERN BAY.

This *Bay* lies between *Bec du Ras* and *Penmark Rocks*, which are twenty-one miles S. E. from the

former place. There is no place for ships to go except at *Hodjærn*. The land from *Hodjærn* to *Penmark* is sloping; and in coming from sea, when *Penmark* bears east, N. E., or north, you will see several steeples before the land appears.

PENMARK ROCKS.

These *Rocks* are numerous, and the outermost one lies nearly three miles from the land. Close to them are from thirty to forty fathoms of water, with sand and mud bottom. Between them and the land there are several passages, but they are known only to the inhabitants, there being no harbour or shipping belonging to the place. It is only frequented by fishing boats.

PONT L'ABBE.

From *Penmark Rocks* to *Pont l'Abbe* is nine miles east: and between the two places are several rocks above and under water, some of which lie nearly two miles from the land. There are also several coves where small coasters may go in, if they are chased by the enemy, not at any other time. At *Pont l'Abbe* there is a small river, only navigable at high water; it is almost covered with banks, which allow but a very small channel to go in; but when you are in it is a good place. Only small coasters go there.

GLENANS ISLANDS AND ROCKS.

From *Penmark Rocks* to *Glenans*, the distance is twelve miles E. S. E. They are a cluster of small islands and rocks, affording, on the north side, a good anchorage in from ten to fifteen fathoms of water, with good sandy bottom, and shelter from winds and the sea. There are, however, a great number of rocks above and under water all round them; except at the north side. If you come from the westward, and wish, or are obliged, to go to the *Glenans*, keep at the distance of one mile from the first rock above water; and when the most northerly bears E. S. E., steer east, keeping at half a mile distance from them all, until you are at the north of them; and when the battery bears south, you may anchor in ten fathoms. The southernmost rock is called *la Jument*, and lies three miles S. S. E. from the most western island. It is above water part of the tide; but if there be the least swell, the sea breaks very high over it. Close to it are from thirty to forty fathoms of water; but between it and the island are many rocks under water. East of *Glenans* are also two rocks; the nearest three miles east of the battery, which is called *Pigon*; and between it and the island there is a passage. The other is in a line with the first, and one mile and a half from it, and is called *Yolette Bass*. Close to them are twenty-five fathoms of water.

If you come from the south, and wish, or are obliged by bad weather, to go to Glenans, bring the most eastern island N. N. W., and steer for it; and when at a mile from it, steer N. E., keeping at the same distance; and when it bears W. by S. one mile, steer N. N. W., N. W., and west, keeping from half a mile to a mile distance to the north side of them. Anchor as before.

To the north of Glenans, three miles distant, lies *Sheep Island*. Between it and Glenans is a large shoal under water, called *the Pigs*. If you wish to go between Sheep Island and Glenans, you must keep within half a mile of Glenans, and the shoal will be north of you. But if you wish to go north of the shoal, and you are to the eastward of Sheep Island, steer for it, and when you are at two cables' length from it, steer along by it. But if to the westward, bring the island N. E., and steer for it, and when at two cables' length from it, steer along it in from five to six fathoms of water, and the Pigs shoal will be to the south of you, about four cables' length. There are several rocks under water at the S. W. point of Sheep Island, about one mile from it.

To the north of Glenans are two very good bays, called *Quimper*, and *Conquerneau*; the former is the most westerly. The entrance of Quimper lies N. E. by N. five miles from Pont l'Abbe, at the bottom of the bay. It is frequented only in war time

by convoys when going from *Bourdeaux*, and *Nante*, bound to *Brest*. There are many rocks under water, detached from the west point of the bay, which render the entrance dangerous, but by keeping in ten fathoms of water, you will be to the eastward of them. Between them there is only six fathoms. When you are to the north of them, you will have six fathoms, sandy bottem. If you are obliged to go into this bay, send a man on the fore-top sail yard to look a-head, and he will see the rocks under water among the sand, as the bottom can be plainly seen. There are in the river from four to six fathoms of water; and coasters lie in a place called *Benaudet*.

CONQUERNEAU BAY.

Conquerneau Bay lies N. N. E. from *Glenans* seven miles, and you may keep along the land at the distance of one mile and a half, in coming from the S. E. The only trade here is the pilchard fishery, there being no harbour for any ships but small coasters. From *Conquerneau* to *Port Louis* is twelve miles E. S. E. The land is moderately high, and there are several rocks under water at one mile and a half distance from it.

GROIX ISLAND.

This *Island* lies S. W. six miles from *Port Louis*, and may be seen from sea at the distance of from

six to seven leagues. The north point is high, and it slopes towards the S. E. point, from which runs a ledge of rocks one mile and a half into the sea, and is called *Cates Point*. The island is about five miles in length from W. N. W. to E. S. E., and is very bold to approach, excepting at the S. E. point. Between the island and the north land, near the main land, lies a shoal with twelve feet of water on it, and is near *Point Laje*. Three miles N. W. from Point Laje is a small river for coasters only, called *Quisperlait*; and between the two places are several rocks above and under water, at one mile from the land.

Groix Road lies to the N. E. of the island, and has from ten to fifteen fathoms of water, with good sandy bottom. Men of war or other ships anchor in it, when waiting for wind or tide to go to Port Louis or *L'Orient*. If you go between the island and the main in war time, keep the mid-channel, as the shells cross half way from Groix and the land; but a good breeze soon takes a ship out of their reach.

PORT LOUIS.

At this place there is an excellent road and good harbour, where all ships of war generally come from *L'Orient* to take their necessaries on board for sea. The entrance of the road is difficult, there being several rocks above and under water, which make

the channel crooked and narrow. The leading marks are these:—bring the N. W. corner of the *Citadel* in a line with the steeple of *St. Catherine Church*, which stands on a point, N. E. of the citadel, at the distance of two miles: and then come within hail of the citadel, to avoid a rock under water, which is near the north land. You may anchor in from five to seven fathoms, or go close to the north side of the town if it should be high water, but not else, it being dry at low water. The most distant rock at the entrance is called *the Sows*, which appears above water at spring tide. In sailing through the western channel, you must leave the last-mentioned rock on your starboard; that is, keep *Larmon Tower* N. E. by N. until one of the windmills, which stands eastward of *Port Louis*, be hidden by the southern point of the town wall, and the other windmill is well open; you will then sail in the mid-channel between the *Satsies* of Larmon and the *Sows*, keeping the mark until you see the high land of *Peunemane* in a line with the west corner of *Port Louis* citadel: steer in that direction till the west point of *St. Michael's Islands* comes on with a white mark, lying to the westward of the harbour of *L'Orient*; this will carry you between the *Mare Rock* and the end of the *Citadel*.

If you go by the south of the *Earrants Rocks*, observe to bring the tower of *L'Orient* in a line with the western bastion of the citadel of *Port Louis*, at

as great a distance as possible; and with this mark you will leave the *Earrants Rocks* on your larboard hand, and the *Bastren Rock* on your starboard. You will also pass the *Three Stones*, on which is a buoy. And when you have been so far as to bring the fountain, seen on the beach at a cove, in a line with a single tree, standing N. E. of the village, keep Larmon windmill on with the two houses, which are near to the point of Larmon: you will then be in the great channel.

The entrance by *Gavre Channel* is for small coasters only; and its best mark is, to keep Larmon windmill in a line with the two houses above-mentioned, recollecting that Point Larmon is on the N. W. side of the entrance, and that the rocks, called *Saisies* lie at the point, with a beacon on them: they are under water at three quarters of flood. The *Sows* appears above water spring tide. The *Earrants Rocks* are never under water. On the *Bastren Rock* there is a buoy. There is also a buoy upon the *Three Stones*. The *Mare Rock* is under water at three quarters of flood, which rises fifteen feet, spring tides.

L'ORIENT.

This place lies nearly three miles from Port Louis, and is the place where ships of war, &c. are built; but, on account of a bank which lies close to St. Michael's Island, their guns, provisions, &c.,

cannot be taken on board, there being not more than nine feet of water, and at spring tide twenty-four feet. There is no dry dock at *L'Orient*, they heave down the ships. When you come from sea, you may see every ship lying either at Port Louis or *L'Orient*, if they are masted.

South of Port Louis is a large cove, called *Gavre*, fit for small coasters only; and a point of land of the same name, on which is a battery.

From the *Point de Gavre* to *Quiberon*, or *Fort Penthièvre*, is fifteen miles S. E. by S. The land is low and sandy. Between these two places, about half way, is a small river, called *Etel*, wherein small coasters may go at high water. At the entrance of it, however, is a large sand bank, which crosses it: the channels to it are therefore along the north and south sides. South of this river, about two miles, is a small island, called *Rovallans*, between which and the main land ships may go at high water; and S. W. by S. of it, one mile, lies a rock which appears above water at four hours of ebb, close to which are twelve fathoms of water.

S. S. E., fifteen miles from the S. E. point of *Groix*, lies the N. W. point of *Belle Isle*, which is called *Point de Poulains*. Between the two islands is a long shoal, called *le Beverdeaux*, outside of which there are from sixteen to nineteen fathoms

of water; but on it there are not more than eleven fathoms. The chief danger, however, is from a rock under water, with not more than eleven feet of water on it, lying in the track from Port Louis or Groix, to Belle Isle and Quiberon. On it His Majesty's ship *Marlborough* struck and went down. There are no other rocks on the shoal but this: I have sounded all round it. The best leading mark to avoid it, is to the south of Fort Penthièvre, upon Quiberon. Observe the north end of the first little sandy cove, and bring it with a windmill, which lies to the S. W. of the fort, about three fathoms to the south from the north corner of the sand: it will bear at that time E. by S., which is the best mark. It lies about seven miles from the main land. There is no good mark to be observed upon Belle Isle for it; therefore, to avoid it, when coming from the north or west, keep two small islands lying to the westward of Belle Isle in sight; that is, see them detached from the land; and in so doing you will be outside of the rock; but if you are compelled to go in-shore of it, keep the said two islands entirely shut, or keep from three to five miles from the main land.

-BELLE ISLE.

This *Island* is about nine miles in length from S. E. to N. W., and about three miles from N. E. to S. W. in breadth. The land is high on all sides.

The N. W. point is called *Point des Poulains*, and is the worst part of the island, there being at that place many rocks under water; the outermost of them, however, appears at low water. Except at this particular spot, the island is very bold. On the N. E. side lies a large town, called *Palais*, having a little harbour for small coasters, and a very strong citadel above the town, of the same name. Opposite, lies the Road, in which ships of any size may lie in safety, in from six to twelve fathoms of water, with a good sandy bottom. There is a Rock under water, called *Bass Palais*, about one mile and a half east from the citadel; at low water there are four fathoms on it. There is another harbour N. W. of Palais, called *Sauzon*; but though the best, it is seldom frequented. The S. E. point is called *Loumaria*, and off it you may anchor in from eight to eighteen fathoms, sandy bottom.

THE ENTRANCE OF QUIBERON BAY, BY
THE TEIGNOUSE PASSAGE.

East of Belle Isle is the S. E. point of Quiberon, and the islands of Houat, Horses, and Hédie. At the end of the main land is a large Rock called *Teignouse*, which gives name to the above passage for Quiberon Bay. When you wish, or are compelled, to go through it, observe not to come nearer

the S. E. point of the main land, than two miles on the S. W. and South sides, to avoid a rock under water called *La Goiras*; close to which, on the west side, are sixteen fathoms of water, but inside of it not more than twelve fathoms. To avoid it, look E. N. E. you will see a single hill to the northward of *St. Gilda Cape*; keep it open about three fathoms to the south of the furthest rock of Quiberon Point, being the before mentioned Rock of Teignouse, which is black, and rounded in the shape of an Oven: steer for it, till at two or three cables' length, S. by E. from it, and then you can go to any part of the Bay, in which you will find from five to ten or twelve fathoms, good sandy bottom. On your starboard hand, if the tide is half ebb, you will observe several little rocks, which must not be approached nearer than two cables' length.

There is another passage at the N. W. point of Houat, called *Benigut Passage*, which is narrow, and therefore difficult to go through. You must leave a high rock at four fathoms distance, N. W. of you, as there is a shoal under water at from fifteen to eighteen fathoms from it; (but you must have been through to know it). Between this shoal and Houat, there is no passage. On this shoal His Majesty's Ship Doris was lost.

HOUAT ISLAND.

This Island lies S. S. E. of Quiberon, about six

miles ; it is about three miles long from E. S. E. to W. N. W. All sides of it, but the East and N. E. are encumbered with rocks, above and under water ; and there is no practicable passage between it and Hedio.

HEDIE ISLAND.

Hedio lies about four miles from *Houat*, and is like the last surrounded by a great number of rocks, above and under water. There is, however, good anchorage on the N. E. part of it, in from nine to ten fathoms, good sandy bottom. Between these two islands, lies *Horses Island*, which are a number of uninhabited rocks. S. E. of *Hedio* are a number of rocks called *Cardineaux*; between them and the island it is not safe to go, there being many rocks under water.

At the S. E. entrance of *Quiberon Bay*, on coming in from sea, you will see several large rocks S. E. of *Hedio*, called *Cardineaux*, and when by stress of weather you are compelled to go to *Quiberon*, steer for them ; and when they bear West, steer N. W. and you may anchor in any part of the bay. If you wish to anchor at *Hedio*, keep at half a mile distance from the island, and when the church bears S. or S. S. W. you may anchor in from five to eight fathoms, good sandy bottom. Between *Hedio* and *Houat* there is a Bank bearing E. S. E. from the

S. E. point of Houat; in going therefore, from Hédic to Houat, you must not come nearer to the S. E. point than two miles, and when the middle of the island of Houat is W. S. W. you may steer for it, and anchor in from eight to twelve fathoms of water.

At the bottom of Quiberon Bay, lies the entrance of the Rivers Auray and Vannes, the former runs N. N. W. and the latter E. N. E. from the said entrance; inside the entrance is called Morbian. The course from the East end of the Cardineaux Rocks is N. by W. about fifteen miles. There are several small islands in these rivers, and there is one at the entrance, called *Mehan*, which must be left to the westward; observing to keep the middle channel, where you will find six fathoms of water, and inside of it from ten to twelve. Observe, also, that you cannot go in against tide. Before you get to the bottom of the bay you will see a rather high Cape, called *St. Guildas*. At the distance of one mile from it lies a bank called *Bass St. Guildas*, close to which are six fathoms of water, and on it from three to four fathoms. S. E. by E. of *St. Guildas*, or Point du grand Mont, about one mile and a half, lies *Point Dousey*, and between the two places is a shoal under water to be avoided as you go along. From Point Dousey to the river *Vilaine*, the coast runs east thirteen miles; and from the Cardineaux Rocks is eighteen miles, N. E. In the way from

the Cardineaux, you will meet with a small island called *Dumet*: you may go either side of it, but you must not come too near it, as there are many rocks all-around it, at a distance from it. At the entrance of the river *Vilaine* is a little harbour for coasters, called *Rock Bernar*. Small ships only go in the *Vilaine*, there not being sufficient water for large ones.

To the east of the Cardineaux, eleven miles, is the town and harbour of *Croisice*; between them is a long and large bank of sand and rocks, called *le Four*, which are very dangerous. They appear above water every tide. The north end of the Bank lies E. by S. near seven miles from the Cardineaux, and six miles S. by W. of Dumet Island. Close to them is eighteen fathoms of water, therefore be cautious if you go to Quiberon Bay with a contrary wind, not to come too near these rocks. The Four Bank is six miles long from North to South; the south end lies S. E. by S. twenty one miles from the S. E. point of Belle Isle; and the north end lies W. three miles distant from *Croisice*. In-shore of it there is eleven fathoms of water. Be careful not to go farther than five or six miles east of the Cardineaux, and then stand towards them to avoid the bank.

CROISICE.

Croisice Harbour and Town lie to the east of the Four Bank, where small coasters go to load with

salt. If you go to Croisice, you must keep at three or four miles west of Dumet Island, on which you will see a town upon a hill, called *Gerands*. You must not bring that town more northerly than east; for if you were to bring it E. by N. you would be too near the Four; therefore keep E. four miles from Dumet, and you will be a good distance from the Four; then steer for the main land. The entrance of Croisice is difficult on account of some banks and rocks at its mouth. You may go from Croisice to the entrance of the river Loire, along the land.

Keeping at one mile or more, you will find from nine to ten fathoms water, sandy bottom, and leave a long and narrow shoal to the south of you, called *la Banch*.

LA BANCH SHOAL.

La Banch Shoal is long and narrow, at both ends of which lie rocks, and which appear above water at low spring tide. Close to the S. W. side there is eleven fathoms of water, and on the N. E. side only seven fathoms; but at one mile north from it, you will find eleven fathoms. At the N. W. end there are three Rocks called *Trepied*; they bear S. by E. near six miles from Croisice, and S. S. W. from *Gerand Church*. At the S. E. end there is a rock, called *Turk*, which bears from Gerand Church S. by W. six miles from the land, and lies in a line from Gerand Church, and a point of low land which forms

the entrance of the *Poulgien*, which is a little Cove where coasters go to load with salt: it lies E. by S. six miles from the Croisice Point.

THE ENTRANCE OF THE RIVER LOIRE.

The River Loire goes through Nante, but there is not a sufficient depth of water for any ships to go to Nante: they go as far as *Painbeauf*, where they take in and put out their cargoes, and Barges carry the goods up to Nante, or farther into the country. In consequence of there being several banks at the entrance of the river Loire, it is rather difficult to get in. When you come from sea, you may steer for a high rock, called *Pierced Rock*, which lies on the north side of the bay. When you are close to it, you may steer for another rock, to the E. called *Carpentier Rock*; and when you are to the East of it, you may come close to the North land, and steer for the Town called *St. Nazair*, which is the place where frigates lie at anchor, in eight fathoms of water. When you sail for this place, take care of a *Rock* under water, called *le Lombarde*, it lies S. S. W. three miles from the Pierced Rock. The entrance of this river lies between Carpentier Rock and a Cape to the South, called *St. Goudas*. It is not prudent for any master to attempt to go in, if he is not thoroughly acquainted with the place. If compelled, through stress of weather to go in, keep at one mile distance

from the north land, where you will find four fathoms of water, and continue so until you find eight fathoms; then you will be close to St. Nassir Town. At the south side, and mid-channel, the rocks and banks are common.

ST. GOUDAS CAPE, AND NOIRMONTIE ISLAND.

Between *St. Goudas* and *Noirmontie Island*, lies *Bourneuf Bay*, which is twelve miles, from W. by N. to E. by S. At the bottom of it are *Bourneuf* and *Port la Rock Harbour*, which are only frequented by coasters, where they load with salt. There are several banks and shoals in the bay, therefore should you go in, it will be necessary to have a pilot. There are from four to eight fathoms of water in it, and good sandy bottom. At Cape *St. Goudas* there is a bank, called *Kerovan*, the west end of which lies S. W. by W. three miles from *St. Goudas*, and the east end S. E. two miles. There is a good passage to *Bourneuf*, between *St. Goudas* and the main land, by keeping at half a mile distant from the latter.

PILIRE ISLAND.

To the N. W. of *Noirmontie Island*, lies a little island, called *Pilier*, upon which is a battery. It is not prudent to go between it and *Noirmontie*, as there are several rocks under water between them.

The North, West, and S. W. sides are very bold, but the East side is not so. If you go to Bourneauf, or Noirmontier, bring Pillier Island south two miles, then steer east till you have brought Noirmontier Church to bear S. W.; then you may steer south, and anchor where you please in from four to eight fathoms, good sandy bottom. There is a passage between Noirmontier Island and the Main, at high water, for small sloops; but at low tide the people cross over without a boat.

From Pillier Island to the *Isle Dieu*, it is eighteen miles south. You must not come too near the land, as it is low and sandy, with shoal water at a great distance. When you go along this land, keep in fourteen fathoms of water, as when you have only ten fathoms, you are in danger. N. N. E. four miles and a half from the S. E. point of Isle Dieu, and N. E. of the Church, lies a long *Point* or *Sand Bank*, running from the main land, called *Bridge of God*: close to the end there are four fathoms of water, and upon it only one fathom. Between it and the island, in the mid-channel, there are eight fathoms. If you are obliged to go between the island and the main land, you must take care to keep at two or three miles distance from the main land; but if you are obliged to work, as you have six fathoms of water, being near to the main land, you must tack ship, and steer towards the island.

ISLE DIEU.

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Dieu Island is very bold on the S. E., South, S. W., and West sides; but on the N. W. and N. sides there is very bad bottom, with many rocks, called *Chiens Perrius*, which extend one mile and a half from the island. There is a small harbour on the N. E. side for coasters; but men of war may anchor in from six to eight fathoms of water, keeping the Church to bear S. W.: but the bottom is not very good. It is a very bad place to cast anchor in, with the wind either N. N. E., N. N. W., and W. N. W., in consequence of a very heavy swell in the road. When you come from sea, you can see the steeple of the church and several windmills before you see the island.

ST. GILLES.

St. Gilles Harbour lies thirteem miles east, half south of the island of Dieu. It is a small place, where ships of two hundred tons may go in at spring tide. There is a town of the same name, which cannot be seen from sea. The entrance is known by a wood near it. There are several little batteries at the entrance to cover the channel: they are scarcely to be seen, as the sandy beach is very high, and some of the guns have their muzzles touching the sand.

OLLONNE.

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From Dieu Island to *Ollonne* is twenty four miles, S. E. by E. *Ollonne* is a tide harbour, where only small coasters can go in at neap tides, there being a bar, upon which there are no more than eight feet at high water, neap tides; but when they are in, there is water enough for ships of two hundred tons to go inside of the town, as the harbour lies inside, and is dry every tide. When you come from sea, you will see two high steeples in the country; but you may know *Ollonne* by a square steeple on the north side of the entrance, called *la Chaume*; and on the south side lies a long jetty, and the town of *les Sables*. The shipping cannot be seen, as they lie inside of the town.

W. by N. about three miles from *Ollonne*, lie a number of rocks, called *les Barges d'Ollonne*; they are above water part of the tide, and are very dangerous in the night; but if they are under water, you may hear the sea break on them at a great distance; and in the day you may see them. Close to them there is nine fathoms of water. If you come from sea, or Dieu Island, and are bound to *St. Martin*, in the island of *Ree*, steer S. S. E. by S. till you find yourself to the S. W. of *les Barges*, then you may near the land, keeping in from thirteen to fourteen fathoms of water, if it is night or foggy weather,

in order to avoid running upon the N. W. point of Isle Ree, called *Bataines*, where His Majesty's Ship *Artois* was lost.

PERTUI BRETON.

From Ollonne to *Pertui Breton* the land lies S. E. by S. eighteen miles. *Pertui Breton* lies between the N. W. point of Isle Ree, and a point of low land, called *la Tranch*; it is six miles wide, N. E. and S. W., with from nine to thirteen fathoms of water; therefore if you are obliged to go through it, keep in thirteen fathoms of water, and steer S. E., when you will be in the mid-channel, and find a sandy bottom. At Point *la Tranch* lies a *bank*, which runs one mile out; you may keep at nine fathoms of water along the main land, and clear all danger. I shall explain this more fully in a subsequent part of this work.

ROCH BONNE, AND BANCHE VERTES.

About twenty miles south half west of the S. E. point of Isle Dieu, and about thirty six miles west from the N. W. point of Isle Ree, lies *Roch Bonne*, and *Banche Vertes*. Close to them, on the W. S. W. side, there is from thirty six to forty fathoms of water: you may frequently see the sea break over them. The deepest water upon them cannot be certified, as you may sometimes find eleven feet, and after a long easterly wind, you will find only six feet.

I have known several masters who have struck on them with a small sloop, whose draught was only seven feet, and remained on it for some time. They are very dangerous, as they are out of sight of any land.

ISLE REE.

Isle Ree is a fruitful little island, producing small wines, the best brandy, and many thousand tons of salt yearly. Its length from N. E. to S. W. is five miles. On the N. E. side lies the chief town, called *St. Martin*, which has a very strong battery, with a little harbour between the walls of the town, where small ships may go in at spring tide. N. E. from the town lies *St. Martin Road*, which has from five to twelve fathoms of water, at any distance, with a very good sandy bottom. There is another harbour to the S. E., three miles from *St. Martin*, called *la Flot*, with the same depth of water as the former. At the N. W. point of the island there is a light-house called *Tower d'Arc*, or *des Bahines*. At this point lies a large shoal, called *les Bahines*, which extends three miles N. W. from the light-house; therefore, in coming to this place do not come nearer than three miles N. W. W. N. W., West, and S. W. of the light-house; as along that part of the island, so far as *Point St. Marie*, which lies on the S. W. side of the island, there are a great many shoals and rocks.

PERTUI BRETON.

If, when coming from sea, you are compelled to go to St. Martin's road, or any place inside the island, keep in thirteen fathoms of water; and when you see the light through the window of St. Martin's church steeple you will be N. E. of it; steer S. W. and you may anchor in from six to ten fathoms. There is a cove six miles N. W. from St. Martin town, called *la Fosse de l'Oie*, which is between the island and a bank, called *Banc de l'Oie*. If you go to this cove, you must keep in thirteen fathoms, till you have brought St. Martin's church as described above; and when you are at a mile N. E. of the town, you may steer N. W. for the *Deep*, where vessels lie at anchor to take in salt. The bank of *l'Oie* extends three miles S. E. by S. from the point of *l'Oie*.

E. N. E. three miles from St. Martin's town, lies the N. W. end of a bank, called *Breton*: its length from N. W. to S. E. is nearly four miles. The S. E. end lies east from *la Flot* town. Close to it, between the bank and the island, there are from three to five fathoms of water, but upon in there is only one fathom: it is all sand and mud. When coming from *Pertui Breton*, to go to *Rochele*, you must take care of this bank; therefore when you are at *Point la Tranch*, you may steer for another point, called *l'Aguillon*, which bears S. E. by S.

from *la Tranch*, and you will find from six to nine fathoms, sand and mud bottem; and when *l'Aguillon* point bears north of you, steer south, and you will find from three to four fathoms of water, sand and mud: and when you see a battery upon the S. E. point of *Isle Ree* bearing west, you may anchor in from four to seven fathoms of water, in a road, called *la Palais*. The battery you see upon the island is called *le Fort de la Preès*. When it is neap tide, vessels bound for Rochelle lie in this road to wait for the spring, as there is not water enough to enable them to reach Rochelle at neap tides. In entering by *Pertui Breton*, you must sail in the mid-channel, or incline toward the main land. Between the point of *la Tranch* and the point of *la Plomb*, it is called *Bay of Morans*.

I have said before, that at the S. W. side of the island there are some shoals which are to be avoided. At the south side, near *St. Marie* lies a dangerous rock, which runs near a mile. There is also, at the S. E. end of the island, between it and the main land, a rock, called *la Verdin*, which is very dangerous at high water, there being only three feet of water upon it at low water neap tide, but it is above water at low spring tide. There is a beacon on it; but if you attend to the following mark, you will go clear of it:—when you come from *Pertui Bre-*

ten, keep close to the main land until the land of Morans Bay is hid by the point of *la Repentie*.

PERTUI D'ANTIOCH.

Pertui d'Antioch lies between *Isle Rec.* and *Oleron Island*. It is six miles distant from one island to the other; but at the N. W. end of *Oleron* lies a ledge of rocks, called *Antiochiens*, which extend N. N. W. one mile and a half from a light-house, called *Chasiron*, that stands on the N. W. end of *Oleron*. Some of them appear above water at low tide. There are some other banks along the N. E. side of the island, called *la Mattar*, *les Repos*, *le Long*, and *Bogart*; the south end of the latter lying half way between *Oleron*, and the little island called *Aix*. If you go to *Rochelle* by the *Pertui d'Antioch*, when you see the light-house of *Oleron*, steer for it; and when you are at three or four miles to the N. W. of it, come to the mid-channel, keeping in fifteen fathoms water, and steering along the island; and when the N. W. end of the island bears W. by S., and *Rochelle* N. N. E., you may anchor in a road called *Basque Road*, in which you will find twelve fathoms of water, sandy bottom. There is another road, called *Chef de Bois*, which lies east of point *St. Marie*. If you wish to go to it, you must take care to avoid *la Verdun Shoal*. You

may go on either side of it, as it lies half way from the land to the S. E. end of Ree Island, and close to it there are six fathoms of water: on the east and west sides there are ten fathoms. If you go by the west side, you must come at one mile from it, to avoid the flat shoal which runs from the point St. Marie, S. E. near two miles; and when you are to the north of la Verdin, you may anchor in from seven to ten fathoms, sandy bottom.

Basque Road is very much exposed to the N. W. wind. I have seen ships obliged to leave that road and come to Chef de Bois road, as it is sheltered from the sea. When you come from Pertui d' Antioch, and are bound to *Rockfort*, *Beurg*, *Sander*, *Charante*, or *Marane*, you must get a view of the little island d' Aix, and bring it to bear S. E., and steer for it: and when you are a mile or more distant from it, you will find from seven to eight fathoms of water: keep along at that distance, and when the island bears north you may anchor. Upon d' Aix Island is a large battery to protect the road, in which men-of-war lie at anchor in from four to six fathoms, ready for sea. The above-mentioned islands lie twelve miles from the entrance of the Pertui d' Antioch.

On the N. E. side of Oleron Island are several banks, at about three miles distance from it. Close to them are seven fathoms, and upon them only

from one to three fathoms; therefore you must not go further from Aix Island than two miles, as you would run on a bank called *la Long*. Between that bank and Oleron Island there is good anchorage in from six to seven fathoms of water, in a place called *Malcoch*. There is no town or harbour at Oleron Island. The ships which are bound to Rochfort, Bourg, Sender, Charante, or Marane, must come between Aix Island and Oleron, or by the *Maumuson Passage*.

The S. W. side of Oleron is bold. There is a passage at the S. E. end, called *Maumuson*, which is very narrow and crooked: in it there are from three to four fathoms of water, but it is fit only for coasters, as there are several banks which nearly close the entrance; and when the wind blows from N. W. to S. W. the sea is very rough in the entrance over the banks. When you come from sea, you will see a high steeple above the sand-hill, called *Marane*, which lies near the entrance of the passage.

From *Charison Light-house*, to the north west point of the entrance of Bordeaux River, is twenty-four miles S. S. E. The land all along is sandy and low.

From *Maumuson Channel*, to *Point la Coubre* it is nine miles S. by E. At *Point la Coubre* are two towers of wood, as marks for the entrance of Bordeaux River, which are called *Tower de Bois*.

BORDEAUX RIVER, CALLED LA GARON.

At the entrance of *Bordeaux River* there is a very high and large tower, called *Cordouan*, which is built upon a rocky bank that lies at the entrance of the river: and on the north land, called *Terre Negre*, near the point of la Coubre, there are two beacons, or towers, called *Tower de Bois*, which are the marks to be observed by those who go to the river. The entrance is divided into five channels, named *Charantier*, *Matelier*, *l'Escameau*, *la Porte*, and *Grave*.

CHARANTIER CHANNEL.

This *Channel* lies near Point la Coubre. To go through it, bring *Cordouan* S. E. by S.; and when the *Tower de Bois* bears E. N. E., steer E. by S., till you have brought *Cordouan* S. S. E., and the *Tower de Bois* N. W. by N.; then steer S. E. by S., keeping Point de Grave a little open: and when *Cordouan* bears S. S. W. you will be to the east of a very bad shoal, called *English Bar*, which lies along the north land, called *Terre Negre*. From the east end of that shoal to *Royan* is five miles, with clear bottom and deep water. If you are obliged to work in, after you have passed Point la Coubre, do not bring Point la Coubre more northerly than N. W. by N. half north; then keep *Grave*

Point from S. E. half E., to S. E. by E., to avoid the English Bar: and when Cordouan bears S. W. by S. you are to the south of the bar, and clear of all danger.

MATELIER CHANNEL.

The *Matelier Channel* is the only one practicable for ships as large as frigates, it being deeper than either of the other channels, having from twenty-five to thirty feet of water, at low tide. There is a shoal to the south of this passage, which is called *Matelier*, at the S. W. point of which lies a point, called *Cuivre* or *Copper*, upon which the sea breaks constantly. When you come from sea, bring Cordouan light-house to bear E. by S., and steer so till you have brought the Tower de Bois in a line, or N. E.; steer for them: at that time you will be at a short mile of the breakers of Point la Cuivre, and continue so till you arrive at nearly one mile and a half from the land, when Cordouan light-house will bear S. E. by S.; then steer E. by S.; and when Cordouan bears S. S. E., and Tower de Bois N. W. by N., steer S. E. by E. for Royan, or *Verdun Road*, which is the place where ships lie for fair wind to come out. But if it be dark or hazy weather, so that you cannot discern either of the towers, steer for Point de Cuivre, which you may

easily distinguish by its breakers when at some distance from them: bring them to bear N. N. E., and steer N. E. as described before.

ESCAMEAU CHANNEL.

This *Channel* is narrow, and between *la Mauvaise* and all the shoals going to Cordonan. When you enter by this channel, you must have sight of the breakers at Point de Cuivre, and sail within a mile and half of them. When the breakers bear S. W. by W. of you, Cordonan will bear S. E. by E.: steer east till you have brought Cordonan south, then steer N. E. by E. for Royan.

In this channel you will find from fourteen to fifteen feet of water at low tide. It is too dangerous to go through without a pilot: for if you were taken in a calm, the tide would carry you toward the light-house, by which you would be in perilous circumstances.

LA PORTE CHANNEL.

This *Channel* is very narrow, and close to the south side of Cordonan light-house, with only from five to nine feet of water in it. If you are obliged to go through, you must bring Cordonan light-house to bear N. E. by E., and steer so till the *Church of Soulac* bears S. E. by S., then you may steer for the Point de Grave, which will be E. by N. When

Cordouan bears N. N. W., you will not be farther from the tower than a very short mile, then steer E. N. E. and go round Point de Grave.

GRAVE CHANNEL.

Grave Channel is between the *Chevrier* and the main land. In it there is from seventeen to twenty feet of water. The leading marks to be observed are the church of Soulac, and a beacon. When you go in this channel, bring the church of Soulac by the beacon between E. and E. by N.; steering so till you have brought Cordouan light-house between N. by E. and north: then when you are arrived at the last bearing, steer N. E. till you have brought Cordouan light-house W. N. W.; you will then be at two thirds of a mile from the land, and go along at that distance till you have passed a shoal, called *Ruffiat*, which bears E. by S. of Cordouan, and N. by E. of Soulac: you may go to the north of it, keeping more distant from the land to avoid the tide, which would take you too near the Point de Grave. You may go between the east end of *la Matte Shoal* and *Ruffiat*. If you were to go that way, as soon as you have brought *Palais Castle* north, and Cordouan west, steer north, and bring the windmill of Royan to bear N. E. by E. till you have weathered Grave Point; you may then anchor

in the road of Verdun, or the opposite road of Royan. The best marks for anchoring will be to bring *St. George Mill* on with the middle of the two sand downs, called *Terrier de l'Attache*, and *St. Peter Church*, at Royan, or with the point on *Meches Windmill* N. E. by E.

Bordeaux town lies sixty miles up the river. Ships as large as frigates cannot go up to Bordeaux with their full cargos, as there is a bar at twenty-seven miles from Bordeaux, where there is only seven feet of water at low tide, and at high spring tide only eighteen feet; therefore large ships are obliged to take part of their cargos out at a town called *Pouillac*, or a little above.

The furthest bank at the entrance of the river lies fifteen miles from Royan, which is a town on the north side of the entrance. If you have not a moderate breeze when you go in or come out, you must take care of the current which goes directly over all the shoals that are joined with the one on which the light-house is built.

ARCASSON.

From Cordouan light-house to the entrance of *Arcasson* is fifty-three miles south. The land is low and sandy, with a cluster of trees. Half-way between it is the little river *d'Anchise*, which is dry

at half tide, and only frequented by small barges. The basin of Arcasson has its entrance nearly blocked up by several sand banks, leaving only two small channels to go in at. If you go by the north channel, you must bring the north point called *Ferrel* to bear N. E., and steer so till you approach near the point: and when it bears E. S. E., steer for it; and when you are at a cable's length south from it, steer N. E. two or three cables' length, and anchor in from five to seven fathoms of water. At a little distance north of the north point of this entrance lies a bank which extends W. by S. near one mile and a half from the land: it may be approached with the lead in from three to five fathoms of water: but in order to pass by the south channel, or between *Cape Brunet* and the *Island of Terray*, you must steer by the bank, in from four to five fathoms, until you can see two masts erected on the land; bring them in one, and steer by them till you are within the island, then steer N. N. E. as far as the south point within the harbour. Notice:—there are only from three to four fathoms of water, at low tide, at the entrance; but inside there is plenty. The banks of Arcasson may be easily known, as the sea breaks constantly over them. The north side of Arcasson is low and level land without trees, but the south side is high and appears hilly. This place

is only frequented by small coasters, which go to load with rozin, tar, and pitch, made in the neighbourhood.

BAYONNE.

From *Arcasson* to *Bayonne* the land lies south half west sixty-six miles, all low and level. In-land there are some little hills covered with pine trees. The entrance of Bayonne river, called *Adour*, lies between two sandy points, at which there is a bar, which makes the place very bad. At the south side of the entrance there are two masts erected for land marks, which you must bring in a line. If the weather is so bad, that pilots cannot go out, look toward the south side, and observe the motion of one of the masts, for the pilots will be at that point if there is water enough. They will make the signal as follows:—they heel one of the masts to the right or to the left, and you must follow their motion with your tiller, by which means you may go in: but if there is no water, they will not make any signal. The bar of Bayonne is very bad, with only from four to six feet on it low tide; but inside, close to the town, there is from six to seven fathoms. This place is so bad to go into, that I have known ships remain three weeks at sea, with a pilot on board, before they could attempt to go in, for want of sufficient water on the bar. At Bayonne there

is a great foundry for guns, and forging anchors; and in the neighbouring place they make a great deal of pitch, tar, and rozin, enough to supply all France.

ST. JEAN DE LUZ.

From *Bayonne* to *St. Jean de Luz* it is ten miles S. S. W. *St. Jean de Luz* is the last French seaport in the Bay of Biscay, at the bottom of the bay, and joins the commencement of the high lands of Spain. It is a cove where ships may anchor in from five to eight fathoms of water, but the bottom is very bad, and full of rocks, which damage the cables. There are two harbours at *St. Jean de Luz*, one under the town, which is dry every tide; and the other at the west side of the bay, with a town, called *Siboure*. To go to *St. Jean de Luz* it is necessary you should pass between the former and *Sibour*. The entrance is narrow, and only practicable at high water, there being only from ten to eleven feet of water. The harbour on the west side of the cove is called *Socœ*; it is dry every tide; but it is the deepest, and well sheltered from all winds. The marks to know this place is a high tower standing at the eastward of the bay, as a light-house at night; and on the west side, above *Socœ*, there is a signal-house, which may be seen at a great distance.

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CORRECT TABLES

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HIGH WATER

*At the various places on the French Coast
mentioned in this work.*

EXPLANATION.

The first Column contains the Age of the Moon. By knowing the moon's age when going to any particular place, it is only to refer to the first column and look across the page to the name of the place, and you will discover the time of high water there.

EXAMPLES: at *Treport*, on the first and sixteenth day of the moon's age it will be high water at 18 minutes after 11 o'clock: at *Recamp*, on the seventh and twenty-second days of the moon's age it will be high water at 36 minutes after 3.

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AGE OF THE MOON		Treport		Dieppe		St. Vallee en Coux		Fe- camp		Entrance of the River Seine		Havre		Hon- fleur	
		H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	11	18	11	3	10	48	10	48	9	48	9	48	10	3
2	17	12	6	11	51	11	36	11	36	10	36	10	36	10	51
3	18	12	54	12	39	12	24	12	24	11	24	11	24	11	39
4	19	1	42	1	27	1	12	1	12	12	12	12	12	12	27
5	20	2	30	2	15	2	0	2	0	1	0	1	0	1	15
6	21	3	18	3	3	2	48	2	48	1	48	1	48	2	3
7	22	4	6	3	51	3	36	3	36	2	36	2	36	2	51
8	23	4	54	4	39	4	24	4	24	3	24	3	24	3	39
9	24	5	42	5	27	5	12	5	12	4	12	4	12	4	27
10	25	6	30	6	15	6	0	6	0	5	0	5	0	5	15
11	26	7	18	7	3	6	48	6	48	5	48	5	48	6	3
12	27	8	6	7	51	7	36	7	36	6	36	6	36	6	51
13	28	8	54	8	39	8	24	8	24	7	24	7	24	7	39
14	29	9	42	9	27	9	12	9	12	8	12	8	12	8	27
15	30	10	30	10	15	10	0	10	0	9	0	9	0	9	15

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AGE OF THE MOON		Touque		Dive		Caen		Isigny		La Hougue		Barfleur		Cherbourg	
D.	D.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	9	48	9	48	10	48	10	48	8	48	11	18	8	33
2	17	10	36	10	36	11	36	11	36	9	36	12	6	9	21
3	18	11	24	11	24	12	24	12	24	10	24	12	54	10	9
4	19	12	12	12	12	1	12	1	12	11	12	1	42	10	57
5	20	1	0	1	0	2	0	2	0	12	0	2	30	11	45
6	21	1	48	1	48	2	48	2	48	12	48	3	18	12	33
7	22	2	36	2	36	3	36	3	36	1	36	4	6	1	12
8	23	3	24	3	24	4	24	4	24	2	24	4	54	2	9
9	24	4	12	4	12	5	12	5	12	3	12	5	24	2	57
10	25	5	0	5	0	6	0	6	0	4	0	6	30	3	45
11	26	5	48	5	48	6	48	6	48	4	48	7	18	4	33
12	27	6	36	6	36	7	36	7	36	5	36	8	6	5	21
13	28	7	24	7	24	8	24	8	24	6	24	8	54	6	9
14	29	8	12	8	12	9	12	9	12	7	12	9	24	6	57
15	30	9	0	9	0	10	0	10	0	8	0	10	30	7	45

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AGE OF THE MOON		Cape La Hague		Alderny Race		Granville		Cancalle		St. Malo		La Frenais Read		Brehal Island	
		H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	1	18	1	33	6	48	6	48	6	48	6	36	6	36
2	17	2	6	2	21	7	36	7	36	7	36	7	24	7	24
3	18	2	54	3	9	8	24	8	24	8	24	8	12	8	12
4	19	3	42	3	57	9	12	9	12	9	12	9	0	9	0
5	20	4	30	4	45	10	0	10	0	10	0	9	48	9	48
6	21	5	18	5	33	10	48	10	48	10	48	10	36	10	36
7	22	6	6	6	21	11	36	11	36	11	36	11	24	11	24
8	23	6	54	7	9	12	24	12	24	12	24	12	12	12	12
9	24	7	42	7	57	1	12	1	12	1	12	1	0	1	0
10	25	8	30	8	45	2	0	2	0	2	0	1	48	1	48
11	26	9	18	9	33	2	48	2	48	2	48	2	36	2	36
12	27	10	6	10	21	3	36	3	36	3	36	3	24	3	24
13	28	10	54	11	9	4	24	4	24	4	24	4	12	4	12
14	29	11	42	11	57	5	12	5	12	5	12	5	0	5	0
15	30	12	30	12	45	6	0	6	0	6	0	5	48	5	48

AGE OF THE MOON		Treguir		Morlaix		St. Paul de Lion		Isle Bass		Abbre- verak		Port Sall		Ushant	
D.	D.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	6	18	6	3	6	3	6	3	6	0	5	48	5	48
2	17	7	6	6	51	6	51	6	51	6	48	6	6	6	6
3	18	7	54	7	39	7	39	7	39	7	36	6	54	6	54
4	19	8	42	8	27	8	27	8	27	8	24	7	42	7	42
5	20	9	30	9	15	9	15	9	15	9	12	8	30	8	30
6	21	10	18	10	3	10	3	10	3	10	0	9	18	9	18
7	22	11	6	10	51	10	51	10	51	10	48	10	6	10	6
8	23	11	54	11	39	11	39	11	39	11	36	10	54	10	54
9	24	12	42	12	27	12	27	12	27	12	24	11	42	11	42
10	25	1	30	1	15	1	15	1	15	1	12	12	30	12	30
11	26	2	18	2	3	2	3	2	3	2	0	1	18	1	18
12	27	3	6	2	50	2	51	2	51	2	48	2	6	2	6
13	28	3	54	3	39	3	39	3	39	3	36	2	54	2	54
14	29	4	42	4	27	4	27	4	27	4	24	3	42	3	42
15	30	5	30	5	15	5	15	5	15	5	12	4	30	4	30

AGE OF THE MOON		Passage de Four		South of Ushant		Brest Road		Brest Harbour		Passage du Raz		Hogern Harbour		Off the Land in the Bay	
D.	D.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	10	4	48	5	3	4	18	4	39	4	49	4	18	3	48
2	17	5	36	5	51	5	6	5	21	5	36	5	6	4	36
3	18	6	24	6	38	5	54	6	9	6	24	5	54	5	24
4	19	7	12	7	27	6	42	6	57	7	12	6	42	6	12
5	20	8	0	8	15	7	36	7	45	8	0	7	30	7	0
6	21	8	48	9	3	8	18	8	33	8	48	8	18	7	48
7	22	9	36	9	57	9	6	9	21	9	36	9	6	8	36
8	23	10	24	10	39	9	54	10	9	10	24	9	54	9	24
9	24	11	12	11	27	10	42	10	57	11	12	10	42	10	12
10	25	12	0	12	15	11	30	11	45	12	0	11	30	11	0
11	26	12	48	1	3	12	18	12	33	12	48	12	18	11	48
12	27	1	36	1	51	1	6	1	21	1	36	1	6	12	36
13	28	2	24	2	39	1	54	2	9	2	24	1	54	1	24
14	29	3	12	3	27	2	42	2	57	3	12	2	42	2	12
15	30	4	0	4	15	3	36	3	45	4	0	3	30	3	0

AGE OF THE MOON		Denmark		Entrance of Quape River		Conquerfield		Port Louis		Groix Island		Belle Iste		Vanne	
D.	D.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	4	18	4	18	4	33	4	46	2	38	2	33	4	33
2	17	5	6	5	6	5	21	5	36	3	21	3	21	5	21
3	18	5	54	5	54	6	9	6	24	4	9	4	9	6	9
4	19	6	42	6	42	6	57	7	12	4	57	4	57	6	57
5	20	7	30	7	30	7	45	8	0	5	45	5	45	7	45
6	21	8	18	8	18	8	33	8	48	6	33	6	33	8	33
7	22	9	6	9	6	9	21	9	36	7	21	7	21	9	21
8	23	9	54	9	54	10	9	10	24	8	9	8	9	10	9
9	24	10	42	10	42	10	57	11	12	8	57	8	57	10	57
10	25	11	30	11	30	11	45	12	0	9	45	9	45	11	45
11	26	12	18	12	18	12	33	12	48	10	33	10	33	12	33
12	27	1	6	1	6	1	21	1	36	11	21	11	21	1	21
13	28	1	54	1	54	2	9	2	24	12	9	12	9	2	9
14	29	2	42	2	42	2	57	3	12	12	57	12	57	2	57
15	30	3	30	3	30	3	45	4	0	1	45	1	45	3	45

AGE OF THE MOON		Auray		Morbihan		Vilaine River		Croisic		Entrance of the River Loire		Bourneauf		Noirmontie Island	
D.	D.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	4	33	3	48	4	33	4	18	4	33	4	48	4	3
2	17	5	21	4	36	5	21	5	6	5	21	5	36	4	51
3	18	6	9	5	24	6	9	5	54	6	9	6	24	5	39
4	19	6	57	6	12	6	57	6	42	6	57	7	12	6	27
5	20	7	45	7	0	7	45	7	30	7	45	8	0	7	15
6	21	8	33	7	48	8	33	8	18	8	33	8	48	8	3
7	22	9	21	8	36	9	21	9	6	9	21	9	36	8	51
8	23	10	9	9	24	10	9	9	54	10	9	10	24	9	39
9	24	10	57	10	12	10	57	10	42	10	57	11	12	10	27
10	25	11	45	11	0	11	45	11	30	11	45	12	0	11	15
11	26	12	33	11	48	12	33	12	18	12	33	12	48	12	3
12	27	1	21	12	36	1	21	1	6	1	21	1	36	12	51
13	28	2	9	1	24	2	9	1	54	2	9	2	24	1	39
14	29	2	57	2	12	2	57	2	43	2	57	3	12	2	27
15	30	3	45	3	0	3	45	3	30	3	45	4	0	3	15

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AGE OF THE MOON		St. Gilles		Isle Dieu		Ollonne and Isle Ree		Pertuis Breton		Pertuis d' Antioch		Rochelle		Rochfort	
D.	D.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	3	48	3	48	4	3	4	18	4	18	4	33	5	3
2	17	4	36	4	36	4	51	5	6	5	6	5	21	5	51
3	18	5	24	5	24	5	39	5	54	5	54	6	9	6	39
4	19	6	12	6	12	6	27	6	42	6	42	6	57	7	27
5	20	7	0	7	0	7	15	7	30	7	30	7	45	8	15
6	21	7	48	7	48	8	3	8	18	8	18	8	33	9	3
7	22	8	36	8	36	8	51	9	6	9	6	9	21	9	51
8	23	9	24	9	24	9	39	9	54	9	54	10	9	10	39
9	24	10	12	10	12	10	27	10	42	10	42	10	57	11	27
10	25	11	0	11	0	11	15	11	30	11	30	11	45	12	15
11	26	11	48	11	48	12	3	12	18	12	18	12	33	1	3
12	27	12	36	12	36	12	51	1	6	1	6	1	21	1	51
13	28	1	24	1	24	1	39	1	54	1	54	2	9	2	39
14	29	2	12	2	12	2	27	2	42	2	42	2	57	3	27
15	30	3	0	3	0	3	15	3	30	3	30	3	45	4	15

AGE OF THE MOON		N. of Cordouan Entrance		S. of Cordouan Tower		Bordeaux		From Cordouan to Bayonne		Arcasson and Bayonne		St. Jean de Luz		N. Coast of Spain	
D.	D.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.
1	16	5	18	4	33	8	3	3	48	4	33	4	3	3	48
2	17	6	6	5	21	8	51	4	36	5	21	4	51	4	36
3	18	6	54	6	9	9	39	5	24	6	9	5	39	5	24
4	19	7	42	6	57	10	27	6	12	6	57	6	27	6	12
5	20	8	30	7	49	11	15	7	0	7	45	7	15	7	0
6	21	9	18	8	33	12	3	7	48	8	33	8	3	7	48
7	22	10	6	9	21	12	51	8	36	9	21	8	51	8	36
8	23	10	54	10	9	1	39	9	21	10	9	9	39	9	24
9	24	11	42	10	57	2	27	10	12	10	57	10	27	10	12
10	25	12	30	11	45	3	15	11	0	11	45	11	15	11	0
11	26	1	18	12	33	4	3	11	48	12	33	12	3	11	48
12	27	2	6	1	21	4	51	12	36	1	21	12	51	12	36
13	28	2	54	2	9	5	39	1	24	2	9	1	39	1	24
14	29	3	42	2	57	6	27	2	12	2	57	2	27	2	12
15	30	4	30	3	45	7	15	3	0	3	45	3	15	3	0

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This is to certify, that MONS. LA BARRE, when Pilot of H. M. S. Stag, and then off Belle Isle with the Grand Expedition, did lay down buoys on la Biverdeaux, which had a rock said to be unknown, and on which H. M. S. Marlborough struck a few weeks afterwards, the enemy having taken off the buoys.

*Given under my hand this 5th day of
January, 1825,*

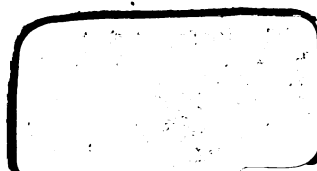
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