



Bodleian Libraries

UNIVERSITY OF OXFORD

This book is part of the collection held by the Bodleian Libraries and scanned by Google, Inc. for the Google Books Library Project.

For more information see:

<http://www.bodleian.ox.ac.uk/dbooks>



This work is licensed under a Creative Commons Attribution-NonCommercial-ShareAlike 2.0 UK: England & Wales (CC BY-NC-SA 2.0) licence.

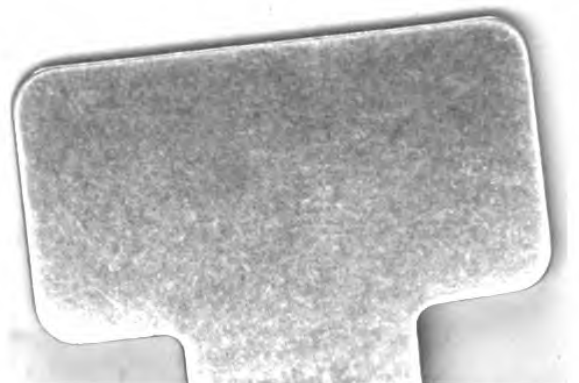
P I L O T A G E
OF
THE BRITISH CHANNEL,
In a Series of Sectional Charts,
BY LIEUT. J. HAY, R.N.

Engraved by P. Brannon.

201225 f.1

~~50.1094~~

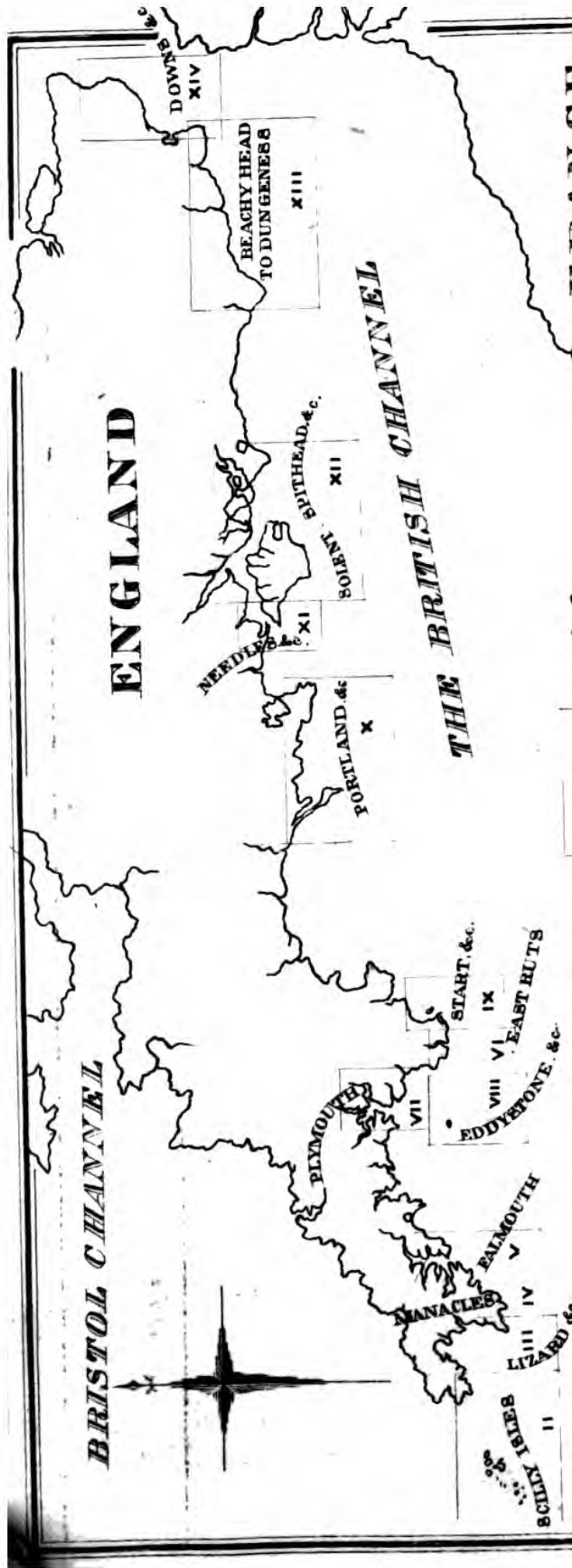
201225 f. 1











ENGLAND

FRANCE

THE BRITISH CHANNEL

BEAUCHY HEAD TO DUNGENESS XIII

NEEDLES XI

PORTLAND &c X

START, &c IX

VI EAST RUTS

EDDYSTONE, &c VIII

PLYMOUTH VII

MANCHESTER & BIRMINGHAM IV

BIRMINGHAM & BIRMINGHAM III

SCARBOROUGH & YARROW II

CHANNEL ISLANDS XV

SPITHEAD, &c XII

DOWN XIV

NO 1.

A KEY TO

TO THE

SECTIONAL CHARTS

IN THIS WORK.

EXPLANATIONS.

Encloses Dangers always under Water.

Do. Do. dry at times.

Do. Do. Rocks always under Water.

Do. Do. do. do. above Water.

Leading marks to avoid Dangers.

Bearings & distances of Dangers.

Direction of the Flood Tide.

Do. Do. Ebb Do.

-  Light House.
-  Stone Beacon.
-  Pole Beacon.
-  Buoy

BEARINGS are all Magnetic.

For ABBREVIATIONS See Page 7.

PILOTAGE
OF THE
BRITISH CHANNEL
FROM SCILLY TO THE DOWNS

(Channel Islands inclusive):

IN A SERIES OF SECTIONAL CHARTS,
Illustrating the Marks for clearing the several Dangers.



ACCOMPANIED WITH CLEAR SAILING-DIRECTIONS—A DESCRIPTION
OF THE BUOYS AND LIGHTS—LIST AND DESCRIPTION OF THE LIGHT
HOUSES ON THE FRENCH COAST FROM USHANT TO CAPE GRISNEZ—
DIRECTIONS FOR ENTERING THE CHANNEL, &c. &c.

*Compiled from the best Authorities, and Personal Observations during
Eighteen Years' Experience in the Channel,*

BY LIEUT. JOHN HAY, R.N.

ENGRAVED & PRINTED BY PHILIP BRANNON:

And Published by Lieut. Hay, 7, Onslow-road: P. Brannon, 32, Above Bar,
Southampton: and R. Ackermann, London. Sold also by J.R. Stebbing,
Southampton: and the principal Chart-sellers at the Sea-ports.

ENTERED AT STATIONERS' HALL.

1850.




PREFACE.

With Eighteen Years' experience of Channel pilotage, in ships of War, Revenue Cruisers, and Yachts, I have had ample opportunity of testing the accuracy of every leading mark in this Work; it is therefore with confidence in its general correctness, that I venture on the publication thereof. Those who are called upon to pass an examination in pilotage, I trust will find in it a ready means of acquiring the necessary amount of knowledge; and to *all* who have to navigate the British Channel, I am led to hope it may prove useful, as from its portability the information required may be obtained without the necessity of their leaving the deck.

JOHN HAY.

7, Onslow-road, Southampton,
20th, April, 1850.





CONTENTS, AND LIST OF CHARTS.

	PAGE
CHART I—A Key to the Plates.....(<i>to face Title.</i>)	
Preface, Contents, and Abbreviations.....	3 to 7
Observations relative to Entering and Navigating the British Channel.....	9
CHART II—Scilly, Wolf Rock, Rundlestone, and Seven-stones..	11
———III—The Stag Rocks, off the Lizard.....	13
———IV—Manacles, near Falmouth.....	13
———V—Falmouth Harbour.....	14
———VI—East Ruts, off Bolt Tail.....	14
———VII—Plymouth Sound.....	15
———VIII—Hand Deeps, off the Eddystone.....	15
———IX—Skerries, off the Start.....	16
———X—Portland Race and Shambles.....	16
———XI—Needles, Shingles, Chalk-rocks, and Warden.....	17
———XII—Part of the Solent, Spithead, Entrance to South- ampton Water, and Owers.....	18
Buoys, Light-vessels, &c., in the Solent.....	20

CONTENTS.

CHART XIII—Royal Sovereign and Horse Shoals.....	23
——XIV—The Varne, Ridge, and Downs.....	23
Buoys and Light-vessels about the Downs.....	24
CHART XV—Caskets, and the Channel Islands.....	25
Buoys about Plymouth (referred to at p. 15).....	26
Bearings and Distances of the Ports and Headlands.....	28
List of Light-houses on the Coast of France.....	29



REFERENCES AND ABBREVIATIONS.

* * * The Compass-bearings and Courses throughout this Work, are all **MAGNETIC**.

CAPITAL Letters refer to the Leading-marks.

Roman numeral ditto indicate time of high-water on the days of full and change of the moon.

Figures Soundings at low water, spring-tides.

Co. gr. Coarse gravel.

Co. sd. Coarse sand.

Sd. and sh. Sand and shells.

Dk. sd. Dark sand.

Fine sd. Fine sand.

We. (color of the buoys), White.

Bk. „ Black.

Rd. „ Red.

Checqd. „ Checquered.

Std. „ Striped.

Fd. (description of the lights), Fixed.

Fg. „ Flashing.

Revg. „ Revolving.

Inter. „ Intermitting.

OBSERVATIONS RELATIVE TO
ENTERING AND NAVIGATING THE BRITISH
CHANNEL.

As, by the labors of scientific men, the depth of water and character of the bottom is rendered the test of safety or danger, to Ships entering the Channel the importance of frequently sounding cannot be too strongly impressed upon all commanders. Some valuable remarks on this subject by Capt. M. WHITE, R.N., are herein condensed :

“Taking a supposed radius of six leagues from Scilly in any direction from N.N.W. to S. $\frac{1}{4}$ -W., there is but little variation in the soundings (from 55 to 60 fathoms), it shoals gradually as you approach the rocks.

“In a radius of twelve leagues from the same, and between the above-named bearings, are from 63 to 67 fathoms : and should ooze form any part of the soundings, your situation is either to the northward of $49^{\circ} 38'$ or to the southward of $50^{\circ} 17'$: but if the bottom be fine coarse sand like beaten pepper, or light grey sand, or reddish brown with minute pieces of convex shells, or of *any quality without ooze*, in such case you must be *upon*, or to the *northward* of $50^{\circ} 17'$ —or *upon*, or to the *southward* of $49^{\circ} 38'$. Should the weather be thick, do not approach Scilly within the depth of 56 fathoms.

“THE BEST PARALLEL for entering the Channel is between $49^{\circ} 15'$ and $49^{\circ} 25'$; you will find ooze on the latter in longitude $8^{\circ} 40'$ and again lose it when advanced to $7^{\circ} 50'$.

“When to the eastward of the Start, if the water deepens from 37 or 40 fathoms, to 50, 55, or 60, conclude yourself to be in the parallel of the Caskets, and should therefore regain the fair way as quickly as possible, to avoid the influence of the indraught of the Gulf of Avranches and Channel Islands.”

USHANT.—This is an island four miles long and two broad : it is encompassed by rocks ; the Light-house on its N.E. end is *fixed*, and the dangers extending from the island in a S.E. direction are full 12 miles from it. In the parallel of Ushant, and at 23 leagues distant, there are 83 fathoms, white sand ; at 18 leagues, 75 ; at 16 leagues, 70, 71, or 72 fathoms, the bottom a coarse pale yellow, having a mealy substance, with broken shells, and a substance like chaff. At 9 leagues distance in the same parallel there are from 63 to 66 fathoms ; and even within *three* leagues the same depth,—therefore in thick weather come no nearer to Ushant than 70 fathoms.

Vessels from the South-west, after they are to the eastward of 10° longitude, should keep sufficiently to the northward until *ooze* forms a part of soundings : and in coming from the north-west, should for a similar reason keep well to the southward.

The North-west Stream, or as it is termed by some “the IN-DRAUGHT of the Bristol Channel,” is sometimes running at the rate of $1\frac{1}{2}$ mile per hour, and in light winds and *thick* weather, when no observations can be obtained, the utmost care is requisite in proceeding for the Channel, in order to satisfy yourself that this current has not thrown you into an unsafe parallel.

As a remarkable instance of its dangerous tendency, it may serve a useful purpose if I relate what came within my own observation whilst serving as a passed midshipman on board H.M. Schooner Pigmy, in the year 1821. The Pigmy was bound up Channel, and approaching from the parallel of $49^{\circ} 30'$, longitude 9° , the course having been shaped with a view to pass to the southward of the Scilly Islands at a distance of at least 40 miles : a little after four, A.M., the weather being very thick and blowing strong from the S.W., to the consternation of all on board, the light of St. Agnes was seen flashing through the haze at scarcely *two* miles distant : from this perilous position we were happily extricated by wearing and steering out on the opposite course to that by which we had entered, passing several rocks and sunken dangers so close that the surf from them broke against the ship. As the daylight appeared, a large ship was descried actually running into the very same peril from which we had so providentially escaped,—and warned of her danger by a signal, she prudently tacked.



REFERENCES AND REMARKS

APPLICABLE TO THE CHARTS.

Note.—*Bearings and Courses all MAGNETIC.*

CHART II.—**Scilly, Wolf Rock, Rundlestone, and Seven-stones.**

REFERENCES :

- A—St. Michael's Mount, open of Lemon Cove, leads eastward of Wolf Rock.
- B—Longships Light house, touching Cape Cornwall, leads westward of Wolf Rock.
- C—Lizard eastern Light-house, open to the southward of the western Light-house, leads to the southward of the Wolf (an excellent night mark).
- D—The course from any distance abreast of Scilly, to an equal distance abreast of the Lizard.
-

COMING DOWN CHANNEL, AND BOUND ROUND THE LAND'S END,—Bring the Longships to bear N. $\frac{1}{4}$ -E., you may then steer to pass it to the westward at about two cables' length, and thus avoid the RUNDLESTONE.

TIDES. Between the Land's End and Scilly the tide flows on full and change days at 4.40: the flood running nine hours to the northward, and the ebb three hours to the southward. On the shores of the Scilly Isles, their rocks and shoals, on the Wolf Rock, and Rundlestone, Land's End, Longships, and coast up as far as the Lizard, it is high water about the same time, the offing flood running until 7.30.

SOUNDINGS. When between Scilly and the Lizard, by keeping in not less than 44 fathoms, you will be without the stream of the Wolf: in the parallel of it there is 38 fathoms, and 34 fathoms between it and the land. At five leagues W.S.W. of Scilly, the soundings will be from 66 to 68 fathoms, and as you approach towards the Lizard from this position, it shoals to 44 fathoms at four leagues distant, and 51 fathoms at eight leagues from it and on its meridian. Sand and coarse gravel with small stones, is the general character of the bottom about Scilly, and as far eastward as the Lizard.

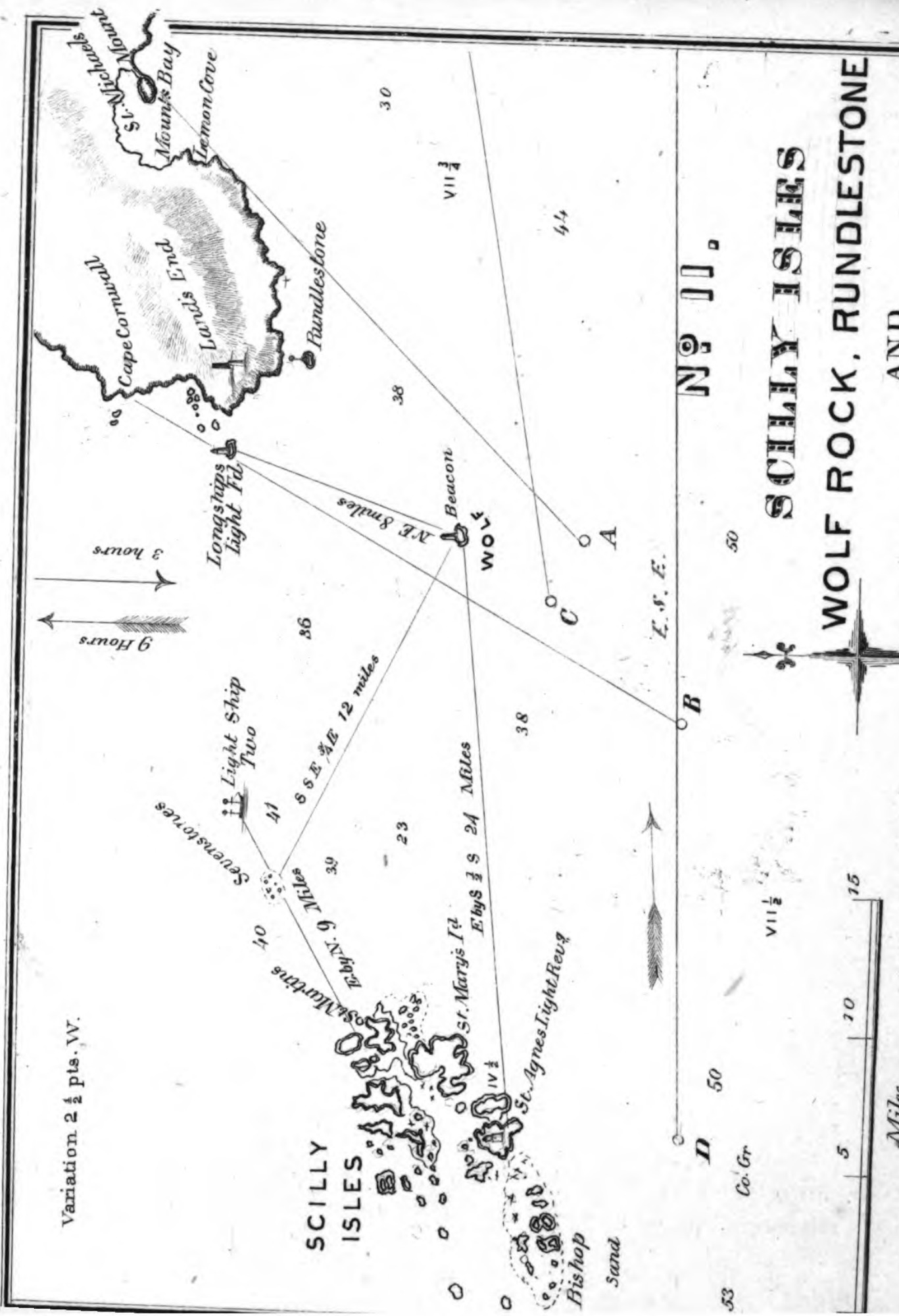
SEVEN-STONES. The bearings and distance of these formidable rocks, as also the Light-vessel off them, from various positions, is shown in the Chart: which Light, in coming from the northward, and bound between Scilly and Land's End, should be brought to bear to the westward of south; and to the westward of north if approaching from the southward. The St. Agnes Light, if not brought to the westward of west-by-north, will ensure your being clear to the southward of the Seven-stones—and the same Light, kept to the southward of S.W., will always keep you clear to the northward or north-westward.

RUNDLESTONE. This rock is four yards long and two yards wide, and is dry at low water: a beacon, having a ball on its summit, is placed on this danger. There are two stone beacons on the shore close to the Rundlestone—the northern one black, the southern beacon white; in standing in with them in a line, you are steering upon the Rock, and must not therefore lose sight of the base of the northern beacon.

TO SAIL INSIDE, OR TO THE NORTHWARD OF THE RUNDLESTONE,—Do not bring the Beacons in line until the white portion of the northern beacon is invisible, and the Longships Light-house open, you can then cross the line of the beacons being in one.

When standing in from the southward towards the Longships, be sure to avoid bringing that Light-house in a N.E. direction, as such would lead upon the Wolf Rock.

Variation $2\frac{1}{2}$ pts. W.



SCILLY ISLES

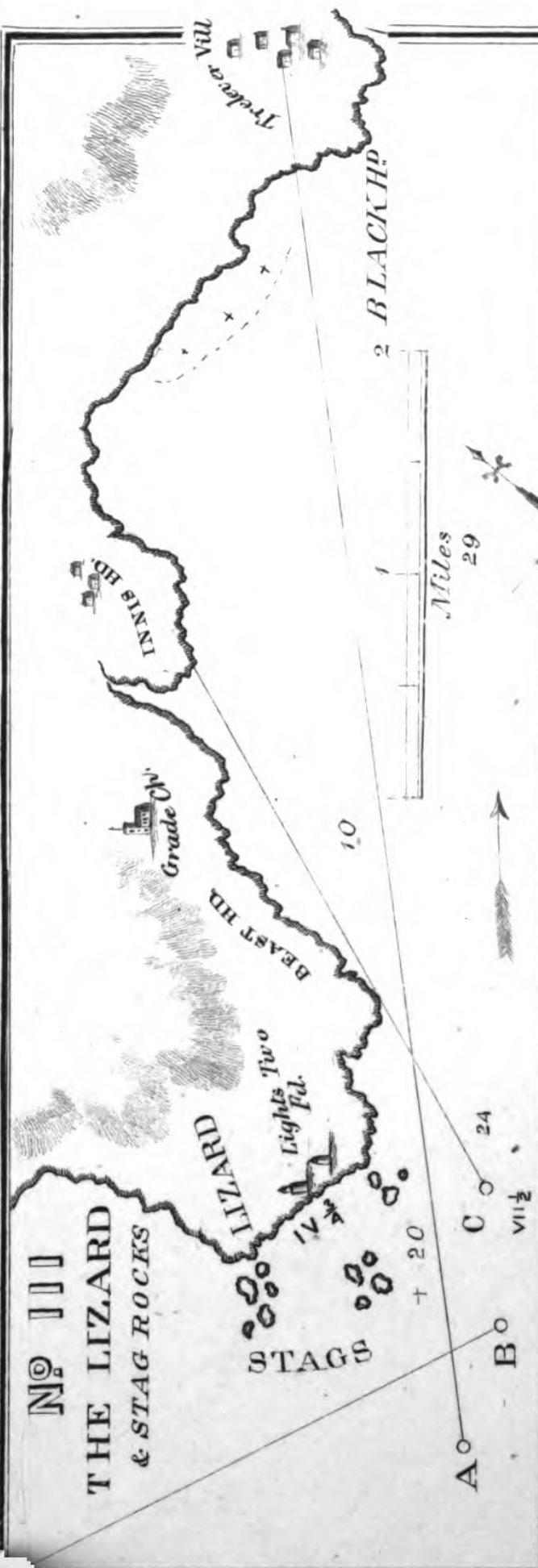
No II.
SCILLY ISLES
WOLF ROCK, RUNDLESTONE
AND

Miles





Nº III
THE LIZARD
 & **STAG ROCKS**



Nº IV
THE MANACLES



III.—The Stag Rocks, off the Lizard.

- A—Trelever village, open a ship's length of the Beast Head, leads eastward of the Stag Rocks.
- B—Godolphin Hill (four miles N.W. of Helston) open of Meantale Point, leads westward of the Stags.
- C—Innis Head open of the Beast Head, leads eastward of the Stags, and better defined than A.
-

TIDES OFF THE LIZARD. By the shore it is high water on the days of full and change at 4.40, increasing gradually up to $5\frac{1}{4}$ along the coast eastward as far as the Rame Head of Plymouth; it will flow three hours longer in the offing, at the rate of $2\frac{1}{2}$ to one mile per hour.

SOUNDINGS OFF THE LIZARD. Close to the Stags, and nearly a mile from the shore, are from six to nine fathoms; on the meridian of the Lizard (at four leagues off) is 51, fine sand and shells, and in any direction between W. $\frac{3}{4}$ -S. and S. by E. $\frac{1}{2}$ -E. from five to seven leagues therefrom, the Soundings do not materially differ—the character thereof being a whitish marl with broken shells.

IV.—Manacles, near Falmouth.

- A—Lizard Light-houses open of the Beast Head, until the windows of St. Kevern's Church are distinctly seen over the land.
- B—The windows of St. Kevern's Church in sight over the land (mark for being to the eastward of the Manacles).
- C—The Light on St. Anthony's entrance to Falmouth, bearing N.N.E. and the Lizard Lights open of the Beast Head, a safe night-mark for rounding the Manacles, if bound into Falmouth.
-

V.—Falmouth Harbour.

A—Killigaloon House, in one with Milor Point N. $\frac{1}{2}$ -E. until the rising ground of Trefusis is just under Budoc Church (**D**) leads to anchorage in Carrick Roads, 14 fathoms, passing eastward of Black Rock.

Note.—Vessels drawing not more than 18 feet water, can use the channel westward of the Black Rock at all times of tide, the mark is Feock House in one with Milor Point, N. by E. $\frac{1}{2}$ -E. When the surface of the Black Rock is just covered by the water, there is at least three fathoms depth over the bar of *Falmouth Harbour*, keeping about two cables' length from the Trefusis land.

B—Mound of earth at Flushing, seen over the rising ground on the northern part of the land at Pendennis, N. by W. $\frac{3}{4}$ -W.

C—The Broken Rocks off St. Anthony's: their centre on with Milor Point, marks the Old-wall or Pinnacle Rock (26 feet water).

TIDE. The time of high water in Falmouth Harbour, and on the shores in the neighbourhood, is 5.15 on the days of full and change of the moon. The flood sets into Carrick Roads in the direction of the channels: the ebb returning in an opposite course, and seldom exceeding a rate of two miles per hour.

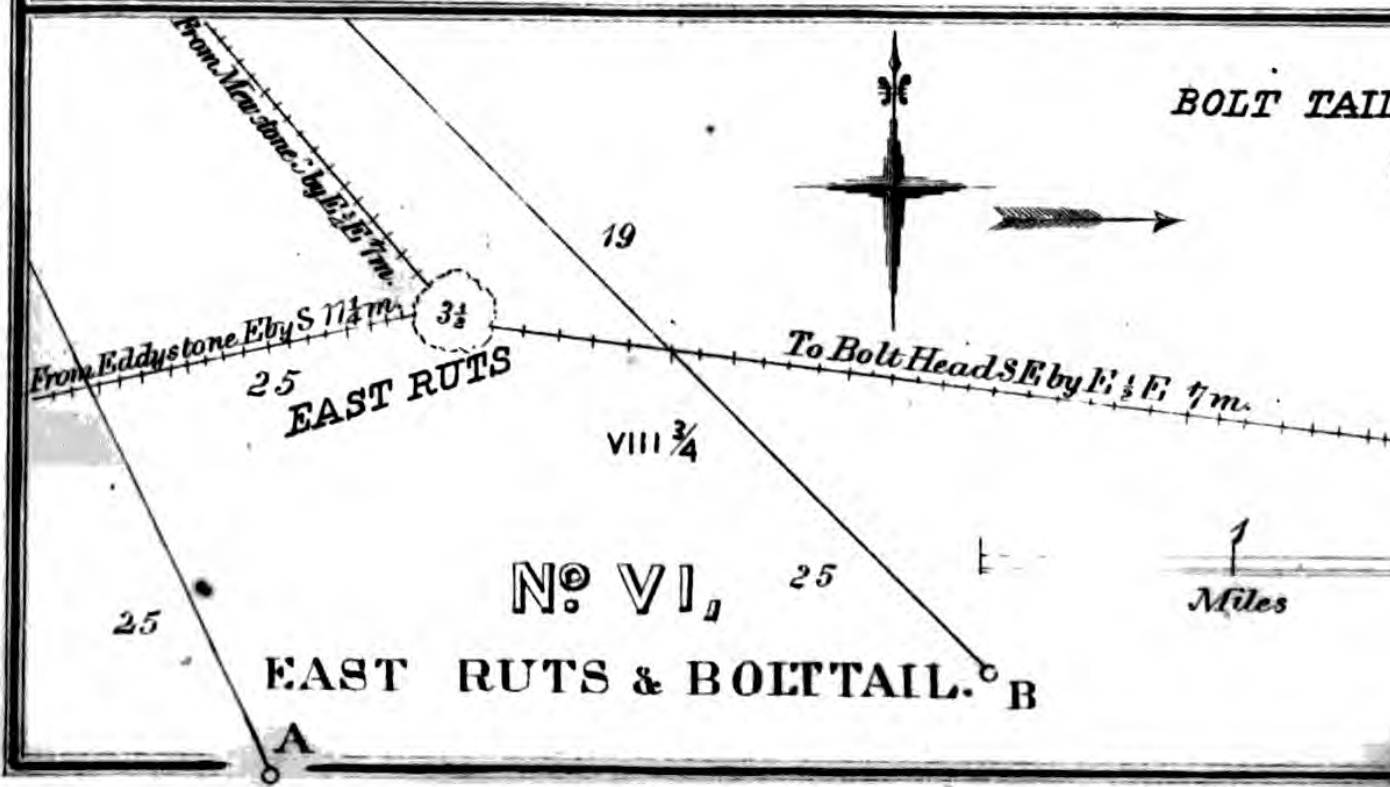
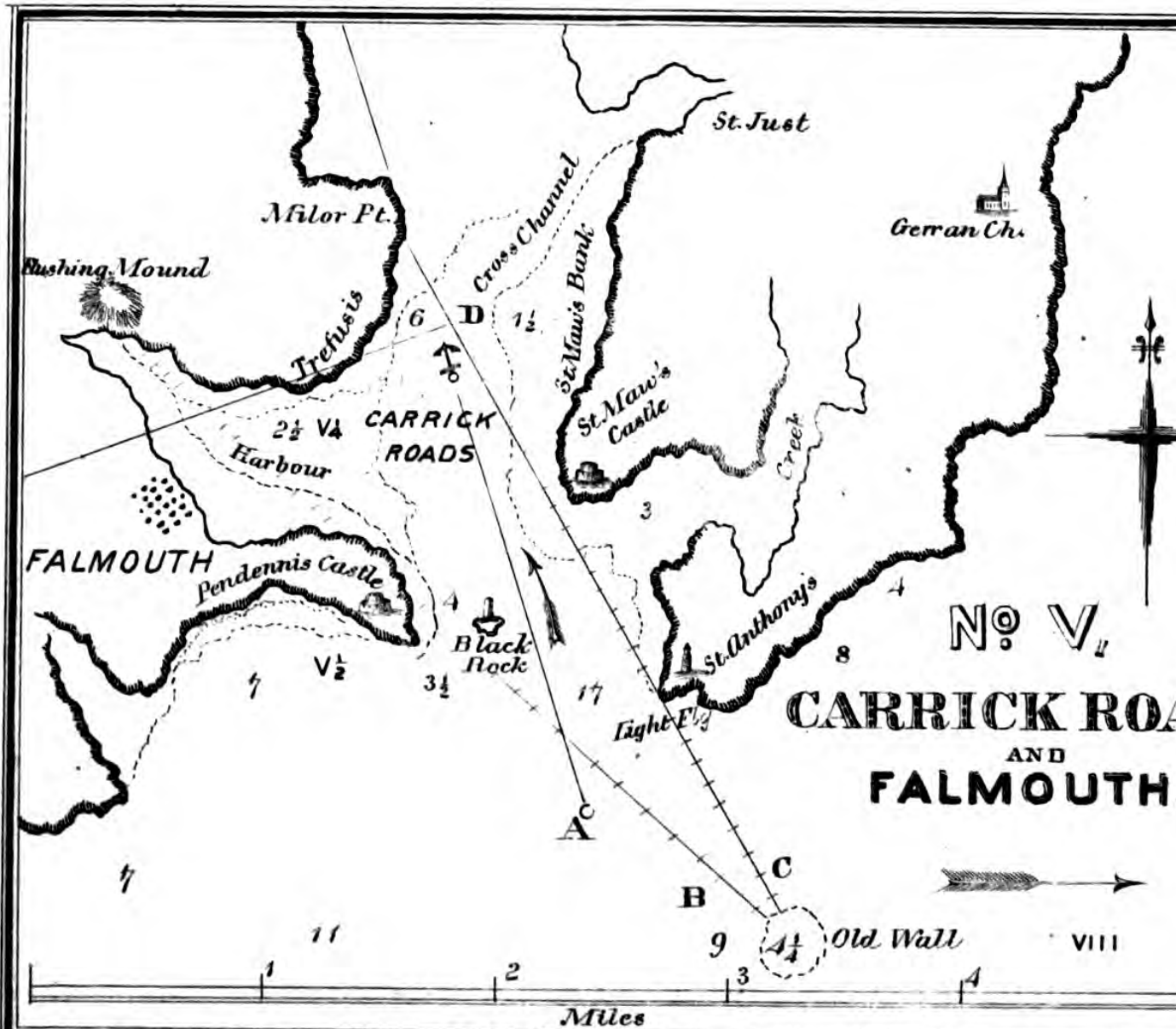
VI.—East Ruts, off the Bolt Tail.

A—The Peak of Plymouth Mewstone in one with Stoke Block-house, leads two miles westward of the Ruts Rock (22 feet).

B—Peak of the Mewstone with Maker Tower N.N.W. $\frac{1}{4}$ -W., leads a mile eastward of the Ruts.

Note.—The sudden rise of the land inside the Praul Point, in one with Bolt Head, would lead upon it.

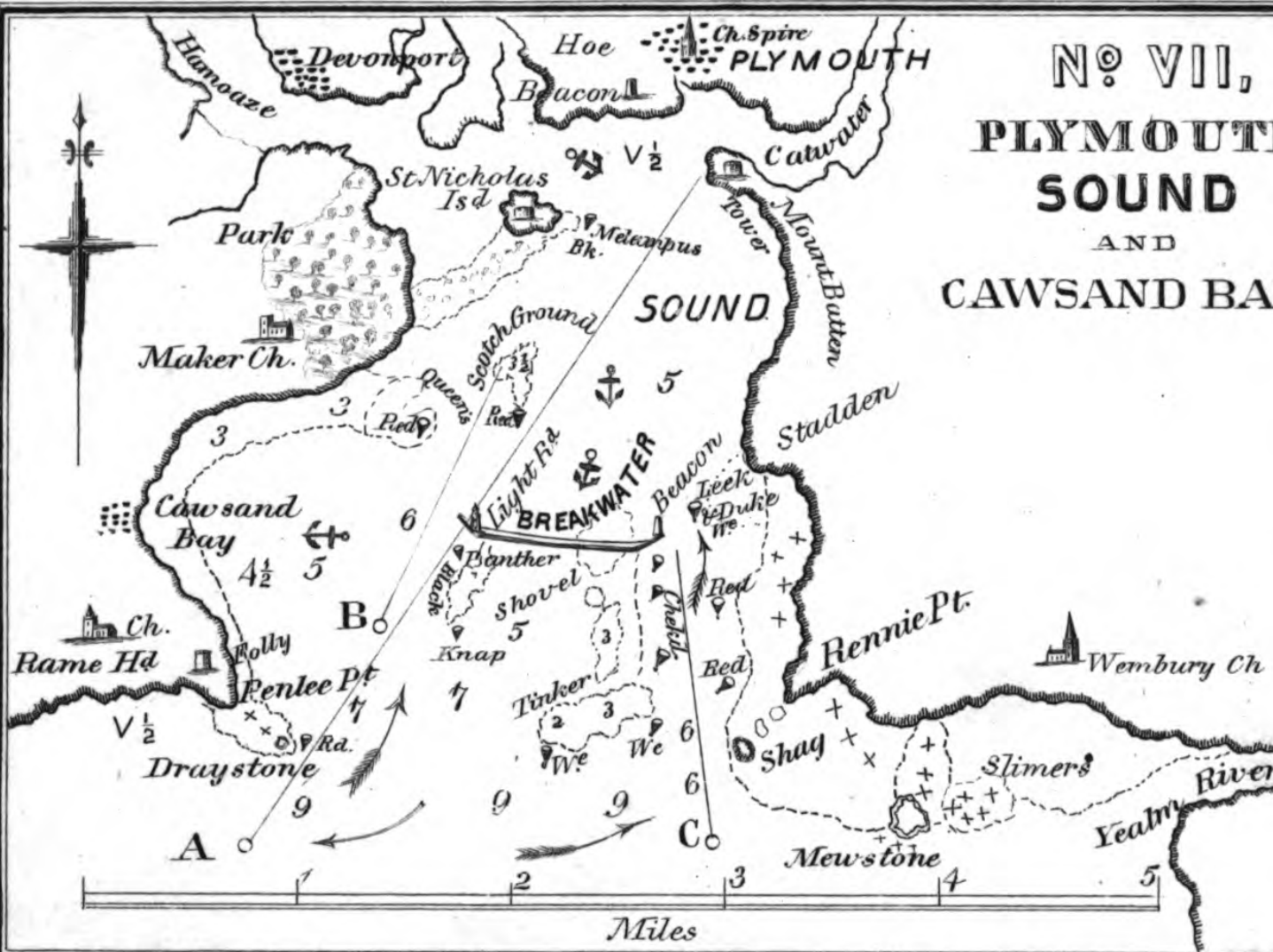
TIDES. In the stream of the Ruts, it is high water on full and change days at 8.45.



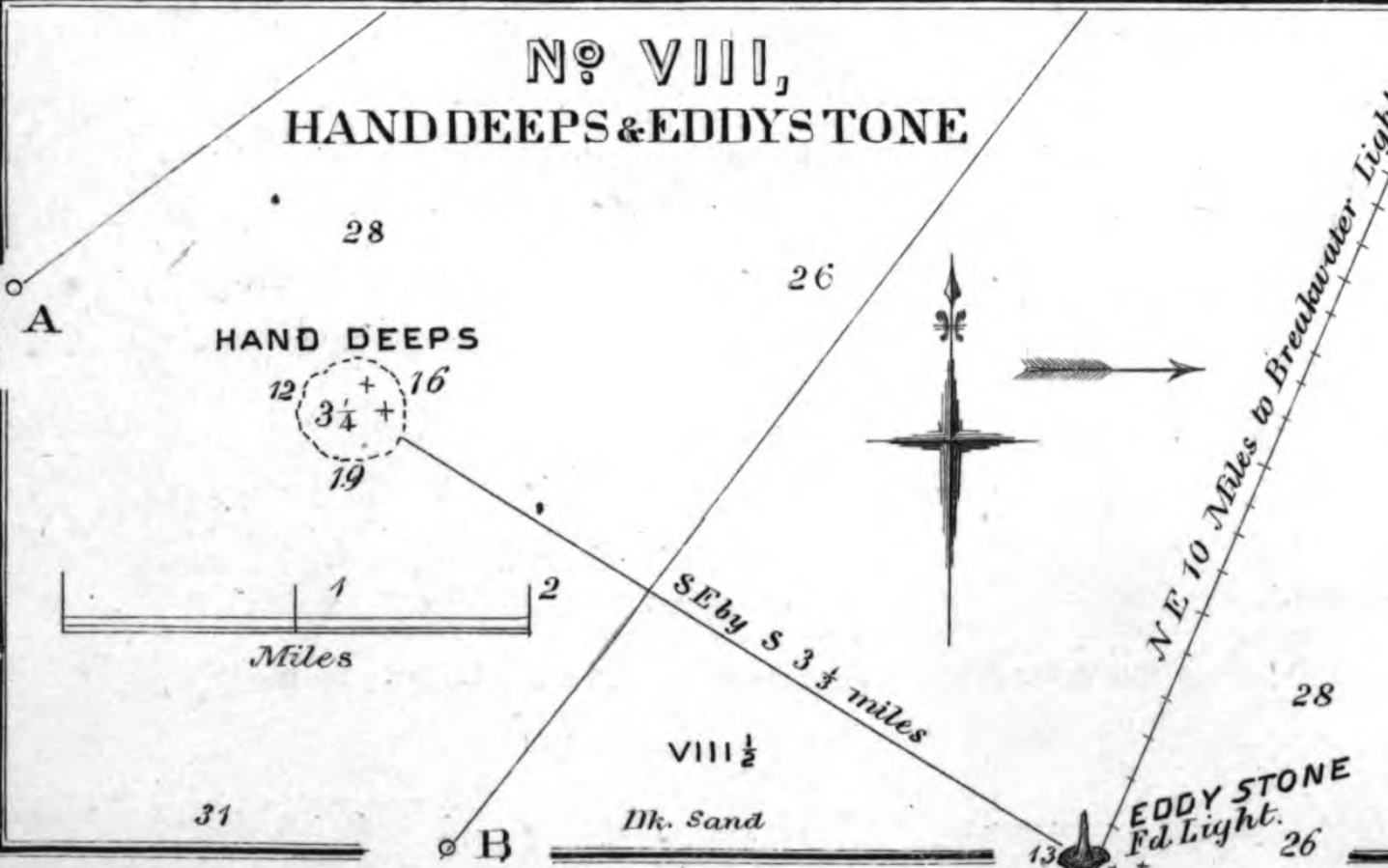




**Nº VII,
PLYMOUTH
SOUND
AND
CAWSAND BA**



**Nº VIII,
HAND DEEPS & EDDYSTONE**



VII.—Plymouth Sound.*

A—The Breakwater Light-house in one with Mount Batten tower N.E. by E. $\frac{3}{4}$ -E. clears the Draystone off Penlee Point.

Note.—Keep the tower of Rame Church wholly in sight over the land until this mark comes on.

B—Plymouth new church Spire on with the old Beacon on the Hoe N.E. $\frac{1}{2}$ -E. leads in the western channel between the shoal of the Queen (red buoy), and the Breakwater.

Note.—When well to the northward of the latter, haul in to the N.E., passing southward of the Scotch Ground (red buoy), and anchor, taking care that the Breakwater Light has changed from red to white before you do so.

C—The Beacon on the east end of the Breakwater on with the Hoe Beacon (old) bearing N.N.E., leads between the Buoys that mark the eastern channel, leaving the checquered buoys on the port hand and the red buoys on the starboard hand.

Note.—When clear of the Breakwater, haul towards the Sound, between the white buoy of the Leck-bed and the Breakwater.

IF BOUND INTO PLYMOUTH BY NIGHT,—Bring the Eddystone Light to bear S.W., and steer N.E. by E. or N.E. by N. according to ebb or flood tide: if the weather be thick, do not shoal to less than 15 or 16 fathoms, unless you have made out the Breakwater Light.

TIDES. At Plymouth it is high water (full and change) at 5.30, the offing tide running three hours longer; the tide sets in, and out, of the Sound and Harbour channels from $2\frac{1}{2}$ to 1 mile per hour, according to whether it be spring or neaps, &c.

VIII.—Hand Deeps, off the Eddystone.

A—Penlee Point, and Breakwater Light-house in one, E. by N., leads a full mile westward of this danger.

B—Breakwater Light-house on with Mount Batten Tower, N.E. by E. $\frac{3}{4}$ -E., leads a mile south-eastward of the Hand Deeps.

THE TIDE flows on this Shoal at 5.30 (full and change), and runs three hours longer in its stream or offing (direction easterly).

* For a detailed description of the buoys about Plymouth, see page 26.

IX.—Skerries, off the Start.

* * Besides the Revolving light on the Start Point, there is a small fixed light visible in the direction from Berry Head.

A—The Berry Head, open of Down-end Point (just to the eastward of Dartmouth Mewstone) leads eastward.

B—Widdicombe House, on with the northernmost house on Bee sands, leads between the Start and Skerries.

C—Praul Point open of the Start, leads southward & S.E. of them.

D—Down-end Point, just in sight to the westward of the Dartmouth Mewstone, leads between the Skerries and the land.

E—Stoke Fleming Church and the Parsonage-house (S.W. gable) leads to the northward.

TIDES. On the shoal of the Skerries, and on the shore from the Start up as far as Exmouth, the time of high-water on the days of full and change is nearly 5.45, running three hours longer in the offing,—except at the period of neap tide, when the time of high water *on the shore* is that of low water in the offing; this peculiarity applies only to the above-named limits of the coast. The tide runs out of Start Bay for 9 hours, whilst the flood sets into it only 3 hours.

SOUNDINGS off the Start are somewhat irregular, but when standing towards the S.W. end of the Skerries, come no nearer than 22 fathoms; or to 17 or 18 fathoms towards its N.E. part.

X.—Portland Race, and Shambles.

A—Two Lights in one N.N.W. $\frac{1}{2}$ -W. leads between the Race and Shambles.

B—Portland Church-spire in sight just to the southward of the northernmost Mill clears the west end of the Shambles.

C—Wyke Church, open of the N.E. point of Portland clears east end of Shambles.

Note.—To clear Kimmeridge Ledge on the eastern shore, open Arish Mill Gap of Warbarrow Head.

TIDES. In the stream of the Bill and offing the tide flows, on the days of full and change at 9.15, and at nearly 6 o'clock on the shores adjacent.

es, Shingles, Chalk-rocks, and Warden.

houses on Hurst beach in one, bearing N.E. by
the Bridge, allowance to be made for the ebb

the variegated, and clay cliffs (southern part) in
Node's Beacon, leads southward of the Chalk-
Dolphin Bank in five fathom water.

int open of Sconce Point, leads clear of the Tinker
es.

be displaced, do not shut in the Needles Light-house
int.

st on with Hurst Point, leads into the North
Shingles in $2\frac{1}{4}$ fathoms.

th-eastward of the Bridge, which is when the Light bears
high Light-house a little of the low one.

nel course through the Solent from off Hurst,
es.

time of high-water on the days of full and change
age is 9.15. The ebb in light winds sets towards
requires precaution to avoid its effects: and on the
vessels at the back of the Needles towards Fresh-
also flows sharp round Hurst Point,—but in mid-
m, both at ebb and flood, sets fairly through the

so flows shada swift
both at ebd ts dto

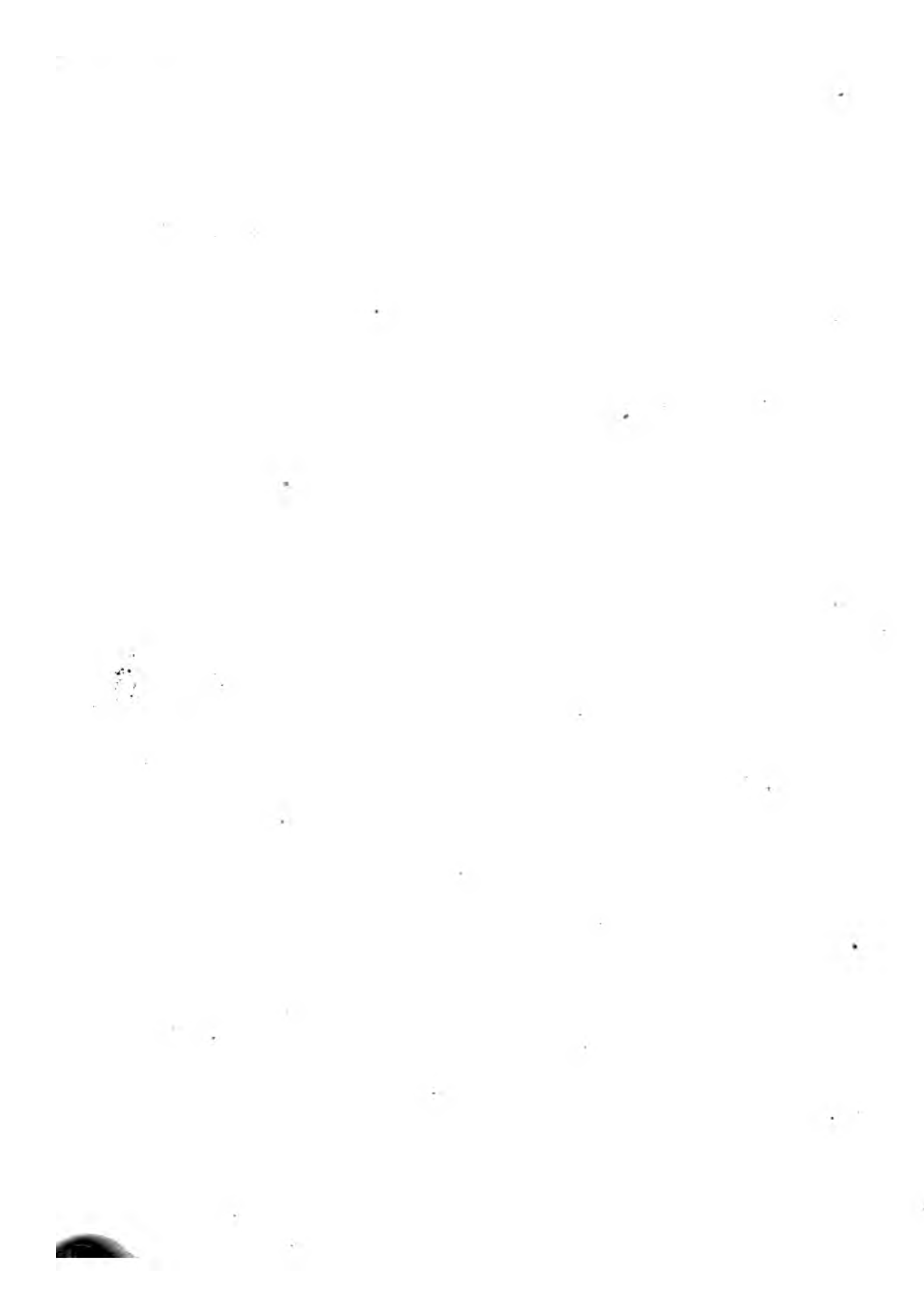
both at ebd ts dto

both at ebd ts dto

both at ebd ts dto

both at ebd ts dto

both at ebd ts dto



XI.—Needles, Shingles, Chalk-rocks, and Warden.

REFERENCES :—

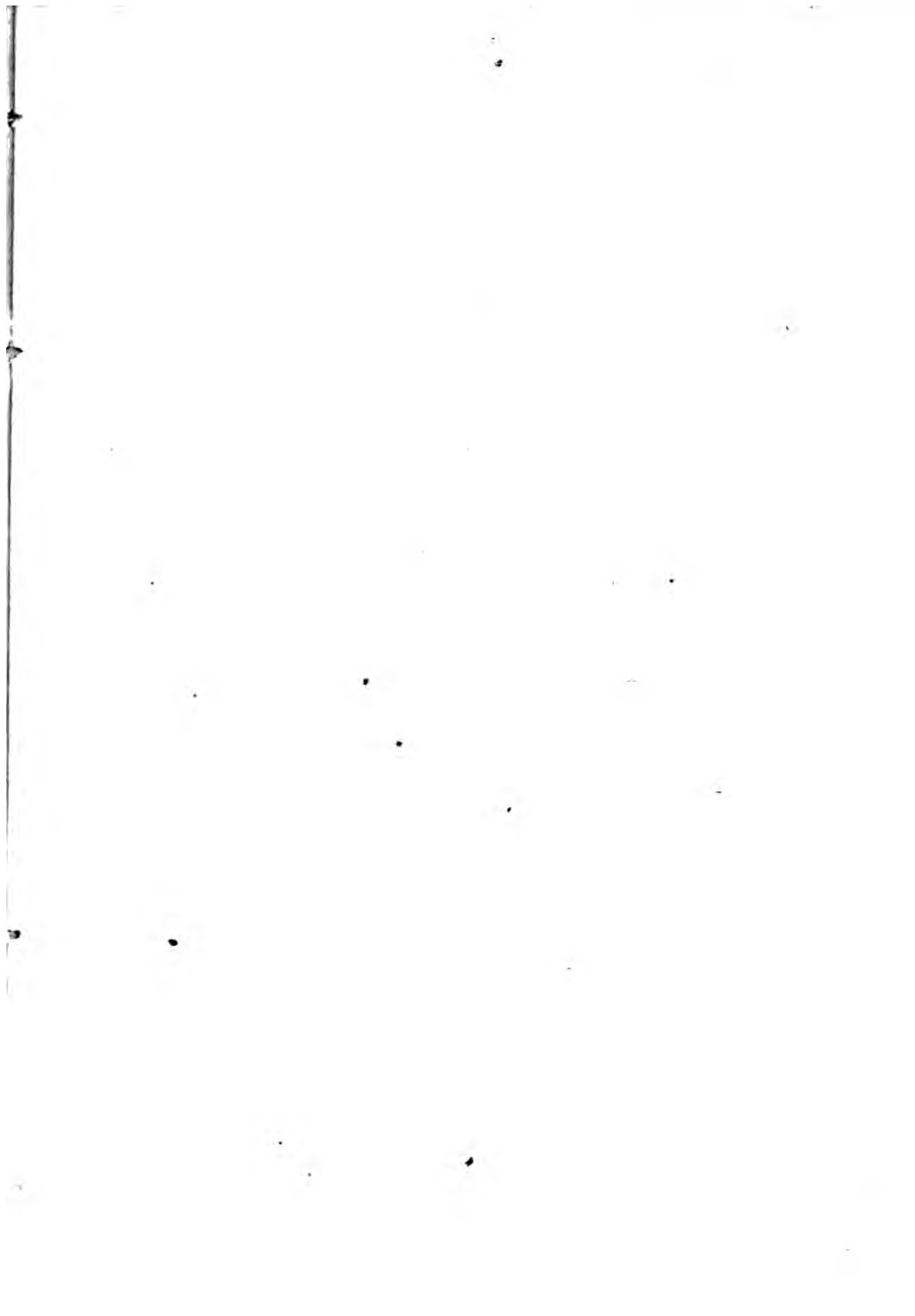
- A**—The two Light-houses on Hurst beach in one, bearing N.E. by E. $\frac{1}{2}$ -E., leads over the Bridge, allowance to be made for the ebb or flood.
- B**—The junction of the variegated, and clay cliffs (southern part) in Alum Bay on with Node's Beacon, leads southward of the Chalk-rocks, and over the Dolphin Bank in five fathom water.
- C**—Round-tower Point open of Sconce Point, leads clear of the Tinker and Warden Ledges.
- Note.*—Should the buoy be displaced, do not shut in the Needles Light-house with Hatherwood Point.
- D**—Sconce Point just on with Hurst Point, leads into the North Channel over the Shingles in $2\frac{1}{4}$ fathoms.
- Note.*—When to the north-eastward of the Bridge, which is when the Light bears S.E. by E., open the high Light-house a little of the low one.
- E**—The Mid-Channel course through the Solent from off Hurst, up to the Brambles.
-

TIDES. The time of high-water on the days of full and change in the Needles passage is 9.15. The ebb in light winds sets towards the Shingles, and requires precaution to avoid its effects: and on the flood it often sets vessels at the back of the Needles towards Fresh-water; the flood also flows sharp round Hurst Point,—but in mid-channel the stream, both at ebb and flood, sets fairly through the Solent.

XII.

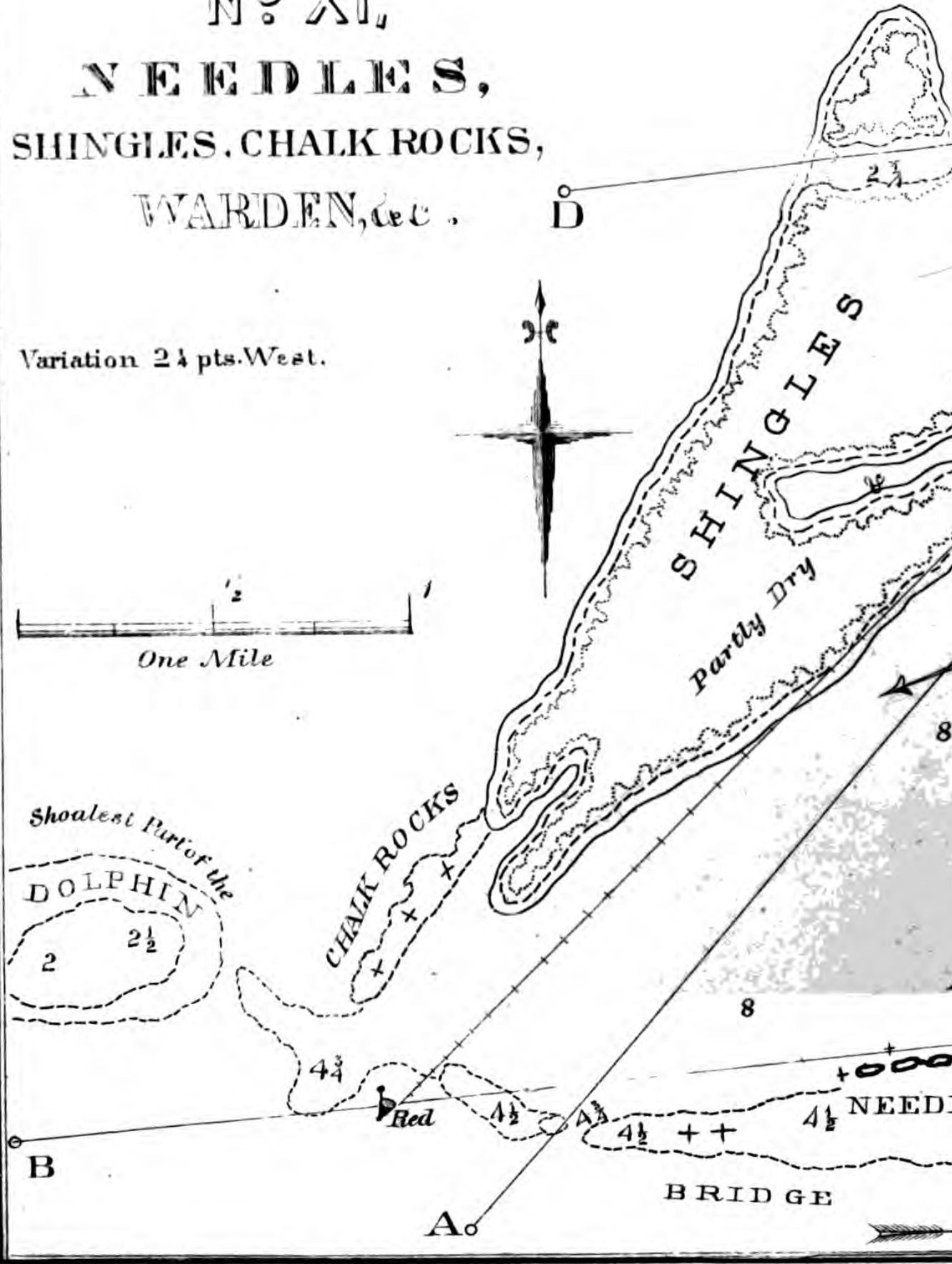
Part of the Solent, Spithead, Entrance to Southampton Water, and Owers.

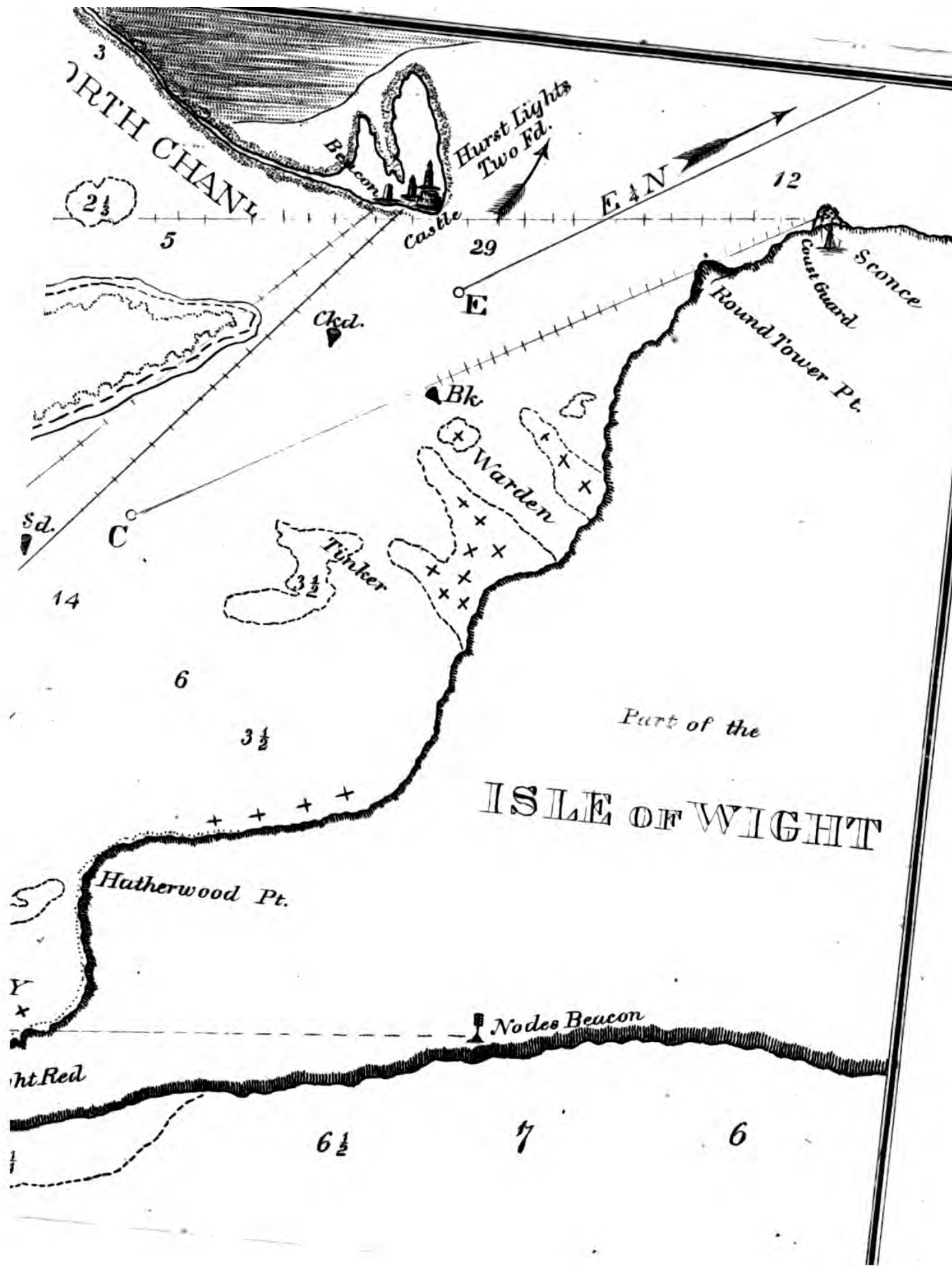
- A—Kickergill Tower over the centre of Fort Monkton, N.N.W. leads between the Buoys to Spithead.
- B—The Red Cliff near Culver, kept open until the western end of the western Chalk-pit on Portsdown is in one with Southsea Castle.
- C—The course E. by N. (allowing for tide) from abreast of Dunnos towards the position B., which clears the Princessa.
- D—Chichester Church-spire on with the west end of Medbury barn clears the Boulder and Brake.
- E—The course N.W. (allowing for tide) from just to the southward of the Boulder—to the fair way A.
- F—Freemantle House on with the outer end of Southampton town quay, N. by W. $\frac{3}{4}$ -W. leads up the lower part of Southampton River.
- G—Portsmouth town Church on with the Public-house in Stokes Bay, leads northward of the Middle; and Egypt point in one with Old Castle Point (Coves) will lead southward thereof.
- H—Mid-channel Course E. $\frac{1}{4}$ -N. up the Solent, from midway between Hurst and Sconce points
- I—Hamble Church, on with Hook summer-house, N.W. $\frac{3}{4}$ -W., lead eastward of the Brambles.
- K—South-easternmost brick-house on Hill Head on with the largest clump of trees, clears the flat between Stansoar Point and Calshot



N^o XI,
NEEDLES,
SHINGLES, CHALK ROCKS,
WARDEN, &c.

Variation 24 pts. West.







and Bursledon Mill on with Hook Summer-house, N.W. $\frac{3}{4}$ -N., clears the said flat to the eastward.

L—Eaglehurst Folly on with Stansoar Point, leads to the eastward of Leap-middle (N.N.E.)

TURNING-MARK BETWEEN THE BUOYS TO SPITHEAD.—Kicker-gill Tower may for this purpose be brought in one with either end of Monkton Fort: standing towards the Dean in 7 fathoms, St. Helen's 7 fathoms, Warner 14 fathoms, Elbow 8, Horse 11, and Noman 14 fathoms; being cautious in light winds and strong tides, how you approach to *shoaler* water.

TO ANCHOR AT SPITHEAD—The Kicker Point may be brought to bear from N.W. to N.N.W.; and Southsea Castle from N.N.E. $\frac{1}{2}$ -E. to E. $\frac{1}{2}$ -N. By keeping Calshot Castle open of the Kicker point, you will avoid being too near the Spit.

TO ANCHOR AT ST. HELEN'S—Bring Ashley-down Tower in one with the white Tower of St. Helen's and Bembridge Point, S.W. $\frac{3}{4}$ -S: you will have ten fathoms.—**BY NIGHT**: bring the Light on St. Catharine's west, keep it so until the Nab Light bears N. by E. $\frac{1}{2}$ -E.; steer for it, and having passed close to the eastward, you must haul in a little to the N.W. and anchor.

To clear the shoals of the OWERS to the eastward, bring Chichester Church on with the white way at Bow Hill, it will lead a mile eastward; and Ashley Down (in the Isle of Wight) shut in with the north side of Brading Down, ensures your passing to the southward of all these dangers.

TIDES. It is high water in Portsmouth Harbour, and on all the shoals and shores from the Owers to Cowes at *nearly* the same time, that is, from 11 to 11 $\frac{1}{2}$ on the days of full and change, excepting all the Coast of the Isle of Wight from the Culver Cliff westward to the Needles; at places within these limits it flows at 9 $\frac{1}{2}$.

Observe, that when it is high-water in Portsmouth Harbour, the ebb has commenced at Spithead, running to the westward in the direction of the Solent.

A LIST AND

Description of the Buoys and Light-Vessels

Included between the Owers, Dunnose, and Solent as far westward as Hampstead Ledge: showing also the least water on the Shoals they are intended to mark, and the position in which they are laid down.

OWERS Light-ship, *one light*. Marks—Selsea Bill bearing N.N.W $\frac{3}{4}$ -W. and Lord Halifax's Summer-house on with the chancel of Selsea Church. There is as little as one fathom water on the shoal of the Owers.

EAST BARROW HEAD: a buoy with staff and vane. N.E. Boulder buoy, red with staff. S.E. Boulder buoy, striped. Only one foot water on this bank.

DEANTAIL Buoy, black. Marks—the Windmill on Portsdown Hill on with the N.W. angle of Cumberland Fort N. $\frac{1}{2}$ -E., and the highest part of Dunnose nearly on with Culver Cliff, W.S.W.

Middle Dean, black. Marks—Ashy down Tower between the two clump of trees southward of the Priory House, west; and the clumps of trees, on the east part of Portsdown Hill, just touching the S.E. angle of Cumberland Fort N.N.E,

Inner Dean, black. Marks—Jervoise's Folly, (on the east part of Portsdown Hill) on with the S.E. angle of Cumberland Fort, N.E. by N.; and the Windmill on Portsdown Hill on with the west part of Eastnee Fort.

Elbow, black. Marks—Tower of Southsea Castle on with the eastern part of the trees on Portsmouth lines, N. $\frac{1}{4}$ -E.; and Kickergill, on with the N.E. angle of Fort Monkton, N.N.W $\frac{1}{3}$ -W.

HORSE, black. Marks—Kickergill open of the N.E. angle of Fort Monkton N.N.W. $\frac{1}{2}$ -W.; and Ashy down Tower on the S.W. angle of a triangular field westward of the Salt-houses, W.S.W. On the outer edge of the Dean and Horse shoal there is 20 feet water, and it gradually shoals towards the shore.

S.E. PRINCESSA, black. Marks—The EAST end of the westernmost Chalk-pit on Portsdown Hill touching the tower of Southsea Castle, N. $\frac{3}{4}$ -E.; and the red clay cliff in Sandown Bay, westward of Culver Cliff just open of it.

N.W. Princessa, white. Marks—Sandown Castle open northward of Culver Cliff, W. by N.; and the eastern house on Nettlestone Point on with the east end of the trees upon Bembridge Point, N. by W. $\frac{1}{4}$ -W, There is 20 feet water on this shoal.

BEMBRIDGE or *Betty's Ledge*. Marks—The new Inn at St. Helen's on with the red cliff point, N.W.; and the middle of the west chalk-pit on Portsdown Hill, on with the eastern extreme of the trees on Portsmouth lines, N. $\frac{3}{4}$ -E.

NAB Light-vessel, with two lights on separate masts. Marks—Ashey down Tower in line with the spire of Bembridge new Church, W. by N. $\frac{1}{2}$ -N.; the east end of the trees on Portsmouth lines on with the east side of Southsea Castle, north.

WARNER Buoy, white with staff. Marks—St. Helen's Sea-mark and St. Helen's Point in one, S.W. by W. $\frac{1}{2}$ -W.; the cupola of St. John's Chapel, its apparent breadth open to the eastward of the trees on Portsmouth lines, N. $\frac{3}{4}$ -E. There is as little as 14 feet water on the Warner sand.

NOMAN'S-LAND, white. Marks—Ashey down Tower on the north-west corner of a triangular field, W.S.W.; gap in the trees on the west part of Portsdown Hill on the cupola of St. John's Chapel, Portsea, N. by E. $\frac{3}{4}$ -E.

SPIT Buoy, black. Marks—Two public-houses on Portsdown Hill in one with the Tower of Southsea Castle, N.E. $\frac{1}{4}$ -N.; and the southernmost round brick sentry-box in Blockhouse battery (under the ramparts, a little to the southward of the flag-staff, twice its apparent breadth to the southward of the Sea-mark at Gosport), N. by W.

STURBRIDGE Buoy, East, white. Marks—The Mill on Southsea Common nearly midway between the two swashway beacons, N.E. by E. (nearly); and the west end of the fir-trees on Portsdown Hill on with the Governor's House at Haslar Hospital, N.N.E. $\frac{1}{4}$ -E.

North-west Sturbridge, white. Marks—the Mill on Portsdown Hill on with the cupola of the Chapel at Haslar Hospital, N.E. $\frac{1}{4}$ -E.; and Nettlestone Point, S. by E. $\frac{1}{2}$ -E. 15 feet is the least depth of water on this shoal.

[The yellow buoys just to the southward of the Sturbridge, enclose the Mother-bank Quarantine-ground.]

PEEL, white. 15 feet least depth of water on this shoal. Clearing-marks—Eastward, Watchhouse Point open of Nettlestone, S. $\frac{1}{2}$ -E., clearing it westward; the Mill on Portsdown Hill well open to the westward of the cupola of the Chapel of Haslar Hospital, N.E. by E.

RYDE SPIT, checquered red and white. This shoal partly dries.

EAST MIDDLE, black. Tower of Southsea Castle on with Kicker Point; and Windmill at Portsdown, with the gap in Gomer trees, E.N.E. $\frac{1}{2}$ -E.

West Middle, black.—Ashy down Tower, its width open to the westward a small patch of wood near Wootton; and the boat-house at East Cowes Point on with a large brick house at Cowes, W. by S. 12 feet is the least depth of water on this shoal.

BRAMBLE, East buoy, white. Marks—The west side of Hamble Church tower on with Hook Summer-house, N. $\frac{1}{4}$ -W.; the south side of Haslar Hospital water-engine just open to the northward of Kickergill Tower, S.E. by E. $\frac{1}{2}$ -E.

Bramble West Buoy, red. Marks—Hamble Church between Calshot and the public-house near it; and Nelson's monument thrice its own length open of Stubbington Station-house, E. by N. There is from one foot to two fathoms of the Brambles.

The North-west Buoy of the Bramble is red, with staff and ball: the South-west Buoy checquered black and white.

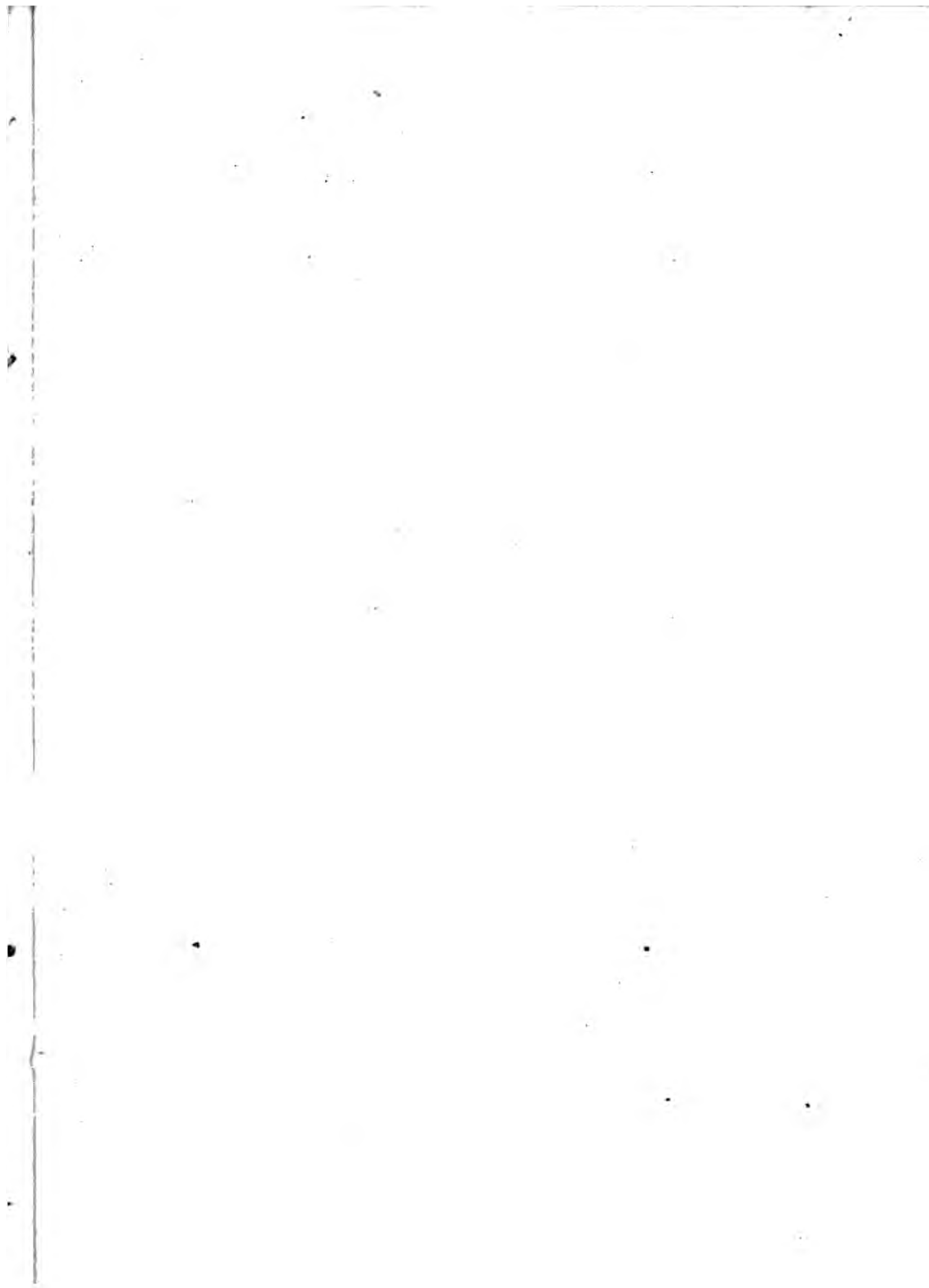
Old Castle Point (East Cowes), white. A ledge which partly dries.

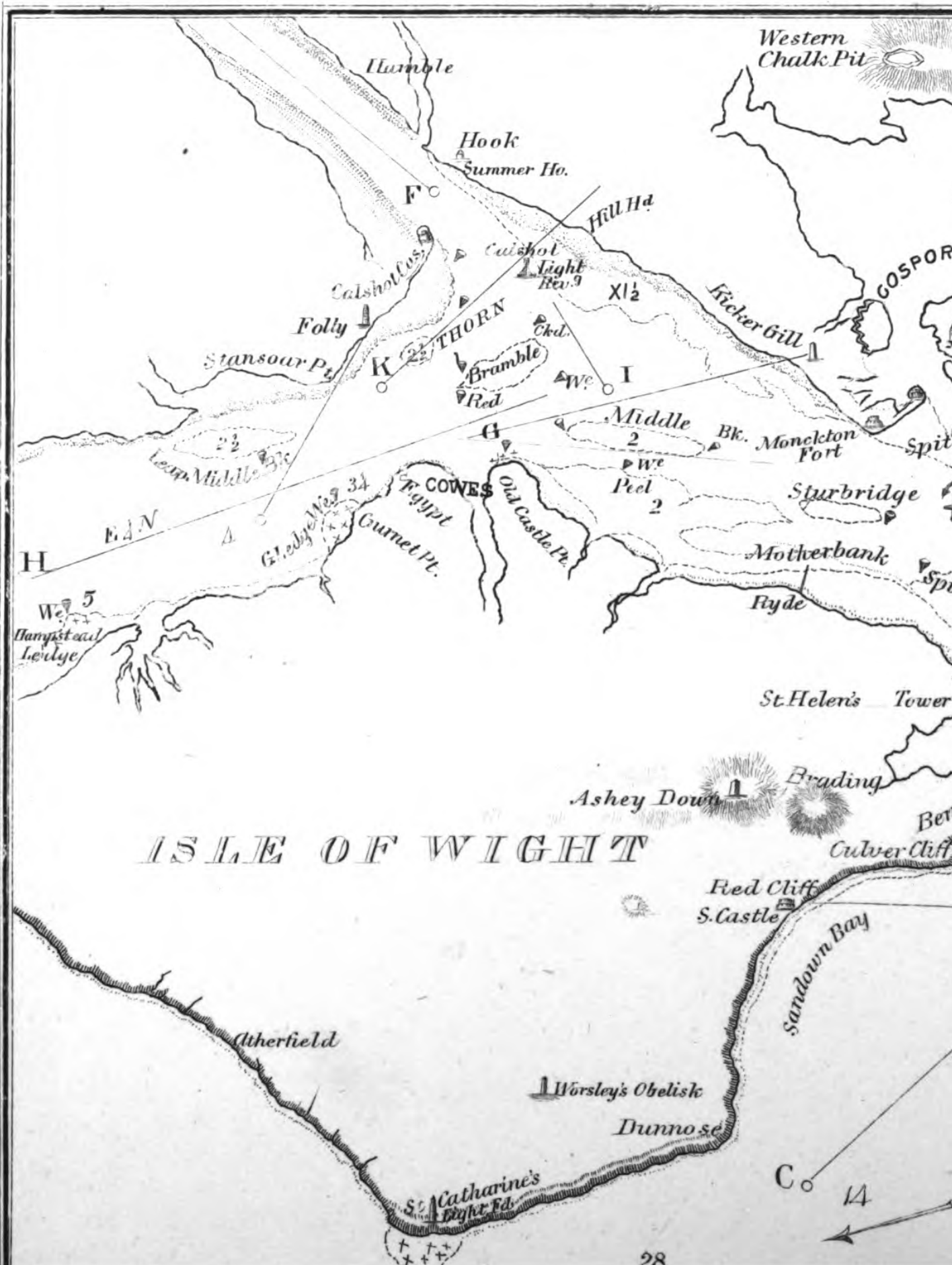
Gurnet Ledge (white), which partly dries.

Hampstead Ledge, ditto, do.

Lymington Spit, red buoy,—depth of water, 10 feet.



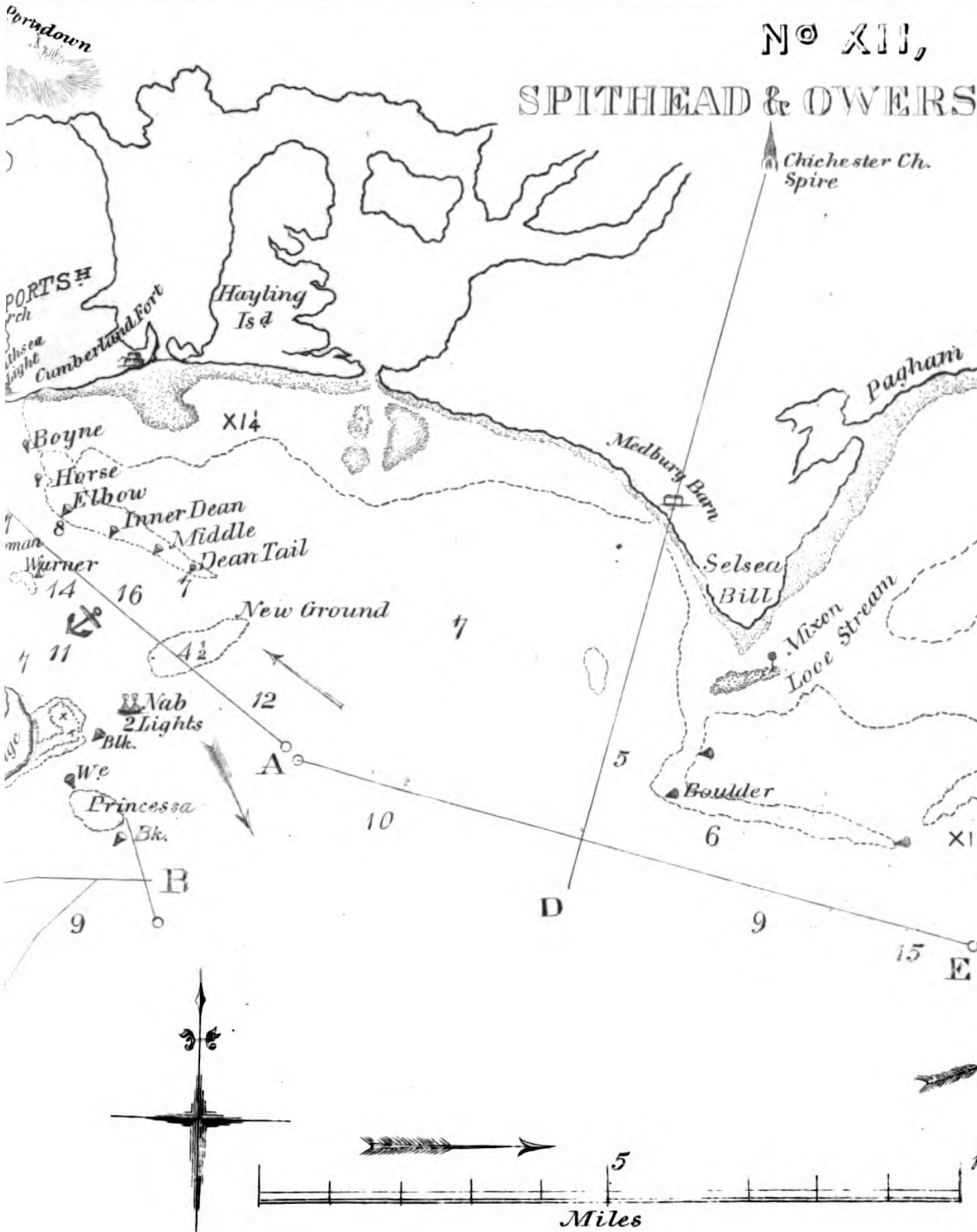




ISLE OF WIGHT

N^o XII,

SPITHEAD & OWERS



17

XIII.—Royal Sovereign and Horse Shoals

OFF BEACHY-HEAD.

- A—Beachy Light-house open to the southward of Beachy-head, bearing N.W. $\frac{3}{4}$ -W. leads southward of these dangers—to be continued until Pevensey Castle bears N.N.W.
- B—The Mill on Fairlight Down on with the west end of Hastings Cliff leads to the eastward of the Horse and Sovereign, and Willingdon Church on with the north end of Willingdon Chalk-pit, will carry you to the north of them.

NOTE.—In working up to the eastward of these dangers, for Dungeness, the lead must be used freely, standing off to 20 fathoms, and in to 8 or 10 fathoms, if you choose.

TIDES. From Beachy to Dungeness there is a peculiarity in the tides: on the shore at Beachy it is high-water full and change at 10½, in the offing at 12 nearly; but at two miles eastward of Fairlight, the tide runs in the offing to the eastward for three hours longer.

XIV.—The Varne, Ridge, and Downs.

- REFERENCES: A—Lyme Mill just in sight to the westward of Lyme Church, N.N.W. leads westward of the Varne.
- B—Paddleworth Fir-trees, twice its breadth eastward of Folkstone Church, clears the north end of the Ridge.
- C—The Fir-trees at Paddleworth on with the centre of three Martello Towers eastward of Folkstone, N.N.W. $\frac{3}{4}$ -W. leads eastward of the Varne.
- D—The Mill on Fairlight Down one-third nearer to Lydd Church than to Dungeness Light-house, leads between the Varne and the English coast.

NOTE.—By keeping Dungeness N.W. by N. with proper allowance for the tide, you will clear the west end of the Ridge.

TIDES. It is high-water at the South Foreland on days of full and change at 11 o'clock, but the tide runs through the Downs until 2.45.

There are three Buoys on the Brake in the Downs: South Brake is black with staff: the Middle Brake chequered red and white; North Brake red. On the Deal Bank, one red. The Bunt Head, black & striped white. The Goodwin Knoll—striped red and white, and the elbow being chequered black and white.

GOING INTO THE DOWNS—you may round the South Foreland at half-a-mile distant: and when the Light-house bears west, steer N.E. or N.E. $\frac{1}{2}$ -N., anchoring with Upper Deal Mill on with Deal Castle W.S.W., and the South Foreland Upper Light on with the south side of Old-stairs Point S.W. $\frac{1}{2}$ -W. in seven or eight fathoms; or with Upper Deal Mill to the northward of Deal Castle W.S.W. and the Upper Foreland Light to the *northward* of Old-stairs Point.



MARKS, BEARINGS, AND DESCRIPTION OF
The Buoys and Light-Vessels about the Downs.

LIGHTS:—

SOUTH SAND-HEAD LIGHT-SHIP, one light. Bearings—The centre of Walmer Castle N.N.W. $\frac{1}{4}$ -W. $3\frac{1}{4}$ miles; South Foreland high Light-house, W. $\frac{1}{4}$ -N.

GULL LIGHT-SHIP (two horizontal), near the north-west side of the GOODWIN SAND. Bearings—South Foreland high Light-house S.W. $\frac{3}{4}$ -W. $9\frac{1}{4}$ miles, South Brake buoy W. by S. $\frac{1}{2}$ -S., Gull buoy, N.E. by E. $3\frac{1}{2}$ miles, and north, Goodwin Light-vessel, $4\frac{3}{4}$ miles.

GOODWIN LIGHT-VESSEL, three triangular: lies E. by S. more than a mile from the extremity of the sand. Bearings—North Foreland Light-house N.W. by N. $6\frac{1}{4}$ miles; South Foreland high Light-house S.W. by W. $\frac{3}{4}$ -W. $13\frac{1}{4}$ miles; and Galloper Light-vessel, N.E. $\frac{1}{2}$ -E. 29 miles.

BUOYS:—

DEAL BANK, red. Marks—Upper Deal Mill in line with the south end of *Dean Barracks*, W. $\frac{3}{4}$ -S.; and East-hill Semaphore in line with the north end of Old Stairs Bay cliff, S.W.

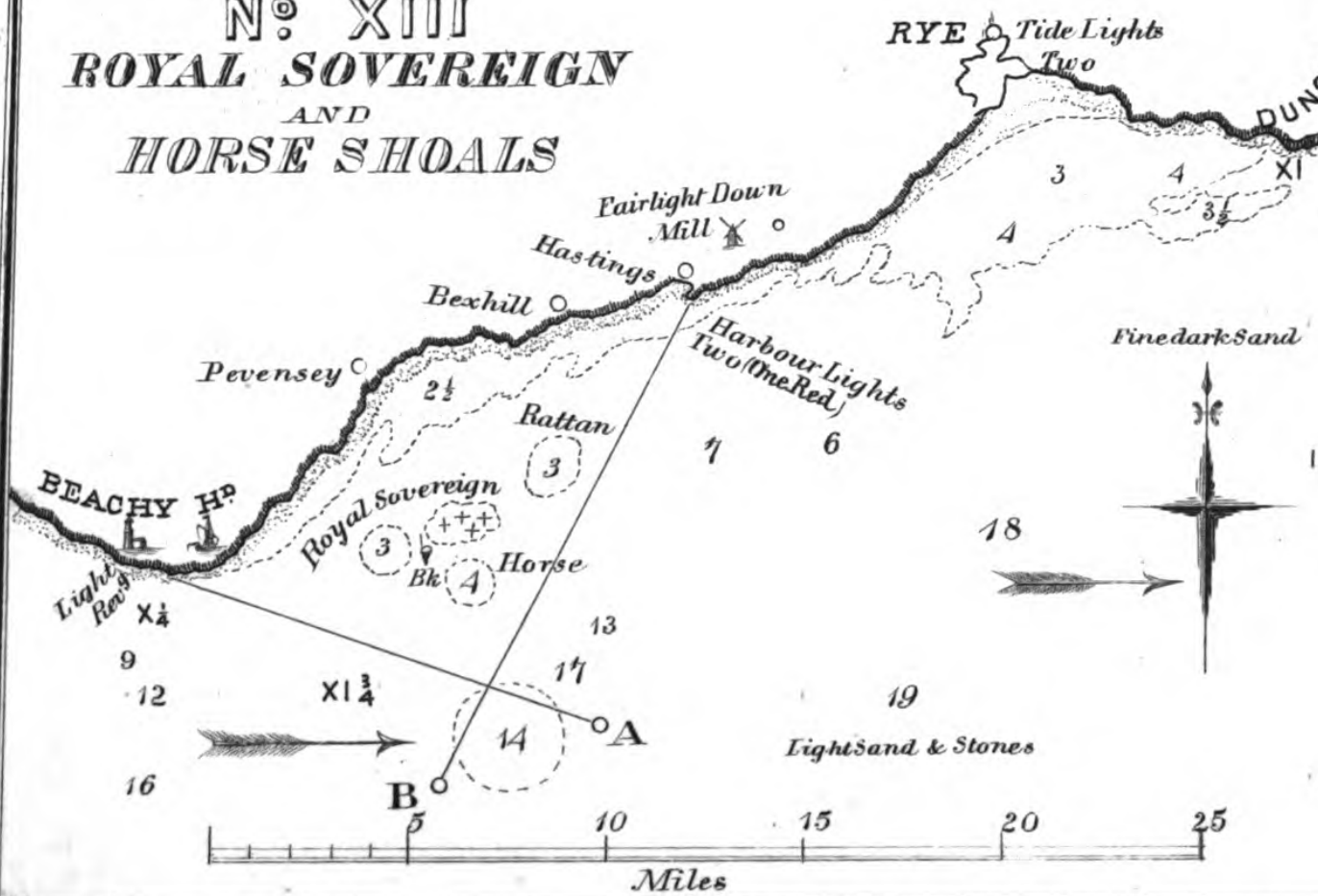
BUNT HEAD, black and white in circular stripes, marked "BUNT HEAD." Bearings—*Gull Light-vessel* N.N.E. $\frac{3}{4}$ -E.; South Brake buoy W.N.W.; South Sand-head Light-vessel S.S.W. $\frac{1}{4}$ -W.; Northbourne Mill on with the centre of Sandown Castle, W. $\frac{3}{4}$ -N.; and Christchurch one-third on the south end of the Royal Terrace at Ramsgate, N. $\frac{1}{2}$ -E.

SOUTH BRAKE, black, with staff and ball. Marks—North Foreland Light house on with the Preventive-station at Broadstairs, N.N.E.: Middle Brake bearing N.N.E. $\frac{1}{2}$ -E.; Gull Light-vessel E. by N. $\frac{1}{2}$ -N.; and South Sand-head Light-vessel, S. by W. $\frac{1}{2}$ -N.

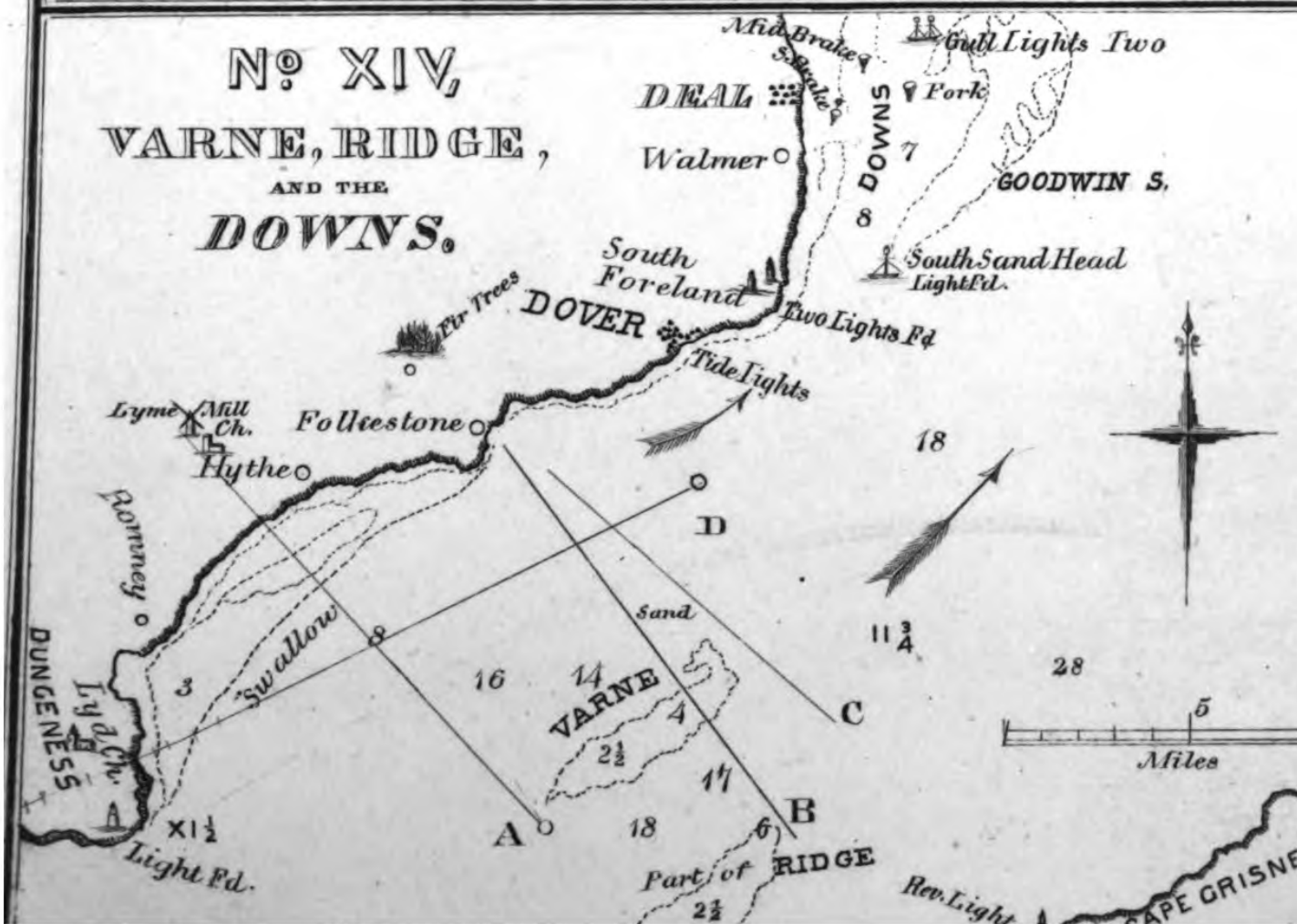
MIDDLE or east side of BRAKE Buoy, checquered red and white. Marks—South Foreland high Light-house, S.W.; and North Brake buoy, N.E. $\frac{1}{2}$ -W.

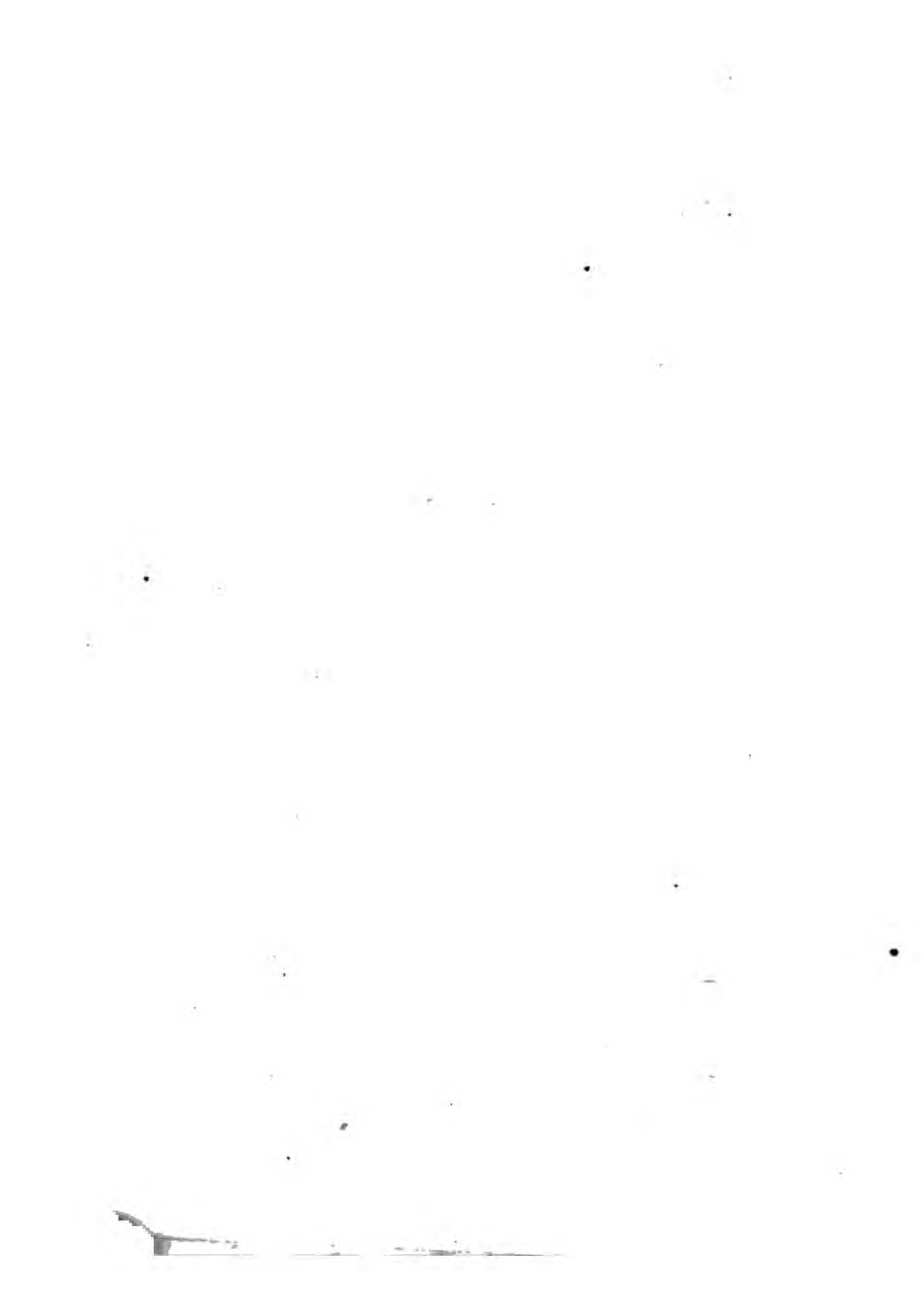
NORTH Buoy of the BRAKE, red. Marks—North Foreland Light-house, N. by E. northerly; St. Lawrence Church on with the north cliff at Ramsgate, N.W. by N.

Nº XIII
ROYAL SOVEREIGN
 AND
HORSE SHOALS



Nº XIV,
VARNE, RIDGE,
 AND THE
DOWNES.







Co. Cr.

IX

36

30

3 Lights Fleets
in a Triangle

CASKETS

Orlach Channel

Marhou

Singe Passage

ALDERNEY

10

Race of Alderney

IX 1/2

IX

- 35

34

36

38

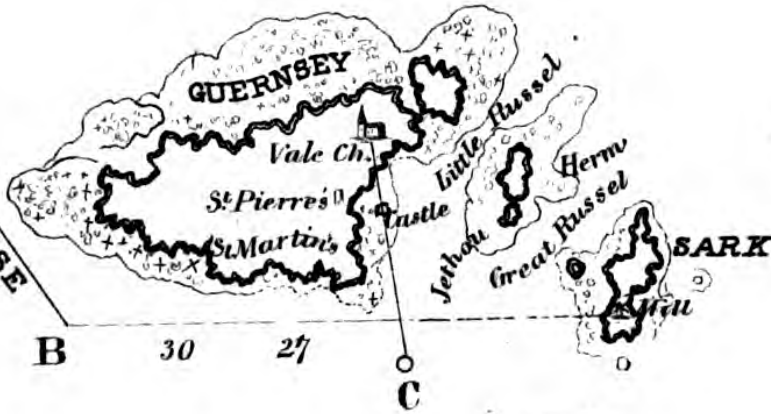
Sole Bank

DEROUTE Passage



37

Hanois
A
17 SSE



B

30

27

C

36

27

VIII 1/2

27

15

Paternosters

30

Cape Grosnez

17

Great Bank

11

JERSEY

Corbierre

St. Heliers

27

ock Douvre,



Miles

25

Grelets

VI

Part of Minquies

NO XV, THE CHANNEL ISLANDS, CASKETS, &c.

GOODWIN KNOLL, striped red and white. Marks—St. Peter's Church-tower on with the highest Windmill at Broadstairs, N.W. $\frac{1}{2}$ -N.; Southwould House in one with the obelisk on Ramsgate Pier and *Gull* Light-vessel, W.S.W.

ELBOW, chequered black and white. Marks—*North Foreland* Light-house, N.W. by W. 2 miles; St. Lawrence Church-tower about a ship's length to the northward of Dumpton Point, W. $\frac{1}{4}$ -S. This buoy is always to be left to the westward when navigating the outer channel.

XV—Caskets, and the Channel Islands.

The Caskets Rocks are partly above water, and circumscribe nearly one mile. The triangular lights revolve every quarter-minute—and upon the three following lines of bearing appear only as two lights, *viz.* N.W. $\frac{1}{2}$ -W., S.W. $\frac{3}{4}$ -W., and E. $\frac{1}{2}$ -N.

The two channels "Ortach" and "Singe" (between the Caskets and Alderney) should not be attempted without a commanding fair wind, or in a case of emergency. The TIDES set with great velocity in various directions in these passages: on the rocks about the Caskets it is high-water on full and change days at $6\frac{3}{4}$, the flood running in the offing to the northward until $9\frac{1}{2}$.

The Tides in their vicinity, and the Channel Islands, are very complicated, and require a much more detailed description than can be given here. It is certain however that a strong indraught to the southward exists; and ships bound up Channel in thick weather should be extremely cautious of its influence. In the event of falling-in to the southward of the Caskets, you may (if not blowing hard, and not a weather-tide,) proceed through the *Race of Alderney*, giving Cape La Hague a berth of a full mile.

GUERNSEY. A Stranger on an emergency may find his way into Guernsey Roads, by going round the west end of the Island.

REFERENCES:—

- A**—S.S.E. Course from westward of Hanois, to bring on the mark at B.
- B**—The old Mill Sercq open of Guernsey. Steer for south end of Sercq, until on the mark C.
- C**—Vale Church, just to the northward of Castle Cornet. From this

position you may haul to the northward until the N.E. angle of the Castle bears N. $\frac{3}{4}$ -E., and as you approach, haul more to the eastward, and anchor with the Town Church open. There are two Government Buoys laid down at the anchorage.

JERSEY. The dangers in entering the Port of this Island are very formidable, and not often attempted by strangers.

Note.—A Chart on the scale of three inches to one mile, on this subject has been recently published by the Compiler of this work; also ample sailing directions in reference thereto (see end of this book).



The Marks and Description of the Buoys about Plymouth

Referred to at the 15th page.

WESTERN CHANNEL :—

PENLEE POINT (red), near the Draystone Rock. 6 feet water on this rock.

KNAP, black. Marks—Breakwater Lighthouse in line with the sharp angle next west of the Citadel gateway, N.E.; and the Bolt Tail just touching the high water mark on the north side of the Mewstone, S.E. $\frac{1}{2}$ -S.

PANTHER, black. Marks—St. Aubyn's Chapel-tower in line with the west end of the Breakwater, N. by W. $\frac{1}{2}$ -W.; and the highest part of the Rennie Rock just open of Yealm Point, S.E. $\frac{3}{4}$ -S.

WEST TINKER, white. Marks—Flag-staff at Mount-wise and the spire of St. John's Chapel in one, N. $\frac{1}{2}$ -E; and Penlee Point in line with a dark spot in the valley, northward of the Rame Head, W. by N. $\frac{1}{2}$ -N.

EASTERN CHANNEL :—

EAST TINKER, white. Marks—North edge of the Shagstone touching the cliff at Warren Point, S.E. by E.; and the Breakwater flag-staff on with the Blockhouse at Devil's Point, N. $\frac{1}{4}$ -E.

SOUTH-WEST Buoy, checquered black and white. Marks—Plymouth Town Church-spire on with the Black Diamond, N.N.E. $\frac{1}{3}$ -E.; and the inner edge of the Shagstone in line with the top of the Little Mewstone, S. by E. $\frac{1}{4}$ -E.

MIDDLE Buoy, checquered black and white. Marks—Trinity beacon on with the east end of Windsor Terrace, N.N.E.; and the Rame-head Tower directly in a dark cove north of Penlee Point, W.N.W.

NORTH-EAST Buoy, checquered black and white. Marks—Plymouth new Church-spire in line with the east edge of the white mark at the Citadel, N.N.E. $\frac{1}{3}$ -E.; and south edge of the Breakwater in line with the northernmost high house at Cawsand, N.W. by W. $\frac{1}{2}$ -W.

EAST BANK S.W. buoy, red. Marks—Plymouth new Church-spire on with an angle east of the Black Diamond, N.N.E. nearly; and Bolt Tail, just in sight outside Gurnose Point, S.E. $\frac{1}{2}$ -S.

East Bank, N.E. Buoy, red. Marks—St. Aubyn's Chapel-tower in line with the westernmost high tower at the Victualing-yard, N. $\frac{1}{4}$ -W.; and Rame-head Tower, on with the southernmost cove at Penlee Point, W. by N. $\frac{3}{4}$ -N.

OTHER BUOYS INSIDE THE BREAKWATER :—

QUEEN, red. Marks—The Blockhouse at Devil's Point on with the high water mark at Redding Point, N.N.E. $\frac{1}{4}$ -E.; and Tor House on with the south-west end of Milbay Prison-barracks, N.E. $\frac{1}{3}$ -E.

NEW or **SCOTCH GROUND**, red. Marks—St. John's Chapel-tower in line with the west arch of Admiral's boat-house, under Mount-wise, north; and Plymouth new Church-spire in a gap, near the north part of the Citadel ramparts, N.E. $\frac{1}{4}$ -E.

MELAMPUS, black, on the S.E. end of Drake's Island shoal. Marks—St. Aubyn's Chapel touching the north-east rampart on Drake's Island, N. by W. $\frac{1}{2}$ -W.; and Plymouth old Church-tower, its own breadth west of Trinity Beacon on the Hoe, N.E. $\frac{3}{4}$ -N.

DUKE (white), and *Leck-bed Rocks*. Marks—Plymouth new Church-spire in line with the Black Diamond, N.N.E. $\frac{1}{3}$ -E.; and the end window in Hook's Cottage in line with the north side of the Harbourmaster's House at Bovisand, S.E. $\frac{1}{4}$ -E.

Addendum—Plymouth Sound (p. 15).

NOTE—The Bolt Head open to the southward of the Mewstone, leads to the southward of all the dangers about the entrance of the Sound.

**BEARINGS & DISTANCES BETWEEN THE PRINCIPAL PORTS & HEADLANDS
IN THE CHANNEL AS FAR EASTWARD AS THE DOWNS.**

From	To	Bearings.	Distance in miles
Any distance off abreast of Scilly	Relative distance off the Lizard	E.S.E.	45
Scilly	Ushant	S. $\frac{1}{4}$ -E	97
„	Land's End	East	25
Lizard	Rame Head	E. $\frac{1}{4}$ -N.	43
„	Eddystone	E. $\frac{3}{4}$ -S.	38
„	Start	E. by S.	63
„	Caskets	S.E. by E.	108
„	Ushant	S.S.W.	88
„	Wolf Rock	N.W. by W. $\frac{5}{4}$ -W.	23
Eddystone	Rame Head	N.E. $\frac{2}{3}$ -N.	8
„	Start	E.S.E.	24
„	Caskets	S.E.	75
„	Ushant	S.W. $\frac{1}{4}$ -S.	108
Start	Portland Bill	E. $\frac{1}{4}$ -S.	49
„	St. Catharine's	E. by S.	92
„	Caskets	S.E. by S.	55
Any distance off abreast of the Start	Relative distance off St. Catharine's	E. by S.	92
Portland Bill	Durleston Head	E. by S.	19
„	St. Catharine's	E.S.E.	43
„	Cherbourg	S. $\frac{1}{2}$ -E.	59
„	Caskets	S.S.W. $\frac{1}{4}$ -W.	47
Durleston Head	Needles	E. $\frac{3}{4}$ -S.	13 $\frac{1}{2}$
„	St. Catharine's	S.E. by E. $\frac{1}{2}$ -E.	25
St. Catharine's	Dunnose	E. $\frac{1}{2}$ -S.	5
„	Elbow of Owers	E. by S.	24
„	Beachy Head	E. by S. $\frac{1}{2}$ -S.	60
„	Caskets	S.W. by W. $\frac{1}{2}$ -W.	65
„	Needles	N.W. $\frac{1}{2}$ -W.	12
Dungeness	Folkstone	N.E. by E. $\frac{3}{4}$ -E.	13
„	South Foreland	E. by N. $\frac{1}{2}$ -N.	21
„	Cape Grisnez	E.S.E.	24
South Foreland	South Sand-head Light	E. $\frac{1}{4}$ -S.	4 $\frac{1}{2}$

A LIST AND DESCRIPTION OF THE PRINCIPAL
LIGHT-HOUSES ON THE COAST OF FRANCE,

*Including from Ushant, at the Entrance of the Channel, to Cape
Grisnez, near the Straits of Dover.*

Name.	Description.
Ushant,	Fixed light on the N.E. part of the island.
Isle de Bas,	Intermittent, once a minute.
Les Sept Isles,	Flashing, lasting from four to five seconds.
Heaux de Brehat,	Fixed light.
Cape Frehel Light-ho.,	Revolving at $2\frac{3}{4}$ minutes.
Cape Carteret,	Intermittent every half-minute.
The Caskets,	Three revolving lights from towers placed
Cape La Hague,	Fixed. [triangularly.
Cherbourg,	Isle of Pelee one, Fort Querqueville one, Fort Central one revolving, also a small harbour-light red.
Cape Barfleur,	Intermittent.
Isle St. Marcouf,	Fixed.
Point de Ver,	Intermittent.
Honfleur,	Two fixed lights, one red.
Harfleur,	Three; one fixed, and two harbour-lights.
Havre,	There is a fixed harbour-light on the western jetty, and a small light on the eastern. Also one at Quillebœuf.
Cape La Heve,	Two fixed.
St. Vallery en Caux,	Fixed.
Cape d'Ailly,	Revolving. [lantern-lights on eastern.
Dieppe,	Fixed tide-light on western jetty, and three
Treport,	Tide-light, fixed.
St. Vallery sur Somme,	Flashing.
Point de Beck,	Fixed.
Etaples,	Three, fixed.
Point d'Albreck.	Intermittent.
Boulogne,	Has two tide-lights, and a red light.
Cape Grisnez,	Revolving.

FINIS.

A CHART OF JERSEY,

ON A LARGE SCALE,

WITH AMPLE SAILING-DIRECTIONS,

BY LIEUT. JOHN HAY, R.N.

Price Six Shillings.

OPINIONS OF PRACTICAL MEN.

(Copy.)

Plymouth, August 29, 1849.

Sir,—I have found your Chart of Jersey so truly excellent and correct, that I feel it due to you to express my approval of it. It is so very clear, and the cross bearings so well defined, that I navigated H.M. Cruizer, under my command, in and out of Jersey with the most perfect confidence, although there was a foul and baffling wind each time.

(Signed) R. WILCOX,

Lieut. Hay, R.N.

Commander H.M.R. Cruizer "Harpy."

After a careful examination of Lieut. Hay's Chart of Jersey, which illustrates the plainest sailing-directions published with it, I am of opinion that any seaman could without difficulty conduct a vessel in or out of the Port of St. Helier's or Bay of St. Aubin's.

GEORGE BABOT,

Commander of Jersey Mail-steamer "Dispatch."

It is my opinion that Lieut. Hay's Chart of Jersey, and Sailing-directions, point out in the clearest manner how to sail in or out of St. Helier's or St. Aubin's Bay.

JAMES GOODRIDGE, SEN.

Commander of Jersey Mail-steamer "Wonder."

(*Opinions continued.*)

The cross bearings for the dangers about the Port of St. Helier's and Bay of St. Aubin's, Jersey, are so clearly laid down in Lieut. Hay's Chart, as also the best leading-marks for the several channels, together with ample and easy to be understood sailing-directions, that I have no hesitation in recommending Masters of Vessels going to Jersey to possess themselves of a copy; and I strongly advise that the Lieut.'s direction "not to enter the Little Roads until the Bouc's Rocks are covered," be most strictly attended to, on account of the numerous sunken rocks in the Channels.

JAMES GOODRIDGE, JUN.,

Commander of Jersey Mail-steamer "Courier."

Sir,—I beg to say that having carefully examined your Chart and valuable Book of sailing-directions, and compared them with marks and bearings used by me when I commanded a packet on that station, I find them so very correct, that I have no hesitation in saying that any Master of a Vessel may (with proper attention to your Chart and Book of directions) safely conduct his vessel to the Port of St. Helier's.

ROBERT WHITE,

Late Commander of H.M. Steamer "Dasher."

Lieut. Hay, R.N.

To be had of Stebbing, 47, High-st., Southampton.

P. Brannon, 32, Above-bar.

J. Godsell, R.Y.S. House, Cowes.

Browning, 66, High-st., Portsmouth.

R. W. Stevens, Parade, Plymouth.

P. BRANNON'S WORKS OF SOUTHAMPTON

AND ITS NEIGHBOURHOOD.

PICTURE OF SOUTHAMPTON, upwards of 24 plates, and the fullest description of the town ever published, price 5s.

GRAPHIC DELINEATIONS of Southampton, or Southampton Drawing-book, 23 plates, and short descriptive notices, price 4s.

THE STRANGER'S GUIDE, or Pleasure-visitor's Companion to Southampton and the surrounding Country, with Engravings, 1s.

In Preparation,

The **PICTURE OF NETLEY ABBEY**, and of St. Dionysius & Beaulieu, with a complete picturesque, architectural, and historical account of these interesting ruins, fully illustrated.

The Graphic Delineations of Southampton, with Views of Netley.

ALSO,

GEOLOGY SIMPLIFIED AND ILLUSTRATED, consisting of a minutely engraved Steel Plate, with Explanatory Letter-press, on one Sheet, price 1s. plain, 1s.6d. colored.

*Published by P. Brannon, Southampton—and Ackermann
and Co., London.*

2

3

4

5

6





