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A NEW AND ACCURATE CHART OF THE BAY OF CHESAPEAKE,

with all the Shoals, Channels, Islands, Entrances, Soundings, and Sailing-marks, as far as the Navigable Part of THE RIVERS PATOWMACK PATAPSCO AND NORTH-EAST.

Drawn from Several DRAUGHTS made by the most Experienced Navigators, Chiefly from those of ANTHONY SMITH PILOT of St. MARYS; and compared with the Modern Surveys of VIRGINIA and MARYLAND

LONDON.

Printed for ROBERT SAYER and JOHN BENNETT Map & Chart Sellers at N.° 53 in Fleet Street as the Act directs 1st Apr. 1776.

Degrees of North Latitude.

OBSERVATIONS on the NORTH-EAST CURRENT on the COAST of VIRGINIA.

It is generally known that the Current which comes out of the Gulf of Florida, runs constantly along the Coasts of Carolina & Virginia, Much short of the Northward, varying the direction as it is obstructed by the Shores. This Current Running always Hard in the same part of the Channel we must Suppose on the regards depth, rush one of the most experienced Seamen) the Knowledge of its Limits; Direction and Velocity or Strength, may be of some Utility to Navigators.

1st Those who are bound to the Northward, may make use of this Current to their advantage, and those who sail to the Southward, may know how to avoid it. For want of this Knowledge many Ships bound to Virginia, have been driven to the Northward of the Capes, contrary to their expectation, and so have lost the benefit of a Southerly Wind, which might have carried them in.

Latitude N.°	Western Limits. Distance or Longitude of the Capes Key	Eastern Limits. Difference of Longitude from Cape Henry.	Breadth of the Current. East & West in Degrees of Longitude
33.° 0	1.° 0	3.° 0	1.° 0
34 0	2 0	3 0	1 0
36 0	3 0	5 0	2 0
36 30	3 30	5 30	2 0
37 0	4 0	6 0	2 0
37 30	5 0	7 0	2 0
38 0	6 0	8 0	2 0
38 30	7 0	9 0	2 0
39 0	8 0	10 0	2 0
39 30	9 0	11 0	2 0
40 0	10 0	12 0	2 0
40 30	11 0	13 0	2 0
41 0	12 0	14 0	2 0
41 30	13 0	15 0	2 0
42 0	14 0	16 0	2 0
42 30	15 0	17 0	2 0

This Current (after it the above Latitude N.° 41 and to allowed) about 20 Miles in 24 Hours, But in Latitude 38.° 30 North it Turns off more Easterly. There is Current Inshore the North East Current and the Soundings, due in the Soundings there is a Southern one which runs generally about half a Mile per Hour, though sometimes Stronger. Also to the Eastward of the North East Current, there is a Southern Current of about half a Mile per Hour, and much Stronger then the North East Current.

N.° The Plate not Being Large Enough to contain all the Soundings. Underneath, are set down the Depths of Water along the Outer Edge of the Bank; which is the Northest Soundings Land that we have Soundings, the Bottom being very Hard.

Latitude N.°	Distance from the Land in Leagues	Fathoms
38.° 21	20	15
38 40	20	35
38 55	20	40
38 55	181	50
37 8	Distance from Cape Henry. 281	80

N.° The Depths of Water in this Chart are set down in Fathoms.

Scale of Sea Leagues.

OBSERVATION, Sin the RIVER PATOWMACK by an Offi cer in the Navy.

In Sailing up the Patowmack Rivulet, has not as possible the Track marked in this Draught, by the Printed Pointe and Depth of Water Dont Unchoak Island to be very correct, and in coming down it hast marked dont hopte we could in Place where was not marked before, Johnson's Island next at the Pile sex down each Reach, and I estimated the Distance by on on Pilot of Place on Eye Sight.

from Alexandria To	Miles
1	8
2	3
3	3
4	7
5	6
6	3
7	6
8	4
9	4
10	7
11	4
12	4
13	8
14	6
15	8
16	13
17	3½
18	? Point Lookout.

At most it is only TWO Miles from Mt Vernon to Point Lookout though the Pilots call it 180.

Patowmack River is Navigable with Large Shipping to Alexandria N. for Shallops as high as the Falls.

The Tides in Patowmack River are not very Strong except outer great Rains the Ebb is pretty Strong, then there is little or no Flood and there is never above one 8 Hours Flood, except with Long Strong Southerly Wind. In Ordinary Tides of Flood about Four Feet.

It is Observed that with Northerly Winds and moderate Weather, the Wind usually Rolls down each Reach, and in like manner when it goes the Southern Board it inclines up the Reaches.

These Well other Remarks, Additions or Alterations which I have made were done upon the Spot and with the Assistance of Mr. Peter Anthony Smith of St Marys.

The Double Lines ═══ mark the Ferries.

DIRECTIONS for Sailing into JAMES RIVER.

Point Comfort is Chiefly covered with Woods, but there are Two Places on it where no Trees grow which make it appear like Two Islands. The Landing Mark is a Windmill over the Middle of the Northermost opening, which will carry vessels the Shoal of Willoughby's Point, in 7 or 8 Fathoms. Close then in, Stand round with the said Shoal then, then keep you may Stand to the Northward Eight Hundred and mercate 14 or 15 Fathoms and until it Shoals to 6 on the Horse, then make other the Windmill will be shut in and you Have along House in the Mistake the said opening, as in the Chart. The Horseshoe is very Strong and a strong Mile runs. The Ebb sets over the said Shoal out James River.

DIRECTIONS.

for Sailing between the Middle Ground and the Horse Shoe. Cape Henry S.E. by Eby Compass or S.E. & by the chart Leads on the Tail of the Horse Shoe in 5 & 6 Fathoms. This Part of the Shoal Goes in Ridges, so that you will frequently find a Fathom deep, nor at a cast but it is Not Dangerous. The Tide on Ebb shews Chesapeake Bay sets over it to the Southward.

The Middle Ground is a very hard Sand and pretty Steep to the East of James & York Rivers sets very fr to the Eastward, which is Hard Dangerous. Sailing there in the Night, to turning round Equal, the North Shoe to 6 or 7 Fathoms, to Towards the Middle to 4 Fathoms, but it is best not to venture into deeper Water, for the deepest Water 11 & 12 to 7 Fathoms is very near the said Shoal.

DIRECTIONS for Sailing from LOVE POINT into PATAPSCO RIVER.

When you are a little above Love Point, borrow on the Western side of the Bay to 3 Fathoms, but if you keep in 4 Fathoms, you will fall upon the Knoll which lies off Bodkin Point, & if you go into 3 or 10 Fathoms you'll be near the Shoals off Swans Island. Put up the Rap in the Mid Depth of 3 Fathoms until it Gap in the Woods on Sparrows Point, comes within a small Sails breadth of North Point (as in the Chart), which will Lead you between the Shoals, into Best of the Channel, where it is about 3 Fathoms Deep & Soft Ground. Keep the Marke on Bodkin Point Bears S.W. then Steer Nor'ly & N. into the River, given North Point a birth of about one Mile, When abreast of North Point, Steer for the White Rocks, until you bring Reading Point, which is forty high Bluff woods within two Sails breadth of Hawkins's Point, and so keep it until you are almost abreast of the Rocks. Then Edge to the Southward till you bring the Sack Points within a small Sails breadth of each other, which will lead you up to Hawkins Point, in which you a birth of a Quarter of a Mile. There are Several small Knowls of 4 Fathoms on each Side of the Channel, which are Steep to, & the Channel between them not above one Quarter of a Mile Broad.

Degrees of Longitude West.