

James Sever 1799 PLAIJSTED

THE
ORIENTAL NAVIGATOR;
OR,
NEW DIRECTIONS FOR SAILING
TO AND FROM THE
EAST INDIES.

ALSO FOR THE USE OF THE
COUNTRY SHIPS, TRADING IN THE INDIAN AND CHINA SEAS;
TO NEW HOLLAND, &c. &c.

Joseph Huddart, 1741-1816

Collected from the MANUSCRIPTS, JOURNALS, MEMOIRS, and OBSERVATIONS, of the most experienced
Officers in the Hon. EAST INDIA COMPANY'S SERVICE; and from the last Edition of the
FRENCH NEPTUNE ORIENTAL, by Monf. D'APRÈS DE MANNEVILLETTE.

BÈING

A Companion to the EAST INDIA PILOT, in two large Volumes of CHARTS and PLANS, originally published
by the late Mr. ROBERT SAYER;

Which have been greatly augmented, with many Corrections and Improvements.

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the eastward of N. E. so as to open the bank of the river within it, and steer directly into N. E. and along the southern shore at 30 or 40 fathoms distance; and when past two little creeks in the Bunder green, drop an anchor under foot: for there is not room to throw a vessel to there, if it blows fresh, the channel being not above a cable's length over; and for this reason they must moor immediately. There is a clump of trees at the foot of Bunder hill, and close to the river: the anchoring-place is $\frac{1}{2}$ a mile below this clump, and opposite to it the channel of the river runs towards the opposite bank. From the anchoring-place, Shahbroage bears North.

"In the S. W. Monsoon the bar of the river looks frightful, as the sea breaks over it in most places; and on the north side of the entrance there is a cluster of sands, which dry at half-ebb. It is high water on the bar at one o'clock, full and change; and the best time to enter the river is at high water slack. The flood sweeps so rapidly athwart the entrance of the river, that it is dangerous to attempt going in while it is making, especially if the vessel steer the least wild. Next to high-water slack, the best time is when the ebb has begun to make; but then there is a risk of being driven on the flat of Noman's point. The best track over the bar has more than 4 fathoms at high water; and in drawing near the river bank, it deepens to 5, 6, and 7 fathoms."

SAILING DIRECTIONS FOR THE COAST OF CHITTAGONG.

By Mr. BARTHOLOMEW PLAISTED,

MARINE SURVEYOR TO THE EAST-INDIA COMPANY.

"ALL ships in the S. W. Monsoon, coming from the sea, ought to make the coast to the southward of Red-crab island about the latitude of $21^{\circ} 15'$ or $21^{\circ} 20'$ North; but nothing farther to the northward. This I recommend on two accounts: first, it appears to me to be a bold shore, clear of any shoals, for any thing I have observed, and gradual soundings to 3 fathoms at the distance of $\frac{1}{2}$ a mile from the shore; secondly, close to the beach is a range of rocks and sandy cliffs*, that make it very remarkable, but more especially when the sun is to the westward, when they will appear very white; but, in the morning, the shade gives them a different complexion; and in the country is high land, and a remarkable hill, like a sugar-loaf. Add to this,

* Between the third and fourth of the Sandy cliffs, counting from the northward, is a small run of fresh water. A hint of this kind may be deemed necessary, as ships have been three months in their passage from Madras to the Bay; and this eastern shore is the proper track.

that

that runs here with great force. Here commences the first part of Chittagong town, which is called *Fringey-Buzzar*, being inhabited mostly by the Christians; and as this is the place we have chosen for the building of craft, it is here that assistance is most at hand: though if a vessel is desirous of going higher up, she may: but East from Shaw-brush Hill, in the narrow, is a very strong eddy, and some uneven ground, hard. At the upper end is a small creek, that a ship may be laid on shore in, to repair, being more out of the way of the wind and tide than below.

“SUNDEEP is an island of large extent, and, with a good government, might be made a place of consequence: it is fertile, abounding with cattle, and has this advantage of the neighbouring continent, that there is no considerable wild beasts of destruction, as elephants, rhinoceros, or tigers. Of jackalls and wild hogs, indeed, there are enough. Its situation with the Coast of Chittagong, and being at the mouth of the great river, that goes to Dacca, gives it a preference, in my opinion, for a trade by shipping. I have coasted it all round; and, excepting the north part, facing *Babnee* (or *Bominy*) found no danger, but what by adverting to the Draught may be avoided: but cannot say much in favour of the passage between Babnee and Sundeep; for there are many small sands yet undiscovered, for want of time. On the west side, a remarkable tree, called *Dolio Gefs* (or tree) by the natives, is a very distinguishing mark to know where the city stands, which is farther known by a large grove of palm trees; for it stands a mile in land.

“To the southward of the city, is a creek or river, called *Sittal*, that a ship of any burthen may go into and have 4 fathoms at low water, about a mile in, which is the proper place to anchor; where you may lie safe in any Monsoon: but there is some difficulty in getting in, because the flood sets strong to the northward without; and before you can haul up, in the S. W. Monsoon, round the shoal, you will be set on the other point, as the reach in entering, lying S. E. makes the wind scant: you must therefore be obliged to wait the proper time of tide, which is the last of the ebb; and then the flood will set you wholly in.

“All along the west side of Sundeep, which I have coasted up and down, I have yet discovered no other danger than what I have laid down; and indeed it has been a general observation of mine, that where the course of the tide has run North and South, the channel has been the clearest of shoals; but the reverse when it begins to run East and West. I except out of this observation the creek that connects two great rivers, which generally are clearer of shoals than any.

“One thing I have to add is, that West from Kuttubdea is said to be a bank of sand $\frac{1}{2}$ mile broad; which information I have from a Dutch captain who was forced in here; and therefore I believed it best to put it in my Draught, (though I have not yet been on it) that people may be on their guard. Between it and the north-west point of Kuttubdea, he says, he had from 15 to 17 fathoms, soft ground: its distance from Kuttubdea, by his account, is 16 English miles. He had on it 5 fathoms.”