

THE  
BRITISH MARINER'S DIRECTORY, &c.

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DIRECTIONS

FOR THE STRAITS OF COLOGNE, IN THE STRAITS  
OF MALACCA.

FROM Salangore-roads in seven fathom mud, Salangore-hill bearing east, you see two small islands on the east side of the north-land, known by the name of Pooloo Anza (or Mud and Goose islands), bearing S.S.E. southerly, the top of Parcilar-hill S.S.E. half E. and a large rock on the east-land, called Poolo Boot-tool S.E. three-quarters S. distance off shore five miles.

Between Pooloo Anza and Pooloo Boot-tool, is a good channel of eight, nine, and ten fathom water, extending about S.E. by S. and N.W. by N. to the entrance of the Straits of Cologne, distance from Salangore seven leagues.

From Pooloo Boot-tool there is a reef of rocks that extends a full mile off towards Pooloo Anza, which makes it necessary (on a flood tide, which sets to the S.E.) to steer S. by E. from Salangore-roads till you are within one mile of Pooloo Anza, which will be then the fair way in nine or ten fathoms soft mud.

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From Pooloo Anza steer S.E. three-quarters S. or S E. by S. which will lead you directly to the Straits of Cologne.

If obliged to work into the Straits, stand no nearer the North-land than eight fathoms, as it is steep to in many places, and no nearer Pooloo Boot-tool than five fathoms, observing to keep soft soundings, and give Pooloo Boot-tool a birth of a mile to avoid the reef; and when past Pooloo Boot-tool, you may steer into five or four and a-half fathoms at either side, regular soundings and soft mud.

When standing to the southward, do not bring Pooloo Anza to the northward of N.W. and then a S.E. course will lead you to the Straits, as the Straits and Pooloo Anza bear S.E. and N.W. of each other, and being at the entrance of the Straits you may steer in without fear, as it is bold to on either side and clear of danger.

The first Reach lies N. by W. and S. by E. and is about five miles in length, the bluff point on the S.W. side is (for distinction's sake) called Deep Water Point, from the great depth of water found there, occasioned by the fall from an opening to the eastward and directly opposite, and is called Cologne-river, as it leads to the town of Cologne.

As soon as you begin to open the sea in the second Reach, you may haul up at any convenient distance from Deep Water Point, off which you will have 18, 20, and 22 fathoms, soft mud.

The second Reach, where we are now entered, lies S.W. by S. and N.E. by N.; but after you are round Deep Water Point the eastern shore is the deepest, on account of a sand that extends nearly across the Reach, and only admits of a narrow passage not more than half a cable's length broad, and about two-thirds of a cable's length from the eastern shore in the mid-channel.

Being past Deep Water Point, you will see a small creek on the same side (namely, West), and on the East side another; these two bear N. and S. of each other: steer directly over for the eastern creek, which I call the Bar Creek, until about two-thirds of a cable's  
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length

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length from the shore, or until Deep Water Point bear N.  $48^{\circ}$  E. then by following the course of the Strait you will cross the bar near mid-channel, on the top of which I have had four and a quarter and four and a half fathoms at high water on spring tides. The Bar is about two-thirds of a cable's length broad; and when Bar Creek is fairly open, bearing E. by S. half S. or E.S.E. you are on the top of the bar, and will have the above depth of water, hard sand.

Being now over the bar, steer directly for the south point of the Sea Reach, until the north point of that reach bears W. by N. to avoid the wreck of a large Portuguese ship, which bears west from the north point of Sea Reach, and lies on the eastern shore between Ann Grab Point and the bar; when these bearings are on, and you are two cables length off shore, it is best to keep the eastern shore on board to prevent the flood tide from forcing you through the opening to seaward (which I call Sea Reach), where there is no passage, being entirely choked with sand banks, left dry at half ebb.

E. half S. from the south point of Sea Reach is a creek, the north point of which is called Ann Grab Point, from a grab of that name having been lost upon it. At the south side of which, about one cable's length from the entrance and two hundred yards inland, are three wells of excellent fresh water, of which you can fill six leagers in an hour; but it will be necessary to carry buckets, as there is no rolling-way to and from the wells; this I call Fresh Water Creek. Sea Reach open a ship's length, leads directly up it, and you may water at any time of tide. Few in India know that water may be had in these straits; but every person that has passed them, knows the great convenience of wooding there.

Passing from the southward, you pass Fresh Water Creek at two cables length distance, on account of the flat that runs off Ann Grab Point; and the next creek at the same side is Bar Creek, where you will get the hard foundings of the bar.

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Having shut in Sea Reach, you enter the third and last reach ; it being circular you must steer S.W. half S. for two miles, where you will see the sea open to the S.W. and having run till the sea is quite open, a S.W. course will carry you out.

If you are obliged to turn it, as the reach is steep to on both sides, you may stand to any distance you think convenient ; and as you draw towards the entrance you will deepen your water from nine to seventeen fathoms regularly, and shoal in the same manner to seven and six fathoms, no less, except you borrow too much on the south point of the entrance, which side you are rather to keep the greatest distance from, on account of the long flat point which stretches off it.

From the S.W. entrance steer S. by W. two miles, then S. two miles, and having steered as many more S. by E. and S.S.E. you may direct your course down the Straits of Malacca about S.E. or S.E. by E. to avoid the dangers on either side, until you come to Cape Richardo.

Being in mid-channel, at the S.W. entrance, I had the following bearings, viz. Parcilar Hill E. three-quarters S. ; the entrance of the straits N.E. one-quarter N. ; the south point of the entrance of the east strait S.E. by E. ; the west point E.S.E. three-quarters E. ; the west point of the true or north-west strait N.W. by N. ; distance off the nearest shore one mile and a-half.

DIRECTIONS

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## DIRECTIONS

TO ENTER THE STRAITS OF COLOGNE, COMING FROM THE SOUTH  
EASTWARD.

COMING from the S.E. with an intent to go through the Straits of Cologne, haul up for the land while Parcilar Hill is to the northward of east, and steer along shore in four or five fathoms, at about three or four miles distance; when the hill bears east, you will see the entrance of the east strait, about three miles to the N.W. of which is the entrance of the true or N.W. strait, which will shew itself plain when Parcilar Hill bears E. one quarter S. To enter the N.W. strait, the N.W. extreme of the land being in sight to the westward or larboard side of the entrance, observe the following instructions:

As you enter the straits, if it happen to be little wind that you cannot stem the tide, on the ebb endeavour to cross the shoal, or at high water, and give the western points a good birth to prevent the ebb from driving you to the northward of the extreme point or up the opening to the N.N.W. of you, which admits of no passage, being full of dangers.

Being past the shoal off the east point of the strait, steer to the N.E. till you begin to shut in the opening to the N.N.W. then follow the course of the strait, and former directions.

Be cautious in running for these straits, that you do not go to the northward of the N.W. point, as there is a bank of sand stretching off to the westward, and three miles from the point it breaks at half tide, and is dry in many places.

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*Note.* All through these fraits, as well as the Straits of Malacca, when you swing to the ebb the tide is half done, and when you swing to the flood the tide is half made. If the wind will permit, you may enter these fraits at any time of tide, but I would recommend at all times to have two boats on the bar. There is good anchoring ground all through these fraits.

## D I R E C T I O N S

FOR SAILING FROM POOLOO PISSANG, IN THE STRAITS OF MALACCA, TO BATTACARRAN POINT, IN THE STRAITS OF BANCA ;  
WITH DIRECTIONS TO ANCHOR IN MINTOW BAY.

HAVING Pooloo Piffang E.N.E. you are past the sand bank that lies off that island, and the passage is then clear to the Carrimons, giving the small islands, called The Brothers, which lie to the N.E. of the Carrimons, a birth of two and a-half or three miles, the ground about them being foul and rocky and unfit for anchoring.

From Pooloo Piffang steer S.E. by E. until within four miles of the Carrimons, on account of a reef of rocks, discovered by Captain Lindsay, that lies off the Little Carrimons N.  $56^{\circ}$  E. distance six miles, and when in one with Barn Island, bears N.  $11^{\circ}$  E. in one with Red Island S.  $58^{\circ}$  E. and having the N.E. point of the Little Carrimon shut in with the north-easternmost of the Brothers. Steer S.S.E. half E. until you pass the south extreme of the Great Carrimon, in 12 or 10 fathoms, but no nearer to the shore, as there is a reef of rocks off that point, stretching along shore at about four miles distance. I have failed within this reef, but it is by no means a safe passage. When the south point of the Carrimon bears west, you are abreast  
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of the middle of the reef; and when the point bears W. by N. you are to the southward of it, and should haul in S. by E. or S. until in seven fathoms, which depth, by keeping along the Sabon shore, will carry you to the westward of the Middleburg shoal, which bears from Red Island E.N.E half E. and is about midway between that island and the Sabon shore. It is a very dangerous reef of rocks, steep to on both sides, and dry at half tide.

I recommend the channel to the westward, on account of the regular soundings and good anchorage, as on the eastern side of the shoal you have 17, 20, and 24 fathoms, with great overfalls. Your soundings are no guide, and the eddies which the shoal and Red Island occasion, where the tide is seldom less than four knots an hour, may horse you on shore before your anchor gets to the ground, or takes hold. I will not say more on the preference to be given to the western channel, as it is evident, to every unprejudiced seaman, it enjoys many advantages not to be found in the other.

There is a reef of rocks about half a mile from the Sabon shore which is dry at half tide, and when in one with Sabon-hill, bears W. half N. For a sure mark to sail clear of it, keep the high land on the Malay shore over Pulo Piffang; the high land of Jahore N.W. by N. and Red Island S.E. by S. will lead you clear of it, as well as that which lies off the south point of the great Carrimon.

As you draw near the Middleburg shoal, stand no farther off shore than eight and a-half or nine fathoms, as the deepest water is not the greatest sign of safety; and borrow on the Sabon shore to five and four and a-half fathoms, where the soundings are regular and ground soft.

Having Red Island N.E. by E. and the Twins touching each other to the southward of the Red Island, you are clear to the southward of the Middleburg shoal, and should haul up for the opening between the Passage Islands, both of which you have on your left hand, or to the eastward of you; there is another flat island, longer than  
either

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either of the Passage Islands, which you leave on the right hand, or to the westward of you, and pass between it and the smallest of the Passage Islands, your soundings will be from 18 to 22 fathoms, very regular and soft ground. Should the wind be scant you may fail between any of these islands giving each of them a birth of a mile, as the points which project from each are all rocky and foul ground.

Being through the passage between the Passage Islands, steer for the westernmost of the outer islands that lies off the S.W. point of the Great Durion, called the Tombs, coming no nearer than 16 fathoms, as the point is foul and rocky. You may now see all the Three Brothers; and be about three leagues distance from the nearest or Round Brother. You may fail either to the eastward or westward of them as you chuse, both passages being equally good; for either of which observe the following Directions:

First, If you mean to pass to the eastward of the Brothers, you must keep E. by S. or E. and give each of the Brothers a birth of one mile and a-half or two miles as you pass them.

Being passed the Passage Islands, and the islands off the S.W. point of the Great Durion, giving one mile and a-half birth, steer as above, E. by S. or E. keeping to the northward of the Round Brother one and a-half or two miles; and to know when you are on the edge of the east bank, you will have the peak of the Great Durion N. 55 W. You must not bring it to the westward of these bearings, as the channel here is narrow and this bank dangerous, though no notice is taken of it in any former Directions, nor do I believe it is generally known, many old commanders who have used this track being quite unacquainted with it, having generally run through with a free wind.

Being abreast of the Little or Round Brother, the channel is not more than five miles broad; and after passing the Brothers you are not to stand further to the northward than to bring the peak of the Great Durion N.W. and no nearer the Brothers than 10 fathoms



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thoms. A good thwart mark, is the Passage Island, on with the S.W. point of the Great Durion, and open again to the westward of the Tombs, or islands that lie to the S.W. of the Great Durion.

Having rounded the Small Brother, steer S.S.E. and S. by E. half E. taking care not to lose sight of the beach on the Middle Brother from the deck, until the Great Brother bears N.W. by N.; you may then steer S. by W for Tanjong Barroo, to avoid the overfalls on the tail of the east reef, which you are not clear of, while the False Durion is within the extremes of the Three Brothers, or any where touching on them. You will carry from 13 to 16 fathoms in mid-channel to Tanjong Barroo; but come no nearer that point than 12 fathoms, as the bank is steep too. When the Great Brother bears N.W. or N.W. by N. you may work into any depth of water you please, from 12 on the Sumatra shore to 17 fathoms mid-channel, and 15 on the east side, until you are as far to the southward as Tanjong Barroo, or Bassoo.

## TO PASS TO THE WESTWARD OF THE THREE BROTHERS.

As soon as you are clear of the Passage Islands keep the False Durion close on board, and run down mid-channel between the Round Brother and it, giving the Brothers a birth of one mile and a-half to avoid the overfalls and foul ground near them; and having the Great Brother N.W. by N. follow the former instructions.

From Tanjong Barroo to the Calantigas the course is S. one-quarter E. distance 10 leagues; keep along the Sumatra bank in seven fathoms, and you will pass between the Calantigas and the main, in mid-channel, and about four miles from the island.

If obliged to turn through with a scant wind, come no nearer the island than nine fathoms, and stand to the Sumatra shore into five fathoms.

From the Calantigas to Pooloo Varilla the course is S.E. half E. distance 12 leagues; you have 12 fathoms in the channel mud.

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If obliged to work here with a foul wind, stand no nearer Pooloo Varilla than 14 fathoms, and no nearer the Sumatra shore than six fathoms. The channel here is five miles broad in the narrowest part.

Pooloo Varilla False bears from Pooloo Varilla N.N.W. three-quarters W. distance five leagues; close to False Pooloo Varilla the water is good, the shore steep, but the ground foul, and bad anchorage. I would therefore recommend ships to keep the Sumatra shore on board, where they may anchor when the current or tide is against them. There are regular tides all through the Straits of Durion, sometimes running strong, but often only a slack water on the flood, which is repulsed by the freshes out of the river of Jambee. The flood from the Carrimons to the Battacarran-point runs to the northward, the ebb to the southward. From Battacarran-point to Lucapera, the flood runs to the southward through the Straits of Banca, and thence runs to the eastward. The floods and ebbs from the Carrimons are well described by Mr. Nicholson.

From Pooloo Varilla to Battacarran the course is S.S.E. half E. distance 20 leagues, and over the pleasantest bank in the world, where there is not an overfall of two inches in the whole extent.— This course will carry you clear of the banks off Battacarran and Tanjong Bon, and will bring you in with Battacarran-point in six fathoms.

If obliged to work to windward in this tract, stand no farther off the Sumatra shore than seven fathoms and a-half, and work into that shore to four fathoms and a-half without fear. The tides along shore are in general strong, but in the offing scarce any tide is perceptible.

The Frederick Endrick is a rock like a point, with a narrow sand bank round it, and steep to on all sides; it bears from the highest part of Monapon-hill S. 70° E.; and from the easternmost land in sight making like an island, and commonly called in our charts Green-island; but by the natives called Poonyabang, N.E. by E. one-quarter E. distance