

As ships often make this famous promontory of Atcheen, I could wish to say something of it before I conclude, having frequently traded hereabouts. The chart of Atcheen published in the directory, is sufficiently accurate as to the road, and the Surat passage; but, off Pulo Brads are soundings, twenty fathom sandy ground, not marked in that chart, where any ship may safely anchor out of the currents, and wait a shift of wind. The Surat passage is bold and safe for a ship to work through in either monsoon. In the springs, the tide runs five and six knots; but, immediately to the southward or northward of this narrow pass (which, being formed by two promontories, has no length, and is about eighty fathom in width) the tide slackens. I would advise, in working thro' against the S. W. monsoon, to lay the ship's head to the main of Sumatra, with the main topfail aback, because the perpendicular rock is steep to, the shore of the opposite island not being so bold. In the passage, and near it, the ground is foul.

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Having got through, the tide will favour the navigator past Pulo Gomez, between which and Sumatra, is a safe channel with good anchoring ground: the tide will also favour as far as Sidde harbour,* if the ship is kept all the way pretty near the shore, where is good anchoring. Going into this harbour, the Sugar Loaf hill and the Slipper rock are remarkable: you may keep close to the Slipper rock, and lie very safe in either monsoon. Here wood and water may be had, and refreshments as at Atcheen: bullocks much cheaper. From this, with a fresh land wind, a ship may stretch off, and get down the coast of Sumatra, where she will find the wind W. and N. W.

Whilst

* Plate XXVII.