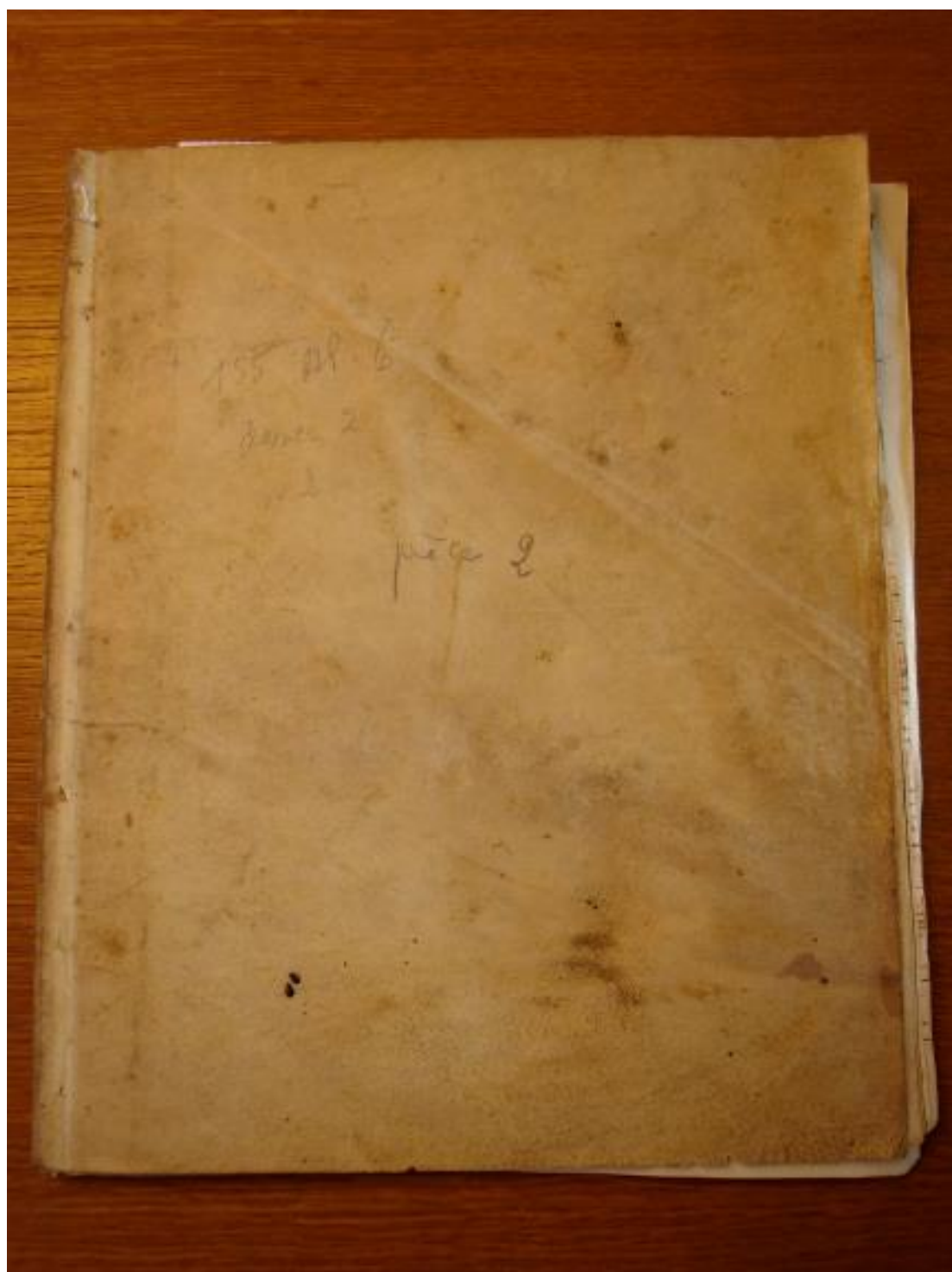


Journal and other documents of Hyacinthe Hypolite Yves
Philippe Potentin de Bougainville





155 28 6

page 2

page 2

**Journal and other documents of Hyacinthe Hypolite Yves Philippe
Potentin de Bougainville
Archives nationales de France, 155 AP6**

Description

Box 155A6 contains 6 files, the first two of which relate to the Baudin expedition. Files 4-6 contain the sea journals from later voyages undertaken by Hyacinthe de Bougainville. Only File 2 is presented here.

Notes on the text

Page numbers are given in parentheses; numbers of unnumbered pages are shown in square brackets. Tables have not been reproduced.

Translation

Malcolm Leader

Validation

Margaret Sankey

Published with the kind permission of the Comte de Bougainville and the Archives nationales de France

File 1 (1 item)

Extract from decree issued by the Executive Directory on 9 Frimaire, Year 4 [30 November 1795]

“Students from the *École Polytechnique* shall be treated as volunteers of the National Guard on active service...”

File 2 (5 items)

Item 1: Letter from Baudin to Bougainville informing him that he has been promoted to Midshipman First Class

Dimensions: 21.5cm x 32.5cm

Item 2: Hyacinthe Bougainville’s journal

Description:

Binding: parchment, stitched

Dimensions: 21.8cm x 25.8cm

Contents: 31pp.

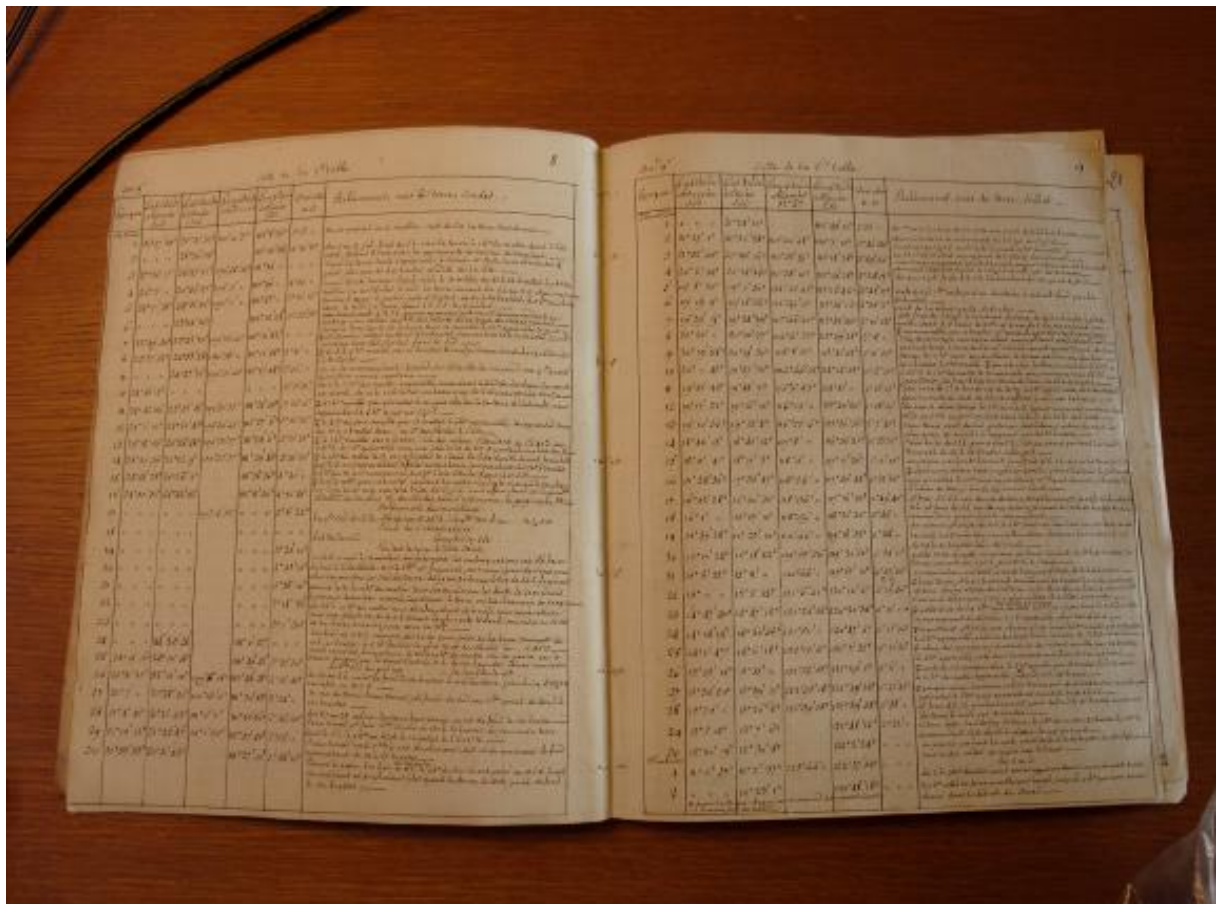
Period Covered:

27 Vendémiaire, Year 9 [19 October 1800] – 9 Prairial, Year 11 [29 May 1803]

Remarks concerning Item 2

Two folios have been removed between pp. 18 and 19 (but there is no break in the chronology).

Sample of Hyacinthe de Bougainville’s journal (Item 2)



Item 3: [Clean copy of] bearings (including compass points, bearings, Latitude S, Longitude E, N, S, E, W, longitude differences, corrections to be applied)

Description:

Binding: parchment, stitched

Dimensions: 17cm x 20.5cm

Contents: 99pp.

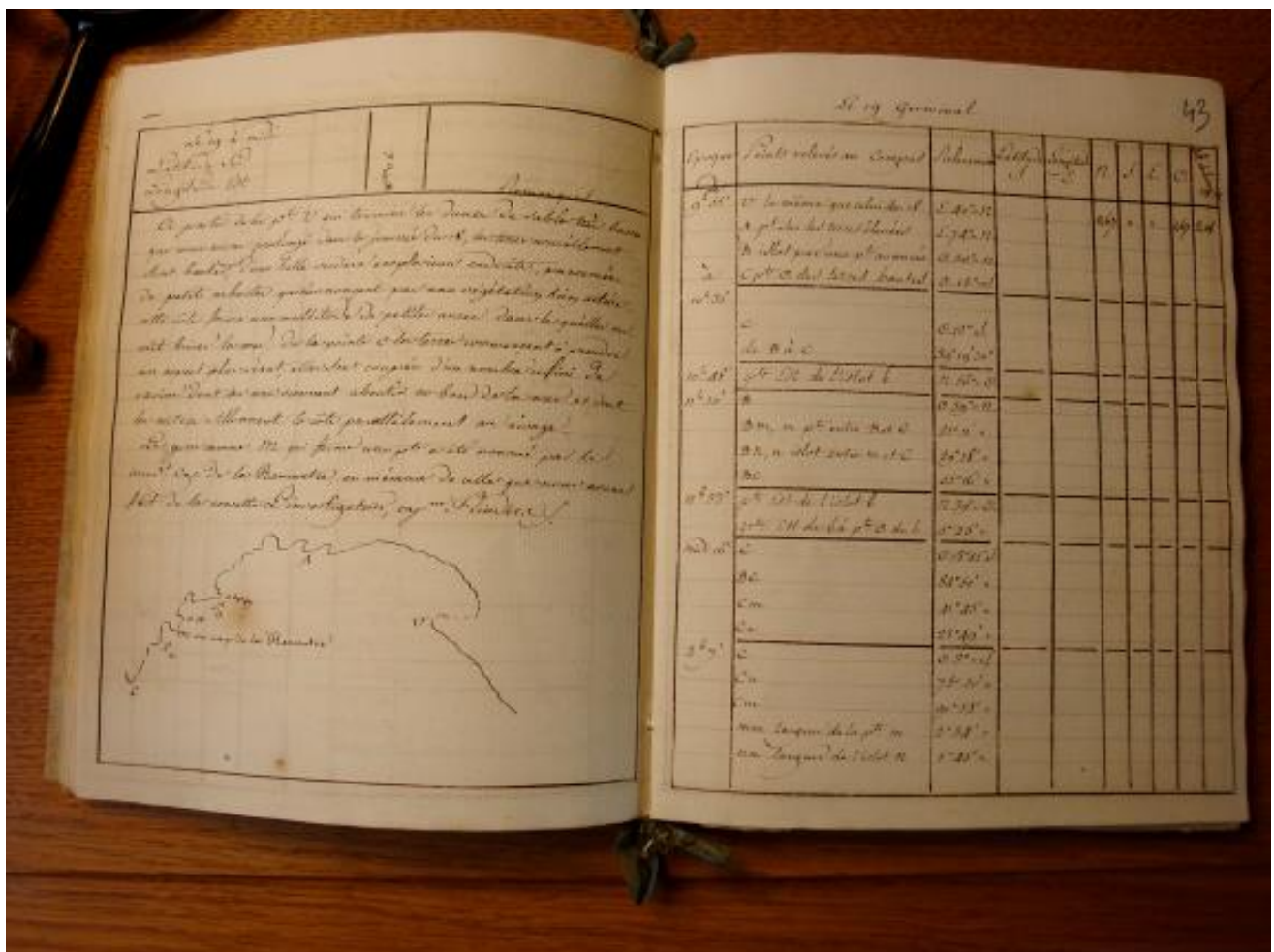
Period Covered:

26 Ventose, Year 10 [17 March 1802] – 11 Floréal, Year 10 [1 May 1802]

Remarks concerning Item 3

The tables have not been transcribed here. Letters of the alphabet in the commentary refer to maps of the coast that accompany Bougainville's text.

Sample of Item 3



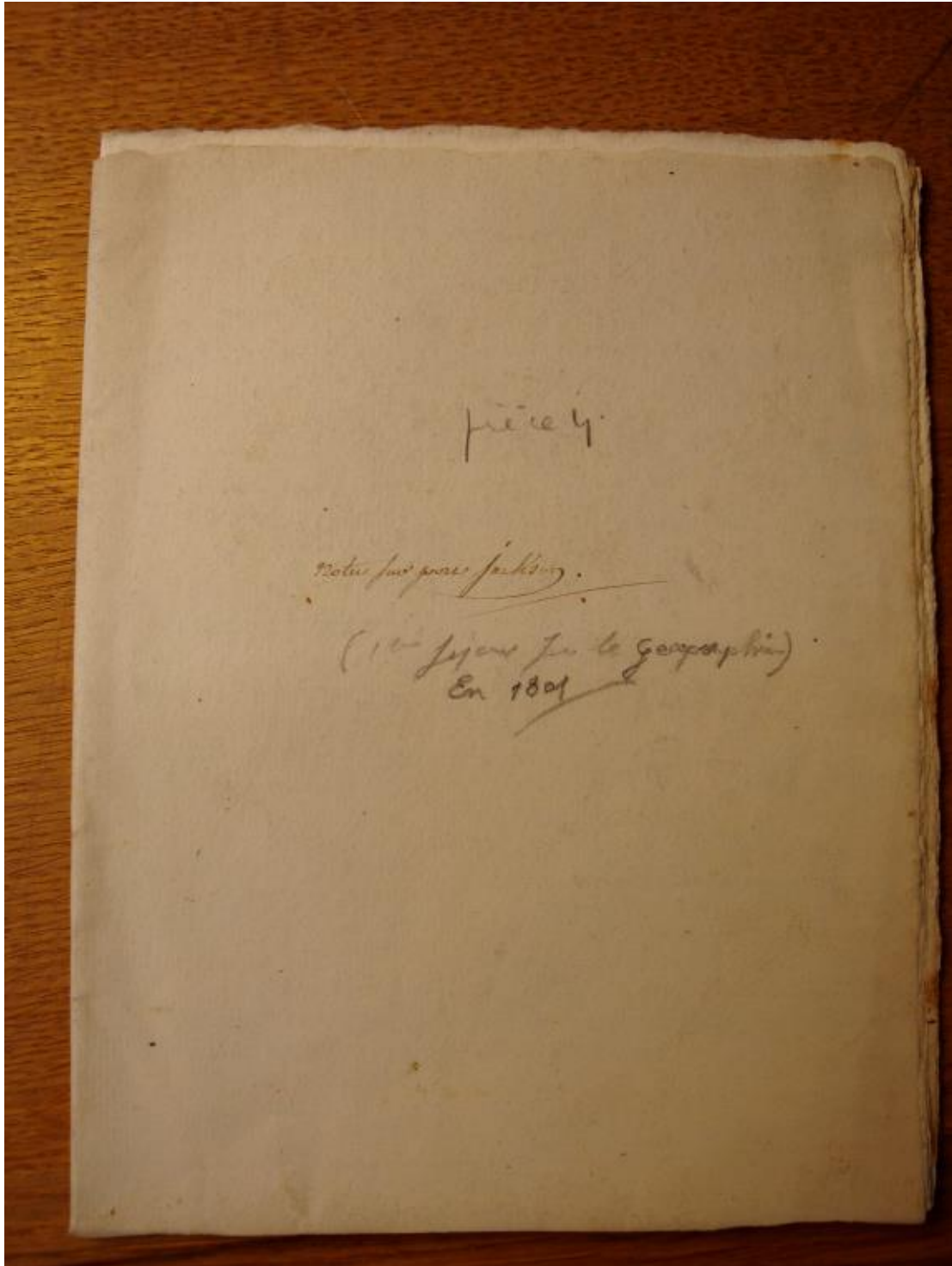
Item 4: Notes on Port Jackson (1st port visit on the Géographe, 1801)

Description:

Dimensions: 16.5cm x 21cm

Contents : 8pp, sewn

Cover of Item 4



Item 5: Notes and draft

1. Notes

Description:

Binding: cardboard

Dimensions: 26cm x 22cm

Contents: 9pp.

Periods Covered:

- (i) 15 Floréal, Year 10 [5 May 1802] – 18 Floréal, Year 10 [8 May 1802]
- (ii) 9 Frimaire, Year 11 [30 November 1802] – 18 Prairial, Year 11 [7 June 1803]

Remarks

Continuous narration

2. Draft of Bougainville's journal (see Item 2)

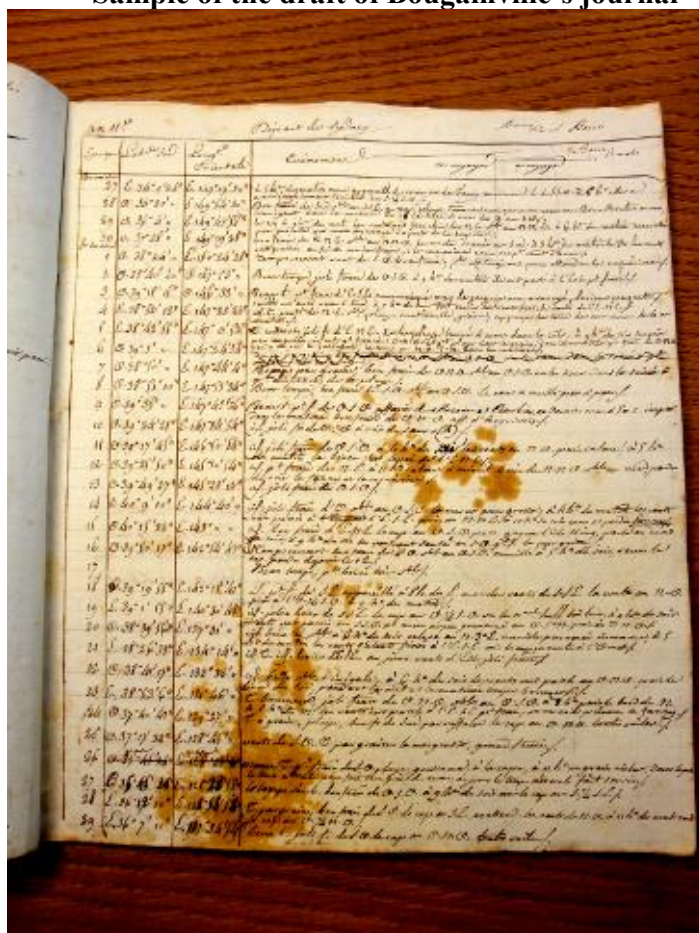
Periods covered

- (i) 27 Brumaire, Year 11 [18 November 1802] – 15 Germinal, Year 11 [5 April 1803]
- (ii) 18 Floréal, Year 11 [8 May 1803] – 18 Prairial, Year 11 [7 June 1803]

Remarks concerning Item 5

The translation of this draft is not presented here.

Sample of the draft of Bougainville's journal



[File 2, Item 1]

(1)

[On paper bearing the expedition's letterhead]

On board the corvette *Géographe*, Kupang harbour, Timor
28 Vendémiaire, Year 10 of the French Republic [20 October 1801], united and
indivisible.

The Commander of the Voyage of Discovery
To Citizen Hypolite Yves, Philippe Potentin Bougainville, midshipman second class

[In calligrapher's handwriting] By virtue of the powers conferred on me by the French
Government I inform you, Citizen, that you have been promoted to the rank of
midshipman, first class.

I have no doubt that through your conduct, diligence and commitment to the scrupulous
and energetic performance of the duties of this rank, you will justify the promotion that I
have conferred on you, in the name of the Government, as reward for the way in which
you have performed your duties up to this time.

[Signed] Your fellow citizen
N. Baudin

[Reverse of p.1]

[illegible] this day, 5 Brumaire, Year 10 [27 October 1801]

[File 2: Item 2]

[Cover]

155 AP6

File 2

No. 2

Item 2

[Cover Verso]

155AP6 – File 2 (no. 2)

[Title page]

(1)

Journal kept on board the corvette *Géographe* during the Voyage of
Discovery undertaken in Years 9, 10 and 11 of the French Republic /. by
Hyacinthe Bougainville, midshipman.

The ships comprising the expedition were the *Géographe* and the *Naturaliste*.
Nicolas Baudin, the Expedition Commander, sailed in the corvette *Géographe* and
Commander Hamelin commanded the storeship *Naturaliste*.

(1)

Table no. 1: from Le Havre to Isle de France

Year 9

| Date | Bearings, land sightings, soundings |
|----------------------|--|
| Vendémiaire | |
| 27 [19 October 1800] | At 10h00 in the morning we cleared the port of Le Havre and at noon we were inspected by the English frigate <i>Proselyte</i> , Captain Fook. |
| 28 | |
| 29 | Several ships in sight. |
| 30 | At 2h00 we cleared the Channel. At the time Lizard Point bore... NNE, distant 24 miles. |
| Brumaire | |
| 1 [23 October 1800] | |
| 2 | |
| 3 | |
| 4 | Sea very rough; constant rain from 6h00 to midnight. |
| 5 | |
| 6 | At noon Cape Finistere was distant 12 miles. |
| 7 | At 2h00 we passed close to two American ships. |
| 8 | |
| 9 | A cutter gave chase, but abandoned the pursuit during the night. |
| 10 | |
| 11 | We dropped anchor in the port of Santa Cruz at 10h00 in the morning on the 11 th [Brumaire, Year 9, 2 November 1800]. Mooring bearings: The easternmost fort in the harbour: N33°45'E. The westernmost fort: S45°W. Collegiate church: W33°45'S. St Francis church: W11°15'S. |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| | |
| 19 | |
| 20 | |
| 21 | Guanche caves, <i>barangos</i> , 16 <i>reconciliando</i> pictures, riding style, mountains, water supply to the town. The ground is covered with rocks, very thin soil layer; procession; euphorbia are very common. Lemon, orange, banana and lime trees. Departure of a Spanish flag of truce vessel for Gibraltar; the English prisoners staged a revolt, disembarked the purser and several passengers and set sail for New England. The corsair <i>Mouche</i> has captured many prizes. |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |

| | |
|-----------------------|--|
| 28 | |
| 29 | |
| 30 [21 November 1800] | |

(2)

Year 9 Table no. 1, contd

| Date | Bearings, land sightings, soundings |
|-----------------------|---|
| Frimaire | |
| 1 [22 November 1800] | |
| 2 | We are beginning to have periods of calm: very variable winds. |
| 3 | |
| 4 | |
| 5 | Squalls; a lot of rain, calm. |
| 6 | |
| 7 | Sighted a ship flying the English flag. |
| 8 | Very hot weather. |
| 9 | Calm, stormy weather, constant rain. |
| 10 | |
| 11 | |
| 12 | Sighted many birds of the species known as <u>lesser noddy</u> . |
| 13 | |
| 14 | Stormy weather, constant rain, calm. |
| 15 | |
| 16 | Rain and calm, squalls. |
| 17 | |
| 18 | Very frequent and violent squalls with a great deal of rain; calm. |
| 19 | |
| 20 | Fine weather, quite a stiff breeze. |
| 21 | Crossed the line at 9h00 in the morning; initiation ceremony. |
| 22 | |
| 23 | Fine weather, the breeze fresher and steadier; sighted some <u>tropic birds</u> . |
| 24 | |
| 25 | |
| 26 | Continuing fine weather. |
| 27 | |
| 28 | |
| 29 | |
| 30 [21 December 1800] | |

(3)

Table no. 1, contd

| Date | Bearings, land sightings, soundings |
|----------------------|---|
| Nivose | |
| 1 [22 December 1800] | The south-easterly winds have been less frequent over the past few days. |
| 2 | Winds variable east to north; the weather cooler. |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | Winds more variable; frequent periods of calm./ |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | Ship in sight, heading west./ |
| 24 | We are beginning to see albatrosses; shot one with a wingspan of ten feet. Considerable phosphorescence in the sea. The naturalists are taking great quantities of molluscs (<i>ascidia mentula</i>), fish, trunkfish, etc. |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | Dark and cold weather over the past few days./ |
| 30 [20 January 1801] | |

(4)

Year 9 Table no. 1, contd

| Date | Bearings, land sightings, soundings |
|---------------------|--|
| Pluviôse | |
| 1 [21 January 1801] | |
| 2 | |
| 3 | |
| 4 | Overcast weather and strong winds over the 24 hours. |
| 5 | On 5 Pluviose [Year 9, 25 January 1801] our longitude became east. |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |

| | |
|-----------------------|--|
| 14 | The Cape of Good Hope in sight. |
| 15 | Bearings at noon: |
| 16 | Eastern headland of the entrance to False Bay: N18°E |
| 17 | Another headland, further to the east ^(a) : N41°E |
| 18 | These two bearings, along with the noon latitude, gave us a |
| 19 | longitude of 16°27'E. As the dead reckoning since our |
| 20 | departure from Teneriffe put us at 26°49', one must conclude |
| 21 | that the currents have carried us a long way west. This can be |
| 22 | attributed to the prevailing winds, but I think it more likely |
| 23 | that this enormous difference is due to the lack of care taken |
| 24 | in estimating our course – the log was only heaved on an |
| 25 | hourly basis, without taking into account changes in speed in |
| | speed caused by increasing or [one word crossed out] |
| | decreasing sail// |
| 26 | |
| 27 | We took three albatrosses and sighted some whales. |
| 28 | |
| 29 | |
| 30 [19 February 1801] | |

(^a) Author's note'' Cape Falso

(5)

Year 9

Table no. 1, contd

| Date | Bearings, land sightings, soundings |
|----------------------|--|
| Ventose | |
| 1 [20 February 1801] | Very humid weather. |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | Strong wind, rough sea. |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | Sighted many albatrosses. |
| 21 | |
| 22 | |
| 23 | |
| 24 | At 8h00 on the evening of the 24 th [Ventose, Year 9, 15 March 1801] we dropped anchor in Tombeau Bay, off the Plaine des Pamplemousses. |
| 25 | At 10h00 on the morning of 25 Ventose [Year 9, 16 March 1801] we dropped anchor in North West Port in 4 fathoms, black mud mixed with grey sand. Bearings at the anchorage: Le Pouce: S15°W Pitter-botte: S40°E. Discovery Pavilion: S30°W Inclination of the needle: 55°56'59" ashore. |
| 26 | |
| 27 | When we arrived at Isle de France our observed longitude was greater by 2°17' than that given by the dead reckoning we had used since leaving the Cape of Good Hope. |
| 28 | |
| 29 | |
| 30 [21 March 1801] | Events General Malartic dead; Mr Mangalon Governor. Two blacks convicted of having murdered their master were burned. A large number of senior officers from the two ships left the ships. On 30 Ventose, departure of the <i>Kent</i> for Copenhagen and of 3 ships [illegible]. |

(6)

Year 9

Table no. 2, from Isle de France to Timor.

| Date | Bearings, land sightings, soundings |
|-------------------|--|
| Floréal | On 4 Germinal [Year 9, 25 March 1801] a ship from Hamburg that had sailed from Bordeaux soon after our own departure from France dropped anchor in the harbour. A large number of crates marked NB and 17 of the Commander's trunks were offloaded. Citizen Gutte went ashore with the municipality's permission. We received no salary. At 5h00 on the evening of 24 Germinal [Year 9, 14 April 1801] we got under way from North West Port and dropped anchor outside the flags in 18 fathoms, muddy sand. Desertion of a large part of our crew: we have been given some foreign seamen. For reasons I am not aware of, the Commander has confined us on board ship 10 days prior to sailing. |
| 1 [21 April 1801] | |
| 2 | |
| 3 | |
| 4 | We got under way from North West Port at [blank] on the morning of 5 Floréal [Year 9, 25 April 1801]. At midnight the Morne Brabant bore E5°N, <u>distant 4 leagues</u> . |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | Strong winds at 9h00 in the evening; the <i>Naturaliste</i> almost collided with us. |
| 17 | Sighted some albatrosses and cape pigeons; fixed preventer shrouds to the mainmast. |
| 18 | Strong winds, constant rain, all reefs taken in the topsails. |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 [20 May 1801] | |

(7)

Year 9 Table no. 2, contd

| Date | Bearings, land sightings, soundings |
|-----------------|--|
| Prairial | |
| 1 [21 May 1801] | |
| 2 | |
| 3 | Bent the anchor cables in the morning. |
| 4 | |
| 5 | Hove to at night to avoid getting too close to land. |
| 6 | The first sounding returned no ground with 260 fathoms; sighted many cape pigeons. |
| 7 | First sighting of New Holland; land extending E¼SE – NNW. S ^t Cricq came aboard. |
| 8 | Land to the north-east. Soundings returned 104 and 87 fathoms, coral and fine sand. |
| 9 | At two leagues offshore, a white mountain taken to be Cape Leeuwin bore E11°15'S. Depth from 48 to 45 fathoms; sand, coral and rocks. |
| 10 | The coast running NNW-SSE. At the entrance to Geographe Bay; the coast is lined with reefs; depth 30-60 fathoms; sighted a fire; wooded coastline. |
| 11 | First anchorage in Geographe Bay in 23 fathoms, grey sand. The closest northerly headland bearing W¼NW. Southerly headland at ... S¼SE. |
| 12 | The longboat, having been sent under Piquet's command to investigate the bay's western headland, was unable to make landfall and spent the night outside. |
| 13 | Depth 23 fathoms at 6h00 in the evening. Bonnefoy was despatched to investigate the coast. He signalled a number of anchorages, and came back alongside at 5h00 in the evening. |
| 14 | At 8h00 on the evening of the 13 th [Prairial, Year 9, 2 June 1801] we dropped anchor in 18 fathoms over a bottom of gravel. Got under way at 8h00 in the morning and proceeded into the far reaches of the bay. |
| 15 | Dropped anchor at 5h00 in the evening in 12 fathoms water, 3 leagues offshore. The westernmost headland bore W¼SW. The bay's northern headland to the north-east. |
| 16 | I was despatched at 4h00 in the morning on the 15 th [Prairial, Year 9, 4 June 1801] to investigate the far reaches of the bay; back alongside at 5h00 in the evening. At 3h00 in the morning on the 16 th [Prairial, Year 9, 5 June 1801] Mr Le Bas and all the naturalists went to investigate what was thought to be a river. Fresh north-easterly breeze, rough sea. At 8h00 on the evening of the 17 th [Prairial, Year 9, 6 June 1801] Captain Hamelin came aboard to inform the Commander that the longboat had foundered. On the 18 th [Prairial, Year 9, 7 June 1801] Bonnefoy set off to provide assistance to the longboat. |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |

| | |
|-------------------|--|
| | <p>We got under way at 8h00 and at 11h00, having sighted our men, we dropped anchor in 8 fathoms water. Bonnefoy returned at 8h00 in the evening, bringing Péron with him. I was despatched in the morning of the 19th [Prairial, Year 9, 8 June 1801], along with Freycinet from the <i>Naturaliste</i>, to look for our men. By 5h00 in the evening I was back alongside with all personnel, having abandoned the longboat and a large quantity of effects. Strong wind, rough sea. We got under way at 10h00 in the evening and beat to windward to clear the bay, with 10 to 25 fathoms under the ship. Lost sight of the <i>Naturaliste</i> at 5h00 in the morning on the 21st [Prairial, Year 9, 10 June 1801]. The weather continued to be bad, with soundings returning from 20 to 33 fathoms. At noon on the 21st land was out of sight – presumed to be in the SSW. Same weather from the 21st up to noon on the 22nd [Prairial, Year 9, 11 June 1801]. Beating to windward to claw off the coast; depth varying from 50 to 27 fathoms, forcing us to change tack frequently. At noon on the 22nd Cape Leeuwin bore west, distant 9 miles. Same weather from 22nd-23rd [Prairial, Year 9, 11-12 June 1801]. Hove to on the 23rd at 7h00 in the morning; depth 50-60 fathoms; at 8h00 in the morning Cape Leeuwin bore N¼NE, far in the distance. From the 23rd to the 24th [Prairial, Year 9, 12-13 June 1801] the wind, which since noon on the 21st had mainly been from WSW, variable WNW, slackened; sighted land at daybreak; at noon Cape Leeuwin bore N7°E.</p> |
| 25 | From the 24 th to the 25 th [Prairial, Year 9, 13-14 June 1801], fine weather, depth 25-50 fathoms; at noon land bore S7°W. |
| 26 | From the 25 th to the 26 th [Prairial, Year 9, 14-15 June 1801], wind from WSW, variable to W¼NW; at 4h00 the headland of Geographe Bay was sighted again, bearing W17°S. Skirted the coast, tracking SE-NNE; depth 15-25 fathoms; at 11h00 abeam of a [blank]. |
| 27 | Squally weather, wind W¼NW; depth increasing from 19 to 32 fathoms; at noon land was in sight from NNE-SSE, distant 4 miles. |
| 28 | Variable winds on the 28 th [Prairial, Year 9, 17 June 1801]; skirted the coast from 8h00 to 10h00 in the morning, standing off one mile. Sailed close-hauled at 10h00 to avoid some reefs; soundings returned 8, 10, 13, 24 etc fathoms. |
| 29 | Bad weather, westerly winds, rain; hove to at 1h00 in the afternoon; land far in the distance, bearing E¼NE. Soundings returned 25, 27 and 29 fathoms. |
| 30 [19 June 1801] | Same weather, land not in sight; at 8h00 in the evening we passed over a sandbank, with a depth from 29-12 fathoms. Depth 32 fathoms at 7h00 in the morning of the 30 th [Prairial, Year 9, 19 June 1801]. Then no ground up to noon. No news of the <i>Naturaliste</i> ./. |

(8)

Year 9

Table no. 2, contd

| Date | Bearings, land sightings, soundings |
|------------------|--|
| Messidor | |
| 1 [20 June 1801] | South-westerly winds from 30 Prairial – 2 Messidor [Year 9, 19-21 June 1801]. Land out of sight. |
| 2 | Moderate south-easterly winds from the 2 nd to the 3 rd [Messidor, Year 9, 21-22 June 1801]. Land was sighted once more at 7h00 in the morning, bearing east. Had no ground with 70 fathoms. The sea covered with gulfweed. |
| 3 | Coasted along, standing off 3 leagues, all afternoon and throughout the morning of the 4 th [Messidor, Year 9, 23 June 1801]; depth no more than 45 to 55 fathoms; the coast very arid. |
| 4 | Skirted Dirk Hartog Island in the afternoon, standing off 12 miles; depth 45 to 52 fathoms; sighted the Barren Islands at 7h00 in the morning; at noon land was in sight stretching SE-NE. Shark Bay. |
| 5 | Squally weather from the 5 th to the 6 th [Messidor, Year 9, 24-25 June 1801], with winds E¼NE; depth 40-45 fathoms; hove to at 11h00. At noon land bore ESE, distant 10 miles. |
| 6 | Fine weather, winds ESE; at daybreak sighted land and during the morning stood in for the northern headland of the entrance to Shark Bay. |
| 7 | Skirted the northern part of Shark Bay; dropped anchor at 7h00 and got under way again at 9h00; the following day we coasted along Eendracht Land, having a depth of between 35 and 20 fathoms; at 10h00 sighted one of the Barren Islands to the south. |
| 8 | Dropped anchor at 2h00 on the 8 th [Messidor, Year 9, 27 June 1801], in 16 fathoms; Bonnefoy located a place to go ashore on Barren Island. |
| 9 | On the 10 th [Messidor, Year 9, 29 June 1801] the Commander went ashore on Barren island; we are catching a large number of a species of fish called <u>captain</u> . |
| 10 | At 7h00 on the morning of the 11th [Messidor, Year 9, 30 June 1801] we got under way and stood into the far reaches of the bay, with the boat taking the lead; depth 10-15 fathoms; sighted many whales and a turtle. |
| 11 | At 1h00 we dropped anchor in 9 fathoms water; I was unable to put ashore on Eendracht Land. Got under way at 6h00, setting a course S¼SE. |
| 12 | At 4h00 in the evening we dropped anchor in 13 fathoms; got under way again at 6h00 and set a course to the south; depth 10-11 fathoms; the third Barren Island bearing east. |
| 13 | Dropped anchor at 1h00 in 11 fathoms water; Middle Island stretching E40°S – S5°E. Got under way at 7h00 with a moderate north-north-westerly breeze, standing in for Middle Island. |

| | |
|----|---|
| 14 | At 9h00 in the morning on the 13 th [Messidor, Year 9, 2 July 1801] we were in 9 fathoms water, standing 1 league off Middle Island. Wind freshening from the north-west; got under way; embayed between two sand banks; beating up against the wind in 5-7 fathoms. At 6h00 in the morning on the 15 th [Messidor, Year 9, 4 July 1801] we prepared to get under way; at 10h00 Barren Island bore WSW. |
| 15 | On the 16 th [Messidor, Year 9, 5 July 1801] we had 14 fathoms water at 10h00. During the night before we almost went aground on Kochs Island, in a moderate S¼SE breeze. We moored and the Commander set up his tent on the northernmost Barren Island, together with the astronomer, geographer, etc. |
| 16 | Mooring bearings: Southern headland of Barren Island at W44°S. Northern headland at N¼NW. Observatory Point Latitude south ... Longitude east ... |
| 17 | |
| 18 | |
| 19 | |
| 20 | During the stopover at Barren Island work was done on the rigging; the boats were sent to the island for firewood. At 5h00 on the 17 th [Messidor, Year 9, 6 July 1801] Mr Freycinet set off, with stores for a week, to investigate the Dorre Islands. Fresh south-south-easterly breeze from the 19 th to the 20 th [Messidor, Year 9, 8-9 July 1801]. Freycinet arrived back alongside at 10h00 in the morning on the 20 th ; his crew very stressed. On the 21 st [Messidor, Year 9, 10 July 1801] many <u>captain</u> fish were caught and onshore a great number of kangaroos were killed. |
| 21 | |
| 22 | |
| 23 | |
| 24 | We unmoored at 10h00 in the morning on the 23 rd [Messidor, Year 9, 12 July 1801] and got under way at noon with a moderate north-north-easterly breeze. Sailed close-hauled on the starboard tack to clear the bay. 2 rendezvous with the Naturaliste. |
| 25 | Fresh north-north-easterly breeze; made tack on tack to clear the bay; soundings gave 15 to 20 fathoms. At 5h00 in the evening the northernmost Barren Island bore N40°W. |
| 26 | Variable winds, rain. At 10h00 in the morning on the 25 th [Messidor, Year 9, 14 July 1801] we hove to abeam of the large cape forming the north-east entrance to Shark Bay. Latitude south of the large cape... Longitude east... |
| 27 | From the 25 th to the 26 th [Messidor, Year 9, 14-15 July 1801] we had no ground with 50 fathoms; within sight of land; moderate breeze from W¼NW, variable to WSW. |
| 28 | Within sight of land, fine weather, moderate and steady southerly breeze; no ground with 120 fathoms. |
| 29 | Calm from the 27 th to the 28 th [Messidor, Year 9, 16-17 July 1801]; no land in sight; no ground with 120 fathoms. |

| | |
|-------------------|--|
| | Fine weather, light and variable breeze; depth decreased from 120 to 30 fathoms; sighted land to the south-east at daybreak; at 9h00 a small island bore E12°N, distant 12 miles. |
| 29 | Fine weather, variable breeze; several islands and the mainland within sight. Depth increasing from 30 to 75 fathoms. |
| 30 [19 July 1801] | From the 29 th to the 30 th [Messidor, Year 9, 18-19 July 1801], squally weather, fresh north-easterly breeze. At 9h00 in the evening it veered WSW; in sight of the mainland and several islands shaped like roofs; no ground with 120 fathoms. |

(9)

Year 9

Table no. 2, contd

| Date | Bearings, land sightings, soundings |
|------------------|--|
| Thermidor | |
| 1 [20 July 1801] | From the 1 st to the 2 nd [Thermidor, Year 9, 20-21 July 1801], fresh south-easterly breeze, rough sea, no ground with 60 fathoms; at daylight land was seen stretching SE¼S - S¼SW. |
| 2 | Fresh breeze from S¼SE; no ground until 10h00 in the morning, when we had 35 and 55 fathoms. At daybreak, 2 islands and the mainland in sight. |
| 3 | Fine weather; hove to during the night; at daybreak land was in sight from the topgallant crosstrees, stretching SE-E¼SE. Depth of 50 fathoms at noon. |
| 4 | From the 4 th to the 5 th [Thermidor, Year 9, 23-24 July 1801], moderate east-south-easterly breeze, land out of sight, no ground. |
| 5 | Southerly winds, variable in strength and direction; had ground with 80 fathoms at midnight. |
| 6 | Wind from the same direction; depth 80 fathoms. |
| 7 | Moderate breeze from SW¼W. Depth decreased from 29 to 10 fathoms; dropped anchor at 9h00 in the morning, in 10 fathoms; we were then 5 leagues from land and in sight of Admirals' Island. Mr Ronsard set off in the ship's boat to visit Admirals' Island. We got under way for the small boat and dropped anchor at noon. |
| 8 | Fresh south-westerly breeze all [morning]. Mr Ronsard returned, having found fresh water; got under way at 11h00. On the 9 th [Thermidor, Year 9, 28 July 1801] we sailed closed to a sandbank, with a depth of 11 fathoms; dropped anchor at 7h00 in 10 fathoms; land stretching E33°S-S22°W; at 7h00 in the morning on the 10 th [Thermidor, Year 9, 29 July 1801] we got under way with a fresh east-south-easterly breeze. |
| 9 | |
| 10 | Fine weather, moderate easterly breeze, out of sight of land; depth between 25 and 40 fathoms. |
| 11 | Moderate south-south-westerly breeze; out of sight of land; at 6h00 the depth suddenly decreased from 20 fathoms to 8. Gusty south-easterly winds in the morning; depth 39 fathoms at noon. |

| | |
|-----|---|
| 12 | Same weather from the 11 th to the 12 th [Thermidor, Year 9, 30-31 July 1801]; reefs ahead at 2h00; we had been on a course S3°E since noon. At daybreak a small island was in sight to the south; depth from 30 to 40 fathoms. |
| 13 | Fine weather, southerly breeze, rough sea. Whales all around us, the largest being 50 feet long. Depth 35 fathoms. |
| 14 | Moderate south-south-easterly breeze; on an easterly course; hove to during the night; depth from 30 to 35 fathoms, grey sand. |
| 15 | Hove to during the night; fresh east-south-easterly breeze; at daybreak land was in sight to the ENE. |
| 16 | Same winds from the 16 th to the 17 th [Thermidor, Year 9, 4-5 August 1801]; skirted the land during the afternoon, standing off 4 leagues; dropped anchor at 9h00 in 9 fathoms; got under way at 7h00; Mr Piquet very upset; depth 5 fathoms at 6 leagues offshore, forcing us to head west. |
| 17 | Light east-south-easterly breeze; no land in sight; foggy weather; depth from 24 to 36 fathoms. |
| 18 | Very light south-easterly breeze; out of sight of land, depth 30 to 40 fathoms. Breton took the watch, under the Commander. |
| 19 | Light southerly breeze from 19 th to 20 th [Thermidor, Year 9, 7-8 August 1801]. At 4h00 we were in a bay, which we cleared before nightfall; at 5h00 found ourselves near a sandbank between wind and water. Low-lying land to the south-east. Depth between 24 and 40 fathoms, bottom of coral. |
| 20 | Light westerly breeze; hove to during the night. Depth between 38 and 45 fathoms; land stretching S75°E to S22°E, distant 7 leagues. |
| 21 | Almost calm, though with a current setting. Many small islands in sight. Depth between 31 and 42 fathoms. |
| 22 | Fine weather, light breeze; dropped anchor at midnight in 24 fathoms, within sight of the mainland and a string of small islands, stretching S36°W-S70°E. Bonnefoy went ashore with the naturalists, but was unable to put in. The closest island is distant 4 miles; soft mud. |
| 23* | Light and variable south-westerly breeze from the 24 th to the 25 th [Thermidor, Year 9, 12-13 August 1801]. Skirted some small islands; at 4h00 a reef was sighted bearing ENE, distant 5 miles. The sea rising 4 fathoms. Got under way at 7h00; no more whales. |
| 24 | Fine weather, light breeze, a string of islands in sight. At 8h00 we dropped anchor in 35 fathoms; got under way at 6h00 and sailed through some shoal water; reefs; depth from 30 to 40 fathoms. |
| 25 | Calm, current driving us towards reefs; dropped anchor in 32 fathoms. Got under way at 6h00; passed through sandbanks and reefs during the morning. |
| 26 | Southerly breeze, almost calm; dropped anchor at 8h00 in 32 fathoms, over a muddy bottom. Got under way at 10h00 in the |

| | |
|---------------------|--|
| | morning. Depth 35 fathoms up to noon. |
| 27 | Almost calm; porpoises; depth decreasing from 35 to 24 fathoms; dropped anchor in 24 fathoms. Got under way at 6h00 with a strong east-south-easterly breeze. |
| 28 | Strong east-south-easterly wind. No ground with 45 fathoms during the night; out of sight of land; depth 40 fathoms at noon. |
| 29 | Same wind; land out of sight. Depth 45 fathoms at 5h00 in the morning. At 10h00 the Commander decided to alter course northwards. |
| 30 [18 August 1801] | Hove to during the night; no ground with 145 fathoms. Filled the sails at 5h00 and set a westerly course; under full sail. |
| Fructidor | |
| 1 | 2-3 [Fructidor, Year 9, 20-21 August 1801] |
| 2 | Sighted Timor at 3h00 in the afternoon on the 2 nd [Fructidor, Year 9, 20 August 1801]; made short tacks; stood in for the land at 7h00 and coasted along until 11h00, when we entered the Semaui Strait. |

* Author's note: from the asterisk on, each day corresponds to the following one; one day has been omitted./.

(10)

Stopover in Timor, Year 9

We dropped anchor in the Semau Strait at 12h45 on the afternoon of 3 Fructidor [Year 9, 21 August 1801] in 28 fathoms, bottom of mud and sand. Mr Freycinet and I went to call on the Dutch Commissioner. We stayed the night in Kupang and arrived back alongside with a pilot at 1h30 in the afternoon the next day, the 4th [Fructidor, Year 9, 22 August 1801]. At 9h00 in the evening of the same day we dropped anchor in 24 fathoms in Kupang harbour, half a league from the settlement and near a Dutch brig. On the 6th [Fructidor, Year 9, 24 August 1801] we moored east-west and the Commander, the naturalists and crew on the sick list took up lodgings ashore.

Position of the observatory on Concorde fort:

| | |
|---|-------------|
| Latitude south: | 10°9'55" |
| Longitude east: | 121°50'0" |
| (mean result of 60 distance observations) | |
| Variation NE: | 0°22' [0"] |
| Inclination of the needle: | 35° [22'0"] |

Mooring bearings:

| | |
|------------------------------------|--------------------|
| The westernmost headland of Timor: | W28°S |
| Concorde fort: | W81°S |
| Northern headland of Timor: | E88°N |
| Extremities of Turtle Island: | N10°30'W, N16°30'W |
| Northernmost visible tip of Semau: | N71° 30' W. |

Stopover in Kupang

Fructidor, Year 9

On the 7th [Fructidor, Year 9, 25 August 1801] we unbent our sails and housed our topgallant masts and topmasts. On the 9th [Fructidor, Year 9, 27 August 1801] we heard two guns fired in the NW channel. Bonnefoy went to investigate whether it was the *Naturaliste*. He returned the same day, having found nothing. Still on the same day, the Commander came aboard and ordered Mr Piquet to be kept as a prisoner in Concorde fort. On the 10th [Fructidor, Year 9, 28 August 1801] Ronsard visited the north-east of Timor in search of timber for our longboat, and on the 16th [Fructidor, Year 9, 3 September 1801] construction of the longboat got under way. On the 20th [Fructidor, Year 9, 7 September 1801] I went with Freycinet to check on an English division that had been reported in the Semau Strait. We returned without having sighted it. On the 10th [Fructidor, Year 9, 28 August 1801] we set about completing our water, but the job was not finished until 4 or 5 days prior to departure. Over half of the water was brackish. We also took on a good quantity of firewood. On the 4th Complementary Day [Year 9, 21 September 1801] we sighted the *Naturaliste* in the NW channel. I went aboard with Freycinet to serve as pilot, and at noon it dropped anchor 2 cables' length from us. About a dozen of its men were ill, including Milius.

Vendémiaire, Year 10

On 1 Vendémiaire [Year 10, 23 September 1801] we dressed the ships overall. At 3h00 on the 15th [Vendémiaire, Year 10, 7 October 1801], on the Commander's orders, Piquet departed on the Dutch brig, bound for Batavia. On the 29th [Vendémiaire, Year 10, 21 October 1801] the head gardener Riedley died from dysentery. We buried him with the honours that would have been due to a Commander in the navy. He was buried in a Malay cemetery beside Nelson, who had been the botanist on board the *Bounty*.

Brumaire

On 1 Brumaire [Year 10, 23 October 1801] we sighted the English frigate *Virginie*. Bonnefoy went aboard and was very well received by Captain Adley. Many of the crew were ill. On the 4th [Brumaire, Year 10, 26 October 1801] Mr Le Bas fought a pistol duel with Ronsard. He was wounded in the arm and taken to the *Naturaliste's* hospital in Concorde fort. Two days later he was successful in obtaining a medical discharge. On the 5th [Brumaire, Year 10, 27 October 1801] the Commander held parades on board the two ships. I was promoted to midshipman, first class and given a watch under the Commander's orders. On the 6th [Brumaire, Year 10, 28 October 1801] Leschenault transferred aboard the *Naturaliste* and Ransonnet joined us as sub-lieutenant. On the 12th [Brumaire, Year 10, 3 November 1801] Mr Le Bas had his effects taken ashore. The Commander had difficulties with this, and midshipman Baudin was confined to quarters for having brought Mr Le Bas aboard. On the 16th [Brumaire, Year 10, 7 November 1801] the longboat was launched and at 2h00 in the afternoon it was hoisted in. On the 17th [Brumaire, Year 10, 8 November 1801] the Commander and the naturalists had their effects embarked. On the 20th [Brumaire, Year 10, 11 November 1801] all stores were loaded and on the 22nd [Brumaire, Year 10, 13 November 1801] we got under way to clear Kupang harbour, in company with the *Naturaliste*.

General remarks. Throughout the stopover the daily winds were from ESE and NNW, with the latter being stronger. The crew's rations during this time consisted of deer and buffalo, which in Timor are thought to be unhealthy. As a consequence, a fortnight after our arrival dysentery broke out in the crew and we lost five men. Many men resumed the voyage even though they were ill. From time to time we had fish, which we caught with the seine. We lost [blank] men through desertion. The stores embarked in Timor consisted of rice, poultry, pigs, and kid goats – all in small quantities except for the rice. For example, in our mess – for five – we had 4 pigs, 2 kid goats and 40 chickens which, we were informed, amounted to 444 rations.

Table no. 3

Year 10

| Date | Bearings, land sightings, soundings |
|-----------------------|---|
| Brumaire | We got under way at 6h00 in the morning on the 22 nd [Brumaire, Year 10, 13 November 1801] and set a course to the north-west. |
| 23 [14 November 1801] | From the 22 nd to the 23 rd [Brumaire, Year 10, 13-14 November 1801] we cleared Timor through the NW channel; at noon the land bore SSE. |
| 24 | From the 23 rd to the 24 th [Brumaire, Year 10, 14-15 November 1801], squally weather, with rain. The <i>Naturaliste</i> signalled a crew death. Fine weather; death of Sautier. At 11h45 in the morning we sighted Greater Savu. |

| | |
|-----------------------|--|
| 25 | From 25 th to 26 th [Brumaire Year 10, 16-17 November 1801], fine weather, light breeze from E¼SE. At daybreak Bonjour Island bore south. Greater Savu bearing E34°S. New Savu bearing SW. Skirted very close to the latter. |
| 26 | Same weather and wind; death of seaman Coroyer. |
| 27 | |
| 28 | Fine weather; death of seaman Poussain. |
| 29 | |
| 30 [21 November 1801] | From the 30 th to 1 Frimaire [Year 10, 21-22 November 1801], death of gunner Mantel. |

(11)

Table no. 3, contd
Year 10

| Date | Bearings, land sightings, soundings |
|----------------------|---|
| Frimaire | |
| 1 [22 November 1801] | |
| 2 | |
| 3 | |
| 4 | From 4 th to 5 th [Frimaire Year 10, 25-26 November 1801], fine weather, variable westerly winds. The <i>Naturaliste</i> signalled two crew deaths. |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | From 9 th to 10 th [Frimaire Year 10, 30 November – 1 December 1801], fine weather, southerly winds. At 7h00 in the morning, Mr Freycinet came on board to deliver a letter to the Commander. |
| 10 | |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | On the 16 th [Frimaire, Year 10, 7 December 1801] the Commander gave me Riedley's cabin. |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | From 21 st to 22 nd [Frimaire Year 10, 12-13 December 1801], fine weather, south-easterly winds. Death of T. Michel, master sail maker. |
| 22 | |

| | |
|-----------------------|--|
| 23 | |
| 24 | From 24 th to 25 th [Frimaire, Year 10, 15-16 December 1801], fine weather, south-easterly winds. At 2h00 l'Haridon and Peron went on board the <i>Naturaliste</i> to consult with Belfin over Levilain's illness. According to their report he is near death. |
| 25 | |
| 26 | |
| 27 | The steward is refusing to let us have ship's rations; I discussed this matter with the Commander. |
| 28 | |
| 29 | Comment. We have had fairly consistently fine weather over this month, with the breeze steady from the south. |
| 30 [21 December 1801] | |

(12)

Table no. 3, contd
Year 10

| Date | Bearings, land sightings, soundings |
|----------------------|---|
| Nivose | |
| 1 [22 December 1801] | Bad weather from the 1 st to the 2 nd [Nivose, Year 10, 22-23 December 1801], with a fresh southerly breeze. The <i>Naturaliste</i> signalled Levilain's death./. |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |
| 10 | |
| 11 | |
| 12 | |
| 13 | At 9h00 in the morning on the 13 th [Nivose, Year 10, 3 January 1802] the winds, which had been contrary since our departure from Timor, began blowing strongly from the west; they continued to do so until we entered the d'Entrecasteaux Strait. The weather, which had almost constantly been fine up to then, worsened and the sea began to rise. |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | At 6h00 in the morning on the 21 st [Nivose, Year 10, 11 January 1802] some porpoises followed the ship. Their heads, from the tip of the nose up to the line of the eyes and breast were a vivid white, as seen in ordinary porpoises and in striking contrast to the colour of the rest of the body. |

| | |
|----------------------|--|
| 22 | |
| 23 | Squally weather, fresh west-south-westerly breeze. At daylight on the 23 rd [Nivose, Year 10, 13 January 1802] land was sighted bearing north-north-east. At 8h00 the SW Cape of Van Diemen's Land bore N10°W, distant 10 miles, and at 5h00 in the evening on the 24 th [Nivose, Year 10, 14 January 1802] we dropped anchor in the Great Cove [Great Taylor Bay]/. |
| 24 | |
| 25 | |
| 25 | |
| | At the observatory in NW Port Observed latitude south ...43°1' Observed longitude east ... 145°5' Variation NE ... 10°24'52" |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 [20 January 1802] | |

(13)

Stopover in the d'Entrecasteaux Channel

Nivose

At daybreak on the 24th [Nivose, Year 10, 14 January 1802] we sighted land bearing NNE and at 8h00 the SW Cape of Van Diemen's Land bore N10°W, distant 10 miles. We continued to stand in for land, with a strong west-south-westerly breeze. We soon doubled Cape La Billardi re and the western headland of Partridge Island and at 5h00 we entered the Great Cove where we dropped anchor in 23 fathoms, muddy bottom.

Mooring bearings:

| | |
|--|---------------|
| Northern headland of Partridge Island: | W1°30'S |
| Southern headland of the same island: | S35°W |
| Ventenat Point: | E61°N |
| Entrance to the Huon River: | N19°W |
| The entrance to Port Esperance: | N28°W, W32°N. |

At 2h00 in the morning on the 24th [Nivose, Year 10, 14 January 1802] Mr Freycinet, accompanied by Messrs Peron and Lesueur set off in the longboat to inspect the Huon River. On the same day I went ashore on Partridge Island with the Commander and Captain Hamelin. We saw some natives.

On the 25th [Nivose, Year 10, 15 January 1802], when our two boats had gone fishing on Bruny Island, Bonnefoy and Ransonnet who were in charge had a meeting with some inhabitants, following which the natives – who up to then had behaved in a very gentle manner – engaged in acts of hostility towards our men. Maurouard was speared in the shoulder. We got under way at 7h00 in the morning on the 27th [Nivose, Year 10, 17 January 1802] in company with the *Naturaliste* and with a very variable breeze. At 10h00 we doubled Point Ventenat and by noon we were between Van Diemen's Land and Green Island; soundings returned 9 and 10 fathoms. At 2h00 we found ourselves embayed off Cape Le Grand, and since the current was setting N¼NE and preventing us from steering we dropped anchor in 9 fathoms, muddy bottom. The *Naturaliste* had already dropped anchor between Point Ventenat and Green Island.

Mooring bearings:

| | |
|---|--------|
| Hill at the southern entrance to Adventure Bay: | S29°E |
| Green Island: | S10°W |
| Cape Le Grand: | N63°W. |

At 3h00 in the afternoon on the 27th [Nivose, Year 10, 17 January 1802] the Commander and Captain Hamelin went ashore on Bruny Island. At 8h00 in the morning on the 28th [Nivose, Year 10, 18 January 1802] I went with Bernier to observe the latitude of Cape Le Grand. We found a considerable quantity of mussels. During the evening of the same day we weathered a strong north-north-easterly blow which obliged us to drop a second anchor. Had the wind shifted suddenly to the west following this blow we would have been on the rocks, so close were we to Cape Le Grand. We got under way at 6h00 in the morning on the 29th [Nivose, Year 10, 19 January 1802], with a north-north-easterly breeze. At 10h00 in the morning, after we had rounded Cape Le Grand, the breeze failed and we dropped anchor in 11 fathoms water. At 11h00 the breeze got up again from the north-east and we took advantage of it to get under way. We beat up against the wind for the rest of the day to reach the anchorage at NW Port. Soundings returned from 11 to 12 fathoms. We passed a stone's throw from the headland close to Cape Le Grand, with depths at that time of 10 and 12 fathoms, and at 6h00 we dropped anchor in 13 fathoms, muddy bottom. The *Naturaliste* had already dropped anchor in the morning.

Bearings of the anchorage at the entrance to NW Port:

| | |
|------------------------|--------|
| Cape Gicquel: | S15°E. |
| Pierson's Point: | N55°E. |
| The middle of NW Port: | N28°W. |

In the morning of the 30th [Nivose, Year 10, 20 January 1802] Messrs St Cricq and Bernier went to set up the observatory on a small island off the entrance to the river situated in the far reaches of NW Port.

Pluviose

On 1 Pluviose [Year 10, 21 January 1802] the gentlemen went to Cape Gicquel to attempt to observe an eclipse of one of Jupiter's satellites. They were unable to do so because it was too light at the moment of occultation. On the 3rd [Pluviose, Year 10, 23 January 1802] we moored SE-NW. On the same day Mr Freycinet was despatched to reconnoitre the North River and Mr Ronsard went to mark out the river in NW Port, where we took on water. I would be wrong not to mention a dressing-down that the Commander gave me on 1 Pluviose [Year 10, 21 January 1802], following which he ordered me to be confined to my cabin. I remained there until 13 Pluviose [Year 10, 2 February 1802]. On the 4th [Pluviose, Year 10, 24 January 1802] we began taking on our water; this was a difficult and tiring operation both because the river was some distance away and because of the small quantity of water available there. Moreover, a good part of the water we loaded was found to be brackish and we were obliged to discard several longboat loads. At 7h00 in the evening of 7 Pluviose [Year 10, 27 January 1802], Mr Freycinet returned from his expedition to North River. According to his report he had followed the river some fifteen leagues upstream but had not found it practicable for taking on water. He brought back 8 swans he had shot along the river, and whose flesh we found to be very tasty. On the 14th [Pluviose, Year 10, 3 February 1802] the *Naturaliste's* large boat, which had been sent to Frederick Henry Bay under Mr Faure's orders, returned from its expedition. It had established that the Tasman Peninsula was indeed attached to Van Diemen's Land by a very narrow strip of land. After having stayed at the NW Port anchorage for a further ten days or so, even though the winds were favourable for getting under way and clearing the strait, the Commander finally decided to get under way at

5h00 in the morning on the 25th [Pluviose, Year 10, 14 February 1802], with a north-easterly wind – that is to say a head wind. Consequently, after having beaten up against the wind all morning between Pierson's Point and Cape de la Sortie, we were obliged to drop anchor very close to a headland on Bruny Island, in 14 fathoms water.

(14)

Year 10

Continuation of anchorages in the d'Entrecasteaux Channel and stopover at Maria Island

Pluviose

As soon as we had dropped anchor we set about warping off the headland. We spent the afternoon of the 25th [Pluviose, Year 10, 14 February 1802] on this manoeuvre. We got under way at 6h00 in the morning on the 27th [Pluviose, Year 10, 16 February 1802], but since we were almost immediately becalmed we dropped a bower anchor. At 7h00 in the evening, with the breeze having freshened from the south-west, we got under way in company with the *Naturaliste* and came to anchorage outside Pierson's Point and Cape de la Sortie, in 14 fathoms water, muddy bottom.

Bearings of the anchorage at 8h15 in the evening:

| | |
|---|-------|
| Cape de la Sortie: | S33°W |
| Southern headland of Willaumez Island: | N89°E |
| Northern headland of the entrance to NW Port: | S63°W |

We got under way at 9h00 in the morning on the 28th [Pluviose, Year 10, 17 February 1802], with a moderate east-south-easterly breeze and sailed close-hauled on course for Maria Island. At noon we were very close to the headland of Willaumez Island. Tacked throughout the afternoon; no ground with 15 fathoms. Continued to beat up against the wind during the night; at 2h00 in the morning the breeze veered WSW and then SE. At 5h00 on the morning on the 29th [Pluviose, Year 10, 18 February 1802] we rounded Cape Raoul and at 7h00 we were abeam of the small Tasman Island. Then at 9h00 we sailed between the Hippolyte Rocks and the mainland, without having ground with 50 fathoms. From 9h30 until 2h00 we skirted Van Diemen's Land, very close in since we had no ground with 20 fathoms. At 3h15 we dropped anchor in Oyster Bay, in 9 fathoms, muddy bottom.

Bearings at the Maria Island anchorage:

| | |
|--|-----------------------|
| Southernmost visible headland of Maria Island: | S28°E |
| Cape Frederick Hendrick: | S5°E |
| Two rocks: | S24°30'E and S26°30'E |
| Entrance to Oyster Bay: | N60°E, N7°E |
| Cape Sarcelles: | S37°W |
| A small island in the channel: | N18°W. |

Longitude east of the anchorage (observed): 146°15'0"

Latitude south (observed): 42°42'0".

As soon as we had anchored, the boats were hoisted out and at 5h00 in the morning on the 30th [Pluviose, Year 10, 19 February 1802] Citizen Boulanger set off to sail around Maria Island. The Commander also went ashore on this island and returned in the evening with thousands of whelks.

Ventose

At 10h00 in the morning on 1 Ventose [Year 10, 20 February 1802] Mr Freycinet, together with Messrs DePuche and Bernier set off to investigate Marion and Frederick Henry Bays. Mr Faure had set off two days before to survey the Schouten Islands. At 11h00 on the evening of the same day the zoologist, Citizen Maugé, died from an oedema. The next morning he was buried on Maria Island; the yards were squared and three salutes were fired from the swivel guns. Mr Boulanger returned from his mission in the afternoon. At 7h00 in the morning on the 5th [Ventose, Year 10, 24 February 1802] the wind was a gusty southerly; the ship dragged its anchor and we were forced to drop the small bower anchor. At 5h00 in the morning on the 7th [Ventose, Year 10, 26 February 1802] Mr Freycinet returned alongside and the next day, the 8th [Ventose, Year 10, 27 February 1802], with Mr Faure also having returned from his expedition, we prepared to leave Oyster Bay. We got under way at 9h00 on the 9th [Ventose, Year 10, 28 February 1802] with a light easterly breeze, which gradually freshened; we cleared the Bay by the southern channel. At 6h00 in the evening Cape Pillar bore S43°W and the large, easternmost cape of Maria Island bore N42°W.

General remarks on the stay in the d'Entrecasteaux Channel and Oyster Bay.

During our stopover in the d'Entrecasteaux Channel and at Maria Island the winds were very variable in strength and direction. The ship dragged its anchor on several occasions – sometimes, in fact, two anchors. The barometer fell to 27.4. The final days of our stay in NW Port were foggy. Our boats were kept busy with fishing. We also caught from on board the ship a reasonable quantity of fish about the size of whiting. We also sometimes had oysters and – especially at Maria Island – large quantities of lobster. We had many meetings with the natives, who always acted in a friendly manner and showed little interest in our European baubles. They go almost entirely naked, with only a kangaroo skin covering their shoulders. Péron and Leschenault saw some of their tombs. They eat mainly shellfish, notably very large oysters, abalone, *bucksins* etc.

(15)

Table no. 3, contd
Year 10

| Date | Bearings, land sightings, soundings |
|----------------------|--|
| Ventose | |
| 8 [27 February 1802] | NB. The Commander has withdrawn my command of the watch; we are now only standing four watches and I am second in charge to Mr Freycinet. Milius had Moreau confined to quarters./. |
| 9 | We got under way at 9h00 in the morning on the 9th [Ventose, Year 10, 28 February 1802], with a north-easterly breeze. |
| 10 | Strong and gusty winds during the night, with constant rain. North-north-easterly winds./. |
| 11 | Fog and rain; tacking to make headway to the north./. |
| 12 | Same weather./. |
| 13 | Foggy weather, light rain. Spoke to Captain Hamelin./. |

| | |
|----|--|
| 14 | Fine weather south-easterly winds. Towards 2h00 in the afternoon we observed an almost total eclipse of the sun. During the morning of the 14 th [Ventose, Year 10, 5 March 1802] land was sighted to the west. |
| 15 | Same weather; easterly breeze. During the morning we skirted the coast that had been visited by Faure. At 10h00 Messrs Boulanger and Maurouard were despatched in the large boat, with a crew of 6 men, to survey the coast. |
| 16 | Lost sight of the boat at 2h00 in the afternoon. Remained hove to all night, firing rounds from the swivel gun. The <i>Naturaliste</i> collided with us. Kept tacking during the morning of the 16 th [Ventose, Year 10, 7 March 1802] as we tried to locate our boat. |
| 17 | No news of the boat. Fired a gun every fifteen minutes between 4h00 and 8h00. Heavy south-westerly squall at 8h00 in the evening. We hove to; the <i>Naturaliste</i> not in sight; at daybreak Bald Cape bore S25°W. |
| 18 | At 2h00 Bonnefoy was despatched in the longboat to investigate the coast between St Patrick's and Bald Capes. No news of the boat; sighted the <i>Naturaliste</i> , but it went close-hauled and moved away from us. Hoisted in the longboat at 7h30; it was in danger in the rough sea./. |
| 19 | The Commander is ill. From noon to 7h00 we skirted the coast, standing off a musket shot, from St Helen's Point to Cape St Patrick. No news of the boat. The senior officers held a meeting and decided that we should return south and inspect the bay between Bald Cape and the northern headland of the Schouten Islands./. |
| 20 | On the morning of the 19 th [Ventose, Year 10, 10 March 1802] we came across an English schooner; it had seen the <i>Naturaliste</i> . During the morning of the 20 th [Ventose, Year 10, 11 March 1802] we skirted the coast from Bald Cape to the northern headland of the Schouten Islands, standing in about a musket-shot from the shore. No sign of wreckage from the boat. My belief is that they sank during the squall at 8h00 on the evening of the 16 th ./. |
| 21 | Strong north-westerly wind. The senior officers having decided that any further search for the boat would be fruitless, we sailed close-hauled to make our way northwards. |
| 22 | Fresh north-westerly winds from the 21 st to the 22 nd [Ventose, Year 10, 12-13 March 1802]. Overcast sky. On the eastern tack. Almost calm during the morning; no news of the <i>Naturaliste</i> ./. |
| 23 | Out of sight of land and no ground with 115 fathoms; standing off and on in variable winds; hove to on the morning of the 23 rd [Ventose, Year 10, 14 March 1802], even though the weather was fine./. |

| | |
|--------------------|---|
| 24 | Filled the sails at 1h00; made tack on tack with south-easterly winds. No ground with 70 fathoms during the night. Fresh south-easterly breeze during the morning of the 24 th [Ventose, Year 10, 15 March 1802]. Constant rain; at 6h00 land was sighted to the west./. |
| 25 | Foggy weather from the 24 th to the 25 th [Ventose, Year 10, 15-16 March 1802], with rain and east-south-easterly winds. Continuing to tack; land visible stretching north-south/.. |
| 26 | Sky overcast, light rain and easterly winds. Bore away to WNW at 6h00 in the morning on the 26 th [Ventose, Year 10, 17 March 1802]. Soon afterwards land was sighted bearing WSW. Catted the anchors. The Furneaux Islands in sight on the afternoon of the 25 th [Ventose, Year 10, 16 March 1802]/.. |
| 27 | Fine weather from the 26 th to the 27 th [Ventose, Year 10, 17-18 March 1802], with a moderate easterly breeze; entered the Banks Strait. Depth from 24 to 34 fathoms, current setting west. Hove to at night. During the morning of the 27 th [Ventose, Year 10, 18 March 1802] we beat up against the wind so we could reach Waterhouse Island. It was sighted at 8h00 in the morning./. |
| 28 | North-westerly winds during the morning of the 28 th [Ventose, Year 10, 19 March 1802]; we took advantage of them to stand in for Waterhouse Island. By noon we were only 3 leagues from it./. |
| 29 | At 2h30 we were abeam of the anchorage at Waterhouse Island; no sign of the <i>Naturaliste</i> . We immediately sailed close-hauled, on the port tack. Observed an eclipse of the moon from 7h00 to 10h00. Depth from 30 to 32 fathoms over the 24 hours; in sight of islands./. |
| 30 [21 March 1802] | Strong north-westerly wind during the morning of the 30 th [Ventose, Year 10, 21 March 1802]. Rough sea; we hove to; the mizzen topsail was blown away. Cape Franklin in sight./. |

(16)

Table no. 3, contd
Year 10

| Date | Bearings, land sightings, etc. |
|-------------------|---|
| Germinal | |
| 1 [22 March 1802] | Bad weather from the 30 th to 1 Germinal [Year 10, 21-22 March 1802], with equinoctial high winds. Took a reef in the courses at midnight; doubled the Kent Group during the morning. On the 2 nd [Germinal, Year 10, 23 March 1802] the weather fined up; we sighted the Furneaux Islands./. |
| 2 | The weather continued to fine up on the 2 nd and 3 rd [Germinal, Year 10, 23-24 March 1802]; we made more sail. Sounded but had no ground with 100 fathoms. Saw many bottle-nosed dolphins. |

| | |
|----|--|
| 3 | Heavy weather, with westerly winds and rain; hove to during the night and on the morning of the 4 th [Germinal, Year 10, 25 March 1802]. Had ground with 75 and 80 fathoms; out of sight of land. |
| 4 | Same weather; no ground with 100 fathoms. Citizen Maugé's edible stores were auctioned off. |
| 5 | Easterly winds and rain. We stood off and on. At daylight we sighted land bearing NE. Altered course to SW at 10h00, land having been sighted in that direction. |
| 6 | Fine weather, moderate easterly breeze; crossed the channel between the Kent Group and the Furneaux Islands. Hove to during the night; depth 49-50 fathoms. |
| 7 | Same weather; in sight of Wilson's Promontory; began surveying the SW coast. Freycinet and Bernier have been put in charge of this task. |
| 8 | Same weather from the 8 th to the 9 th [Germinal, Year 10, 29-30 March 1802]; easterly winds; continuing the coastal survey; depth 47-48 fathoms. |
| 9 | Same winds; the land well-wooded and the coast safe. Sighted several fires on Protest Cape [Cape Patten]./. |
| 10 | Same winds; during the night we found ourselves a long way from land and were obliged to crowd sail to close with it again. |
| 11 | Almost calm from the 11 th to the 12 th [Germinal, Year 10, 1-2 April 1802]; skirted the coast during the morning of the 12 th . Low-lying land, sparsely wooded. Depth 35 fathoms at noon./. |
| 12 | Same winds and weather; in the evening we sailed close-hauled to avoid some reefs; bent the spanker in the morning./. |
| 13 | Almost calm; a long way from land./. |
| 14 | On the evening of the 14 th [Germinal, Year 10, 4 April 1802] we skirted the coast, standing off two leagues; very low-lying land, with reefs all along the coast and out to sea. |
| 15 | Variable winds, rainy weather. A long way from land. |
| 16 | Fine weather. On the afternoon of the 16 th [Germinal, Year 10, 6 April 1802] we sailed along a coast lined with small islands and reefs. Depth decreased from 10 to 6 fathoms on the morning of the 17 th [Germinal, Year 10, 7 April 1802]. A prominent rock out to sea and some reefs obliged us to work to windward. |
| 17 | Same weather and same manoeuvres from the 17 th to the 18 th [Germinal, Year 10, 7-8 April 1802]. Low-lying, barren coast./. |
| 18 | Sighted some higher land. Meeting with Captain Flinders; caught seven porpoises on the evening of the 18 th [Germinal, Year 10, 8 April 1802]./. |
| 19 | Fine weather; sighted Kangaroo Island. |
| 20 | Same weather from 20 th to 21 st [Germinal, Year 10, 10-11 April 1802]. Dropped anchor at 9h00 in the evening in Port English. Fortin got the ship under way. Coasted along Kangaroo Island on the morning of the 21 st ./. |

| | |
|--------------------|--|
| 21 | Squally weather; running before the wind towards land at 2h00 in the morning. Coasted along the mainland on the morning of the 22 nd [Germinal, Year 10, 12 April 1802]. |
| 22 | Same weather; we are in the large bay at the entrance to which stands Kangaroo Island. |
| 23 | Same; very variable depth, around 24 fathoms. The shallow water (5 fathoms) obliged us to remain a long way from the far reaches of the gulf. |
| 24 | Squally weather. On the morning of the 25 th [Germinal, Year 10, 15 April 1802] we coasted along Kangaroo Island, standing off 3 miles. |
| 25 | Fine weather, same manoeuvres; death of Cauvin. |
| 26 | Almost calm; a long way from land. |
| 27 | Fine weather; coasted along the mainland on the afternoon of the 27 th [Germinal, Year 10, 17 April 1802]. Low-lying land. |
| 28 | Continued to skirt the coast on the 28 th [Germinal, Year 10, 18 April 1802]. Bad weather at night – took three reefs. At 11h00 in the morning land was sighted bearing S¼SE. |
| 29 | Bad weather, rain, depth decreasing; the land a long way in the distance. |
| 30 [20 April 1802] | Same weather from the 30 th [Germinal] to the 1 st [Floréal, Year 10, 20-21 April 1802]. Passed the gaskets on the courses. |

(17)

Table no. 3, contd
Year 10

| Date | Bearings, land sightings |
|--------------------------|---|
| Floréal | |
| 1-2 [21-22 April 1802] | Squally weather from the 1 st to the 2 nd [Floréal, Year 10, 21-22 April 1802]; out of sight of land; took the reefs in the courses during the morning of the 2 nd . |
| From the 2 nd | Same weather. It fined up during the night and at daybreak the mainland was in sight. At 10h00, following a call from the lookout, we went on the other tack close to a rock shelf. |
| To the 3 rd | Fine weather during the morning of the 4 th [Floréal, Year 10, 24 April 1802]. Cleared the gulf through the same channel used to enter. |
| 4 | Fine weather from the 4 th to the 5 th [Floréal, Year 10, 24-25 April 1802]. Fleury died on the morning of the 5 th . New land in sight ahead. |
| 5 | Same weather. Coasted along some low-lying land in the afternoon of the 5 th [Floréal, Year 10, 25 April 1802]. Had the same land and some small islands in sight on the morning of the 6 th [Floréal, Year 10, 26 April 1802]. |

| | |
|----|--|
| 6 | Same weather. Almost calm; skirted the coast for the remainder of the 6 th . On the morning of the 7 th [Floréal, Year 10, 27 April 1802] the same land lay to windward, far in the distance. |
| 7 | We dropped anchor near the coast at 7h00 on the 7 th [Floréal, Year 10, 27 April 1802]. Got under way at 6h00 on the 8 th [Floréal, Year 10, 28 April 1802]. During the morning I was given the order to take the helm; my refusal; letter from the Commander. |
| 8 | Fine weather; standing off and on between the mainland and a small island. At noon on the 9 th [Floréal, Year 10, 29 April 1802] land was out of sight. |
| 9 | Meeting with the Commander. |
| 10 | Dark weather; on the morning of the 10 th [Floréal, Year 10, 30 April 1802] we had in sight an indented coast which was being pounded by very heavy surf. |
| 11 | Fine weather from the 10 th to the 11 th [Floréal, Year 10, 30 April – 1 May 1802]; skirting the coast, standing close inshore. On the morning of the 11 th some very low-lying land was in sight. |
| 12 | In the afternoon we sighted the St Francis Islands; went on the other tack at 3h00 to avoid sailing between these islands and the mainland. Foggy weather. At 4h00 in the afternoon of the 12 th [Floréal, Year 10, 2 May 1802] the St Francis Islands were no longer in sight; at daybreak land was in sight from the masthead, but we lost sight of it soon afterwards. In the morning the Commander suspended me from my duties, together with Brue. |
| 13 | Fine weather. At daybreak on the 14 th [Floréal, Year 10, 4 May 1802] we again sighted the St Francis Islands, bearing NW. At noon the middle of the group bore N33°45'E. |
| 14 | Hove to during the night from the 14 th to the 15 th [Floréal, Year 10, 4-5 May 1802]. At 8h00 land was in sight. At 10h00 we went about in a gust, 4 leagues offshore. |
| 15 | Squally weather, rough sea. Land was not in sight on the morning of the 16 th [Floréal, Year 10, 6 May 1802]. We are changing course to return south. Comments on crew in the sick bay. |
| 16 | Dark weather from the 16 th to the 17 th [Floréal, Year 10, 6-7 May 1802]; land in sight. At 9h00 in the morning rotten meat was distributed to the crew; reply from the Commander. |
| 17 | Overcast sky, sea running a swell. Course was altered north at 4h00. Rain during the morning. At 10h00 reefs were sighted to the north-east. |
| 18 | Squally weather. At 2h00 land was sighted to the north-east. Stood in for the land up to 5h00 in the evening, then sailed on a broad reach to the south. |

| | |
|------------------|---|
| 19 | Same weather from the 19 th to the 20 th [Floréal, Year 10, 9-10 May 1802]; rain; out of sight of land. Course S¼SE over the 24 hours. |
| 20 | Same weather. Course SSE. Fresh west-south-westerly breeze. |
| 21 | Fine weather from the 21 st to the 22 nd [Floréal, Year 10, 11-12 May 1802], course SE¼S. [One word crossed out.] North-westerly breeze. |
| 22 | Fresh north-westerly wind. Rain. Course SE¼S. |
| 23 | Dry weather. Changed course to SE at noon. Variable winds, NE-NW. Rainy weather from 4h00 in the morning up to noon. |
| 24 | Constant rain. At 10h00 in the evening, with the wind having veered SE, the cold became intense. |
| 25 | Same. Went on the northern tack at 7h00 in the morning. |
| 26 | Same. The wind hauled round to the west at 6h00 in the morning. |
| 27 | Rainy weather from the 27 th to the 28 th [Floréal, Year 10, 17-18 May 1802]. South-westerly winds. Course E¼SE. |
| 28 | Same weather from the 28 th to the 29 th [Floréal, Year 10, 18-19 May 1802]. Sighted South Cape at 8h00 in the morning on the 29 th . At noon it bore E19°N. The Commander confiscated Maugé's rifle from Brue. |
| 29 | Hove to at night, almost off the entrance to the d'Entrecasteaux Channel. Dropped anchor in Adventure Bay at 9h00 in the morning, in 18 fathoms. Ronsard went to complete our wood and the small boat went off with Peron and Bernier. |
| 30 [20 May 1802] | Humid and rainy weather from the 30 th to 1 Prairial [Year 10, 20-21 May 1802]. At 4h00 the longboat returned with firewood; at midnight it set off again with the small boat and Ronsard. We caught many [¹] and sea unicorns, using hand lines from the ship. |

(18)

Table no. 3, contd
Year 10

| Date | Bearings, comments |
|-----------------|---|
| Prairial | |
| 1 [21 May 1802] | 1-2 [Prairial, Year 10, 21-22 May 1802]. Ronsard returned at 2h00 with firewood; he had found a spring suitable for completing our water. Brue spent the night in the boatswain's store room and was demoted from his first class rank. Got under way at 7h00 in the morning, with a north-westerly wind. Death of Mercier. |

¹ [Translator's note: the term used in the French transcription ("côte") is unclear in this context.]

| | |
|----|--|
| 2 | Fine weather and same winds from the 2 nd to the 3 rd [Prairial, Year 10, 22-23 May 1802]. Sighted Bald Cape in the morning. Mr Baudin made me douse my lamp. |
| 3 | Same weather, moderate and variable breeze. In the morning the Commander became embayed downwind, having mistaken Cape St Patrick for Bald Cape. |
| 4 | Fine weather. At 3h00 in the morning on the 5 th [Prairial, Year 10, 25 May 1802] the breeze freshened from WNW. Changed course to steer south. Ronsard surveyed and Baudin had command of the watch. |
| 5 | Squally weather, north-westerly breeze. On the morning of the 6 th [Prairial, Year 10, 26 May 1802] the helmsman Bonnet jumped overboard. He was fished out./. |
| 6 | Same weather; strong north-westerly breeze. Hove to at midnight; by daybreak the weather had moderated, and we filled the sails./. |
| 7 | Foggy weather, fresh west-south-westerly breeze. Land out of sight./. |
| 8 | Moderate south-westerly breeze. Squally weather; out of sight of land./. |
| 9 | Rainy and squally weather. The wind veered north-west at 4h00 in the morning. |
| 10 | Fine weather, south-westerly breeze; out of sight of land. |
| 11 | North-easterly breeze, with rain. In the evening and the next morning land was sighted to the west. |
| 12 | North-easterly breeze, strong on the morning of the 13 th [Prairial, Year 10, 2 June 1802]. Constant heavy rain. On the 12 th [Prairial, Year 10, 1 June 1802] Cape St Helen was sighted; hove to at daybreak; Sassin overboard. |
| 13 | Strong easterly wind, constant rain; three quarters of our crew are ill. |
| 14 | Same weather; spent the night under mainsails. The railings were carried away in a heavy swell; we are shipping water. |
| 15 | Strong and variable southerly wind. The Commander set a course for Port Jackson. Five men on deck for each watch. |
| 16 | South-south-easterly breeze, variable south-south-westerly. The weather fining up. |
| 17 | Fine weather, same wind. The Commander had the course altered a little to the west. |
| 18 | Fresh east-south-easterly breeze; rain. As the Commander feared running aground, he headed out to sea at 4h00 in the afternoon. Death of Racine in the morning. |
| 19 | Fresh south-easterly breeze; hove to; on the 20 th [Prairial, Year 10, 9 June 1802] we filled the sails and set a course to the south-west. |
| 20 | Fresh southerly wind, variable SSW. Hove to out to sea in the evening; changed tack at 11h00 after having sighted land. |

| | |
|-------------------|--|
| 21 | Fresh breeze from S¼SW. At daybreak land was sighted, stretching SW-NW. At noon we were 11 leagues to the north of Port Jackson./. |
| 22 | Rain; fresh south-westerly breeze. Ronsard sailed the ship on a broad reach. At noon, and despite tacking with the land in sight, we were 2' further north than yesterday. |
| 23 | Fine weather, south-westerly breeze. Increased sail; at noon we were 14' to the south of Port Jackson. |
| 24 | Same weather; fresh south-westerly breeze. Stood in for the land all morning. |
| 25 | Same; almost calm; at 2h00 in the morning a violent storm struck, with rain, thunder and hail. Land in sight. |
| 26 | Fine weather, light south-south-westerly breeze. Still beating up against the wind to reach Port Jackson. |
| 27 | Same; south-south-westerly winds. On the 28 th [Prairial, Year 10, 17 June 1802] we spoke to a ship that passed on news of the peace settlement. |
| 28 | Fine weather, fresh west-south-westerly breeze. At 11h00 in the morning Broken Bay bore NE, distant two leagues. Death of Beaumont. |
| 29 | Stiff west-south-westerly breeze. The English are lighting beacons for us at night. At daylight the Commander missed the port by bearing away to the north-west./. |
| 30 [19 June 1802] | |

(19)

Stopover in Port Jackson

Year 10

Fresh but uneven breeze on 1 Messidor [Year 10, 20 June 1802]; at 10h45 a pilot came aboard and at noon the entrance to the port bore S60°W. The wind settled in the SSW during the afternoon and at 4h30 we entered the channel. At 5h30 the breeze had died away so we dropped anchor in 4½ fathoms, fine sand. At that time the entrance headlands bore N62°E and N51°E, Middle Cape bore N2°W, the Pyramid bore S75°E and the middle of the reef was at S35°E. That evening Ronsard went to advise Governor Philip Gidley King of our arrival. On the morning of the 2nd [Messidor, Year 10, 21 June 1802] we were taken in tow and at 3h30 in the afternoon we dropped anchor in 7 fathoms, muddy bottom. The next morning we moored ESE-NNW, with two 45-fathom lines.

Observations taken at the Sydney observatory:

| | | | |
|----------------|-----------|----------------|------------|
| Latitude south | 33°51'30" | Longitude east | 148°57'28" |
| Variation NE | 9°40' | Inclination | 18°35' |

Messidor Stopover in Sydney Cove

The first official call was made by the Commander, accompanied by Citizen l'Haridon and Midshipman Baudin. In the afternoon of the 3rd [Messidor, Year 10, 22 June 1802] we sent 20 men on the sick list to the hospital in Sydney; that evening Ransonnet, who was on duty, was confined to quarters by the Commander; he was released the next morning. On the 4th [Messidor, Year 10, 23 June 1802] Captains Flinders and Milius came aboard to pay calls on the Commander. On the same day we unbent our sails. On the 5th [Messidor, Year 10, 24 June 1802] we unreeved the running rigging and housed our topmasts. On the 6th [Messidor, Year 10, 25 June 1802] the Commander left to take up residence ashore, and Bernier left for his observatory. An English ship came into port in the afternoon. On the 8th [Messidor, Year 10, 27 June 1802], following my urgent representations, the Commander allowed me to transfer to the hospital. Rations there were a pound of bread, half a pound of meat and a quarter-litre of wine. On the 9th [Messidor, Year 10, 28 June 1802] the *Naturaliste* dropped anchor in the channel, its stores completely exhausted and after having spent 40 days battling contrary winds at a latitude of 47°. Boulanger and Maurouard came back on board the same day. On the 11th [Messidor, Year 10, 30 June 1802], l'Haridon was confined to quarters for four days. On the 15th [Messidor, Year 10, 4 July 1802], the *Naturaliste* dropped anchor near us. On the 16th [Messidor, Year 10, 5 July 1802] an English brig came into port; three English ships had already arrived previously - on the 7th. The same day the Commander sent aboard regulations concerning each officer's duty. We had already received orders relating to the stopover on the 7th, from the Governor. We unstowed the casks from the hold; an English ship entered port in the evening. On the 18th [Messidor, Year 10, 7 July 1802] we unrigged the topmasts and sent our sails to the sail makers' tent. On the 19th [Messidor, Year 10, 8 July 1802], as the Commander had decided to careen the ship we sent the cables and hawsers over to the *Naturaliste* and took 25 men from that ship to form a working party. From the 19th to the 22nd [Messidor, Year 10, 8-11 July 1802] we worked at transferring our anchors, part of our iron ballast and some rope aboard the *Naturaliste*. On the 23rd [Messidor, Year 10, 12 July 1802] we warped over beside the hospital slipway where we anchored that evening, in 7 fathoms water. On the 24th [Messidor, Year 10, 13 July 1802] we beached the ship near the Governor's slipway, using our topmasts as props to support it. At 7h00 in the morning on the same day I received an order from the Commander to report [20] aboard immediately. When

I arrived I learned that I was to be confined to the ship, along with my effects, and that the Commander had given an order for the master gunner to report to him if I had not come aboard by noon. Bonnefoy was also confined to the ship for two weeks for having gone ashore without being in uniform, and Citizen Ronsard was confined for 24 hours for having permitted him to leave the ship in civilian dress. At 8h00 in the evening on the 25th [Messidor, Year 10, 14 July 1802] the Commander advised Citizen Freycinet that some ship's effects were to be stolen that night. The carpenter Lebrun came aboard at 1h00 in the morning and was put in irons. On the 26th [Messidor, Year 10, 15 July 1802] the ship was warped to the spot chosen for it to be careened, and secured with four mooring lines. On the 27th [Messidor, Year 10, 16 July 1802] Citizen Ronsard inspected the holds, accompanied by the sub-purser Barbe, and discovered that the master gunner Klein and a gunner named Barbier had hidden effects belonging to the Republic in their trunk. Both men had been arrested on shore the previous day and imprisoned in Sydney. A gunner named Menou, who was thought to have been an accomplice to this crime, was put in irons on deck. On the 28th [Messidor, Year 10, 17 July 1802] the sails were placed on board the receiving ship. On the 29th [Messidor, Year 10, 18 July 1802] a tent was set up ashore to store effects while the ship was being careened. On the 30th [Messidor, Year 10, 19 July 1802] the chief surgeon l'Haridon advised the Commander that several officers needed fresh stores because of the state of their health, and requested that these be supplied; he received a negative reply, couched in somewhat indelicate terms.

Thermidor

On 1 Thermidor [Year 10, 20 July 1802] a panel was convened in the great cabin to hear the cases of Klein, master gunner on board the *Géographe*, David, master gunner on board the *Naturaliste* and Menou and Barbier, gunners on board the *Géographe*, all of whom were accused of having trafficked effects belonging to the Republic. Towards 3h00, having sufficiently reviewed the evidence, the panel adjourned and Mr Hamelin sought to have the council of justice convened immediately. The officers declared that they were unable to do so without an order from the Commander, so the council was not convened. On the same day, the commander ~~wrote~~ sent on board a new set of duty regulations, couched in a style that made it a very curious document. On the 2nd [Thermidor, Year 10, 21 July 1802] the council of justice convened at 10h00 in the morning and declared that it was not competent to pass the sentence incurred by Klein and Barbier, who consequently were sent back to prison. The charges against David and Menou were dismissed. The same day we continued to empty the ship and another tent was set up on shore. On the 3rd [Thermidor, Year 10, 22 July 1802] work began on building the two crab-capstans intended for careening the ship. On the 4th [Thermidor, Year 10, 23 July 1802], seeing that the Commander had completely forgotten about me, I wrote to him and received permission to go ashore for four hours each day. The next day I obtained a hospital pass from the surgeon and once again set myself up on shore. From the 5th to the 13th [Thermidor, Year 10, 23-31 July 1802] we completed emptying out the hold, put the tiller over the side, caulked the topsides, shored up the hull, installed the pumps and four topmasts as sheers, made a floating-stage out of casks and came portside along the quay. On the 14th [Thermidor, Year 10, 1 August 1802], with the assistance of working parties from the port the ship was heaved down and at 11h00 it was careened. The caulkers, having inspected the starboard side, decided that the ship did not need to be repaired on that side, so it was immediately righted. In the afternoon the *Géographe* was swung starboard to quay, ready to be heaved down. It was careened the following day and then returned to its original moorings. Work then began on rigging it and loading the stores – salted meat, sea biscuit made in Sydney by Mr Palmer, eau-de-vie and a small quantity of

rice. We did not take on vegetables of any sort. In addition, the Commander gave each (21) of the senior officers 18 louis for their meal allowance, while midshipmen were given 5 louis for the same purpose. This was the first cash we had received since leaving France, and most of us had a pressing need to purchase a thousand [one word crossed out] things of which we had been deprived for so long. Consequently, the senior officers decided that only half of this modest sum would be put towards the purchase of provisions for the table. When the Commander heard this he ordered that the full amount be handed to the mess officer and forbade any of it to be used. Furthermore, when he learned that we (the class two midshipmen) had already taken our share, he wrote a letter to Taillefer (the surgeon), who had received the cash in his capacity as our mess officer, saying that he had acted unscrupulously and that the 20 louis he had received were to be returned immediately. Taillefer complied on the spot, without allowing himself any comment even though the Commander had threatened to write a letter of complaint about him to the Minister for the Navy.

The hospital was struck about a month before our departure from Port Jackson and the Commander, who had a particular fondness for me, ordered me to return to the ship – in a manner that was about as reasonable as the first time he had done so. He threatened once again that I would be confined to quarters if I did not obey his orders – as if he had ever had occasion to reprimand me for the smallest act of insubordination. It was at about the same time that Freycinet and Bonnefoy had a quarrel that almost had disastrous consequences for the latter. The Commander had demoted him from his officer rank at the outset of the affair, but things were subsequently sorted out and Messrs Freycinet and Bonnefoy suffered no more than being confined to quarters.

Soon after the *Naturaliste's* arrival I sought the Commander's agreement to transfer to that ship; he refused, writing to me in the crudest terms. I had reached the point where I did not know which way to turn when the Commander conceived the idea of sending the *Naturaliste* back to France with the expedition's dispatches and the various collections we had gathered together during the voyage. At the same time he purchased a 30-tonne schooner to replace the *Naturaliste* as his consort. This schooner was still on the stocks when the Commander purchased it; construction was hastened and it was named the *Casuarina*. After a good deal of uncertainty about who would crew it, the Commander named Mr Freycinet the younger (a lieutenant on board the *Naturaliste*) to command it and also transferred Brevedent, a newly-appointed midshipman. As soon as I heard about Mr Baudin's project I pretended to be increasingly ill and succeeded in having the doctors – both in [22] Sydney and those from the expedition itself – inform the Commander on several occasions that my poor health made me incapable of continuing the expedition. Mr Baudin was not taken in by this, but since he could not retain me he made it known that he would send me back on the *Naturaliste* together with some others whose departure, he said, would rid him of some poison – an expression worthy of him. And indeed the day of the parade finally arrived (12 Brumaire, Year 11) [3 November 1802] and it was with great satisfaction that I received an order to transfer aboard the *Naturaliste* together with Messrs Taillefer, Brue, Maurouard and Depuche, the first three as troublemakers and Mr Depuche because he was on the sick list. The same day Messrs Lechetnaud, Faure and Bailly, who were naturalists on board the *Naturaliste*, transferred to the *Géographe*. The crews were reformed and we were left with the sick and incompetent. All the others joined the *Géographe* and the *Casuarina*.

As soon as the parade had finished we set about loading the plants (70 tubs), which were placed to starboard and port where the sheds had been – and which later caused the ship to roll a great deal. We also loaded the live animals intended for the national menagerie,

consisting of four kangaroos (which died after our departure), two black swans, two New Holland native dogs, several cassowaries including one that was quite large, a Waterhouse goose, a small snake-headed tortoise, some turtledoves from the Sandwich Islands, and finally a great quantity of New Holland budgerigars. As can be seen, this did not amount to a particularly interesting collection. All of these were placed under the quarterdeck and forecastle, and since the captain kept the hatchways closed during the passage the result was a foul smell inside the ship, very bad for health especially in climates as hot as the tropics.

I shall now record, briefly, what we saw during our stay in Port Jackson.

1. Soon after our arrival Flinders, whom we had met on the SW coast, set off in a brig (the *Lady Nelson*) to survey the Gulf of Carpentaria.
2. The French schooner *Surprise*, Captain Le Corre, stopped over in Port Jackson and left soon afterwards to go seal hunting in Bass Strait.
3. The English officers were forced to apologise to the French officers after having accused them of having sold eau-de-vie, against the Governor's orders.
4. Lightning struck an English three-master, (the *Atlas*), splitting its main topmast and piercing its hold.

On 18 Brumaire, Year 11 [9 November 1802] the Commander hosted a reception on board the *Géographe* in honour of the Governor. On the 26th [Brumaire, Year 11, 17 November 1802] Mr and Mrs Thompson, whom Captain Hamelin had agreed to take back to Europe, came on board the *Naturaliste*. On the same day the Commander spirited away a girl, hiding her on board the *Géographe*.

During our stay the winds were variable, with squalls always coming in from the SSW. They were accompanied by rain, hail, thunder and very strong winds.

On the 26th [Brumaire, Year 11, 17 November 1802] we got under way and went to anchor in the channel, in 7 fathoms water.

(23)

Journal compiled on board the storeship *Naturaliste*

Table no. 4

Year 11

| Date | Bearings, land sightings, soundings |
|-----------------------------|--|
| Brumaire | |
| 26-27 [17-18 November 1802] | We got under way at 5h00 in the morning on the 27 th [Brumaire, Year 11, 18 November 1802] in company with the <i>Géographe</i> and the <i>Fanny</i> , with a light south-south-westerly breeze. At 8h00 it freshened considerably from S¼SW. |
| 28 | Fresh southerly wind, variable SSE. Rough sea, rain, thunder and electric disturbances – of which Breton, Brue and I took the full brunt; standing off and on. On the morning of the 28 th [Brumaire, Year 11, 19 November 1802] land was in sight stretching W-SW. |

| | |
|-----------------------|---|
| 29 | At 1h00 in the morning on the 29 th [Brumaire, Year 11, 20 November 1802] the wind veered north-east, variable NNE. At 6h00 in the morning we encountered a schooner which informed us that the French schooner <i>Surprise</i> had been lost. |
| 30 [21 November 1802] | Fresh north-north-easterly breeze, variable NNW. Course was set south. At 3h00 in the morning on the 30 th [Brumaire, Year 11, 21 November 1802] the wind veered SSW, blowing less strongly. The <i>Casuarina</i> broke its fore topmast. |
| Frimaire | |
| 1 [22 November 1802] | Overcast weather, fresh south-westerly winds. As on the preceding days we were obliged to reduce sail to wait for the <i>Casuarina</i> . |
| 2 | Fine weather, moderate west-south-westerly breeze. At 9h00 in the morning it veered to a light easterly. |
| 3 | Fine weather, light east-south-easterly breeze. Hailed the <i>Géographe</i> , which sent across several parcels. Captain Smith came aboard; at 7h00 in the evening we filled the sails; wind freshening from ENE. |
| 4 | Same; variable north-easterly breeze, constant rain, squalls; on the morning of the 4 th [Frimaire, Year 11, 25 November 1802] land was sighted ahead of the ship. |
| 5 | Overcast weather, moderate east-north-easterly breeze. Discovered four convicts in the hold. At 9h00 in the evening we were taken by surprise by a violent squall from WNW. Strong west-north-westerly wind in the morning; lost sight of the other ships; land in sight in the north-west. |
| 6 | Strong west-north-westerly wind. Hove to under the mizzen staysail and fore staysail. Filled the sails at daybreak to join up with the other ships. |
| 7 | Squally weather, fresh west-north-westerly breeze, variable WSW. Sighted the Sisters in the evening, far in the distance; rain. |
| 8 | Fine weather, fresh south-westerly breeze, variable WSW. The breeze gradually eased. |
| 9 | Fine weather, light west-south-westerly breeze. Barbier affair: sentenced by the Commander to 50 lashes. Fresh west-north-westerly breeze during the morning. Heyrisson's difficulties with the Commander. |
| 10 | Same: moderate west-south-westerly breeze. The Sisters within sight. |
| 11 | Same: moderate west-south-westerly breeze. At 4h00 in the afternoon the breeze was a north-westerly, followed by calm. At 5h00 in the morning the breeze got up again, from ENE. |
| 12 | Same: light north-easterly breeze. Calm at 11h00, then at midnight a north-north-westerly breeze, variable to north. Lost sight of the <i>Fanny</i> and the <i>Casuarina</i> . |
| 13 | Same: moderate west-south-westerly breeze. |
| 14 | Same: moderate westerly breeze, variable to west-south-westerly. Sea somewhat rough. The wind veered ESE at |

| | |
|--------------|--|
| | 4h00 in the morning, then NNW. At 10h00 in the evening we again sighted and then lost sight of the <i>Fanny</i> . |
| 15 | Same: fresh east-north-easterly breeze. On course WSW, headed for King Island. Spoke to the Commander in the evening. At 9h00 in the morning the wind suddenly shifted WSW, blowing strongly; rough sea. |
| 16 | Overcast weather, fresh south-westerly breeze, variable WSW. Dropped anchor at 5h00 in the evening; the <i>Casuarina</i> in sight again after having been lost since the 14 th [Frimaire, Year 11, 5 December 1802]/. |
| 17 At anchor | Fine weather, light and very variable breeze./. |

[24]

Year 11

Table no. 4, contd

| Date | Bearings, land sightings, soundings |
|------------------------------------|---|
| Frimaire | |
| 17-18 [Year 11, 8-9 December 1802] | Fine weather, light south-easterly breeze. Got under way at 5h00 in the evening; winds from SSE. Course NW, then W $\frac{1}{4}$ SW at 9h00 in the morning. |
| 19 | Same: moderate south-easterly breeze. Course W $\frac{1}{4}$ SW. Sighted New Holland far in the distance. At 9h00 in the evening the wind veered SSW and we set a course W5°N, then WNW. |
| 20 | Same: very variable breeze. At 6h00 in the evening an island, seemingly unknown, bore N3°E. At 5h00 in the morning, with the breeze having settled in ESE, we changed course to W. |
| 21 | Same: east-south-easterly breeze. At daybreak the breeze was a moderate easterly. |
| 22 | Same: breeze variable and uneven. The wind veered west-north-west at 6h00 in the evening. Went on the southern tack. Foggy weather during the night and morning. |
| 23 | Foggy weather: moderate west-north-westerly breeze, variable west-south-westerly. Went on the northern tack at 8h00 in the evening. At 5h00 in the morning the wind changed to a moderate east-south-easterly. Sighted a sail, assumed to be the <i>Fanny</i> . |
| 24 | Squally weather, rain, fresh and gusty southerly wind. Course WNW. Under full sail. |
| 25 | Squally weather, strong south-westerly breeze, rough sea. |
| 26 | Bad weather, strong south-westerly wind, rain, rough sea; hove to. At 11h00 a violent squall hit, with lightning striking along the ship on several occasions. The weather cleared up at daybreak; filled the sails. |
| 27 | The weather fining up; fresh west-south-westerly breeze. At 9h00 in the evening we set a course S $\frac{1}{4}$ SE. |

| | |
|-----------------------|---|
| 28 | Squally weather, fresh south-westerly breeze, course SE while awaiting a north-westerly breeze. Finally set a course W¼NW at 11h00 in the morning. |
| 29 | Fine weather, moderate south-westerly breeze, course WNW; under full sail. |
| 30 [21 December 1802] | Calm; at 7h00 in the evening a fresh north-easterly wind began to blow and we took advantage of it to set a course WSW. Constant rain. |
| Nivose | |
| 1 [22 December 1802] | Squally weather, fresh breeze from S¼SW. Course W¼S. |
| 2 | Fine weather, moderate southerly breeze up to 10h00 in the evening, when it dropped away. At 3h00 the breeze was a light north-easterly. |
| 3 | Same: light and variable north-easterly breeze. Between 9h00 and 10h00 in the evening we passed through a bed of very phosphorescent fish spawn. Course WSW. |
| 4 | Same: moderate west-north-westerly breeze, variable to north-west. Course WSW and SW¼S. Sighted some seaweed. |
| 5 | Same: moderate breeze from W¼SW, variable to westerly; calm at 11h00 in the evening. At midnight the breeze was a fresh northerly, hauling round to NW shortly afterwards. Sighted some seaweed. |
| 6 | Rainy weather, fresh north-westerly breeze. It slackened at 1h00 then veered WSW, then back to WNW at 5h00 in the morning. At 11h00 in the morning a violent squall struck, forcing us to slacken the mainsheet. |
| 7 | Squally weather: strong west-south-westerly breeze, variable to the west and WNW. Rough sea, rain and hail; hove to at 1h00 in the afternoon. The weather cleared up at 4h00 in the morning; filled the sails. Foggy weather. |
| 8 [29 December 1802] | Fine weather, moderate west-north-westerly breeze, variable to north-west. Under full sail. At midnight the breeze was a fresh north-north-westerly and the sea had risen; sighted some seaweed. |

(25)

Year 11

Table no. 4, contd

| Date | Bearings, land sightings, soundings |
|------------------------------------|---|
| Nivose | |
| 8-9 [Year 11, 29-30 December 1802] | Moderate north-north-westerly breeze. Under full sail on the starboard tack. |
| 10 | Moderate north-westerly breeze, variable to north-north-west. The breeze progressively freshened and at 10h00 in the morning it was strong; hove to, starboard to windward. |
| 11 | Same weather, breeze from WNW; filled the sails. Secured the anchors. At 7h00 in the evening the breeze veered west, |

| | |
|----------------------|--|
| | then south-west, still fresh. The weather cleared up at daybreak. |
| 12 | Fine weather, moderate west-south-westerly breeze. Course NW $\frac{1}{4}$ W, then NW; under full sail. |
| 13 | Same: almost calm; sighted some porpoises. |
| 14 | Calm at first, then a north-north-westerly breeze, variable to north. |
| 15 | Squally weather, moderate northerly breeze; course W5°S. Fresh west-south-westerly breeze during the morning. |
| 16 | Same: fresh westerly breeze, variable to west-south-westerly. Course NNW. The breeze slackened during the morning. |
| 17 | Fine weather, south-south-easterly breeze, veering ENE at 9h00 in the morning. Course NW $\frac{1}{4}$ W. Sighted some porpoises. |
| 18 | Same: light easterly breeze, variable SE $\frac{1}{4}$ S. Course NW $\frac{1}{4}$ N. Under full sail. |
| 19 | Same: moderate breeze, SE $\frac{1}{4}$ S. Course NW $\frac{1}{4}$ N. |
| 20 | Same: light south-easterly breeze, variable SE $\frac{1}{4}$ S. Course NW $\frac{1}{4}$ N. Sighted some flying fish. |
| 21 | Variation NW 6°38'. Light breeze, SE $\frac{1}{4}$ S, variable S. Course NW $\frac{1}{4}$ N. |
| 22 | Breeze SSE, almost calm. Course NW $\frac{1}{4}$ N. Light north-westerly breeze at 9h00 in the morning. Changed course to WSW. |
| 23 | Light breeze from NNW, variable to WNW. At 1h00 the breeze veered SSE (trade winds). Set a course NW $\frac{1}{4}$ N. |
| 24 | Southerly breeze, variable SSE. Course NW $\frac{1}{4}$ N. |
| 25 | Moderate breeze SE $\frac{1}{4}$ S, variable SE. Course NW $\frac{1}{4}$ N. Changed course to NW at 7h00. |
| 26 | Light breeze, SE $\frac{1}{4}$ S, variable S. Course NW. |
| 27 | Light breeze, SE $\frac{1}{4}$ S, variable SSE. Superb weather; course NW. Sighted some tropic birds and flying fish./. |
| 28 | Same. Moderate south-south-easterly breeze. At noon on the 27 th [Nivose, Year 11, 17 January 1803] course was changed to NW $\frac{1}{4}$ W. Sighted some flying fish. |
| 29 | Same. Moderate breeze, SE and SSE; sighted some tropic birds; set course to NW at 6h00 in the morning./. |
| 30 [20 January 1803] | Fine weather, breeze SE and SSE, fresher than we had experienced up to then. Tropic birds; changed course to WNW at 4h00 in the afternoon./. |
| Pluviose | |
| 1 [21 January 1803] | Same: moderate breeze, E $\frac{1}{4}$ SE. Course W $\frac{1}{4}$ NW./. |
| 2 | Same: cloudy sky, breeze E $\frac{1}{4}$ SE. Fresh breeze./. |

[26]

Year 11

Table no. 4, contd

| Date | Bearings, land sightings, winds, etc |
|-----------------------------------|--|
| Pluviose | |
| 2-3 [Year 11, 22-23 January 1803] | Fine weather, fresh east-south-easterly breeze, sea a little rough. Course W5°N at noon. Tropic birds. The master caulker reported the need for a port call. |
| 4 | Overcast weather, fresh easterly breeze, course west; flying fish, still under studding sails. |
| 5 | Bad weather; strong easterly wind and rain; course W3°S and then W; speed 9-10 knots; made 25 inches of water over the 24 hours. |
| 6 | Bad weather, very rough sea, strong wind from the east and E¼NE. Course W¼NW. Speed 10-11 knots and as much as 12 knots in the squalls. Constant rain; the wind hauling round to N¼NE. |
| 7 | Fine weather. Light north-north-easterly breeze. Course WNW. Constant rain during the night. Bent the cables; sighted a frigate bird and a tropic bird. |
| 8 | Same: light breeze, freshening from the NE, variable ENE and E. Course W¼NW. Changed course to W¼NW at midnight. Gulls, tropic birds; occasional heavy rain. |
| 9 | Variable winds – E to N by the NE. Moderate breeze, rain. At 9h00 in the morning we altered course to WNW. Flying fish, tropic birds. |
| 10 | Fine weather, winds ENE, variable to E and NE. Moderate breeze, course WNW. At 5h00 course was altered to W¼NW, and at 9h00 in the morning to WNW; tropic birds. |
| 11 | Overcast weather, light rain; moderate winds E¼SE and E. Course W¼NW and WNW. Sighted some gulls and tropic birds. |
| 12 | Fresh east-north-easterly breeze, variable NE; rain. Spent the night hove to; at daybreak Isle de France was sighted; unsuccessful in passing Isle Ronde. |
| 13 | Moderate north-easterly breeze, variable ENE. Stood off and on in the evening and during the night. On the 13 th [Pluviose, Year 11, 2 February 1803] stood in for Isle Ronde and at 9h30 in the morning we rounded the Coin de Mire. |
| 14 | East-north-easterly winds. Dropped anchor at the entrance to NW Port at 1h00 in the afternoon, in 17 fathoms water. |
| 15 | Variable breeze. The caulkers working on the ship; moored with four lines. |
| 16 | Breeze NW and ESE; almost calm. Continued caulking and completing our water. Repaired the longboat. |
| 17 | Breeze ENE and ESE; almost calm; continued working on the ship; received 35 bags of maize. |
| 18 | Breeze ENE and ESE; continued caulking; received two casks of wine; call on General Mangallon. |

| | |
|-----------------------|---|
| 19 | Easterly breeze up to 9h00 in the morning, then N and NNW. Completed our water and the caulking; received two barrels of sugar. |
| 20 | Moderate breeze, ESE. Swung the ship on the morning of the 20 th [Pluviose, Year 11, 9 February 1803]. The captain has put us on 11 watches. ² An officer (Mr Lucas) joined the ship. |
| 21 | Fresh ESE breeze; embarked 10 men from the barracks and got under way at 10h00 in the morning, running before the wind, under full sail. |
| 22 | Winds ESE, SSE, SSW and E; steered several courses. Sighted Bourbon at 1h00 in the morning; skirted round it to the north at approximately seven miles. Becalmed by the island during the morning. |
| 23 | Calm up to midnight, when a fresh south-easterly breeze sprang up; set a course SW, under full sail. Tightened the rigging. |
| 24 | Fresh breeze, rough sea, winds ESE. At 5h00 in the evening we altered course to SW $\frac{1}{4}$ W. The wind veered NE at 4h00 in the morning, then easterly. |
| 25 | Moderate easterly and ENE breeze; course SW $\frac{1}{4}$ W; rainy weather. At 2h00 in the morning I was drenched during a heavy rain shower. Under full sail. |
| 26 | Strong easterly, variable ENE; constant rain; course WSW; lower studding sails set. On the morning of the 26 th [Pluviose, Year 11, 15 February 1803] Brue broke a boom. |
| 27 [16 February 1803] | Calm, rainy weather with some gusts. The weather fined up on the 27 th [Pluviose, Year 11, 16 February 1803]; changed tack on several occasions over the 24 hours. |

(27)

Year 11

Table no. 4, contd

| Date | Bearings, land sightings, winds |
|-----------------------------|---|
| Pluviose | |
| 27-28 [16-17 February 1803] | Fine weather, fresh north-westerly breeze; on the starboard tack; the wind hauled round to W-WSW at 5h00 in the morning; went on the port tack; at noon the winds were from SW $\frac{1}{4}$ W. |
| 29 | Winds SW and SW $\frac{1}{4}$ S. On the morning of the 29 th [Pluviose, Year 11, 18 February 1803] the wind shifted to a fresh south-south-easterly; course WNW then W5°N. |
| 30 | Fine weather, moderate breeze SSE, variable SE. Course W $\frac{1}{4}$ NW. Under full sail. In the morning the wind hauled round to the east, via the north-east. |

² [Translator's note: in the draft, Item 5, p. [13], the sentence "This is far too much" has been added.]

| | |
|---------|--|
| Ventose | |
| 1 | Same: north-easterly winds; course W¼NW. On the morning of the 1 st [Ventose, Year 11, 20 February 1803] we struck the mainyard for re-rigging, and particularly to make new slings since the old ones had broken. |
| 2 | Fine weather, winds ENE; course W¼NW. Swayed up the mainyard at 5h00 in the evening and set full sail. |
| 3 | Same: breeze ENE, course W¼NW up to 5h00 in the morning. A storm struck at midnight, bringing rain and thunder. At 5h00 the wind suddenly changed to a north-westerly and we went on the starboard tack. Wind south-westerly at 7h00; squalls made us take the reefs in the topsails. Went on the port tack at 9h00. |
| 4 | Squally weather, winds south-westerly. On the port tack, under full sail. The weather cleared up on the morning of the 4 th and the wind hauled round to the south. |
| 5 | Fine weather; the winds went around the compass, by the south, and finally settled in ENE. At daybreak we sighted land on the northern side of Laguna Bay. By noon it stretched NE¼N – WNW, with the closest part at 12'. Set a course west at noon. |
| 6 | Strong easterly winds; course west. At 9h00 on the morning of the 6 th [Ventose, Year 11, 25 February 1803] course was changed to W¼NW. |
| 7 | Calm during the evening. At 5h00 the wind shifted WSW, variable WNW. Light breeze; went on the port tack at 2h00 in the morning. |
| 8 | Light and variable winds, WNW-WSW. Squally weather during the night and in the morning; fresh and gusty breeze. Changed tack at 10h00 in the evening; at 7h00 in the morning two three-masted vessels were sighted. |
| 9 | Breeze WSW, variable WNW. Went on the other tack at 2h00 in the afternoon and again at 9h00 in the morning. |
| 10 | Breeze WSW up to 6h00 in the evening, when we were becalmed. At 5h00 in the evening we met an American ship, whose captain came aboard; at 7h00 in the morning we had ground with 102 fathoms, sandy bottom; caught two sharks. |
| 11 | Calm up to 7h00, when the wind shifted to ENE. In the morning on the 11 th [Ventose, Year 11, 2 March 1803] the wind shifted to a north-westerly. At daylight we sighted seven ships, including an English three-master; at 11h00 land was sighted bearing WNW. On the port tack. |
| 12 | Overcast weather, fresh west-north-westerly breeze; course SW. During the evening we lost sight of the other ships, which went on the other tack. The wind veered WSW at 5h00 in the morning and we went on the port tack. |
| 13 | Fine weather, moderate west-south-westerly breeze. At 2h00 the breeze veered NW; went on the starboard tack. On the morning of the 13 th [Ventose, Year 11, 4 March 1803] the |

| | |
|--------------------|--|
| | breeze gradually freshened; making 14 inches of water per watch; the order was given to pump every four hours. |
| 14 | Overcast weather, fresh north-westerly breeze; shortened sail; rough sea. At 9h00 in the evening we wore ship on to the port tack; at 5h00 in the morning the wind veered WSW and we set a course NW; the weather fining up. |
| 15 | Light south-westerly breeze. At 2h00 in the morning the breeze veered SE. Course NW $\frac{1}{4}$ N. Changed course to north at 5h00 in the morning; we unbent our two bower anchors and put them on the fore hatchway. |
| 16 | Moderate breeze, variable S $\frac{1}{4}$ SE to SSW. Course N up to 9h00 in the evening, then NNW. Sighted some albatrosses. |
| 17 | Moderate breeze from SSW. Fine weather; course NNW; under full sail. |
| 18 | Winds SSW, variable to SW. Moderate breeze. Course NW $\frac{1}{2}$ W. At 9h00 the breeze veered S $\frac{1}{4}$ SE. Unrigged the sprit-sail and struck the jib boom to take the strain off the bows. |
| 19 | Breeze SSE, variable to S $\frac{1}{4}$ SE, moderate but slackening; course NW $\frac{1}{4}$ N. |
| 20 | Fine weather, southerly breeze, variable to S $\frac{1}{4}$ SE. Course NW $\frac{1}{4}$ N; moderate breeze. |
| 21 | Light southerly breeze, variable to E; course NW $\frac{1}{4}$ N. |
| 22 | Fine weather, light east-south-easterly breeze, variable to S; course NW $\frac{1}{4}$ N. |
| 23 [14 March 1803] | Same: light and steady east-south-easterly. Course NW $\frac{1}{4}$ N. Sky overcast, as it is every day, etc. |

[28]

Year 11

Table no. 4, contd

| Date | Events, winds, land sightings |
|--------------------------|--|
| Ventose | |
| 23-24 [14-15 March 1803] | Fine weather, breeze SSE, variable to SE $\frac{1}{4}$ S. Very light breeze. Course NW $\frac{1}{4}$ N. In the afternoon the purser's steward informed us that there was no more eau-de-vie. There had been a shortfall of 293 pots. |
| 25 | Fine weather; light south-south-easterly breeze. At 1h00 in the morning the wind veered to a light west-south-westerly; altered course to NNW. |
| 26 | Overcast weather; in the afternoon the wind progressively hauled round to SSE, where it settled, blowing a fresh breeze. A little rain at 9h00 in the evening; course NW $\frac{1}{4}$ N. |
| 27 | Fine weather, moderate south-easterly breeze, variable SSE. At noon course was altered to N $\frac{1}{4}$ NW. The baker declared that the oven was on the verge of collapsing. |
| 28 | Same: moderate east-south-easterly breeze. Course N $\frac{1}{4}$ NW. At daybreak on the 28 th [Ventose, Year 11, 19 March 1803] |

| | |
|--------------------|--|
| | we sighted St Helena bearing NE, distant approximately 4 leagues. At 7h00 its extremities bore E and ENE, and at noon they were at E32°S and E47°S. |
| 29 | Same: moderate south-easterly breeze. Course NNW; under full sail. Sighted some frigate birds and tropic birds. |
| 30 [21 March 1803] | Same: south-easterly breeze; course NNW. Sighted a whale and some bonitoes. |
| Germinal | |
| 1 [22 March 1803] | Same. Moderate south-easterly breeze, variable SE¼S. Course NNW. Variation 14°1'30" NW. |
| 2 | Same: moderate breeze SE¼S, variable to S; course NNW. |
| 3 | Same: light south-easterly breeze, variable ESE; course NNW. Variation 12°26' NW. |
| 4 | Same: light south-easterly breeze, variable SSE; course NNW. Sighted some tropic birds. |
| 5 | Same: light breeze, SE¼S, variable SSE. At 1h00 course was altered to N¼NW. |
| 6 | Overcast sky, uncertain weather, moderate breeze S¼SE; at 1h00 course was altered to north. The sea very phosphorescent. |
| 7 | Overcast sky, squally weather. Rain, moderate south-south-easterly winds; course north. Crossed the line at 11h00, at longitude 17°47'. |
| 8 | Squally weather, southerly breeze, variable ESE but slackening; almost calm on the morning of the 8 th [Germinal, Year 11, 29 March 1803]. |
| 9 | Fine weather, almost calm. NB. Since we crossed the line the current has consistently set south. |
| 10 | Squally weather, rain: light south-westerly breeze, variable to NW. A north-easterly squall struck at 10h00 in the evening, bringing heavy rain. Calm on the morning of the 10 th [Germinal, Year 11, 31 March 1803]. Sighted a ship bearing ENE, heading SE. |
| 11 | Fine weather; light and very variable breeze, SW-NW. Occasional periods of dead calm. Sighted a second vessel on the evening of the 10 th [Germinal, Year 11, 31 March 1803]. |
| 12 | Same: south-westerly breeze, very variable. Course still N¼NW. Flat calm from 5h00 to 10h00 in the morning on the 12 th [Germinal, Year 11, 2 April 1803]. At that time a very light north-north-westerly breeze sprang up. |
| 13 | Squally weather, rain, very light and variable airs. Clouds continuing to increase, with a good deal of wind, producing only rain. |
| 14 | Same: almost calm. |
| 15 | Same: light south-easterly breeze. At 5h00 the captain ordered me to wear ship; I went about, without the after sails; the ship began to go about, but nevertheless missed stays at 8h00 as the wind suddenly shifted from north to west. Course NNW. |

| | |
|-------------------|---|
| 16 | Same: almost calm. |
| 17 | Very light and variable airs. Course still NNW. |
| 18 [8 April 1803] | Overcast weather, rain; light breeze, variable in strength and direction. |

(29)

Year 11

Table no. 4, contd

| Date | Events, winds, land sightings |
|-------------------------|---|
| Germinal | |
| 18-19 [8-9 April 1803] | Fine weather, light northerly breeze, variable NNE. Course NNW. |
| 20 | Same: moderate breeze, variable NNE-NNW. Went on the other tack at 4h00 in the afternoon. |
| 21 | Same: northerly breeze, variable NNE. Changed tack on three occasions. Variation NW11°41'50". |
| 22 | Same: northerly breeze, variable NNE; on the western tack. Went through several quite strong tide-ways, setting NE. Variation NW8°29'15". |
| 23 | Same: northerly breeze, variable NNE and NNW. |
| 24 | Same: northerly breeze, variable NNE. At noon a Spanish brig was sighted, heading SSE. We lost sight of it at 6h00. |
| 25 | Same: light north-easterly breeze. |
| 26 | Same: light north-north-easterly breeze. Course NW¼N. Caught a tuna. Variation NW9°59'40". On the 25 th the Pole Star was sighted, bearing 7°. |
| 27 | Same: moderate breeze, variable NNE-NE. Course NW¼N. Sighted some bonitoes and flying fish. Variation NW12°25'. |
| 28 | Same: moderate breeze, NE¼N. Course NW¼N. Variation NW11°4'. |
| 29 | Same: moderate breeze, NNE/NE/NE¼N. Same course. |
| 30 [20 April 1803] | Same: moderate breeze, NE¼N. Variation NW10°20'. |
| Floréal | |
| 30-1 [20-21 April 1803] | Same: moderate breeze, NE¼E. Course still NW¼N. Variation NW 11°24'30". |
| 2 | Same: moderate breeze, NE¼E. Course NNW. Variation NW9°4'50". |
| 3 | Same: fresh breeze, NE¼E – ENE. Course N¼NW. Variation NW8°37'40". |
| 4 | Same: fresh east-north-easterly breeze. Course N¼NW. Changed course to N at noon. |
| 5 | Same: moderate east-north-easterly breeze, variable E¼NE. Course north. |
| 6 | Same: moderate east-north-easterly breeze, variable E¼NE. Course north. |
| 7 | Same: breeze ENE and E¼NE, slackening; course north. |
| 8 | Same: uneven and variable breeze, E-ENE. Course north; sighted some gulfweed, tropic birds and flying fish. |

| | |
|-----------------|--|
| 9 | Same: moderate breeze, ENE-E $\frac{1}{4}$ NE. Course north. |
| 10 | Same: moderate breeze, ENE-NE. Course north. Sighted some gulfweed. Variation NW6°50'20". |
| 11 | Squally weather, moderate breeze, NE-ESE. Course north. Variation NW 11°19'. |
| 12 | Fine weather, moderate east-north-easterly breeze. Course north. Variation 9°20'. |
| 13 | Squally weather, fresh breeze, E-ESE. Course NNE. Struck down the lower topgallant masts to take the strain off the bows, and tightened the mains. |
| 14 [4 May 1803] | Fine weather, moderate breeze ESE-ESE. Course NNE. Variation NW10°59'. |

[30]

Year 11

Table no. 4, contd

| Date | Events, winds, land sightings |
|----------------------|---|
| Floréal | |
| 14-15 [4-5 May 1803] | Fine weather: moderate east-south-easterly breeze. Course NNE. Variation NW12°11'20". |
| 16 | Same: moderate breeze, ESE-SW. Course NE $\frac{1}{4}$ N. |
| 17 | Same: moderate breeze, SE-ESE. Course NW. |
| 18 | Same: moderate breeze, SE-ESE. Course ENE. On the 18 th [Floréal, Year 11, 8 May 1803] we spoke to the American ship <i>Thomas</i> , from Charlestown. Variation NW7°. |
| 19 | Overcast weather, moderate and gusty breeze, SE and ESE; course E $\frac{1}{4}$ NE. |
| 20 | Same: moderate breeze, variable ESE-SSE. Course E $\frac{1}{4}$ NE. During the evening of the 19 th [Floréal, Year 11, 9 May 1803] the sea changed colour; at 6h30, when we were near a rock outcrop, we sounded but had no ground with 80 fathoms. On the 19 th we sighted three Spanish ships at night and on the 20 th [Floréal, Year 11, 10 May 1803] sighted a brig/. |
| 21 | Fine weather, moderate breeze SE $\frac{1}{4}$ S. Course E. At 4h00 we sent a boat alongside an English brig, out of Yarmouth and bound for Newfoundland. Soon afterwards we spoke to an English sloop out of Jersey, also bound for Newfoundland. At daybreak four ships were in sight; went on the starboard tack. |
| 22 | Same: light breeze SSE-S $\frac{1}{4}$ SW. Course E $\frac{1}{4}$ SE. Three ships in sight, on the same tack as us. Estimated variation NW20°. |
| 23 | Same: light breeze S $\frac{1}{4}$ SE-S $\frac{1}{4}$ SW. At 7h00 in the evening we sent a boat alongside the Danish corvette <i>Frédérick-Steen</i> , bound for Antwerp; it gave us some stores. Sighted two ships on the morning of the 23 rd [Floréal, Year 11, 13 May 1803], on the same tack as us. |
| 24 | Same: moderate breeze, SSE-SSW. Five ships were in sight at daybreak; spoke to the <i>Concorde</i> , from Le Havre, Captain Marchand; the captain came aboard. He was returning from St Domingue. Course ESE. |

| | |
|------------------|---|
| 25 | Squally weather, fresh south-south-easterly breeze. Same course. Strong wind during the night; under full sail; sighted a brig. |
| 26 | Fine weather, moderate breeze SSE-S $\frac{1}{4}$ SW. Same course; sighted a French brig and three other ships. NB. Longitude estimated followed by observed longitude of the 25 th [Floréal, Year 11, 15 May 1803]. |
| 27 | Overcast weather, fresh breeze, SSE-SSW. Same course; saw birds and some porpoises. Estimated variation NW30°. |
| 28 | Same: fresh breeze, SW-SSW. Course SE. |
| 29 | Violently squally weather, fresh breeze SSW-WSW. At 6h00, during a storm on my watch, the mainmast split below the hounds. Struck down the main topgallant mast and took the lower reef in the main topsail. The next day we rigged backstays and took a reef in the main topsail. Sighted a ship. |
| 30 [20 May 1803] | Same: fresh west-south-westerly breeze, course SSE. Lowered the fore topmast by 9 feet and fished the mainmast. Sighted a vessel on the evening of the 29 th [Floréal, Year 11, 19 May 1803]. |
| Prairial | |
| 1 [21 May 1803] | Overcast weather, light rain: fresh breeze, WSW-SSW. Course SSE. Reinstalled the backstays and tightened the aft rigging; on the 1 st [Prairial, Year 11, 21 May 1803] we swayed up the main topgallant mast; a ship in sight. Variation NW34°, estimated. |
| 2 | Fine weather, calm; sounded on the 1 st [Prairial, Year 11, 21 May 1803] but had no ground with 180 fathoms; two vessels in sight. On the 2 nd [Prairial, Year 11, 22 May 1803] three ships were in sight. No ground with 180 fathoms; light north-easterly breeze; course SSE. |
| 3 | Same: moderate breeze, NNE-N; course SE $\frac{1}{4}$ S. On the 3 rd [Prairial, Year 11, 23 May 1803] a ship was in sight. Variation NW31°. |
| 4 | Same: moderate breeze, NW-W. Bent the starboard bower; course ESE. Four ships in sight on the 4 th [Prairial, Year 11, 24 May 1803]. |
| 5 | Same: moderate then fresh breeze, WSW-NW. Course was altered to E $\frac{1}{4}$ SE at 8h00 in the evening on the 4 th [Prairial, Year 11, 24 May 1803]. The same day we sighted a [illegible] and four ships. On the 5 th [Prairial, Year 11, 25 May 1803] we had ground with 59 fathoms, grey sand at 9h00 in the morning, and with 70 fathoms, grey sand at noon. Sighted some birds. |
| 6 | Foggy weather. Course E $\frac{1}{4}$ SE with a fresh west-south-westerly breeze. At 3h00 in the afternoon we spoke to a ship from La Hougue, which told us that we were 45 leagues WSW of the Lizard. On the 6 th [Prairial, Year 11, 26 May 1803] we put Thompson on to a fishing boat. [Two words crossed out]. |

| | |
|-----------------|---|
| 7 | On the afternoon of the 6 th [Prairial, Year 11, 26 May 1803] we were inspected by the <i>Révolutionnaire</i> and the <i>Nimble</i> , then filled the sails, on course ESE with a fresh west-south-westerly breeze. At midnight we hove to abeam of Barfleur. Depth 30-35 fathoms. |
| 8 [28 May 1803] | Foggy weather from the 7 th to the 8 th [Prairial, Year 11, 27-28 May 1803]. Fresh westerly breeze; at 5h00 in the evening on the 7 th we were taken over and taken in tow by the <i>Minerve</i> . Course NNW during the night. |

(31)

Prairial, Year 11

Continued

We sighted the coast of England at 3h00 in the afternoon on the 8th [Prairial, Year 11, 28 May 1803]; at 7h00 in the evening we cast off the tow and at 8h30 we dropped anchor in Spithead in 5 fathoms water, on the edge of a sandbank.

On the 9th [Prairial, Year 11, 29 May 1803] we got under way at 5h00 in the morning and proceeded to moorings in Portsmouth harbour. We remained there until the 17th [Prairial, Year 11, 6 June 1803] when we warped into Spithead and anchored while we waited for our passports to be inspected by Admiral Gardner. At about 2h00 in the afternoon on the same day we got under way under full sail and with a fresh easterly breeze, course being set south. In the evening we passed through the middle of an English convoy bound for Portsmouth. At 4h00 in the morning on the 18th [Prairial, Year 11, 7 June 1803] la Hève bore S5°E. The pilot came aboard at 6h00. At 7h30 we were inspected by the English frigate *Blanche* and at 10h00 we stood in for the wharves. At 11h30 we were moored in the harbour and the corvette was immediately laid up.

End

[File 2, Item 3]³

(1)

26 Ventose, Year 10 [17 March 1802]

[2]

6 Germinal, Year 10 [27 March 1802]

Comment

Point A, seen to be the most conspicuous of the group, is situated [blank] minutes from the south of the northernmost part of the group and [blank] minutes west of the easternmost part of the same group.

[4]

³ [Translator's note: the tables that appear on the odd-numbered pages have not been reproduced here.]

7 Germinal, Year 10 [28 March 1802]

Comment

Note on the tables: all of the differences entered on the same line as a bearing are the miles travelled between the time of taking this bearing and the time of taking the next. Thus the miles marked on the line of the bearing taken at 9h23 are those travelled between this time and 11h20.

[6]

Narrative

This is low-lying land, without much vegetation. M and N are the extremities of some low-lying land in the recesses of the first bay to the west of Wilson's Promontory; from O to P the coast is straight.

[8]

8 Germinal, Year 10 [29 March 1802]

Comment

This land is similar in appearance to the land we saw yesterday, but is a little more wooded. S and T seem to be the headlands marking the entrance to Western Port. We did not see it distinctly.

[10]

9 Germinal, Year 10 [30 March 1802]

Comment

Between points A and B is a vast bay in which the coast, from point B, runs NNE. Protest Cape, so named by the Commander.

[12]

10 Germinal, Year 10 [31 March 1802]

Comment

At 8h42 we noted at point C another headland, further to the west. This is the headland that in the following bearings is referred to as C, and which we have been unable to sight since.

To the east of point E there is a small sandy cove. The coast along which we travelled today consists of low cliffs; it is ~~however~~ almost without visible indenting; there is heavy surf everywhere, which must make disembarkation at least very difficult, if not impossible in many places.

[14]

To the east of point I are two shallow sandy coves where breaking surf is visible. Behind the more easterly of these two coves I made out, from the masthead, an indentation that seemed to me to be the entrance to a river, at the mouth of which I saw some reefs which must make it almost impassable for ships. Between points K and L the coast is lined with reefs that are visible above the surface; I counted eight of them. The most visible of these rocks is shown as α . Six others are to be found to the east, between this first one and point K; the eighth is at point L.

This almost straight coast presents a great number of points that seem like headlands from afar, but which disappear as one approaches.

NB. In the records of bearings that no longer contain C, but do contain D, there is a need to check whether the latter has been used in error, instead of C. The outcrop N, noted in the hinterland, is the highest land on this part of the coast.

[16]

11 Germinal, Year 10 [1 April 1802]

Comment

On the morning of the 11th we were unable to make out the last headland noted (L), because this was very low-lying land; we thus took as our reconnaissance point the outcrop N, noted yesterday evening.

This is a point inside a vast indentation formed by land of medium elevation.

The coast is made up entirely of dunes and sandy beaches. The small island whose extremities are marked by a, b and c is a reasonably high rock shelf; the sea breaks all along it.

[18]

The small island marked by points V and X was named Dragon Island because of its shape, which is quite similar to the shape of that beast. Between this small island and the mainland there is another island that I have marked by V.

NB. It is possible that point C of the ~~previous~~ bearing recorded at 2h50, is the same as the earlier point C, in which case C on this chart would be an intermediary point on the ad side.

[20]

The land forming headlands S, T, Z etc is barren and of medium elevation; Dragon Island is almost entirely composed of rocks against which the sea breaks, as it does against headlands S, T, etc. This part of the coast is quite safe and we stood very close in.

[22]

12 Germinal, Year 10 [2 April 1802]

Comment

Between T and Z lies a bay whose coastline consists entirely of sandy beaches. The coast from V to Z is very steep, with the sea breaking heavily all along. To the east of point & is a large bay formed by a sand dune. The ship's course enabled it to be made out from a distance of about 6-9 miles.

There is a reef inside the large bay, which we skirted at [blank]; a string of reefs stretches parallel to the coast, approximately a league out to sea. This string is in the western part of the bay.

The most elevated land on the part of the coast we sailed along today is the square-topped mountain in the hinterland that I have marked as α .

[24]

Cape Camel was given its name by the Commander because it resembles that animal; it is a rocky headland, with the sea breaking heavily over it.

[26]

13 Germinal, Year 10 [3 April 1802]

Today, the 13th, the calm meant that we were too far out to sea to be able to assign very precise positions to the bearings taken during the day. The land we are standing off is the lowest-lying we have yet seen.

NB. In the space of four minutes the mountain marked as D had moved 1°40' away from the point attributed to it on the coast.

[28]

14 Germinal, Year 10 [4 April 1802]

Comment

We were somewhat uncertain as to the marking of A and B, but they disappeared when we make up our triangles. The plateau-shaped mountain in the hinterland is quite remarkable and can serve as a reconnaissance point. From A to A¹ the coast is moderately elevated and consists of steep cliffs; from A to I the coast is lined with reefs. Some low hills can be seen in the background. A¹ is quite high; B¹, C and D are headlands on the coast. E is the western headland of a rock out to sea; this small island lies WNW-ESE and is a quarter of a mile long. F, H and I are headlands on the coast; & is a small rock not far away.

NB. The calm and fog prevented us from taking any bearings on the 15th [Germinal, Year 10, 5 April 1802]. At 5h50 I took a lunar distance reading, with the sun about to set; I is further north than ø.

[30]

16 Germinal [Year 10, 6 April 1802]

Comment

All of these coasts consist of very low-lying sand dunes, lined with rocks pounded by the surf; several shallows can be seen a little out to sea.

Beyond the land noted at E13°20'S, land can be seen stretching far off to the south-east. A fairly visible rock is to be found abeam of O and almost on the coast.

[32]

Low-lying dunes with some sparse bushes; the surf breaking heavily on the coast.

The small island of which E marks the eastern headland seems to be joined to point F by a string of reefs; nevertheless from the masthead we thought we could distinguish a navigable channel between them; boats would have to track very close to the island. Between point L and point I we could see a string of reefs, a fair way out to sea.

[34]

The new coast sighted behind point A, stretching almost in a straight line to the NNE, is lined with higher dunes than those seen over the preceding three days; from the distance we are at it seems to me to be wooded.

NB. The coast from R to E could be part of an island, but I believe I can affirm the contrary; from the masthead I thought I saw land in the distance, joining this coast RE to the mainland. This coast is, incidentally, lined with rocks, reefs and small islands.

There is an indentation behind the headland at R.

[36]

17 Germinal, Year 10 [7 April 1802]

Comment

The land in sight today is lower-lying than that explored over previous days; in several places it is covered with medium-sized trees. This morning I confirmed that the part of the coast RE, taken yesterday to be an island, is not one. This part of the coast is not safe like the parts we have skirted up to now. In the morning we suddenly encountered some shallows; depth only 6 fathoms. From the headland V the coast is almost straight and the dunes are lower and less wooded than from R to V.

[38]

18 Germinal, Year 10 [8 April 1802]

Comment

The coast explored today consists entirely of very low-lying and completely barren sand dunes, with surf breaking everywhere. This coast is straight, with no perceptible indentations.

[42]

19 Germinal, Year 10 [9 April 1802]

Comment

From the headland at V, which ends the very low sand dunes we skirted on the 18th [Germinal, Year 10, 7 April 1802], the coast now in sight is elevated, green in patches and dotted with bushes that do not suggest a very lush vegetation. This coast includes a multitude of small coves where surf is visible. From the headland at C the land begins to take on a more pleasant aspect. It is crossed by an infinite number of ravines, some of which go down to the seashore while others cross the coast parallel to the shore.

The large hill at M forms a headland, named Cape Encounter by the Commander in memory of the meeting we had with the corvette *Investigator*, Captain Flinders.

[46]

20 Germinal, Year 10 [10 April 1802]

Comment

We were unable to do much today because of the calm. The part of the coast we surveyed is of modest elevation and covered with patchy heather.

Kangaroo Island was so named by Captain Flinders, who fed his crew on giant kangaroos during a six-week stopover there.

[48]

21 Germinal [Year 10, 11 April 1802]

Comment

All of the points fixed today, except for point A, belong to Kangaroo Island. This is land of modest elevation, covered in greenery in several places and dotted with small bushes. The coast appears very safe; there are several bays that should provide quite good anchorages. Two sandy coves can be seen on headland I, circled by tall, leafy trees which provide a very pleasant aspect.

[50]

This coast is similar to the one we explored this morning. There is no sand anywhere. Headland L projects out a long way and we were unable to see the nearby land on the western side.

[52]

22 Germinal [Year 10, 12 April 1802]

Comment

All of the points fixed today were on the mainland coast forming the SE part of the gulf that has Kangaroo Island at its entrance. This coast is barren, of modest elevation and traversed by a large number of ravines, most of which end up at the sea. The coast is very steep throughout, with heavy seas breaking all along.

NB. The last bearing is almost totally meaningless because it was quite dark at the time; between F and D and G and H there are two sandy coves.

NB. From today I will restart the alphabet each day./.

[54]

23 Germinal [Year 10, 13 April 1802]

Comment

The coast explored today forms the SE part of the gulf that has Kangaroo Island at its entrance. This part, from A to I is steep, barren and quite elevated. The land near the coast, especially from A to C, is reddish and very steep. H and I are the northern headlands of two small sandy coves. From H to N the land closest to the sea is very low-lying and quite well wooded. In the hinterland about two leagues behind this coast are some mountains, of modest elevation. From K to L is a large beach which is part of the low-lying land just mentioned.

NB. The coast is very safe between A and H, but beyond this point it is no longer possible to get closer than 6 leagues. In the afternoon we were at that distance from the far reaches of the gulf when the depth decreased to six fathoms, staying that way for half an hour.

[58]

25 Germinal [Year 10, 15 April 1802]

Comment

Elevated land in some places, less so in others; it is uniformly very steep and appears to be barren. Breakers all along this part of the coast. This coast, which is part of the large Kangaroo Island, is very safe and has a great number of spurs that from a distance appear to be headlands, but which disappear as one gets closer. The line from α to λ is of a fairly low-lying coast that I only sighted from the masthead. On this low-lying land, which I take to form part of the mainland, I also sighted a thick column of smoke; I record this because for a long time now we have not seen any fires on the coast.

[62]

27 Germinal [Year 10, 17 April 1802]

Comment

Low-lying land, seen from a distance of over five leagues; the ship's course followed the outline of the coast. The island AB is approximately four or five miles from our course. To the north is a smaller island, close to a long line of reefs. The almost calm weather and shallow water kept us a long way off the coast, so we were able to do very little.

[64]

28 Germinal [Year 10, 18 April 1802]

Comment

Points marked in the gulf; low-lying, bare land./.

[66]

4 Floréal, Year 10 [24 April 1802]

Comment

This land, both the islands and land assumed to be part of the mainland, is low-lying and entirely devoid of vegetation. Shallow water makes this area unsafe. Soundings at more than two leagues offshore vary between 8-6 fathoms – sometimes five.

[70]

5 Floréal [Year 10, 25 April 1802]

Comment

This coast, both islands and mainland, is low-lying and barren; the surf pounds with terrifying force all along it.

NB. It is possible that the point marked H on the fix taken just prior to those since 1h00 is not the same as in the following fixes, but in any case there is very little difference. In the 11h52 fix, point G is uncertain and could be up to 2° out./.

[78]

6 Floréal, Year 10 [26 April 1802]

Comment

This coast is similarly low-lying, sandy and devoid of vegetation. The coast is lined with a mass of small islands and rocks that constantly change appearance. The hill ζ and the outcrop are the most elevated features on this part of the coast.

At noon only three of the small islands A, B, C and D were in sight, which obliged me to mark them as No. (1), (2) and (3). I am not certain that they are in fact the preceding points attributed to each of these small islands; I will know this when we construct the map. At 1h40 two new islands bore WSW; they were visible only from the masthead.

[86]

7 Floréal, Year 10 [27 April 1802]

Comment

Low-lying, sandy coast. I was unable to make out the distance of island α from the mainland. A string of small islands could be made out from the masthead, lying between A and B. Towards noon nine of them were in sight. At the anchorage, point F had disappeared; it is probable that it is the northern headland of the large island lying between A and B; there were no small islands visible to the north of B. Points (1), (2) and (3) are those fixed on the 6th [Floréal, Year 10, 26 April 1802] but which could not be seen clearly enough to be recognised individually.

[90]

10 Floréal, Year 10 [30 April 1802]

Comment

The land in sight today consists of very steep, low cliffs, uniformly fluted. The surf pounds along the whole coast with prodigious force. The land ending in the headland M is so low-lying that from time to time it was entirely hidden by the swell, although we did sight a number of fires. Towards the end of the day we experienced a very surprising mirage effect, which made it seem that we were surrounded by land. The impact was so great that we spent the night hove to, unsure of the course we needed to set to clear the area. At daybreak everything had disappeared.

The part of the coast marked by dots in today's sketch is not continuous; it is possible that it was part of the land seen in the mirage.

At 9h48 it was impossible to get a fix on headlands to the south of point F; three of them were visible and I have marked them (1), (2) and (3); I believe that (1) is the same as (C), or at least is very close to it./.

[96]

11 Floréal, Year 10 [1 May 1802]

Comment

This land, taken to be the St Peter Islands, is quite low-lying and is not wooded. It is reasonably safe to approach.

[File 2: item 4]
[Cover]

Item 4

Notes on Port Jackson
(First stay on the *Géographe*. In 1801 [sic])

(1)

The government has 670 acres of wheat, while private growers have 6,000 – making a total of 6,670 acres of wheat in the colony;

More land is given over to maize growing than to wheat.

An acre of wheat yields 15 bushels.

An acre of maize yields more than this.

The colony considers that it is self-sufficient in grains, except in poor seasons or when increased numbers of deportees or ships arrive.

Vines seem to thrive, but have been neglected in recent years because the colonists have limited knowledge of how to grow them.

Attempts have often been made to introduce hops but they consistently failed until, some eighteen months ago, new seed stock was introduced and has been very successful.

All European fruit grow very well and are abundant in their season (this applies to oranges, lemons, bananas - on Norfolk: they do not ripen in Port Jackson).

Oats are not much grown with livestock being reared on maize.

Flax and hemp grow very well, especially the latter.

There some coal mines.

A type of [illegible] (tree) grows in large quantities on the banks of the Hunter River and produces a superb yellow dye.

Bark from all species of trees, which is astringent to a greater or lesser degree, is used in tanning.

The ships used for whaling on the coasts of New South Wales and New Zealand are home-ported in London: about six or seven of them come out per year. The colony is not involved in this trade, but has four small ships used for seal hunting in (2) the islands to the south and in Bass Strait. The sealskins are sent to China as freight on ships leaving the colony after having brought out convicts and merchandise.

Skins for tanning sell for four shillings each in the colony, and the oil sells for five shillings a gallon. English ships are prohibited from trading with New South Wales unless they have authorisation from the Government and from the East India Company, whose exclusive trading rights extend even beyond this colony.

The colony's ports are open to all ships belonging to Great Britain's friends and allies. They can take on provisions but (as in other English colonies) may not trade in these commodities, although the Governor has the power to grant such permission if he considers it appropriate to do so.

A ship's captain who has been granted such permission can sell his entire cargo as and to whom he pleases, provided he takes products from the colony in exchange. However he is required to sell at only 80% profit if he simply wants cash.

Strong spirits and wine can only be sold to persons appointed by the Governor, and the same applies to gunpowder and weapons. Taxes are one shilling per gallon of spirits, six pence per gallon of wine, six pence for port tax and 5% ad valorem duty for all goods that have not been manufactured in England. Ships pay five dollars to complete their wood and water on the Governor's lands. All of these duties are paid into a fund for orphans.

(3) Horses sell at various prices. Those born in the colony cost from 80 to 150 guineas, while those imported from the Cape cost between 40 and 70 guineas. A stallion born and bred in the colony is worth between 150 and 200 [pounds] sterling; a fine American stallion from the Cape sells for 270 guineas, and a recently-imported English stallion was estimated at 600 [pounds] sterling.

Bulls are generally worth 50 guineas; a good bull from an English stud is worth between 70 and 80 [pounds].

A young ox suitable for working the field is worth between 40 and 50 [pounds].

A cow born in the colony is worth between 40 and 50 guineas (as against 80 guineas if it comes from England).

A mixed-race ram is worth 7 [pounds], while one of Spanish pedigree sells for between 15 and 30 guineas. A ewe is worth 2-3 shillings and neutered sheep 2-3 guineas each.

The nominal value of a boar is 5 [pounds]

| | |
|-------------------------------|-------------------|
| A sow (for breeding purposes) | 4-8 [pounds] |
| A piglet | 5 shillings |
| A goose | 8-10 shillings |
| A turkey | 10-12 [shillings] |
| A duck | 2-4 [shillings] |
| A hen | 1-2 [shillings] |

I say nominal value, because these animals represent the most common production of farmers living on poor land and are often traded to ships and the colony's civilian and military officers in exchange for items the farmers need for their families.

Wheat sells for eight shillings per bushel of 60 [pounds]. The yield is normally 12-22 shillings bushels per acre, although at the establishment on the banks of the Hawkesbury it can be up to 35 bushels – and never less than 18 – per acre.

(4)

The colony has apparently calculated that the average yield of wheat is 15 bushels per acre.

Planting takes place in March, April and up to the middle of May. Harvesting begins in October. The same soil can produce a crop of wheat and one of maize per year, but this is not the preferred method and after the wheat has been harvested, potatoes or turnips are generally planted to improve the soil until it is time to sow the next crop of wheat.

Peas are not widely grown, and sell for the same price as maize. It seems that harvesting peas is problematic because it normally takes place during the rainy season.

Maize sells for four shillings per bushel of 60 [pounds]. It is harvested during the months of April, May and part of June.

Potatoes are grown not only by farmers but also in market gardens. They are sold on a barter basis – one penny per pound.

Vegetables such as broad beans, cabbages etc are very common in summer and are bartered on a similar basis.

Rice is imported from India and sells for 35 shillings per bag of 165 [pounds].

Beef generally sells for 2 shillings a pound.

Lamb generally sells for 1 shilling 8 pence a [pound].

Pork generally sells for 1 shilling a [pound].

~~But the colony's regulations allow~~

Kangaroo is bartered, at 6 pence a pound.

Tea is imported from India and sells for 6-7 shillings a pound.

Sugar sells for 8-10 pence a [pound].

Salted beef sells for 1 shilling 6 pence a [pound].

Fresh butter sells for 5 shillings a [pound].

(5)

A 120-gallon cask of Madeira wine sells for 50 guineas.

A large barrel of porto sells for 100 guineas.

A 45-gallon cask of claret sells for 20-30 guineas.

Bengal rum sells for 9 shillings a gallon.

Rum from Rio de Janeiro sells for 7 shillings a gallon.

Rum from the East Indies sells for 12 shillings a gallon.

Cape eau-de-vie sells for 7 shillings a gallon.

Eau-de-vie from France sells for 12 shillings a gallon.

English porter sells for 6 ^[pounds] sterling (per 63-gallon cask). Beer is not yet being produced in the colony due to the lack of hops.

Distilling strong liquor is not permitted, because of the disastrous consequences it could have for the general population.

Governor and Commander-in-Chief Philip Gidley King

Lieutenant Governor William Paterson

Freemen who have not been convicts (consisting of civilian and military officers) 300

Free women (spouses of officers) 70

Freemen who are ex-convicts 2500

Free women who are ex-convicts 500

Convicts, male 4000

Convicts, women 1200

Children born in the colony boys 800

girls 1000

New South Wales Regiment 1000

Total 11,370

There are two companies of militia, the first composed of 90 men commanded by Mr Balmain and the second of 70 men, commanded by Mr Thomson (who is also the colony's deputy surgeon).

In wartime these two companies are doubled in size.

Convicts who have behaved well are eligible to join the New South Wales Regiment when they have served their sentence.

(6)

The Governor of New South Wales receives an annual stipend of 1200^[pounds] sterling.

The Lieutenant Governor 500^[pounds] sterling

The Commissioner 448^[pounds] [sterling]

The surgeon 230 ^[pounds] [sterling]

The Governor of Norfolk 500^[pounds] [sterling]

The militia commanders receive 10 shillings per day.

Their deputies 4 shillings and 6 pence.

The rank and file are treated like those of the Regiment and receive 1 shilling 6 pence per week.

The territory which Cook named New South Wales extends, according to what is claimed by the English, from the latitude of Cape York to that of the so-called Schouten Islands and from the sea to the meridian of the same Cape York; this territory contains only native tribes.

The English Government provides to each man who, with its permission, comes to settle in Port Jackson 100 acres of land, a sow and a ewe in lamb, food for 18 months, clothes for him and his family and two convicts to work for him for the same length of time.

When a convict has served his time he becomes a freeman and receives – if he has behaved well – 30 acres of land, a sow and a ewe in lamb, food for 18 months, clothes and one man to work for him for the same length of time.

This land provided by the Government is not subject to any tax for the first five years, but after that ~~they pay~~ the owners pay two shillings 6 pence per 100 acres.

(7)

On 26 Messidor [Year 10, 15 July 1802] Klein, Barbier, Menou and David were arrested and the first two convicted of theft.

On 23 Messidor, Year 10 [12 July 1802] we transferred our guns, cables, ~~anchors~~, anchors, rigging and part of our ballast aboard the *Naturaliste*.

On 3 Thermidor, Year 10 [22 July 1802], Milius left for Canton on the *Coromandel*, an American three-master.

On 4 Thermidor [23 July 1802] the *Investigator*, Captain Flinders and the *Lady Nelson*, Captain Murai, left to sail up the eastern coast of New Holland.

On 14 Thermidor [2 August 1802] we careened the *Géographe*, and the next day it was heaved down on the other side.

On 19 Thermidor [7 August 1802] the Commander gave:

2^[pounds] sterling to all crew members who were not receiving a salary;

5^[pounds] [sterling] to each midshipman;

8^[pounds] [sterling] to each master; and

18^[pounds] [sterling] to each officer or naturalist.

On the 29th [17 August 1802] the *Géographe* returned to its earlier moorings.

On the 30th [18 August 1802] Breton was demoted by the Commander to midshipman second class for having shown a lack of consideration for the master gunner, and was ordered confined to quarters on board the *Naturaliste* for the remainder of the stopover.

On 6 and 7 Fructidor [Year 10, 24 and 25 August 1802] the *Naturaliste* was fumigated in an attempt to destroy the rats on board, but this was not very successful and during the passage from Port Jackson to France the ship was full of rats, which ate and destroyed everything, to the point where during the night they nibbled at our fingertips and the soles of our feet.

NB. In Sydney the observatory was set up on the eastern headland of Sydney Cove, called Bannelon Point.

(8)

On 2 Vendémiaire, Year 11 [24 September 1802] the *Casuarina* came to anchor in Neutral Bay, close to the *Naturaliste* and the *Géographe*. Citizen Freycinet the younger, a lieutenant on board the *Naturaliste*, was given command and Brevedent, who had been promoted to midshipman second class during the voyage was made second-in-command. All up, the schooner had a crew of 15 men.

While the *Naturaliste* was at anchor in Sirius Cove a French schooner named the *Surprise*, Captain Le Corre, arrived in Port Jackson. It was out of Isle de France and had been forced to put in to Port Jackson after running into heavy seas off Cape Leeuwin. It was a 90-tonne vessel with a crew of 12, mostly Americans. It left on 24 Vendémiaire [Year 11, 16 October 1802] to hunt for seals in Bass Strait, and was lost on the Sisters during a gale.

NB. The Commander wanted to sell the *Naturaliste* to Governor King, but the Englishman did not want it; he proposed [incomplete sentence].

[File 2: Item 5]

[Cover]

The *Géographe*
1803

Item 5

[1]

On board the *Géographe* prior to arrival in Port Jackson

15 Floréal, Year 10 [5 May 1802]⁴

NB. Our crew is continuing to weaken; we already have over 20 men with scurvy and there are new men in the sick bay every day. Everyone is becoming discouraged. Yet it is not difficult to explain these illnesses and our weak state since leaving Timor, because for over six months now we have had neither wine nor fresh bread. We have had no fresh meat for over three months. The salted meat which [one word crossed out] is our only food is meagre in ~~number~~ quantity and poor in quality. Arrack, which is a liquor known to be unhealthy, is the only drink we have had since Isle de France, and the Commander has even appropriated the wine meant for men in the sick bay. Moreover we have almost completely run out of water and firewood, and the senior officers have had to suffer all sorts of indignities from the Commander.

Encounter with Captain Flinders

On the 18th [blank = Germinal], Year 10 [8 April 1802], we came across the *Investigator*, Captain Flinders, which we at first took to be the *Naturaliste*. When he came alongside, the captain asked if he was speaking to Captain Baudin, and when the Commander responded in the affirmative Flinders raised his cap; his officers followed suit. Soon afterwards he hove to and immediately came alongside in his boat. The Commander hastened to show him his bird drawings, etc, told him everything he had done and not done and invited him to dine with him the next day, saying that he would show him his maps. Flinders had shown his passports to the Commander, who had not even read them and, Flinders did not give his name. The Commander, not knowing to whom he was speaking, showed him the map of Bass Strait, which had been drawn up by Flinders himself, and told him, literally, that “I have visited Bass Strait and this map is inaccurate; it is easy to see that it is the work of a young man.” Flinders said nothing and withdrew to his ship; we sailed together throughout the night and the next morning Flinders came back on board, once again in full uniform – whereas Mr Baudin received him dressed like a thief. After the meal the Commander hastened to show Flinders all his landscape sketches, birds etc as well as the little survey work we had carried out. At this point Flinders gave his name and told the Commander that he had been sent by the English Government on a mission that was very similar to his own. He had left England eight months after our departure, had put in to the Cape of Good Hope, had explored the south-west coast of New Holland from Cape Leeuwin and had spent six weeks at Kangaroo Island, near which, during some strong blows, he had lost a boat, his master or helmsman and eight crew. He returned to his ship at about 8h00 in the morning, and we went our separate ways.

[2]

After entering Bass Strait

At 6h00 in the evening on 9 Frimaire [Year 11, 30 November 1802] we sighted the Sisters and the southern tip of the Furneaux Islands, bearing S7°W.

⁴ [Marginal note] 5 May 1802

At noon on the 10th [Frimaire, Year 11, 1 December 1802] the more northerly of the Sisters bore S50°W, with the southern extremity of the Furneaux Islands at S2°W. Under full sail during this day; towards 6h00 in the evening we were almost becalmed, ~~close to~~ with the northern extremity of the two Sisters bearing S70°W and the southern extremity of the Furneaux Islands at S10°W.

An east-north-easterly breeze sprang up at 5h00 in the morning of the 11th [Frimaire, Year 11, 2 December 1802] and we put on full sail. At noon the Sisters bore S10°W, with the eastern extremity of the Furneaux Islands at S16°E and the Kent Group at W10°S, distant eight leagues. At 6h00 in the evening we were becalmed close to the Kent Group, whose extremities bore S48°W and S85°W. A north-north-westerly breeze sprang up at midnight, variable N, and we took advantage of it to sail before the wind and to round the Kent Group by the north. At 6h00 in the morning of 12 Frimaire [Year 11, 3 December 1802] the Group bore E-ESE; at the same time we fixed a rock bearing SE¼S and the mainland at NW¼N. At 8h00 the Kent Group bore E10°S, with Wilson's Promontory at N36°W. Four small islands were in view, stretching W10°N-W20°S.

During the morning of the 12th [Frimaire, Year 11, 3 December 1802] we crowded sail to double three small islands to the south of the promontory. At noon Wilson's Promontory bore N28°W, with an island at S27°E and a smaller island at N73°E. Moderate west-south-westerly breeze during the day. At 1h55 the jib-boom, whose stay was slack, broke near the cap and was immediately brought in. Soon afterwards we found ourselves very close to a small island, and changed tack. At 12h50 in the afternoon we sighted a reef that was not marked on the charts, bearing W22°S. At 1h50 we fixed it again, bearing S14°W. As the breeze was freshening we took two reefs in the topsails. At 6h00 in the evening the middle of the promontory bore N22°W and we had in sight seven small islands, extending N33°W-N68°E. Wore ship at 10h00.

At 1h50 in the morning on the 13th [Frimaire, Year 11, 4 December 1802] we went on the port tack, having sighted a small reefed island abeam and to leeward of us. ~~During the night from the 12th to the 13th~~ only the *Géographe* was in sight; at 8h00 in the morning the Promontory bore N6°W, with the small reefed island at E5°N.

[3]

Arrival at Isle de France for the second stopover

11 Pluviose, Year 11 [31 January 1803]⁵. At night the captain considered we were close to land so we hove to, topsails close reefed, with a fresh east-north-easterly breeze and constant rain. Filled the sails at 5h00 in the morning on the 12th [Pluviose, Year 11, 1 February 1803]; under full sail and standing in for the land which bore W¼NW, distant approximately four leagues. At 7h50 Isle Ronde bore NW¼N and we were able to tack between this island and Isle Platte. Towards 8h00 in the morning we went on the other tack. Stood off and on throughout the day on the 12th. At 2h00 we were sufficiently to windward to bear up by two points and sail between Isle Platte and the Coin du Mire, but since the captain feared he might find himself in the middle of the islands at night, we went on the other tack and spent the night running short tacks without seeking to get to windward.

At 5h00 in the morning on the 13th [Pluviose, Year 11, 2 February 1803], with a moderate ENE breeze, we bore up towards Isle Ronde and when we were two leagues distant we bore away progressively, in superb weather, to pass between the Coin de Mire and Isle Platte. We rounded the Coin de Mire at 9h30, taking soundings every half hour but having no ground with a 25 fathom line. After having rounded the Coin de Mire we stood in for Isle de France,

⁵ [Marginal note] 31 January 1803

skirting it a half a league offshore with the help of a moderate east-north-easterly breeze. The pilot came aboard at 12h15 in the afternoon and at 1h00 we dropped anchor in seven fathoms at the entrance to North-West Port, with the northern headland of Tonneliers Island bearing NE5°E, Fort Blanc headland W¼NW and the tower SSE.⁶

Stopover in Isle de France

We learned from the pilot that there was only one corvette (the *Diligent*) on station in the port and that Bergent had left the Navy because he had been unable to obtain a two-year leave of absence. He had passed through Isle de France recently, in command of a merchant marine frigate (the *Psyché*), bound for India.

As soon as we had anchored I went ashore in the quarantine boat with Captain Hamelin and we paid a call on Governor Magalon, with whom we dined and who also invited us for the next day. We also called on the quartermaster (Mr Champvallon) and the Colonial Assembly. The captain felt he should make this last call out of prudence, although it was absolutely useless; things...

[4]

Stopover in Isle de France, contd

... had changed, and the Assembly no longer had the faintest semblance of authority. Its members held their regular sessions, as usual, but without any need to do so. It should be said that the Governor no longer had much power and that the colony was in a state of anarchy; but this would probably not last much longer since the French Government ~~could~~ was by then in a position to take charge in its colonies and to have them respect its laws. The general told us, as indeed we had already discovered, that the colony was even more bereft of everything than when we had visited for the first time, and that trade was languishing.

As soon as I could decently leave the general I went to see Mr Sainte Croix Le Bas who, I had been told, was in the colony. I found him ill, and with his arm still giving him pain. I had the greatest pleasure in seeing this officer again; he had been as a father to me on the passage from Isle de France to Timor, and I could never thank him enough. He was equally pleased to see me, and we embraced like two friends who had not expected to see each other again for a long time. He told me that he had stayed in Timor for eight months and that finally, for an outlay of 50 piasters, he had taken a passage on a Chinese vessel to Surabaya. From there, moving from trading post to trading post along the entire Java coast, he had reached Batavia. He said that he had been very well received and accommodated everywhere by the senior official. In Batavia he had got to know ~~French~~ officers from the French battalion whom the inhabitants of Isle de France had deported to Batavia, and had learned from them and from the general that when Piquet had arrived there [illegible] he had been carrying letters from the Commander asking the Governor of Batavia to detain him in that town's prisons (where he would certainly have died) and to send him to Europe by the first available and safest means. Fortunately, among the French officers was a friend who had heard through an officer, known to be a man of honour, that permission had been obtained from the general to have Piquet remain free in Batavia and that shortly afterwards Piquet had left for France, where he had been totally exonerated in the eyes of the Government. Piquet had spoken publicly about the Commander's various exploits and the latter was no longer in good odour ~~with the~~

⁶ [Marginal note] 7 fathoms

~~Government~~ in Paris. Everyone had written damningly about him and he was beginning to be known.

Mr Le Bas also told me he had purchased Mr d'Entrecasteaux's entire collection, which the Commander had been counting on picking up on the way back, and that he had returned to Isle de France two months ago on one of the ships chartered by the officers from the battalion who had taken it upon themselves to return to Isle de France, without having orders to do so. Since Captain Hamelin, on hearing that Mr Le Bas was in Isle de France, had told the general that he would take him on board if he wished, I promptly informed Mr Le Bas of this piece of good news; he said he would take advantage of the captain's good will if his health allowed him to do so.

[5]

Stopover in Isle de France, contd

I called on all of the people who had treated me so well ~~in Isle de France~~ during our first stopover, and found them just as good and decent as before. It is simple justice to say that there are no more hospitable inhabitants than those of Isle de France, and that nowhere is help offered in a more obliging way. In some of these houses I found letters from my dear parents, of whom I had for so long been without news, and one from my best friend Lieutenant Baudin. The letters from my father and mother were full of affection and expressed the greatest desire to see me back in Paris. Everyone was well, and their only concern was for my health. Baudin informed me that he had ~~arrived in Paris~~ left Isle de France on an American ship soon after our departure, had reached Boston in 76 days and from there had travelled to Rochefort in 47 days. He had been received marvellously well in Paris. He had stayed for some days with my family, which he had left only to take command of an escort vessel that, he believed, was to go to St Domingue. He also told me that his health was better. Thus, everything had worked out as I had wished and I had been well-inspired to leave the Commander, who was no longer in a state to harm anyone.

The call at Isle de France had been made necessary firstly by the diminished state of Mr Depuche, the engineer who had left the *Géographe* for health reasons, and secondly by the urgent need for repairs to the ship. Consequently, as soon as we arrived the captain asked the general for permission to disembark Mr Depuche and for ~~as many~~ caulkers ~~as possible~~ for the repairs. Both requests were agreed to and the very next day we had over 40 caulkers on board. However, as the repairs to be made to the stern would have taken too long, Captain Hamelin confined himself to having the deck and [one word crossed out] topsides caulked. Moreover, when the general asked Captain Hamelin later if he needed anything else, the captain said that he did not, and that the only thing he lacked was some water (which he could even do without) and some hay for the animals. It should be noted that for over six months the crew had not had any wine, or even any soup, and that we, the midshipmen (and admittedly the captain was in a similar situation), had had nothing to eat except rice twice every ten days, salted meat (usually spoiled), sea biscuit and eau-de-vie. We had not had a drop of wine since Timor. These were the rations being issued to men who were exhausted from a journey that had lasted over 30 months, and yet the captain did not wish to take on stores that were normal for any vessel and that he could easily have acquired. However the senior officers did succeed in obtaining two casks of wine and some bags of dried vegetables for the ship, 300^[pounds] of rice, 150^[pounds] of beans, 65^[pounds] of coffee, 5^[pounds] of tea.

Throughout our stay in North-West Port crowds of curious onlookers came to see the strange animals that we had on board, and which Captain Hamelin had spoken about in glowing terms when he went ashore. Everyone went away [see the continuation on page [7]]...

[6]

“The science of the seafarer,” by Romme, can be bought in Paris at Baroin the elder, bookseller.

| | |
|------|----------|
| 600 | [pounds] |
| 240 | [pounds] |
| 240 | [pounds] |
| 250 | [pounds] |
| 768 | [pounds] |
| 2098 | [pounds] |
| 200 | [pounds] |
| 2298 | [pounds] |

Received⁷

| | | |
|-------------------------------------|-----|----------|
| For my rifle | 260 | [pounds] |
| From Mr Pitot in Isle de France | 600 | [pounds] |
| From Mr Baudin in Isle de France | 240 | [pounds] |
| From Mr Campbel in Port Jackson | 32 | louis |
| From Mr Baudin in Port Jackson | 240 | [pounds] |
| From Mr Deschamps in Isle de France | 50 | piasters |
| Mr le Borie owes me | 14 | piasters |

[One line crossed out]

I owe Mr le Borie...

| | | | |
|---------------------------|----|----------|----|
| I owe Riedley's relations | 76 | [pounds] | 10 |
|---------------------------|----|----------|----|

| | | | |
|-------------------------|-----|----------|---|
| I owe Maugé's relations | 134 | [pounds] | 6 |
|-------------------------|-----|----------|---|

I owe the ship the value of six pairs of shoes
(from my salary)

[7]

Stopover in Isle de France, contd

... thumbing their noses at the collection, and were not tempted to return. General Magallon himself was taken in, along with the others. Our entire collection consisted of: two black swans, several cassowaries including one quite large one, several wombats, a Waterhouse goose, a small snake-headed turtle, some turtledoves from the Sandwich Islands, some native dogs from New Holland, which never bark, and a large number of New Holland parrots. That, plus [two words crossed out] 70 tubs containing young plants, shrubs and trees from New Holland was the extent of our living collection. The remainder, consisting of shells, rocks, stuffed birds, animals in [illegible], molluscs etc, was stored in crates. Of all the plants

⁷ [Marginal note]

32

24

128

64

768]

and trees we were taking back to France, perhaps the most interesting was the wood from New Zealand and the large Norfolk pine. The quarterdeck and forecastle, from the great cabin to the mainmast, was obstructed by all manner of objects, while the animals gave off an unbearable stench. To add to the joy, the captain never wanted to remove the [illegible] from the gratings if there was any swell, and we suffocated down below both from the heat and from the stench. General Magallon added two gazelles and a four-horned sheep to all of this, thereby compounding the fetid atmosphere for us.

[8]

Year 11: Departure from Isle de France on the *Naturaliste*

On 21 Pluviose [Year 11, 10 February 1803], with the repairs having been completed and the stores loaded, we got under way at 10h00 in the morning with a fresh east-south-easterly breeze, and put on full sail. We had taken on ten men from the barracks to replace two or three who had deserted and two ill crew members who had been left in the hospital. In addition, we had an officer named Lucas who stood duty even though at first he was only to be a passenger. The captain also gave a watch to all midshipmen first class, so we made up 11 watches – very different from the duty arrangements since leaving Port Jackson, where we had always had three watches. At noon the Morne Brabant bore S5°W, distant nine miles; the other extremity of the land bore E11°N. The Coin de Mire bore E22°N.

At 1h00 in the morning on the 22nd [Pluviose, Year 11, 11 February 1803] after a clear patch we sighted Bourbon Island, distant 7-8 miles. We rounded it by the north, with a fresh east-south-easterly breeze. At noon one of its extremities bore S22°E and the other E15°S. We then found ourselves becalmed by the island.

Shortage of eau-de-vie on board the *Naturaliste*

On 23 Ventose, Year 11 [14 March 1803] the steward informed us that there was no eau-de-vie, arrack or rum left on board and that consequently he could henceforth serve only water to the crew. The captain did not seem in the least surprised by this news, merely calling for the steward – who it turns out had stolen 293 pots. The captain had him let him go without a word and without any punishment, and we were all put on water rations, a month after having left Isle de France and with at least two months at sea ahead of us.

[9]

The destroyed stove

On 26 Ventose, Year 11 [17 March 1803] the baker informed the first lieutenant that the stove was on the point of collapsing and that consequently it would no longer be possible to have bread for our meals. The captain, who was immediately informed of this event, ordered that the cookers above the stove no longer be used, and that roller cookers be installed. The master was sent for and asked where these were to be found in the ship, but his response was that they had been forgotten onshore in Sirius Cove at Port Jackson.

Comment: During our stopover in Isle de France the stove had needed repair but the captain had forbidden spending more than a single day on the job, irrespective of the fact that the workers claimed it required more than two days' work. They had therefore confined

themselves to repairing the exterior and did not touch the interior vault, which was on the point of collapse while we were at sea.

During the same call in Isle de France, the caulker had informed the captain that he had arranged for repairs to the head pump, which had been unserviceable for some time, and that the work would cost 1½ piasters. The captain ordered that the pump not be repaired and had it stowed in the hold in order – in his words – to save the Republic 1½ piasters.

NB. During this stopover we provided over 3,000 rations of eau-de-vie to the black caulkers while they were working on the ship, and Mr Hamelin did not make good this unexpected outlay. This explains the absolute shortage we encountered one month later.

[10-15]: draft of the journal for the period 27 Brumaire, Year 11 [18 November 1802] to 15 Germinal, Year 11 [5 April 1803]. See Item 2 above for the final texts of these entries. The draft is not reproduced here.

[16]

[Blank page]

[17]

Concerning the winds

Between latitudes 7°30N and 14°N we encountered moderate and steady north-easterly winds and fine weather. After 15° the winds hauled round to ENE and further north they hauled round progressively to E and then ESE, still moderate. In this they followed the [illegible, possibly patterns] shown on the English variation chart by Dodson, ~~which marks the points~~ [three words crossed out]. We continued to have the same fresh winds up to latitudes 41°, 42° etc. From latitude 37° on the weather was uncertain and the sky constantly full of large black clouds that appeared to anticipate a wind shift, but in fact no change came about. It was only at latitudes 45°-46°N that the wind gradually hauled round to the south, becoming light and variable.

As from 8 Floréal [Year 11, 28 April 1803], when we were at latitude 22°30'N, we began to see enormous quantities of gulfweed, which was all [three words crossed out] arranged in parallel lines, E-W; we were at the time at approximately longitude 40°W. We left this marine plant completely behind when we reached 35°30'N (on about 15 Floréal), but when we were at 42° we saw some again, towards the middle of the day.

The captain gives Heyrisson's watch to Breton

Towards 8h00 in the morning on 18 Floréal [Year 11, 8 May 1803] we sighted a ship to windward of us, tracking WSW. We immediately went about and hove to, on the port tack. The ship (which was identified as American) saw our manoeuvre, steered towards us and at 9h00 [two words crossed out] it passed astern. The captain had it hailed and asked it to heave to so we could send our boat alongside; it complied immediately. St Cricq went on board and asked whether it had any wine or eau-de-vie (which we had been completely without for a month and a half) for sale; the captain replied in the negative. St Cricq returned soon afterwards with some [one word crossed out] English newspapers, from which we learned that everything pointed to an imminent breakdown of relations between France and England. St Cricq told us that the ship was the *Thomas* (out of Charlestown), that it had set sail from Liverpool and was bound for Philadelphia with a cargo of salt. It had already been at sea for

32 days, having constantly encountered westerly winds up to latitude 41°. Two days ago it had sighted Corvo Island (one of the Azores).

I now come to the Heyrisson affair. As soon as [one word crossed out] St Cricq, who had command of the watch...

[18]

Continued

...from 4h00 to 8h00 in the morning, had left the deck the captain told Heyrisson, who was to replace him, that he himself would take charge of the manoeuvre. Heyrisson said nothing, but when the ~~captain~~ American ship was close the captain handed over command to Breton, without notifying Heyrisson. Heyrisson was informed about this, asked the captain for an explanation and was told that the captain was taking on Breton as his manoeuvres officer. Indeed you need one, replied Heyrisson, as you have amply demonstrated by the way you manoeuvre - to which the captain did not respond. When we had come off duty, the captain ordered Heyrisson to resume the watch, which he did, but no sooner was he on deck than he went to the captain's poop cabin to ask for an explanation of his behaviour. The captain energetically ordered him ~~first~~ to leave, and seeing that Heyrisson was taking his time in doing so, Mr Hamelin said to him: Sir, if you persist in this behaviour and this language I will have you demoted. It will be the Commander's pimps who will be demoted, damned idiot, and not me, Heyrisson replied, alluding to the girl from Port Jackson whom the captain had hidden on board his ship. The captain closed his door and did not say a word.

On 19 Floréal [Year 11, 9 May 1803] we sighted a Spanish brig and three-master to windward of us, on the port tack – no doubt in order to remain sufficiently northerly while waiting for westerly winds. We lost sight of them soon afterwards.

At 10h00 in the morning on 22 Floréal, Year 11 [12 May 1803] we sighted a three-masted vessel on the horizon, on the same course as us. It continued to gain on us [one word crossed out] with such an advantage of speed that at 1h00 it was very clearly in view, considerably to windward of us. It then bore up towards us and we hove to, waiting for it. It was not long before we identified it as a Danish corvette, and soon afterwards it hoisted its colours [four illegible words]. It passed alongside at 7h00 and following Captain Hamelin's request for a cask of eau-de-vie it hove to, to windward of us. St Cricq went on board and returned at about 8h30, bringing [illegible] barrels of about 60 bottles of eau-de-vie in four leather pouches. As soon as he was back on board...

[19]

Continued

...we filled the sails and got under way under full sail. The corvette did the same and before long it had passed ahead. St Cricq had learned that the corvette was the Frédéric Steen, Captain Rothe, that it had ~~come from~~ left Santa Cruz three weeks ago, bound for Copenhagen, and had only nine days' stores left. However, the captain hoped this would be enough since his ship was sailing very well, so he gave us what he could. The corvette was carrying 34 32-pounder guns or carronades (half of one and half of the other), 26 on the gun deck, and had a crew of 180 men. We also learned that General Villeneuve was in Guadeloupe, commanding the warship Jémmape, the frigate Didon and several schooners. The captain also informed us that the frigate Consolante had recently been lost on the mainland and that the Anglo-

Americans, who had wished to continue trading with Louisiana and had attacked the Spanish – who sought to oppose this in our name – had been defeated (although this news was not confirmed). The captain, by the way, spoke very good French and behaved very decently towards St Cricq. At 10h00 in the evening we lost sight of his light. At dawn the next day, the 23rd [Floréal, Year 11, 13 May 1803] we caught sight of him ahead of us, sailing under topsails, and we were gaining considerably on him until, at 7h00, he filled his topgallants. By 10h00 he was out of sight. The ship had fine topsides but a very ugly poop; it was very clean, however. St Cricq told us that when he had gone on board he had noticed that the ship had been cleared for action. He had spoken to an army general who told him that he would be going to Paris as soon as he had landed in Copenhagen.

On 24 Floréal, Year 11 [14 May 1803] we spoke to the brig *Concorde*, Captain Marchand, which had sailed from *Port au Prince* almost 60 days ago bound for Le Havre. The captain came on board to dine with our captain, and at 10h00 we went our separate ways. His ship was making very heavy weather of it. The captain informed us that the blacks were still rebelling in St Domingue and that only Port au Prince, the Cape and Fort Dauphin were quiet. Out of the approximately 25,000 men in the French division despatched to St Domingue, over two thirds had perished from yellow fever. Two frigates and some other warships had recently arrived at the Cape, foreshadowing a French division of 20 ships and troops to put down the blacks. Only the district of Jérémie had been spared, with the inhabitants being able to repel the blacks.

[20]

Damage to the mainmast

~~At 6h00 on the 28th~~ At 6h00 in the evening on 28 Floréal [18 May 1803], in squally weather and with a fresh breeze blowing in strong gusts, the mainmast split below the hounds. The main topgallant had just been clewed up, so we immediately struck the main topsail and the staysails. When the mast was inspected we realised that the damage was considerable and that the mast had split lengthwise and [illegible] across the width. We immediately took the reefs in the main topsail and struck down the main topgallant mast. The next day we fixed four backstays to the mainmast and passed the slings through the cabin ports, securing them inside with large wooden bases. We then lowered the main topmast by nine feet and [illegible] it in several places with fish placed on the after side of the mainmast. The top-rope was then fitted to a heel-rope and wound around the mast several times, mostly at the level of the cap. The topmast and mainmast were then firmly chocked and the topmast backstays were brought as far aft as possible. After that we swayed up a fore topgallant mast. Some time before the port trestle-tree had failed and the top and heel ropes had been reeved.

Entering the Channel

~~At 9h00 in the morning on 5 Prairial, Year 11 [25 May 1803] with westerly winds and on course E $\frac{1}{4}$ SE we had ground with 59 fathoms, grey sand mixed with small shells and small black spots. At noon we had 70 fathoms, grey sand. We continued through the day from the 5th to the 6th [Prairial, Year 11, 25-26 May 1803] with a moderate west-south-westerly, variable westerly; the weather rainy and very foggy. On the 6th, at 5h00 in the morning [...]~~ Heaviness, [two words illegible], seams, winds [illegible], calm sea and wind hauling round to the north.

[21]

Prairial, Year 11. Entering the Channel

At 9h00 in the morning on 5 Prairial, Year 11 [25 May 1803], with westerly winds and on course E $\frac{1}{4}$ SE, we had ground with 59 fathoms, grey sand mixed with small shells and black spots. At noon we had 70 fathoms, grey sand. We continued on course E $\frac{1}{4}$ S and at 3h00 in the afternoon on the same day we spoke to a fishing boat out of La Hougue, which told us we were 25 leagues WSW of Lizard Point. This gave us a difference of [blank] in our estimated longitude as followed since our last lunar distance observation. During the remainder of the day and at night on the 5th we [one word crossed out] continued on the same course E $\frac{1}{4}$ SE, with a fresh west-south-westerly breeze, variable westerly, and with a very thick fog.

At 5h00 in the morning on the 6th [Prairial, Year 11, 26 May 1803] the wind veered NW, almost calm and the weather quite clear, and at about 5h30 we sighted the coast of England to the north-east. We immediately altered course to E and then E $\frac{1}{2}$ N to ascertain our position, and at 8h00 we fixed Ramshead bearing N5°E, Start Point at N15°E and Prawle Point at N80°E. At 11h30 we sailed close-hauled on the starboard tack, came alongside an English vessel and soon afterwards hove to so we could transfer Mr and Mrs Thomson and their effects aboard. The boat was a smuggler, bound for Dartmouth. We then filled the sails, course ESE, with the wind freshening from the SW, variable WSW and the weather becoming foggy. At noon Start Point bore N40°E. At 2h30 we sighted an English frigate standing between us and the coast, and an English cutter heading for us on the starboard tack. At 3h00 the cutter was close, passed ahead of us and fired a gun, using shot. Since we continued on course the frigate, which was astern of us, also fired a shot. As it did so the cutter hailed us from afar, ordering us to bring to, which we did. The cutter did the same and its captain came across in his boat. He came aboard without saluting anyone, went to find the captain in his poop cabin and informed him that, since war had been declared ten days ago between France and England, he had come to take over the ship. The captain replied that we had passports from the British Government and that consequently we had no business with him. He immediately offered to produce these papers, but the captain of the cutter replied that he could not inspect them himself since he reported to the captain of the English frigate...

[22]

Prairial, Year 11

Continued

... He requested that an officer be sent over to the frigate with the passports. He then told the captain he was required to strike his colours; Mr Hamelin [several words crossed out] was uncertain what to do about this, but his officers unanimously replied that we were not required to do so and that we would not do so. The English officer tried to insist, but - after some protests from each side - he got into his boat with St Cricq and went over to the English frigate, which was hove to abeam of us. At 3h15 St Cricq returned with the English officer, who repaired aboard his ship shortly afterwards. We got under way immediately, under full sail and on course ESE, with the wind freshening considerably from the same quarter and the fog increasing. [Several words crossed out]. We soon lost sight of the English ships. St Cricq informed us that the frigate was originally from Le Havre, named the Révolutionnaire, commanded by Captain Lock, and that the cutter was the Nimble, [one word crossed out], Captain Cocq lane [one illegible word crossed out] Coghlan. He also told us that the captain of the frigate had first questioned him without letting him come aboard, but ~~St Cricq~~ that when St Cricq replied that his lungs were too weak to enable him to speak from such a

distance, the Englishman had invited him on board. After having read the passports, the captain had said that he was very sorry but that he was obliged to send us to Plymouth [several words crossed out] since he could not himself take a decision regarding the validity of the passports. St Cricq had pointed out that these passports had been provided to us by the English Government during a time of war and that the way in which the Government had expressed itself in these passports was not open to doubt. Captain Lock had then re-read the passports and had apologised, as he had originally believed the passports had been issued during peacetime. He had then given permission for St Cricq to return to our ship and for us to resume our course.

During the evening the wind continuing freshened considerably and we gradually took in all of our sails. At midnight we hove to, on the starboard tack, under the foresail and mizzen staysail. The captain reckoned that at this time [several words crossed out] we were approximately 20 miles to the north of Barfleur. We remained hove to all night, taking soundings every hour and having ground with 30-35 fathoms, sand and coarse gravel.⁸ As the weather was the same on the morning of the 7th [Prairial, Year 11, 27 May 1803], we remained hove to.

At 5h00 in the evening on the 7th we sighted a ship to windward. Soon afterwards we identified it as a frigate, closing with us on a broad reach, under full sail. Captain Hamelin immediately gave orders for the French flag and pennant to be hoisted, and for the English jack to be raised to the foremast head. Towards 6h00 the frigate hoisted French colours, without underlining this with a gun. It then passed a little to windward and when it had come abeam it wore ship...

[23]

Prairial, Year 11./.

Continued

...on to the same tack as us. Immediately after this evolution it hoisted the English flag and pennant and fired at us, with the shot ricocheting off the sea and hitting us amidships, on the first copper sheathing at the water-line.⁹ The frigate immediately bore up, passed astern and the English captain ordered us to strike our colours unless we wanted him [one word crossed out] to open fire on us. The captain replied several times that we had passports from the English Government, that we were not at war with the ships of that nation and that he would send over a boat with these papers. However the English captain merely responded that if we did not strike our colours he would fire, and even though we had already hoisted out our boat he put his threat into effect and fired three guns, the shots passing ~~passing~~ between our masts. Captain Hamelin, recognising the pointlessness of continuing to fly colours he was unable to defend since he had no guns (and that moreover he would have been unable to use them even if he had had any) ordered the colours to be struck, and the frigate ceased firing. After having tacked to get further to windward, the frigate closed with us again and at about 7h15 a boat came alongside, under the command of lieutenant. Immediately afterwards, Captain Hamelin went on board the frigate and showed his papers to the English captain. However, the latter considered it necessary to escort us to an English port and, in sending our captain back to the ship, he made us carry a tow-rope that 21 men, under the command of an officer and two midshipmen, helped us secure to the foremast. At 8h30 [one word crossed out] the English officer took command of the ship and we were all excused from duty.¹⁰

During the night the weather was foggy and the wind fresh. For part of the night we sailed on the port tack, course NNE. We spent the rest of the night hove to, as did the frigate, and at

⁸ [Marginal note] During the night we sighted several ships of various nations.

⁹ [Marginal note] The frigate was the *Minerve*, Acting Captain Bullen

¹⁰ [Marginal note] NB, while the tow was being fixed the frigate collided with us and broke its bumpkin.

7h30 on the morning of the 8th [Prairial, Year 11, 28 May 1803] we went on the starboard tack, course SSW. The weather continued to be foggy during the morning, with a strong westerly wind blowing. At 1h00 in the afternoon we went back on the port tack, wind WSW. At 3h15 we sighted the coast of England off to starboard, and we coasted along it from east to west.

At 4h00 in the afternoon the frigate hove to, as did we, and sent a boat alongside to recover the two midshipmen, who were replaced by a master's mate. The weather ~~then~~ fined up and we ~~put on~~ put on sail.

[24]

8 Prairial, Year 11

Continued

Prairial

At 7h00 in the evening¹¹ the frigate passed the order to the officer commanding our ship to cast off the tow and to proceed into Spithead harbour. This was done and the frigate went close-hauled on the port tack to continue its cruise. We hoisted the French flag beneath the English colours. As the wind was favourable we were soon in St Helen's harbour, where we dropped anchor in six fathoms on the edge of a sand bank, not far from the flagship (the *Prince of Wales*, a three-decker commanded by Admiral Gardner).¹² Many 74-guns and frigates were at anchor in the harbour. As the pilot who came aboard stated that we did not have enough water under the ship for low tide, we [one word crossed out] had a line attached to a frigate that was anchored nearby, and warped a little closer to it.

On the 9th [Prairial, Year 11, 29 May 1803] we got under way at 6h00 in the morning and proceeded to moorings in Portsmouth harbour, amid a great many three-deckers and 74-guns. The lieutenant in command of the ship repaired aboard the flagship with our papers and returned the same morning, saying that the Admiral had judged that we were not a legitimate prize but that he was obliged to send our passports to the Admiralty in London and to await its response. Meanwhile we were all confined to the ship; the master's mate remained aboard as well, along with his people including a dozen or so marines. The English and French colours were struck.

During the morning we were visited by a great many officers and civilians, all of whom [three words crossed out] went away very unhappy when they learned that we were not a legitimate prize. Customs officers also came on board to inspect the ship, and opened one of the crates of natural history specimens to determine its contents. Soon afterwards we also had a visit from the captain commanding the three-decker *Terrible*.

From the 9th to the 10th [Prairial, Year 11, 29-30 May 1803] the weather was squally, with winds varying WSW-SW. Strong WNW-SW wind during the night, rain at times.

From the 10th to the 11th [Prairial, Year 11, 30-31 May 1803], same weather, same winds. Still a great number of curious onlookers, one of whom informed us that English citizens living in France had been arrested on Buonaparte's orders. This news was of some concern to us, making us fear that reprisals might be taken by detaining us.

From the 11th to the 12th [Prairial, Year 11, 31 May-1 June 1803] the wind was a fresh westerly, variable WNW. Fine weather; moderate westerly breeze during the night, variable WSW. The captain and all personnel still prohibited from going ashore. We received visits from several French captains who had been captured since the outbreak of hostilities. No fresh stores for us or for the crew.¹³

¹¹ [Marginal note] We had already passed Point Hun-noze]

¹² [Marginal note] We learned during the evening that no declaration of war had yet been made.

¹³ [Marginal note] On the 12th [Prairial, Year 11, 1 June 1803] we learned of the declaration of war made by Buonaparte.

[25]

Prairial, Year 11

Continued

Fine weather from the 12th to the 13th [Prairial, Year 11, 1-2 June 1803], with westerly winds, variable WSW. We received permission from the Admiral to have some gazettes. Light breeze during the night, S-SSE. We received some provisions.

Rainy weather from the 13th to the 14th [Prairial, Year 11, 2-3 June 1803], with a fresh westerly breeze, variable WSW. At 12h30 in the afternoon the captain of the *Minerve* came on board and handed to the captain a new passport from the Admiralty, ~~good~~-valid for seven days only. This news was immediately communicated to our crew, who let out three loud cheers of: long live the Republic! Soon afterwards, the lieutenant who had taken us (Mr Weallepool) returned our old passports. We came apeak the anchor towards 2h00 and the pilot came aboard, but since the wind was still a west-south-westerly the pilot declared that we would be unable to clear the harbour, and we remained on our anchor and mooring-line. The pilot returned ashore at 6h30. Fresh breeze during the night [one word crossed out], WSW-W¼NW. Same weather next morning; fresh south-south-westerly breeze, variable westerly. The weather fined up at 10h00.

Fine weather from the 14th to the 15th [Prairial, Year 11, 3-4 June 1803]; winds variable S¼SW-SSE. [Several words crossed out] A large number of curious onlookers during the day.¹⁴

Fine weather from the 15th to the 16th [Prairial, Year 11, 4-5 June 1803]; moderate breeze, variable SE-S¼SE. On the evening of the 15th we received 588^[pounds] of sea biscuit, 420^[pounds] of salted beef and 350^[pounds] of salted pork. Another lieutenant was sent over from the *Minerve*, to replace Lieutenant Wallepool.

Fine weather from the 16th to the 17th [Prairial, Year 11, 5-6 June 1803], with light south-south-westerly airs, almost calm. We received a visit from one of the first captains (Captain Bertier, then commanding the *Windsor Castle*), who came expressly to tell Captain Hamelin [two words crossed out] how much all the English captains [one word crossed out] disapproved of the behaviour of Captain Bullen. In the evening the small bower anchor was readied and its cable secured. Calm during the night; fine weather. On the morning of the 17th [Prairial, Year 11, 6 June 1803] a light west-south-westerly breeze began to blow, variable NW. The pilot came aboard at 6h00 and brought us a warping line. We immediately veered on the anchor, weighed it and began to warp the ship. We spent from 8h00 to noon warping to the port entrance and at 11h30, with the breeze freshening from the north-west, we got under way under full sail. At noon we were abeam of Cumberland fort ~~which is~~ and at 1h00 we dropped anchor at the top of Spithead, in 6½ fathoms, grey sand, to await the return of the English lieutenant who was to bring our papers, signed by the Admiral.

[26]

18 Prairial, Year 11 7 June 1803[in pencil]

At 1h00 we sent off the pilot, in our boat. At 1h45 the English lieutenant came over in the Admiral's schooner and handed over our passports. He left shortly afterwards, taking all of the Englishmen we had on board, and we got under way under full sail, heading through the channel. As our small boat had not returned, we left it in Portsmouth. At 3h30 the

¹⁴ [Marginal note] The *Naturaliste* slandered by an English gazette.

southernmost headland of the Isle of Wight bore W11°S on the compass, with the land closest to this island distant approximately one league. We altered course south and then, at 8h00, S¼SW. Fresh westerly breeze; under full sail; at 5h30 we passed through the middle of an English convoy bound for Portsmouth. Took soundings every hour between 10h00 and midnight, having depths between 24 and 32 fathoms, coarse gravel. At 11h45 we sighted the coast of France, stretching SSE-E. At 00h15 in the morning we went about, then at 2h00 resumed the starboard tack. At 3h30 we sighted a great number of fishing boats along the French coast, and at 4h00 Cape de la Hève bore S8°E on the compass. At 6h15 a pilot came aboard, and another arrived soon afterwards. We had sighted an English frigate (the *Blanche*) at dawn, and at about 5h00 it gave chase, passing astern¹⁵ at 7h30. Soon afterwards it sent over its boat [one word crossed out], with an officer on board. The Englishman inspected our passports and returned to his ship [two words crossed out]. We then filled the sails and went on the starboard tack, on course for the docks at Le Havre. We reached the docks at 10h00 and by 11h30 we were moored in the harbour. The corvette was immediately laid up.

The End

¹⁵ [Marginal note] We had gone about and hove to.