

Journal of Victor Joseph Couture



Journal of Joseph Victor Couture
Archives nationales de France, série Marine, 5JJ57

Physical Description

Cover : linen

Dimensions : 15.5 x 20 cm

Contents : 304 pages

Period covered

26-27 Vendémiaire Year IX [18-19 October 1800] – 5-6 Nivose Year XI [26-27 December 1802]

Notes on the text

Numerous loose sheets containing measurements and notes relating to on-board activities.

The first 44 pages of the manuscript are badly damaged, resulting in many notations of “illegible”.

Pages numbered in the manuscript are shown in brackets; the numbers of pages not numbered in the manuscript are shown in square brackets. Log tables have not been included; however, the notation “table” shows their presence in the manuscript.

Translation

William Land

Validation

Malcolm Leader

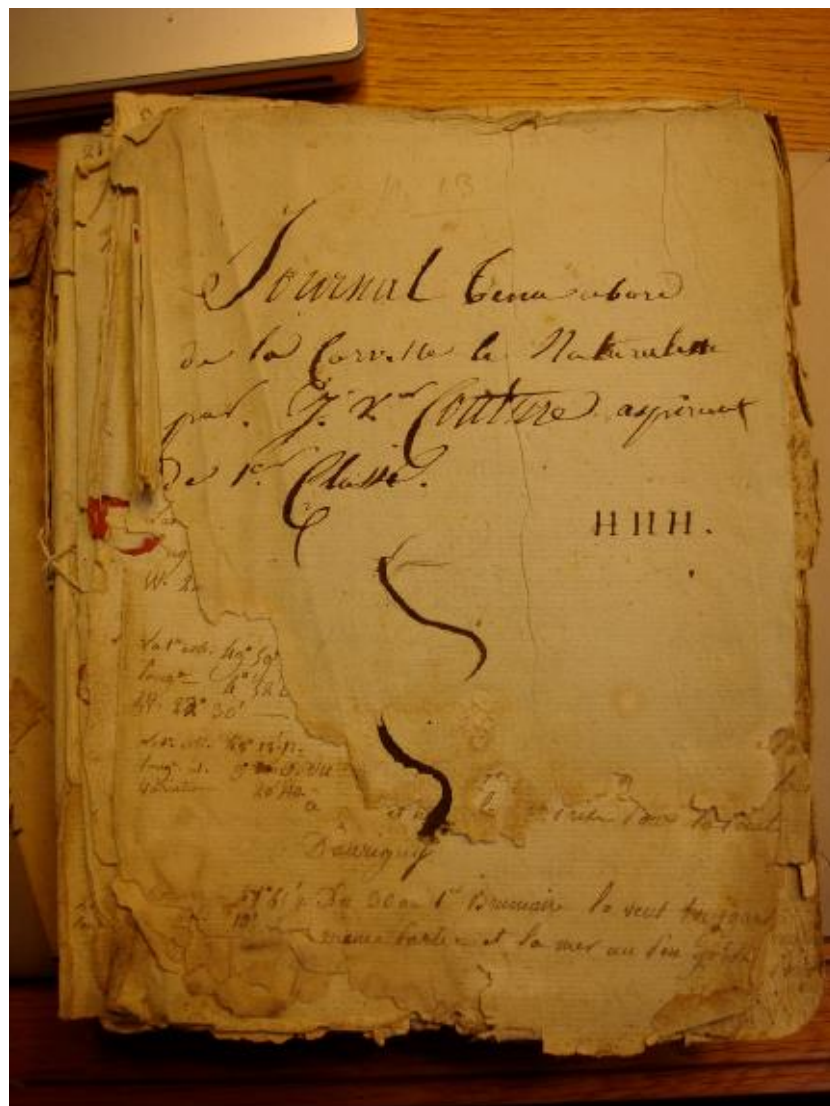
Sample page of the manuscript



[Title page]

**Journal kept on board
the corvette the *Naturaliste*
by J.V.^{or} Couture, Midshipman 1st Class**

HHH.



[1]

Vendémiaire

No 12 [in red ink]

[The early part of the journal is badly damaged and almost illegible. Dots (or “illegible”) indicate missing sections in the text]

From 26 to 27 Vendémiaire [Year 9, 18-19 October 1800]

We left ... Havre and warped to the NW mole. We then set ... topsails, but they were no sooner hauled ... we laid aback and cast on to the ... of ... we struck. We got off using our sails ... astern and a small cable run ashore and ... clapped on to the ...; we returned immediately ... the harbour without damage.

From 27 to 28 [Vendémiaire, Year 9, 19-20 October 1800]

At 9 o'clock in the morning we left the harbour under our topsails, with a moderate NE ... At 1 o'clock the commander's ship was inspected ... English frigate.

From 28 to 29 [Vendémiaire, Year 9, 20-21 October 1800]

Calm weather and light....

From 29 to 30 [Vendémiaire, Year 9, 21-22 October 1800]

Strong winds from the SW ..., rough sea. We sighted ... at ... and took it to be the tip of Alderney.

From 30 to 1 Brumaire [Year 9, 22-23 October 1800]

Wind constantly ... same quarter and the sea a little rough.

[2] From 1 to 2 Brumaire [Year 9, 23-24 October 1800]

Overcast weather with light breeze from the SE quarter.

From 2 to 3 Brumaire [Year 9, 24-25 October 1800]

Fine weather, moderate breeze, calm sea.

From 3 to 4 [Brumaire, Year 9, 25-26 October 1800]

Cloudy sky, heavy swell; at 1.30 in the morning the commander signalled to us to take a reef in each topsail. At 6.30 we sighted a vessel to the south.

From 4 to 5 [Brumaire, Year 9, 26-27 October 1800]

Moderate breeze, rough sea at noon. The commander signalled a south-westerly course.

From 5 to 6 [Brumaire, Year 9, 27-28 October 1800]

Cloudy sky, rough sea and moderate breeze from the [blank] quarter.

From 6 to 7 [Brumaire, Year 9, 28-29 October 1800]

At 10 o'clock in the morning the main topsail tye failed and the yard fell on its lifts. This broke the mizzen topsail yard.

From 7 to 8 [Brumaire, Year 9, 29-30 October 1800]

Fine weather; calm sea. Winds from the [blank] quarter. At 7 o'clock in the morning we spoke to the Danish ..., en route from Malaga. It was working to windward.

[3] From 8 to 9 [Brumaire, Year 9, 30-31 October 1800]

Fresh breeze ... NE quarter. On a south-westerly course under full sail.

From 9 to 10 [Brumaire, Year 9, 31 October-1 November 1800]

Fine weather, moderate breeze ... ENE quarter. At 4 o'clock in the afternoon we sighted a cutter sailing close-hauled on the port side. At 5 o'clock it was abeam of us. The commander hoisted the flag of truce and ... brought to, expecting to be inspected. The cutter fired a gun ... at the *Géographe*; the commander signalled to us to pass astern. At the same moment the cutter went about ...

From 10 to 11 [Brumaire, Year 9, 1-2 November 1800]

Light breeze, calm sea ... winds from the ENE. We sighted the shore of Gran Canaria, the most easterly part of which bore south and the most westerly part south-west. In the evening we sighted the island of Tenerife; we beat to windward all night.

From 11 to 12 [Brumaire, Year 9, 2-3 November 1800]

Same weather. We ... inshore on the starboard tack ... In the roads at Santa Cruz.

[4] The middle of the northern ... bore NNE and the town church tower bore SW $\frac{1}{4}$ NW. In the afternoon the French Consul, Citizen Broullonnnet, came aboard.

From 12 to 22 [Brumaire, Year 9, 3-13 November 1800]

In Santa Cruz harbour. On the 12th we prepared the casks for watering. On the 13th we sent our sick ashore to hospital. On the 15th we handed over our letters for France to the French Consul; they were to be taken to Cadiz on board the *Reine Louisa*, a ship of the Philippines Company which was taking English prisoners to Gibraltar. However as the prisoners had seized the ship it is likely that the [letters] will not reach their destination. We stayed on until the 22nd in order to take on fresh supplies coming from Gran Canaria.

From 23 to 24 [Brumaire, Year 9, 14-15 November 1800]

Fresh breeze from the ENE. Rough sea, overcast sky; under full sail.

From 22 to 23 [sic] [Brumaire, Year 9, 13-14 November 1800]

We got under way with a fresh north-easterly breeze; course SW.

[5] From 24 to 25 [Brumaire, Year 9, 15-16 November 1800]

Weather unchanged.

From 25 to 26 [Brumaire, Year 9, 16-17 November 1800]

[illegible] to the East. The commander signalled the [illegible] to the SSW. The crew was reduced to three [illegible] of water per day, without counting that required for the boiler.

From 26 to 27 [Brumaire, Year 9, 17-18 November 1800]

The wind to the ENE, very warm, the sea rough, and the sky cloudy. Sighted several flying fish.

From 27 to 28 [Brumaire, Year 9, 18-19 November 1800]

Fresh breeze and the sky overcast.

From 28 to 29 [Brumaire, Year 9, 19-20 November 1800]

Moderate easterly breeze.

From 29 to 30 [Brumaire, Year 9, 20-21 November 1800]

Fine weather, a light easterly breeze. Steering [course] S¼SW.

From 30 to 1st Frimaire [Year 9, 21-22 November 1800]

The sky [illegible], light winds to the ENE.

[6]... **Frimaire.** Winds from ENE. [illegible]. Overcast sky, flat calm [illegible] night.

From 2 to 3 [Frimaire, Year 9, 23-24 November 1800]

Very light airs, thick weather, calm sea; the ship hardly steering.

From 3 to 4 [Frimaire, Year 9, 24-25 November 1800]

[illegible] cloudy sky, at 5 o'clock [illegible] a light north north-westerly breeze.

From 4 to 5 [Frimaire, Year 9, 25-26 November 1800]

Light breeze from ENE, cloudy weather. In the morning of the 5th we ran into five squalls.

From 5 to 6 [Frimaire, Year 9, 26-27 November 1800]

Same wind, heavy south-westerly swell.

From 6 to 7 [Frimaire, Year 9, 27-28 November 1800]

Foggy weather, dead calm.

From 7 to 8 [Frimaire, Year 9, 28-29 November 1800]

At [illegible] o'clock we ran into heavy rain, preceded by a fresh breeze. An hour later it was calm. Towards evening a light southerly breeze sprang up.

From 8 to 9 [Frimaire, Year 9, 29-30 November 1800]

Fine weather, calm sea.

From 9 to 10 [Frimaire, Year 9, 30 November-1 December 1800]

Muggy weather, [illegible] fresh breeze, heavy sea.

From 10 to 11 [Frimaire, Year 9, 1-2 December 1800]

[illegible] calm sea.

Frimaire [in the margin]

[illegible line]

[7] From 11 to 12 [Frimaire, Year 9, 2-3 December 1800]

[illegible line] and seen again. At 6.45 in the morning, le commander noticed some damage to his fore-topsail.

From 12 to 13 [Frimaire, Year 9, 3-4 December 1800]

Overcast weather. At 4 p.m. we were struck by a squall.

From 13 to 14 [Frimaire, Year 9, 4-5 December 1800]

Light breeze from SSW. At 6 o'clock in the evening, we ran into a squall, during which the winds swung to the WNW; at 9 o'clock, they turned to the ENE.

From 14 to 15 [Frimaire, Year 9, 5-6 December 1800]

A light breeze blowing SSW, squally weather, cloudy sky and the sea choppy. At 4 o'clock in the morning, we tacked the ship to join the commander; at 6.30, we tacked again.

From 15 to 16 [Frimaire, Year 9, 6-7 December 1800]

Winds southerly [illegible] and variable. From 8 o'clock to midnight there was much rain; from 9 o'clock until midday, it settled down.

From 16 to 17 [Frimaire, Year 9, 7-8 December 1800]

Winds to the south-west, almost calm, and the weather overcast. At 9 o'clock in the [illegible], tacked the ship; at 10 o'clock we tacked again to join the commander. [A sentence missing in the original.]

[8] From 17 to 18 [Frimaire, Year 9, 8-9 December 1800]

Light wind to the SW, the sea calm and rainy weather. At 8 o'clock in the evening, we were struck by a squall; at 9 o'clock it became dead calm.

From 18 to 19 [Frimaire, Year 9, 9-10 December 1800]

Light squally winds to the south, cloudy sky and calm sea. At 3 o'clock, the winds veered to the SSW and stayed there until 9 o'clock in the evening, when they turned to the ENE. The weather rainy and squally all night. From 9 o'clock to midday, a flat calm.

From 19 to 20 [Frimaire, Year 9, 10-11 December 1800]

Very light SW winds, the weather fine, with the sea running a swell. From 4 o'clock to 7 o'clock, the winds blew strongly from the NNW. From 3 o'clock to midnight, no wind; from midnight to daybreak, a light breeze.

From 20 to 21 [Frimaire, Year 9, 11-12 December 1800]

Moderate SSE breeze, a calm sea and cloudy sky, about [illegible] in the evening, we crossed the Equator.

From 21 to 22 [Frimaire, Year 9, 12-13 December 1800]

The wind to the south-east, weather fine and the sea smooth. At 7.30 in the morning, we had the crew muster on the after [illegible] to seek better running [illegible] noted that [9] during the space of $\frac{3}{4}$ of an hour, we had gained on the *Géographe* by 5° without falling off to leeward.

From 22 to 23 [Frimaire, Year 9, 13-14 December 1800]

A fresh breeze to the south-east, heavy seas, cloudy sky and squally weather.

From 23 to 24 [Frimaire, Year 9, 14-15 December 1800]

Fine weather, moderate winds, heavy sea and cloudy sky.

From 24 to 25 [Frimaire, Year 9, 15-16 December 1800]

Moderate winds to the ESE, fine weather, calm sea.

From 25 to 26 [Frimaire, Year 9, 16-17 December 1800]

Fine weather, clear sky, and a fresh wind to the ESE.

From 26 to 27 [Frimaire, Year 9, 17-18 December 1800]

Winds to the ESE, same weather.

From 27 to 1st Nivose [Year 9, 18-22 December 1800]

Winds still to the ESE, same weather. On the 30th at 5 o'clock, we were struck by a squall which broke our bowsprit boom. [two lines illegible]

From 1 to 2 Nivose

Easterly wind, fine weather, the sea running a swell.

From 2 to 3 [Nivose, Year 9, 23-24 December 1800]

Same weather. [two lines illegible]

From 3 to 4 [Nivose, Year 9, 24-25 December 1800]

[two lines illegible]. [10] Running under all sails.

From 4 to 5 [Nivose, Year 9, 25-26 December 1800]

Fine weather, the winds to the north-east and east-north-east, the sea calm and the sky cloudy.

From 5 to 6 [Nivose, Year 9, 26-27 December 1800]

Moderate winds to the East, ENE and NE, calm sea and cloudy sky.

From 6 to 7 [Nivose, Year 9, 27-28 December 1800]

Variable winds to the ESE and NE. Foggy weather; at daybreak we sighted a three-masted ship on a westerly course.

From 7 to 8 [Nivose, Year 9, 28-29 December 1800]

Fine weather [with] easterly winds, variable to the ENE and to the SE. The sea running a swell and the sky cloudy.

From 8 to 9 [Nivose, Year 9, 29-30 December 1800]

Moderate winds to the east and to the SSE, calm sea and cloudy sky.

From 9 to 10 [Nivose, Year 9, 30-31 December 1800]

Winds to the east, the ENE and ESE, almost calm. Sighted a bird called a 'tropic-bird.'

From 10 to 11 [Nivose, Year 9, 31 December 1800 -1 January 1801]

Rainy weather [2 lines illegible].

(11) From 11 to 12 [Nivose, Year 9, 1-2 January 1801]

The winds settled; at 1 o'clock in the morning, a light breeze arose from the SSE, and varied to the south and SSE.

From 12 to 13 [Nivose, Year 9, 2-3 January 1801]

Light southerly and easterly breeze. Fine weather [and a] calm sea.

From 13 to 14 [Nivose, Year 9, 3-4 January 1801]

Fine weather, moderate winds to the east and ENE. Calm sea.

From 14 to 15 [Nivose, Year 9, 4-5 January 1801]

Moderate winds to the north and NNE; calm sea. At 1 o'clock in the morning they [the winds] swung to the west and varied to the WSW.

From 15 to 16 [Nivose, Year 9, 5-6 January 1801]

Weather fine, the winds to the SSW and variable to the SSE. Choppy sea and cloudy sky.

From 16 to 17 [Nivose, Year 9, 6-7 January 1801]

Fresh wind to the SSE and variable to the ESE, heavy sea and cloudy sky.

From 17 to 18 [Nivose, Year 9, 7-8 January 1801]

Same weather.

From 18 to 19 [Nivose, Year 9, 8-9 January 1801]

Strong easterly winds and cloudy sky.

From 19 to 20 [Nivose, Year 9, 9-10 January 1801]

Fine weather, smooth seas, easterly winds, varying to the ENE.

(12) From 20 to 21 [Nivose, Year 9, 10-11 January 1801]

Moderate winds to the north-east, varying to the ENE, smooth sea and clear sky.

From 21 to 22 [Nivose, Year 9, 11-12 January 1801]

Light winds to the north-east and NNE, calm sea.

From 22 to 23 [Nivose, Year 9, 12-13 January 1801]

Same weather. In the morning, we sighted a brig bearing NE $\frac{1}{4}$ E, on an opposite course to us.

From 23 to 24 [Nivose, Year 9, 13-14 January 1801]

Fine weather, winds to the north, variable to the NNE and NNW, the sea running a slight swell; sighted an albatross.

From 24 to 25 [Nivose, Year 9, 14-15 January 1801]

Same weather. The commander signalled the course. In the afternoon, he hove to and launched a boat, which made us presume that a crewmember had fallen overboard. We prepared to save him, but a short time afterwards he was back on board, and we made sail again.

From 25 to 26 [Nivose, Year 9, 15-16 January 1801]

From 1 o'clock until midnight, the moderate winds veered from [line illegible] (13); calm sea and clear sky. From midnight to 4 o'clock, moderate squally winds to the north, the sea rough and the sky cloudy. From 4 o'clock to midday, they [the winds] varied to the NW and to the SSW, still moderate. The ship [was] sailing under topsails, foresail and some lateen sails.

From 26 to 27 [Nivose, Year 9, 16-17 January 1801]

Moderate winds to the SSW and south, with gusts and squalls, calm sea. The ship [was] on an east-south-easterly course.

From 27 to 28 [Nivose, Year 9, 17-18 January 1801]

From 4 o'clock to midnight, the winds to the south-south-west, weather fine, the sea smooth. From midnight to 4 o'clock, fresh breezes blew from the south and the SSE. Took in all reefs in the mizzen topsail.

From 28 to 29 [Nivose, Year 9, 18-19 January 1801]

Winds to the SSE, overcast weather and the sea running a swell.

From 29 to 30 [Nivose, Year 9, 19-20 January 1801]

Weather overcast, fresh winds to the south-east, varying to the SE¼ and east, sea rough. Took in all reefs in the mizzen topsail.

From 30 to 1 Pluviose [Year 9, 20-21 January 1801]

Sky cloudy, the winds south-easterly and from the SSE, sea rough. Reefed the topsails.

From 1 to 2 [Pluviose, Year 9, 21-22 January 1801]

Winds to the east and to the ESE, fine weather and the sea running less of a swell.

From 2 to 3 [Pluviose, Year 9, 22-23 January 1801]

Variable winds successively from the SE to ESE to E, to NE to N to NNW, to W, to NW, to WNW and to WSW. Fine weather and the sea smooth.

From 3 to 4 [Pluviose, Year 9, 23-24 January 1801]

Moderate gusty winds to the SSW, cloudy sky and the sea running a slight swell.

From 4 to 5 [Pluviose, Year 9, 24-25 January 1801]

Winds to the south, varying to S¼SW, to the SSE and the ESE, rough sea and cloudy sky.

From 5 to 6 [Pluviose, Year 9, 25-26 January 1801]

Light breezes from the SSE and S, smooth sea and cloudy sky.

From 6 to 7 [Pluviose, Year 9, 26-27 January 1801]

Light variable winds from the ESE to the ENE; the sea running a swell and the sky overcast.

From 7 to 8 [Pluviose, Year 9, 27-28 January 1801]

Fine weather, the winds to the south and to the SW and to the WSW. Almost calm, sea smooth.

From 8 to 9 [Pluviose, Year 9, 28-29 January 1801]

The winds to the SW and WSW [illegible]. Calm. PLUVIOSE. At 2 o'clock, laid aback the mizzen topsail to await the commander. At 5 o'clock, he was abeam of us and we spoke to him. We noted a northerly current.

From 9 to 10 [Pluviose, Year 9, 29-30 January 1801]

Fine weather, light winds to the SSW and SW, smooth sea, the ship with all sails set.

From 10 to 11 [Pluviose, Year 9, 30-31 January 1801]

Moderate wind from WSW and SW, calm sea.

From 11 to 12 [Pluviose, Year 9, 31 January-1 February 1801]

Fine weather, the wind to the south and to the SSE, the sea running a swell and the sky a little cloudy; we noticed the currents still set northerly.

From 12 to 13 [Pluviose, Year 9, 1-2 February 1801]

Fresh winds to the SSW, rough seas and cloudy sky. At 5.30, the commander signalled course SE $\frac{1}{4}$ S.

From 13 to 14 [Pluviose, Year 9, 2-3 February 1801]

Fine weather, moderate winds to the (16) WSW, calm sea. During the first watch, we noted that the sea had changed colour, that it had become a dirty blue, leaving reddish traces here and there which we attributed to the currents and to the approach of land, Cape Aghulas. At 3.30, the commander brought to in order to take soundings and, after having resumed course, signalled us that he had not found bottom. The next morning at 9.10 am, we sighted land bearing NNE that we took for Cape Falso. At 10 a.m., the commander signalled course SSE during the night. Squally weather and rough seas.

From 14 to 15 [Pluviose, Year 9, 3-4 February 1801]

Squally weather, fresh variable breezes to the SSW. At 7 o'clock in the evening, we lost sight of land. The currents still setting northerly.

From 15 to 16 [Pluviose, Year 9, 4-5 February 1801]

Fine weather, the sea running a swell, and the winds to the WSW and SSW.

From 16 to 17 [Pluviose, Year 9, 5-6 February 1801]

Fresh winds to the west, variable to the NW and SSW, heavy sea and the sky a little cloudy. At midday, the commander signalled course E $\frac{1}{4}$ SE and, the next day at 9.30, ESE.

From 17 to 18 [Pluviose, Year 9, 6-7 February 1801]

Fresh winds to the south and to SSE, heavy sea. At 1 o'clock in the afternoon, the commander signalled course E $\frac{1}{4}$.

From 18 to 19 [Pluviose, Year 9, 7-8 February 1801]

Fine weather, fresh gusty winds from the SE and E; heavy sea.

From 19 to 20 [Pluviose, Year 9, 8-9 February 1801]

Strong squally northerly winds. At 6 o'clock in the evening, we shortened sail and remained under topsails, foresail and fore staysail. The following day, at 5 o'clock in the morning, we increased sail.

From 20 to 21 [Pluviose, Year 9, 9-10 February 1801]

Fresh south-westerly winds, variable to NW and NE, heavy sea, cloudy sky and a hazy horizon.

From 21 to 22 [Pluviose, Year 9, 10-11 February 1801]

Same weather. The commander signalled an easterly course.

From 22 to 23 [Pluviose, Year 9, 11-12 February 1801]

Moderate winds to the NNE, the sea running a swell, and the sky cloudy.

From 23 to 24 [Pluviose, Year 9, 12-13 February 1801]

Same winds, heavy weather, and a calm sea. During the afternoon, a 20-feet long whale passed alongside.

From 24 to 25 [Pluviose, Year 9, 13-14 February 1801]

Fine weather, calm sea and variable winds from NNE to ENE and E. From 9 o'clock to midday, a flat calm.

From 25 to 26 [Pluviose, Year 9, 14-15 February 1801]

Winds variable to the SE, stormy weather and the sea running a swell. Tacked at 8 o'clock in the evening.

From 26 to 27 [Pluviose, Year 9, 15-16 February 1801]

Fine weather. Light south-easterly winds, calm sea and cloudy sky.

From 27 to 28 [Pluviose, Year 9, 16-17 February 1801]

Fine weather, light winds to the east-south-east, calm sea and a damp night.

From 28 to 29 [Pluviose, Year 9, 17-18 February 1801]

Fine weather, the winds to the (19) south-east and east, calm sea. At 8 o'clock in the morning, tacked the ship and steered course S¼SE.

From 29 to 30 [Pluviose, Year 9, 18-19 February 1801]

Winds to the east-south-east, variable to the east and east-north-east. Almost calm. At 6 o'clock in the morning, tacked the ship and set an east-north-easterly course.

From 30 to 1 [Ventose, Year 9, 19-20 February 1801]

Light breeze to the east-south-east and a calm sea. At 6 o'clock in the evening, the mizzen topsail tye broke. Tacked the ship at 2 o'clock in the morning.

From 1 to 2 Ventose [Year 9, 20-21 February 1801]

Light winds to the ENE, calm sea and cloudy sky.

From 2 to 3 [Ventose, Year 9, 21-22 February 1801]

Light winds to the NNE; at midnight, a fresh breeze swung to the SE, the sea rather rough.

From 3 to 4 [Ventose, Year 9, 22-23 February 1801]

Strong winds to the SSE, heavy sea; at half-past noon, unrigged the topgallants and, at 4 o'clock, took in the second reefs in the topsails.

From 4 to 5 [Ventose, Year 9, 23-24 February 1801]

Fresh breeze to the NE, heavy sea, and cloudy sky.

(20) From 5 to 6 [Ventose, Year 9, 24-25 February 1801]

Strong winds to the SSE and ESE, raw weather and heavy sea.

From 6 to 7 [Ventose, Year 9, 25-26 February 1801]

Strong gusty winds to the E, squally weather, heavy sea. At 2.30, the commander wore ship; we imitated his manoeuvre by tacking.

From 7 to 8 [Ventose, Year 9, 26-27 February 1801]

Moderate winds to the east, squally weather, heavy sea, the sky covered with small round clouds.

From 8 to 9 [Ventose, Year 9, 27-28 February 1801]

Light winds from the same direction, the sea running a swell, the weather overcast and rainy. At 5 o'clock in the evening, the winds veered to the NE, variable to ENE and ESE. Sighted some flying fish chased by bonitos and a tuna.

From 9 to 10 [Ventose, Year 9, 28 February-1 March 1801]

Moderate winds to the NE, fine weather and calm sea. At 9 o'clock in the evening, took in the first reefs.

From 10 to 11 [Ventose, Year 9, 1-2 March 1801]

Moderate winds from the same direction, calm sea and cloudy sky.

From 11 to 12 [Ventose, Year 9, 2-3 March 1801]

Damp weather, moderate winds to NE and ENE, calm sea, the [illegible line] veering to the NW.

(21) From 12 to 13 [Ventose, Year 9, 3-4 March 1801]

Strong winds from S $\frac{1}{4}$ SW, varying to the SE, to E and to ENE. Weather overcast and rainy, the sea extremely rough. At 3 o'clock in the afternoon, the commander signalled us to put the ship about; we immediately tacked but, missing stays, we jibed and steered course E $\frac{1}{4}$ SE. The sails were not yet trimmed when a squall from S $\frac{1}{4}$ SW forced us to reef in our topsails and to shorten sail. At 8.20 in the morning, we wore ship, the vessel rolling heavily.

From 13 to 14 [Ventose, Year 9, 4-5 March 1801]

Strong winds to the ENE, variable to the NNE and NNW, heavy sea and cloudy sky. At 11 o'clock in the evening, the winds abated, swinging to the NW and variable to the N. From 3 o'clock until then, we had been hove-to under the main staysail and the mizzen staysail. During the afternoon, we had lost sight of the *Géographe*; at 8 o'clock the next morning, we sighted it to leeward of us, a great distance away.

(22) From 14 to 15 [Ventose, Year 9, 5-6 March 1801]

Light winds to the W, varying to WSW, S and to the SSE. Fine weather, the sky cloudy and the sea running a swell. We worked at bending new sails to replace those that had rotted.

From 15 to 16 [Ventose, Year 9, 6-7 March 1801]

Fine weather, calm sea and light winds to the SE. Under all sails. On course NE $\frac{1}{4}$ E.

From 16 to 17 [Ventose, Year 9, 7-8 March 1801]

Light winds to the SE and ESE, calm sea and clear sky. The ship on a north-easterly course, with all sails set. At 5.30 in the evening, we passed astern of the *Géographe*.

From 17 to 18 [Ventose, Year 9, 8-9 March 1801]

Fine weather, light winds to the south, varying in turn to SW, WSW, W and SSW, smooth sea, the ship under full sail on a north-easterly course.

From 18 to 19 [Ventose, Year 9, 9-10 March 1801]

Moderate winds to the SW, variable to SE, via the south. The sea a little heavy and the sky cloudy. The ship running under all sails on a north-easterly course.

(23) From 19 to 20 [Ventose, Year 9, 10-11 March 1801]

Fine weather, light winds variable to the south, SSE, and SE, calm sea, the ship on course NE $\frac{1}{4}$ N until midnight and [then] NNE until midday the next day.

From 20 to 21 [Ventose, Year 9, 11-12 March 1801]

Light winds to the SE, variable to the SSE, SW and south, fine weather, calm sea. Running with all sails set; at 5.30 in the evening, spoke to the *Géographe*.

From 21 to 22 [Ventose, Year 9, 12-13 March 1801]

Fine weather, calm sea, light winds to the SSE, varying to the ESE, South and WSW. At midday, the commander signalled course N $\frac{1}{4}$ NE; we sailed with all sails set.

From 22 to 23 [Ventose, Year 9, 13-14 March 1801]

Light winds to the SSW, varying to the north via the east. Calm sea. At 5 o'clock in the evening, the commander signalled us to pass astern; as soon as we within voice range he gave us the verbal order to steer WNW and to reduce sail so that we made only three knots; he also ordered us to heave to if the weather became bad.

(24) From 23 to 24 [Ventose, Year 9, 14-15 March 1801]

Fine weather, calm sea, variable winds from the WNW. At 5.30, we sighted land; a moment afterwards, the commander signalled course WSW to us and, at 1 o'clock in the morning, [we] tacked the ship to imitate the commander's manoeuvre; the weather stormy and squally. At daybreak, we sighted land bearing WNW, about six leagues distant. The commander hailed us to steer towards the round island and to keep astern as close as possible. He also asked us if we had someone who knew the passage; we answered him that there was Citizen Piquet, sub-lieutenant. After having rounded Gunner's Quoin the commander signalled us to imitate the manoeuvre – he was then holding the wind on the port tack. At 9 o'clock, the [illegible] which was under the shore, there was a calm period; he then went on the starboard tack. A moment later the winds veered forward, we continued our tack and, at 3.30 we went about (25) to stand in for the land. From 4 to 8 o'clock in the evening, we struggled against the vagaries of the winds to reach the anchorage under the Ile aux Tonneliers, but their weakness did not allow us to close the land sufficiently to drop anchor. Before nightfall, we fired a cannon shot and hoisted our flag half-mast to summon a pilot, who did not come. At 7 o'clock in the evening, the commander signalled us to be ready to let go our large anchor. At 8.30 in the evening, we set course for the open sea and the currents pushed us towards the WSW. The *Géographe* had not been able to reach the anchorage, and it seemed to us that the currents had been less favourable to it than to us. It anchored at 3 o'clock in the afternoon, bearing E $\frac{1}{4}$ NE. At 10.30 in the evening, we went on to the starboard tack, the winds having veered, we ran towards the land and took soundings on several occasions without finding bottom. At 10.35, we found [bottom at] 16 fathoms and dropped the port anchor in (26) 14 fathoms of water, with a coral bottom. At 10.45, we clewed up and furled all sails, ran out 36 fathoms of cable and sent a boat to take soundings around the ship. Port Louis bore S $\frac{1}{4}$ SE a short distance away, and the commander bore NE $\frac{1}{4}$ a great distance away. At daybreak, we hoisted our colours and set our stern flag at half-mast. At 6.45, we sighted a boat which was making its way towards the ship from the land, approaching with care. Being within voice range, it hailed us and, following our reply, came alongside. The harbourmaster, who was on

board, left us a pilot and gave us a signal to allow us to be recognised from shore and at once went alongside the *Géographe*, which was then under sail. At 7.30, we set sail bearing away to port, the wind very weak from the WSW; we headed for Port Louis, but being favoured (27) by an onshore wind, at 9 o'clock we rounded The Two Brothers, leaving them to port. At 9.45, we rounded the Ile aux Tonneliers and at 10 o'clock, anchored in five and a half fathoms. Shortly afterwards, the *Géographe* came and anchored ahead of us. At 3 o'clock in the afternoon of the 26th, we raised the anchor to warp in; at nightfall, we were anchored in six fathoms of water, and ran out 70 fathoms of cable on the starboard side and, on the port side, were moored to a buoy. On the morning of the 26th, we dropped a third anchor astern.

In the NW Port of Mauritius

From 27 Ventose to 1 Germinal [Year 9, 18-22 March 1801]

Variable winds from SE to SW. Fine weather, the sea smooth and the sky clear and cloudless.

(28) From 1 Germinal to 5 Floréal [Year 9, 22 March-25 April 1801]

In the NW Port of Mauritius.

During our stay at Mauritius, the winds always varied from the east towards the south, the weather was fine and the sea smooth. We occupied our time re-rigging the ship and trimming the hold. The carpenters and caulkers also worked. We had several deserters, some of whom were recaptured and, on the 25th at 5 o'clock in the morning, we left port to sail into Two Brothers Harbour to avoid desertions.

5 Floréal [Year 9, 25 April 1801]

North [Harbour]

At 7.30 in the morning, we got under way under topsails, and crowded on sail to follow the commander who left port at the same time as us.

Bearings taken at 8.00 o'clock in the morning:

Gunner's Quoin bearing N [illegible].

(29) The fort on Ile aux Tonneliers bearing E¼S, 25°S.

Variable winds from ESE to W.

Bearings taken at midday:

Gunner's Quoin bearing N60°E.

The mountain at the harbour mouth bearing E¼SE.

Brabant Hill bearing S105°S.

From 5 to 6 [Floréal, Year 9, 25-26 April 1801]

Moderate winds from WNW, variable to the SE; fine weather, calm sea.

From 6 to 7 [Floréal, Year 9, 26-27 April 1801]

Fine weather, the sea a little heavy. Easterly winds, variable to ESE, the sea driving southerly.

From 7 to 8 [Floréal, Year 9, 27-28 April 1801]

Moderate easterly winds, fine weather, the sea rather calm, and a clear sky. At 10 o'clock in the morning on the 8th, we noticed that the third futtock of the fore part of the main mast was broken (30) above the catharping. We at once set to work to repair this damage.

From 8 to 9 [Floréal, Year 9, 28-29 April 1801]

Fine weather, calm sea, moderate easterly breezes. At 4 o'clock, the commander signalled a south-easterly course to us; a half-hour later we reported to him damage in the shrouds.

From 9 to 10 [Floréal, Year 9, 29-30 April 1801]

Cloudy sky, light winds. At 1 o'clock, we unrigged [...] and bore up to join the commander. The commander having worn ship, we went on to the starboard tack at 3 o'clock. At 5 o'clock, the fog having prevented us from seeing the commander, we went about and shortened sail to wait for him. At 7.30, presuming that the commander had gone on to the port tack, we tacked the ship.

From 10 to 11 [Floréal, Year 9, 30 April-1 May 1801]

Very variable winds and squally weather. At midday, a thick fog developed and caused us to lose sight (31) of the commander. We fired two cannon shots to which he did not answer; an hour and a half later we sighted him; we fired a third shot and he then answered our recognition signals; a moment later we put the ship close hauled on the port tack.

From 11 to 12 [Floréal, Year 9, 1-2 May 1801]

Fine weather, smooth sea, north-easterly winds, variable to the NNE, the sky a little dark. At 5.30, the commander signalled course ESE. Sighted some albatrosses.

From 12 to 13 [Floréal, Year 9, 2-3 May 1801]

Fine weather, calm sea, the winds from the NNE, variable to the NNW and north. The commander was a short distance away, bearing SE5°E.

From 13 to 14 [Floréal, Year 9, 3-4 May 1801]

Fine weather, calm sea, northerly winds varying to the NNW. At 8.45, the captain signalled to the commander the longitude calculated from lunar distance observations. The commander, not having understood the signal hailed us to ask if we had any damage; we answered him 'no', he then admitted his error at once.

(32) From 14 to 15 [Floréal, Year 9, 4-5 May 1801]

Almost no wind, the weather very unsettled, the sea running a swell from the SSW and SW.

From 15 to 16 [Floréal, Year 9, 5-6 May 1801]

No wind and the sea running a swell. At 9.30 on the morning of the 16th, went on to the port tack following the commander's signal. The winds to the SE, variable to ESE.

From 16 to 17 [Floréal, Year 9, 6-7 May 1801]

Fine weather, the sky overcast and the sea rough, variable, gusty easterly winds.

From 17 to 18 [Floréal, Year 9, 7-8 May 1801]

Fine weather, cloudy sky, rough sea, moderate easterly winds, variable to the ENE.

From 18-19 [Floréal, Year 9, 8-9 May 1801]

Fine weather, the sea rather calm, and the sky rather fine. Sailing a very short distance from the commander. Course ESE signalled, moderate winds from NE¼E. Sighted several brown petrels and a small turtle which passed along the side of the ship. At about 2 o'clock in the morning, the sea was covered with luminous molluscs.

(33) From 19 to 20 [Floréal, Year 9, 9-10 May 1801]

Fresh, gusty winds from NE¼E; squally weather accompanied by constant rain forced us to lower the topsails.

From 20 to 21 [Floréal, Year 9, 10-11 May 1801]

Constant rain, squally weather; fresh gusty winds from NNE. At 1.30, the commander signalled us to keep a light burning all night but, having lost sight of him, we fired a rocket. At 6 o'clock, we sighted him, bearing SE¼E; the ship labouring a great deal from the force of the rolling and pitching.

From 21 to 22 [Floréal, Year 9, 11-12 May 1801]

Rough sea, squally weather. Strong and gusty winds from the SW and SSW. We struck our topgallant masts, rigged in the bowsprit, and took in the mizzen gaff. Being out of sight of the commander at daybreak, we sighted him about four leagues away. The weather having fined up, we swayed up our topgallant masts, rigged out the bowsprit, and hoisted the gaff.

(34) From 22 to 23 [Floréal, Year 9, 12-13 May 1801]

Fine weather, cloudy sky, the sea very heavy, and the ship rolling a lot. At midday, course E¼SE was signalled but, finding ourselves a great distance away, we steered to windward of the course to reach it; winds to the SSE, variable to the SW.

From 23 to 24 [Floréal, Year 9, 13-14 May 1801]

Fine weather, very light south-westerly winds, variable to the north, the sea running a heavy swell. At 4 o'clock in the afternoon, we set course to the south, in accordance with the commander's signal.

From 24 to 25 [Floréal, Year 9, 14-15 May 1801]

Fine weather, moderate north-westerly winds, variable to the SSW. We were forced to wait for the commander because he was still lagging behind.

From 25 to 26 [Floréal, Year 9, 15-16 May 1801]

Fine weather, the sea running a swell, a southerly wind, variable to the SSE and ESE. At 7 o'clock in the morning of the 26th, Citizen S^t Cricq went on board the commander's [ship] to regulate one of the chronometers that he had forgotten to wind up the day before.

(35) From 26 to 27 [Floréal, Year 9, 16-17 May 1801]

Weather overcast, sky cloudy, the sea running a long swell. Gusty northerly winds, variable to the NNE. At 7 o'clock, the *Géographe* signalled course ESE.

From 27 to 28 [Floréal, Year 9, 17-18 May 1801]

Fine weather, gusty winds from the same quarter. We laid the mizzen topsail aback to await the commander, who was astern.

From 28 to 29 [Floréal, Year 9, 18-19 May 1801]

Fine weather and same winds. At 2.30 in the morning, the commander being far ahead of us, we fired a flare. He replied at 3 o'clock with a masthead lantern, and we sighted him to the SE. On the 29th, sighted two small whales.

From 29 to 30 [Floréal, Year 9, 19-20 May 1801]

Cloudy sky, slightly rough sea and a fresh breeze from the ESE.

From 30 [Floréal] to 1 Prairial [Year 9, 20-21 May 1801]

Fresh north-westerly winds, on an easterly course. Fine weather, the sea running a swell and all sails set. Sighted different types of birds and fish.

(36) From 1 to 2 [Prairial, Year 9, 21-22 May 1801]

Rather fresh wind from NNE. At 8 o'clock we shortened sail to await the commander who had allowed himself to fall off to leeward. At 8.30, we went about and signalled our tack to him.

From 2 to 3 [Prairial, Year 9, 22-23 May 1801]

Light northerly winds, variable to the WNW, [sailing] on an easterly course. At 7 o'clock in the morning, the commander signalled us to bend our cables. At 7.30, we cast the lead without finding bottom; fine weather, calm sea.

From 3 to 4 [Prairial, Year 9, 23-24 May 1801]

WNW winds, variable to south and SSE. We hove-to to wait for our ship's boat which was alongside the commander's [ship]. At 4.30, filled the sails, all sails set; the weather foggy and rainy, the wind not seeming to steady.

From 4 to 5 [Prairial, Year 9, 24-25 May 1801]

Fine weather, calm sea, the winds from the SSE quarter, variable to the east. At 3 o'clock the commander signalled course E $\frac{1}{4}$ SE to us [and] at the same time, the position of his ship. At 4 o'clock, he signalled us to close him; we shortened sail to wait for him. When we were within voice range (37) he ordered us to keep in his wake, a half-league away, and to take soundings each half-hour, starting from 8 o'clock. At 7 o'clock in the evening, hove-to and ran out 120 fathoms of line without finding bottom. At 10 o'clock, the same depth without [finding] bottom. The commander having turned and signalled his tack, we went on to the port tack. At midnight, 2 o'clock and 4 o'clock ran out 120 fathoms [of line] without finding bottom.

From 5 to 6 [Prairial, Year 9, 25-26 May 1801]

At 12.45 in the afternoon, the commander tacked; we twice tried to imitate his manoeuvre but the ship refused to head into wind and it wasn't until 1 o'clock that we wore ship. At 10 o'clock in the evening, we tacked the ship, with all sails set. At 1 o'clock in the morning, a 120-fathom line found no bottom. Fine weather, calm sea and the wind varying from NE to NNE.

From 6 to 7 [Prairial, Year 9, 26-27 May 1801]

Fine weather, the sea a little rough, and a fresh easterly breeze. The commander [was] looking for land; at 5 o'clock, it was to the east of us, at a great distance of about 8 leagues – the commander was out of sight. At 3.30 in the morning, we were within hailing distance; at 7 o'clock he pointed out the land to us without [further] information [illegible]. At 7.30 we sighted it to the NE (38) having two separate headlands. At 10 o'clock, the most northerly land bore ESE.

Bearings taken at midday:

The most leeward point that could be seen bore E25°30'N.

The point at which the land seemed to end bore E33°10'N.

The middle of the land, which to windward seemed separated from the first, bore E37°45'N.

The above were not corrected for the variation of 6°50'.

From 7 to 8 [Prairial, Year 9, 27-28 May 1801]

Fine weather, calm sea, winds to the ENE. At 12.30 in the afternoon, we brought-to in order to take soundings, and the lead gave us a reading of 93 fathoms, with a bottom of white sand mixed with broken shell. At 2.30, the wind arose from the SE. From 4 o'clock to 8 o'clock,

we imitated the manoeuvre of the commander, who restricted himself to running under all sails on a NNE course, with a weak and variable wind from the SE to the SSE and ESE. We noticed that the currents carried us to the south. (39) At 7.30, passed astern of the commander from whom we asked permission to come on board to regulate our chronometers. He agreed, warning us that if the weather continued fine, we would heave-to or remain hove-to facing north. We at once filled the main topsail. At 9 o'clock in the evening, the lead showed 89 fathoms with a bottom of reddish sand mixed with broken and rotted shells. At 10 o'clock, 11 o'clock and 12 o'clock we had 90 fathoms, with the same bottom as at 9 o'clock. From midnight to 4 o'clock, we stayed hove-to, on the starboard tack.

From 8 to 9 [Prairial, Year 9, 28-29 May 1801]

Moderate easterly winds to the ESE, fine weather, and the sky clear. At 4 o'clock, the bearing of the most easterly part of the land sighted was N23°20'E; the most westerly part bore N5°E, apparently 16 miles distant. At 7 o'clock, passed astern of the commander who ordered us to heave-to. Soundings gave 30 fathoms, with a bottom of sand mixed with broken shell. (40) At 8.25, the same bottom. From 8 o'clock to midnight, fine weather, calm sea; passed astern of the commander and bore up to heave-to under his lee. At 9 o'clock, the lead gave 30 fathoms, with a bottom of fine sand; at 10.25, the same bottom; at 11 o'clock, 28 fathoms, with sand and shells; at midnight, 30 fathoms, with coarse gravel; at 1 o'clock, 45 fathoms, [with] sand, gravel, coral and shells; at 2 o'clock, 50 fathoms [with] fine blue sand and shells; at 3 o'clock, 55 fathoms; at 4 o'clock, 60 fathoms, [with] the same bottom; at 5 o'clock in the morning, 75 fathoms, [with] fine blue sand and coral. At this same time, the commander filled the sails, we imitated the manoeuvre. At midday, we took soundings [and found] 88 fathoms [with] a bottom of rock and coral.

Bearings taken at midday:

The most southerly tip of the land bore E.38°30'S.

The most northerly bore N21°30'E.

From 9 to 10 [Prairial, Year 9, 29-30 May 1801]

Fine weather, calm sea, winds from the SSE quarter. We ran northwards along the coast; at 4 o'clock in the evening, we took bearings of Cape Lernain which bore S15°30'E, about 6 leagues distant. (41) At 6.30 in the evening, we sighted a fire bearing E.10°S, and then several others. At the same time, we hoisted a lantern to the peak to be seen by the inhabitants. The moon then rose and was full. At 8 o'clock, we heaved the lead and found 30 fathoms [with] a bottom of rock and coral; at 9 o'clock, the same; at 10 o'clock, 38 fathoms [with] fine sand; at 11 o'clock, the same mixed with shells; at midnight, the same. At 15 minutes to midnight, we filled the sails for five minutes to take us away from the commander. At 1 o'clock, the commander having changed his lying and having almost immediately resumed the same tack, we imitated his manoeuvre. At 2 o'clock, we filled the sails; at 3 o'clock, we hove-to again. Thirty minutes later, we took soundings [and found] 38 fathoms, with a bottom of sand mixed with shells [and] white coral; at 5 o'clock, 31 fathoms [with] fine sand; at 6 o'clock, 30 fathoms, [with] the same [bottom] and gravel. At 6.15, we almost missed stays, and it was not until 6.35 that we tacked and crowded on sail to rejoin the commander who was very far to windward of us. At 6.40, cast the lead [and found] 28 fathoms, [with a] bottom of fine sand and coral. (42)

Bearings taken at midday:

Point P, forward of us, bore S.2°E.

Point N, the furthest astern, bore S.3°30'W.

Point Q, that we rounded, bore S.27°W.

The points are so named according to the work of the *Géographe*'s engineer.

From 10 to 11 [Prairial, Year 9, 30-31 May 1801]

Fine weather, calm sea. At 12.45 in the afternoon, we saw a reef bearing NW¼W by the compass, two-and-half leagues distant; at the same time, Cape B bore S.25°W. At 1.30, we changed tack and ran to the windward of Point O. At 4 o'clock, the lead showed 25 fathoms, [with] a bottom of sand, shells and gravel. At 4.30, we tacked the ship and went on the starboard tack. At 5.15, the commander let us know, by [hoisting] three lanterns, that he had anchored; he then bore S.14°E from us. We tacked and ran on the port tack until 10 o'clock when we tacked again. At 6.45, the *Géographe* bore SW¼W from us. We [illegible] on the port tack and steered towards him; at 7 o'clock, we passed astern of him and [illegible] (43) ordered us to anchor, which we did at once. At 7.40, we were anchored in 20 fathoms of water [with] a muddy sandy bottom mixed with blackish gravel; ran out 100 fathoms of cable. At 10.30, we sighted two fires on the shore under which we were anchored.

Bearings taken at the anchorage:

Point N bore W.3°S.

Point O bore WSW2°30'S.

Point P bore S7°30'E.

At 8 o'clock in the morning, we were getting ready to send our ship's boat ashore, but the commander hailed us not to send it until his was back.

From 11 to 12 [Prairial, Year 9, 31 May-1 June 1801]

Fine weather and a choppy sea, squally east-south-easterly winds. At 2 o'clock we sent a ship's boat ashore, which did not return until 5 o'clock. At 7 o'clock in the evening, the captain was back from his visit to Point P, which bore S.7°30' from the anchorage. (44) At 7 o'clock in the morning, the signal was made to make sail and to get under way first, which we did. At 9.30 we filled our sails, on the starboard tack, with moderate winds from the ESE.

From 12 to 13 [Prairial, Year 9, 1-2 June 1801]

At 1.10, we tacked, as did the commander, and took soundings which showed 25 fathoms [with] a bottom of pebbly sand; at 4 o'clock, 23 fathoms [with] the same type of bottom. From 4 o'clock to 8 o'clock, fine weather, calm sea, cloudy sky, the winds from the [blank] quarter. At 4.30, took soundings which showed 25 fathoms [with] a bottom of grey sand; 5 o'clock, 25 fathoms [with] the same bottom; 6.30, 27 fathoms, with a bottom of sand and gravel; at 6.30, sighted a fire ashore bearing SW¼W. At 6.45, the commander being anchored, we dropped our anchor in 25 fathoms [with] a bottom of sand and gravel. At 7.30 in the evening, I embarked with the captain in his boat to go and investigate the fire that could be seen ashore and to try to communicate with (45)] the natives of the country. But, half-way, being forced to anchor to unstep the mast, we dropped our grapnel which we never succeeded in heaving up. During this time, we lost one of oars and, seeing ourselves without the capability of keeping anchored a league off shore, we took the decision to return on board, where we arrived at 2.30 in the morning; the captain gave up his plan reluctantly. At 8.30 in the morning, we filled our sails, on the port tack, with all sails set. At 9 o'clock and 10 o'clock, we took soundings which showed 25 fathoms, with a bottom of grey muddy sand. At 10 o'clock, we tacked and heaved the lead which showed 18 fathoms, with a bottom of sand and shells; at 11 o'clock we had 20 fathoms, with the same bottom; at 11.30, went on to the port tack.

From 13 to 14 [Prairial, Year 9, 2-3 June 1801]

Fine weather, calm sea, cloudy sky, the winds from the [blank] quarter. We took soundings every half-hour, with readings of 18, 16, 16, 14, 18, 19, 19 fathoms with a bottom of

(46) [in the margin] PRAIRIAL

sand mixed with broken shells. At 8.10 in the evening, we dropped anchor on the port side and ran out 65 fathoms of cable. The lead gave a reading from the sides and surroundings of the corvette of 20 fathoms, [with a bottom] of red sand mixed with gravel.

Bearings taken at the anchorage:

Point N bore W.4°45'S, distant 5 leagues.

The tip of the land that we will call J bore E.43°50'N, distant 10 leagues.

At 9.15 in the morning, we set sail and kept close-hauled on the starboard tack.

From 14 to 15 [Prairial, Year 9, 3-4 June 1801]

Fine weather, smooth sea, light easterly breeze, variable to ESE. At 1.45, took a sounding [which showed] 33 fathoms, [with] a bottom of red and white sand, mixed with shiny gravel. At 4.45, the lead showed 16 fathoms [with] a bottom of fine sand; at 6 o'clock, [it showed] 14 fathoms, and it continued to decrease to 13 to 14 fathoms, with the same bottom. At 4.45, we tacked and went on to the starboard tack, running until 6 o'clock when we went on to the port tack to reach the anchorage.

(47) [in the margin] PRAIRIAL

At 6.30, we dropped anchor in 13 fathoms of water [with] a bottom of fine sand mixed with broken shells; the soundings were the same around the corvette. From 8 o'clock to midnight, the current pushing us on to our cable, we backed the mizzen-topsail. At midnight, sighted a fire on a hill that bore S.6°W.

From 15 to 16 [Prairial, Year 9, 4-5 June 1801]

Fine weather, calm sea, light north-easterly breezes. At 6 o'clock in the morning, we sent two ship's boats ashore, one under the command of Citizen Heirisson and the other under the command of Citizen Freycinet; they were back from their expedition at 6 o'clock in the evening. At 4 o'clock in the morning, two of our ship's boats were sent ashore, accompanied by the *Géographe*'s ship's boat which, according to the commander's orders, is there for four days.

From 16 to 17 [Prairial, Year 9, 5-6 June 1801]

Fresh north-easterly breeze, the winds having dropped a great deal, we launched the punt to send a letter from Captain Hamelin to the commander. At 5 o'clock in the afternoon, light easterly winds were blowing. At 7 o'clock in the evening, the longboat was [48] back; Citizen S^t Cricq and the scientists had sighted several savages. Cloudy sky and a biting wind.

From 17 to 18 [Prairial, Year 9, 6-7 June 1801]

Strong winds, from E to NNE. At 7 o'clock in the evening, the captain's boat and all on board were back; they brought the unwelcome news that the *Géographe*'s longboat had run aground [and] we informed the commander at once.

From 18 to 19 [Prairial, Year 9, 7-8 June 1801]

Moderate north-easterly winds, the sea very rough and the sky cloudy. At 4 o'clock in the morning, the *Géographe*'s boat brought us the order to send our longboat [illegible] and to place on board everything necessary to repair the grounded longboat, but the bad weather prevented the two boats from putting off. At 7 o'clock in the morning, the same boat brought us the written order to get under way to anchor inside the bay. We heaved on the capstan at once but, the heavy sea straining a great deal and the cable coming in only with difficulty, [the result was] that at 8.30 all the stoppers broke and the little cable that we had got on board ran out in a disorderly fashion.

(49) [in the margin] PRAIRIAL

At 9 o'clock, the *Géographe* set its sails, recalling its boat which was alongside us; one of our officers boarded it to go and get the commander's orders. At 3.15, we set off on course NW¼N and anchored at 5 o'clock in 9 fathoms of water, [with] bottom of fine sand, and ran out 50 fathoms of cable; the *Géographe* being to the south-east of us. At 5.30, sighted two fires to the south-west. Moderate winds from the ENE, the sea a little rough. On the 19th at 9 o'clock in the morning, our boat and the *Géographe*'s boat set out to take help to the longboat, the barometer falling rapidly.

From 19 to 20 [Prairial, Year 9, 8-9 June 1801]

Fresh north-easterly breezes cleared a lot. Our ship's boat went to the *Géographe* to carry a part of the group which was ashore; it was sent again to fetch the remainder. Seeing that we could not retrieve the longboat, we abandoned it with all the tools that we had brought to repair it. Fired several flares to indicate our position to our two boats. Barometer still dropping. At 8 o'clock in the evening, the ship dragging in a squall, we ran out some cable, but dragging more rapidly onshore, the captain gave (50) [in the margin] PRAIRIAL

the order to get under way. We immediately heaved on the capstan; at 10.30, having finished hauling on the warp, we saw that the anchor was missing a fluke. It was immediately fished and catted, and we got under way under topsails and the foresail, with variable very weak south-south-easterly winds. From 4 o'clock to 10 o'clock in the morning, we wore ship twice to claw off the coast that we had sighted at 7.15.

Point N bore N.62°W and, at 7.30, W.19°N.

Fresh breeze, rough sea and overcast sky.

From 20 to 21 [Prairial, Year 9, 9-10 June 1801]

At 1.30, went about and went on to the starboard tack, strong squally wind from the [blank] quarter. At 2.30, we sighted the *Géographe* ahead and upwind of us, on the opposite tack. At 3.30, went about; at 4.45, [did] the same, the commander being to the north of us. At 5.15, 8 o'clock and midnight, put the ship about.

Bearings taken:

At 2.30, the starboard headland of the gulf on entering, or Point N, bore N.78°W, 10 miles distant. At 3.30, the same point bore N.86°W, distant 8 miles. At 4.15, the most easterly extremity of the land bore ENE5°E, and Point N [bore] W¼NW, estimated distance 12 miles. The weather cloudy, [with] strong squally winds.

(51) PRAIRIAL From 21 to 22 [Prairial, Year 9, 10-11 June 1801]

Strong winds and heavy sea. During the night, the kedge-anchor was lifted up by strong wave which caused it to break two [unclear]. Much lightning on the horizon. At 2.30 in the morning, wore ship. The fore staysail having been torn by the violence of the wind, we bent another one. At 5.30, wore ship and steered close-hauled on the starboard tack, the two watches being on deck due to the weakness of our crew. At 8 o'clock in the morning, Point N bore west of us, but the winds having swung two rhumbs, we wore ship. At midday, went on to the starboard tack, the commander [being] out of sight.

From 22 to 23 [Prairial, Year 9, 11-12 June 1801]

Squally weather, the sea very rough, fresh gusty winds from the WNW. At 5.15 in the evening, went about. Fired flares and hoisted a light every half-hour to make our position known to the commander, whom we had not yet sighted. At 4 o'clock in the morning, wore ship and went on to the port tack. The commander still out of sight.

From 23 to 24 [Prairial, Year 9, 12-13 June 1801]

Squally fresh wind from [blank]. At 6 o'clock in the evening, wore ship and set course to the SW and SSW. At midnight, wore ship.

(52) [in the margin] PRAIRIAL

Very rough sea, strong gusty wind, with much lightning from the SSW to the NW.

From 24 to 25 [Prairial, Year 9, 13-14 June 1801]

Fine weather, calm sea, winds from the [blank] quarter, steered during the whole watch course E $\frac{1}{4}$ NE, NE, NNE, and north. At 3.15, tacked the ship, being only five or six leagues from land, and steered close-hauled on the other tack. At 5.30, hove-to, being 15 to 18 miles from the shore, soundings showed 45 fathoms of water [with] a fine sandy bottom. At 5.50, filled the sails and set off once more; at 7.15, having hauled the wind in a squall, we went on to the port tack, having gone about. At 7.45, the lead showed 24 fathoms [with] a bottom of fine sand [which was] not as white as the first. At 10.30, went on to starboard tack by tacking the ship. Took soundings each half-hour and constantly found 26 fathoms [with] bottom of fine sand and coral; at 1 o'clock in the morning, 31 fathoms; at 1.30 and 2 o'clock, 28 fathoms; at 2.30 and 3 o'clock, 27 fathoms; at 3.30, 29 fathoms; at 4 o'clock, 28 fathoms [with] a bottom of fine white sand. At 6.30 and 7 o'clock, 27 fathoms fine sand, 27 fine sand and coral, 28 fine sand and shells, 29.29.29 fine sand and coral. From 7 o'clock to 10 o'clock, the bottom shoaled perceptibly until it reached 13 fathoms, [with] a bottom of fine sand mixed with coral and broken shells. [illegible]

(53) [in the margin] PRAIRIAL

From 10 o'clock to 10.30, we passed over a bottom with weed in patches which were easy to make out and appeared to rise only slightly above the bottom of 14, 13, 12, 11 and 10 fathoms. At 10.30, we dropped anchor in 9 fathoms [with] a bottom of plain gray sand.

Bearings taken at the anchorage:

The western tip of Rottnest Island bore W $\frac{1}{2}$ N.

The south-western tip bore W.27°S.

The western tip of the island lying to the east of Rottnest bore S.9°E.

A small island or rock lying to the east of the foregoing bore S.25°E.

The southern extremity of the mainland which was visible bore S.33°E.

From 25 to 26 [Prairial, Year 9, 14-15 June 1801]

Fine weather, calm sea, fresh west-north-westerly wind. We sent our longboat to reconnoitre [illegible] Rottnest Island. It was back at 8 o'clock; they brought back five furseals, one of which was alive. The officers planted a national flag on Rottnest Island, on the closest elevated hill to shore to inform the *Géographe* of our visit, in case they called in when we were no longer at the anchorage. At 1.30 in the morning, we were struck by a squall which caused us to drag our anchor; we ran out 90 fathoms of cable to hold on. Heavy weather, rough sea, cloudy sky

(54) [in the margin] PRAIRIAL

and variable winds from the west and WNW with strong gusts.

From 26 to 27 [Prairial, Year 9, 15-16 June 1801]

Squally weather, westerly winds, variable to W $\frac{1}{4}$ NW, with strong gusts. Our ship's boat was sent under the command of Citizen S^t Cricq to go and reconnoitre the Swan River. At 8.15 in the evening, the corvette dragging its mooring, we dropped [illegible] our sheet-anchor whose cable had a 30-fathom range. The night orders were to fire a swivel-gun shot every hour and to fire a flare every half-hour to make our position known to the ship's boat. At 6.30 in the evening, we sighted it five miles away to the north-east; at 9 o'clock in the morning, our

ship's boat arrived alongside, without having been able to land or to explore the Swan River because of the bad weather.

From 27 to 28 [Prairial, Year 9, 16-17 June 1801]

Raw weather, cloudy sky, fresh squally winds from the [blank] quarter. On the 28th, at 6.30 in the morning, the jolly boat and the punt were sent to Rottnest Island with two days' rations. The ship's boat took six days' rations to go and explore the Swan River under the command of Citizen Heirisson. At 8.30 I boarded the longboat with Citizens Millius, lieutenant, and Levilain, zoologist, to go the island lying to the south of this anchorage; we took two days' rations.

(55) PRAIRIAL From 28 to 29 [Prairial, Year 9, 17-18 June 1801]

Squally weather, rough sea and cloudy sky. We kept a lantern hoisted to the peak all night to let the boats know the corvette's position. Rockets were fired every half-hour from 8 to midnight, without we who were in the longboat having to stand off and on to reach the ship; we could see it. Squally weather accompanied by rain and lightning almost all night, the sea very rough, and the breeze fresh and gusty from the [blank] quarter. At 10 o'clock in the morning of the 29th, the punt returned on board. It brought the news that the *Géographe*'s jolly boat was stuck on shore and could not be got off without the help of a large boat. The crew of the jolly boat lacking water and having very few rations, [and] the sea being very rough and the wind too strong for the punt to assume the function of a large boat, it was necessary to await the return of the longboat. This was unknown to those on shore [who were] without rations and without any ability to find some to replace the food lost when [the boat] ran aground.

From 29 to 30 [Prairial, Year 9, 18-19 June 1801]

Fine weather, a calm sea. At 9.30 in the morning, the punt was sent under the command of Citizen Couture, midshipman, to go and join the ship's boat. At 2 o'clock in the afternoon, it was sighted

(56) [in the margin] PRAIRIAL

alongside the *Géographe* under topsails, about 24 miles away to the SSW, but we lost sight of it 2 hours afterwards. From midnight to 4 o'clock, the winds varied from the east to north-east. At 2.30 in the morning, sighted two fires, the first bearing ESE and the second bearing E $\frac{1}{4}$ SE. At 3 o'clock, sighted two flares SE $\frac{1}{4}$ S. A fire was also sighted on Rottnest Island bearing WSW. All through the night, violent squalls, accompanied by rain and lightning, came from all directions, with fresh gusty wind. At 8 o'clock in the morning, the corvette *Naturaliste*, set its sails and got under way, anchoring four hours later.

From 30 [Prairial] to 1 [Messidor, Year 9, 19-20 June 1801]

The winds from the quarter having freshened and the corvette rapidly dragging its anchor, we ran out 90 fathoms of cable. At 4 o'clock, dropped the starboard anchor, letting the cable go taut at its range of 30 fathoms. Squally weather, rough sea, and very strong gusty wind.

End of Prairial

(57) **Messidor**

From 1 to 2 [Messidor, Year 9, 20-21 June 1801]

At 8 o'clock in the morning of the 2nd, the *Naturaliste* got under way and, at the same time, one of the punts was sent to Rottnest Island. At 10 o'clock in the morning, the punt sent to the mainland the day before arrived back; it brought the news that the longboat had run aground

on the 29th. The punt was sent to us immediately, with six days' rations and all that had been asked for to repair the longboat. In the evening, I boarded the boat and sent the captain a written request for all the things that Citizen Millius needed. At 4 o'clock in the evening, the jollyboat and the punt were back from Rottnest Island. [The weather] almost calm, overcast sky, the sea running a swell, occasional east-north-easterly winds.

From 2 to 3 [Messidor, Year 9, 21-22 June 1801]

Moderate easterly winds, fine weather, calm sea and clear sky. At 7.30 in the morning, the punt was sent ashore. Once back alongside, it asked for various objects [illegible], I went on board with the said objects.

From 3 to 4 [Messidor, Year 9, 22-23 June 1801]

At 2 o'clock, the hand-mill was set up on the poop. At 4 o'clock, the ship's boat was back and Citizen (58) MESSIDOR Heirisson brought back a bottle of fresh water that he had left up the Swan River. At 11 o'clock in the evening, we got the longboat into the sea; shortly after we had shoved off, we sighted the jolly boat coming to bring us help. I was then in the punt and went forward to inform the captain that the longboat was making its way to the ship. Fine weather, calm sea, moderate easterly winds.

From 4 to 5 [Messidor, Year 9, 23-24 June 1801]

Fine weather, smooth sea, east-north-easterly winds, variable to the NE and NNE. At 9 o'clock, the longboat was stowed and the ship's boat was sent to Furseal Island under the command of Citizen S^t Cricq. The punt was sent to Rottnest Island under the command of the boatswain.

From 5 to 6 [Messidor, Year 9, 24-25 June 1801]

At 2.30 in the afternoon, the punt was back alongside and was at once sent, under the command of the boatswain's mate, to Rottnest Island. Fine weather, smooth sea, blowing a fresh north-easterly breeze, variable to the NNE.

From 6 to 7 [Messidor, Year 9, 25-26 June 1801]

At 3.30 in the afternoon, the longboat was back. On the 7th, at 10 o'clock, we fired three shots from the swivel-gun and hoisted a flag to the peak of the main mast
[in the margin] MESSIDOR
(59) to recall the punt, which was at Rottnest Island. Fine weather, calm sea, light westerly winds.

From 7 to 8 [Messidor, Year 9, 26-27 June 1801]

Fine weather, calm sea, light westerly winds, variable to the WSW. The punt was alongside at 3.30 in the afternoon; it brought back a snake. At 7.30, the ship's boat was sent off under the command of the captain. The southerly winds veered easterly.

From 8 to 9 [Messidor, Year 9, 27-28 June 1801]

We got ready to set sail. We prepared to get under way and did so on the 9th at 7 o'clock in the morning, with moderate north-easterly winds. At midday we took soundings [and found] 26 fathoms, sand mixed with gravel and broken shells. Fine weather, smooth sea and a cloudless sky.

From 9 to 10 [Messidor, Year 9, 28-29 June 1801]

Weather overcast and squally, with much lightning to the west. At 2 o'clock in the afternoon, the lead showed 27 fathoms [with a] grey sand, coral and gravel ground. From 8 o'clock to midnight, the winds having swung to the ESE and SE, at 10.15 we were close-hauled on the port tack. At 4 o'clock in the morning, we wore ship.

[in the margin] MESSIDOR

(60) Weather fine, the sea a little rough and the winds moderate. At daybreak, we sighted land ahead, eight leagues away. At 11.15, the lead showed 25 fathoms [with] the same ground. At 11.30, we noticed a current running from NNW to SSE.

From 10 to 11 [Messidor, Year 9, 29-30 June 1801]

Fine weather, smooth sea, moderate winds from the SSE, variable to ENE, NNE and north. At 8 o'clock in the evening, the lead showed 24 fathoms [with a bottom of] sand and rocks; from 8 o'clock to midnight, we took soundings every half-hour and the bottom varied from 22 fathoms to 32 fathoms, after which no bottom was found. At midnight we brought the ship to, with the port side to windward. At 9 o'clock, we filled the sails and cast the lead three times with a 90-fathom line, without finding bottom. At 5.15, the lead showed 30 fathoms [with a] rocky bottom; at 6.30, 30 fathoms [with] rocks and broken shells; at 6.30 and 7 o'clock, 25 fathoms [with] rocks and coral; at 7.45, 20 fathoms [with] rocks; at 9.35, 22 fathoms [with] broken shells and coral. At 7.45, tacked the ship and went on to the starboard tack.

Bearings taken at midday:

The most northerly mountain peak bore NE $\frac{1}{4}$ N.

The north-easterly one bore NE1°N.

The most southerly one bore NE1°E.

(61) From 11 to 12 [Messidor, Year 9, 30 June-1 July 1801]

Fine weather, smooth sea and the winds variable from north, NNW, WSW and west. At midday, tacked the ship and [did] the same at 4 o'clock. From 5 o'clock (in the evening), took soundings every half-hour, [with] 27 fathoms, 24, 23, 23, 24 and 25 [fathoms] [with a bottom] of rocks and coral. We had a lot of rain during the night.

At 4 o'clock in the morning, wore ship and went on to the port tack.

Bearings taken at midday:

The tip of the big cliff to the south bore E25°15'S.

The northern extremity of the next big cliff [bore] E7°15'S, estimated distance 11 miles. Fine weather, the sea running a swell.

From 12 to 13 [Messidor, Year 9, 1-2 July 1801]

Fine weather, light winds from the [blank] quarter, steering with all sails set to close the land. At 1 o'clock, the lookout warned that he could see breakers on the landward side and out to sea, and 20 minutes afterwards they appeared to extend right out to sea. At the same time, we steered close-hauled on the starboard tack [illegible]. From midday to 4 o'clock, soundings varied from 21 to 27 fathoms [with] a bottom of coral and fine white gravel, mixed with broken shell. From 4.30 to 8 o'clock, took soundings every half-hour, [which showed] 28, 23 fathoms with a bottom of coral and gravel, 26, 26, 25 [with] bottom of rocks and gravel. At 4.30 in the morning, tacked the ship

[in the margin] MESSIDOR

(62) and ran towards the land; at 6 o'clock, the winds having swung to WNW, we tacked again, broached and went on to the port tack.

From 13 to 14 [Messidor, Year 9, 2-3 July 1801]

Squally weather, rough sea, strong gusty north-westerly and northerly winds. At 6 o'clock in the evening, tacked the ship and went on to the port tack, the wind still very violent. Lightning all around the horizon. At 10.15, wore ship. The weather remaining unchanged, at about 6 o'clock in the morning we brought to under the main staysail, the fore staysail and the mizzen staysail; it was still raining.

From 14 to 15 [Messidor, Year 9, 3-4 July 1801]

With the wind not seeming to change, we remained lying to, the weather squally, the sea rough, and much rain falling at intervals. At midnight and at 3.30, we ran out 87 fathoms of line without finding bottom. At 1.30 in the morning, we went on to the port tack and ran out 70 fathoms of line without finding bottom. The weather having improved, we hauled aboard the foretack and set the mizzen topsail. Strong variable gusty WNW winds.

From 15 to 16 [Messidor, Year 9, 4-5 July 1801]

Squally weather, very heavy sea (62), strong westerly winds. From 8 o'clock to midnight and from midnight to 4 o'clock, we took soundings every hour, running out 87 and 100 fathoms of line without finding bottom. The winds having veered to the SSW and then to NNW, we braced up and bore away to the NE; fine weather and the sea running a swell.

From 16 to 17 [Messidor, Year 9, 5-6 July 1801]

Fine weather, calm sea, moderate north-westerly winds. At sunset, we observed the amplitude from which we found the variation to be $7^{\circ}15'$. At 8.30 in the evening, having broached to, we went on to the port tack and, every hour, ran out 100 fathoms of line without finding bottom. At 1 o'clock, hove to, port side to the wind. At 3 o'clock, hove to on the other tack and ran out 115 fathoms of line without finding bottom. At 6 o'clock in the morning, wore ship and filled away under all sails. At 11 o'clock we tacked, the wind still gusty and variable from the WNW to north.

Bearings taken at midday:

The white cliff bore $E.4^{\circ}30'N$, 23 miles distant.

The closest mountain peak bore $E.5^{\circ}30'S$, 25 miles distant.

The most distant [mountain peak] bore $E.10^{\circ}30'S$, 28 miles distant.

(64) From 17 to 18 [Messidor, Year 9, 6-7 July 1801]

Weather squally and overcast, with rain, winds from $NW\frac{1}{4}N$, variable to the north and WNW. At 2.45, tacked the ship. At 6 o'clock, having failed to tack the ship, we bore up and went on to the starboard tack. At 9 o'clock in the morning, hit by a violent squall accompanied by rain. Took soundings every hour and ran out 60 fathoms of line without finding bottom.

From 18 to 19 [Messidor, Year 9, 7-8 July 1801]

Gloomy weather and overcast sky, the sea running a swell. Land in sight a great distance away; at midnight we brought the ship to, with the port side to the wind, cast the lead several times without finding bottom. At 6 o'clock in the morning, filled all the sails, light WSW winds, variable to $SW\frac{1}{4}W$.

From 19 to 20 [Messidor, Year 9, 8-9 July 1801]

Fine weather, calm sea, moderate south-westerly and SSW winds, variable to the south-east. At 1 o'clock, we steered an easterly course, seeing the Abrolhos islands very clearly, a middling distance away. We then set course WNW and, shortly afterwards, NW. At 4.45 we hove to; at the same time the lead showed 34 fathoms with a bottom of fine sand. The depth

[shown by the lead] and the bottom did not vary until 8 o'clock in the evening. We filled our sails for [illegible] and (65) at once hove to again. Taking soundings every half-hour from midnight to 4 o'clock, the lead consistently showed 32 fathoms [with a] bottom of fine white sand. At 4 o'clock, the winds having shifted to the ESE, we hove to on the starboard tack. At 3.30, we sighted a meteor of the type commonly called a 'falling star'. At 6 o'clock, we filled the sails; at midday, the lead showed 34 fathoms of water, [with] a bottom of grey sand mixed with broken shells.

From 20 to 21 [Messidor, Year 9, 9-10 July 1801]

Fine weather, calm sea, light south-easterly winds, variable to the ESE. From 4 o'clock to 8 o'clock in the evening, the lead showed 29 to 30 fathoms [with] a bottom of blackish sand. At 8 o'clock we hove to, with the port side to the wind, on a south-westerly course. From 8 o'clock in the evening to 4 o'clock in the morning, the lead showed 29 and 28.5 fathoms [with] a bottom of fine sand. At 2 o'clock we changed our lying; at 5.30 in the morning, we filled the sails.

From 21 to 22 [Messidor, Year 9, 10-11 July 1801]

Fine weather, calm sea, light easterly winds, variable to the SSE and SE. At 8 o'clock in the evening, hove to, port side to windward. From 4 o'clock to 8 o'clock, the lead showed 30, 30 fathoms [with] a bottom of grey sand and broken shells; 28, 28 fathoms [with] grey sand and gravel; and 32 and 33 fathoms, [with] the same bottom. At 2 o'clock in the morning, filled the sails and hove to again at 4 o'clock; the soundings showed 32 and 37 fathoms (66) [with] a bottom of grey sand. At 5 o'clock, filled the sails and, at 7 o'clock, tacked the ship with all sails set. Took soundings every half-hour, [showing] 35, 38, 37, and 36 fathoms [with] a bottom of sand mixed with gravel and broken shells. At 11 o'clock, tacked the ship and went on to the starboard tack.

From 22 to 23 [Messidor, Year 9, 11-12 July 1801]

Overcast weather, smooth sea and light winds from N¼NW, variable to the north and NNE. At 1 o'clock, the lead showed 37 fathoms [with] a bottom of red sand and small gravel. At 8.30 in the evening, being two leagues from the coast and standing into shore, we put the ship about.

From 23 to 24 [Messidor, Year 9, 12-13 July 1801]

Fresh northerly winds, variable to NNE and NNW, squally weather and the sea a little rough. At 4 o'clock, wore ship and settled on the port tack. At 1.30 in the morning, the lead showed 50 fathoms [with] a bottom of red sand. About 4 o'clock, the wind abated and the ship barely had steerage way. The sky was dark and rain fell constantly. Near 9 o'clock the winds freshened from the NNE quarter.

From 24 to 25 [Messidor, Year 9, 13-14 July 1801]

Squally weather and constant rain (67) calm sea, the sky overcast and the horizon gloomy. Winds from the NNE, variable to the NNW and south. At 7.30, the lead showed 37 fathoms [with a] bottom of reddish sand. At the same time, the winds shifted suddenly to the SSW. From 4 o'clock to 10 o'clock in the morning, flat calm. At sunrise, we hoisted the flag to the peak to celebrate the 14th July. At 11 o'clock, we sighted land 30 miles away. The lead still showed 37 and 36 fathoms [with a] bottom of sand and sometimes coral.

From 25 to 26 [Messidor, Year 9, 14-15 July 1801]

Overcast weather with constant rain, light winds to the NNW and SW. At 4.30 in the evening, we fired 21 guns in memory of the 14th July whose anniversary we celebrated. At 6.45, a squall arose to the south-west, with lightning and turning a little, accompanied by light rain. We steered a NNW course. From 9 o'clock in the evening until midnight, the lead showed 38, 42, 42, and 43 fathoms, [with a] bottom of fine sand. At daybreak, we sighted land, [and] set all sails to close it. At midday, the lead showed 47 fathoms [with a] rocky bottom.

(68) From 26 to 27 [Messidor, Year 9, 15-16 July 1801]

Fine weather, calm sea, the sky showing clouds on the horizon, south-westerly wind variable to SW¼W. At 8 o'clock in the evening, the lead showed 58 fathoms [with a] bottom of fine sand. At 9 o'clock, 10 o'clock and 11 o'clock ran out 70 fathoms [of line] without finding bottom. The soundings showed bottom at 80 fathoms, [with a] bottom of muddy greyish sand. At daybreak, we sighted land, which seemed to me to be the entrance to Shark Bay. At 5 o'clock and 6.30, found bottom at 60 fathoms.

From 27 to 28 [Messidor, Year 9, 16-17 July 1801]

Fine weather, calm sea, easterly winds, variable to the SSW. We sailed along the coast of Dirk Hartog Island and soundings showed 45 fathoms [with a] bottom of red sand.

[in the margin] **Shark Bay**

At 7.45 in the morning, we dropped the port anchor in 18 fathoms of water [with a] bottom of fine muddy sand; ran out 60 fathoms of cable. At 8 o'clock in the morning, we sent the jolly boat to take soundings; at 9 o'clock it was back; we fired two cannon shot. From 10 o'clock to midnight, a strong current bore us to the ESE, pushing the ship almost broadside on.

From 28 to 29 [Messidor, Year 9, 17-18 July 1801]

Fine weather, calm sea, southerly winds, almost calm. Until 7 o'clock on the morning of the 29th, the weather was unsettled and calm; a blast of wind from N¼NE gave us [illegible] of getting under way, but the wind dropped, and [illegible] (69) the longboat was sent to Dorre Island¹ under the command of Citizen S^t Cricq and the punt to Dirk Hartog Island under the command of the boatswain.

From 29 to 30 [Messidor, Year 9, 18-19 July 1801]

Fine weather, light winds from the north to NNW, sailing under fore topsail, mizzen topsail, and jibsails. At 1.30, we dropped the port anchor in 13½ fathoms [with] bottom of sand and fine gravel. Ran out 35 fathoms of cable.

Bearings from the anchorage:

NW tip of Dirk Hartog Island bore W.93°N.

The southernmost extremity visible of the same island bore S.9°E.

The middle of Dorre Island bore N.17°W.

While we were under way, we took soundings and found 15 and 35 fathoms, [with] a bottom of sand and gravel. At 9.30 in the evening of the 29th, the ship's boat was back. The punt did not return until 10.30 in the morning of the next day.

From 30 [Messidor] to 1 Thermidor [Year 9, 19-20 July 1801]

Squally weather, fresh south-westerly winds, variable westerly, cloudy sky and patchy light rain. At 7 o'clock in the evening, we realised that we were dragging our anchor; we ran out up to 80 fathoms of cable and cast the starboard anchor and ran out 50 fathoms of cable. The tide

¹ [S.25°7'0"; E.113°8'0".]

was observed to run in a north-westerly direction; observations of it were made at 8.30 and 9 o'clock. At midday, the current was still running in the same direction.

(70) From 1 to 2 [Thermidor, Year 9, 20-21 July 1801]

Fine weather, the sea a little rough, southerly winds, variable to the SSW. We observed a current running strongly in an ESE direction. At 7 o'clock in the morning, we weighed the starboard anchor and, when it was raised, we saw that the shank had separated at about 2½ feet from the palm. We cast the starboard anchor and ran out 50 fathoms of cable. At 9 o'clock, a boat was sent to Dirk Hartog Island with the chief quartermaster, to observe the tide.

From 2 to 3 [Thermidor, Year 9, 21-22 July 1801]

Fine weather, calm sea, SSE winds, variable to the ESE. During the morning of the 3rd, the port anchor was dropped at the anchorage, the current running to the ESE.

From 3 to 4 [Thermidor, Year 9, 22-23 July 1801]

Fine weather, calm sea, clear blue sky, winds to the ESE. In the afternoon, the starboard anchor was weighed and the port one dropped, running out 80 fathoms of cable. At 11.15 in the evening, the current ebbed to the ESE.

From 4 to 5 [Thermidor, Year 9, 23-24 July 1801]

Fine weather, smooth sea, clear sky, winds from the WSW, variable to north and north-east. Slack water was at 4.30 and, at 5 o'clock, the tide bore easterly. At 9 o'clock in the morning of the 5th, the tide started to bear westerly.

From 5 to 6 [Thermidor, Year 9, 24-25 July 1801]

Fine weather, calm sea, the sky a little cloudy and the winds west-south-westerly, variable to south-east via south. (71) The chief quartermaster, coming to report his observations on the tides to the captain, brought back a pewter plate on which there was a Dutch inscription. The next day, it was sent back to be replaced, adding a flag to it. Shortly after, the captain boarded his boat.

From 6 to 7 [Thermidor, Year 9, 25-26 July 1801]

Cloudy sky, choppy sea, moderate south-westerly winds, variable to the west. Burned priming powder and candles to indicate our position to the jolly boat. At 2 o'clock in the morning, it was back.

From 7 to 8 [Thermidor, Year 9, 26-27 July 1801]

Squally weather, with rain, light winds from the NNE, variable to the north.

From 8 to 9 [Thermidor, Year 9, 27-28 July 1801]

Foggy weather, with squalls and patchy light rain, moderate south-westerly winds. At midday, the tide started to run in a westerly direction.

From 9 to 10 [Thermidor, Year 9, 28-29 July 1801]

Fine weather, calm sea, cloudy sky, winds from the [blank] quarter variable to the SSE, easing considerably. At 8.45, the tide turned to the ESE. We sent two men to Dirk Hartog Island with 15 days' rations. They are to stay there to signal the *Géographe* in case it appears on the coast. About 6 o'clock in the evening, the captain assembled the officers (72) in his quarters to make a decision about what should be done if we get separated from the

Géographe where we are. It was decided that we would wait for her as long as the amount of water on board would allow, which was then found to be reduced to 70 casks.

From 10 to 11 [Thermidor, Year 9, 29-20 July 1801]

Fine weather, calm sea, clear sky, winds from the ENE, variable to the NW. Almost calm. At 1.50, the tide changed direction towards the west; sighted several meteors to the north-east.

From 11 to 12 [Thermidor, Year 9, 30-31 July 1801]

Squally weather, rough sea, strong gusty winds from the WSW, variable to the SW. At 4.30, the tide started to turn.

From 12 to 13 [Thermidor, Year 9, 31 July – 1 August 1801]

Squally weather, southerly winds, variable to S¼SE, SSE, and ESE. At midday, we set sail under topsails and the mizzen topsail, and ran to the ESE. We took soundings and found from 6 to 9 fathoms [with] a bottom of sand, coral and broken shell. We anchored at 9 o'clock.

Bearings taken at the anchorage:

The visible NW tip of Dirk Hartog Island bore W.6°S.

The [word or words missing] of the same [bore] W.39°S.

The middle of the island inside the bay bore E.12°.

(73) From 13 to 14 [Thermidor, Year 9, 1-2 August 1801]

Fine weather, calm sea, southerly winds, variable to SE, SSE and ESE. At 10 o'clock the tide turned to the SE.

From 14 to 15 [Thermidor, Year 9, 2-3 August 1801]

Fine weather, calm sea, clear sky. Winds from the SSE and SE; almost still all afternoon. At 2 o'clock in the afternoon, the longboat was sent to tour around the bay under the command of Citizen Freycinet, whose assistant I was.

From 15 to 16 [Thermidor, Year 9, 3-4 August 1801]

Fine weather, calm sea, the sky a little cloudy, light winds from ESE, variable to the SSE and south. At 2.15 in the afternoon, the corvette *Naturaliste* set sail and ran on a constant ESE course until 6 o'clock in the evening when we anchored in 8 fathoms of water [with] a sandy bottom. At 5.30 in the morning, Citizen S^t Cricq embarked in the jolly boat to go and conduct a search at the anchorage and did not return until 10 o'clock. At 11 o'clock, Citizen Millius sighted thick smoke ashore which arose suddenly. The captain, having doubts as to what could cause this type of outbreak, sent the jolly boat under the command of Citizen S^t Cricq.

(74) From 16 to 17 [Thermidor, Year 9, 4-5 August 1801]

Fine weather, calm sea, clear sky, light south-westerly breezes, variable to west and north. At 2 o'clock in the afternoon, the corvette set sail under topsails and ran steadily to the ESE until 5 o'clock, when we anchored in 5 fathoms of water [with] a fine sandy bottom. At 9 o'clock in the evening, the jolly boat was back; it reported that the smoke sighted from the ship came from a gathering of 9 natives.

From 17 to 18 [Thermidor, Year 9, 5-6 August 1801]

Fine weather, calm sea, light northerly winds, variable to SSW and south.

From 18 to 19 [Thermidor, Year 9, 6-7 August 1801]

Fine weather, calm sea, light southerly winds, variable to the SSE. At 4 o'clock in the morning, we lowered the longboat into the water, along with the jolly boat and a punt, and placed in them most of the tools necessary for the setting up of a camp ashore for the repair of the longboat.

From 19 to 20 [Thermidor, Year 9, 7-8 August 1801]

Fine weather, calm sea; there was almost no wind. There were clouds on the horizon.

From 20 to 21 [Thermidor, Year 9, 8-9 August 1801]

Fine weather, calm sea. Patchy clouds in the sky and the horizon was misty. Very light winds from the SSE, variable to the SSW and SE [illegible]. (75) At 1 o'clock in the morning, the tide turned toward the north-west.

From 21 to 22 [Thermidor, Year 9, 9-10 August 1801]

Fine weather, the sea a little heavy, the sky cloudy and a hazy horizon. Moderate winds from the SSW, variable to the SSE.

From 22 to 23 [Thermidor, Year 9, 10-11 August 1801]

Fine weather, the sea a little rough, squally moderate southerly winds, variable to the SSE and SE.

From 23 to 24 [Thermidor, Year 9, 11-12 August 1801]

Fine weather, calm sea, moderate winds from the SSE.

From 24 to 25 [Thermidor, Year 9, 12-13 August 1801]

Fine weather, smooth sea, clear sky, winds from the ESE, variable to the south.

From 25 to 26 [Thermidor, Year 9, 13-14 August 1801]

Fine weather, calm sea and cloudy sky. Moderate winds from the SSW, variable to the SSE. At midday, the current bore to the south-east. At 7.45 in the morning, the sun was more than 6° above the horizon, when I saw the thermometer reading 10.5°.

From 26 to 27 [Thermidor, Year 9, 14-15 August 1801]

Fine weather, the sea a little rough, fresh winds from the SSE, variable to the SE. At 2 o'clock in the afternoon, we were back from our expedition. (76) Before sunrise, the temperature was 10.5°.

From 27 to 28 [Thermidor, Year 9, 15-16 August 1801]

Fine weather, heavy sea, moderate squally south-easterly winds.

From 28 to 29 [Thermidor, Year 9, 16-17 August 1801]

Fine weather, heavy sea, moderate squally south-easterly winds.

From 29 to 30 [Thermidor, Year 9, 17-18 August 1801]

Fine weather, calm sea, clear sky, light south-easterly winds. At 3.45 in the afternoon, the ship's boat was sent to pick up our people whom we had left posted on Dirk Hartog Island.

From 30 [Thermidor] to 1 Fructidor [Year 9, 18-19 August 1801]

Fine weather, clear sky, calm sea, light winds from the ESE, variable to the north. At daybreak, the ship's boat was sent to pick up the belongings that had been left at Dirk Hartog Island.

(77) From 1 to 2 [Fructidor, Year 9, 19-20 August 1801]

During the 24 hours, fine weather, calm sea, north-westerly winds, variable to the west and south-west – no wind at the end of the day. At 7 o'clock in the morning, the captain embarked in his boat to go and visit the camp.

From 2 to 3 [Fructidor, Year 9, 20-21 August 1801]

Fine weather, calm sea, clear sky, light north-easterly winds, variable to the south-west, south, and south-east. No wind from 8 o'clock to midday. The captain was back at 3 o'clock on the afternoon of the 3rd.

From 3 to 4 [Fructidor, Year 9, 21-22 August 1801]

Fine weather, calm sea, clear sky, misty horizon and moderate south-easterly winds, variable to the south, SW and SSE. The next morning from 5 o'clock to 10 o'clock, flat calm. At 10 o'clock a moderate easterly breeze sprang up, variable to the west via the north. At 7 o'clock in the evening, Citizen Ransonnet went to take possession of the camp and, the next morning at 5 o'clock, Citizens Faure, geographer, and Moreau, midshipman, embarked in the ship's boat to go and reconnoitre the north of the bay. At 9.30 in the morning, we saw that our anchor was fouled; we cleared away the cable and, at 10.30, we dropped anchor

[in the margin] FRUCTIDOR

(78) in 6 fathoms [of water with] bottom of sand and weed.

Bearings at the anchorage:

Northern end bore E.19°N.

Southern end bore S.10°E.

The camp bore S.23°30'S.

From 4 to 5 [Fructidor, Year 9, 22-23 August 1801]

Fine weather, calm sea, cloudy sky and overcast horizon from the west to WSW. Light variable winds from the south, north-east, south-west and SSW.

From 5 to 6 [Fructidor, Year 9, 23-24 August 1801]

Fine weather, calm sea and heavy atmosphere, moderate south-westerly winds, variable to the SSW, SSE and south. At 5.15 in the morning, the punt from the camp came to pick up the caulkers to work on the longboat.

From 6 to 7 [Fructidor, Year 9, 24-25 August 1801]

Fine weather, calm sea, clear sky and cloudy horizon. Moderate breezes from the SSE, variable to the south and SSW.

From 7 to 8 [Fructidor, Year 9, 25-26 August 1801]

Fine weather, the sea a little rough, and a cloudless sky. Moderate south-westerly winds, variable to the SSW.

(79) From 8 to 9 [Fructidor, Year 9, 26-27 August 1801]

Fine weather, calm sea, cloudy sky, moderate winds from the SSW.

From 9 to 10 [Fructidor, Year 9, 27-28 August 1801]

Fine weather, calm sea, cloudy sky and hazy horizon; moderate south-south-westerly winds. At 5.30 (in the morning), a Malay named Sodourson died after suffering for 17 days from a putrid, malignant fever. He was at once wrapped in sheets and blankets; the jolly boat took him half-league from the ship to cast him into the water.

From 10 to 11 [Fructidor, Year 9, 28-29 August 1801]

Fine weather, calm sea, cloudy sky. Moderate winds from the SSW, variable to the south-west. At 3 o'clock in the afternoon, the longboat returned from shore where it had been repaired and, as soon as the wood it carried was unloaded, it was sent back to fetch more.

From 11 to 12 [Fructidor, Year 9, 29-30 August 1801]

Fine weather, calm sea, cloudy sky, moderate winds from the SSW, variable to the south and SSE.

(80) From 12 to 13 [Fructidor, Year 9, 30-31 August 1801]

Fine weather, calm sea, overcast sky and hazy horizon. Moderate winds from the SSE, variable to the ESE.

From 13 to 14 [Fructidor, Year 9, 31 August 1- September 1801]

Fine weather, calm sea, moderate winds from the SSE, variable to the south and east. Light clear sky. At 9 o'clock, the longboat arrived back from its assignment, bringing five turtles.

From 14 to 15 [Fructidor, Year 9, 1-2 September 1801]

Fine weather, calm sea, clear sky and a clear sharp horizon. Light south-westerly winds; during the night they shifted to the south and WSW, almost still.

From 15 to 16 [Fructidor, Year 9, 2-3 September 1801]

Calm sea, the weather overcast and the sky cloudy. Very weak winds from the WSW, variable to the south-west and west. We tightened our shrouds and stowed the anchors, secured the longboat and lashed down the guns.

(81) From 16 to 17 [Fructidor, Year 9, 3-4 September 1801]

Rough sea, foggy weather (with squalls) [illegible] cloudy sky, westerly winds with strong gusts, variable to the south-west. At 10.20 in the morning we set sail under topsails on course W¹/₄NW. At midday, the thermometer registered 28° 21 [sic]. At 11 o'clock in the morning, the north peak bore E.2°S. The south peak bore S.24°E, all by the compass.

From 17 to 18 [Fructidor, Year 9, 4-5 September 1801]

Cloudy weather, the sea running a swell, moderate winds from the SSW, variable to the south. At 9 o'clock, the gaff block-strop broke; it was struck at once for repairs.

Soundings from midnight to 4 o'clock:

At 1 o'clock and 2 o'clock: 65 and 66 fathoms [with a bottom of] fine red sand.

At 3 o'clock and 4 o'clock: 80 and 85 fathoms, without finding bottom.

At midday, we crossed the Tropic of Capricorn at latitude 23°27'25".

(82) From 18 to 19 [Fructidor, Year 9, 5-6 September 1801]

Fine weather, rough sea, cloudy sky, moderate south-easterly winds. From 10 o'clock to midnight, ran out 85 fathoms of line without finding bottom; the same at 2 o'clock and 4 o'clock.

From 19 to 20 [Fructidor, Year 9, 6-7 September 1801]

Fine weather, the sea running a slight swell, clear sky. All sails set. Moderate winds from the ESE, variable to the south-east. At 10 o'clock and midnight, the lead did not find bottom at 80 fathoms. At daybreak, set studding-sails and stay-sails.

From 20 to 21 [Fructidor, Year 9, 7-8 September 1801]

Fine weather, calm sea, cloudless sky. Light south-easterly winds. At 11 o'clock, they were to the south, almost still. At 3.30, the lead did not find bottom with an 87-fathom line. Sighted flying fish and petrels. At 4 o'clock in the morning, the breeze arose from the south-east.

From 21 to 22 [Fructidor, Year 9, 8-9 September 1801]

Fine weather, calm sea, light south-easterly wind, variable to the south. At 4 o'clock we set up a [illegible]. (83) At 10.30 in the evening, we were taken aback while casting the lead, which did not find bottom with an 87-fathom line. At sunrise, we set studding-sails and royals.

From 22 to 23 [Fructidor, Year 9, 9-10 September 1801]

Fine weather, calm sea, very weak winds from the SSE, variable to the south-east. At 7.30, unbent the royals and hauled in the studding-sails. From 10 o'clock to midnight, ran out 85 fathoms of line without finding bottom and, from 2 o'clock to 4 o'clock, ran out 90 fathoms without finding bottom. The corvette [was] scarcely making steerage way. At 11 o'clock set the royals and studding-sails. [Compass] variation observed at sunset 3°50'.

From 23 to 24 [Fructidor, Year 9, 10-11 September 1801]

Fine weather, calm sea, the sky a little cloudy, light winds from the SSE, variable to the south-east. At 4 o'clock in the evening, ran out 90 fathoms of line without finding bottom; the same at 2 o'clock and 4 o'clock. At 5 o'clock in the morning, set the studding-sails and royals; at 9.30, the winds having freshened from the south-east, we hauled them down. Sighted large numbers of porpoises.

(84) From 24 to 25 [Fructidor, Year 9, 11-12 September 1801]

Fine weather, calm sea, the sky a little cloudy, moderate winds from the SSE, variable to the south and ESE. At 10 o'clock, cast the lead on the port tack and at 11 o'clock on the starboard tack without finding bottom, running out 85 fathoms of line each time. During the night, took soundings every hour without finding bottom.

From 25 to 26 [Fructidor, Year 9, 12-13 September 1801]

Fine weather, smooth sea, dark and cloudy sky, fresh and somewhat squally winds from the ESE, variable to the south-east. At 10 o'clock in the evening, we spilled the wind from the fore-topsail. At 11.30, the wind strengthening more and more, we struck the topsails to the cap and remained hove-to until 5.15 in the morning, when we filled the sails and crowded on sail, with the topgallant sails on the cap. Took soundings every half-hour from 10 o'clock in the evening [illegible] until 5.15 in the morning, running out 85 fathoms of line without finding bottom. From 10 o'clock until midday, the winds weakening noticeably, we set the forward studding-sails. Caught a tern and sighted a small tern.

(85) From 26 to 27 [Fructidor, Year 9, 13-14 September 1801]

Fine weather, the sea a little rough and the sky cloudy, moderate winds from the SSE, variable to the east and ESE. At 10 o'clock and midnight, hove-to in order to cast the lead and

ran out 95 fathoms of line without finding bottom. At 2 o'clock and 4 o'clock, hove to and ran out 115 fathoms of line without finding bottom. Sighted some flying fish and a small tern.

From 27 to 28 [Fructidor, Year 9, 14-15 September 1801]

Fine weather, calm sea, clear sky and hazy horizon, moderate winds from the ESE, variable to the south-east. Seaweed passed alongside the ship. Caught two gannets which had landed on the bowsprit. At 9.15, we sighted land bearing N.5°E. At 10 o'clock, the bearing of the tip of the land in sight was N.26°E, distant 24 miles, and the southern tip bore N.30°E, distant 21 miles.

Bearings taken at midday at New Savu Island:

Western extremity visible bearing N.18°E.

A noteworthy peak bearing N.22°E., estimated distance 8 miles.

The visible extremity N.32°E - all taken with the compass.

(86) From 28 to 29 [Fructidor, Year 9, 15-16 September 1801]

Fine weather, calm sea, light easterly winds, variable to the SE and ESE. At midday, went on to the port tack, tacked again at 3.50 and went on to the starboard tack. At 3.10 lost sight of land, bearing N.15°E by the compass. At midnight took soundings without finding bottom at 50 fathoms. At 3 o'clock in the morning, we sighted land bearing N.45°E, estimated distance 5 miles. The weather was so dark that we might have come much closer to it if the two fires visible on shore had not made us see it. We immediately changed tack to avoid the land and crowded on sail [illegible] following a light squall. At 5 o'clock in the morning, the ship having refused to come head to wind, we wore ship and proceeded close hauled on the starboard tack. At 6 o'clock, we bore up towards Savu Island, in sight a short distance away. Sailing along the southern part of this island, we saw several natives and huts on the bank. At 6.40, we sighted a small island to the west of Savu, bearing N.72°W. We steered to pass between two islands that we had in sight. Hoisted a pennant with the national colours and an English yacht flag (87) at the fore mast. We experienced a rather strong current running to the SE. At 9 o'clock we began to hold the wind.

Bearings taken at 6 o'clock in the morning:

The visible western extremity of Savu, bearing N.40°W.

The visible eastern tip of the same island, bearing N.47°E.

Bearings taken at 10 o'clock:

Western tip of Savu, bearing S.8°E; estimated distance 4 miles.

The SE extremity visible of the small island to the west of Savu, bearing S.25°W.

The NW extremity visible of the same island, bearing S.60°W; estimated distance to the middle of the small island, 6 miles.

Bearings taken at midday:

The southern tip of Savu, bearing S.5°W.

The visible extremity of this island, bearing N.70°E.

The middle of the small island, bearing S.36°W.

From 29 to 30 [Fructidor, Year 9, 16-17 September 1801]

Fine weather, calm sea, light easterly winds, variable to ENE, south and SE. At 4 o'clock, we tacked and, no sooner had we turned on to course SSE, than the wind fell and we could steer no closer than SW¼W. At 5.30 in the evening, a moderate south-easterly breeze arose. At sunset, the foggy weather only allowed us to make out land to the ENE. At 2.10 in the morning, we hove-to in order to take soundings, and did not find bottom with 90 fathom of line.

(88) From 30 [Fructidor] to 1 [Supplementary Day, Year 9, 17-18 September 1801]

Fine weather, calm sea, clear sky, light winds from S $\frac{1}{4}$ SW, variable to S $\frac{1}{4}$ SE, SE, and E $\frac{1}{4}$ SE. Sighted some flying fish and gannets. At 7 o'clock in the morning, we changed tack.

Supplementary days

From 1 to 2 [Supplementary days, Year 9, 18-19 September 1801]

Fine weather, calm sea, clear sky, light easterly winds, variable to the NW and south. At 3 o'clock, we stayed ship and went on to the port tack.

From 2 to 3 [Supplementary days, Year 9, 19-20 September 1801]

Fine weather, calm sea, moderate winds. Calm until 5.15 in the evening, when a breeze arose from the SSE; at 8 o'clock, it turned to SE $\frac{1}{4}$ E and made us run close-hauled at 7 knots. At 10 o'clock, took in a reef in the mizzen top-sail. Fine weather, calm sea, moderate winds from SE $\frac{1}{4}$ E, variable to the east. At 6 o'clock in the morning, tacked the ship and went on to the port tack.

Bearings taken at 10 o'clock:

The most southerly point of land visible, bearing E.30°S.

The most northerly E.10°N.

Estimated distance to the closest land 30°N [sic]. Flat calm from 11 o'clock until midday.

(89) From 3 to 4 [Supplementary days Year 9, 20-21 September 1801]

During the first four hours, the winds blew to the WNW, SE, SW and NW; almost still [line illegible] which made us change tack several times. At 8 o'clock in the evening, they freshened from the SE and abated shortly afterwards. At 6.20 in the evening, we sighted a fire bearing E.6°S and the northern tip bearing E.7°N. At midday, the northern tip of Simao bore S.9°E. At 1 o'clock in the morning, the ship tacked and at 2.30 tacked again and hove to the port tack. At 1 o'clock, 115 fathoms of line was run out without finding bottom; at 3.45, the lead gave the same result. We remained hove-to from 4 o'clock to 5.15 when we filled all our sails. At 6.15 we took in the courses and hove-to in order to launch the ship's boat under the command of Citizen Freycinet. He was going to inspect the ship in sight flying a French broad-pendant and flag. We hoisted our colours and ran up a signal flag on the fore mast that we had set up to fly the English yachting flag; shortly afterwards, we sighted a boat coming to meet us – it seemed to have left the ship in sight which, to our great satisfaction, we recognised as being the *Géographe*.

Bearings taken at 4 o'clock in the morning:

The point shaped like an isolated mountain, bearing E.26°S.

Bearings taken at 6 o'clock:

The southern tip of Simao Island bore S.25°E., estimated distance [illegible].

The northern tip of the land in sight [bore] E.10°N., distance 15 miles.

(90) Continuation of Supplementary days from 4 to 5 [Year 9, 21-22 September 1801]

Bearings taken at 8 o'clock:

The most southerly point of the land, bearing S.41°W.

The northernmost, bearing N.25°E.

The southern point of a projection of the land, bearing S.63°E.

The northern point of the same area, bearing N.40°E.

The middle of the sandy island, bearing S.26°E

Bearings taken at 10 o'clock:

The most southerly point of the land, bearing S.52°W.

The most northerly, bearing N.25°E.

The most southerly point of a projection of the land, bearing n.84°E.

The most northerly point of the same area, bearing N.35°E.

The middle of the sandy island, bearing S.65°E.

The commander's ship, bearing S.43°E.

At anchor in the bay of Kupang

From 4 to 5.

Fine weather, calm sea, light winds from the SSW, variable to the SE, east and south. At 1 o'clock, we anchored in 28 fathoms of water forward and 26 fathoms aft. In the afternoon, we swung out the two pass boats and the longboat to moor the ship. At 9 o'clock in the morning of the 5th, we were moored.

Bearings taken at the anchorage:

[in the margin] The western anchor, port side, had 50 fathoms of cable.

The eastern anchor, starboard side, had 100 fathoms of cable.

The middle of Kupang fort, bearing south, distance 1 mile.

The southern tip of Timor, bearing S.65°W., distance 5 [miles].

The northern tip, bearing N.7°E., distance 21 miles.

The middle of the sandy island, 9 [illegible].

(91) Continuation of Supplementary days

From 5 [Supplementary] to 1st Vendémiaire, Year 10, [22-23 September 1801]

Fine weather, calm sea, strong gusty south-easterly winds, variable to ESE, north, east, SE and NW. The topmasts were unrigged and then sent down; at the same time the lower yards were struck. The main anchor was made ready to drop.

End of Year 9

Beginning of Year 10

(92) Vendémiaire, Year 10 and Brumaire

From 1 Vendémiaire to 22 Brumaire [Year 10, 23 September-13 November 1801]

We had scarcely arrived in Kupang than we were busy checking the rigging; the orlop deck was raised. We watered the ship, new provisions were brought aboard. Defended by a fort in bad repair, the town of Kupang is guarded more surely by the courage of the Malays. The English captured Kupang during this war, but the men left to garrison the fort were massacred by the Malays, and Timor returned to the control of the Dutch. During our stay at Timor, the night and mornings were calm. At 11 o'clock, a very strong breeze often arose. The winds were then to the NW, NNW, dropping at the end of the day and swinging to the east and south-east. On 1st Brumaire, a frigate was sighted standing in to Kupang Bay. Commander Baudin sent a boat to it, commanded by [illegible] carrying our passports.

(93) When our boat returned, we learned that the frigate was the *Virginie* which had come to attack us. As soon as the captain was aware of our passports, he filled his sails and went about to stand out of the bay. During our stay, we lost two men from dysentery. The *Géographe* lost five; among others, Citizen Riedley gardener-botanist, a man full of zeal. He was given the same funeral honours that would have been given to the commander of the expedition. He was buried next to Mr Nelson, botanist of Captain Blyh [= Bligh], who also died at Timor. We also lost nine men to desertion.

(94) From 21 to 22 [Brumaire, Year 10, 12-13 November 1801]

At 5 o'clock in the morning we set sail, with a light south-easterly breeze. At midday, we took bearings with the compass of the north-west tip of Simao, which bore W.29°S, distance 5 miles, and the north-west extremity of the sand island, which bore E.11°N, distance 8 miles.

From 22 to 23 [Brumaire, Year 10, 13-14 November 1801]

Variable west-north-westerly winds to the south-west, weather fine, the sea calm, and the sky cloudy. On course NNW. At 4 o'clock, the tip of Rotti Island bore S.88°W., the eastern tip of the same island bore S.84°W., and the middle of the island bore N.45°E. At 8 o'clock in the morning, we were steering S.¼SE; there was a lot of thunder and lightning. At midday, [illegible] bore S.46°30'E, the whole of [illegible].

From 23 to 24 [Brumaire, Year 10, 14-15 November 1801]

Winds [part of the page missing] from the WSW, variable to the south-west, sailing close-hauled, all sails set. Fine weather, clear sky, unruffled sea, and light winds. At midday, Jean Savary, master, died; news of the death was immediately passed to the commander by an [illegible] signal.

(95) Brumaire

From 24 to 25 [Year 10, 15-16 November 1801]

Winds to the south, SSE and ESE, course SW and SSW, fine weather, calm sea. The atmosphere a little heavy. The winds weak. At midday, we sighted Savu. A very prominent hill bore SSE, the eastern tip of land visible bore SSE.9°S; all bearings were taken with the compass.

From 25 to 26 [Brumaire, Year 10, 16-17 November 1801]

Light breeze from SE¼E, variable to the south. At 1 o'clock, the commander signalled to us course S¼SW. At 4 o'clock, the north-west extremity of Savu bore S.10°E., the south-easterly extremity bore E.41°S., and Benzoard Island bore S.7°W., all readings being taken with the compass. At 1.15 in the morning, we saw a fire on Benzoard Island, which was sighted several times during the watch. At 2 o'clock, passed through a large group of dolphins. At 6 o'clock, Benzoard Island bore E.10°N. by the compass. At 6.15, we sighted New Savu, bearing S.30°W. by compass.

(96) Brumaire

From 26 to 27 [Brumaire, Year 10, 17-18 November 1801]

Winds variable to SE, south and SSW. Fine weather, calm sea, light breeze. The commander signalled to us the death of a man in his crew.

From 27 to 28 [Brumaire, Year 10, 18-19 November 1801]

Southerly winds, variable to the SSE and SW, almost still, fine weather. The commander signalled to us the death of a man in his crew.

From 28 to 29 [Brumaire, Year 10, 19-20 November 1801]

Southerly winds, variable to the SW and WSW, still close-hauled. Fine weather, calm sea, clear sky, moderate wind. At 8 o'clock in the morning, we tacked and steered course WNW6°N.

From 29 to 30 [Brumaire, Year 10, 20-21 November 1801]

Westerly and south-westerly winds. Fine sea and weather, pleasant breeze.

From 30 [Brumaire] to 1 Frimaire [Year 10, 21-22 November 1801]

Winds to the WSW and WNW. Fine weather, [illegible] running a swell from the SW and moderate winds.

From 1 to 2 [Frimaire, Year 10, 22-23 November 1801]

Westerly winds, variable to WSW, calm sea, clear sky, moderate breeze. The commander signalled course SW $\frac{1}{4}$ W. He also signalled to us the death of a man in his crew.

(97) Frimaire

From 2 to 3 [Frimaire, Year 10, 23-24 November 1801]

The winds varied from NW to W and SSW. At midnight we started to lay on course SW $\frac{1}{4}$ S. During the 24 hours, the weather [was] fine, the sea calm, the sky clear and the winds moderate. Sighted some tropicbirds² and frigate-birds.

From 3 to 4 [Frimaire, Year 10, 24-25 November 1801]

South-westerly winds [variable] to the WSW and SSW. Fine weather, calm sea, clear sky and light winds. During [blank] the wind veered westerly, variable to the WNW. At 8 o'clock in the morning, a man named Fanfan Gabier died of dysentery.

From 4 to 5 [Frimaire, Year 10, 25-26 November 1801]

Westerly winds, variable to the SW and SSW. Fine weather, calm seas, light breezes. At 4 o'clock in the morning, the winds swung to the west and varied to the WNW and WSW. At 8 o'clock in the morning, a man named Surly Ivon died from dysentery.

From 5 to 6 [Frimaire, Year 10, 26-27 November 1801]

Winds to the WSW, having veered to the SW, we tacked and set course WNW. The winds were very weak during the 24 hours.

(98) Frimaire

From 6 to 7 [Frimaire, Year 10, 27-28 November 1801]

Winds to the south-west and S $\frac{1}{4}$ SW. At 9 o'clock, they turned to the SSW and stayed there all night. Fine weather, calm sea, light breeze. Sighted many flying fish.

From 7 to 8 [Frimaire, Year 10, 28-29 November 1801]

Winds to the S $\frac{1}{4}$ SW and S. During the night they swung to the SSW. Weather fine, sea calm and moderate breezes.

From 8 to 9 [Frimaire, Year 10, 29-30 November 1801]

Fresh winds to the SSW, fine weather, calm sea; the winds having veered to the SW, we tacked.

From 9 to 10 [Frimaire, Year 10, 30 November-1 December 1801]

Moderate winds to the SSW; at 11 o'clock, they turned to the SSE and allowed us to set course to the SW. During the 24 hours, fine weather, calm sea.

² Any bird of the family *Phaethontidae*, comprising sea birds resembling terns, widely found in tropical regions, and characterized by webbed feet, rapid flight, and varied coloration. (Shorter Oxford Dictionary, p.2369.)

From 10 to 11 [Frimaire, Year 10, 1-2 December 1801]

Winds to the SSE, variable to the south [illegible] the first watch. The remainder of the day they varied from south to SSW and SW. Fine weather, sea running a swell. Sighted some tropicbirds and a gannet.

From 11 to 12 [Frimaire, Year 10, 2-3 December 1801]

Moderate winds to the SSE, variable to the south. Fine weather, calm sea. The current seemed to run much to the north.

(99) Frimaire

From 12 to 13 [Frimaire, Year 10, 3-4 December 1801]

During the 24 hours, fresh winds varied from southerly to the SSE. Rough sea and rather clear weather. The topgallants were furled at 8 o'clock but, the wind having weakened considerably, at 3.30 in the morning, they were loosened. During the night, the horizon was a little hazy.

From 13 to 14 [Frimaire, Year 10, 4-5 December 1801]

Fresh winds to the S $\frac{1}{4}$ SE, variable to the south, cloudy sky, [illegible], heavy sea with frequent pitching. At 6 o'clock in the evening, furled the topgallants.

From 14 to 15 [Frimaire, Year 10, 5-6 December 1801]

Fresh winds to the SSE and S $\frac{1}{4}$ SE, variable to the south. Cloudy sky, the sea running a very heavy swell. During the night, the topgallants were furled; they were loosened at 4 o'clock in the morning. During the day, sighted some frigate-birds, tropicbirds and petrels.

From 15 to 16 [Frimaire, Year 10, 6-7 December 1801]

Moderate squally winds to the south, variable to the SSE, fine weather, the sea running a swell. Sighted a tropicbird and some petrels.

From 16 to 17 [Frimaire, Year 10, 7-8 December 1801]

Fresh [winds] to the south, variable to the SSE, SE and SE $\frac{1}{4}$ S. Rough seas, cloudy sky. At 1 o'clock in the afternoon, the topgallants were unrigged. The commander signalled [course] to the SSW.

(100) Frimaire

From 17 to 18 [Frimaire, Year 10, 8-9 December 1801]

Fresh winds to the south-east, cloudy sky, rough sea, the ship pitching a great deal. Sighted several petrels and a few flying fish.

From 18 to 19 [Frimaire, Year 10, 9-10 December 1801]

Fresh squally winds to the south-east, variable to SE $\frac{1}{4}$ S. Weather overcast and foggy. At 6.30 in the morning, the main jib tore. In the afternoon, sighted a tropicbird and some petrels.

From 19 to 20 [Frimaire, Year 10, 10-11 December 1801]

Fresh winds to the south-east, variable to ESE, fine weather, rough sea, cloudy sky. Sighted a tropicbird and a few petrels.

From 20 to 21 [Frimaire, Year 10, 11-12 December 1801]

Moderate winds to the ESE, variable to the SE, fine weather, calm sea. At midday, the commander signalled course S $\frac{1}{4}$ SW; sighted some cape pigeons.

From 21 to 22 [Frimaire, Year 10, 12-13 December 1801]

Moderate winds to the ESE, variable to E $\frac{1}{4}$ SE, fine weather, calm sea; clear sky, cloudy during the night.

From 22 to 23 [Frimaire, Year 10, 13-14 December 1801]

Moderate winds to the SE $\frac{1}{4}$ E, variable to SSE and south. Fine weather, calm sea, cloudy sky.

(101) Frimaire

From 23 to 24 [Frimaire, Year 10, 14-15 December 1801]

Light winds to the SE, variable to SE $\frac{1}{4}$ S. Weather overcast, smooth sea, damp night. From 9 o'clock in the morning until midday, the winds varied from SE $\frac{1}{4}$ S to E $\frac{1}{4}$ SE.

From 24 to 25 [Frimaire, Year 10, 15-16 December 1801]

Moderate winds to the ESE, variable to SSE. Foggy weather, overcast sky. At 2 o'clock, our ship's boat went to the *Géographe* to bring back its ship's surgeon.

From 25 to 26 [Frimaire, Year 10, 16-17 December 1801]

Light winds to the SE, variable to the SSE and ESE. Overcast sky, and foggy weather.

26 to 27 [Frimaire, Year 10, 17-18 December 1801]

Moderate winds to the south. At 12.30, the ship went about and we set course ESE. In the afternoon, the winds varied from SSW to SW; we steered SE $\frac{1}{4}$ [blank]. In the morning, the winds having freshened, the topgallants were unbent. Sky overcast, the sea running a slight swell, patchy rain.

From 27 to 28 [Frimaire, Year 10, 18-19 December 1801]

Strong winds to the SSW, gloomy weather, cloudy sky [line illegible] in the morning, the winds were light and varied from [illegible] $\frac{1}{4}$ SW to SSE.

(102) Frimaire

From 28 to 29 [Frimaire, Year 10, 19-20 December 1801]

Light winds to the SSE, fine weather, the sky a little cloudy, and the sea running a strong swell. During the night, the winds varied from SSW to SW $\frac{1}{4}$ S. At 6 o'clock in the morning, hoisted the upper and lower studding-sails, inboard and starboard aft. Course still SE $\frac{1}{4}$ E.

From 29 to 30 [Frimaire, Year 10, 20-21 December 1801]

Moderate winds to the SW and SSW, fine weather, calm sea, cloudy sky. Still on course SE $\frac{1}{4}$ E.

From 30 Frimaire to 1 Nivose [Year 10, 21-22 December 1801]

Fresh winds to the SW $\frac{1}{4}$ S until midnight. At 1 o'clock they swung to the south, variable to the SSE. Squally weather, cloudy sky during the 24 hours. The commander signalled course SE.

From 1 to 2 [Nivose, Year 10, 22-23 December 1801]

Fresh winds to the south, variable to S $\frac{1}{4}$ SW, cloudy sky, dull, overcast weather. Heavy seas. At 9.30 in the evening of the 1st, Citizen Le Vilain, zoologist, died of dysentery. He had contracted this disease in Timor.

From 2 to 3 [Nivose, Year 10, 23-24 December 1801]

Squally fresh breezes to the south, variable to the SSE and SE, heavy sea, dull weather, overcast sky. At 7.50, the commander wore ship. (103) Nivose. We imitated his manoeuvre and went on the port tack.

From 3 to 4 [Nivose, Year 10, 24-25 December 1801]

Moderate winds to the SE and SSE, rough sea. During the day, the sky was rather fine. At 6 o'clock in the evening, the commander signalled course SE $\frac{1}{4}$ S.

From 4 to 5 [Nivose, Year 10, 25-26 December 1801]

The winds to the SE and SSE; until midnight they were light. Fine weather, calm sea. At midnight the winds veered to the south, then to the SSW and SW. At 5 o'clock, we tacked and stood on course. We were struck by a squall during the morning. Grey skies. At 9.30 in the morning, the commander signalled course SE.

From 5 to 6 [Nivose, Year 10, 26-27 December 1801]

Moderate winds to the SSW. At 1 o'clock in the morning, they turned to the south, variable to the SSE. The sea running a heavy swell, the sky dark and overcast.

From 6 to 7 [Nivose, Year 10, 27-28 December 1801]

Moderate winds to the south, variable to the SSE and SE, cloudy sky, dull weather, sea running a swell. At 8 o'clock in the evening, tacked and went on to the port tack.

From 7 to 8 [Nivose, Year 10, 28-29 December 1801]

Winds from S $\frac{1}{4}$ SW, variable to the south and ESE; moderate breezes until midnight. Calm during the night. During the 24

[in the margin] Nivose

(104) hours broached twice and changed tack several times. Saw some albatrosses and small petrels.

From 8 to 9 [Nivose, Year 10, 29-30 December 1801]

Winds to the SW and SSW until 4 o'clock. After this, they turned to the south, variable to the SSE, during the 24 hours. Light winds, fine weather, cloudy sky, very calm sea. Saw some albatrosses.

From 9 to 10 [Nivose, Year 10, 30-31 December 1801]

Moderate and [illegible] winds to the SSE, variable to SE, ESE, and east. The sky overcast, dull weather and calm sea. At 12.30 in the afternoon, we tacked and set course SW $\frac{1}{4}$ S. Saw some albatrosses.

From 10 to 11 [Nivose, Year 10, 31 December 1801-1 January 1802]

Light winds variable from SSE to S. Sky cloudy, overcast weather, calm sea.

From 11 to 12 [Nivose, Year 10, 1-2 January 1802]

Winds variable S $\frac{1}{4}$ SE and SW until midday. At 1.30, tacked. During the day the winds varied from SW to S $\frac{1}{4}$ SW, to south, and to SSE. During the 24 hours, fine weather, calm sea.

(105) Nivose

(106) From 12 to 13 Nivose, Year 10 [2-3 January 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, light wind. At 1.45, the commander signalled course S.45°E. At 5.30, the commander being very far to leeward, it was presumed that he was standing on course S.67°30'E. and that we had mistaken the colour of the flag indicating the heading. We immediately came to course S.67°30'E. and East to join him. During the night, we showed several lights to which he did not respond. At 6 o'clock, calm; remained under topsails braced square, with reefs let out. At 8 o'clock, the wind having freshened, set all sails and rigged the studding-sails and royals.

(107) From 13 to 14 Nivose, Year 10 [3-4 January 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, moderate wind. At 3 o'clock, the weather became overcast. Hauled aboard the studding-sails and struck the royals, and took in two reefs in the fore-topsail and the mizzen-topsail, and one in the main-topsail. The weather cleared; at 5.30, let out one reef in the fore-topsail. The weather cleared; at 8 o'clock, rigged the starboard studding-sails. The commander signalled course S.33°45'E. for 8 o'clock. Two pieces of wood passed alongside the ship. At 11 o'clock we had a small squall with rain; the studding-sails were hauled down, the mizzen boom broke while hauling down the studding-sail. At midnight, showed a lantern to the *Géographe* which had one [displayed]. At 4 o'clock, the weather was overcast and squally, the wind fresh and the sea rough.

(108) From 14 to 15 Nivose, Year 10 [4-5 January 1802]

Table

Events and Astronomical Observations

Overcast weather, strong winds, rough sea. At 3 o'clock, furled and unbent the topsail. Squalls from time to time. At 5 o'clock, the commander signalled course S.45°E. Saw a whale during the night. Squally wind and rain, with frequent wind gusts. In the morning, the weather cleared.

(109) From 15 to 16 Nivose, Year 10 [5-6 January 1802]

Events and Astronomical Observations

Weather overcast and squally, heavy sea, gusty fresh winds. At 1 o'clock, struck and clewed up the main-topsail to repair it, and hoisted the main stay-sail and mizzen-staysail. At 3.00, the main-topsail being ready, we took in two reefs, hauled it and set it. Then hauled down the staysail and staysail and the mizzen-staysail. During the night, frequent squalls and patchy rain. At 11.30, clewed up the main sail; at 1.30, hauled it aboard. At daybreak, fine weather, the sea running a swell, and the wind moderate; set all sails except the topmast stay-sail, let out the second reef of the main-topsail and rigged the topsails that were loosened at 10 o'clock, rigged the starboard studding-sails. Sighted masses of seaweed, some albatrosses and petrels.

(110) From 16 to 17 Nivose, Year 10 [6-7 January 1802]

Table

Events and Astronomical Observations

Fine weather, the sea running a swell and moderate winds. Sighted some bonitos and albatrosses. At 4 o'clock, struck the studding-sails, hauled in the stay-sails and furled the topsails. At 6 o'clock, clewed up the foresail and, at 7.30, hove to, port [illegible] to await the *Géographe*. At 8 o'clock it had joined; filled the sails and hauled down the foresail. At 2.30, the outhaul of the main topsail broke. The port topping lift then broke; at 3.30 the damage was repaired. Squally weather, almost constant rain. At 9 o'clock the weather fined up; we crowded on sail to join the commander.

(111) From 17 to 18 Nivose, Year 10 [7-8 January 1802]

Table

Events and Astronomical Observations

Cloudy sky, fresh breezes, the sea a little rough. During the night, the weather became overcast, with gusty winds and rain. At midnight, the outer topping lift of the lower studding-sail broke; hauled in the studding-sails. At 2.30, struck by a squall; hauled down the topsails. At the same moment, the starboard sheet of the main topsail parted; at 3.45, the damage was repaired. The weather having improved, set all stay-sails and the studding-sails. At 6.30, hauled down the stay-sails and rigged the royals and the topgallant studding-sails; rain squalls. Hauled down the main-sail and hoisted the topmast staysail.

(112) From 18 to 19 Nivose, Year 10, 8-9 January 1802]

Table

Events and Astronomical Observations

Weather overcast and squally, rough sea, fresh wind. At midday, the commander signalled course S.67°30'E. At 6.30, unrigged the topgallant sails; rain during the night. At 10.30, furled the main sail; at daybreak, rigged the topgallants, which were set at 6.30, and the forward studding-sails. At 11.30, took in the lower studding-sail; saw many marine plants.

(113) From 19 to 20 Nivose, Year 10 [9-10 January 1802]

Table

Events and Astronomical Observations

Weather overcast and cold. Rough sea, fresh wind. At 12.30, took in the topmast studding-sail and furled in succession the main topgallant sail and the fore topgallant sail. From 2 o'clock to 4 o'clock, squally weather with rain during the night; strong squally winds. Kept and reefed the topsails. At 1 o'clock, set the main staysail and the mizzen staysail. At 6.30, set the topgallants and the main-jib in place of the inner jib in order to mend it. At 8 o'clock, hauled down the main staysail, dropped the mainsail and hoisted the main stay-sail. At 9 o'clock, bent the lower starboard studding-sail. At 11 o'clock, bent the mainsail, hauled in the stay-sail and the mizzen stay-sail, and set the fore stay-sail in place of the main one. During the morning, we changed the mizzen topsail, the mainsail and the foremast topsail. Sighted a whale and some marine plants.

(114) From 20 to 21 Nivose, Year 10 [10-11 January 1802]

Table

Events and Astronomical Observations

Overcast weather, rough seas, fresh winds. The foresail and the main topsail were changed. The commander signalled course S.78°45'E. At 5 o'clock, took in the studding-sails, furled the mainsail and the topgallant sails. Squally winds and foggy weather during the night. At 10.30, set the topgallants and at 2 o'clock, loosened the mainsail. The sails from this yard were inspected and, with the exception of the foresail, were discarded.

(115) From 21 to 22 Nivose, Year 10 [11-12 January 1802]

Table

Events and Astronomical Observations

Foggy overcast weather, patchy rain, rough sea, fresh winds. At 1 o'clock, the topgallants were furled and unshipped. At 5 o'clock, the fore topgallant sail was rigged to the main mast [4 lines erased]. At 9 o'clock, it was taken in; at midnight, the mizzen topsail was struck on the masthead and the foremast topsail was set at half-mast to not overtake the commander. At 3.30, they were hoisted. At 4 o'clock, made sail; at 6.30, the commander signalled to bend the cables. Squally weather. The lower studding-sail not having been hauled in sufficiently quickly due to a lack of manpower, the boom failed; it was replaced by the starboard one from the main yard.

(116) From 22 to 23 Nivose, Year 10 [12-13 January 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, moderate winds. At 4 o'clock, a little rain; at 4.30, hauled in the studding-sails and unbent the main topgallant sail. The two staysails that had been hoisted at 6 o'clock were hauled down. At 8 o'clock, squally weather, fresh breeze; rain during the night. At 10 o'clock, the commander, having hove to with the starboard side to the wind, we imitated his manoeuvre, after having brought the three topsails to the masthead. At 2 o'clock, bent the topgallant sails. At 3.45, sighted land, bearing N.45°E; we immediately signalled the commander. At 4.30, filled the sails, hoisted the topsails and set all sails. At 4 o'clock, signalled to the commander again that land was in sight. The weather having fined up and the winds moderate, we could clearly make out the land, which we took to be the cape of Van Diemen's Land. We closed the coast and ran along it.

(117) From 23 to 24 Nivose, Year 10 [13-14 January 1802]

D'Entrecasteaux Channel, Van Diemen's Land, Grande Anse Bay

Fine weather, moderate breeze, on course to enter the D'Entrecasteaux Channel, sailing close inshore. At 12.30, spoke to the commander who gave us the order to stay ahead of him. We immediately crowded on sail; several fires could be seen at the end of Recherche Bay. At 1.30, sighted several lines of shoals ahead (these shoals are marked on D'Entrecasteaux's map and are situated between the Sterile Islands and the Anse des Ormiers). We immediately kept the wind to starboard to round the Sterile Islands. The *Géographe*, which was astern, imitated our manoeuvre. At 9.15, we bore away for Cape Bruny; the *Géographe* held the wind a little while longer and finally set the same course as us. Reaching the opening of the Channel, we stood in and, after having rounded Labillardière Point and that on the north-east of Partridge Island, we held the wind to reach the anchorage in the Grande Anse Bay (in Bruny Island). At

4.15 we dropped the starboard anchor in 28 fathoms, with a bottom of black mud, under Partridge Island.

Bearings taken at the anchorage:

The tip of Partridge Island, bearing S.82°W.

La Haye Island, bearing N.54°W.

Huon Island, bearing S.88°E.

- all taken with the compass.

At 4.45 the *Géographe* anchored two cablelengths from us, bearing S.67°30'E., and we asked the commander's permission to send a boat to his ship and to swing out the longboat, to which he agreed. The boats were launched, and the jolly boat was sent to the commander's ship to ask the surgeons, Lharidon and Perron [= Péron], to come on board.

The punt, under the command of the boatswain,

(118) **Continuation of 23 to 24 Nivose, Year 10**

was sent some distance away to fish. It was back two hours later without having caught anything. There was no greater on board the jolly boat when it returned from the *Géographe*. It was sent back to that ship with the captain, and I took advantage of this boat to go and greet my friends and comrades; we came back in the evening. Moderate winds from the SSW for the 24 hours, rainy night and weather overcast during the morning. At 5 o'clock in the morning, I left in the longboat to fetch water in Esperance Bay or in Swan Bay. Citizen Freycinet, lieutenant, came to have an outing with Citizens Faure, engineer in the *Géographe*, and Bailly, mineralogist. The longboat was sent ashore with some officers and scientists, the punt was sent fishing.

From 24 to 25 Nivose, [Year 10, 14-15 January 1802]

Overcast weather, fresh breeze, rain squalls, cold air. Two kedge anchors, which were in the fore chain-wales, were placed at the foot of the main mast; a bower anchor was taken from the hold. By nightfall, all the boats, except the longboat, were back on board. The jolly boat and the punt were attached to the hoists. In the morning, the captain boarded his boat, and the ship's boat, with the officers and scientists, went ashore. Southerly winds, varying to the SSW.

From 25 to 26 [Nivose, Year 10, 15-16 January 1802]

Rather fine weather, the wind had dropped a great deal; in the afternoon, the breeze varied from SSW to W, N, and NNE. At 12.30, the boats were back on board; the longboat had been to the commander's ship. At 7.30 [illegible] the captain went on board (119) the commander's ship; at 8.30 the boats were alongside, the captain's boat was hoisted aboard. At 6 o'clock in the morning, we returned with the longboat, not having been able to water in Esperance Bay nor in the Port of Swans; having no more rations, we were not tempted to go and look for water up the Huon River. At 7 o'clock, the captain went over to the *Géographe* in his boat. At 8 o'clock, the

with Citizen Faure went to take soundings inside Grande Anse Bay. Our longboat went to fetch wood on Partridge Island; the *Géographe*'s was there too. The sick were sent ashore to walk around.

From 26 to 27 [Nivose, Year 10, 16-17 January 1802]

Rather fine weather at first; clouded over at 4 o'clock. The wind freshened from the WNW. A storm burst at 4.30, with a lot of rain. The longboat, sailing back to the ship, had broken its foremast; it had drifted a lot and was forced to anchor astern of us. At 5.30, unrigged the topgallants. The wind having eased, the longboat was back on board at 6 o'clock. In the

evening, the breeze was from W¼NW, varying to the north. At 5 o'clock in the morning, the commander gave the signal to get under way. We immediately turned the capstan; the anchor holding firmly, the messenger parted. We heaved with a messenger on the cable. The anchor was being raised when the coak of the hollow cleat of the messenger broke; the anchor went to the bottom. We turned around the capstan again and, at 8.30, the anchor came home. Set sail under topsails. At 9.15, filled the sails and steered into the Channel, with the aim of anchoring (120) in North-West Port.³ The wind varied greatly and we were struck by strong gusts. The topgallants were rigged at 10 o'clock; at midday, we were abeam of Point Riche forming the southern entrance of the Bay of the Isthmus.

D'Entrecasteaux Channel, Bay of the Isthmus

From 27 to 28 Nivose, Year 10 [17-18 January 1802]

Fine weather, light northerly winds, with occasional strong gusts from the west and NW. Being close to Green Island and not being able to round it, we went about and tacked until 2.15. The commander having anchored between Bruny Island and Green Island, we anchored on the opposite side of the channel in 7.5 fathoms [with] a bottom of muddy sand. Satellite Island bore from S.15°W to S.22°W; Point Riche bore S.33°E; the middle of Green Island bore N.22°E; Point Legrand bore N.3°W. The *Géographe* bore N.22°E., near Green Island. At 2.30, the captain went on board the *Géographe* and the longboat went ashore abreast of the anchorage, the jolly boat went to take soundings with the geographic engineer. At 8 o'clock, the jolly boat was back; they had landed on Green Island and had found many birds there and sighted a fur seal. The captain returned on board at 10 o'clock. During the night, the weather was fine, light winds from W¼SW to SW, with strong wind gusts [and] lightning to the south. At 7 o'clock in the morning, the jolly boat and the longboat took a kedge anchor out towards Point Le Grand; squally weather with wind gusts and rain. At 8 o'clock, cast the bower anchor; at 9 o'clock, having the end of the cable on board, raised the bower anchor and then heaved in the cable. (121) At 11.30, in a strong squall, dropped the bower anchor in order to avoid straining our cables and hawsers. Wind from the NNW to NW. At 6 o'clock in the morning, the longboat set out with some midshipmen, scientists and the boss to go for a stroll.

From 28 to 29 Nivose, Year 10 [18-19 January 1802]

Squally weather, rain, and fresh north-westerly winds. At 1.30, raised the bower anchor and turned the capstan on the kedge anchor. At 3.15, the anchor cable being not quite up-and-down, cast the bower anchor. The longboat and the jolly boat raised the kedge anchor and lengthened the warp. At 3.30, hoisted the topsails; the wind having freshened, the boats were recalled. The longboat was towed behind, and the jolly boat and punt were placed on the hoists. At 4 o'clock, the topsails were struck, and 50 fathoms of cable were run out. Satellite Island bore from S.7°W to S.14°W, Point Riche bore S.30°E., Green Island bore N.23°E, and Point Le Grand bore N.9°W., by the compass. About 5 o'clock, the wind came from WSW. At 5.30, we hoisted the topsails and turned; at 6 o'clock, set sail under topsails, jibs and stay-sails. At 7 o'clock rounded Point Le Grand; at 7.45, rounded Point Gicquel; and at 8 o'clock anchored at the entrance to North-West Port. Point Le Grand bore S.12°W., Point Gicquel bore S.25°W, Point Pierson bore N.36°E., and Point de la Sortie bore N.54°E. In the roadstead of North-West Port, Van Diemen's Land.

(122) From 29 to 30 Nivose [Year 10, 19-20 January 1802]

Fine weather, light northerly winds, variable to the NNW, with a few squalls. The captain [illegible] the ship's boat dredged all afternoon and caught a large number of basking sharks.

³ This is – almost certainly – the North West Port on the map N°2 in the *Atlas*.

At 6 o'clock, the *Géographe* anchored a short distance from us. In the evening, the longboat returned, laden with firewood. Light northerly winds during the night; sighted many fires on shore. During the morning, overcast, squally weather. Light squally northerly and north-westerly winds and rain. At 4.45 in the morning, the longboat went to Point Gicquel with a working party to cut firewood. At 8 o'clock in the morning, the ship's boat under the command of Citizen Breton, with four days' rations and armed with two boat-guns and muskets, left to sail up the North River to see if there was any possibility of watering the ship.

From 30 Nivose to 1 Pluviose [Year 10, 20-21 January 1802]

Squally weather, moderate winds from the WSW, with strong gusts and rain. At 2 o'clock we dragged our anchor and ran out 12 fathoms of cable and, shortly afterwards, dropped the port anchor. The topsail yards were stripped and sent down; the longboat came back laden with wood at 5.30 in the evening. The weather improved, and the night was fine. In the morning, the captain, in the longboat, went to look for a watering-point. At 8 o'clock, we hauled in the port anchor, heaving up with a messenger on the cable; it was raised at 11 o'clock, and the starboard one was raised with the same equipment. The port anchor was dropped in 30 fathoms [with] a bottom of mud and shells, and running out some cable. Point Le Grand bore S.13°W, Point Gicquel bore S.61°W, Point de la Sortie bore N [illegible].

(123) From 1 to 2 [Pluviose, 21-22 January 1802]

Fine weather, calm sea, moderate winds from the WNW, variable to the west, with strong squalls and patchy rain. At [illegible] in the afternoon, the winds dropped; the sky cloudy and the horizon hazy. At 10 o'clock in the evening, the captain was back; he brought oysters that were distributed to the crew. Ran the longboat astern; hoisted in the jolly boat and the punt. In the morning of 2 Pluviose, the winds veered to the north and NNE, almost still. At 6 o'clock in the morning, the captain went on board the *Géographe*; he was back at 8 o'clock and gave the order to warp into the far reaches of North-West Port. At 9.30, weighed anchor and turned on the cables. At 10 o'clock, the longboat was back from its mission in the North River, during which the crew had discovered a very convenient freshwater stream where we could water.

From 2 to 3 [Pluviose, Year 10, 22-23 January 1802]

Fine weather, calm sea, light northerly winds to the north-west and north-east. At 1.15, being at the end of the warp, we dropped the port anchor in 14 fathoms [with] a muddy bottom. At 4 o'clock, we ran out a new towline and at 5.30, raised the bower anchor and got under way with all sails braced sharp. Under the spanker and the mizzen topsail to go and anchor close to the *Géographe*; dropped anchor at 6.15 in 16 fathoms [with] a muddy bottom. (124)

Bearings taken at the anchorage not corrected for variation 8°10'NE

Point Gicquel bore S.22°E.

Cape de la Sortie bore E.6°N.

During the morning, we moored east and west. Our longboat left at 7 o'clock in the morning to fetch water at the far end of the bay. At 9 o'clock in the morning, the captain embarked in his boat to accompany the commander.

From 3 to 4 [Pluviose, Year 10, 23-24 January 1802]

Fine weather, calm sea, north-easterly winds, variable to the SE, almost still. During the afternoon, brought down the cables into the orlop deck, took the cable to starboard, and cleaned the gun-deck. The carpenters worked on the [capstan] drum. _At 9 o'clock in the evening, the captain returned in his boat; it was hoisted aboard at once, as was the punt. During the night there was a very thick fog which prevented us from making out the shore.

During the whole morning, fresh winds blew from all directions, being from the WNW, to the west and WSW. At 6 o'clock in the morning, Citizen S^t Cricq embarked on the punt, with all the instruments for the observatory set up at the far end of the North-West Port.

(125) From 4 to 5 [Pluviose, Year 10, 24-25 January 1802]

Fine weather, calm sea, cloudy sky, fresh squally winds from the WSW, S, SW, and W. At 1.30, the punt was back from the observatory. We passed our mooring line to port to clear the fouled cable. We cleared our sheets and struck the lower sails. At 6 o'clock the longboat returned with 15 casks of water. At 7.15, I received the order from the captain to embark in the longboat with a detail of ten men to stay ashore to fill the water casks and bring them to the longboat. At 9.30, the punt was sent to the observatory. On the way, it dropped the sick ashore, with two men to look after them and to cut wood.

From 5 to 6 [Pluviose, Year 10, 25-26 January 1802]

Fine weather, calm sea, moderate wind to the east; still all the afternoon. At 5 o'clock in the evening, the jolly boat went to pick up the sick who were ashore; as soon as it was back, the captain went on board the *Géographe* and returned at 9 o'clock; it was immediately put on the chocks. The punt was back at 11.30 in the evening with the working party from the observatory. From 4 o'clock to 10 o'clock a north-easterly wind sprang up, variable to the ENE, freshening a great deal. At midday, a fresh breeze blew from this direction.

From 6 to 7 [Pluviose, Year 10, 26-27 January 1802]

Fine weather, calm sea, fresh winds from the ENE, variable to NNE. The passboat, after having taken gardening case N^o1 over to the *Géographe*, went to pick up (126) the sick who had been ashore since morning; it was back at 5 o'clock. Having swung to the NNW, the wind had eased greatly. At 4.15, the longboat arrived with 16 casks of water; we brought them on board at once. It then went to raise the kedge anchor which served us as a mooring, and then dropped it to the SW of the bower anchor. At 6.30, a strong and squally north-westerly breeze caused our cable to break; it had chafed on the bills of the bower anchor. At 7 o'clock we ran out cable to obtain a warp of 150 fathoms. At 8 o'clock, the longboat again raised the kedge anchor but the strong squalls experienced when getting it on board forced it to let go; however, during a lull it was raised once more. Not being able to get the cable which was then caught in the bills of the bower anchor, it was unbent and fastened, after having been whipped to the hauling-line of the longboat and the buoy. The longboat being back alongside and the kedge anchor on board, it was sent to fetch water. Fresh north-westerly winds to the west, in which direction they had been since 10 o'clock.

From 7 to 8 [Pluviose, Year 10, 27-28 January 1802]

Fine weather, calm sea, strong gusty winds from the WNW and NW, easing by about 4 o'clock but resuming their previous strength about 6 o'clock. At 9 o'clock we dropped the starboard anchor and increased the range of cable to 30 fathoms. At 11 o'clock the winds eased, and at midnight they were to the north-east. At 3.30 in the morning, the longboat arrived alongside laden with 14 casks filled with water. (127) It was unloaded at once and immediately sent back to the watering point. About 9 o'clock, strong squally north-westerly winds freshened, variable to the west. We freshened the starboard cable which was rubbing against the cutwater.

From 8 to 9 [Pluviose, Year 10, 28-29 January 1802]

Rainy weather, calm sea, fresh winds, with heavy gusts and variable, from the NW, WSW, WNW, and west. The longboat arrived at 4 o'clock in the morning with 15 casks of water; at

6 o'clock, it was sent to the watering point again. During the morning, the main stay-sail was unbent for repairs. Light winds to the WNW.

From 9 to 10 [Pluviose, Year 10, 29-30 January 1802]

Squally weather, calm sea and cloudy sky. Strong squally westerly winds, variable to the WSW and WNW. During the morning of the 10th, they veered to the SSE and SE, almost still. At 9 o'clock in the morning, the captain boarded his boat to go to the *Géographe*. A short time later, the punt was sent to take the sick ashore. We worked at stowing the main bower anchor in the fore chain-wales.

From 10 to 11 [Pluviose, Year 10, 30-31 January 1802]

Fine weather, calm sea, cloudy sky, light south-easterly winds, variable to the east and SSE. At 6.30 in the evening the captain was back; he had had some dealings with the natives of Bruny Island. In the afternoon, light winds turned to the SW, NW, NNE, and ENE. The longboat arrived alongside at 7 o'clock.

From 11 to 12 [Pluviose, Year 10, 31 January-1 February 1802]

Fine weather calm sea, cloudy sky, the winds very weak and variable from ENE, E, NW and SW. In the afternoon, cleared a foul in our cables. The longboat was sent off at 11 o'clock. From 4 o'clock in the morning, the weather was squally with fresh south-westerly winds, variable to the NW. At 9.15 in the morning, the longboat arrived alongside laden with water. Draft measured at midday: Aft: 11 feet, 8 inches.

Forward: 10 feet, 8 inches.

Difference: 1 foot, 0 inches.

From 12 to 13 [Pluviose, Year 10, 1-2 February 1802]

Fine weather, moderate winds from WNW, variable to the west. At 3 o'clock, the longboat left for the watering-point. At 5 o'clock, the jolly boat left to pick up the captain on board the *Géographe*; the punt was also sent. At 3.30, the jolly boat and the punt arrived back alongside and were attached to the hoists. The captain brought some fish, which was distributed to the crew. From 4 o'clock in the morning to midday, it was almost still. The carpenters worked on the starboard hawsehole bolster.

From 13 to 14 [Nivose, Year 10, 2-3 February 1802]

Fine weather, very weak and variable winds from the ENE, NE, and WNW. At 4.30, the longboat returned from its task. Citizen Faure discovered that Marion Bay did not communicate with Frederik Henry Bay; [there is] a small tongue of sand separating them, so that Abel Tasman Island is merely a [peninsula – part word illegible]. He saw several fresh-water streams and was not able to communicate with the natives. In the evening, the carpenters finished the starboard hawsehole bolster; then we hauled in the cable and cast off the hawser that was lashed on to it. At daybreak, we sent up the topgallant masts and then set up the braces and shrouds. The longboat, laden with water, arrived at 10.30 in the morning; it was unloaded at once and at midnight was sent to fetch the remainder of the casks which were ashore, with the captain's order to take me on board the longboat with my working party. We lashed the bight of a hawser on the port cable, to which we had given some slack in order to facilitate the task of the carpenters in setting up the hawsehole bolster. Calm for the remainder of the twenty-four hours.

From 14 to 15 [Pluviose, Year 10, 3-4 February 1802]

Fine weather. The winds weak and variable from the ENE, NE, NNE, N, and NW. The mizzen mast stays were hauled taut, and then the mizzen topsail mast was sent up and wedged once more. The longboat was then sent ashore to find several pieces of timber. At 11.30 in the evening, the *Géographe*'s longboat brought back Citizen S^t-Cricq and the instruments which had been at the observatory. At 4 o'clock in the morning of the 15th, the capstan was rigged to heave the starboard anchor; at 6.30, it was catted. We then hauled in 100 fathoms of the port cable.

From 15 to 16 [Pluviose, Year 10, 4-5 February 1802]

Foggy weather and cloudy sky. Light easterly winds, variable to the south and south-east. At 12.30, I arrived in the longboat with all the things remaining at the observatory. After the crew had dined, the unloaded longboat was brought on board, as was the longboat. At 3 o'clock, the captain boarded his boat to go to the *Géographe*. At 4.30 in the morning of the 16th, heaved the anchor short apeak and, at 5 o'clock, hoisted the topsails and the mizzen topsail. The foggy and almost still conditions prevented us from getting under way. At 10 o'clock, struck and furled the topsails and ran out 6 fathoms of cable.

From 16 to 17 [Pluviose, Year 10, 5-6 February 1802]

Foggy weather and calm sea; flat calm until 2.30 when a light breeze from the NNE sprang up, freshening as it veered to the north-west, west and finally to the south-west. The squally wind brought with it a stifling heat. At 3.30, freshened the port cable and the length of the starboard one was increased. At 5 o'clock, we dragged our anchor and then ran out some cable; the hawser, which was caught underneath the anchor, was cut away and run with a buoy whose mooring had failed. At 6 o'clock we struck our topgallant masts. At 7.30, we dragged the anchor a second time, the starboard anchor was cast and then we occupied ourselves in [illegible] the main anchor. The wind still gusty from the SW, WSW and SSW. The natives lit many fires around the bay and we saw three of them on the nearest shore.

From 17 to 18 [Pluviose, Year 10, 6-7 February 1802]

Fresh squally south-westerly winds, variable to the SSE and south. The sky clear and sea smooth. The wind eased in the afternoon. At 4.30 on the morning of the 18th, we started to heave the starboard cable, and at once hoisted the anchor and catted it. At 5.30 heaved on the port cable. At 6 o'clock, the anchor being up-and-down, hoisted the topsails and set the foretopsail as well as the mizzen topsail. At 7 o'clock, the anchor was catted but, the calm having prevented us from getting under way, we cast the starboard anchor and ran out 40 fathoms of cable and made a mat for it. During the afternoon, we fished the port anchor and brought on board 50 fathoms of hawser which had remained fouled around the anchor a few days ago.

From 18 to 19 [Pluviose, Year 10, 7-8 February 1802]

Fine weather during the 24 hours. Very light and variable winds from the south, ESE and SE. During the morning, the commander signalled us to imitate his movements. We stuck our topsails at once and loosened our yards. The wind having freshened, we ran out 20 fathoms of cable. At 9.15, the captain went on board his boat.

From 19 to 20 [Pluviose, Year 10, 8-9 February 1802]

Fine weather, a light fog, moderate winds from E¼SE to the NE. The winter baton⁴

⁴ *Bâton d'hiver*: A short staff put up, instead of the topgallant mast, in winter-time and bad weather. (p.22, 'Vocabulaire des termes de marine')

was rigged, the studding-sails and the mizzen stay-sail were furled. The tie of the main topsail was changed, leaving it single. The punt brought some fish which was distributed to the crew, and it set out to spend the night fishing. Flat calm during the night, and a lot of fog in the morning. At 8 o'clock, the *Géographe's* punt came to fetch our surgeon. During the morning, the royals and the topsails were struck, their yards and the topsail masts were secured in the after chain-wales. The punt, back from fishing, set off again immediately for the same task.

From 20 to 21 [Pluviose, Year 10, 9-10 February 1802]

Fine weather, flat calm. At 4 o'clock, the longboat was launched and sent to Bruny Island, with Citizen Leschenault, botanist. The punt returned with a few fish and set off again at once. At 8.30, the longboat arrived; it was brought on board, as well as a native catamaran found drifting in the middle of the channel. The jolly boat brought a lot of fish, which was handed out to the crew in the morning. The weather was overcast and foggy.

From 21 to 22 [Pluviose, Year 10, 10-11 February 1802]

Weather overcast and foggy, flat calm. The punt brought back some fish, which was distributed to the crew. Fine rain during the night; the punt went fishing.

From 22 to 23 [Pluviose, Year 10, 11-12 February 1802]

The weather overcast and foggy; fine rain. During the 24 hours, flat calm, light southerly breeze, varying to the SSE. At 4 o'clock, we summoned the *Géographe's* surgeon. The captain's boat came back with Citizen Taillefer, second surgeon. He left again straight away and came back with Citizen Lharidon, surgeon-major. At nightfall, they returned to their ship. Around midday, a pig belonging to the staff jumped into the sea and succeeded in swimming ashore, where we saw it running around. At 4 o'clock, we sent the jolly boat, which did not find it.

From 23 to 24 [Pluviose, Year 10, 12-13 February 1802]

The weather overcast and foggy; a light southerly breeze, varying to the SE; light fine rain until 4 o'clock in the morning. The punt went fishing several times, without much luck. Several of the gentlemen went hunting the escaped pig; they did not see anything of it. At 11 o'clock in the morning, the captain left in his boat.

From 24 to 25 [Pluviose, Year 10, 13-14 February 1802]

Fine weather, light easterly wind, varying to the ESE. In the evening, the captain returned on board. During the night, a light easterly breeze, varying to the NNE. At 4.30 in the morning, the breeze was from the NNW; we hauled on the cable. At 5 o'clock (the cable being up-and-down), hoisted the topsails; at 5.30, set sail under fore-topmast staysail. We wanted to cast to starboard, but we cast to port. The anchor being catted, all sails were set, keeping close to Van Diemen's Land after rounding the eastern tip of the North-West Port. The winds drew ahead, veering to the NE and ENE. We tacked between Point Pierson and Cape de la Sortie⁵, without being able to round the latter. At 9 o'clock, on the 10th tack, we anchored in 19 fathoms, with a gravel bottom. Point Gicquel bore S.44°W. Point Pierson bore N.15°E., Cape de la Sortie bore N.75°E, by the compass, not corrected. Having changed the sails, the backstays were changed.

⁵ Named as such on p.87, *The Australian Touring Atlas*.

From 25 to 26 [Pluviose, Year 10, 14-15 February 1802]

Fine weather, light northerly wind, varying to the E. At 2.30, ran out up to 70 fathoms of cable. During the night, moderate westerly winds. At 1.30, hoisted the topsails ready to be set. The winds swung to the south-west, and turned to the south at 6 o'clock, with a little rain. The topsails were struck and furled.

From 26 to 27 [Pluviose, Year 10, 15-16 February 1802]

Fine weather, cloudy sky, light easterly winds varying to the north; during the morning, they turned to the NNW. We hoisted our topsails and got under way. As we were close to land, a wind shift caused us to [illegible]; we tacked and ran to the open sea. At 6.30, the commander having anchored, we imitated him, dropping the starboard anchor and furling our sails. At 8.30, the punt was sent to take soundings, but the winds and unfavourable tide forced it to return on board. At 9.30 in the morning, the punt stood into shore towards Cape de la Sortie; M. S^t Cricq went to determine its latitude.

From 27 to 28 [Pluviose, Year 10, 16-17 February 1802]

Fine weather, calm sea. We tightened the bowsprit bobstay, then the mizzen mast shrouds and backstays. Northerly winds, variable to the SSE, with patchy lulls. [Illegible] At 6.45, we hauled on our cable. At 7.15, we got under way and left the D'Entrecasteaux Channel. We anchored at 8.05, the point inside Point Pierson bearing SW¼W, the tip of Willaumez Island bearing easterly, and Cape de la Sortie bearing SSW. We got under way, with a very variable wind which boxed the compass several times and was often interspersed with periods of flat calm. At 8.45, hoisted the topsails and heaved on the capstan. At 9.20, catted the anchor and hoisted the sails, clewed up. At 9.30, set the topsails and hauled aboard the courses and steered close-hauled on the starboard tack. From 10 o'clock to midday, we beat to windward and went about at 10.45, 11.00, 11.20, and midday.

Bearings taken at midday:

Cape Direction bore N.4°30'E.

Cape de la Sortie bore W.18°N.

Cape Trobriand bore S.1°E.

From 28 to 29 Pluviose, Year 10 [17-18 February 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, moderate breeze, tacking to round the Tasman Peninsula.

At 4 o'clock, compass bearings:

Cape de la Sortie bearing N.73°W.

The reefs at Cape Direction bearing N.59°W.

Cape Trobriand bearing S.9°W.

Cape Canelé [= Fluted Cape] bearing S.6°30'W.

Weather overcast during the night; at 10.30, calm, hauled down the stay-sails; at 11 o'clock, light north-westerly breeze, took in the mainsail, hauled down the spanker, the mizzen staysail, the mizzen topmast staysail, and squared the yards with the braces. At 11.30, on the port tack, steered on course S.45°E, with all sails set; freshening wind from the NNE. At midnight, Cape Trobriand bore S.33°45'W, about 3 miles away; at 4 o'clock, it bore S.67°30'0". During the night, we took soundings [illegible] half-hour, and found from 28 to [illegible] fathoms. At 5 o'clock, the breeze freshened; at 8 o'clock, sighted [illegible]. Cape Pillar bore N.58°E, the small Tasman Island bore N.70°E. After having rounded Cape Raoul and Cape Pillar, we let the ship come up to the wind gradually, to the north. At 10.30, we

rounded the small Tasman Island. At 11.45, we rounded the large Hippolyte rock; at midday, it bore S.5°W. We rigged the topgallant masts after having cut off the skyscraper masts.

From 29 to 30 Pluviose, Year 10 [18-19 February 1802]

Table

Events and Astronomical Observations

Fine weather, moderate breeze. The topgallants were rigged and unfurled. At 3.30, we ran into the channel which separates Maria Island from Van Diemen's Land. We gradually reduced sail and, at 4.30, we anchored near the *Géographe* in 10 fathoms, with a fine grey sandy bottom, and ran out 50 fathoms of cable.

Bearings taken at the anchorage:

The most westerly point visible of Maria Island, bearing N.4°E.; the southern tip of the same island bearing S.29°E.:

The most southerly cape visible of Tasman Peninsula, bearing S.9°E.

Cape Frederick Henrik bearing S.5°E.

The large cape to the north of Marion Bay (Cape Sarettes) bearing S.45°W.

A small island bearing N.19°W.

The most easterly tip visible of Van Diemen's Island bearing N.6°W.

As soon as the sails were furled, the topsails were unrigged and [illegible] the punt into the sea. It took soundings around the ship

[in the margin] **At anchor**

and found 10 fathoms everywhere. It was then sent fishing; the longboat was launched. At 9 o'clock, the punt was back with some fish. During the night, the weather was fine, with a fresh easterly breeze, varying to the NNE. At 3.15 in the morning, the longboat, under the command of Citizen Faure, geographer, left to carry out a reconnaissance of the Schouten Islands; it had provisions for 10 days. At 6 o'clock, the captain went in his boat to Marion Bay. Moderate northerly winds during the morning.

From 30 Pluviose to 1 Ventose, Year 10 [19-20 February 1802]

Fine weather and a weak wind from the NNW. At 5 o'clock, the weather became overcast and the wind freshened from the north; we ran out 30 fathoms of cable and lowered the topgallant masts. At 6.30, the punt returned from fishing. During the night, we kept a lantern at the peak to indicate our position to the captain's boat. At 11 o'clock, the fresh wind veered to the south-east and, at 1 o'clock in the morning, the captain arrived in his boat. The wind dropped and it was almost calm. At 4 o'clock, the punt went fishing. At 6.30, we brought back on board the 30 fathoms of cable that had been run out during the evening. A moderate breeze from the SSE during the morning. At 10 o'clock, following the commander's orders, the longboat was swung out and at 11 o'clock it set out under the command of Citizen Freycinet; it had rations for three days, and was armed with four muskets and four swords; the captain's boat went to Oyster Bay.

From 1 to 2 [Ventose, Year 10, 20-21 February 1802]

Weather overcast and foggy, a moderate wind from the ESE. At 2 o'clock, the punt returned from fishing with many spiny lobsters; a meal was handed out to the crew. At 2.30, the punt went to Maria Island with carpenters to cut wood; at 7.30 they were back with several pieces of wood. During the night, the weather was fine, with a light breeze from the ENE to the NNW. At 3.30, the punt left with the mates to fish and the carpenters to cut wood; calm

during the morning. At 6 o'clock in the morning, the commander rigged his yards *en bataille*⁶, and hoisted his broad pendant and flag to half-mast because of the death of the zoologist, Maugé. We imitated his manoeuvre at once. About 9 o'clock, Maugé's body was carried ashore and buried on Maria Island. The commander, the captain, the officers and scientists were there to render the final honours; we fired three rounds from our four swivel-guns, as did the commander.

From 2 to 3 [Ventose, Year 10, 21-22 February 1802]

Fine weather, cloudy sky, a light north-easterly wind, varying to the south-east. The punt took the sick ashore and at 3 o'clock, we put our yards horizontally in imitation of the commander. At 7 o'clock, the jolly boat went to pick up the sick and the punt came back with the carpenters, wood, [illegible] and three barricoes of fresh water. During the night, the weather was overcast and foggy, with a fresh south-easterly breeze, varying to the south. During the morning, there was fine rain with a light wind from the SSW to the south-east. At 11.45, the punt brought back [word missing].

From 3 to 4 [Ventose, Year 10, 22-23 February 1802]

Weather overcast, light south-easterly wind, varying to the north. At 5 o'clock, the longboat arrived; it had carried out a survey from Cape Sarettes to the most northerly point of Van Diemen's Island visible from the anchorage. [Ventose, Year 10] It was making a lot of water and at 8 o'clock was brought on board and placed on the gratings to repair it. From 11 o'clock in the evening, it was dark, with a little fine rain. At daybreak, the captain embarked in his boat. The punt was sent to Oyster Bay to fetch some oysters.

From 4 to 5 [Ventose, Year 10, 23-24 February 1802]

Fine weather, flat calm, continual rain. The punt arrived loaded with oysters. At 4 o'clock, the weather overcast and foggy. The carpenters and caulkers worked on the longboat. In the evening the captain returned on board. From midnight to 5 o'clock, the wind a light north-north-easterly, varying to the north-north-west. At 5 o'clock, the punt went fishing. At 7 o'clock, the wind freshened from the SSE and, at 7.45, having dragged our anchor, we ran out 80 fathoms of cable; the wind fresh and squally.

From 5 to 6 Ventose [Year 10, 24-25 February 1802]

Weather overcast, rough seas, strong, gusty winds from WSW. Being repaired, the longboat was put on the stocks. At sunset, the wind and sea dropped a great deal. During the night, light south-westerly wind, variable to the SSW; we kept a lantern at the peak because of the punt, which was at sea. At 6.30, the captain set out in his boat to meet it; calm during the morning. At 8 o'clock, brought in 80 fathoms of cable and loosened the sails to dry. The punt arrived at 10.30 laden with oysters.

From 6 to 7 [Ventose, Year 10, 25-26 February 1802]

Fine weather, light winds from the north and north-north-west. At 2.30, furled all the sails. At 4 o'clock in the morning, the punt went fishing; during the morning we [illegible] the port anchor to inspect it as soon as [illegible] was high. We dropped it in 13 fathoms, with a bottom of fine sand, and ran out 50 fathoms of cable. The sick were sent ashore; at 11.30, the longboat arrived from its fatigue duty.

⁶: "term applied to the mizzen yard when it is placed in the longitudinal direction of the vessel and firmly lashed, at about one-third of its length, to the foremast. [...] It serves to step and unstep the bowsprit, without recourse to the masting machine." E. Pâris et J.-M.-J. de Bonnefoux, *Dictionnaire de la marine à voile*, Paris, Éditions du Layeur, 1999, p. 81.

Observed latitude 42°42'10"

Observed longitude 145°54'.

From 7 to 8 [Ventose, Year 10, 26-27 February 1802]

Fine weather, light breeze from the NNW. The topgallant masts were sent up and the yards were crossed. Following the commander's signal, the longboat was brought aboard. The sick returned on board and the punt was embarked. During the night, there was a light wind from the SSW and south-west. At daybreak, the southerly wind swung northward, via the east, and eased. At 6 o'clock, the topsails were hoisted and [the anchor] heaved short apeak. At 9 o'clock, the commander having set topsails, we hoisted and brought the anchor home and got under way under topsails, foresail and topgallants. The wind was a light breeze from the NNE; we stood to the SSE to round the rocks at the south-west tip of Maria Island. At 10.30, the light breeze swung to the SSE, we brought the ship aback and went on to the port tack, sailing close-hauled. Standing towards the Cape Sariette, the wind freshened, veering aft [illegible]. We bore successively south-west, SSW, south, SSE and south-east. At midday, the most easterly visible point of Maria Island bore N.38°E, a small island (sighted from the anchorage) bore N.20°W; Cape Frederick Hendrick bore S.6°W; the most southerly cape of the Tasman Peninsula bore S.6°E, by the compass. The draft, taken vertically: aft: 11 feet, 11 inches; forward: 11 feet, 6 inches; difference: 0 feet and 5 inches.

From 8 to 9 Ventose, Year 10 [27-28 February 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, a moderate breeze. At 4 o'clock, the middle of Schouten Island bore N.6°W, the visible northern tip of Maria Island bore N27°W, the southern tip of the same island bore N.61°W, and Tasman Island bore S.20°W. At 5 o'clock, took in a reef in the mizzen topsail. At 6.30, the north-east tip of Maria Island bore N.45°W, Tasman Island bore S.43°W, Cape Pillard bore S.47°W. Fresh winds during the night. At 4 o'clock, hauled down the mizzen top staysail and the two stay sails. At 9 o'clock hauled down the main-jib, furled the topgallant sails and took in a second reef in the mizzen top sail. At 10 o'clock, the *Géographe* being out of sight, we hoisted a lantern to the mizzen mast head. It remained there until 11.45 without the *Géographe* having answered; at midnight we saw it running on the starboard tack. We immediately tacked the ship and crowded on sail. At 8 o'clock, sighted the north-east tip of Maria Island, bearing N.30°W and Tasman Island, bearing S.45°W. We put the ship about. At 9 o'clock, took soundings without finding bottom at 80 fathoms. At midday, the north-east tip of Maria Island bore N.41°W and Tasman Island bore S.47°W. We observed 9°50' of variation to the NE.

From 9 to 10 Ventose, Year 10 [28 February-1 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, moderate wind. At 4 o'clock, the north-east part of Maria Island bore N.70°W as far as the eye could see. At 6 o'clock, took in a second reef in the mizzen top sail; the wind a fresh breeze. At 9 o'clock, the weather became overcast and [the breeze] freshened. At 10.30, we lost sight of the commander and kept a lantern lit until midday. Fine rain and thick fog; at 1.45, it dissipated and we saw the commander a little away ahead. Made sail and overtook him to leeward, passing very close. At 6.30, we unrigged the topgallant sails; the main was strained and the fore was rigged to the main mast. At 8 o'clock, the

commander having gone on to the starboard tack, we imitated his manoeuvre. Fine rain, the weather overcast and foggy; the commander ahead to leeward.

From 10 to 11 Ventose, Year 10 [1-2 March 1802]

Table

Events and Astronomical Observations

Foggy and rainy weather; [8 lines illegible] At daybreak, the wind eased and the sea abated; we rigged the top-gallant sails and made sail. At 6.30, the commander went on to the starboard tack [and] we imitated his manoeuvre. At 10 o'clock, we cast off one reef in the mizzen top sail.

From 11 to 12 Ventose, Year 10 [2-3 March 1802]

Table

Events and Astronomical Observations

The wind a light breeze, calm sea and very thick fog until 7 o'clock. Rang the bell each quarter-hour; at 5 o'clock fired a shot from the swivel-gun. At 6.30, by means of one shot from the swivel gun the first time and three the second, the commander signalled to us to change tack. We answered him with one shot and immediately tacked the ship. During the night, we had different sails set to keep close to the commander. At 3 o'clock, we kept the mizzen top sail aback for a quarter-hour to wait for him. At 4.30, we went on to the starboard tack, imitating the commander's manoeuvre. At 5 o'clock, we set all sails; the usual weather and a very light breeze. At 11 o'clock, shortened sail to prevent losing sight of the commander. At midday, almost calm and the ship barely making steerage way.

From 12 to 13 Ventose [Year 10, 3-4 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, light breeze. At 2.30, took in the fore-mast topsail to repair it. At 3.30, the light airs swung to the south-east and we went on to the starboard tack to join the commander. At 4 o'clock, set the fore-mast topsail, we took in the sail on one tack and then the other to allow the commander to come closer, as he had not signalled the course. At 4.30, being within hailing range, he gave us the order to keep the wind on the starboard tack under topsails until midnight. From midnight to 4 o'clock, the order was to steer SSW then, if the weather permitted, we would stand towards land to the west. If he brought to, he would warn us by two swivel-gun shots. Overcast weather during the night, the wind fresh and gusty. From 8 o'clock to midnight, the *Géographe* showed us a light every hour; at midnight, wore ship on to the port tack, the commander then bearing very close to N¼NW; at quarter past midnight, we lost sight of him to the north; foggy weather, light rain. At 2.15 and 3 o'clock, we fired a flare, without an answer from the *Géographe*. At 5 o'clock, we let fall the foresail, and set and hoisted the topgallants. At 6.15, we sighted the commander to the south-east. At 6.30, we still had him in sight but more to port of us; we clewed up the foresail, sent down the topgallants and let the ship come on to course S.24°30'W; we no longer knew the *Géographe*'s position. The weather was very foggy; we fired swivel-gun shots at 5 o'clock, 6 o'clock, 6.30 and 7 o'clock, but the commander did not answer any of them.

From 13 to 14 Ventose [Year 10, 4-5 March 1802]

Table

Events and Astronomical Observations

Weather overcast and foggy, almost no wind. At 5.30, the breeze swung to the ESE and freshened gradually. Took in the foresail and hoisted the topgallants. At 3 o'clock, during a sunny spell, we sighted an eclipse of the sun for about 2 minutes. At 6 o'clock, furled the topgallants and clewed up the foresail. At 6.15, wore ship, close-hauled on the starboard tack, with a fresh breeze; at 2 o'clock, wore ship on the port tack. During the afternoon and night, there was no sight of the commander. At 5 o'clock, hauled down the foresail and set and hoisted the topgallants. At 6 o'clock we sighted land to the west, and at 6.30 the *Géographe* was sighted bearing ENE. We fired three shots from the swivel-gun to make ourselves seen. At 8 o'clock and 8.45, we stayed ship. At midday, sighted the most northerly visible extremity of Van Diemen's Land bearing N.33°W, the most southerly bearing S.4°W, a very elevated peak bearing S.81°W., and another bearing S.73°W.

From 14 to 15 Ventose, Year 10 [5-6 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, light wind. At 4 o'clock, the most southerly extremity visible bore S.8°E., the northern extremity visible bore N.16°W., (A), a low lying point bore S.8°W. At 4 o'clock we went on to the starboard tack. At 6 o'clock, the northern tip visible bore N.19°W, the southern tip visible bore S.3°E, (A) the low lying point bore S.70°W, (B) a point bore S.11°W. During the night, a flat calm. The *Géographe* out of sight; it did not answer several lights that we showed; at 3.30, it was sighted bearing S¼SE. At 4.30, set all sails, the breeze freshened and swung aft. At 6 o'clock, let out reefs in the topsails and rigged the three forward port studding-sails. At 6 o'clock, the northern tip of Van Diemen's Land bore N.24°W, the southern tip bore S.4°W, point (A) bore N.64°W, point (B) bore S.39°W. At 8 o'clock, the northern tip bore N.27°W, the southern tip bore S.9°W, point (B) bore N.87°W. At 9 o'clock, we came alongside the commander. He told us that he was going to send a boat to the shore and that we would begin sailing close-hauled. At 10.30, the commander hove-to and launched his boat. We then sailed close-hauled on the port tack, the land to the south having the appearance of a group of islands but, being closer, we saw that they were linked by low lying land that had been called the Schouten Islands. Citizen Faure, geographer on board, sent previously from Maria Island in the [illegible], reconnoitred all these alleged [illegible] and identified 15 of them and a few islets.

At 8 o'clock the northern tip of Van Diemen's Land bore N.34°W; the southern tip bore 23°W.

Isthmus A bore S.64°W.

At 9.15, set all sails; tacked the ship at 10 o'clock and at midday.

From 15 to 16 Ventose [Year 10, 6-7 March 1802]

Table

Events and Astronomical Observations

Fine weather, moderate wind, calm sea; holding the same tack as the commander. At 5 o'clock, while tacking during a change of the after sails, the brace of the main topgallant sail not having been let go, the yard broke in the middle. The topgallant sails being unrigged, the fore topgallant sail was rigged on the main mast. At 4 o'clock, a northern tip bore N.18°W, the southern tip bore S.1°W. At 3 o'clock, the first reef was taken in the topsails and two reefs in the mizzen top sail. At 8 o'clock, the *Géographe* displayed a light; it bore NE¼E ahead. At

8.15, it fired a flare; we were ahead of it. It was hove-to; we bore up to pass to leeward. The commander ordered us to repeat his signals; at the same moment, his spritsail yard caught in our main-shrouds and broke. His bowsprit boom struck our cross-jack yard and caused it to break in the middle. I have the honour to warn whoever looks at these journals that it was not the fault of Citizen Freycinet, then on watch, that this damage occurred; the fault lies with the captain and the midshipman who was keeping watch ahead, as were the look-outs. I warned this officer that the *Géographe* was hove-to and that we were heading towards it. He passed ahead at once without any manoeuvring. It was his watch alone that he afterwards made to carry [illegible]. We got to work at once to repair the damage. At 11 o'clock, the mizzen topsail was set. We fired two flares and a shot from the [illegible].

From 16 to 17 Ventose [Year 10, 7-8 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, moderate wind. At 2.30, wore ship after having missed stays three times. At 4 o'clock, the northern tip visible of Van Diemen's Land bore N.34°W, and the southern isthmus bore S.57°W. At 4 o'clock, wore ship after missing stays once. From 5 o'clock to 5.30, the commander fired three cannon shots; he was then a great distance away, bearing N.46°W. At 5.45, Maria Island bore S.24°W, isthmus N bore S.57°W, the southern tip of Van Diemen's Land bore S.26°W. The wind very weak. At 7 o'clock, flat calm, the weather overcast in the south-east. At 8.05, the wind blew strongly from the south-east; furled the topgallants and the mizzen topsail, and Spanish-reefed the topsails; the main was clewed up. At 10 o'clock, took in the second reef in each topsail and set the main. At 9.30 and 11 o'clock, fired a flare and at 9.30 fired a swivel-gun shot; strong wind and a heavy sea. At midnight, wore ship and went on to the port tack; each half-hour during the night alternately fired a swivel-gun shot and burned a flare. At 12.30, unrigged the topsails. At daybreak, the weather was fine with a moderate wind. At 6 o'clock, cast off a reef in the topsails and struck the main sail. At 5 o'clock land sighted to the west; changed the cross-jack yard. At 8 o'clock, rigged the topgallants, set and hoisted the mizzen topsail, rigged the starboard and [illegible] studding-sails that were taken in at 10.30. The wind varied a great deal. Since [illegible] in the evening, the commander [illegible] been seen. The schooner did the same and was on course during the night;⁷ the weather was rather fine, a fresh breeze and a heavy sea. At 30 minutes past midnight, took soundings without finding bottom at 100 fathoms. At 3 o'clock, clewed up the main sail and took in a second reef in the topsails. At 5 o'clock, hauled aboard the main tack; at 6.45, furled the mizzen topsail. The southern extremity visible of the Furneaux Islands bore N.75°W, the southern extremity visible of Van Diemen's Land bore S.34°W. At 11.30, put the ship about on the starboard tack. At midday, the Furneaux Islands bore from N.68°W to S.65°W.

From 17 to 18 Ventose [Year 10, 8-9 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, moderate breeze. At midday, a swivel-gun shot was fired so that we could be seen from the *Géographe* which we thought we could see to the south; it was a rock. At 1.30, we came head to wind on the port tack. At 3.45, we sighted, to the ESE, a ship which was taken to be the *Géographe*. The anchors were got ready for dropping. At 1 o'clock, the

⁷ Translation validation comment: the absence of reference to a schooner up to this point, but its inclusion in the following entry, suggests Couture may have misplaced this sentence in his journal.

northern extremity visible of Van Diemen's Land bore N.48°W, the southern extremity visible bore S.11°W. Very thick smoke above a small island bearing S.40°W. At 4 o'clock, we bore away towards the vessel sighted, and we were quick to recognise it as a schooner which had hove-to. It raised the English flag. At 6.15, we hove-to, port side to windward of the schooner and hoisted our colours. Scarcely had she seen them than she filled her sails to move off. We filled our sails and steered towards her, all sails set, [including] the port studding-sails. She immediately fore-reached on us on the starboard tack; we took in the studding-sails smartly and changed tack. A moment afterwards, we were abeam and to windward of her; we hailed her in English that we were an exploration ship and friends. Then she hove-to; we also hove-to, starboard to the wind. The jolly boat was launched and Citizen Milius went on board the schooner, called the *Endeavour* from Port Jackson, which she had left 18 days previously to go to Maria Island. She had [a crew of] 14 men and a cabin boy, and was fishing and hunting sharks and kangaroos. The jolly boat was back at 7.30 and was immediately placed on the hoist and the sails were filled.

From 18 to 19 Ventose [Year 10, 9-10 March 1802]

Table

Events and Astronomical Observations

Overcast weather, heavy sea and fresh wind. At 1.30, we unrigged the topgallants. At 4 o'clock, the northern tip of the Furneaux Islands bore N.40°W, the southern tip N.55°W. At 4.30, the winds having veered to the south-east, we went on to the port tack; at 5.45, we sighted a waterspout to the north. At 6 o'clock, the northern tip of the Furneaux Islands bore N.33°W, the southern tip bore N.66°W, the northern tip of Van Diemen's Land bore S.66°W, and the [southern] tip bore S.22°W. After having missed stays three times, at 8 o'clock we changed tack in a wind shift. At 11 o'clock, let out a reef in the mizzen topsail. At 2 o'clock, went about and rigged the topgallants. At 4 o'clock, the lead did not find bottom at 80 fathoms. The wind having abated, at 5.30 we loosened the topgallants and let out a reef in each topsail. At 6 o'clock in the morning, the southern tip of Van Diemen's Land bore S.1°W, the northern tip bore N.80°W, the southern tip of the Furneaux Islands bore N.37°W, and the northern tip bore N.16°W. At 8 o'clock, the tip of Van Diemen's Land bore S.15°E, the northern tip bore N.76°E, the southern tip of the Furneaux Islands bore N.18°W, and the northern tip bore N.14°E. Between Van Diemen's Land and the Furneaux Islands, low-lying land could be seen, which appeared to be small islands. At 9 o'clock, we sighted a ship anchored between Swan Island and the Furneaux Islands. At 10.20, we hove-to and launched the ship's boat; Citizen Milius [illegible] to board the ship sighted. At midday, [illegible] the Furneaux Islands [two lines illegible].

From 19 to 20 Ventose, Year 10 [10-11 March 1802]

Table

Events and Astronomical Observations

Fine weather, winds almost calm. At 12.15, we passed by the side of the English vessel; the *Géographe*'s longboat had just arrived alongside. At 1.45, let out all sails and dropped anchor in 19 fathoms, with a muddy sand bottom, and ran out 150 fathoms of cable.

Bearings taken at the anchorage:

The north-east tip of Swan Island bore E.29°S.

The south-west tip of the island⁸ across a small island bore E.55°30'S.

⁸ From map 3, in the *Atlas*, this compass reading gives the south-west part of Swan Island; the map shows the actual position of the anchorage of the *Naturaliste* from the 11-14 March 1802.

The westernmost extremity visible of Van Diemen's Land bore W.42°90'S.

Western extremity of the Furneaux Islands (a small island) bore N.38°W.

Eastern extremity of the Furneaux Islands bore N.27°W.

At 7.30, the English brig came alongside; we spoke to it. Light winds, calm sea. At 4.30, our longboat left for the shore. At 5.30, we started to heave but the great strength of the tide made us leave off this work. At 9 o'clock, we started to heave again to inspect the cable; set the fore- and mizzen- staysails. At 9.45, the anchor cable being up-and-down, we held tight, furlled the fore- and mizzen-staysails, and set the mizzen topsail on the mast. At 11 o'clock, furlled it and ran out some cable. At 8.30, the English brig got under way and set course to the WSW. (Note) Slack water is at 10.15, change in the tide takes place at 10.45.

Slack water is at 4 o'clock in the afternoon; reversed at 4.30.

Slack water is at 10 o'clock in the evening; reversed at 10.45.

From 20 to 21 Ventose [Year 10, 11-12 March 1802]

Table

Events and Astronomical Observations

Fine weather, cloudy sky, fresh breeze. At 1 o'clock, the captain's boat arrived; it was put on the hoists. We worked at painting the outside of the ship. At 7 o'clock, the longboat arrived from shore. During the night, at the time the tide changed, the weather freshened. At 8.30 in the morning, the *Géographe's* longboat, under the command of Citizens Maurouard and Boullanger, with five days' rations, [left] to continue the geographical survey. At the same time our longboat took Citizen S^t-Cricq ashore on Swan Island. At 9 o'clock, the punt left under the command of the boatswain to fish. The peak of the flood tide is at 4 o'clock, and the tide reversed at 5 o'clock. The flood tide reached its peak at 11.05, and reversed at 11.20. High water is at 5 o'clock in the morning; the tide reversed at 5.30. High water is at 11 o'clock; the tide reversed at 11.20.

From 21 to 22 Ventose, Year 10 [12-13 March 1802]

Table

Events and Astronomical Observations

The wind easing considerably, foggy weather. We continued painting the ship. The longboat, back at 1 o'clock, set out again at once under the command of Citizen Millius. At 8.30, hoisted a lantern to make our position known to the ship's boat, which arrived back at a quarter to one. Flat calm all afternoon. The weather a little foggy. We continued painting the ship. High water at 4.45, reversing at 5.15. At 11.24, the tide reversed. At 5.30, the tide reversed. At 11.30 in the morning, the tide flooded.

From 22 to 23 Ventose, Year 10 [13-14 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea; the punt returned from fishing with fish and a quantity of fur seals. This boat was brought on board to be checked by the caulker. We took care of filling the sails which were drying. At 6.30, the longboat arrived; it was immediately provisioned with rations for three days; at 8.25, it shoved off with Citizen Faure, geographer; Citizens Bailly and Leschenault accompanied him. At 1 o'clock, the fresh winds swung to the ESE. At 5.30, flood tide, reversed at 6 o'clock. At 11.30, flood tide; at midnight it reversed. At 6 o'clock, flood tide.

From 23 to 24 Ventose, Year 10 [14-15 March 1802]

Table

Events and Astronomical Observations

Fresh breeze, the sea running a swell, the sky rather fine. We worked at repairing the fore-yard sling. At 3.45, the port cable parted; we at once bent the small starboard cable and took a double turn around the bitts; breakstoppers were placed at intervals to prevent it running out with too much speed. At 4 o'clock, the starboard anchor was dropped. The cable turns around the bitts having stripped, the cable remained with its end, with four or five stoppers, bent to the fore and aft of the bitts. At 6.15 in the evening, having avoided being head to wind and the tide not yet having enough strength, the starboard cable parted; we at once lay to with the four sails clewed up. Took soundings every half-hour, and the depth varied from 24 to 26 fathoms.

From 24 to 25 Ventose, Year 10 [15-16 March 1802]

Table

Events and Astronomical Observations

Moderately fine weather, heavy clouds on the horizon, and a moderate wind. Soundings, taken every half-hour, showed 30 to 32 fathoms with bottom of coral and broken shells. At 4 o'clock, put the ship about and, at 2.30, sighted land to the NNE. Foggy weather, with squalls and storms. At 8 o'clock and 11.30, we went about. The soundings, taken each half-hour, showed 34 to 39 fathoms. At 2.30, a strong squall struck us, following which the wind dropped a great deal and, at 3.30, we went on to the starboard tack. The soundings gave from 40 to 45 fathoms, with a sandy bottom. The weather having fined up, we hoisted our topgallant masts and tightened their stays, shrouds and backstays. At daybreak, we sighted land to windward of us. At 9 o'clock, we went on to the port tack and at once filled our sails, under the four principal sails and the mizzen topsail. At midday, by the compass, the eastern part of the land visible bore S.45°E; the western tip visible bore S.22°W.

From 25 to 26 Ventose, Year 10 [16-17 March 1802]

Table

Events and Astronomical Observations

Fine weather, moderate breeze, sea rather calm. At 2.30, tacked the ship; no bottom found with the lead.

At 4 o'clock, bearings taken with the compass:

Flat island bearing E.35°S.

Eastern tip of Van Diemen's Land bearing E.5°N.

Western tip of same, bearing S.37°W.

At 8.15, hauled up and furled the main sail and, at 9 o'clock, clewed up and furled the mizzen topsail; at 10 o'clock, wore ship; at 11 o'clock, loosened and set the mizzen topsail; at 3 o'clock, wore ship; at 4.30, hauled aboard the main tack and, at 6 o'clock, wore ship.

At 10 o'clock, bearings taken with the compass:

A rocky island bearing S.22°E.

Hill (A) bearing S.13°W.

At the same time, sighted islands bearing E.40°N.

At 10 o'clock, tacked the ship and went on the starboard tack.

At midday, bearings taken with the compass:

Hill (A) and rocky island bearing S.10°E.

The islands sighted at 10.30, bearing E.30°N.
Western tip visible of Van Diemen's Land bore S.7°W.
Extremity of the low land in sight bearing E.31°S.
Eastern tip of high country bearing E.25°20'S.

From 26 to 27 Ventose, Year 10 [17-18 March 1802]

Table

Events and Astronomical Observations

Fine weather, the sea rather calm. At 2.30, let out a reef in the topsails; at 4 o'clock, wore ship, the current having prevented us from going head to wind. At 6 o'clock, the small flat island bore S.6°W. At 7 o'clock, wore ship; cloudy sky, light breeze. At 1 o'clock, tacked the ship. At 8.45, hauled the topgallant sheets aft and set all sail. At 6 o'clock, tacked the ship. At 7 o'clock, we could make out our boat coming towards us; at 7.15, tacked to go to meet it and, at 7.40, hove-to. The boat arrived alongside, having left a part of the crew on Waterhouse Island with the *Géographe's* boat. We fired a swivel-gun shot and flew the flag half-mast. At 8.30, the longboat was embarked for one hour. The *Géographe's* boat arrived; the captain sent it to pick up the people who had remained ashore. At 10.30, hauled aboard the tacks of the lower sails and, at 11 o'clock, tacked the ship. Hove-to until 9 o'clock, filled the sails until 9.30, braced the main topsail back for 15 minutes, then steering until 10 o'clock, and hove-to until 10.20, when we filled the sails.

Compass bearings taken at midday:

Northern tip of Waterhouse Island bore E.
Southern tip of the same island bore E.37°S.
Northern tip visible of the land [illegible].
Southern tip visible of the same.

From 27 to 28 Ventose, Year 10 [18-19 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea, moderate wind. At 1 o'clock, wore ship on the port tack. At 2.30, hove-to on the starboard tack; the *Géographe's* boat brought the men who had remained ashore. At 2.45, as soon as it was on board, we filled the sails.

Compass bearings taken at 4 o'clock:

The eastern tip visible of Van Diemen's Land bore S.86°E.
The western tip of the same island bore S.30°W.
The northern tip of Waterhouse Island bore S.14°E.
The southern tip bore S.2°E.

At 7.40, tacked the ship; squally weather and much lightning in the ESE quarter. At 9.30, took in a reef in the mizzen topsail and, at 10 o'clock, wore ship. At 10.30 took in a reef in the topsails. The wind having abated greatly and the weather fining up, we set all sails. At 1 o'clock, we wore ship, the wind having swung to the east. At 3 o'clock, we changed tack; the lead showed 17 to 20 fathoms. At 9.15, rigged the port forward studding-sails; at 10.15, they were hauled aboard, the foresail clewed up and the topgallants furled. At 10.30, hove-to, port side to the wind, the main topsail on the mast. At midday, wore ship on the starboard tack.

Compass bearing taken at midday:

Northern tip of Swan Island bore S.62°E.
Southern tip of the same island bore S.49°E.
Eastern tip of Van Diemen's Land bore S.46°E.

Western tip of the same bore S.45°W.
An islet bore N.20°W.
Western tip of the Furneaux Islands bore N.14°W.
Eastern tip of the same bore N.54°E.

From 28 to 29 Ventose, Year 10 [19-20 March 1802]

Table

Events and Astronomical Observations

Fine weather, calm sea. At 12.30, wore ship and, at 1.20, carried out the same manoeuvre. At 1.35, hove-to; at 2 o'clock, set and filled all sails, and took a second reef in the mizzen topsail.

Bearings taken at 4 o'clock with the compass:

Northern tip visible of Swan Island bore W.33°N.

Southern tip of the same bore W.29°N.

Eastern tip visible of the Furneaux Islands bore N.

Western tip visible of the same bore W.55°N.

The most easterly rocks visible of Van Diemen's Land bore S.15°E.

Estimated distance of Swan Island 15 miles.

At 8 o'clock, the winds having swung to the south, we sailed close-hauled on the starboard tack. At 10.50, the SSW winds having suddenly swung to the SE, we then switched to the other tack, which we held until midnight, at which time we changed tack by wearing ship, which was then carrying a lee-helm. At 3 o'clock, tacked a second time; weather overcast, moderate wind, sea running a swell. At 7.45, missed stays and, at 8 o'clock, wore ship. At 11.15, the wind having suddenly swung to the east and being laid aback, we changed tack and set all sails.

Compass bearing taken at midday:

Northern extremity visible of Van Diemen's Land bore W.50°30'.

Middle of the rounded hills bore W.20°S.

The peak bore [illegible].

From 29 to 30 Ventose, Year 10 [20-21 March 1802]

Table

Events and Astronomical Observations

Cloudy sky, heavy weather and light breeze. At 4 o'clock, the northern extremity of land [in sight] bore N.24°W. Its southern extremity bore S.5°E. At 10.30, the sky became overcast and the wind freshened and blew rather strong gusts. The main sail was hauled up and the topgallants placed at half-mast; at 10.30 they were furled. At 11.30 the fore sail was clewed up and at midnight the topsails were struck on the masthead. At the same time, hove-to, starboard side to the wind; at 1.45, hove-to, port side to the wind. At 3.30, strong gusty wind, furled the foresail and the mizzen topsail. From 5.30 to 6.30, we were hove-to under the fore-staysail, the main-staysail and the mizzen-staysail. Wore ship at 6 o'clock and 8 o'clock. At 8 o'clock, took a second reef in the fore-topsail and clewed up the main topsail to repair it. Squally weather, with rain. At 9.30, hauled aft the main topsail and took two reefs. At 9.45, wore ship, hauled aboard the fore-tack, and loosened and hauled aft the mizzen topsail. At 10.15, wore ship again and spilled and furled the foresail.

Compass bearing taken at midday:

The southern tip of Schouten Island bore W.22°N, estimated distance 8 miles.

From 30 Ventose to 1 Germinal, Year 10 [21-22 March 1802]*Table**Events and Astronomical Observations*

Fresh squally wind, heavy seas and overcast sky. At 2.45, the middle of Schouten Island bore W.6°N. From midnight to 2 o'clock, the winds eased continually, but a rainy squall struck us and then the winds freshened and blew with strong gusts. At 8 o'clock, wore ship. The land, which was 10 leagues away, stretched from the WNW to the SW. The wind was still strong and the sea very heavy.

From 1 to 2 Germinal, Year 10 [22-23 March 1802]*Table**Events and Astronomical Observations*

Moderate squally winds, with much rain, cloudy sky and very rough seas. The wind continued to strengthen.

From 2 to 3 Germinal, Year 10 [23-24 March 1802]*Table**Events, movements etc*

Moderately fine weather, strong squally wind, heavy seas. Light rain until 1 o'clock, the weather then fined up [and] the wind and sea calmed down. At 1.30, rigged the fore sail and the two topsails with two reefs. At 2.30, let out one reef in each topsail. In letting out the port earring of the main sail, it tore and was immediately clewed up and unrigged. Hauled aboard the main tack and hoisted the main stay-sail and the main-jib. We got to work to bend a main topsail again. At 4 o'clock in the evening, wore ship. At 3 o'clock, the winds having freshened, we shortened sail and doubled the sheets and tacks of the lower sails. At 4.30, took in a second reef in the topsails; soon after furled the mizzen topsail. At 9.30 in the morning, clewed up the main topsail to change its brail lines; at 10 o'clock, it was set and the fore [topsail] brought to the mast head. At 10.30, clewed up the main sail.

From 3 to 4 Germinal, Year 10 [24-25 March 1802]*Table**Events and Astronomical Observations*

Cloudy sky, heavy seas and fresh breeze. At 1.50, sighted land to the west. At 4 o'clock, the south-west extremity of land bore W.35°S, the northern extremity bore N.45°W. At 5 o'clock, sighted a fire on Schouten Island and, at 6 o'clock, let out a reef in the topsails. Loosened and hauled aft the mizzen topsail. At 6 o'clock, the northern tip of Maria Island bore W.32°S, the southern tip of the same island bore W.35°S, the southern tip of Schouten Island bore W.2°S, and the northernmost visible point of land bore N.20°W. At midnight, wore ship. At 2 o'clock in the morning, the quarter-block of the mizzen topsail bowline failed; we replaced it with a tail-block.

At 2.45, a strong gust of wind struck us; the tack of the mizzen topsail, already hauled up to the mast top, was clewed up and furled. From 3 o'clock to 4 o'clock, the wind eased greatly and, at 3.30, the main topsail was hoisted. At 4 o'clock, wore ship on the port tack and, at 8 o'clock, set the main topsail. Changed the main topsail at 8.40 and at midday.

At midday:

The northern tip of Maria Island bore W.32°S.

The southern tip [of Maria Island] bore W.25°S.

The northernmost point of land [illegible].

From 4 to 5 Germinal, Year 10 [25-26 March]

Table

Events and Astronomical Observations

Fine weather, fresh breeze. At 3.45, wore ship; hoisted the clewed-up main sail so that it could be repaired by the sailmakers. At 4 o'clock, the southern end of Maria Island bore W.26°S; its northern end bore W.22°S. The southern tip of Schouten Island bore W.13°N by the compass. At 4.30, set the mizzen topsail and, at 5 o'clock, hauled aboard the main tack which was repaired. Shortly afterwards, a squall struck us, which made us to reef our topsails; squally weather with strong wind gusts. At 8 o'clock, the mizzen topsail and at 9 o'clock, the main sail were furled; the mizzen was immediately hauled in. At 9.45, the south-westerly wind having veered to the SSE, we went on to the port tack. From 10 o'clock to 11 o'clock, the wind having turned to the south-west, we wore ship on the starboard tack; at 8 o'clock, wore ship on the port tack. At 4.50 in the morning, wore ship on the starboard tack; at 9 o'clock, tacked. At midday, the southern tip of Maria Island bore W.12°S; its northern tip bore W. The southern tip of Schouten Island bore W.23°N; its northern tip bore W.26°N, by the [illegible]

From 5 to 6 Germinal, Year 10 [26-27 March 1802]

Table

Events, movements etc

Cloudy sky, a few squalls with light rain, the sea running a slight swell, light winds. At 11.30, clewed up the main sail. At 7.40 in the evening, went on to the starboard tack. At about 2 o'clock, we went on to the port tack by wearing ship. The ship had almost no steerage way. Sighted a whale. At 6 o'clock, went on to the starboard tack. Hauled aboard the tack of the main sail and rigged the topgallants. At 8 o'clock, the middle of Schouten Island bore N.36°W, the northern extremity of Maria Island bore W.25°N, the southern extremity of land visible bore S.38°W by the compass. At 10.40, went on to the port tack.

Bearings taken at midday:

Northern tip of Maria Island bore N.73°W.

Southern tip bore N.80°W.

Northern tip of Schouten Island bore N.39°W.

Southern tip bore N.26°W.

Tasman Island bore S.30°W.

From 6 to 7 Germinal, Year 10 [27-28 March 1802]

Table

Events, movements etc

Fine weather, calm sea, moderate wind. At 1 o'clock, tacked the ship. At 4 o'clock, the north-west tip of Maria Island bore W.25°N; the northern tip of Schouten Island bore N.21°W, the southern tip bore N.32°W. At 4.30, at 8.40, and at 10.30, tacked the ship. At midnight, Maria Island bore W¼NW; at 3 o'clock, tacked the ship. Weather overcast, cloudy sky and light winds. Tacked the ship at 3 o'clock. Some light rain fell at the end of the watch; for a long time clouds were driving from the WSW and the horizon showed very heavy clouds stretching from there to the north. At 6 o'clock in the morning, we were in irons and, while

the ship was swinging around, the winds veered to the north-west. At midday, Schouten Island bore W.69°N, and the northern tip of Maria Island bore W.44°N by the compass.

From 7 to 8 Germinal, Year 10 [28-29 March 1802]

Table

Events, movements etc

Fine weather, light winds, calm sea. At midday, tacked the ship. The wind veered aft and, at 2.15, we set the port studding-sails, fore and aft. At 3 o'clock, clewed up the main sail, set the starboard studding-sails, fore and aft. Sighted many porpoises and tuna. At 8 o'clock, clewed up the fore sail and settled close-hauled on the starboard tack. At 9.30, hove-to under main sail, set the mizzen, and hauled down the fore-staysail. Fired a flare every half-hour from 9 o'clock. At midnight, the northern tip of Schouten Island bore NNW, the southern tip of the same island bore WNW, Maria Island bore SW, by the compass. At midnight, being very close to Schouten Island, we filled our sails until 1 o'clock, when we hove-to again. Fired a flare every hour. At 9 o'clock in the morning, we filled our sails and went on to the port tack, Schouten Island then bearing west by the compass. We sailed along the land, 1.5 [...] offshore. Moderate winds; at 10.30, rigged the starboard studding-sails. At midday, the southern tip visible of Van Diemen's Land bore S.10°E, the middle of a low-lying land bore S.59°W, the northern tip visible bore N.19°W.

From 8 to 9 Germinal, Year 10 [29-30 March 1802]

Table

Events, movements etc

Fine weather, calm sea, moderate breeze. At 3 o'clock, we plotted a rather well-wooded small island lying to the west, where the *Géographe*'s boat had found shelter against onshore winds, and fresh water. It lies at 41°21'43" South. At 6 o'clock, hauled in the studding-sails and the main sail, hauled down the stay-sails and the main jib. At 6.15, we went close-hauled on the starboard tack.

Bearings taken at 6 o'clock:

The southern extremity of the small wooded island bore S.4°E. The rocks at the south-east entrance of Banks Strait bore N.25°W; the middle of the Furneaux Islands bore N.14°W. At midnight, furlled the topgallants and clewed up the lower sails. At 4.30, hove-to under the main topsail, port side to wind. At 5.30, filled the sails and set all sails, [with] port studding-sails fore and aft.

Bearings taken at 8 o'clock:

The southern extremity visible of Van Diemen's Land bore S.11°W.

The northern extremity of the same island bore S.67°W.

Small island bore N.52°W.

The western extremity of the Furneaux Islands bore N.44°W.

The eastern extremity of the same islands bore N.32°W.

Bearings taken at midday:

The eastern extremity of the Furneaux Islands bore N.18°W.

The western extremity of the same islands bore W.36°30'N.

The northern extremity visible of Van Diemen's Land bore W.4°S.

The southern extremity visible of the same island bore S.18°W.

- all taken with the compass.

From 9 to 10 Germinal, Year 10 [30-31 March 1802]

Table

Events, movements etc

Fine weather, almost calm. At midday, set the starboard and port studding-sails; at 3 o'clock, hauled down the port ones.

Bearings taken at 4 o'clock:

Eastern end of the Furneaux Islands bore N.3°W.

Western end of the same island bore W.26°N.

The middle of the most northerly small island in the southern part of the strait bore W.16°S.

The most distant land to the south bore S.1°W.

Almost calm until 5.30; we steered to enter Banks Strait; the winds coming from the east to the north having swung to the WNW, we set course for the open sea. Shortly afterwards, the winds settled to the ESE; we went on to the starboard tack. We tacked at 9.15; a light breeze. At 1 o'clock, wore ship, hove-to on the port tack. At 3 o'clock, filled the sails and, at 4 o'clock, hove-to again; calm. At 5 o'clock, filled the sails.

Bearings taken at 8 o'clock:

Southern extremity visible of Van Diemen's Land bore S.4°E.

Northern tip visible of Swan Island bore W.21°S.

Western tip visible of the Furneaux Islands bore W.32°N.

Eastern tip visible of the same islands bore N.7°E.

At midday, bearings taken with the compass:

Eastern tip of the Furneaux Islands bore [...]

Western tip bore W.25°N.

The middle of Swan Island bore W.15°S.

Land visible to the south bore S.1°W.

From 10 to 11 Germinal, Year 10 [31 March-1 April 1802]

Table

Events, movements etc

Fine weather, flat sea, almost calm. At 2.30, changed tack; the wind veering forward more and more and, having been in irons, at 4 o'clock we put the ship about. Light winds until 6 o'clock [illegible]. At 6 o'clock, they eased more and more; at 6.15, went on to the port tack and clewed up the lower sails. There was a flat calm at 6.30. At 7.05, all the sails were furled, one after the other and, at 7.15, we dropped the kedge anchor in 19 fathoms, with a gravel bottom and ran out 50 fathoms of cable. The topsails and the lower sails were in turn got ready to unfurl and the former were hoisted to the masthead. The first of the ebb started at 8.15.

At 8 o'clock, bearings taken with the compass:

Western end of the Furneaux Islands bore N.56°E.

Western end of the Furneaux Islands bore N.32°W.

Southern tip of Swan Island bore E.26°S.

Northern tip of the same island bore E.39°S.

Cape Portland bore S.19°W.

At 6.30, loosened and set the topsails, heaved on the capstan and set sail under topsails, stay-sails, jibs, fore-sail and spanker. At 7.30, loosened the main sail. At 6 o'clock, took bearings with the compass.

Bearings taken at the anchorage at 5.45 in the morning:

Southern extremity of Van Diemen's Land [...]

Northern extremity of the same [...]

From 11 to 12 Germinal, Year 10 [1-2 April 1802]

Table

Events, movements etc

Fine weather, calm sea, light breeze. At 1 o'clock, hove-to on the starboard tack. Our longboat and that of the *Géographe* were launched, the first under the command of Citizen Hérisson and the second under the command of Citizen Maurouard; both were ordered to fetch any instructions that the commander might have left at Waterhouse [Island]. Filled the sails at 1.40. We gradually reduced sail and, at 5.45, anchored with a kedge anchor in 23 fathoms, with a bottom of sand mixed with gravel and broken shell, and ran out 60 fathoms of cable. At 6 o'clock, the punt left to go fishing; at 7 o'clock, the captain's boat went dredging.

Bearings at the anchorage:

Eastern end of the Furneaux Islands bore N.16°E.

Western⁹ end of the same islands bore N.56°E.

Eastern tip of Van Diemen's Land bore N.78°E.

Western tip of the same island bore S.42°W.

Eastern extremity of Waterhouse Island bore S.87°E.

Western¹⁰ extremity of the same island bore S.23°E.

An isolated small island bore S.66°W.

- by the compass

At 1 o'clock in the morning, the captain's boat was back and placed on the hoists. At 9 o'clock, it went dredging. At 10 o'clock, our two longboats returned from Waterhouse [Island]; shortly afterwards, the punt returned from fishing. Slack water at 11 o'clock in the evening.

From 12 to 13 Germinal, Year 10 [2-3 April 1802]

Fine weather, light ENE breeze, variable to the east and ESE. At midday the longboat left with 10 days' rations to visit Port Dalrymple, under the command of Citizen Freycinet, accompanied by Citizen Faure who was going to carry out a geographical survey of it. At the same time, the *Géographe*'s boat and the punt set out for Waterhouse [Island]. At 11 o'clock in the evening, the *Géographe*'s boat was back. At 12.45, the tide turned. At 10.30, the *Géographe*'s boat left under the command of Citizen Millius. Our foreward casks were filled with seawater.¹¹

From 13 to 14 [Germinal, Year 10, 3-4 April 1802]

Fine weather, light ENE winds, variable to the east and north. At 1.30, the punt returned from fishing, and fish was distributed to the crew. In the afternoon, we occupied ourselves in filling the empty casks in the after store-room with seawater. From 8 o'clock, hoisted a lantern at the peak and, at 9 o'clock, we started burning priming-powder each half-hour. At 1.15, the arrived and, at 4 o'clock, the punt went to Waterhouse Island under the command of Citizen de Brèvedent. At 10 o'clock in the morning of the 14th he was back, bringing several geese that he had killed.

⁹ Translation validation note: the text says "orien" but "occi" is assumed.

¹⁰ Translation validation note: the text says "est" but "ouest" is assumed.

¹¹ Translation validation comment: the text has "pieus;" as the meaning is not readily apparent, the original may have been intended to be "pièces." See also following entry.

From 14 to 15 [Germinal, Year 10, 4-5 April 1802]

Fine weather, light northerly winds, variable to the WNW and NW. At 12.30, the punt left to go fishing; flat calm until 7.15, when a southerly wind rose, variable to the east. Slack water at 6.30, the tide reversing at 7.15. At 10.30 in the morning, hoisted the topsails and fired a swivel-gun shot to call the *Géographe*'s longboat [and the] punt. Hoisted in the *Géographe*'s longboat, rigged and crossed the topgallants. At 11.45, hoisted in the punt which was back from fishing. Light winds to the ENE.

From 15 to 16 Germinal, Year 10 [5-6 April 1802]

Table

Events, movements etc

Commenced heaving at the capstan at 1 o'clock; at 1.15, the cable being up-and-down, loosened the topsails, the foresail and the jibs. At 1.30, filled the sails. Fine weather, smooth sea and light winds. At 6 o'clock, took compass bearings: the middle of Waterhouse Island bore E.14°N, the middle of the small island bore W.24°S. At 7 o'clock, winds freshened from the east and, at 8 o'clock, went close-hauled on the starboard tack. At 6.45 and 8 o'clock, the lead showed 28 and 27 fathoms, with a fine sandy bottom. Fine rain, overcast sky, very light winds. Took soundings every half-hour, and the depth varied from 27 to 32 fathoms, with the same bottom as previously. The ship did not have steerage-way and the currents were pushing us towards the small island and, seeing that we could not round it, we went on to the port tack by wearing ship one mile off shore and hauled aboard the main tack. At 6 o'clock, went on to the starboard tack. At 11.30, the light breeze having swung to the north-east, we clewed up the main sail and set the fore starboard studding-sails. Compass bearings, taken at midday, showed the small island bearing from S.81°E to S.88°E, approximately 3 miles distant.

From 16 to 17 Germinal, Year 10 [6-7 April 1802]

Table

Events, movements etc

Fine rain, very overcast sky, little visibility ahead.

Compass bearings taken at 4 o'clock:

Western tip of Van Diemen's Land bore W.54°S.

Its extremity visible to the east bore E.3°N.

Waterhouse Island bore E.15°N.

The small island bore E.40°N.

An exposed rock bore W.33°S.

Flat calm until 5.30 when the WSW breeze made itself felt and we put head to wind; we swung round and went on to the port tack. At 8 o'clock, the lead showed 34 fathoms, with a bottom of muddy sand and fine gravel. At 8.30, the wind freshened and, at 11 o'clock, we went head to wind on the starboard tack and reduced sail. At midnight, clewed up the lower sails and brought to, the main topsail taken aback. At 10 o'clock, the lead showed 30 fathoms and, at midnight, 38 fathoms. At 1 o'clock, the exposed rock was about 1½ miles away, bearing S¼SE; the lead showed 42 fathoms, with a bottom of grey sand. At 2 o'clock, spilled the wind from the main topsail and clewed up the fore sail. At 4 o'clock, tacked the ship; moderate winds. At 4.10, we clewed up the lower sails and backed the mizzen top-sail. At 5.30, the rock was abeam of us, six miles to windward. We crowded on sail and kept close to the wind; at 8.30, furled the topgallants and, at 10 o'clock, hove-to on the starboard tack to bring the longboat on board. Filled the sails at 11 o'clock.

From 17 to 18 Germinal, Year 10 [7-8 April 1802]

Table

Events, movements etc

Overcast and foggy weather, constant light rain, the moderate breeze freshened at 3.30; hauled down the studding-sails, the spanker, the mizzen top staysail and the topgallant staysail. At 6.10, wore ship and remained hove-to on the port tack, the main topsail on the mast; furled the main sail, the topgallants, the forward stay-sails; the main jib lowered to half-mast. At 1 o'clock, changed the lie of the ship; at 5 o'clock in the morning, filled the sails and set, in succession, the topgallants, the lower sails, the stay-sails, the topmast studding-sails and the forward topgallant studding-sails. At 7.15, land was in sight, bearing N.10°E. At 10.25, the highest of the pyramids was due east, the second to the west bore N.86°E and the third bore S.85°E, by the compass. At took in the studding-sails at 11 o'clock and, at 11.30, furled the topgallants and clewed up the main sail.

Compass bearings taken at midday:

Pyramid (A) bore S.66°E.

A low island bore N.70°E.

Another (high, shaped like a sugar lump) bore N.58°E.

A rock bore N.50°E.

Eastern extremity of a group of islands bore N.35° [...]

Western extremity of the same islands N.13°W.

A hollow rock bore N.7°E.

From 18 to 19 Germinal, Year 10 [8-9 April 1802]

Table

Events, movements etc

Fine weather, calm sea, cloudy sky. At 12.40, wore ship and hove-to, port side to the wind, the main topsail on the mast; at 1 o'clock, brought to on the other tack. The *Géographe*'s boat was launched; it was provisioned with 15 days' rations, and at 1.30, shoved off with Citizen S^t Cricq, lieutenant, and Boulanger, geographer; At 1.40, we filled the sails and hauled aboard the foresail tack and furled the mainsail. Fresh breeze; at 9 o'clock, wore ship on the starboard tack, the main topsail aback. At midnight, went on to the port tack. Land in sight to the NNE and NE. The lead showed [...]. At 9.30, 40 fathoms with a rocky ground; at 10.30 and 11.30, 50 fathoms, sandy bottom. At 3.30, wore ship and hove-to, under the main topsail, starboard side to the wind. At 6 o'clock, filled the sails and increased sail but, the fog coming on, we shortened sail. Shortly afterwards, the weather clearing and the wind easing and veering to the NNE, we crowded on sail. At 11 o'clock, went on to the port tack and took in the lower sails.

Compass bearings taken at midday:

The island in Western Port bore W.44°N.

Rocky Cape [illegible].

Estimated distance of island [illegible].

From 19 to 20 Germinal, Year 10 [9-10 April 1802]

Table

Events, movements etc

Fine weather, clear sky, calm sea and light breeze from 1 o'clock to 4 o'clock. At 1.45 the longboat and the jolly boat set out, the first under the command of Commander Milius and the

second under that of Midshipman Brevedent, both sent to reconnoitre and to explore Western Port and its surrounds.

Compass bearings taken at 4 o'clock:

Western extremity of land visible bearing W.29°N.

Eastern tip of the entrance to the Western Port bearing W.55°N.

Western tip of the island in the entrance to the Western Port bearing W.58°N.

Eastern tip of the same bearing W.63°N.

Rocky Cape bearing E.35°N.

Southern tip of Wilson's Promontory bearing E.20°S.

At 11 o'clock, clewed up the courses and the main staysail, hauled down the staysails and the spanker. At 1 o'clock and 3 o'clock, the lead showed 48 fathoms, with a ground of white sand and broken shells. At 4.30, sighted land to the NNE; at 10.30, a light WNW breeze allowed us to be under way with all sails set.

From 20 to 21 Germinal, Year 10 [10-11 April 1802]

Table

Events, movements etc

Fine weather, calm sea, light winds. At 4 o'clock, the island in Western Port bore N.8°W, 14 miles distant. At 4 o'clock, took in the studding-sails; at 5 o'clock, took the first reef in the three topsails; at 6 o'clock, close-hauled on the starboard tack. At 6.30, the lead showed 43 fathoms with a bottom of sand and gravel. At half-past midnight, we hove-to and, at 3.45, hove-to on the other tack; at 4.30, the lead showed 25 fathoms. At 7 o'clock, wore ship on the starboard tack and set all sails. At 8 o'clock, the island in Western Port bore N.48°W.

At midday, compass bearings:

A headland bore E.15°N.

The island in Western Port bore N.27°W.

From 21 to 22 Germinal, Year 10 [11-12 April 1802]

Table

Events, movements etc

Fine weather, calm sea; put the ship about at midday. At 6 o'clock, the middle of the island¹² in Western Port bore N.10°W, approximately three miles distant. At 9.30, tacked the ship and went on to the starboard tack; from 9 o'clock, took soundings each half-hour which showed from 47 to 49 fathoms. At 6 o'clock, went on to the port tack. At 8 o'clock, the estimated distance of the island bearing N.4°W was 9 miles. Weather overcast, almost calm. At 10 o'clock, wore ship on the starboard tack.

Compass bearings taken at midday:

Eastern end of the island in Western Port bore N.2°E.

Western end of the same island bore N.7°W, four miles distant.

From 22 to 23 Germinal, Year 10 [12-13 April 1802]

Table

¹² Now named 'French Island'

Events, movements etc

Fine weather, calm sea, overcast sky. At 12.30, in irons, swung around, clewed up the courses and remained hove-to, the main topsail on the mast, starboard side to the wind. At 3.50, filled the sails.

Compass bearings taken at 4 o'clock:

Western tip of the island in Western Port bore W.65°30'N.

Eastern tip of the same island bore W.74°N.

A headland bore E.7°N.

At 4.30, the *Géographe*'s boat arrived alongside; it was at once brought on board. At 5.15, wore ship [illegible]. Weather overcast, sea calm, lightning in the NE and to the NW, some thunder, almost calm until 11.30. The lead showed 49 fathoms. At half-past midnight, wore ship and, at 2 o'clock, hove-to, the main topsail on the mast. At 4 o'clock, hove-to, port side to the wind. Overcast sky and fresh breeze. Remained hove-to until 7.30 when we filled the sails and, at 8 o'clock, hove-to starboard side to the wind. At 10.15, filled the sails. At midday, the estimated distance of the island in Western Port was 3 miles, bearing N.35°W.

From 23 to 24 Germinal, Year 10 [13-14 April 1802]

Table

Events, movements etc

Fine weather, cloudy sky, squally fresh wind, heavy sea. At 4 o'clock, wore ship on the port tack. At midday, took a second reef in the mizzen topsail and set the spanker in place of the mizzen sail. At 4 o'clock, the middle of the island in Western Port bore NW by the compass, about 15 miles away. At 6.15, the middle of the island in Western Port bore N.38°W, estimated distance 9 miles. At 8.30 and at midnight, wore ship; the same at 2 o'clock. At 4 o'clock, hove-to and, at 6 o'clock, filled the sails, going on to the port tack and setting all sails. At 8 o'clock, the island in Western Port bore N.37°W, approximately 12 miles distant. Rocky Point bore N.38°E. Fine weather, the sea running a swell. At 10 o'clock, clewed up the main sail and hauled down the forward staysails. At midday, compass bearings of the island in Western Port were from N.30°W to N.21°W, distance 3 miles. Rocky Point bore N.89°E.

From 24 to 25 Germinal, Year 10 [14-15 April 1802]

Table

Events, movements etc

Fine weather, cloudy sky, the sea rather calm. At midday, wore ship.

Compass bearings taken at 4 o'clock:

The eastern extremity of the island in Western Port bore W.51°30'N.

Western extremity of the same island bore W.44°30'N.

The eastern point of Western Port bore E.34°N.

From 5.30 until 8 o'clock, took soundings every half-hour; the depth varied from 29 to 33 fathoms, with a grey sand bottom. Calm until 10 o'clock, when a north-easterly breeze arose; we took advantage of it to set a south-westerly course to take us away from the coast which we were very close to, and then steered course W¼SW. Soundings continually showed from 32 to 33 fathoms. At 6 o'clock, close-hauled on the port tack and, at 8 o'clock, wore ship on the starboard tack and clewed up the foresail. During the morning we changed the foresail and, at 11.30, we hove-to, port side to the wind, with the main topsail on the mast.

Compass bearings taken at midday:

Eastern tip of the island in Western Port bore N.3°20'W.

Western tip of the same island bore N.23°30'E.

A headland to the west of this island bore W.22°30'N, estimated distance 0.6 miles.

From 25 to 26 Germinal, Year 10 [15-16 April 1802]

Table

Events, movements etc

Fine weather, moderate breeze, calm sea.

Compass bearings taken at 4 o'clock:

The island in Western Port bore N.31°E.

Rocky Cape bore E.35°N.

The western extremity of land bore W.33°N.

At 4.30, hauled aboard the tack of the courses and tacked the ship. At 5 o'clock, clewed up the main sail, furlled the topgallants and took a reef in the two topsails. At 5.40, wore ship and went on to the port tack. Fine weather, the sea a little heavy. At 2.30, wore ship on the starboard tack and clewed up the main sail. At 7 o'clock, let out a reef in the two topsails.

Compass bearings taken at 8 o'clock:

The middle of the island in Western Port bore N.5°45'E, estimated distance 9 miles.

At 11 o'clock, tacked the ship.

Compass bearings taken at midday:

The island in Western Port bore N.7°E.

Western extremity of land bore W.24°N, estimated distance 9 miles.

From 26 to 27 Germinal, Year 10 [16-17 April 1802]

Table

Events, movements etc

Fine weather, the sea a little heavy and the wind moderate. At 2 o'clock, tacked the ship and, at 3 o'clock, we eased the helm to steer for the passage into Western Port and to be seen by our boats which were then carrying out a geographical survey of the Port. Fresh breeze; at 6 o'clock, we took in a second reef in the topsails. The wind having eased gradually, we let out a reef in the topsails. At half-past midnight, set the topgallants and tacked the ship. At 5.45, tacked the ship and, at 7.45, let out the second reef in the mizzen topsail. At 8 o'clock, land in sight from the masthead. At midday, tacked the ship.

Compass bearings taken at midday:

The two extremities of the island in Western Port bore from W.34°N to W.37°N.

The eastern extremity of land bore E.24°S.

From 27 to 28 Germinal, Year 10 [17-18 April 1802]

Table

Events, movements etc

Fine weather, fresh wind. At 2 o'clock, went on to the port tack; at 3.30, hove-to, changing tack. At 4 o'clock, the longboat under the command of Citizen Millius, Commander, arrived; it was immediately brought on board. At 4 o'clock, the island in Western Port bore W.56°N, estimated distance 9 miles. At 5.15, the jolly boat under the command of Midshipman Brevedent arrived alongside and was immediately hooked up to its hoist. At 8 o'clock, filled the sails, course to the south-east. At midnight, hove-to, starboard side to the wind, the main topsail filled on the mast. At 4 o'clock, the land stretched from E¼SE to NNE. At 4.30, went

on to the port tack by wearing ship. At 6 o'clock, the ship being barely under steerage way, we tried in vain to tack; this forced us to wear ship.

Compass bearings taken at 4 o'clock:

Western extremity of land in sight bore W.62°N.

The promontory bore [E]26°S.

The most offshore of the islands around the promontory bore E.20°S.

Compass bearings taken at midday:

The outward rock bore E.22°S.

The rock in front of the promontory bore E[illegible]S.

The headland to the west of the promontory bore W.56°N.

From 28 to 29 Germinal, Year 10 [18-19 April 1802]

Table

Events, movements etc

Fine weather, smooth sea, calm, the ship not under steerage way. At 1.30, the wind rose [and] we got under way.

Compass bearings taken at 4 o'clock:

A small island bore S.57°E.

The Sugarloaf bore S.74°E.

The middle of the two small islands bore S.81°E.

The hollow rock bore N.88°E.

Cape A bore N.43°W.

At 7 o'clock, the main topgallant sail was unrigged to repair it.

Compass bearings taken at 6 o'clock:

A small island bore E.33°S.

The Sugarloaf bore E.9°S.

The middle of two small islands bore E.4°S.

The hollow rock bore E.19°N.

Cape A bore W.44°N.

At 9.30, a light northerly breeze arose; it was moderate. Clewed up the main sail. Wore ship at 11 o'clock and at midnight. At midnight, Wilson's Promontory bore E½N, estimated distance 5 or 6 leagues. At 1.30, wore ship and remained hove-to, starboard side to the wind. Filled the sails at 3 o'clock. At 5 o'clock, tacked the ship; at 6 o'clock set the topgallants, the main-jib and the middle staysail. At 8 o'clock, the hollow rock was a mile away from island A and bore E.3°W [illegible]; the Sugarloaf bore E.

From 29 to 30 Germinal, Year 10 [19-20 April 1802]

Table

Events, movements etc

Fine weather, cloudy sky, calm sea. Tacked at 2 o'clock. At 3 o'clock, in irons due to a wind shift and went on to the port tack.

Compass bearings taken at 4 o'clock:

Eastern extremity of land visible bore N.6°15'W.

The Promontory bore W.14°N.

The Sugarloaf bore W.5°S.

The most southerly rock visible bore S.16°E.

Tacked at 6 o'clock and 8 o'clock.

Compass bearings taken at 5.30 in the evening:

The visible part of the Promontory bore W.10°N.

The visible extremity of land to the north-east bore N.20°W.

Two islands bore W.22°S.

Two others bore S.25°W.

The middle of the closest island bore E.24°N.

Another bore E.22°S.

At 8 o'clock, course NE¼E was set. From 10 o'clock until midnight, we were struck by rather violent squalls; strong winds. At 4 o'clock, the wind having eased, we hoisted our topsails and let fall the mizzen topsail, dropped the clew of the main sail, and hoisted the main staysail. At 4.30, the wind freshened and became strong and gusty. At 5 o'clock, furled the mizzen topsail and the main staysail. At 8 o'clock, the continent bore from NNE to NNW.

Compass bearings taken at 8.50:

Western extremity of land bore W.37°N.

Eastern extremity of land visible bore N.18°E.

Compass bearings taken at midday:

A sandy bluff bore N.32°E.

The eastern extremity of land visible bore E.20°N.

Land to the NNW, estimated distance 8 miles.

From 30 Germinal to 1 Floréal [20-21 April 1802]

Table

Events, movements etc

Weather overcast and squally, fresh wind. At midday, we increased sail [and] in the gusts decreased it again. At 4 o'clock, Cape Howe bore N.33°W [and] the extremity of land visible bore S.70°W. At 4.30, the weather improved and we set all sail. At 5.30, Cape Howe bore N.20°E [and] the extremity of land visible bore S.57°W. During the night, a moderate wind and land in sight. At 8 o'clock, the land bore from N.53°W to S.41°W. The weather squally with a fresh breeze. Shortened sail at 10 o'clock. At midday, the land in sight bore from N.45°W to S.61°W.

From 1 to 2 Floréal, Year 10 [21-22 April 1802]

Log Table

Events, movements etc

Fresh squally wind, calm sea. We reefed the topgallants several times.

Compass bearings taken at 4 o'clock:

Mount Dromedary bore W.36°S.

House bore W.72°N.

The wind still strong. From 5.30 to 6 o'clock, the topgallants were furled, as were the spanker, the main staysail and the main-jib. At 6 o'clock, a second reef was taken in the two topsails and, at 7 o'clock, the mizzen topsail was furled. There was a great deal of lightning from the south to the SSE. At daybreak, the land stretched as far as could be seen to the west. At 8 o'clock, it could be seen from the masthead to stretch to the north-west. Fresh squally winds. At 11 o'clock, tacked the ship.

From 2 to 3 Floréal, Year 10 [22-23 April 1802]

Table

Events, movements etc

Fine weather, calm sea, fresh breeze. At 1 o'clock, the fore-topgallant sail was rigged and set at half-mast. At 3 o'clock, the spanker was struck so that it could be repaired, and the mizzen put in its place. The wind fresh and squally. At 5 o'clock, furled the topgallants and hauled down the main jib and the middle staysail. At 6 o'clock, the port sheet of the main topsail parted; it was lowered and clewed up.

Compass bearings taken at 5.45:

Cape George bore W.8°S.

At 7 o'clock, set and hoisted the main topsail; at 8 o'clock, wore ship on the port tack. At 2 o'clock, wore ship; land in sight stretching from SW to NW¹/₄N.

From 3 to 4 Floréal, Year 10 [23-24 April 1802]

Table

Events, movements etc

Moderate breeze, calm sea, overcast sky to the west. At 2 o'clock, wore ship on the port tack. At 3.05, the strong NNW wind veered to the west, with rain and thunder. Struck the topsails. The wind then turned to the SSW and eased greatly. At 3.30, the breeze [was] from the NNW. Hoisted the topsails and kept close-hauled on the port tack. At 4 o'clock, hazy land was visible bearing from S.60°W to N.56°W. At 1 o'clock, we steered to the north, [with] land in sight. At 9 o'clock the land, seen from the mastheads, stretched from NW¹/₄W to SSW; at 9.50, sighted from below, it bore W.16°N; we crowded on sail. At 11 o'clock, hoisted our English flag on the foremast. At midday, sighted signals on the southern headland at the entrance to Port Jackson.

Compass bearings taken at midday:

Northern extremity of land bearing N.26°W.

Entrance to Port Jackson bearing from S.68°W to S.65°W.

Southern extremity of land bearing S.57°W.

From 4 to 5 Floréal, Year 10 [24-25 April 1802]

Table

Events, movements etc

Fine weather, calm sea, cloudy sky. At 2 o'clock, tacked the ship; at 3.30, the winds having veered forward, we changed tack.

Compass bearings taken at 4 o'clock:

The middle of the entrance to Port Jackson bore W.17°30'S.

The northern extremity of land visible bore N.5°E.

At 6.30, tacked the ship. At 8 o'clock, a storm was seen to the SSW; we furled our topgallants, hauled aboard the spanker and the staysails, and nipped the topsails at half-mast. A strong wind was blowing and it was raining heavily. At 5.30 in the evening, we heard a 9-gun salute, and we presumed they were celebrating St George's Day at Port Jackson. At sundown, a fire was lit at the entrance to Port Jackson and it was shown at intervals during the night.

Compass bearings taken at 5 o'clock:

Northern extremity of land visible bore N.10°W.

Southern extremity of land visible bore S.30°W.

Entrance to Port Jackson bore W.28°N.

The sea still very heavy and squally weather. At 2 o'clock, went on to the starboard tack. At 5.15, tacked the ship and, at 6.15, hove-to on the starboard tack. At 6.45, filled sails and went

on to the other tack. At 7 o'clock, hove-to until 7.20, when filled sails under topsails. At 8.10, an English pilot came on board; when he arrived, we wore ship and set all sails. At 9 o'clock, fired a swivel-gun shot to confirm our colours. At 9.45, the ship having refused stays, we wore ship. At 11.45, carried out the same manoeuvre. During this last turn, our longboat, which we had under tow and under sail, capsized owing to the manoeuvre. We immediately hove-to; at once, the English pilot's boat and our boat astern saved our boat's crew and took the sunken longboat under tow to get it ashore.

Compass bearings taken at midday:

The sharply cut-off headland at the entrance to Port Jackson bore west, estimated distance 1.5 miles.

From 5 to 6 Floréal, Year 10 [25-26 April 1802]

Table

Events, movements etc

Squally weather. At 1.45, tacked the ship and, straight afterwards, the winds changed, which allowed us to run towards the entrance to Port Jackson. We gradually reduced sail and, at 3.30, after having steered very close to the southern headland of the entrance, we dropped anchor at the opening of the channel in 10 fathoms, with a sandy bottom. We ran out 60 fathoms of cable.

At anchor in Port Jackson:

The winds remained towards the SSE, fresh at first, and weak after heavy rain. At 4.45, our boat left for Sydney Cove, under the command of Citizen Millius. At 7.30, a boat from the English corvette came alongside; it left again at once. Squally weather, the wind moderate with rain, [and] occasional lightning. At 1.45 in the morning, an English boat came alongside, bringing a letter for the captain; it left at 2 o'clock. At 9 o'clock in the morning, we turned the capstan, after having brought on board about 10 fathoms of cable that we had run out and put the mat on the hawse-hole. During the morning, we sent a meal of rations to our boats' crews. We received a basket of vegetables from the Governor.

[In the margin] **At anchor in Port Jackson**

From 6 to 7 Floréal, Year 10 [26-27 April 1802]

Squally weather, fresh gusty southerly breeze, variable to the SSW. At 3 o'clock, an officer came on board, sent by the Governor, to invite the captain to dine at Government House. The captain was not able to accept this invitation because of the bad weather. The English officer left at 3.30, accompanied by Citizens Freycinet, lieutenant, and Breton, midshipman. At 8 o'clock, a fishing boat with Citizen Moreau on board came alongside. We gave him a meal of rations for our people who had remained ashore, waiting until the wind allowed them to bring back the boats.

From 7 to 8 Floréal [Year 10, 27-28 April 1802]

During the watch, we turned [the capstan] on our anchor [cable] after having cast a kedge anchor to warp us. We then ceased this work, keeping only 45 fathoms of our cable. At 3.30, the ship's boat left for Sydney Town. The ship rolling a great deal. At 7.30 the ship's boat returned and was made fast astern. Moderate SSW breeze, overcast squally weather. At 5 o'clock in the morning, weighed the bower anchor and turned [the capstan] on the cable, the anchor [cable] being almost up-and-down, cast the bow anchor and extended the warping line. At 7 o'clock in the morning, the captain, accompanied by officers and scientists, set out in the ship's boat for Sydney Town. A local boat brought us vegetables. At 11.30, the ship's boat

and the jolly boat arrived alongside; the ship's boat had suffered no damage, [and] only one man had been wounded when it capsized.

[In the margin] **At anchor**

From 8 to 9 Floréal, [28-29 April 1802]

Weather overcast, light south-westerly winds, variable to the SSW, rain until 4 o'clock. At 2 o'clock, the captain, officers and scientists arrived from Sydney Town. At 1 o'clock, we weighed the bower anchor and heaved on the hawser. At 4 o'clock, weighed the kedge-anchor and cast the bower anchor. The warp was lengthened and the ship was cleaned out. At night 45 fathoms of cable were run out. The jolly boat was placed on its hoists, and the longboat returned from fishing with a few fish. At 3.15, we raised the bower anchor which was fouled. We then heaved on the hawser; when the anchor cable was almost vertical, we lengthened the warp and catted the bower anchor. At 9.15, weighed the kedge-anchor; when it was up-and-down, we turned on the warp. At midday, we held firm with a long anchor chain. An English corvette, bound for Tahiti, left Port Jackson. Fine weather and light breeze from the SW and SSW.

From 9 to 10 [Floréal, Year 10, 29-30 April 1802]

Fine weather, light winds from the SSW, variable to the NNW. At 1 o'clock, Governor King came on board, accompanied by his principal officers. He was preceded by a lieutenant who had announced him. He left at 2 o'clock, accompanied by the captain, officers and scientists who, the day before, had been invited to dine. The *Géographe's* longboat returned from fishing; it brought back few fish. At 2.30, the longboat left to lengthen a new warp; during this time, we turned on the kedge-anchor and, as the tide was coming in, it was raised before the other was cast; we were momentarily towed by the longboat and the *Géographe's* boat which came to join it. At 3.15, a light northerly breeze arose and the clewed-up sails were set; soon there was no more wind. Finally, at 4 o'clock, the light breeze swung to the NNW; at 5 o'clock, all sails were furled. The starboard bower anchor was cast in 11 fathoms of water, with a muddy bottom [and] 40 fathoms of its cable were run out. The longboat then carried the mooring kedge-anchor to the NNW of the first 90 fathoms of cable run out. At 4 o'clock in the morning, the jolly boat and longboat were back with the captain, officers and scientists. At 6 o'clock, the *Géographe's* boat went ashore carrying the pilot. At 11 o'clock, the longboat left for the watering-point with our empty casks. Fine weather, westerly and south-westerly winds, almost calm.

From 10 to 11 [Floréal, Year 10, 30 April-1 May 1802]

Fine weather, flat calm. In the afternoon, the boat was embarked, the main sail and the main topsail were unbent and the other sails furled. An English three-masted ship, laden with whale oil, entered [port] at 4 o'clock in the afternoon, and the brig *Lady Nelson* entered shortly afterwards. The longboat arrived with a load of water, which was brought on board at once. At 11 o'clock, the jolly boat arrived with the captain and the lieutenant; put the longboat and the jolly boat on their hoists and trailed the longboat astern. The longboat left at 5 o'clock in the morning for the watering-point; it was back at 10 o'clock. At the same time, the ship's boat left for Sydney Town. The punt returned from fishing with very few fish.

From 11 to 12 [Floréal, Year 10, 1-2 May 1802]

Superb weather, almost calm. In the afternoon, the longboat was sent to the watering-point and returned at 6 o'clock. We were then busy taking the cables from the hold in order to get at the bar iron which was jammed beneath. Light winds to the SW and SSW. At 4.15 in the morning, the longboat left for the watering-point and returned at 7 o'clock with its load. We

set up the tents ashore for our observatory. An English boat brought some papers from Mr King for the captain. We sent rations to our sick ashore.

From 12 to 13 [Floréal, Year 10, 2-3 May 1802]

Superb, calm weather. At midday, the ship's boat took the instruments to the observatory and returned at once. At 1 o'clock, it departed for Sydney Town, and the captain also set off for Sydney in his boat; both boats returned. The jolly boat went back to shore, carrying belongings to the captain. At 4.30, the punt went to fetch the crew members who had gone for a walk. At 5 o'clock, the ship's boat left under the command of the officers. At 6 o'clock, the punt returned, without bringing our people. It was placed on its hoists, as was the captain's boat. At 8 o'clock, the ship's boat arrived with all the crew members; it was placed on its hoists. Weather fine, the light south-westerly breeze swung to the west and WNW [and became] moderate. At 6 o'clock, the longboat set out for the watering-point, the jolly boat left, under the command of the captain, and the punt set off to fetch fresh bread. At 9 o'clock, the captain arrived in his boat, [and] the punt returned without bread; at 9.30, the ship's boat left for Sydney Town under the command of Monsieur Milius and the punt went to fetch fresh bread. At 11.30, the longboat came back loaded with water, the ship's boat returned, and the punt brought 124^{wt} of bread.

From 13 to 14 [Floréal, Year 10, 3-4 May 1802]

Fine weather, light westerly and north-westerly winds; cleared the cable. At 5 o'clock, the longboat left for the watering-point, with the ship's casks; it was back at 8 o'clock. The punt left at 1 o'clock [illegible] to go fishing. At daybreak, three men were sent to the watering-point to wash the clothes of the other sailors and we were busy extracting the iron which was under the cables. Light winds to the WNW, variables to the west and WSW.

[In the margin] **At anchor**

From 14 to 15 Floréal [Year 10, 4-5 May 1802]

During the afternoon, we were busy bringing up the cables in the hold in order to dry the iron underneath. They were found to be gnawed by rats in various places. The wheat store-room was prepared to receive the grain. At 8 o'clock in the evening, the punt, the jolly boat and the longboat were placed on their hoists. During the morning, a work detail was sent to wash the crew's clothes. A Frenchman, being authorised by Governor King to embark, brought his belongings on board. Light south-westerly breezes, variable to the west.

From 15 to 16 [Floréal, Year 10, 5-6 May 1802]

Fine weather, smooth sea. Westerly winds, almost calm, variable to the north-west. We worked at raising the fore-yard and making its sling. An Englishman, with a permit from the Governor, came on board looking for a gallon of brandy as payment for the notices made ashore for the ship. We worked on the main-yard sling. The jolly boat was sent off with two days' rations for seven men with two guns and ammunition. At 7.15, the longboat took ashore different types of iron bars; a list of them follows:

Large round iron bars: 14

Small *do.*: 47

Square bars: 20

Flat bars: 47

It returned, loaded with wheat.

Squally moderate north-westerly winds.

From 16 to 17 [Floréal, Year 10, 6-7 May 1802]

Fine weather, moderate westerly winds variable to the WNW and WSW. The topgallant masts were trimmed, the longboat was unloaded and the bags of wheat were put in the hold that had been prepared for them. Our hawsers were cleared. During the night, the punt was placed on the hoists and the other ship's boats run out astern. At daybreak, the wind dropped. At 6 o'clock, the longboat was sent to pick up wheat; it returned at 11 o'clock with 40 bags. At 10 o'clock, sent to take the bread and struck the cables below.

From 17 to 18 [Floréal, Year 10, 7-8 May 1802]

Fine weather, fresh westerly winds and light WNW breeze. At 6 o'clock, the longboat was sent to Sydney Town to acquire some brandy; it returned with the captain but without any bringing anything else. Twelve crewmen went [ashore] for a walk. Vegetables and potatoes arrived.

From 18-19 [Floréal, Year 10, 8-9 May 1802]

Fine weather. Squally westerly winds. During the morning, the main topsail was bent. At 4 o'clock, the moderate breeze swung to the SSW. At 6.30, the crew who had had leave to go ashore were back [on board], except one sailor. At 6 o'clock in the morning, the longboat went to fetch water. An English longboat brought meat and vegetables.

From 19 to 20 [Floréal, Year 10, 9-10 May 1802]

Fine weather, the sky a little cloudy, light westerly winds, variable to the WSW. The punt was sent fishing. The ship's boat, back from the watering-point, was unloaded and some of the casks were stowed in the hold. The English ship, *Investigator*, Captain Flinders, entered port. It had left England 10 months earlier and was coming from the south-west coast of New Holland, where it had met the corvette *Géographe*, Captain Baudin, at latitude 35°41'S, longitude 139°9'E of Greenwich. Several casks of water were taken from the hold to make way for a barrel of adzes and a barrel of nails.

From 20 to 21 [Floréal, Year 10, 10-11 May 1802]

Fine weather, flat calm. At 1 o'clock, the two ship's boats were sent to Sydney Town, one under the command of the officers, the other for the purpose of carrying the following goods:

1 barrel of adzes

do. of nails

12 pots

6 gardening rakes

2 spades

1 packet of sewing needles for wool and 1 packet of shoemaker's awls

60 plane blades

1 box of ribbons

1 packet of hinges

4 *do.* of wire

65 hammers

26 dozen drills

15 carpenter's chisels

several parcels of assorted brass wire

16 small axes

83 adzes

2 packets of yellow buttons

2 of white [buttons]

57 saws with their fittings
29 handsaws of two types
6 parcels of handles

An English longboat brought an anchor and 162 gallons of brandy. At 3 o'clock, the longboat arrived with the officers. At 5.30, the longboat went to fetch officers. At 7 o'clock, an English ship entered port. At 8.30, the longboat was back. We learned that the English ship had brought the news of a general peace. All the men absent returned on board.

From 21 to 22 [Floréal, Year 10, 11-12 May 1802]

Fine weather, moderate winds from the NNE to the WNW and west. Received for the captain three planks of New Holland red cedar, 298 squash, and 2800 [?] of potatoes. We were busy putting a stock on the new anchor. Placed the squash and potatoes in the forward store-room. Received from shore the following things: a few packets of shoemaker's awls, a parcel of awl handles, a packet of drills, several parcels of brass wire.

Objects sent ashore:

A box of silk ribbons
Two boxes containing coloured pearl necklaces
Three packets of imitation silver braid
A packet of imitation gold braid
A packet of imitation gold fringe
A *do.* of imitation silver fringe
A packet of imitation silver lace
Two packets of cotton ribbon
One pot

Captain Flinders came to visit ...

[In the margin] Floréal, Year 10. At anchor

... Captain Baudin. Fresh winds to the north-east, variable to the east.

From 22 to 23 [Floréal, Year 10, 12-13 May 1802]

Fine weather, fresh squally winds to E¼NE. In the afternoon, we cleared the cables and worked at preparing the ship for getting under way. An aide-de-camp of the governor brought despatches for the captain. At 8 o'clock in the morning, we delivered 90 bottles of arrack to an English boat in payment for the potatoes and squash that they had provided to us. The longboat brought back from shore 102 adzes, six pumpkins and a case of goods for exchange.

From 23 to 24 [Floréal, Year 10, 13-14 May 1802]

Fine weather, cloudy sky, moderate winds to the E¼NE. We worked at making the [illegible] of the newly embarked anchor. It was then put in position at the forward cathead. The chain which was on the port sheet-anchor was unbent. The three black men, Charlot, Jasmin and Jean, were sent ashore by order of the captain. Cloudy sky, a few patchy rain squalls. At daybreak, a boat was sent to the *Lady Nelson* to ask where we could cut wood. At 6.45, the longboat took a working party of 15 men ashore to cut wood and then to draw water, which was brought back on board. At 10 o'clock, an English boat came alongside without the governor's permission; it was sent away at once.

From 24 to 25 [Floréal, Year 10, 14-15 May 1802]

Overcast weather and gusty, moderate ENE winds. The ship's boat went to pick up the officers and returned at 3 o'clock. At 7 o'clock, the longboat returned laden with wood; it was unloaded. The *Géographe's* longboat was placed on its hoists. At 9 o'clock, the longboat arrived and was run out astern. At 6 o'clock, the longboat went to take ashore the work detail

sent to cut wood. During the morning, the cable of the port anchor was unbent and the starboard anchor was secured. The ship's boat went to Sydney Town and the punt took an axe to the work party.

From 25 to 26 [Floréal, Year 10, 15-16 May 1802]

Moderate winds to the north-east, squally weather. At 3 o'clock, the longboat went ashore to pick up the wood and our men; it was back at 4.30. It was immediately unloaded and run astern. The unbent starboard anchor was readied to be cast. The sheets of the mizzen top sail were changed.

At nightfall, our two main masts and the [?] and our ship's boats were unsecured astern and placed on their hoists. At 6 o'clock, the longboat left with the men detailed to cut wood. The mizzen staysail was bent and we received vegetables from shore.

From 26 to 27 [Floréal, Year 10, 16-17 May 1802]

Fresh winds to the north-east, variable to the NNE. Squally weather. In the afternoon, we had continual rain. We received some vegetables from shore. The longboat returned laden with wood; from 8 o'clock to 9.30, wind and rain. At 10 o'clock, it became calm and the winds veered to the NW¼W. During the morning, we struck the tents at the observatory. The sick were allowed to go ashore. We sent to the watering-point to get the remainder of the wood and to fill a few water barrels. Light winds to the WSW.

From 27 to 28 [Floréal, Year 10, 17-18 May 1802]

Fine weather, calm sea. Light westerly winds, variable to the WSW. We worked at stowing the wood in the hold. We checked that our mill would produce nine pounds of flour from 15 pounds of wheat in one-and-a-half hours. At 6 o'clock, the ship's boats were sent ashore; at 8 o'clock, they were back. From 8 o'clock to midnight, hoisted the topsails and got them ready to unfurl. At 1 o'clock, weather overcast and lightning from the south-west to the north-east, rain and thunder. At 3 o'clock, rigged the main topgallant and, at 4 o'clock, hoisted the topsails, which had been [dealt a blow] during the squall, to the masthead. At 4 o'clock, we heard shouts, which seemed to be coming from the small island abeam of which we were anchored but, realising that they were coming from a man swimming, we launched the punt and, after having rowed half a cable's length from the ship we met an English soldier who was trying to reach the ship, probably to desert. He was at once taken on board the *Lady Nelson*. At 5 o'clock in the morning, the pilot came on board. At 5.30, the longboat went to raise the kedge-anchor, but [illegible] having broken, it came back alongside, [and was] embarked as well as the two longboats and the punt. At 7 o'clock, we started to turn [the capstan] on the cable; at 8 o'clock, the anchor came home and it was catted port-side. Moderate south-westerly breeze; at 9 o'clock, turned on the hawser, set the topsails and hoisted the jibs, [the anchor chain] coming up-and-down. At 10.15, broke ground, the moment after, we loosened the foresail and the topgallants. Fished the anchors. At 11.30, rounded South Head, the pilot left and we set course to the SSE until midday. Point of departure at midday on the 28th: latitude 33°55'S, longitude 149°14'E.

From 28 to 29 Floréal, Year 10 18-19 May 1802]

Table

Events, movements etc

Continual rain, overcast squally weather at 1 o'clock; almost still until 3.15, when struck by a squall, and since then a gusty fresh breeze. At 3.20, took in a second reef in the mizzen topsail

and furled the topgallants. The port kedge anchor was secured and the bower anchor on the same side fished. At 4.30, took in the second reef in the topsails, furled the mizzen topsail and the main staysail and unbent the topgallants. The port bower anchor was secured and, at 7 o'clock, we furled the foresail. At 3 o'clock, a man named Bouteiller was found dead; he had been stabbed yesterday. At 5 o'clock in the morning, the hanks of the fore-staysails having failed, we hauled them down to fix them. At 8.30, took in the reefs in the topsails again, the topgallant masts were struck and lashed to the deck, one of the port side and the other on the starboard, their rigging was sent below and secured. At 11 o'clock, hoisted the topsails. We discovered a man who had hidden on board, unbeknown to us, to escape from Port Jackson.

From 29 to 30 Floréal, Year 10 [19-20 May 1802]

Table

Events, movements etc

The weather, overcast at first, cleared, the wind abated gradually and the sea fell. At 2 o'clock, hauled down the main staysail, unfurled the mizzen topsail, boarded the main tack, and hoisted the main stay-sail.

Compass bearings taken at 4 o'clock:

Northern extremity of land bore N.12°W.

Southern extremity of land bore S.29°W.

At 5.45, wore ship after having tried to tack. Fine weather, almost calm.

At 10 o'clock, clewed up the main sail and hauled down all the stay-sails. At 5.30, set all sails and, at 7 o'clock, set the forward starboard-side studding sails. At 11.30, took in the studding sails.

Compass bearings taken at midday:

Land from N.28°W to S.48°W.

From 30 Floréal to 1 Prairial Year 10 [20-21 May 1802]

Table

Events, movements etc

Fine weather, sea running a swell, cloudy sky. At 12.45, struck and clewed up the main topsail to repair it; at 2.15 it was set. A winter staff was put up on the main mast. Light breeze. At midnight, tacked the ship. At daybreak, land in sight. At midday, the land stretched from N.29°W to S.51°W.

From 1 to 2 Prairial, Year 10 [21-22 May 1802]

Table

Events, movements etc

Cloudy sky, moderate wind. At 12.15, tacked the ship and steered close-hauled on the starboard tack. During the watch, wheat was brought up on deck to air it. At 10 o'clock, tacked the ship. At 1 o'clock hoisted the topgallant staysail; fine rain and moderate wind.

From 2 to 3 Prairial, Year 10 [22-23 May 1802]

Table

Events, movements etc

The weather overcast and foggy, calm sea. At 6 o'clock, tacked the ship; fine rain. At 6 o'clock, wore the ship after trying unsuccessfully to tack; light breeze and rain.

From 3 to 4 Prairial, Year 10 [23-24 May 1802]

Table

Events, movements etc

Moderate breeze, rather dark, cloudy sky and almost continual rain. At 4.45, took in the second reef in the mizzen topsail. At 8 o'clock, wore ship on the starboard tack, squally wind and very heavy sea. From 4 o'clock to 8 o'clock, we in turn clewed up the main topsail, took two reefs in and reset, clewed up and furled the main sail, and clewed up and furled fore-mast topsail which had torn. The port bumkin was unshipped by a heavy wave. At 6 o'clock, the weather fined up and we set the main sail and the mizzen topsail. The gaff-halyard was repaired and the bumkin brought on board.

From 4 to 5, Year 10 [Prairial, 24-25 May 1802]

Table

Events, movements etc

Weather overcast, light wind, heavy sea, light rain. At midday, set and hoisted the fore-mast topsail. At 4 o'clock, clewed up the mizzen topsail; finished repairing the port bumkin. At 6 o'clock, went on to the port tack. Heavy sea and fresh breeze. At 3 o'clock, furled the mizzen topsail. At 9.45, wore ship on the starboard tack; at 11 o'clock, set the mizzen topsail.

From 5 to 6 Prairial, Year 10 [25-26 May 1802]

Table

Events, movements etc

Cloudy sky, foggy weather, almost continual rain. Let out a reef in the two topsails; light breeze. At 5 o'clock in the morning, flat calm and the sea running a swell. At 6 o'clock, clewed up the main sail, the ship having lost steerage way.

From 6 to 7, Year 10 [Prairial, 26-27 My 1802]

Table

Events, movements etc

Fine weather, very light winds, the sea running a swell. The booms of the topmast yards were unrigged. At 6 o'clock, the winds swung round to the NNE, but did not stay there long; they steadied to the north-west where they had been previously. Sky overcast, foggy weather, continual rain. At 5.30, close-hauled. Moderate wind.

From 7 to 8 Prairial, Year 10 [27-28 May 1802]

Table

Events, movements etc

Fine weather, calm sea, and light wind, a great deal of lightning in the NNW. At 5 o'clock, set the spanker in place of the mizzen; moderate breeze. At 8 o'clock, [the wind] gradually strengthened and blew fresh and gusty; heavy sea. At 8.30, hauled down the mizzen topmast staysail and took a second reef in the mizzen topsail. At 9 o'clock, hauled down the middle-staysail and the main jib. At 11.45, the weather became overcast, [and] the wind strengthened; hauled down the main staysail and the mizzen-staysail, lowered the topsails, and clewed up the mizzen topsail. At midnight, the main topsail, under the tackles which were hauled up to

take in a reef, was blown from the earring by the wind. It was clewed up at once, and unrigged and put on the main topmast; the sailmakers began repairing it but, the strength of the wind having prevented them from keeping the necessary light, the topsail was sent down into the ward-room to finish the repairs [illegible]. At 11 o'clock, we sounded the well, having made 13 [illegible] since 6 o'clock in the morning [illegible].

From 8 to 9 Prairial, Year 10 [28-29 May 1802]

Table

Events, movements etc

Squally weather, heavy sea, strong wind. The main topsail was bent at 12.30 and hoisted, with the first reef taken in. At 4.30, struck the topsails and took in the second reef, hauled down the mizzen staysail and clewed up the mizzen. Sighted several patches of wrack; squally weather, accompanied by rain. At 8.10, hoisted the topsails and at 10.45, during a squall, they were put on the mast head and hoisted again at 11.15. At daybreak, the weather fined up; the port bumkin was unshipped because the bolts, having been twisted, broke. At 7.30, we sounded the well [which] showed 11 inches. At 10 o'clock, set all sail; fine weather, heavy sea.

From 9 to 10 Prairial, Year 10 [29-30 May 1802]

Table

Events, movements etc

Fine weather, heavy sea and light wind. At 6 o'clock, wore ship. At 9 o'clock, clewed up the main sail and the foresail; the latter having been torn by the kedge anchor, the sailmakers repaired it immediately. At 6.30, wore ship and set all sails; fine weather, cloudy sky, calm sea and moderate breeze. At 8.15, let out the second reef in the three topsails and rigged the forward starboard studding-sails; hauled down the studding-sails at 10 o'clock.

From 10 to 11 Prairial, Year 10 [30-31 May 1802]

Table

Events, movements etc

Cloudy sky, sea running a swell, moderate winds. At 6 o'clock, the winds having swung to the SSW, we went on to the port tack, but the wind dropped.

From 11 to 12 Prairial, Year 10 [31 May-1 June 1802]

Table

Events, movements etc

Rather fine weather, squally at times, cloudy sky and moderate wind. At 5 o'clock, took in the second reef in the mizzen topsail. At 6 o'clock, tacked the ship. At midnight, the ship not holding the wind well, we hauled down the main jib. At 9 o'clock, tacked the ship.

From 12 to 13 Prairial, Year 10 [1-2 June 1802]

Table

Events, movements etc

Fine weather, very light winds. At 1.30, tacked the ship; at 4 o'clock, pumped out the 16 inches of water that the gauge rod showed. At 10 o'clock, the wind rose; we let fall the foresail and rigged the starboard studding-sails. At 10.30, we started on course SW $\frac{1}{4}$ S.

From 13 to 14 Prairial, Year 10 [2-3 June 1802]

Table

Events, movements etc

A fresh breeze, fine weather and cloudy sky. At 1.30, let go the main sail and hauled its leeward corner aft. At 3 o'clock, hauled down the studding-sails and set the main jib at half-mast. At daybreak, hauled down the main jib and set the lower studding-sail. At 7 o'clock, during a luff, this studding-sail was taken aback and, when being refilled with wind, the bridle broke; it was fixed again at once. At 8 o'clock, all the studding-sails were taken in.

From 14 to 15 Prairial, Year 10 [3-4 June 1802]

Table

Events, movements etc

Overcast weather, heavy sea, and fresh breeze. At 3.30, set course to the SW $\frac{1}{4}$ W. At 5 o'clock, took in a reef in the main topsail. A moment after, noticing that it had become undone a little below the tabling, it was clewed up so that it could be repaired; it was set at 5.30; at 7 o'clock, it was hauled down and furled. At 7.30 in the morning, 13 inches of water were pumped out.

From 15 to 16 Prairial, Year 10 [4-5 June 1802]

Table

Events, movements etc

Fine weather, cloudy sky, moderate winds, the sea running a swell. At 5 o'clock in the evening, the winds having drawn southerly, we steered close-hauled. The wind moderate with gusts and patchy light rain.

From 16 to 17 Prairial, Year 10 [5-6 June 1802]

Table

Events, movements etc

Fine weather, smooth sea, light wind. At 12.15, we put the ship on the opposite tack. Towards 2 o'clock, the weather being overcast and the sea having become heavy, we hauled down the middle-staysail, the main jib and the mizzen top staysail. Strong gusty winds, the sea very heavy. At 4.15, wore ship on to the port tack. The foresail not having been clewed up, when we were hauling aboard the tack of this sail, the ship caused it to tear at its leeward corner. The courses were furled and the foresail unbent. At 4.30 [illegible] the main stay-sail and the mizzen stay-sail were set and the mizzen was set at 7 o'clock.

From 17 to 18 Prairial, Year 10 [6-7 June 1802]

Table

Events, movements etc

Light breeze, overcast squally weather. At 4 o'clock, pumped out 17 inches of water. At 8.10, tacked the ship and went on to the starboard tack. At 11 o'clock, pumped out 11 inches of water [and], at 3 o'clock in the morning, pumped out 13 inches of water. At 7 o'clock, 20 inches [were pumped out]; weather overcast, moderate wind, the sea running a heavy swell. Mahulot, gunner, received 15 lashes for striking the 2nd master gunner.

From 18 to 19 Prairial, Year 10 [7-8 June 1802]

Table

Events, movements etc

Overcast sky, heavy sea, moderate wind. At 4 o'clock, pumped 16 inches of water from the hold. The wind still freshening, with sharp gusts. At 4 o'clock, the pump cleared 18 inches. At 4.30, furled the mizzen topsail. The halyard of the inner jib having parted, the rings were carried away by the wind and the jib torn; it was unrigged at once. At 7.30, 12 inches of water were cleared by the pump. At 8.20, clewed up the main topsail to repair its port sheet, one of whose strands had parted. We provisionally repaired its [...], which was rotted; at 10 o'clock, while setting it, its bunt was torn. It was clewed up at once, and the sailmakers repaired it. Loosened the mizzen topsail but, the wind continuing to freshen, it was furled again. At 11 o'clock, pumped out 20 inches [of water]. We busied ourselves in bending another jib.

From 19 to 20 Prairial, Year 10 [8-9 June 1802]

Table

Events, movements etc

Squally weather, strong wind. At midday, the tack of the mainsail parted during a gust of wind and it was torn, in spite of the promptness with which it was clewed up. It was furled at once and unbent. At 1 o'clock, the captain had all the officers assembled in the ward room to take advice about what should be done in the position in which we found ourselves. There were only 35 days' of full rations left and, by putting the crew on half-rations, could it be hoped to reach Mauritius in 74 days? It was [word missing] that we would call at Port Jackson and, in consequence, at 2.15, after having taken a reef in and set the main topsail, we set course ENE and, soon after, NE $\frac{1}{4}$ E. At about 6 o'clock, the weather fined up. At 4 o'clock in the morning, pumped 12 inches of water from the hold. Cloudy sky, the sea a little heavy. At 7 o'clock [...] inches of water [illegible] from the hold. Put the ship under bare poles during the morning.

From 20 to 21 Prairial, Year 10 [9-10 June 1802]

Table

Events, movements etc

Fine weather, a few clouds and a light breeze. Sea running a swell. At 6 o'clock, bent a main sail and let fall the windward corner. At 11.30, pumped out 12 inches of water from the hold. Squally weather with rain. At 3.30, pumped 10 inches of water from the hold. Light south-westerly breeze.

From 21 to 22 Prairial, Year 10 [10-11 June 1802]

Table

Events, movements etc

Fine weather, almost calm. At 12.30, hauled down the studding-sails and set the spanker and the mizzen staysail. At 6 o'clock, the weather became overcast and, at 7.30, we were in irons and went on to the port tack. The wind almost still, a little rain. At 11 o'clock, pumped 12 inches of water from the hold. At 4 o'clock, pumped dry. At 8.30, tacked the ship and went on

to the starboard tack. At 10.30, clewed up the main sail and hauled down the mizzen staysail and the spanker. Light rain towards the end of the watch. Pumped out 16 inches [of water].

From 22 to 23 Prairial, Year 10 [11-12 June 1802]

Table

Events, movements etc

Fine weather, calm; the spanker was unriggered. At 5 o'clock, the winds having failed us, we changed tack and clewed up the courses and hauled down the staysails. Fine weather, light winds.

From 23 to 24 Prairial, Year 10 [12-13 June 1802]

Table

Events, movements

Fine weather, calm sea, cloudy sky. At 3.30, pumped 12 inches of water from the hold. At 5.40, tacked the ship. At 11 o'clock, pumped out 70 [sic] inches; at 7 o'clock in the morning, pumped out 8 inches [of water]; at 8.30, tacked the ship; at 11.30, pumped out 9 inches.

From 24 to 25 Prairial, Year 10 [13-14 June 1802]

Table

Events, movements etc

Fine weather, moderate wind, cloudy sky. At 8.30, tacked the ship under topsails only but, at the moment when changing the sails simultaneously, the winds from the ENE veered to the SE $\frac{1}{4}$ E. We then went on to the port tack by wearing ship, the wind on the sails. Fine squally weather with a little rain and not giving much wind. The squalls were followed by a flat calm, which did not last more than 10 minutes, the winds being unsteady. At 3.20 in the morning, pumped out 10 inches of water from the hold; at 2 o'clock, tacked the ship on the starboard tack. Cloudy sky, calm sea and frequent rain.

From 25 to 26 Prairial, Year 10 [14-15 June 1802]

Table

Events, movements etc

Squally weather with rain, cloudy sky, heavy sea and moderate wind. At 4 o'clock, pumped out 12 inches [of water]; the same at 11.30. Moderate, gusty wind. At 3.30, pumped out 10 inches of water.

From 26 to 27 Prairial, Year 10 [15-16 June 1802]

Table

Events, movements etc

Squally weather, overcast sky, fresh wind. At 4 o'clock, hauled down the main staysail and the spanker and took in a reef in the mizzen topsail. At 5 o'clock, took in the second reef in the topsails. At 6 o'clock, wore the ship on the port tack. Fresh gusty wind. At 11.30, pumped out 11 inches [of water]. At 2 o'clock, light rain and at 4 o'clock, pumped out 12 inches [of water]. At 6 o'clock, wore ship, on the starboard tack. At 7 o'clock, pumped out 12 inches [of water].

From 27 to 28 Prairial, Year 10 [16-17 June 1802]*Table**Events, movements etc*

Squally weather, cloudy sky, gusty wind, rough sea. At 3.30, pumped out 14 inches [of water]; sighted Van Diemen's Land. At 4.45, tacked the ship; one could then see the land stretching to the east, but the sea prevented seeing where it ended. At 8.15, hoisted the mizzen topsail. At 11.30 pumped out 14 inches [of water]; at 4.30 in the morning, wore ship and at 7 o'clock, pumped out 20 inches.

From 28 to 29 Prairial, Year 10 [17-18 June 1802]*Table**Events, movements etc*

Cloudy weather, heavy sea and fresh breeze. At 5.10, wore ship on the port tack, hauled down and furled the main staysail; at 11.30, pumped the ship dry. At 2 o'clock, wore ship and went on to the starboard tack. At 3.30, pumped the ship dry. At 4 o'clock, let out a reef in the topsails and set the main and middle staysails, the mizzen top staysail, and the spanker. Weather overcast and moderate wind. Fine weather, light winds, patchy rain. Rigged out the jib-boom and pumped out 14 inches [of water]. At 11.30 sighted several whales.

From 29 to 30 Prairial, Year 10 [18-19 June 1802]*Table**Events, movements etc*

Squally weather, cloudy sky. At 3 o'clock, sighted land [illegible] bearing N $\frac{1}{4}$ NE, six or eight leagues distant. It stretched only from North to NNE. At 4.10, course being E $\frac{1}{4}$ SE, we tried to tack the ship, but the winds having swung aft as we turned, we missed stays and the course SE was then given. We then wore ship and stood to the West and W $\frac{1}{4}$ SW. At 8 o'clock, wore ship, after having missed head to wind. At 11 o'clock, pumped out 15 inches [of water]; moderate wind and frequent rain. At 6.30, the winds having drawn ahead, we sailed close-hauled. At 8 o'clock, pumped out 17 inches; at 8 o'clock, set the three studding-sails. They were taken in at 10.30; at 11 o'clock pumped the ship dry.

From 30 Prairial to 1 Messidor, Year 10 [19-20 June 1802]*Table**Events, movements etc*

Fine weather, calm sea, moderate wind, with calm patches. At 3.30, pumped out 18 inches [of water]. At 6 o'clock, set course NE; at 11.30, rigged out the booms and bent the port staysails; pumped out the ship. Took in the after topmast studding-sail, its tack having parted. At midnight, took in the starboard studding-sails and set the port ones. At 1 o'clock, hoisted the main staysail. At 3.30, pumped out six inches [of water]. Cloudy sky, squally weather and fresh breeze. At 6.30, land was sighted in different areas, from the WSW to WNW.

Compass bearings taken at 8 o'clock:

Southern extremity of land visible bearing W.5°S.

Its northern extremity visible bearing W.86°N.

At midday, Maria Island bore W.4°N.

Light winds.

From 1 to 2 Messidor, Year 10 [20-21 June 1802]

Table

Events, movements etc

Fine weather, calm sea, moderate wind. At midday, hauled aboard the tack of the main-jib at the end of the boom and set the mizzen topmast staysail, the spanker, mizzen staysail, and the middle staysail and set the forward topmast studding-sail.

Compass bearings taken at 4 o'clock:

Middle of Maria Island bearing W.25°S.

The southern tip of Schouten Land W.10°S.

Its northern tip bearing W.13°N.

At 4 o'clock, took in the fore topmast studding-sail. At 7 o'clock, set the topmast studding-sails. At 5 o'clock in the morning, took in the studding-sails. At 7 o'clock, pumped out 14 inches [of water]. At 8 o'clock, sighted land (from aloft) bearing from NW¼N to SSW. At midday, there was land to the west as far as the eye could see.

From 2 to 3 Messidor, Year 10 [21-22 June 1802]

Table

Events, movements etc

Fine weather, cloudy sky, calm sea. The wind, at first moderate, strengthened [illegible] and gradually blew more strongly, becoming fresh and gusty. At 11 o'clock, pumped out 11 inches [of water]; at 3 o'clock, 16 inches were pumped out. Squally weather with strong gusty winds. At 6 o'clock, sighted land to the north-west; at 8 o'clock, it extended as far as N¼NE. At 8 o'clock, we took in the reefs in the topsails.

Compass bearings taken at midday:

Northern extremity of land bore N.15°W.

Its southern extremity bore S.44°W.

From 3 to 4 Messidor, Year 10 [22-23 June 1802]

Table

Events, movements etc

Fine weather, calm sea, moderate winds; all sail set, on course N½W. At 3.50, raised the main tack. Land in sight during the whole watch. At 6.30, sighted a fire abeam the ship. At 11 o'clock, pumped out 16 inches [of water].

Compass readings taken at 8 o'clock:

Northern extremity bore N.20°W.

Southern extremity bore S.21°W.

At midday, the land stretched from S.39°W to N.5°W.

From 4 to 5 Messidor, Year 10 [23-24 June 1802]

Table

Events, movements etc

Fine weather, calm sea, almost still. At 12.30, set the starboard studding-sails and took in the port ones. At 2 o'clock, took in the studding-sails; at 2.30, steered close-hauled. At 3 o'clock, wore the ship on the port tack.

Compass bearings taken at 4 o'clock:

Long Nose bore N.6°W

Jervis Bay bore N.18°W.

The Dovecote bore S.67°W.

South Point bore S.27°W.

At 2 o'clock, went on to the starboard tack. At daybreak, we sighted a ship running on the port tack. We immediately hoisted our colours but we could not make out if she was flying a flag.

Compass bearings taken at 8 o'clock:

The Dovecote bore W.36°S.

Land in sight from W.41°S to W.62°N.

At 8 o'clock, tacked the ship. Hauled down the main staysail to repair it. At 9 o'clock, we hoisted it and took in a second reef in the mizzen topsail. At 9 o'clock, the ship sighted, being abeam and on the opposite course, was recognised as a three-master; we hoisted our colours and it was still in sight.

From 5 to 6 Messidor, Year 10 [24-25 June 1802]

Table

Events, movements etc

Fine weather, moderate breeze, and calm sea. At 2 o'clock, chapeled the ship on the starboard tack. At 6.15, tacked the ship, land about four leagues distant. Cloudy sky, heavy sea and fresh wind. At 2 o'clock in the morning, tacked the ship and, at 5.30, pumped out the ship. The wind still fresh. At 7.30, pumped out 15 inches [of water]. At 11 o'clock, sighted land stretching from West to NW¹/₄W; pumped out 12 inches [of water].

From 6 to 7 Messidor, Year 10 [25-26 June 1802]

Table

Events, movements etc

Fresh breeze, cloudy sky, calm sea. At 1 o'clock, wore ship after having missed stays three times. At 6 o'clock, wore ship. At 9 o'clock, tacked the ship; from 10 o'clock onwards, rain and still periods. At 11.30, pumped the ship dry. Weather overcast, continual rain and light breeze. At 3 o'clock wore ship on the starboard tack, not being able to tack. At 5 o'clock, wore ship; fresh breeze, cloudy sky, land in sight but very hazy. From 8 o'clock to 9 o'clock, clewed up the sails in turn, and hauled in the main jib and the topmast staysail. At 9 o'clock, wore ship.

From 7 to 8 Messidor, Year 10 [26-27 June 1802]

Table

Events, movements etc

Fine weather, rather calm sea and moderate wind. Clewed up the fore-mast topsail to repair it. At 4 o'clock, wore ship. At 4 o'clock, set the fore-mast topsail. Hoisted the mizzen topsail and the fore-mast topsail, set all sails and, at 8 o'clock, wore ship. At 6 o'clock, we thought we sighted a ship, bearing SSW of us. Fresh breeze, heavy sea, occasional calm periods. At 11 o'clock, pumped out 15 inches [of water]. At 1.30, tacked the ship; at 3 o'clock, pumped out 10 inches. At 7 o'clock, land in sight from the south-west to the north-west; prepared the port anchor for casting. At 9 o'clock, we bore away to the west, at 10 o'clock to the north-west, and at 10.15, hove-to.

From 8 to 9 Messidor, Year 10 [27-28 June 1802]

Table

Events, movements etc

Fine weather, calm sea, moderate breeze. from midday onward, we sailed along the coast, with as much sail set as possible. At 4 o'clock, clewed up the main sail and hauled down the main staysail and the middle staysail.

Compass bearings taken at 5.30:

Port Jackson tower bore W½S.

The lighthouse, at 6.30, bore WSW; at 7 o'clock, it bore WSW.

At 9 o'clock, tacked the ship. At 11 o'clock, the light at the entrance to Port Jackson bore WSW. At midnight, tacked the ship and, at 3 o'clock, wore ship on the port tack. At 3.40, hove-to on the starboard tack. At 4 o'clock, hauled aboard the tack of the mizzen topsail and the main topsail at half-mast; because of a squall, remained hove-to until 7 o'clock, when we filled the sails to close the land but, a half-hour later, hove-to again. At 8 o'clock, filled the main topsail and hauled aboard the tacks of the courses. The mizzen topsail, furled during a squall, was set and hoisted at 9.30.

Bearings at the anchorage:

Bradley's Head bore S.25°W.

North Head bore N.65°E.

South Head bore E35 S.

Camp Cove bore E.65°S.

Middle Head bore W.53°N.

[In the margin] **At anchor**

From 9 to 10 Messidor, Year 10 [28-29 June 1802]

Fine weather, moderate south-easterly breeze, variable to the SSE. At 12.30, the *Géographe's* boat was launched and, at 1 o'clock, it left for Sydney Cove with Citizen Freycinet. At 2 o'clock, got the topsails ready to unfurl, and turned [the capstan] on the cable. When it was up-and-down we dragged our anchor and ran out up to 60 fathoms of cable. The topsails were struck and furled, and the yards braced up sharp. At 5 o'clock, dropped the starboard anchor and cast the sheet-anchor. At 11.30, pumped out the ship; weather overcast and a squally, gusty fresh breeze. Launched the ship's boat; in wanting to do the same with the longboat, the strop of one of the guy-tackles parted and the longboat then pitched [forward], damaging its stern-post and keel. It was then put on its chocks. At 10 o'clock, sent the ship's boat over to the *Géographe*.

From 10 to 11 Messidor, Year 10 [29-30 June 1802]

Strong SSE winds, variable to the south and SSW, patchy rain and cloudy sky. At 7 o'clock in the morning, the winds swung to the WSW. A towing line of six small cables was embarked in the *Géographe's* longboat. At 8 o'clock, hauled taut the starboard cable which was found to be cut; at 9.30, lowered the cut cable into the hold, took in the slack of the small cable and ran out the necessary length of the large cable.

From 11 to 12 Messidor, Year 10 [30 June – 1 July 1802]

Strong south-westerly and SSW wind, the sea running a swell. At 5.30, a lull in the wind and the weather fined up. We started to heave in our cable and stoppered the hawser. At 6 o'clock, the wind being inconsistent, we ran out some cable. At 11.30, sighted a boat under Middle Head and hailed it; it answered that it was coming alongside. It came up to the longboat and the ship's boat which were run out astern; struck its sails and oars to come alongside; seeing

much [illegible] astern, she set sail and steered away before the wind. We immediately lost sight of her; at the same time, a rocket was launched in the direction of our kedge-anchor. At 12.45, the longboat left under the command of Citizen Breton; it was back at 2 o'clock. At 2.30, rang the bell to give lunch to the crew. At 5 o'clock, we started to heave at the capstan to bring in our bower anchor with our big machine. At 8 o'clock, the anchor was aweigh. At 8.30, we stopped heaving in the cable of the kedge-anchor and dropped the port anchor, running out 30 fathoms of cable, after which we cast the starboard anchor and ran out the two cables, so as to have 72 fathoms of warp on the port side and 35 on the starboard. The *Géographe*'s boat arrived at 11.30.

From 12 to 13 Messidor [Year 10, 1-2 July 1802]

Dark, cloudy sky, moderate breeze. At 3.30, the *Géographe*'s boat set out with persons named Casimir and Frédéric. At 9 o'clock, pumped the ship dry and at 11 o'clock embarked the longboat and secured it on the gratings, fitted a boom to starboard. At midday, the *Géographe*'s jolly boat arrived alongside with several officers.

From 13 to 14 [Messidor, Year 10, 2-3 July 1802]

Fine weather, light breeze. The southerly winds veered to the S $\frac{1}{4}$ SE and, shortly after, to the SSW and W. At 3 o'clock, turned to starboard. At 4 o'clock, the anchor was aweigh: we started to turn to port; as soon as the anchor was aweigh, we heaved on the kedge-anchor. When this latter was up-and-down, we dropped the starboard anchor. We ran out a warp of six hawsers. At 8.30, the longboat brought the end of the warp on board; the hawsers were hauled taut. At 5 o'clock, started heaving in the starboard anchor; at 8 o'clock, it was aweigh; started heaving on the hawser.

[In the margin] **At anchor in Sydney Cove**

From 14 to 15 [Messidor, Year 10, 3-4 July 1802]

Fine weather, calm sea, almost no wind. At midday, a light north-easterly breeze; we heaved on our kedge-anchor, which was aweigh at 12.30. We then set sail under topsails, the foresail, the inner jib, the staysails and the spanker to go to the anchorage in Sydney Cove. At 2.10, clewed up and furled our sails and dropped our port anchor [illegible] in 10 fathoms of water [with] a muddy bottom, to the north of the *Géographe*, working at once to [illegible]. At 5 o'clock, we had finished mooring. Calm for the remainder of the day; at 3 o'clock, a light WNW breeze, with much lightning to the north-east. At 8 o'clock, heaved on the port cable so as to keep only 55 fathoms and ran out some hawser. The jolly boat and the punt were despatched under the command of the boatswain to drag for the anchor that we had left at our first mooring place.

From 15 to 16 [Messidor, Year 10, 4-5 July 1802]

Fine weather, calm sea, moderate southerly wind to the SSW. We struck our lower yards and cabled our topmasts. The boats which had gone to drag for our anchor returned without having been able to do anything. Light westerly wind. At daybreak, the jolly boat was sent again to drag for our anchor. At 7 o'clock in the morning, the punt went ashore to pick up vegetables; it returned without any. During the morning, we unrigged all the sails.

From 16 to 17 [Messidor, Year 10, 5-6 July 1802]

Fine weather, strong winds from the SSW, south and south-west. The running and standing rigging was unroved. The punt went ashore to pick up bread; it was back at 4 o'clock. At 6.30, the punt shoved off under the command of the captain; it returned at 1.40 in the

morning. From 4 o'clock to 8 o'clock in the morning, overcast weather and light rain. Work continued on the unrigging and repair of the longboat.

From 17 to 18 [Messidor, Year 10, 6-7 July 1802]

Overcast weather and fine rain, moderate south-westerly winds, variable to the west. During the morning, the cables were put in the hold; we kept only the inboard end on deck. The winds veered to WNW. At 3.30, an English ship, coming from Europe with prisoners, entered the harbour. At 2 o'clock in the morning, the jolly boat and the punt were sent under the command of the boatswain to drag for the anchor left at our first mooring position. Almost no wind; the ship's boat was launched and was sent to set up the tents for the observatory.

From 18 to 19 [Messidor, Year 10, 7-8 July 1802]

Fine weather, calm. We continued working on board. At 7.10, the ship's boat was despatched under the command of the captain and returned at 8 o'clock. The two boats which had been dragging for the anchor returned at 8 o'clock; they were put on their hoists. Weather overcast and foggy, light north-westerly winds, variable to the west. At 4 o'clock, the jolly boat and the punt left to drag for the anchor. A work detail of 20 men was sent to the *Géographe*. At 5 o'clock in the morning the longboat went to Sydney to fetch bread and vegetables. The commander came on board. At midday, the captain went ashore.

From 19 to 20 [Messidor, Year 10, 8-9 July 1802]

Fine weather, flat calm. At 8 o'clock, the jolly boat and the punt were back; they were put on their hoists. Fine weather, moderate westerly winds, variable to the WSW. At 6 o'clock, we went to put six coils of rope on board the *Lady Nelson*. The ship's boat went to carry the working party on board the *Géographe*. At 9 o'clock received two cables, three hawsers and one buoy-rope from the *Géographe*.

From 20 to 21 [Messidor, Year 10, 9-10 July 1802]

Fine weather, fresh westerly winds, variable to the WSW. An American ship entered [port] during the afternoon; we sent the working party on board the *Géographe*, which sent us two cables and 72 coils of running rigging. Light winds from WNW to W¹/₄NW. During the morning we received seven cannon and two anchor chains from the *Géographe*.

From 21 to 22 [Messidor, Year 10, 10-11 July 1802]

Fine weather, light winds from the WSW. We received from the *Géographe* 30 barrels of gunpowder weighing 100 [?], two bower anchors, three anchor chains, several bundles of iron bars, and some pig iron. At 7 o'clock, three men were sent to stand watch at the *Géographe*'s tent near the watering point. At 4 o'clock in the morning, we went to fetch them. At 6 o'clock, the working party went on board the *Géographe*. We received from the *Géographe* 800 pigs of iron, weighing 100 [?], 21 coils of running rigging, six backstays, the rigging for two topmasts, iron bars, some swivel-guns, and pulleys for the clews of the courses. At 10 o'clock, the captain set out in the ship's boat. Fresh winds to the west.

From 22 to 23 [Messidor, Year 10, 11-12 July 1802]

Fine weather, fresh westerly winds, variable to the WNW. At 4 o'clock, sent our longboat to the *Géographe* with four hawsers and a kedge-anchor. At 7 o'clock, three men were sent to the watering point. At 8 o'clock [illegible] put the jolly boats and the punt on their hoists. Dark weather, light westerly winds, variable to the WSW. At 5 o'clock sent to pick up the men at the watering point. At 6 o'clock, the longboat and the jolly boat left with the working

party for the *Géographe*. At 10.30, the end of the hawser bent on to the *Géographe*'s two cables was received on board.

From 23 to 24 [Messidor, Year 10, 12-13 July 1802]

Fine weather, almost calm. During the afternoon, we sent ashore six foot hook plates, one broken bell, a copper pump pipe and six soles, [illegible] made of copper. We received from the *Géographe* [illegible] to replace ours. Fine weather, calm sea, light westerly [illegible] to the WNW. At 6 o'clock in the morning, sent the working party to the *Géographe*.

From 24 to 25 [Messidor, Year 10, 13-14 July 1802]

Fine weather, light westerly winds. About 7 o'clock in the evening, the longboat and the jolly boat were sent off under the command of the captain and the officers; they were back at 8 o'clock. The longboat brought the working party which was on the *Géographe*. Three men were sent to the tent. Light winds to the WNW. At 4 o'clock in the morning, went to pick up the men who were at the tent. The longboat and ten men went to the *Géographe*. The punt went to fetch bread; six men were sent to cut wood.

From 25 to 26 [Messidor, Year 10, 14-15 July 1802]

Fine weather, calm sea, light westerly winds, almost still. At 7 o'clock, the men on the wood-gathering detail returned on board the *Géographe*. At 6 o'clock in the morning, the English pilot came on board. At 6.30, the longboat was sent with a ten-man detail for the *Géographe*. The longboat and the jolly boat were sent to drag for our anchor lost at the first anchorage. Six men were sent ashore to cut wood. At 11 o'clock, the stores boat brought on board a man named Houville, who had been missing for several days.

From 26 to 27 [Messidor, Year 10, 14-15 July 1802]

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From 1 to 2 [Thermidor, Year 10, 20-21 July 1802]

Fine weather during the afternoon, flat calm. At 6.30, the longboat returned with the men of the work detail. At 7 o'clock, sent the ship's boat and the jolly boat ashore, the first under the command of the staff [and] the second that of the captain. The members of the jury returned in the ship's boat. The punt went to pick up the woodcutters; it was hoisted in upon its return. During the night and morning, the same weather, flat calm. At 6 o'clock, sent a work detail of five men to cut wood. The longboat was sent under the command of Citizen Milius, and a work detail of 15 men for the *Géographe* left in the longboat; during the morning the jolly boat brought wood, which was put in the gunroom. The members of the jury left at 9 o'clock.

From 2 to 3 Thermidor [Year 10, 21-22 July 1802]

During the afternoon, moderate southerly breeze. Our longboat which was towing a raft ashore let it go, not being able to reach [illegible]. During the night the wind eased; at daybreak, it was [illegible] to the WSW. We unshipped the [illegible] rudder and put our boom to port. The raft, made up of seven casks, was sent ashore; following the captain's orders, we started clearing away the planks. The following ships left harbour: the *Investigator* and *Lady Nelson*, survey vessel, Captain Flinders [illegible], the *Coromandel*, an English three-masted ship, and the *Arthur*, of Providence, an American ship.

From 3 to 4 Thermidor, Year 10 [22-23 July 1802]

Fine weather during the afternoon [and] a moderate southerly breeze, which slackened at nightfall. The captain's boat took his belongings ashore. A rudder shaft was sent to the *Casuarina*. The harbour-master, Mr Harris, brought a box for Monsieur S^t Cricq. At nightfall, the punt was sent to pick up the wood-cutting detail and the longboat was sent back under the command of the officers. The jolly boat and the punt were put on their hoists. The longboat arrived from the *Géographe* [illegible] detail, the man named Fabes had remained ashore. At 8.30, the longboat arrived. At 5.30, the bell was rung and the crew sent to eat. The jolly boat was despatched under the command of the captain: sent off the wood-cutting detail and a man to the watering-point. Cleared four turns of the cable. By order of the captain, Citizen Le Tiers, chief helmsman, is confined to the ship for 15 days. The captain came on board; the punt was sent to pick up rations and the longboat and a ten-man work party [was sent] to the *Géographe*. At 9 o'clock, the captain left in his boat; he took an azimuth compass and a barometer for the *Casuarina* and 112 flower pots for the *Géographe*. The longboat took some wood, a table and two cases to the observatory and some wood and an axe to the captain's quarters. Fine weather during the morning, moderate westerly wind, variable to the WSW; at about 10 o'clock, a schooner left port.

From 4 to 5 Thermid[illegible], [Year 10, 23-24 July 1802]

Fine weather, moderate breeze [illegible] up to 8 o'clock. The jolly boat brought back a barrel of bacon and another of corned beef. At nightfall, sent to pick up the woodcutting party. The longboat returned at 6.30; at 9 o'clock, hoisted the jolly boat and the punt on their tackles. During the night, the wind was from the south-west to the west. Overcast day, a few drops of rain. At 9 o'clock, very fine weather, moderate westerly wind, variable to the WSW. At 6 o'clock, sent the jolly boat under the command of the captain and the longboat to the *Géographe* with the working party. Put men ashore for wood. The boat [illegible] for rations handed over three casks sawn in two at the commander's quarters. At 7 o'clock, the captain came on board [and] left again at 8 o'clock. During the day, cleared away some planks for the *Casuarina*.

From 5 to 6 [Thermidor, Year 10, 24-25 July 1802]

During the afternoon, moderate winds from the SSW. We worked at clearing out the planks from the hold. During the night, the mill broke, the wind almost still. At daybreak, light winds to the WSW. The working parties left as usual; we went to fetch vegetables, and four bolts of canvas were [illegible] ashore for the *Casuarina*.

From 6 to 7 Thermidor, Year 10 [25-26 July 1802]

During the afternoon, fine weather, calm. We finished getting out the planks, the captain's boat left. At nightfall, sent to pick up the woodcutting party and then sent the punt to Sydney. The longboat arrived from the *Géographe* with the working party; the captain's boat and the punt arrived and were put on their hoists.

[***** intervening entries missing in transcript*****]

From 26 to 27 Brumaire, Year 11 [17-18 November 1802]

Table

Events, movements and observations

At 1 o'clock, the commander summoned, by three successive cannon shots, the *Casuarina*, which was moored at the entrance. As soon as the latter had got under way, he passed on the weather gauge to go and demand satisfaction from the governor for the insult made to us by

seizing, from his boat, two Englishmen whom he was sending ashore; he returned at 7.30. At 2.30 in the morning, the wind moderated, we heaved short apeak; at 4.30, we hoisted our topsails, as did the *Géographe*, the *Casuarina*, the *Fanny*, an American ship, and an English sloop. At 5.30, raised the anchor and got under way. At 6.30, being beyond the heads, the pilot departed and we steered for the open sea. At 7.30, the wind freshened a little to the south. Weather overcast and a heavy horizon. At 8.30, took in a reef in the mizzen topsail; at 9 o'clock, clewed up, furled and unriggered the topgallants. At 9.30, took in the first reef in the topsails. At 10.30, hauled down and furled the main jib, the middle staysail, the main staysail and the mizzen top staysail. At the same time, took in a second reef in the mizzen topsail and left it [illegible]. At 11.50, the com[illegible] signalled [illegible].

From 27 to 28 Brumaire, Year 11 [18-19 November 1802]

Table

Events, movements etc

Overcast weather, fresh winds, heavy sea, rain and storm. At midday, bore up to join the commander; at 1 o'clock, kept close hauled and furled the main sail. At 2 o'clock, took in the second reef in the mizzen topsail and topsails, and furled the mizzen topsail. At 3 o'clock, wore ship. At 6 o'clock, furled the fore topsail and set the mizzen. At 7 o'clock, the *Casuarina* bore S.5°W. At 7.30, the *Géographe* bore WSW; soon afterwards, we lost sight of her. At 8 o'clock, we hoisted a lantern to the gaff, which we kept there all through the watch. At 4.25, wore ship on the port tack. At 5.30, wore ship on the starboard tack. At 7.10, the commander having tacked, we also went about. At 9 o'clock, let out the second reef in the topsails and rigged the topgallants; land in sight from the west to the south-west.

From 28 to 29 Brumaire, Year 11 [19-20 November 1802]

Table

Events, movements etc

Cloudy weather, the sea running less of a swell. At 3 o'clock, passed astern of the *Géographe* and received the order to steer to the south, if the winds permitted. From 4 o'clock to 5 o'clock, set the mizzen topsail on the mast to await the *Géographe* and the *Casuarina*. At 6 o'clock, the *Géographe* was very close to us to leeward and, during the night, the commander set a lantern at intervals to mark his position for the *Casuarina*. At 4 o'clock, set the topgallants to keep up with the commander. At 4.30, set the port fore topmast studding-sail; at 5.30 took it in, land in sight. At 6 o'clock, sighted a sail to the south-west; at 7 o'clock, it was recognised as a schooner. The *Géographe* hove-to and sent a boat alongside. From 9 o'clock to 10 o'clock, furled in succession, the topgallants, the mizzen topsail, the mizzen, and lowered the topsails to half-mast. At midday, the ships were about 5 miles astern. Land about 6 leagues distant.

From 29 to 30 Brumaire, Year 11 [20-21 November 1802]

Table

Events, movements

Fine weather, calm sea, moderate wind. We kept the topsails on the cap to await our accompanying ships; at 6 o'clock, the *Géographe* was slightly ahead of us and the *Casuarina* astern. At 6.45, clewed up and furled the mizzen and the fore topsail. At 6.50, hove to under the fore topsail and the mizzen staysail to await the *Géographe* and the *Casuarina*. Thirty minutes later we got under way. At 12.30 set the mizzen topsail and the main topsail. At 2

o'clock, steered close-hauled and set more sail to reach the *Géographe*, two miles away to the north-west. At 6 o'clock, having hauled ahead of the detachment, we clewed up and furled the main sail. At 9 o'clock, wore ship and joined the commander. Land ahead of us and the *Géographe* a distance away.

From 30 Brumaire to 1 Frimaire Year 11 [21-22 November 1802]

Table

Events, movements

Weather overcast, dark horizon, heavy sea, fresh breeze. At the beginning of the watch, took in the second reef in the mizzen topsail and, soon after, set the spanker. At 1.55, wore ship. The strop of the sheet-block of the mizzen topsail having broken, the sail was clewed up and furled to repair the damage, hove-to with the main topsail lowered. At 3 o'clock, filled the sails and set the spanker. At 5.30, the strop of the gaff double-block having broken, the spanker was hauled down and furled, and the mizzen top staysail set. At 6.30, wore ship to join the commander. At 7 o'clock, clewed up the fore sail and wore ship. At 8 o'clock took a second reef in the topsails. The *Géographe* and the *Casuarina* kept a lantern constantly at the mast head; the *Géographe* a good distance away to the south-west.

From 1 to 2 Frimaire, Year 11 [22-23 November 1802]

Table

Events, movements

Rather fine weather, cloudy sky, heavy sea, moderate wind. At midday, wore ship, a little rain. At 2.30, clewed up the foresail. At 9.30, hauled aboard the main-tack to join the commander. At midnight, the *Géographe* wore ship; we at once went on the starboard tack. At 4 o'clock in the morning, the *Géographe* was very close to windward of us. Let out a reef in the topsails; at 5.30, wore ship; the weather almost calm, the sea running a swell. At 10.30, remained under topsails and, at 11 o'clock, rigged the topgallants to join the commander.

From 2 to 3 Frimaire, Year 11 [23-24 November 1802]

Table

Events, movements

Fine weather, calm sea, light breeze. The commander having hove-to, we backed the main topsail; shortly afterwards, a boat came from the *Géographe* bearing with several packets to be given to Captain Hamelin. Mr Smith, captain of the *Fanny*, who had taken our flags and signal book on board the *Géographe*, came on board and brought us five coils of log-line. At 7 o'clock, we filled our sails and took station astern of the *Géographe*. The wind having freshened, we struck our topsails and gradually reduced sail in order not to overtake her. At midday, the commander sailing on a westerly course, we stood on [illegible].

From 3 to 4 Frimaire, Year 11 [24-25 November 1802]

Table

Events, movements

Fine weather, the winds, at first moderate, freshened and then eased. [illegible] continual rain. At 9 o'clock, being hove-to, a northerly squall forced us to strike the topsails; a moment later, the *Géographe* having gone on to the port tack, we imitated the manoeuvre. At midnight, resumed the starboard tack. Weather overcast, light breeze. At 2 o'clock, hauled

aboard the foresail tack and set the mizzen to join the commander. At 3 o'clock, the wind swung rapidly from the NNE to the west, with several strong gusts. The commander being no longer in sight, a lantern was placed at the mast head, to which he did not answer. At 3.30, he was sighted in front of us; land in sight ahead.

From 4 to 5 Frimaire, Year 11 [25-26 November 1802]

Table

Events, movements

Overcast weather, calm sea, moderate wind. At 2 o'clock in the afternoon, four convicts were found in the hold, where they had hidden. At 9 o'clock, the weather suddenly clouded over. The moderate northerly wind veered to the WNW [and became] strong and gusty. We ran with a stern breeze and remained under the fore topsail, struck the inner jib and the mizzen staysail. At 9 o'clock, wore ship and, when striking the spanker, it caught in the crossjack-yard and we were forced to cut the bolt-rope to clear it. The wind still strong. At midnight, wore ship. No ship in sight; at daybreak, we caught sight of a ship from the detachment to the WSW, from which we were getting further and further away. At 9 o'clock, went on to the starboard tack and sighted land bearing NW5°N.

From 5 to 6 Frimaire, Year 11 [26-27 November 1802]

Table

Events, movements

Fine weather, strong and gusty wind, heavy sea. We were not in sight of any of the ships in the detachment. At 7 o'clock, in the evening and at midnight, we wore ship. At 5 o'clock in the morning, we crowded on sail to rejoin the ships of the detachment. Tightened the starboard mizzen staysails shrouds and backstays, and the backstays of the starboard main topmast and fore topmast.

From 6 to 7 Frimaire, Year 11 [27-28 November 1802]

Table

Events, movements

Squally weather, fresh breeze. At 3.30, let out a reef in the topsails; it was taken in again at 4 o'clock. At 5 o'clock, clewed up and furled the main sail, the fore topsail and the mizzen topsail; the commander close astern of us. At 6 o'clock, sighted land from S.19°W to S.30°W; the commander, after having spoken to us, wore ship [and] we imitated his manoeuvre. At 10 o'clock in the evening, not seeing the *Géographe*, we fired a flare; immediately we sighted a light ahead and to leeward of us [and] we bore up to join it. At 8 o'clock in the morning, changed tack. At 11.30, we cleared away and hauled aboard the tack of the mizzen to join the *Géographe*. At 10 o'clock, the *Casuarina* wore ship but [illegible] the same tack a moment later.

From 7 to 8 Frimaire, Year 11 [28-29 November 1802]

Table

Events, movements

Fine weather, rather calm sea and a patchy fresh breeze. We joined the detachment and we kept constantly astern of the *Géographe*. At midnight, wore ship. At 9.30 in the evening,

hauled aboard the main tack and set the mizzen topsail. At 11 o'clock, shook out the two reefs in the topsails.

From 8 to 9 Frimaire, Year 11 [29-30 November 1802]

Table

Events, movements

Fine weather, clear sky, the light breeze freshened. At midday, tacked the ship. At 4 o'clock, took in the first reef in the topsails; at 5 o'clock, let out the main sail and spoke to the *Géographe*. According to the charge brought by the captain, a prisoner, a man called Barbier, had struck the officer of the watch. The commander ordered that he be given 50 lashes; this did not take place, in spite of the protest made by the officer to the captain, who himself asked the commander for the punishment. At 2 o'clock in the morning, took station astern of the *Géographe* but, this latter having hove-to several times to take soundings, we were abeam, a cable's length to leeward.

From 9 to 10 Frimaire, Year 11 [30 November- 1 December 1802]

Table

Events, movements

Fine weather, moderate breeze, calm sea. At 12.15, sighted the extremity of land bearing W.35°S, and the other extremity bearing W.78°S. At 6 o'clock, passed astern of the *Géographe* and set the mizzen topsail on the mast.

Bearings at 6 o'clock:

The most northerly of The Sisters bore S.45°W.

The southern tip of the Furneaux Islands bore S.7°W. At 9 o'clock in the evening, filled the mizzen topsail; at midnight, tacked the ship. The wind having eased, at 1.30, we crowded on sail to join the *Géographe*. The land, sighted at 5 o'clock in the morning, stretched for 8 miles, from S.16°W to S.25°W.

Bearings taken at midday:

The most northerly of The Sisters bore S.50°W.

The southern tip of the Furneaux Islands bore S.2°W.

From 10 to 11 Frimaire, Year 11 [1-2 December 1802]

Table

Events, movements

Fine weather, moderate breeze. At 4 o'clock, tacked the ship. At 6 o'clock, land in sight from S.2°W to S.33°W. The *Géographe* very close ahead. At 3.45 in the morning, wore ship on the starboard tack. At 4 o'clock, the breeze arose from the ENE; set the topgallants.

Bearings taken at 8 o'clock in the morning:

The southern tip of the Furneaux Islands [...]

The most northerly of The Sisters bore S.30°W.

Bearings taken at midday:

The Sisters bore S.10°W.

The eastern tip of the Furneaux Islands bore S.16°E.

The Kent group bore W.10°S, about 8 leagues distant.

From 11 to 12 Frimaire, Year 11 [2-3 December 1802]

Table

Events, movements

Fine weather, calm sea, light winds. We steered to round the Kent group from the north, [with] the *Géographe* and *Casuarina* astern. At 8 o'clock, the lead gave 30 fathoms, with a sandy bottom. The winds, which had since eased greatly, strengthened a little. At 7 o'clock in the morning spoke to the *Géographe*.

Bearings taken at 8 o'clock:

The Kent group bearing E.10°S.

A small island bearing NE¼N.

The Promontory bearing N.36°W.

A small island bearing W.10°N.

An island W.

A small island W.15°S.

A small island W.20°S.

A small island E.21°S.

Crowded on sail at 8 o'clock to round three small islands to the south of the Promontory, the *Fanny* and the *Casuarina* astern.

Bearings taken:

Wilson's Promontory bearing N.23°W.

A small island bearing S27°E.

Another bearing N.76°E.

From 12 to 13 Frimaire, Year 11 [3-4 December 1802]

Table

Events, movements

Fine weather, calm sea, light breeze freshening. At 1.55, the jib-boom broke; it was immediately unshipped, as well as the main jib. Then furled the fore topgallant sail. At 2 o'clock, tacked the ship and furled the main topgallant sail. At 5 o'clock, took in two reefs in the two topsails and the last [reef] in the mizzen topsail. At 12.45, sighted a reef which is not marked on the chart, bearing W.22°S, estimated distance 6 miles; at 1.50, sighted the same reef bearing S.14°W.

Bearings taken at 6 o'clock:

Leaving from the Promontory:

A small island bearing N.33°W.

The middle of the Promontory bearing N.22°W.

A small island bearing N.12°W.

Another small island bearing N.5°W.

A small island (noted this morning) bearing N.16°E.

The small island (noted this morning) bearing N41°E.

A small island N.56°E.

A small island N.68°E.

At 1.40 in the morning, having noticed the small island in the reef [5 lines illegible].

From 13 to 14 Frimaire, Year 11 [4-5 December 1802]

Table

Events, movements

Fine weather, the sea a little heavy, moderate wind. Rigged the jib-boom; at 8 o'clock, wore ship and bore up to join the *Géographe*. At 8.45, wore ship again, on the starboard tack.

Joined the *Fanny* which passed astern of us. At 1 o'clock, wore ship. Calm. At 4.10, set the topgallants and clewed up the main sail, let out a reef in each topsail, set the port and starboard topmast- and topgallant studding sails. The commander a short distance ahead of us. At 10 o'clock, hauled down the port studding sails and the lower starboard studding sails. The *Géographe* a short distance ahead.

From 14 to 15 Frimaire, Year 11 [5-6 December 1802]

Table

Events, movements

Fine weather, fresh breeze, heavy sea, the commander very close. We steered in his wake to speak to him. At 8 o'clock, took in a reef in the topsails. At 9 o'clock, went on to the starboard tack, as did the *Géographe* which at midnight was a short distance ahead of us. At 4.25, wore ship on the port tack. At 7 o'clock in the morning, the commander hoisted his national flag, clewed up the fore sail, lowered his topsails and backed the main sail. At 7.30, being within hailing range, he ordered the captain to proceed on course. At the same time, set the mizzen topsail, the fore sail, the topgallants, and the three forward starboard staysails. Shook out the second reef in the topsails.

Bearings taken at midday:

The first island bore S $\frac{1}{4}$ SW, distance 12 miles.

The second [island] bore W $\frac{1}{4}$ SW $\frac{1}{2}$ S, distance 4 miles.

The *Géographe* bore ENE.

At 9 o'clock, the winds, having swung to the south-west, were very fresh. We at once went on to the starboard tack under the fore sail and topsails. Took in two reefs in the fore topsail and unbent the main sail [3 lines illegible].

From 15 to 16 Frimaire, Year 11 [6-7 December 1802]

Table

Events, movements

Overcast weather, calm sea and fresh breeze. We were busy bending our new main sail; King Island was in sight as far as N $\frac{1}{4}$ NW. We eased the helm and came to in order to round it. We joined the *Géographe* which was to leeward and close-hauled.

It made a signal to us which we did not understand; it then fired a cannon shot and hoisted the flag to join. We went close-hauled and came, as it did, to the anchorage to the north of King Island. Shortly afterwards, the *Casuarina* came to the anchorage.

Bearings taken at the anchorage:

King Island bore from S.19°W to N.44°W.

The captain went on board the *Géographe*; at 8 o'clock the *Géographe* fired two flares, to which we answered with two others. Following the agreed signal, the longboat was launched. At 11 o'clock, the captain returned in the *Géographe*'s jolly boat, which left immediately. At midnight, our former longboat returned; saw the crew of our longboat that the commander was keeping. It had just taken on board the *Géographe* five convicts found during the crossing; the jolly boat went alongside the *Casuarina* and returned. The longboat came to pick up its rigging and a set of [illegible] sails. The jolly boat came to fetch 20 loaves of bread for [illegible].

At anchor at King Island

From 16 to 17 Frimaire [Year 11, 7-8 December 1802]

Fine weather, clear sky, fresh southerly breeze, falling with daybreak. The tide which until 2 o'clock had made with a maximum speed of 1.7, at 3 o'clock started to set northward. During the afternoon, tightened the shrouds and backstays of the two topmasts and the topgallant masts. The commander's boat brought on board a case of zoological specimens; the captain took advantage of it to go on board the commander's ship. The jolly boat brought the captain back. We finished tightening the topmast shrouds and backstays; we tightened the fore sail preventer stays, embarked our jolly boat, turned on our anchor [chain] and remained at 25 fathoms. At 4.30, started to tighten all about, tightened the bobstay of the bowsprit, the forward staysails and shrouds. At 10.30 in the morning, the punt returned with the boatswain. Observed latitude: 39°50'17".

From 17 to 18 Frimaire [Year 11, 8-9 December 1802]

Fine weather, calm sea, light breeze. We tightened the rigging and embarked the punt. The topsails were got ready to unfurl; the commander came to dine on board and left at 6 o'clock. At the same time, a sail was sighted to the east; at 7.30, the ship sighted anchored close to us. It was a schooner from Port Jackson, which it had left four days after us. The captain came on board accompanied by two people. [illegible] The ship is supposed to visit Frederick [illegible] Bay and the northern river in Van Diemen's Land. We [illegible] that the day after we left [illegible] *Lady Nelson* had arrived which, after [illegible].

From 17 to 18 Frimaire¹³, Year 11 [9-10 December 1802]

Table

Events, movements

Started to turn [at the capstan] at 8 o'clock, weighed anchor at 8.30 and at once set the fore topsail and the mizzen topsail, and hoisted the jibs. At 10 o'clock, the anchor being fished, set the main topsail; at 11 o'clock, the anchors being secured, boarded the foresail, set the topgallants and hoisted the spanker. At midnight, one could still see the fires that had been made on the island in the anchorage. At 3.30 in the morning, we were in sight of the northern coast of King Island. At 8 o'clock, the visible part of King Island stretched from S¼SE to NW. At midday, King Island was to the SE, the continent to the NNW, distance 24 miles.

Note

Continuation

[illegible] had been forced to leave Captain Flinders at 20° south latitude; the *Investigator* [illegible] had lost three anchors.

From 18 to 19 Frimaire, Year 11 [10-11 December 1802]

Table

Events, movements

Fine weather, calm sea, light winds. Land could still be seen to the NNE as far as the eye could see.

From 19 to 20 Frimaire, Year 11 [11-12 December 1802]

Table

¹³ Translation verification footnote: sic. Should probably be 18-19 Frimaire. This apparent error affects all subsequent entries up to 5-6 Nivose, Year 11.

Events, movements

Fine weather, calm sea, variable winds. At 6 o'clock, sighted an island bearing N.3°E. At 9.30 in the evening, cast the lead without finding bottom. At 4.30, rigged the studding-sails.

From 20 to 21 Frimaire, Year 11 [12-13 December 1802]

Table

Events, movements

Gloomy weather, the sea becoming heavier due to the breeze. At 4 o'clock, hauled down the starboard studding-sails. At 6 o'clock, took in the lower reefs in the fore topsail and the mizzen topsail, and took in the studding-sails. At 8.35 in the morning, the tye of the main topsail failed, [and] the main topsail was clewed up. At 10 o'clock, the tye being repaired, the main topgallant and the main topsail were set. Fifteen inches [of water] were pumped out.

From 21 to 22 Frimaire, Year 11 [13-14 December 1802]

Table

Events, movements

Fine weather, calm sea, the wind very fluky and very variable. The starboard boom of the main yard was changed. At 10 o'clock, the breeze set in and freshened from the north. Very thick fog from midnight to 4 o'clock.

From 22 to 23 Frimaire, Year 11 [14-15 December 1802]

Table

Events, movements

Foggy weather, moderate wind. At 8 o'clock, tacked the ship and the winds veered aft as they freshened. At 4.30, sighted a sail bearing SE¼S; at 8 o'clock, it bore E¼SE. At 4 o'clock, set the port studding-sails; at 7 o'clock set those on the starboard side. At 9 o'clock, took in the port studding-sails and hoisted two staysails. Worked at repairing the main-yard sling.

From 23 to 24 Frimaire, Year 11 [15-16 December 1802]

Table

Events, movements

Continual rain during the watch; breeze weak until 2 o'clock, then fresh winds all night. Squally weather; at 6.35, took in the studding-sails and set the middle staysail and the main jib. Furled the spanker and the mizzen staysail. At 10.45, furled the topgallant sails. At 1 o'clock, we were struck by a squall which made us haul down the main jib and the middle staysail, and clew up the mizzen topsail; at 7 o'clock in the morning, we furled it. At 9 o'clock, unrigged the main topgallant sail to bend the sail on a new yard.

From 24 to 25 Frimaire, Year 11 [16-17 December 1802]

Table

Events, movements

Fine weather, clear sky, the wind easing until 4 o'clock, when it freshened, the sky became overcast, [and] the sea heavy. At 8 o'clock, wore ship. Squally, gusty weather. Brought the topsails to mid-mast. At 5 o'clock in the morning, changed tack and took a reef in the main topsail.

From 25 to 26 Frimaire, Year 11 [17-18 December 1802]

Table

Events, movements

Weather overcast with frequent squalls. Fresh breeze and rain. At 1 o'clock, during a squall, the sheet of the inner jib, having stripped from its chock, was carried away; it was changed at once. At 2 o'clock, took in the reefs in the topsails. At 5 o'clock, clewed up the main topsail; at 5.15, it was hauled aft. At 9.30 in the morning, set the topsails with lower reef; at 10 o'clock, set the main sail, the main staysail, the main jib and the spanker.

From 26 to 27 Frimaire, Year 11 [18-19 December 1802]

Table

Events, movements

Fine weather, the wind more moderate; clewed up and set the mizzen topsail at 5.30. At 9 o'clock in the evening, tacked the ship. At 12.25, hauled aboard the main tack and furled the spanker; at 6.30 in the morning, let out the second reef in the topsails and rigged the topgallants. At 8 o'clock, hauled the topgallants aft. At 10.30, clewed up and furled the main topgallant [and] clewed up the main topsail to repair it. We took advantage of this moment to tighten the main topmast staysail.

From 28 to 29 Frimaire, Year 11 [19-20 December 1802]

Table

Events, movements

Fine weather, clear sky, dark horizon, the sea running a swell, moderate wind. Repaired the main topsail and freshened up its sheet which was ready to part. Shook out two reefs in the topsails.

From 27 to 28 Frimaire, Year 11 [20-21 December 1802]

Table

Events, movements

Squally weather, moderate breeze, heavy sea. At 12.30, the main topsail being repaired, the backstays and braces being repaired and tightened, it was set as well as the main topgallant sail. At 6.35 in the evening, furled the topgallants and took in the second reef again in the mizzen topsail. From midnight to 4 o'clock, we were struck by several squalls which forced us to reef the topsails. At 4.10, set the topsails close-reefed and, at 11 o'clock in the morning, changed tack.

From 28 to 29 Frimaire, Year 11 [21-22 December 1802]

Table

Events, movements

Fine weather, calm until 7 o'clock when the wind sprang up and, at 9 o'clock, it was blowing a moderate breeze, after having swung to the NNE. At 6 o'clock in the morning the wind, easing more and more, moved to the WNW, almost still. At 7 o'clock, took in the studding-sails and steered close-hauled to starboard. Constant rain. At 8 o'clock, the wind

freshened and veered aft. Set the forward starboard studding-sails and took in two reefs in the mizzen topsail. At 11.30, the weather fined up and the wind lessened.

From 30 Frimaire to 1 Nivose Year 11 [22-23 December 1802]

Table

Events, movements

Fine weather until 3.15 when a westerly gust made us clew up and furl the topsails and strike the staysails, the main jib and the spanker. Squally weather, cloudy sky, heavy sea and a fresh breeze, which eased around 4 o'clock. At 6 o'clock in the morning; set [more] sail.

From 1 to 2 Nivose, Year 11 [23-24 December 1802]

Table

Events, movements

Fine weather, cloudy sky, the sea runny a slight swell. The wind, moderate until 10 o'clock, fell gradually; at midnight it was almost still. From 4 o'clock to 8 o'clock in the morning, stormy weather, light fluky winds; worked the staysails often.

From 2 to 3 Nivose, Year 11 [24-25 December 1802]

Table

Events, movements

Fine weather, calm sea, cloudy sky, almost no wind.

From 3 to 4 Nivose, Year 11 [25-26 December 1802]

Table

Events, movements

Fine weather, cloudy sky, calm sea and light breeze.

From 4 to 5 Nivose, Year 11 [26-27 December 1802]

Table

Events, movements

Fine weather, tacked the ship during the afternoon.

From 5 to 6 Nivose, Year 11 [26-27 December 1802]

Table

Events, movements

Weather overcast, cloudy sky, fresh breeze.

From 6 to 7 Nivose, Year 11 [27-28 December 1802]

[No tables or observations]

From 7 to 8 Nivose, Year 11 [28-29 December 1802]

[No tables or observations]

From 8 to 9 Nivose, Year 11 [29-30 December 1802]

[No tables or observations]

From 9 to 10 Nivose, Year 11[30-31 December 1802]

From 10 to 11 Nivose, Year 11

[No tables or observations]

From 11 to 12 Nivose, Year 11

[No tables or observations]

From 12 to 13 Nivose, Year 11

[No tables or observations]

From 13 to 14 Nivose, Year 11

[No tables or observations]

From 14 to 15 Nivose, Year 11

[No tables or observations]

From 15 to 16 Nivose, Year 11

[No tables or observations]

From 16 to 17 Nivose, Year 11

[No tables or observations]

From 17 to 18 Nivose, Year 11

[No tables or observations]

From 18 to 19 Nivose, Year 11

[No tables or observations]

From 19 to 20 Nivose, Year 11

[No tables or observations]

From 20 to 21 Nivose, Year 11

[No tables or observations]

From 21 to 22 Nivose, Year 11

[No tables or observations]

From 22 to 23 Nivose, Year 11

[No tables or observations]

From 23 to 24 Nivose, Year 11

[No tables or observations]

From 24 to 25 Nivose, Year 11

[No tables or observations]

From 25 to 26 Nivose, Year 11
[No tables or observations]