

# Hydrographic Journal of Jean-Marie Maurouard

(notebook 9 iii)



**Hydrographic Journal of Jean-Marie Maurouard**  
**Archives nationales de France, série Marine, 5JJ56**

**Period covered**

13 Messidor Year IX [2 July 1801] – 22 Ventose Year X [13 March 1802]

**Notes on the text**

Maurouard left two notebooks, annotated N<sup>o</sup>. 9 *bis* and 9 *ter*. These journals cover only part of the voyage. The notebook numbered 9 *bis* is the narrative of the events that took place between 3 November 1802 and 27 January 1803. In the notebook numbered 9 *ter*, translated here, Maurouard notes the observations and measurements taken in New Holland between 2 July 1801 and 13 March 1802.

The page numbers in square brackets are those of the original French manuscript.

**Translation**

William Land

**Validation**

Margaret Sankey



[Cover]

Voyage Baudin  
C<sup>on</sup> 9  
**MAUROUARD**  
GG.  
Marine 5JJ56

[Title page]

## Hydrography

[signed] Maurouard Midshipman 1st Class  
GG.

[Second title page]

Journal containing all the work relative to the maps  
Time is counted astronomically, and all the bearings are as given by the compass, that is to  
say not corrected for variation.

[1]

[in red ink] N.° 9.<sup>ter</sup>

### Shark Bay.

**13 Messidor [Year 9 – 2 July 1801]** at [blank] From the anchorage, we took the bearings of the northern tip of an island shown on a Dutch hand-drawn chart

	Distance of the sun at this point.	N. 720
The sun being on the left.		$\frac{-606.° 50'}{= 113.° 10'}$
	Height of the sun	37.° 37.' 0"

At 19h54' by the chronometer, the bearing of the same point had been taken and one had for the distance from the sun to the object the angle to the left

		720°
		$\frac{-648. 35.' 30''}{71. 24. 30}$
	Height of the sun	28. 7. 30

At the same time a white land close by, and on the same crest.  
Dist. from the sun

		720°
		$\frac{-641.16.30}{78.° 43.' 30''}$
	Height of the sun	28.. 25.. 30

The furthest extremity of the island scarcely visible and uncertain.

		595.55. de
		$\frac{720.° ''}{124.° 5. ''}$
	Height of the sun	29.° 18. ''

14. [messidor] At zero hour. Obs. Lat.

Long.<sup>de</sup> taken at midday Chronometer N.° 38. 109. 18. 15

**16 Messidor [Year 9 – 5 July 1801]** The observatory was established on the northern island of the Sterile group and, as a result of the observations, the following latitudes and longitudes were obtained.

Lat. 24.° 47.' 30"} in the tents.

Long. 109. 2. 9. }

The latitude of the southern tip of the most southerly of the Sterile islands was found to be 25.° 17' by C.<sup>n</sup> Freycinet.

And this island, according to him, runs north/south Lat. 24.° 45.' 30."} northern tip of the island

The variation found was 5.° 16' 8" N.O 108. 59. 18. }

The northern tip of Dirk Hartog Island remained at S. 30. 50'.W A reef extending from S 2° 30' W to S11.° 10.'W, lying approximately N.N.W and S.S.E and being about ½ mile long.

**25 Messidor [Year 9 – 14 July 1801]** at zero hour. Lat. observed 24. 21. 45 Long. 109. 9.

33. Compass bearings taken of the high ground at the entrance to Shark Bay E. 17° N

A cape following immediately at E 40° 30' N. a last tip visible at E. 46. N

Meridian height 43.° 43.' 30"

Azimuth at the entrance to the bay a moment after midday Dist. <sup>cc</sup> sun to land	720°
	$\frac{-642 49.° 30''}{77. 10. 30}$

height of the sun 43. 38.

At 1h.15 hours the same point, or entrance to the bay Dist from the sun

	720°
	$\frac{-615 43' 30''}{104. 16. 30}$
Height of the sun	39 29.

At 1h.20. the last cape or tip in view

Compass bearing E. 1.° 30' N.

D.<sup>te</sup> from the sun 720

-642. 47. 30

77. 12. 30

height of the sun 39. 11. "

Compass bearing E. 39.° 30' N.

From midday to 1 o'clock 2<sup>N.7</sup> [ ?], to the North. 5° is 15° drift, [ ?] winds from W.N.W.

**24 [Messidor – 13 July 1801]** at 23.<sup>h</sup> I took the bearing of the cape which is at the entrance to the bay at E. 17.° N. The same cape on a hand-drawn Dutch chart is placed at 24.° 4' south latitude.

[2]

Citizen Bernier, astronomer, realized that the correction for the chronometers was too great and, following a new correction, he places the northernmost tip of the Sterile islands at 110.° 10' and the entrance to the bay whose bearings are opposite at 110.° 54.'

**2 Thermidor Year 9 [21 July 1801]** in sight the N.W. tip of New Holland.

Distance from the sun to the N.W. tip, sun on the left	536.° 29' 30"
	<u>-464. 18.</u>
	72. 11. 30
height of the sun	35.° 12

This tip lies at S. 69.° 31. 30.' E. in agreement with the compass

Distance from the sun to a second headlands forming the northern headland of the supposed William River.

	720°
	<u>-561. 44</u>
	158.° 16'

The compass bearing seems preferable

height of the sun 35. 37'

Angle included between the two headlands of the supposed river 9.° from the second tip to the end of the land in view 41.° 25.' With the sextant.

Compass bearings of the same points

La 1. <sup>st</sup> headland	E. 22.° S.
La 2. <sup>nd</sup> id.	E. 59.° 30' S
La 3. <sup>rd</sup> id.	E. 70.° 0 S
La 4. <sup>th</sup> id.	E. 79. 0' S.

At 23.<sup>h</sup> 30' Dist. From the sun to the N.W. headland 586.° 29' 30' sun on the left

	<u>-464. 18</u>	
	122. 11 30}	this point lies
height of the sun	47. 51. }	E. 53.° 23' S.
	}	in agreement with the
		compass

From this cape	to the 2. <sup>nd</sup>	26.° 46'	}	
	to the 3. <sup>rd</sup>	32. 41	}	with the sextant
	to the 4. <sup>th</sup>	45. 56. 30	}	

Bearings of the same points with the compass and at the same time.

N.O headland	E. 57.° 30' S.
2. <sup>nd</sup> headland	S. 2. 30' E.
3. <sup>rd</sup> headland	S. 1. 0. W
4. <sup>th</sup> headland	W. 72.° S.

The land is high towards the headlands of the supposed River William and low in every direction apart from these headlands.

1.° 44' must be added to chronometer N.° 27 in order to calculate the position of the N.W. headland &c. &c.





[4]

**22 Thermidor Year 9 [10 August 1801]**

[Drawing of several small islands, in profile, labelled from left to right: A C D L E F G I H]



At 21h.30 at anchor

Azimuth at point F	Dist <sup>ce</sup> from the sun to F	720°	
		<u>-610 56. 30</u>	Angles taken with the sextant
	height of the sun	109. 3. 30	from F to D 21.° 56'
		34.° 20."	from F to A 58. 34
Dist. sun to point D		720.°	from D to E 13. 18
		<u>-628. 25</u>	from E to F 7. 38' 30"
	height of the sun	91. 35	from F to H 8.° 35.
		34. 59	
Dist. From sun to point A		720°	Compass bearings
		<u>-657. 9'</u>	H to south. direct from compass
	height of sun	62. 51	F to the south 29.° 30' E.
		35. 49	A to the south 66. " E.
			C small channel between two small islands at S. 41.° E.

**23 Thermidor [Year 9 – 11 August 1801]**

At 1.h.40	Dist. from sun to F	119.° 21'	At the same time bearings taken with the compass
	Height of sun	50.° 41' 30"	F to the south from the compass.
Angles to right	Distance to D	124.° 53.' 30"	D to the E. 78.° S.
	height of sun	49. 23.	A to the E. 55.° S.
	Dist. to A	131.° 3.'	E to the E. 87. S.
	height of sun	48. 57.	L very small island 81.° 30' S.
			Variation is 30' to 1° N.O

**Other small islands on 23 Thermidor**

At 5.h ¼

[Drawing of five islands, in profile, labelled from left to right : (blank), (blank) N M K]  
Bearings taken with compass alone

K. E. 3.° South  
M E. 2. 30' S.  
N E. by the compass.

[5]

**23 Thermidor Year 9 at sunrise  
[11 August 1801]**

[Drawing of the coastal lands, in profile, several points being marked, from left to right : K A  
B C D E F G H]



At sunrise amplitude taken  
at point A  $720^\circ$   
-681.5'  
38.55

At 21.30h with compass  
H at S.  $4^\circ 30'$  W.  
A South  $8^\circ ''$  E.  
K at l'E.  $75^\circ$  south.

Estimated distance  
from H : 7 leagues  
from A : 3 leagues

Angles taken with the circle  
from A to B.  $11^\circ 45'$   
A to C. 12. 45  
A to D. 22. 10  
A to E. 26. 36  
A to F. 32. 49'  
A to G. 43. 17  
A a H 44. 47

From A towards K the lands were successively  
revealed and A is part of these latter lands.

At 22.<sup>h</sup> D to E by H to S.  $13^\circ$  W.

[6]

**24 Thermidor [12 August 1801]**

[Drawing of three small islands, in profile; the two ends of each island are labelled, from left to right : T S, R Q, P O]



X X

At midday.

Dist. from sun to O	720°	By the compass at midday
	$\frac{-618.41'}{101.^{\circ} 19}$	
height of sun	60° 26'	O E. 23.° S.
		P E. 14. S.

Angles taken with the sextant

de O a P	8°	R E. 5. S.
de O a R	15. 53	T E. 2.° 30' S.
de O a T	18. 28. 30	

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**At 4.h 10**

Dist. fr. sun to Q 121.° 17'  
Height of sun 21.° 46.

au compas

T	E. 45.° south
S	E. 49. 30' S.
R	E. 52 30 S
Q	E. 58. 30. S
P	E. 87. 30 S
O	to south of compass.

The position of sun made it impossible to take these angles with the sextant

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**At 4h. 30.**

We noted a reef whose bearings were taken from East 12.° N to E 22° N and which was quite far off the coast from T.

**At 5h. 45.**

With compass alone

T	E. 71.° S
The reef	S 22.° 30.' E.
Q	south 11.° E.
O	south 5.° W

**At 18.<sup>h</sup> while still at anchor**

A long strip of rocks was seen stretching from N. 87.° E. to the E. 15.° S. approximately 3 leagues from the ship.

The reef in front of T E. 15° S.

The point O to the S 11.° W.

[7]

**24 Thermidor Year 9 [12 August 1801]** [Drawing of the outline of an island whose three points are labelled : C B A]



At 21h. 20.

Dist. from sun to B    720°  
                               -622 10'  
                               97. 50  
     height of sun    42. 16

At 21 h. 20  
 with the compass  
 B E. 68.° 30' south  
 A E. 80.° 30' south

Dist. from                720°  
 sun to A  
                               106. 57  
 Height of sun        42.° 6

-613. 3'  
 The sea breakiing around the island at a  
 great distance

**A 23.h ¾**  
 Dist.° of sun to point C angle to right. 116.° 5'  
     Height of sun                            61. 36.'  
     Total width of island                18.° 5'  
   with compass.  
     A west 42. 30.' S.  
     B west. 52.° " south  
     C west. 50.° " south

**25 Thermidor Year 9. [13 August 1801]**

At 2h. 15.  
 Dist of sun to C    105.° 33' 30"  
 Height of sun        44.° 50'  
 With compass  
     C west. 67.° 30' south.

[8]

[blank]

[9]

Timor 2 Fructidor Year 9. [20 August 1801]

[Bearings and drawings of the land around the channel.]

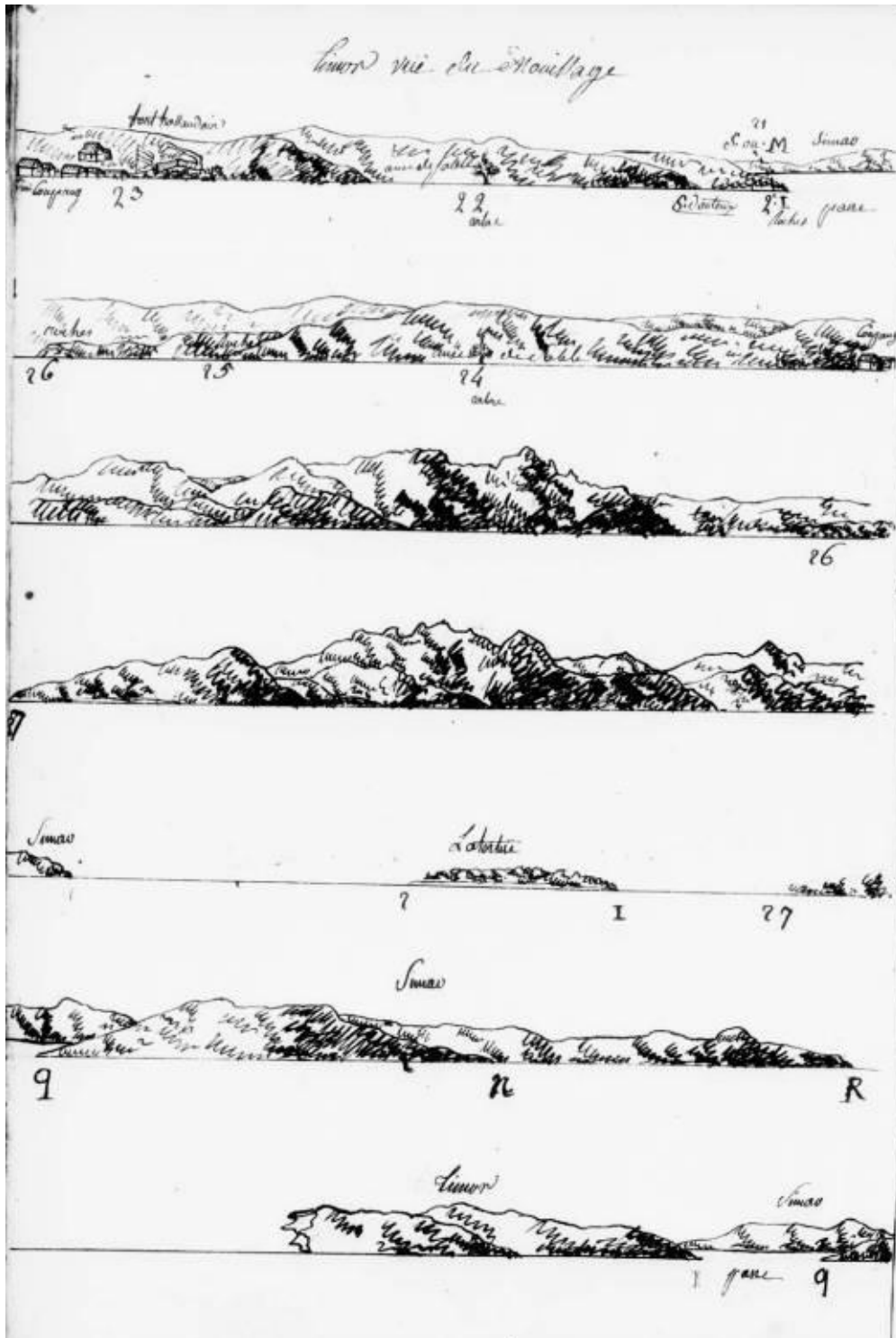




[10]

### Timor view of the anchorage

[Drawings of the Timor islands, Simao and La Tortue seen from the anchorage, the bearings of which are to be found on page 11.]



[11]

**Continuation of Simao**

Note B is none other than the A of Timor or the Q of Simao, these points appearing from the anchorage to be only one.

[Drawing of the coastal lands in profile of which certain points are labelled : C A H H' B Q]

By the compass.		By the sextant	
B 73° E. 8. N. }	Bearings of the anchorage in the strait	{ from A to B 64.° 47'	
L 23.° E. 8. S }		{ from A to C 6.° 00'	
K W. 70.° S }		{ from A to D 83.° 8'	
D W. 45.° South		from A to E 56° 15'	
E W. 15.° South		from A to H 14.° 9'	
C W. 8.° 30' N			
A W. 45.° N			
H W. 55.° N.			

[Drawing of coastal lands in profile of which two points are labelled : D E]

**Bearings made on the island of Timor on 4 fructidor. year 9. [22 August 1801]**

Height of the main mast angle of amplitude	8.° 43' 10"
Simple angle	0.° 52' 18"
Octant angle	6. 57'
simple angle	52' 7"
median angle	52' 18, " 5
measured height of mast	P. <sup>d</sup> P L ds P l
from the truck to the bridge	119 8. 3} 129. 11. 7.
from the bridge to the water	10. 3. 4}
The ship seen from the sandy cove where we were	W. 26.° N
	A W. 39.° N
	E W. 1.° South
Angles taken with the circle in the same cove	
from A to the ship	13.° 28'
from A to E	39.° 30'

Bearings taken one by one (l'un par l'autre) in the strait going from the anchorage to Coupang.  
 The channel B by point M the following point from Timor M = N. 45.° East. of the ship.  
 A by M. M = E. 32° N. } at the same moment, which gives the  
 B by N. N = E 70.° N. } location of the ship  
 D W. 53.° South. It was then 3.30h. the courses were calculated from then.  
 At 3h.45. the angle formed by H and H' of the small passage between Simao and the island 2.° 30'  
 M by H M = E. 31 at the same dubious moment [ ?].° N.  
 At 4h. the angle taken with the circle from B to H'. B from N at Q 71.° 33'  
 M by Q Q = W. 14.° Sud  
 At 4h.15. R W. 41.° N.  
 With the circle from M to R 7.° 45'  
 The channel B by D the two points W. 54.° 30' N  
 N by S - N = W. 13.° N.

Bearings taken in the longboat in three fathoms of water  
 The ship at W. 31.° N.  
 The cove we had left E.15° South  
 The channel ; B or A or Q E. 86.° N  
 A. Simao W. 40.° N.  
 D W. 34.° South  
 Height of the main mast taken from the longboat.  
 Decuple [ ?] angle 16.° 40'  
 With simple octant 1.° 40'

Angles taken with the circle  
 of the ship in the channel 63.° 18'  
 of the ship at A 8.° 57'  
 from A to H 11.° 0'  
 from A to C 4. 35'  
 from A to D 70.° 18'  
 from D to K opening of strait 30.° 34'  
 from K to the ship 92.° 34'  
 from the ship to D 61.° 47'  
 from K to the sandy cove 96.° 50'  
 from the cove to the channel 97.° 4'  
 Note A belongs to Simao in all these bearings

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Bearings made of the second anchorage  
 Roadstead of Coupang  
 Island of Timor.  
 21 = W. 25.° 30' south the visible tip closest to the presumed strait M or S  
 22. tree in a cove. W. 46.° S  
 23. flagstaff of fort W. 82.° S  
 24. tree in another cove E. 3.° N.  
 25. rocky tip projecting a long way into the bay. 15° 30' N.

At 4h.45h. S East 19.° 30' South.

26 another rocky tip projecting even further into the bay E. 18.° 33' N.  
27 Northern extremity visible from Timor N. 1.° W.

[12]

Continuation of the bearings taken from the second anchorage or from the roadhead at Coupang. The island of Simao R W 14.° 30' N. N W. 1.° 0 South Q west. 21.° South.	Bearings of the same objects with the sextant	
	Timor and Simao	Simao and la Tortue
	from R to 21. 44° 47'	from 1 to R 58° 13'
	from R to 22. 65.° 43'	from 2 to R 53.° 39'
	from R to 23. 104° 40'	
	from 23 to 24. 100° 14'	
	from 23 to 25. 108.° 55	
	from 23 to 26 144.° 46.'	
	from 27 to R 73° 38'	

Bearings of some of the same objects taken from

**Number 22.**

angle beneath which the top of la truck of the main mast has been observed  
0.° 54.' 30" with octant

**N.° 25**

height of the main mast 0.° 16' Doubtful the

other observations  
= will serve  
to rectify them

from the ship to N.° 23 = 16° 44'  
from ship to N.° 27 = 34.° 28'  
from ship to N° 1 = 40.° 44'  
from ship to N.° 2 = 44. 28'

from 25 to 26 = 70.° 11'  
from 26 to 27 = 85.° 58'  
from 27 to ship = 86. 43  
from 1 to ship 55.° 57  
from 2 to ship 51.° 10'  
from R to ship 24.° 28'  
from N to ship 9.° 57  
from Q to ship. 3.° 35  
from ship to 21. 4° 52'  
from 27 to R 62.° 1'

**N.° 24**

Height of the masts 1.° 4.' 0"  
from 25 to 27 = 72.° 0'  
from 27 to ship = 87.° 23'  
from 1 to ship = 63.° 53'  
from 2 to ship = 59.° 30'  
from R to ship = 19.° 2'  
from N to ship = 2.° 55'

**Departure from Coupang 21 Brumaire Year 10 [12 November 1801]**

Bearings taken with compass at 19h.35.

island of Timor  
B 51.° W. to S.  
M at S W. 58.° south  
the fort or N.° 23 E. 35.° south

island of Simao.  
N° 1 or R 17.° 30' west to N.  
N° 2 or N west 7.° south  
N° 3 or Q 36.° 30' west to south

**25 Brumaire Year 10 at 20h.45. [16 November 1801]**

[Drawing of coastal land, in profile, with three points labelled: B A C]

at 20.45 az. to A

h.° of sun 42.° 39'

at the same time with the compass {h.° of sun 61.° 14' }

Distance  $58.^\circ 7'$   
from B to C  $16^\circ 56'$   
from C to A  $12.^\circ 55'$

A  $34.^\circ$  E to N  
B 41 E. to N  
C  $25.^\circ 30'$  E to N.

{Dist.  $84^\circ 3' 30''$  } at  $22.^\text{h} 00.^\text{'}$  "  
{A  $59.^\circ$  E. to N }  
{C  $55.^\circ$  E to N. }

[12 bis – folded pale blue sheet glued to page 12]

Supplement to the bearings taken from the anchorage at the roadhead of Coupang and from N.<sup>os</sup> 22, 24. et 25.

Not having been able to determine the parts of the coasts of Timor and Simao which form the Bay of Coupang with the bearings taken from the anchorage at from N.<sup>os</sup> 22 24 and 15, we had to move towards the entrance to the channel until we were at the point on the coast where the supporting line of sight of the ship was tangential to this coast ; then from this point, several of those previously determined in the channel will serve to determine the contour of the Bay of Coupang.

1<sup>st</sup> position the point on the coast being that where the line of sight going from the ship was tangential to this coast and within sight of S or M.

## 2. Position closer to Coupang

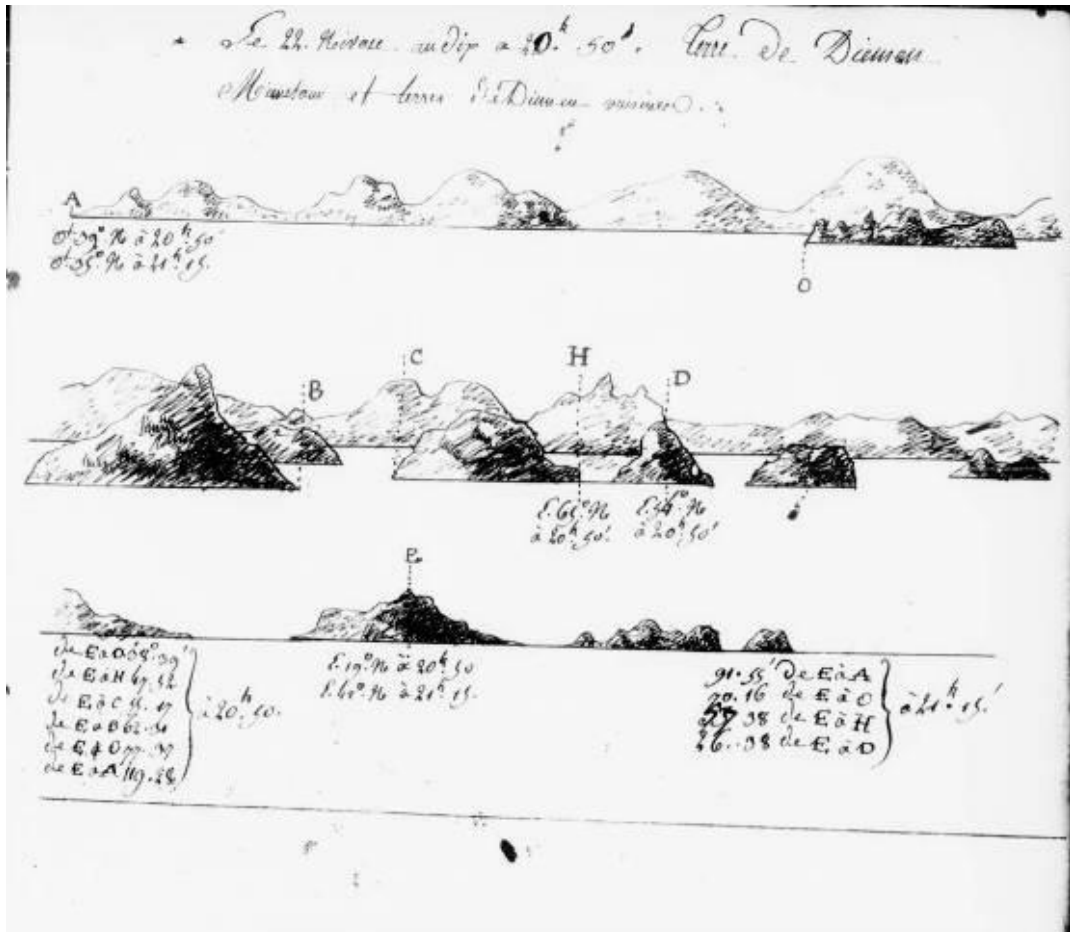
With compass. B. W. 47.° S	With octant.	With compass.	With octant.
A. W. 35. S	from B to R 85.° 42'	27. to N 11.° 30' East	Height of main mast. 0.° 27'
H' W. 26.° S	from B to N. 77. 17	the ship at N. 64.° E.	Average between 20 heights
H. W. 37.° 30' S	from B to Q 35. 2	2 from la T. <sup>ue</sup> N. 11.° 30' E.	from R to Q 51.° 22'
Q W. 12.° south	from B to H 18. 34	R N. 52.° 30' W.	from R to H 65. 48
<b>White land around [ ? ] island</b>	from B to A 12. 9	N N. 63.° 30' W.	from R to T. <sup>f</sup> b. <sup>ch</sup> [ ? ] 35.° 44'
of Simao. W 5.° north	from 27 to R 64. 16	<b>White land [ ? ] W. 1.°</b>	from R to N 10. 20'
Simao {N. N. 59.° W.	from 26 to 2. la Tortue 65.°	south	
{R N. 50.° W.	12.'	Q W. 14.° south	
Timor N.° 27 N. 12.° 30' E.		H W. 28.° south	
La Tortue {1 N 14.° east			
{2 N 18.° 30' E.			

[13]

22 Nivose Year 10 at 20h. 50. Van Diemen's Land  
[12 January 1802]

Mewstone and neighbouring Van Diemen lands.

[Three drawings of coastal lands, with bearings.]



[14]

28 Pluviose Year 10 at 19h. 35.

[17 February 1802]

Tasman island

[Five drawings of coastal lands, with bearings.]





[15]

[Drawing of coastal lands, with bearings at the top of the page.]



### 29 Pluiose Year 10 [18 February 1802]

At 1.h the rock O and a headland inside  
Marion Bay  
N. 80.° W.

At 1.h 30. Cape. F. Henry and the headland E at the  
entrance to the Bay [blank] Maria Island W. 71.30.'S Cape  
F.H. at W 30° S

The bearings of the headland taken at 1.h from  
the rock opposite Cape F.H W. 30° S. at 1.h30  
[sic]

Headland L Tasman island and the southern  
Headland at the entrance to Oyster Bay.

At 1. 40h, the two headlands at the  
entrance to the bay to the east of Maria Island E.67.°  
N.

The west of Maria island. N. 4° 30' W.  
At 1h.30.

At 2.<sup>h</sup> the headland towards Marion Bay  
at the entrance to the eastern Bay  
Maria Island [sic] E. 50° 30' N. with the  
bearings of the headland inside Marion Bay  
taken at 1 h. from the rock to the east of  
Cap. F. H. This headland was low and finished in a sandy bay.

[16]

**Expedition in the long boat along Van Diemen's land. During Ventose Year 10.**

[Title over two pages – pages 16 and 17]

[on the left: table in several columns in which are noted the times, winds, courses, speed in knots, drift, soundings and distances to land. On the right, a column contains the remarks of Maurouard.]

**Remarks**

**14 Ventose Year 10 [5 March 1802]** at 22h.50. I sheered off in the longboat and ran to the west by compass with a speed of 4½ knots until midday.

**15 [Ventose Year 10 – 6 March 1802]** the midday observation of the sun's altitude was 53.° 35.' 15."

The *Géographe* bearing N.81°E. and (A) or Cape Pele bearing S.52°W there are five rocks which extend from the land up to 150 *toises*<sup>1</sup> off shore. Having been impeded by currents which set to the south, we left at 1h.40, 300 *toises*<sup>2</sup> to the east of the rocks, which we were opposite at 0.30h.

Navigating from Cape Pélé as far as the entrance to the sandy cove. Arid terrain with many large rocks extending down to the water's edge.

Opposite the southern tip of a sandy cove, the *Géographe* bearing N.30°E. Having wanted to rejoin the *Géographe*, we found ourselves at the same spot until 4.00h., having been held back by the wind and currents. The *Géographe* out of sight of the anchorage ⅔ of the way along a sandy cove.

At 18.00h we started work; it was quiet. Opposite the headland N of the sandy cove, the headland S bearing S.10°E. Headland N and headland B which immediately follow one another to the north.

At 20h15 (B) and headland D very far distant bearing N.15°W, B and C bearing N.30°W at 21h45' being so close to B.

**16 Ventose [Year 10 – 7 March 1802]** Midday observation of height of sun 53°27'.

[0.30h.] C 200 *toises*<sup>3</sup> away in the direction of the course; there are several large rocks in front of C which are exposed and extend approximately 100 *toises*<sup>4</sup> out to sea. The course is ruined by the effect of currents; at 2h40 we were at the same spot as at 0h30. C one mile away at right angles to the course from 300 h to 500 h, opposite another large cove.

The land close to the shoreline has a gentler slope than that we have sailed along until now. The mountains are high but at a greater distance.

At the anchorage, the distance to shore must be taken at right angles to the course from the start, which begins at 17.30. Abeam a spit of land, a reef running from S.W. to N.W. which stretches 200 *toises*<sup>5</sup> offshore. Small sandy cove behind the reef and (a) small rocky headland. Sandy cove. Opposite D is the beginning of a large sandy cove, the ground is low and well wooded.

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<sup>1</sup> Approximately 300 metres

<sup>2</sup> Approximately 600 metres

<sup>3</sup> Approximately 400 metres

<sup>4</sup> Approximately 200 metres

<sup>5</sup> Approximately 400 metres

[17]

**17 Ventose [Year 10 – 8 March 1802]**

We headed to a small island where we landed at 24h10. The midday observation of the height of the sun was not observed from the island because its vertical passed over the small island. But on 8 Germinal, being on board the *Naturaliste*, the latitude observed at midday was 41°44'41". At 3 o'clock I observed the small island to the west of our position and, the passage made to the north from midday, would put this small island at a latitude of 41°21'50". At 18h45' we started work.

End of the sandy cove and abeam of the rocks which are at the end of the reef which, stretching from the current position of the longboat, extends up to 3 miles offshore. From 19h45' to 20h10' in narrows between the land and the rocks. Taking soundings continually and finding from four to eight fathoms [of water with a] sandy and rocky bottom.

At 20h10' E and F bearing N.50°W: between these two points there is a cove that we did not inspect. Close to shore: from 21h50 to 22h15 no headway was made. From 23h45' until midday [*sic* = midnight?] no headway.

[18]

**Expedition in the long boat along the east coast of Van Diemen's land.**

**18 Ventose [Year 10, 9 March 1802]** at midday the observation of the height of the sun was 53°25'.

From 2 o'clock to 2.30, no headway.

At 3h45, 600 *toises*<sup>6</sup> from land.

At 4h15 abeam the rocks which are on land and extend up to 300 *toises*<sup>7</sup> offshore. A sandy bay starts there about 3 miles in length in front of which are rocks separate from one another.

At 4h.45' we were abeam the other end of the bay and ½ mile from land. We anchored at the entrance to another bay whose entrance is like the preceding one, closed off by separate rocks which allow only small boats to enter.

At 5h30, we sighted a sail in the east. We got under way and arrived on board at 7h30 in the evening.

[No intervening entries]

**21 Ventose Year 10 [12 March 1802]** Bearings made from this anchorage

Anchorage of 18. South 45° E. 5 miles distant. [G]

(H) E. 58.° S 2 miles distant. The end of the rocks forward of (H) E. 22.° south, and two miles distance from land.

(I) at N 22.° 30' W. From this headland stretch the rocks which run from east to west, and the bearing of whose extremity, taken from our anchorage, remains at N.45°E. The cove HI is not accessible by large boats.

[19h 30] One mile from land in the direction of the course. No headway from 19h30 to 20h00.

[20h 30] 500 *toises*<sup>8</sup> away from an on-shore rock, in front of which the sea breaks.

From 20h30 to 23h00, no headway.

[24h] Land at three miles to the west.

**22 Ventose [Year 10 – 13 March 1802]** Midday height of the sun 52.° 6.'

[0<sup>h</sup> 45] A reef 3 miles seaward of our course stretching from the North to N 22° E.

[1<sup>h</sup> 30] Rocks bearing north at 0.°<sup>[=h]</sup> 45' remained N 22.° E. at 1h 10

At 1.h 30 the reef at N 66.° E. a mile and a half away at right angles to the course of the longboat and off shore.

[2<sup>h</sup> 35] Swan Island two miles away bearing N.22°W; we brailed up our sails and steered towards the island, near which we anchored at 3h30.

Observed latitude of Swan Island is 40.° 41.' 30.' in the northern part

Estimated 40 43. 30 in the southern part.

Long.<sup>de</sup> of 146. 15 by the chronometer

and 146. 24. 30 by the sun and moon.

The observations are by M. St. Cricq.

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<sup>6</sup> Approximately 1,200 metres

<sup>7</sup> Approximately 600 metres

<sup>8</sup> Approximately 1,000 metres

[19]

This notebook contains almost all the work carried out from the arrival of the *Géographe* in New Holland until the moment I left it, that is to say on 14 Ventose Year 10 [15 March 1802] when I was sent in a boat to survey the geography of the east part of Van Diemen's Land lying between the Schouten Peninsula and Banks Strait. Work that I did in four days, and with 24 hours' rations, from the time I left the ship.

On 10 Thermidor, Year 10 [29 July 1802] I gave Commander Baudin the chart drawn up of this part of the coast, with the data used, and an added report. I believe that this chart was not sent to the government with the others, or at least the person in charge of packing up the charts did not find it.

The results of the small amount of work done on the N.W. coast of New Holland are not put down in this notebook, however I have done all the calculations for it jointly with Citizen Boullanger, geographer on board the *Géographe*, and the results were given to the commander.

During all the time that we were in sight of land, the geographer [from the] *Géographe* continually asked the commander to have the ship's course written in the log, as they had been followed by the ship. The commander, being too ignorant of geography to realise the correctness of the geographer's request, did not want to agree to it, and always had the partial tracks reduced to a single course for each watch. It is true to say that the commander is having made a duplicate of the log book that he proposes to give to the government, and in which things are recorded only in the manner which he sees fit, both for the variations in the course and for the historical narrative, and that he hopes to remove the log signed by the officers on the pretext that it is too dirty to be presented to the government. (At least that is what he said.)

*Nota bene* I kept a private log book as long as we were in sight of land and doing the geographical survey; the geographer from the *Géographe* has it in his keeping, and I do not know if it reached the government or if the geographer from the *Géographe* kept it in order to turn it to good account if possible in the new voyage that the *Géographe* is undertaking on the N.W. coast.

[Signed] Maurouard, Midshipman 1<sup>st</sup> Class