

Journal of Joseph Brüe





Cover of the second volume of Brüe's journal

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

Physical Description

- Binding:* Volume one – sewn-bound manuscript, grey paper cover
Volume two – parchment-bound manuscript
- Dimensions:* 18.5 x 22.5 cm (both volumes)
- Contents:* Volume one – 58 pages + 4 blank sheets at the end
Volume two – 198 pages + 18 blank sheets at the end

Period covered

- Volume one: 4 Floréal Year IX [24 April 1801] – 1-2 Brumaire Year X [23-24 October 1801]
Volume two: 7 Brumaire Year X [29 October 1801] – 1-2 Messidor Year X [20-21 June 1802]

Comments

The format of the journal varies between manuscript pages recording daily events, without log tables but with barometer and thermometer readings etc in the margin, and the more standard log table setting out with a column devoted to historical events.

Both volumes are presented here, consecutively.

Translation

Malcolm Leader

Validation

William Land, John West-Sooby

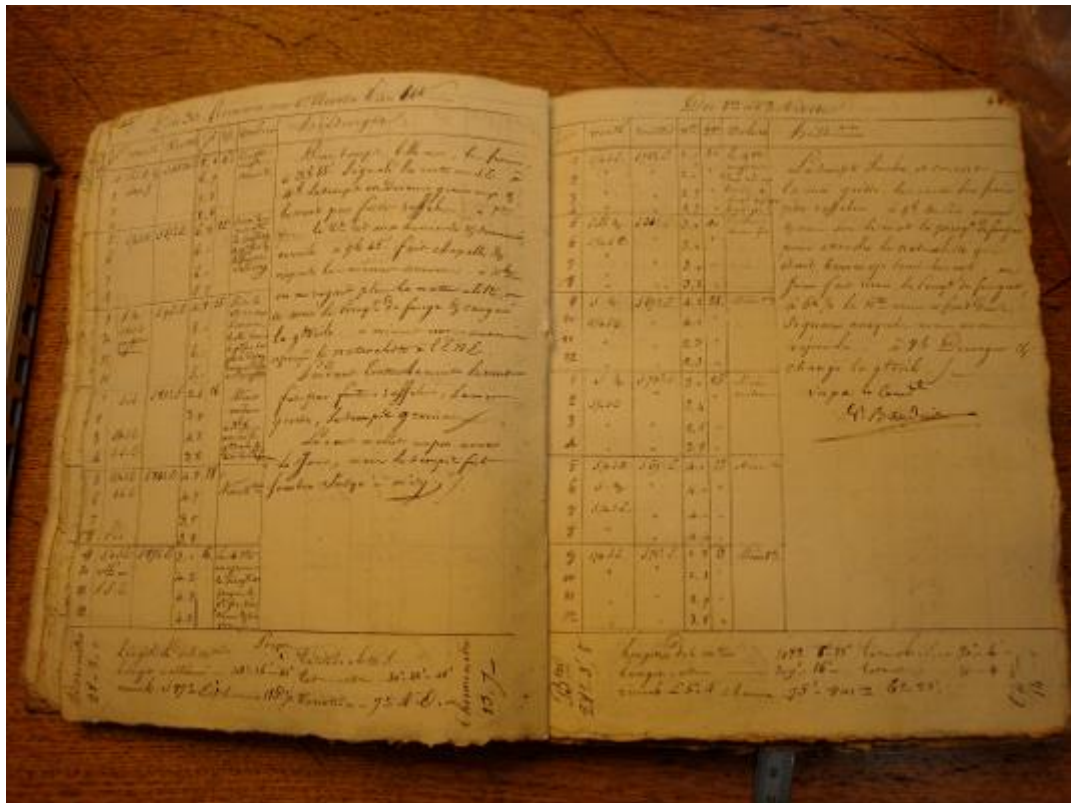
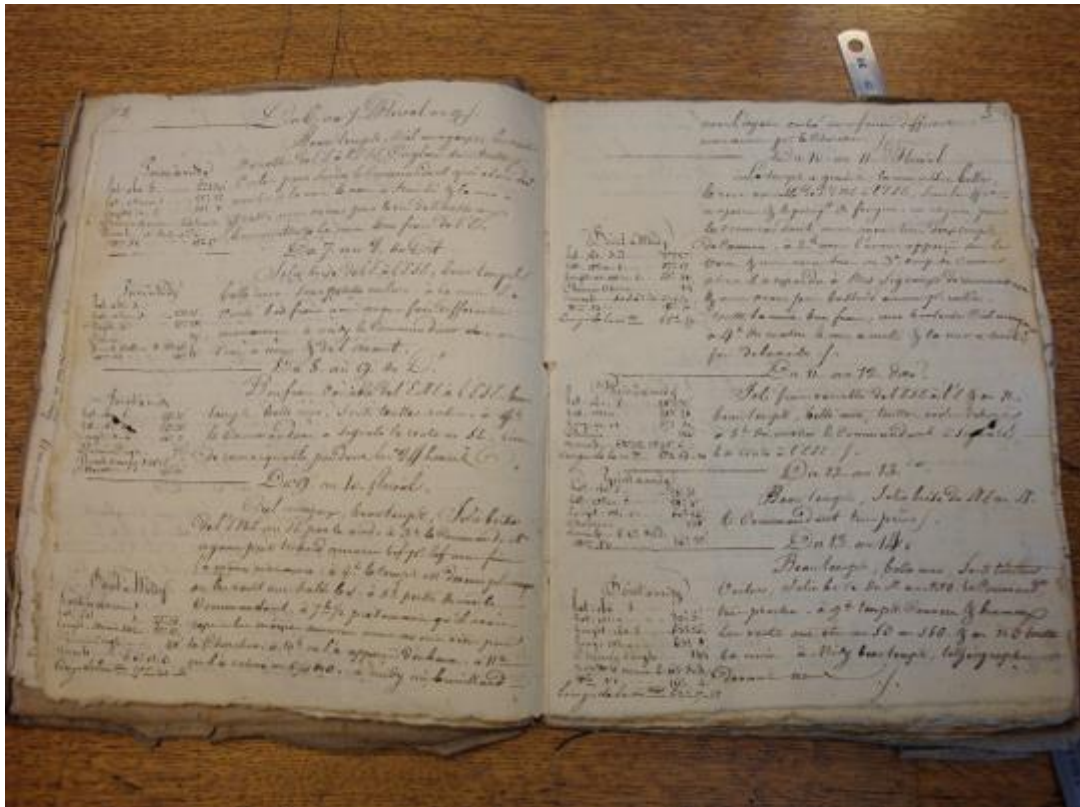
Note on the Translation

As with the French transcription of this journal, the log tables have not been reproduced, but the word “table” indicates their placement in the manuscript.

Page numbers are given in parentheses; page numbers given in square brackets indicate unnumbered pages in the manuscript.

The original punctuation has been respected.

Sample pages of the manuscript



[Cover]

The Naturaliste

Year IX

Bru

N° 16 [in pencil]

[A]

List of persons on board on departure from Isle de France

Officers

Hamelin	Commander, Captain of the corvette
Milius	Lieutenant, second-in-command; promoted Commander on 5 Brumaire
Freycinet	Sub-lieutenant, promoted Lieutenant on 5 Brumaire
Heyrisson	Ditto [Sub-lieutenant, promoted Lieutenant on 5 Brumaire]
Saint Cricq	Ditto, promoted Lieutenant on 5 Brumaire
Moreau	Midshipman 1 st Class, promoted Sub-lieutenant on 5 Brumaire
Couture	Ditto [Midshipman 1 st Class, promoted Sub-lieutenant on 5 Brumaire]
Giraud	Ditto [Midshipman 1 st Class, promoted Sub-lieutenant on 5 Brumaire]
Brüe	Midshipman 2 nd Class, promoted 1 st Class on 5 Brumaire
Ransonnet	Ditto, promoted Sub-lieutenant on 5 Brumaire
Duval d'Ailly	Ditto [promoted Sub-lieutenant on 5 Brumaire]
Bellefin	Chief Surgeon
Collas	Assistant Surgeon
Faure	Engineer-Geographer
Bailly	Trainee Mineralogist
Levillain	Zoologist, died on...

Crew

Grisel: Bosun	Le Thiers: Master helmsman
David: Master gunner	Lelievre: ditto [helmsman's] mate
Buron: Master carpenter	Thomas: Bosun's mate
Lanchard: Master caulker	Renauld: Gunner's mate
Hauguel: Master sailmaker	Douzerre: Caulker's mate.

[A^v]

Crew, continued

	Fore, mizzen, bowsprit topmen	Junior Seamen
Savary: Bosun	Poulain	Durénemenil
Guesnay: Bosun's mate	Trumeaux	Lenotre: Bosun's storeroom keeper
Lamy: ditto [Bosun's mate]	Renaud	Jadin: Maitre d'hotel
Davonst: ditto [Bosun's mate]	Fanfan	Vasselin
Costé: ditto [Bosun's mate]	Petitville	
	Happeday	
Gunners	Martin	Blacks
Georges: Gunner	Hardy	Jasmin: Captain's servant
Mahuloz: ditto [Gunner]		Charlot: ditto midshipmen's [servant]
Veillloz: Drummer	Storemen¹	Jean: ditto officers' [servant]
Oeuvre: Armourer	Piquet: Steward	Louis: ditto officers' [servant]
Thèze: [Armourer]	Petit: Cooper	3 Malays
	Bouteillier: ditto [cooper's] mate	Cadet Giron: Captain Freycinet's cabin boy

¹ Translator's note : "cambrusiers" has been taken as "cambusiers".

Sailmaker's crew

Anvray
Sonday
Happeday
Hoville

Master carpenters

Buron jr
Le Tuiliers

Helmsmen

Lefebvre
[Le] Bourgeois
Brèvedent
Bergeret
Savoie
De Souza
Dégouhier
Duflos
Derouvoix

Auzanne: Butcher
Havergeoit: Baker
Costé: Cook

Seamen

Vasse
Vinet
Silvestre
Chilvet
Marc
Cayou
Yvelain
Yvon
Fabès

Junior seamen

Parisien
Durand
Dannel

Fondimart: Sailor
Mounier: Sailor

The Honour of being First
N° 15

Journal of Brue
Midshipman, on board
the corvette the *Naturaliste*
Under the command of Citizen Hamelin, Commander

[1]

4-5 Floreal, Year 9 [24-25 April 1801]

Fine weather, light breeze from E-ESE. In the afternoon we unmoored and hoisted in the boats. Same weather all night. At daybreak we bent the sails. At 6h45 the Commander made the signal to get under way; we did so and laid a course to follow the Commander, who had made sail at the same time. We catted and stowed the anchor. At 8h00 in the morning "Coin de mire" Island bore NE1/4E and the "Tonnelliers" Island fort was at E1/4SE5°S. We carried out various manoeuvres in order to follow the Commander, who mostly steered W-WSW. At noon the "Coin de mire" bore NE1/4E1/2E. Discovery Mountain bore E1/4SE, with Le Morne Brabant at SSW5°S.

5-6 same [Floreal, Year 9, 25-26 April 1801]

Fine weather, calm sea; making good progress under full sail to round the tip of Le Morne Brabant. Very light and extremely variable breeze. At 5h00 took the following bearings: tip of Le Morne Brabant at S5°E, distant 3^{1/2} leagues, with the signal station at NE^{1/4}E. Same weather overnight; at daybreak the breeze freshened from ESE. At 8h00 Le Morne Brabant bore NNE, distant 11 leagues and soon afterwards it was out of sight.

(2) 6-7 Floreal, Year 9 [26-27 April 1801]

Fine weather, cloudy sky, wind variable from E-ESE. Making good progress, under full sail and following the Commander. The wind freshened at night and the sea became heavier; we took the first reef in the topsails. Fresh easterly breeze all night.

7-8 same [Floreal, Year 9, 27-28 April 1801]

Moderate breeze from E-ESE, fine weather, calm sea; under easy sail. resh breeze at night; we carried out various manoeuvres. At noon the Commander was ahead of us and to windward.

8-9 same [Floreal, Year 9, 28-29 April 1801]

Fresh breeze, variable from ENE-ESE. Fine weather, calm sea; under full sail. At 4h00 the Commander signalled a course SE. Nothing remarkable over the 24 hours.

9-10 Floreal [Year 9, 29-30 April 1801]

Cloudy sky, fine weather, moderate breeze from ENE-SE via N. At 3h00, the Commander having worn on the starboard tack, we followed suit. At 4h00 the weather turned rainy and the wind shifted south. At 5h00 we lost sight of the Commander. At 7h30, assuming he had gone about again we did so too so we could look for him. At 10h00 he was sighted from the masthead, and at 11h00 he bore W1/4NW. At noon he was hidden by fog (3), so we carried out various manoeuvres to look for him again.

10-11 Floreal [Year 9, 30 April-1 May 1801]

Squally weather, sea reasonably flat, wind variable from ENE-ESE; under courses and mizzen topsail. Not having the Commander in sight we fired two cannon rounds. We sighted him to leeward at 2h00 and fired a third round; he then responded to our signals and we went on the port tack to close him. Fresh breeze all night, with a swell running and a cloudy sky. At 4h00 in the morning the breeze slackened and the sea fell; we put on sail.

11-12 same [Floreal, Year 9, 1-2 May 1801]

Moderate breeze, variable from ESE-E and N. Fine weather, calm sea; under full sail. At 5h00 in the morning the Commander signalled a course ESE.

12-13 [Floreal, Year 9, 2-3 May 1801]

Fine weather, moderate breeze from NE-N. The Commander very close.

13-14 [Floreal, Year 9, 3-4 May 1801]

Fine weather, calm sea; under full sail with a moderate breeze from N-NNW. The Commander very close. At 9h00 the weather was overcast and misty, with wind from SW-SSW and NW all night. Fine weather at noon; the *Géographe* ahead.

(4) 14-15 Floreal, Year 9 [4-5 May 1801]

Fine weather, sea reasonably calm although with a slight swell; moderate breeze variable from SSE-S and SSW. Under full sail, with the Commander ahead.

15-16 same [Floreal, Year 9, 5-6 May 1801]

Light winds, variable from E-S and SSW. Fine weather, sea running a swell, the Commander sometimes ahead and at other times abeam. At 9h30 he went on the port tack and we followed suit.

16-17 same [Floreal, Year 9, 6-7 May 1801]

Fresh and gusty breeze from E-ESE; sea rough and running a swell; under courses, mizzen topsail and fore staysail; the Commander ahead.

17-18 [Floreal, Year 9, 7-8 May 1801]

At noon the weather was fine, with the sea running a swell and a moderate easterly breeze. From 4h00 in the afternoon until midnight the wind shifted to NE and was strong and gusty, with the sky overcast and the sea rough. We reefed the topsails. At daybreak, the wind having slackened, we put on sail.

18-19 [Floreal, Year 9, 8-9 May 1801]

Fine weather, calm sea, moderate breeze from NNE-NE. Saw a number of petrels. At 3h00 (5) the Commander signalled a course ESE. Nothing new over the 24 hours.

19-20 Floreal [Year 9, 9-10 May 1801]

Weather constantly squally from noon to 6h00, though with a calm sea and moderate breeze from N-NE. Strong gusts and continuous rain from 6h00 until midnight; we carried out various manoeuvres. At daybreak the Commander was to leeward and we bore up to close him. Rain and gusty wind up to noon.

20-21 same [Floreal, Year 9, 10-11 May 1801]

Under courses and close-reefed topsails; gusty north-easterly wind. Sea very rough, with continuous rain. At 1h30 we clewed up the mainsail. Same weather throughout the night, with the ship labouring a lot. At 9h00 in the morning the wind shifted north-westerly, though without abating. Weather a little less dark, however.

21-22 [Floreal Year 9, 11-12 May 1801]

Strong wind, rain, very rough sea. Housed the topgallant masts, brought in the bowsprit boom and struck the mizzen yardarm; sailing under the two topsails and foresail. Weather extremely overcast, wind from WNW, shifting first to W, then WSW, SW and SSW. At daybreak sighted the Commander ahead, hull up. As the weather had fined up we hoisted the sails we had struck and put on more sail.

22-23 Floreal [Year 9, 12-13 May 1801]

Fine weather, cloudy sky, sea a little rough, moderate breeze variable from W-S. At 12h30 in the afternoon the *Géographe* signalled a course E¹/₄SE. Continuously fine weather over the 24 hours.

23-24 same [Floreal, Year 9, 13- 14 May 1801]

Fine weather, calm sea, moderate breeze from SW-WSW and W. Making good progress under full sail. Dead calm from 6h00 until midnight, when the breeze sprang up from the north and we went on the port tack. Same weather up to noon; the Commander very close.

24-25 [Floreal, Year 9, 14-15 May 1801]

Fine weather, calm sea, moderate breeze from N-NW. Under full sail, but reduced a number of times during the night to wait for the *Géographe*. At 5h00 in the morning the wind slackened and shifted to the south-west. Carried out various manoeuvres in consequence.

25-26 [Floreal, Year 9, 15-16 May 1801]

Fine weather, cloudy sky, fresh breeze variable from SSW-S and SSE. Under courses and mizzen topsail. Light winds at daybreak. Citizen St Cricq was sent over to the Commander in order to adjust a chronometer; we hove to, as did the *Géographe*, to enable the transfer. At 9h30 he was back on board and we filled the sails, on the port tack.

(7) 26-27 Floreal, Year 9 [16-17 May 1801]

Light breeze, variable from SE-E, sea running a swell, sky cloudy. The breeze slackened considerably during the night; we chapelled ship several times and carried out various manoeuvres as a consequence. At daybreak the wind shifted to the north-east and strengthened. At 7h00 the Commander signalled a course ESE; fine weather up to noon.

27-28 same [Floreal, Year 9, 17-18 May 1801]

Moderate breeze from N-NNE over the 24 hours. Fine weather although a little cloudy; sea calm. Under full sail, with the *Géographe* astern.

28-29 Floreal [Year 9, 18-19 May 1801]

Moderate NNE breeze, fine weather, calm sea; under full sail in order to close the Commander, who was far ahead of us. At 4h00 in the morning the wind shifted to the north and strengthened.

29-30 Floreal, Year 9 [19-20 May 1801]

Moderate breeze from N-NE. Fine weather, calm sea; making good progress under full sail. At daybreak the wind picked up and stayed fresh until noon. At 7h30 a course was signalled E¹/₄SE.

30 Floreal-1 Prairial, Year 9 [20-21 May 1801]

Overcast weather, moderate breeze from N-NW. At 4h00, following the Commander's signal, we set a course to the east. Same heading all night - under topsails and courses and with the Commander ahead and quite close. At daybreak the wind shifted from SW to S and SSE. We put on sail.

(8) 1-2 Prairial, Year 9 [21-22 May 1801]

Calm sea over the 24 hours, with a moderate breeze variable from N-S and SSE by the E. Carried out various manoeuvres and sail changes to match the Commander, who was sometimes ahead and at others astern.

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

Fine weather, calm sea, moderate breeze variable from N-NW, W and WSW. Under full sail. Saw many albatrosses, petrels and other - unknown - birds over the 24 hours. At 7h00 in the morning the Commander gave the order to bend the cable to the anchor ring.

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

Fine weather and calm sea from noon to 6h00, with a light breeze from WNW-W. Under full sail. Winds variable and squally from SW-S from 6h00 to midnight. At daybreak it fined up again and the wind fixed at SSE until noon.

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

Moderate breeze from SSE, fine weather, calm sea; under full sail. At 3h00 a course was signalled E1/4SE. At 4h00 the Commander ordered us to stand towards him, and once we had done so he hailed the order to stay in his wake, distant a half league at most, and to sound every half-hour. We did so several times but had no ground with 120 fathoms. (9) At 8h00 the wind shifted to SE1/4E and ESE, blowing less strongly, and the weather covered over. At 10h00, the Commander having gone on the port tack and hove to, we did likewise then filled the sails at 4h00 to stand in for him. At daybreak, with the weather being fine, we put on full sail.

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

Fine weather, calm sea, moderate breeze from NNE-ESE. At 12h45 in the afternoon the Commander went on the starboard tack and we did likewise, coming back to port at 10h00. Same weather all night. At 7h00 in the morning we were ordered to steer east, under full sail. The Commander ahead.

6-7 same [26-27 May 1801]

* Fine weather, under full sail with a fresh breeze from N1/4NE-NE. The Commander had been on the lookout for land overnight and was out of sight. He rejoined us at daybreak and at 7h00 signalled that land had been sighted. At 7h30 we sighted it to the north-east: two headlands seemed to stand out. At 10h00 the northernmost part bore ESE. At noon the land farthest to leeward bore E25°30'N. The headland that seemed to form the land extremity bore E33°10'N and the middle of the land to windward, seemingly separated from the first, bore E37°45'N - uncorrected.

* [Margin] Arrival at Cape Leeuwin, on the coast of New Holland

7-8 same [27-28 May 1801]

Fine weather, light breeze, almost calm. At 12h30 in the afternoon sounded and had 93 fathoms, sand and broken shells. Saw a whale and a great many birds of various species. At 2h30 the breeze sprang up from the south-east.(10) At 4h00 the small island to starboard of the land bore E37°10'N, with the southern extremity of the mainland at E32°20'N and its northern extremity at E45°10'N - all as corrected for variation. At sunset we took the following bearings: the extremity of some land that we took to be an island at E47°N, with the northernmost land at N23°40'E - all as corrected by 6°30' NW variation. At 7h30, passing

astern of the *Géographe* we sought and obtained permission to send over an officer so he could adjust our chronometers. It was agreed that we would remain hove to, which we did, starboard to windward. At 8h00 the land bore NE. Sounded at 9h00 and had 89 fathoms, sand and broken shells. Same weather during the remainder of the night, with a light breeze variable from ESE-NE. At daybreak the land bore E27°N; filled at 7h00 and proceeded under full sail; at 10h00 the land bore E38°10'N. At noon the eastern extremity of the visible land bore E60°N. Weather constantly fine and the sea calm over the 24 hours. Set different sails to match the Commander, who was constantly ahead at a medium distance. NB the currents seemed to carry us rapidly south.

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

Fine weather, calm sea, moderate breeze (11) from E-ESE, clear sky; under full sail. At noon the easternmost visible land bore N23°E and the westernmost N5°E, distant about 16 miles. At 7h00 the northernmost extremity of the mainland bore N17°W and the southernmost bore E, distant 13 miles. At 7h00 we passed astern of the *Géographe*, which ordered us to heave to. We did so and then sounded, having had 30 fathoms, sand mixed with broken shells. At 8h00 we saw several whales. Remained hove to all night, carrying out various manoeuvres since the breeze was moderate from ESE and the weather very fine. Had the lead constantly to hand, with soundings of 25, 30, 35, 45 and 55 fathoms, sand mixed with shells. From midnight to 4h00 we took the following bearings: southern extremity at E11°4'S, and northern extremity at N7°40'E - all as corrected. Filled at 7h00 in the morning; under full sail, as was the *Géographe*. Sounded and had 95 fathoms, fine white sand. Fine weather up to noon; sounded at that time and had 28 fathoms, rocky bottom. The southernmost extremity of the land bore E30°S and the northernmost N21°30'E - all as corrected.

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

At noon the weather was fine and the sea calm. Under full sail, with light winds from ESE. Saw several sharks, whales and albatrosses as well as many unknown birds. At 4h00 Cape Leeuwin bore S25°30'E (corrected), distant about 6 leagues. At 5h30 the southernmost extremity bore S10°E, with the northernmost at N^{1/4}E. At 7h00 we sighted several fires on the coast and soon afterwards we hove to, starboard to windward [12] (continuation of 9-10 Prairial) at the same time as the Commander. Sounded and had 28 fathoms, rocks and coral. Spent all night hove to, sounding frequently and having 30, 45, and 60 fathoms, rocky bottom. Moderate south-easterly breeze. At 4h00 the Commander filled his sails, and we did likewise. At 6h15 he went about and we followed suit, crowding sail to close him. At 8h00 the northernmost land extremity bore E12°N, and the southernmost S12°E. At 8h00 we went about again, at the same time as the *Géographe*. At 9h00 the northernmost land extremity bore E8°N, with the southernmost at S11°E. The wind shifted to ESE, varying to SE^{1/4}S. We rounded the headland that on the last bearing bore E8°N and discovered land stretching out on our starboard bow, around to dead ahead and forming a bay.

At noon Point B ahead² bore S2°E, with the northernmost one astern at S3°30'W and the western headland that we had just rounded at S27°O, according to bearings taken by the *Géographe*.

10-11 Prairial [31 May-1 June 1801]

Fine weather, calm sea, moderate breeze variable from ESE-SSE and SE. At noon we noted a reef bearing NW^{1/4}W, distant about 2^{1/2} leagues. At the same time Cape B bore S25°W. At 1h30 we went on the other tack and sailed to windward of the western headland. During the

² Translator's note: over the next few pages, the features mentioned by Brue – "Point B", "Cape B", etc – evidently refer to a map or diagram.

afternoon we tacked several times to close the Commander, whom we saw anchored at S14°E. At 7h30 we passed astern of him and he ordered us to drop anchor; we did so at 7h40 in 20 fathoms, muddy sand mixed with gravel, and paid out 100 fathoms of cable. Fine weather overnight, with a moderate and gusty breeze. At daybreak the *Géographe* sent [13] its dinghy ashore and we hoisted out our boats. We took the following bearing of the anchorage: northern headland at W3°S; western headland at WSW2°30'S; eastern headland at S7°30'E.

11-12 [Prairial, Year 9, 1-2 June 1801]

Fine weather, moderate breeze from ESE-S. At 2h00 our dinghy went ashore, returning at 7h00 without having seen any fresh water or inhabitants. The Captain having been ashore in his boat and having returned at 7h00, he gave us the bearing of Point P at S7°30'E. Gusty wind overnight. At 7h00 in the morning we got under way at the same time as the Commander. At 9h30 the northerly headland bore S43°W, with the westernmost headland at S2°W. The eastern headland was at S2°E, with the easternmost land at E2°S. Fine weather, calm sea, clear sky.

12-13 same [Prairial, Year 9, 2-3 June 1801]

Fine weather, calm sea, cloudy sky; under full sail. Sounded at 1h00 and had 25 fathoms, sandy bottom. At 1h10 we went on the other tack, as did the Commander. At sunset the northern headland bore W21°30'S, with the western point at W44°30'S, and Point P at S30°W. The extremity of the land to windward of us bore E10°30'N, as corrected. At 6h30 we saw a fire onshore, bearing SW^{1/4}W. At 6h45, the *Géographe* being at anchor we also dropped anchor in 23 fathoms, sand and gravel. At 7h30 Captain Hamelin went ashore to look for the fire and to try to communicate with the natives; he returned at 2h00 in the morning without having seen any indigenes. The anchorage bearing was as follows: northern point at W18°55'S, westerly point at W28°15'S, Point P at W61°15'S. The easternmost land extremity - (14) (continuation of 12-13 Prairial) - bore E18°15'N. Constantly fine weather overnight, with the sea calm and very light winds from ESE. Got under way at 8h30 under full sail; sounded and had 20 fathoms, muddy bottom. Tacked several times during the morning to follow the breeze and continued to sound, having about the same depth throughout. At noon the northern point bore W11°15'N and point P bore W8°S, as corrected.

13-14 same [Prairial, Year 9, 3-4 June 1801]

Fine weather, calm sea, very light winds from ENE-E and SSE. Both corvettes under full sail and quite close together. Sounded frequently and had 16, 18, and 19 fathoms, sand mixed with broken shells. At 8h00 we dropped the small bower in 20 fathoms, sandy bottom, and paid out 65 fathoms of cable. Immediately took the following bearing: northern point at W4°45'S, distant 5 leagues; the extremity of land opposite, that we will call J, was at E43°30'N, distant 10 leagues. Fine weather and calm sea all night, with a moderate easterly breeze. At 8h00 we got under way under full sail and went on the starboard tack. At noon the northern point bore W48°15'S, with Point R at E10°45'S. Fine weather throughout.

14-15 [Prairial, Year 9, 4-5 June 1801]

Fine weather, calm sea; under full sail with a light breeze, variable from ENE-NE. At 12h45 in the afternoon we went about and sounded, having 20 fathoms, still sandy bottom. At 6h30 we dropped anchor near the Commander in 13 fathoms, fine sand mixed with broken shells. (15) (14-15 Prairial contd.) Point N, representing the extremity to starboard of the *Géographe*, bore S73°W, and another headland seeming to form the port extremity of the same bay bore N65°E, distant approximately 3 leagues. Constantly fine weather over the 24 hours, with a light and variable breeze from NE-ESE.

15-16 Prairial [Year 9, 5-6 June 1801]

Fine weather, light easterly breeze, variable to N. At daybreak we sent two dinghies ashore, one under the command of Citizen Hérisson and the other under Citizen Freycinet. On its return, the former reported having discovered a mixed freshwater and brackish lagoon to the south of the anchorage. The dinghy had followed it for almost 5 miles without finding any mouth to the sea. It had also seen footprints, some human and some from an animal assumed to be a kangaroo, and had seen a good quantity of celery and sea fennel. Citizen Freycinet had found the same footprints as Citizen Hérisson, as well as a kangaroo skin that he had left briefly to dry out near a fire and which had disappeared when he returned for it - proof that there were natives in the vicinity. At 4h00 in the morning the two dinghies set off again - the Captain and two officers in the smaller one and the scientists in the larger. The breeze freshened and the sea became rough during the morning, so we unrigged our topgallants.

(16) 16-17 Prairial, Year 9 [6-7 June 1801]

Fresh north-easterly breeze, rough sea. During the day we saw a large fish, similar to a shark, which consistently refused to take the hook we put out for it. At 5h00 the breeze was a moderate easterly and the sea had fallen somewhat, although a swell was still running. At 7h00 the pinnacle returned, with Citizen St Cricq and the scientists bringing back many plants and a lot of new birds. They had seen several natives who had fled when hailed, and despite their agility the crew had been unable to catch up with them. One woman in the group of natives had appeared stunned; the crew had made several signs to her, to which her only response had been to break down in tears. Nothing remarkable to report.

17-18 same [Prairial, Year 9, 7-8 June 1801]

Strong easterly wind, fine weather, the cable under considerable strain. At 7h00 in the evening the Captain returned in his dinghy and told us that the *Géographe's* longboat had gone aground. Nothing new overnight; at 9h00 in the morning we were ordered to get under way.

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

At noon the wind was strong and the sea rough. Worked the capstan constantly for 7 hours from the time of being ordered to get under way. Finally, at 3h00, as the anchor had broken off at the shank, we catted its hook and steered towards (17) the *Géographe*, which had anchored deep in the bay. At 5h00, with the breeze having slackened a lot, we dropped the best bower in 9 fathoms, sandy bottom, and paid out 50 fathoms of cable. Moderate east-north-easterly breeze up to noon on the 19th, with the sea reasonably calm. We sent our two dinghies to help rescue the Commander's longboat.

19-20 [Prairial, Year 9, 9-10 June 1801]

From noon until 8h00 in the evening the wind was a north-easterly, freshening considerably. Sea very rough. At 8h00 our two dinghies were back alongside; at that time the wind was strong and the anchor was dragging significantly towards the coast. We paid out cable but continued to drag so the Captain gave the order to get under way, which we did. At 10h30 we had weighed the anchor and found the flukes to be broken. It was calm at that point so we took the opportunity of hoisting in our boats. Soon afterwards - at about 1h00 in the morning - the wind blew with frightening strength and the sea was very rough. We remained under courses and tacked back and forth in an attempt to clear the bay. Same weather up to noon.

20-21 [Prairial, Year 9, 10-11 June 1801]

Strong wind from NE-NNE, sea rough; the ship labouring a lot (18); under courses and close-reefed topsails. At 2h15 the northern extremity bore N78°W, distant 10 miles, and at 3h30 it was at N86°W, distant 8 miles. The remainder of the day and the night were spent in constant tacking to get to windward and in repairing the continual damage to sails and rigging. At daybreak the weather was a little finer; we noticed that the sea had carried away the kedge anchor that had been stowed under the bowsprit. At 8h00 point N bore W but the wind - constantly making it difficult for us - was contrary by two points and we were obliged to go on the other tack. Same weather up to noon; the Commander out of sight.

[Margin] At 9.15, lost sight of the *Géographe*.

21-22 Prairial [Year 9, 11-12 June 1801]

Strong wind from N-NW and NW^{1/4}W. At noon an elevation bore E23°30'N, distant 9 leagues. At 3h00 we housed and took down the topgallant masts and standing jib boom. Strong gusts throughout the 24 hours.

22-23 same [Prairial, Year 9, 12-13 June 1801]

Fresh and gusty breeze from WNW, sea very rough. At 2h00 the middle of two hills bore E5°S and at 4h00 the extremity of land bore NNE1°E, distant 10 leagues. At 5h15 the most elevated part of the land in sight bore E5°N, distant 5 leagues. Same weather overnight; changed tack (19) several times over the 24 hours.

23-24 Prairial [Year 9, 13-14 June 1801]

Weather fining up but still squally; moderate breeze from WNW in light gusts. Coasting alongshore, about twenty miles out to sea. Went on the other tack at 6h00 and then came back again at midnight. At daybreak the weather was fine, the sea calm and the sky clear.

24-25 [Prairial, Year 9, 14-15 June 1801]

Fine weather, calm sea, moderate breeze. At 3h30 changed tack 18 leagues from shore. At 5h00 sighted Rottonest [Rottnest] Island. Hove to for the night; sounded and had 25 and 30 fathoms, sandy bottom. At daybreak we stood in for the land, sounding and having a good, sandy bottom gradually diminishing to 13 fathoms. At 10h30, having only 8 fathoms and fearing that the frequent clumps of aquatic plants we were passing at speed might in fact be rocks, we dropped anchor and sent a punt to take soundings in a radius of 3 leagues around the ship. It returned in the afternoon, having found a very uniform bottom, and not less than 6 fathoms of water.

25-26 Prairial [Year 9, 15-16 June 1801]

Fine weather, calm sea, moderate breeze from WNW. Sent the pinnace to Rottnest Island: it returned in the evening with several fur seals that the crew had shot onshore, where they are plentiful. Fine weather overnight. At 3h00 in the morning the weather closed in, the wind strengthened and the sea became rough. At 5h00 Citizen St Cricq set off in the pinnace to reconnoitre the Swan River.

26-27 [Prairial Year 9, 16-17 June 1801]

Continuous rain, lightning, overcast weather; sea rough and a strong and gusty west-north-westerly wind. At 8h00 in the evening, with the ship dragging its anchor we dropped the small bower. During the night we fired the swivel gun and lit flares every thirty minutes to show our position to the boat. At 6h30 in the morning the weather was finer and we sighted the dinghy about 3 leagues to the NE. It was back alongside at 11h00; Citizen St Cricq had not been able

to make out the river because of the bad weather.

27-28 [Prairial, Year 9, 17-18 June 1801]

Fresh breeze from WNW, variable to W and N. Cloudy sky, rough sea; we weighed anchors during the afternoon. The weather fined up at night. At 6h30 in the morning the jolly boat and the punt were sent to Rottnest Island, the former - with Citizen Engineer-Geographer Faure aboard - to survey the island and the latter to do some fishing. The pinnacle, under the command of Citizen Heirisson, was sent back to reconnoitre the Swan River. At 8h30 the longboat, under the command of Lieutenant Milius, went to the island situated to the south of our anchorage. The weather turned bad again.

28-29 Prairial, Year 9 [18-19 June 1801]

Squally weather, cloudy sky, rough sea, strong and gusty wind from N-NNE. At 6h00 in the evening we dropped a second anchor to get a better hold. We lit lanterns and sent up rockets from time to time to signal our position to the boats. Extremely bad weather all through the night, with squalls blowing quite fresh and causing us some concern for our boats. At 10h00 in the morning the punt returned from Rottnest Island and informed us that the jolly boat was stranded on the shore and could only be righted with assistance from a large boat, and that the persons who had been in it had absolutely no food or water. This unwelcome development was all the more unfortunate in that we had no boat available and were thus ~~obliged~~ unable to send any help. (22) Same weather up to noon.

29-30 Prairial [Year 9, 19-20 June 1801]

Squall after squall, with strong gusts and a rough sea throughout the day and night. At 2h00 in the afternoon some persons thought they saw a sail to the SSW, but it disappeared soon afterwards. At night, with the ship frequently dragging its anchor we paid out more cable. Saw a fire on the mainland. At 9h30 in the morning we took advantage of a calm patch to send the punt, under Citizen Couture, midshipman, to look for the fire we had seen. Nothing new up to noon, but the weather was a little better.

30 Prairial-1 Messidor [Year 9, 20-21 June 1801]

Rainy weather, fresh and gusty breeze and lightning.

[Margin] E-SSE. At 7h30 in the morning we despatched our last punt with provisions for the jolly boat on Rottnest Island. It also carried some winding-tackle and other gear to help right the boat.

The day and night were spent in paying out cable as the ship dragged. Finally, at 8h00 in the morning we could no longer hold and were obliged to get under way and proceed to an anchorage closer to Rottnest Island. No news from any of our boats.

1-2 Messidor [Year 9, 21-22 June 1801]

Weather somewhat finer, with a moderate and variable breeze and reasonably calm sea. At 10h00 the punt that had been sent to check on the fire on the mainland returned to the (23) ship. The crew informed us that the fire we had seen had been lit by the crew of the longboat, who had had the misfortune to be cast ashore after they had lost their mainmast in the blow on the 29th. These unfortunates had no food or water; however it was possible to retrieve the longboat and to this end Citizen Milius requested winding-tackle, planks, ship's equipment etc - all of which we sent off immediately in the same punt. At 4h00 in the afternoon the jolly boat and punt returned from Rottnest Island; the dinghy had suffered little damage and had been repaired. Very light winds from ENE over the 24 hours; sea running a swell and the sky reasonably clear.

2-3 Messidor [Year 9, 22-23 June 1801]

Moderate easterly breeze over the 24 hours, and very fine weather. We spent the time emptying out of the storeroom the wheat which had been damaged by insects and stocking and stowing two anchors. Nothing of note.

3-4 same [Messidor, Year 9, 23-24 June 1801]

Fine weather, calm sea, moderate easterly breeze. Set up the mill so that the deteriorating wheat could be eaten. At 4h00 the pinnacle returned. Citizen Heirisson had found the Swan River and had sailed some way up it. He brought back some fresh water that was said to be very good. We immediately despatched the jolly boat (24), under the command of Citizen S^t Cricq, to help right the longboat. He returned with it at midnight, and we hoisted it in at daybreak. Fine weather, moderate east-north-easterly breeze.

4-5 Messidor [Year 9, 24-25 June 1801]

Fine weather, moderate breeze from ENE-NNE. At 4h00 Citizen St Cricq set off in the pinnacle for Fur Seal Island. Nothing new.

5-6 same [Messidor, Year 9, 25-26 June 1801]

Fine weather; sent the punt to Rottnest Island at 6h00 in the morning. Fresh breeze from NE-NNE. Nothing new.

6-7 same [Messidor, Year 9, 26-27 June 1801]

At 3h30 on the afternoon of the 6th the pinnacle returned. We tightened the shrouds and cleaned up the stores. From 7h00 to 10h00 we signalled to the punt to return to the ship. Fine weather over the 24 hours, with a calm sea and moderate westerly breeze.

7-8 same [Messidor, Year 9, 27-28 June 1801]

Fine weather, calm sea, moderate breeze variable from W-WSW. The punt returned from Rottnest Island, bringing a snake with it. Same weather overnight. At 7h30 in the morning the Captain went ashore on Rottnest Island in the pinnacle.

8-9 Messidor [Year 9, 28-29 June 1801]

Continuing fine weather during the day and night. We got under way at 7h30 in the morning and at noon took the following bearing: southern extremity of Rottnest at S^{1/4}SE, distant approximately 6 leagues, the most northerly point at S14°W, distant 5 leagues.

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

Moderate north-easterly breeze, cloudy weather with squalls and lightning in the west. Sounded at 2h00 in the afternoon and had 27 fathoms, grey sand. At 5h30 the visible land extremity bore N17°E, distant 5^{2/3} leagues. At 8h00 in the evening the wind shifted to ESE and SE and the weather seemed to fine up. At 4h00 in the morning we wore ship. At daybreak sighted land ahead, distant 8 leagues. Fine weather up to noon, with a moderate breeze and the sea a little rough. At noon point E bore E28°40'S, distant 5 leagues. Sounded and had 23 fathoms, grey sand and shells.

10-11 same [Messidor, Year 9, 30 June-1 July]

Fine weather, calm sea, light breeze variable from N-SSE. Under full sail. At 4h00 island N° 2 bore E18°S and island ~~NW~~ N° 3 bore N7°E, all as corrected. Sounded throughout the night and consistently had from 22 to 32 fathoms, same bottom. Hove to at midnight, port to

windward, and then filled the sails at 3h00 in the morning. Sounded but had no ground with 90 fathoms. At 7h45 we went on the starboard tack. At 8h30 an island, assumed to be N° 3, bore E16°N, distant 3 leagues. Sounded up to noon and consistently had 20, 22, 25 and 30 fathoms, sand mixed with rocks. Saw many whales and some gannets over the 24 hours.

(26) 11-12 Messidor [Year 9, 1-2 July 1801]

Fine weather at noon, with a calm sea and moderate northerly breeze. Went on the starboard tack, then came back again at 4h00 and noted the northernmost rocky outcrop bearing N27°E. At night the wind shifted from NNW to SW. The weather turned squally; we shortened sail and took two reefs in the topsails. Continuously squally weather overnight; at 4h00 we wore ship to port. Misty weather up to noon, preventing us from seeing the land. We bore up to NE^{1/4}E and increased sail, setting the fore studding sails. At noon the extremity of the large cliff to the south bore E25°15'S (as corrected), distant 4 leagues.

12-13 same [Messidor, Year 9, 2-3 July 1801]

Fine weather, calm sea, light breeze variable from WNW to NW and NE. At 1h20 we sighted breakers ahead and out to sea; went on the starboard tack. At 1h30 an island which could be seen close to the mainland bore N27°30'E, distant 4 leagues. The middle of the point on the mainland that we took to extend into a bay bore S14°E, distant 4^{1/3} leagues. The rocky outcrop N bore S, distant 4 leagues. The visible extremity of land bore N28°E. Sounded from noon to 4h00 and had 21-27 fathoms. The rest of the day and the night were spent standing further out to sea, sounding frequently and with the depth steadily increasing (27) from 25 to 65 fathoms, bottom sometimes of rocks and at others of coral. At 4h00* we went on the port tack and put on full sail. At daybreak the weather was overcast and squally. Sounded at 7h00 and had 31 fathoms, bottom of rocks. At 6h00 we tacked, then chapelled the ship and went on the port tack. At 11h00 we took a reef in the topsails. Rainy weather, with strong and squally gusts.

* [Margin] as we had no bottom at 85 fathoms

13-14 Messidor [Year 9, 3-4 July 1801]

Overcast weather, rough sea, fresh and gusty breeze. At 6h00 we went on the port tack; the weather was steadily deteriorating, with lightning all around and the sea becoming increasingly rougher. We took in the fore topsail, took the third reef in the main and sailed close-hauled on the starboard tack under the foresail and main topsail. At daybreak the wind was strong and the sea very rough; we brought to under the main, fore and mizzen staysails. The ship labouring considerably.

14-15 same [Messidor, Year 9, 4-5 July 1801]

Lying to; strong and gusty wind, rough sea and periodic rain throughout the day and night. At 1h30 in the morning we went on the port tack and sounded, but had no ground with 87 fathoms. At daybreak the weather fined up and the wind shifted to W-WSW. We put on sail and repaired the mainyard guy. Nothing new up to noon. Saw many petrels.

(28) 15-16 Messidor [Year 9, 5-6 July 1801]

Strong wind from W^{1/4}NW-W by the west. Rough sea and squally weather. Under foresail, fore staysail and topsail on the cap and mizzen topsail and staysail. We kept these sails set for the rest of the day and all night as the weather did not change. At daybreak it eventually fined up and the wind shifted NW and NNW. Moderate breeze, the sea less heavy. We put on sail and bore up to the north-east, having no ground with 100 fathoms. Nothing new.

16-17 same [Messidor, Year 9, 6-7 July 1801]

Under full sail, sailing close-hauled on the port tack; moderate breeze from WNW-NW. Fine weather, calm sea. Sounded several times but had no ground with 100 fathoms. Hove to at 1h00 in the morning then filled the sails at 6h00. Under full sail, close-hauled on the port tack. At 8h00 officers, midshipmen and troops donned uniforms and bore arms to witness a punishment of 12 lashes handed out to two top-men, Fanfan and Anger, who had been guilty of extreme insubordination the day before. The punishment having been pronounced by the Captain, the delinquents were taken to the forecabin where the [illegible] was carried out. At 9h30 sounded and had 30 fathoms, coral bottom; we tacked soon afterwards. (29) The weather turned rainy again, with the sea rough and the wind gusty. At 11h00 the most northerly point bore E4°N, distant 7 leagues, and the closest rocky outcrop to the south bore E8°30'S, distant 8 leagues. The most distant outcrop in the same direction bore E11°S, distant $8^{2/3}$ leagues. At noon took the following bearings: white cliff at E4°30'N, distant $7^{2/3}$ leagues, closest outcrop at E4°30', distant 8 leagues and the most distant outcrop at E10°30'S, distant $9^{1/3}$ leagues.

17-18 Messidor [Year 9, 7-8 July 1801]

Weather overcast and rainy, with a fresh and squally northerly breeze, variable to W. Went on the other tack at 2h45, and at 5h00 took a reef in the topsails. Wore ship at 6h00 and went on the starboard tack. Same weather throughout the twenty-four hours; violent squalls forced us to carry out various manoeuvres. Sounded at noon but had no ground with 60 fathoms.

18-19 same [Messidor, Year 9, 8-9 July 1801]

The wind varied from W-SW over the 24 hours. Fine weather and calm sea; land in full sight. We spent the night lying to and at daybreak we put on full sail. Sounded several times without having ground.

19-20 same [Messidor, Year 9, 9-10 July 1801]

Fine weather, calm sea, moderate breeze from WSW-SW. Steering east, under full sail. At 1h50 we sighted the Abrolhos Islands very close by, and ~~went~~ changed course to the NW to avoid them. They then bore as follows: eastern extremity at N42°E, distant $4^{2/3}$ leagues, western extremity at N26°E, distant 4 leagues. At 4h00 the southernmost extremity of the mainland (30) bore N67°E, with the middle point of two hills in the form of breasts at N29°E and the middle of a small island to their south at N35°E. Sounded from 4h00 to 8h00 and consistently had 34 fathoms. Hove to for the night. Filled the sails at 6h00 in the morning and put on full sail. The weather was very fine and the breeze moderate from E-ENE. At 6h00 the mid-point between the two breast-shaped hills bore N56°E, with the middle of the table at N62°E and a hill, seemingly separate, at N40°E. At noon we had 34 fathoms, sandy bottom, and at that time the northernmost visible land extremity bore N33°E, distant 11 leagues, with the hill to the south at N70°E, distant $9^{1/3}$ leagues and the middle of the table-like mountain at N82°30'E. Fine weather, calm sea and moderate breeze from E-NE.

20-21 Messidor [Year 9, 10-11 July 1801]

Fine weather, calm sea, moderate breeze from ENE-E and SE. Sounded several times and had from 30 to 33 fathoms, sandy bottom. At 4h00 the middle of the table to the north bore E59°N, with the northernmost visible land extremity at N2°W. Hove to at 8h00 and remained that way all night, sounding every hour and consistently having from 25 to 30 fathoms. Filled the sails at 5h30; under full sail. At 6h30 the middle of the table bore N89°39'E, with the southern land extremity at S78°30'E and (31) the northern extremity at N4°E. At noon the depth, which had been steadily diminishing, was 25 fathoms. At that time the northernmost

land extremity bore N21°E, distant 12^{2/3} leagues, with the southern extremity at E4°S, distant 12 leagues and an elevated rocky outcrop at about the mid-point of the land - slightly north - bore E8°30'N, distant approximately 10 leagues.

21-22 Messidor [Year 9, 11-12 July 1801]

Light easterly breeze, variable to S, fine weather, clear sky, calm sea; under full sail. At 4h00 in the afternoon the southern land extremity bore E21°S, distant about 11 leagues, with the northernmost outcrop at E9°S, distant 10 leagues, the middle of the great cliff at N30°E, distant 6 leagues and the northern land extremity at N24°E, distant 8 leagues. Soundings during the afternoon returned 28, 30 and 33 fathoms, grey sand mixed with small gravel. At 8h00 in the evening we hove to, port to windward. Very fine weather all night, with a moderate breeze from SE-E and N. Filled the sails at 5h00 in the morning; under full sail. Went on the other tack and then came back again at 11h00. At noon the red headland bore E6°S, distant 4 leagues, with the northern land extremity at N3°W, the southern extremity at S21°30'E and the great white cliff at S38°30'E – all as corrected. Over the 24 hours we saw many whales and several white, fork-tailed birds.

(32) 22-23 Messidor [Year 9, 12-13 July 1801]

Fine weather, calm sea, moderate breeze from N^{1/4}NW-N and NE. At 4h00 the great white cliff bore E14°S, with the northern land extremity at N26°E and the southern land extremity at E21°S. Changed tack several times over the 24 hours and sounded constantly, having 25, 30, 35 and 40 fathoms. At daybreak the weather closed in and the wind freshened from NNE. At 8h00 the northernmost visible land extremity bore N26°E, with the southernmost extremity at E24°S, all as corrected. With the breeze freshening we took the first reef in the topsails. Nothing new up to noon. Saw many whales and petrels.

23-24 same [Messidor, Year 9, 13-14 July 1801]

Fresh breeze over the first four hours, from NNE-N and NNW, with constant rain. Afterward the breeze slackened to a dead calm alternating with light breezes. Constant rain over the 24 hours. Nothing new. We carried out various manoeuvres.

24-25 same [Messidor, Year 9, 14-15 July]

Dead calm and constant rain over the 24 hours. Carried out various manoeuvres. Soundings consistently returned from 35 to 40 fathoms. At daybreak we hoisted the ensign in honour of 14 July.

25-26 [Messidor, Year 9, 15-16 July 1801]

Calm, with continuous rain up to 4h00, (33) when the rain stopped and the breeze freshened from W-SW. The guns fired 21 rounds, on three occasions, to celebrate 14 July. At 5h00 we sighted land in the east, distant 12 leagues, and the Captain set a course NNW. Uncertain weather overnight, with a fluky breeze from the west and south. Sounded constantly and had 35, 37, 39, 45 and 50 fathoms. At daybreak sighted land and stood in for it under full sail, the weather having fined up. At 10h00 in the morning took the following bearings: southern land extremity at S80°E, distant 10^{1/3} leagues; middle of the highest, closest land at N59°E, distant 6 leagues; northern land extremity at N19°30'E, distant 8 leagues. At noon sounded and had 37 fathoms, rocky bottom; the northern land extremity bore N9°W, and the southern extremity E37°30'S, all as corrected.

26-27 Messidor [Year 9, 16-17 June 1801]

Fine weather, calm sea, sky a little cloudy. Light breeze from SW-S. At 4h00 the northern

land extremity bore N14°40'W, with the southern extremity at E39°40'E, distant 3 leagues. Nothing new for the rest of the day. Sounded and had 58 fathoms. Fine weather overnight; at daybreak the breeze shifted south and then east. At 6h30 in the morning the southern land extremity bore E17°S, distant 9 leagues, and the northern land extremity N12°E, distant 10 leagues. A headland presumed to be the steep point bore E9°S, distant 5 leagues. At 9h00 the southernmost visible land extremity bore E45°S, with the assumed steep point at E40°S, distant 8 leagues and the headland assumed to be the NW tip of Dirk Hartog Island at N7°E. The northern visible extremity of the islands thought to be the Dorre Islands bore N1°30'W, distant some 2 leagues. Sounded but had no ground with 60 fathoms.

(34) 27-28 Messidor [Year 9, 17-18 July]

From noon to 4h00 fine weather, calm sea and moderate easterly breeze, variable to S and SW. Coasted along Dirk Hartog Island and saw a great number of whales. Sounded several times and on each occasion had 45 fathoms, red sand. At 7h45 we dropped anchor at the entrance to Shark Bay in 18 fathoms, muddy grey sand, and paid out 60 fathoms of cable. At 8h00 the jolly boat was sent to take soundings around the ship, returning at 9h00. We fired two rounds from the guns and sent up rockets. Strong currents pulled ESE during the night. At daybreak, moderate breeze from ESE. At 7h30 Mr Freycinet was despatched in the jolly boat; the other boats were hoisted out. We took the following bearing: western headland at S60°W, distant about 4 leagues; land extremity extending south at S22°W; angle of Dorre Island at N3°W, distant 6 leagues.

28-29 same [Messidor, Year 9, 18-19 July 1801]

Almost calm, light breeze from SW-S and SE and as far as N. At 5h00 the western extremity of Dirk Hartog Island bore S68°W, distant 2 leagues. The most elevated part of the same island bore S40°W, distant 3 leagues. Dead calm at night. At daybreak Citizen St Cricq set off in the pinnace for Dorre Island and the punt was despatched to Dirk Hartog Island. Calm up to noon. At 10h30 we got under way and stood into the bay under the fore and mizzen topsails.

29-30 same [Messidor, Year 9, 19-20 July]

Fine weather, calm sea, light breeze from NNW (34), on course under the same sails; sounding and consistently having 14 fathoms, sandy bottom. At 1h30 we dropped the small bower in 13 fathoms, paid out 35 fathoms of cable and immediately took the following bearings: the northern headland of Dirk Hartog Island at W13°N; its southern extremity at S9°E and the middle of Dorre Island at N19°W, all as corrected. At 7h00 in the evening the weather turned squally and the wind shifted to the south-west. We paid out the cable up to the bitter end of 65 fathoms and fired a gun to let the pinnace know our position. It returned at 9h30. Occasional squalls up to midnight, with wind from NW-SW and W. Fine weather from midnight to 7h00 when the squalls resumed, with wind from WSW. The punt returned from Dirk Hartog Island at 10h30.

30 Messidor-1 Thermidor [Year 9, 20-21 July 1801]

Squally weather, moderate breeze from WSW, becoming fresh and gusty and shifting to W-WNW during the night. At 7h00 in the morning the ship was dragging its anchor; we paid out cable up to 80 fathoms and dropped the best bower with 50 fathoms of cable. Same weather up to noon, with the crew busy with getting the small bower to hold.

1-2 same [Thermidor, Year 9, 21-22 July 1801]

Moderate breeze from S-SSW. The weather was finer but still a little overcast and the sea moderately rough. At 1h30 the current was running ESE: nothing (36) new during the day or

overnight. Fine weather at daybreak, with a moderate breeze from SE-ESE. At 7h00 in the morning the tide came back in, running WNW. During the morning we worked at weighing our anchors and we were astonished to see the small bower broken off a foot from the flukes. We dropped the best bower again, with 50 fathoms of cable. At 9h00 the punt was despatched to Dirk Hartog Island and the pinnace was sent off soon afterwards, with Citizens Heirisson and Faure, to survey the bay. The crew worked on hoisting new anchors from the hold in order to stock them.

2-3 Thermidor, Year 9 [22-23 July 1801]

Fine weather, calm sea and moderate breeze from ESE-SSE over the 24 hours. We dropped the new anchors. Nothing new.

3-4 Thermidor [Year 9, 23-24 July 1801]

Moderate breeze from ESE, fine weather. In the afternoon we weighed the small bower and dropped the best bower, paying out 80 fathoms of cable. At 11h15 in the evening the current started running back to ESE. At 8h00 in the morning we struck the main yard so we could repair its guy. A punt was sent out fishing. In the morning the current once again began running to the west.

4-5 same [Thermidor, Year 9, 24-25 July 1801]

Fine weather, light breeze from ESE-S; almost calm. At 5h00 the tide was running to the east. Nothing new over the 24 hours. The tide began to run out again at 9h30 in the morning.

5-6 Thermidor [Year 9, 25-26 July]

Light breeze from SSW; fine weather and almost calm. In the afternoon the punts returned from Dirk Hartog Island, bringing with them a lead plaque on which writing was clearly visible, but since it was in Dutch we were only able to read the date,[#] which I mention here because of its considerable age. At daybreak on the 6th we despatched the punt to return the plaque to the place where it had been found. The Captain went ashore in his boat.

[margin] of the year 1616.

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

Cloudy sky, fine weather, light breeze from W-SW, S and NE. The punt returned at 9h30. During the night we lit lanterns and flares for the Captain's boat, which returned at 2h00 in the morning. During the morning a carpenter-sailor named S Corville received 12 lashes for misconduct towards the bosun.

[Margin] a sailor who had attacked the bosun's mate Lamy with a knife and had badly wounded him received 40 lashes at the fore-castle.

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

Light winds from NNE, variable to N and SE. Almost calm. Constant rain over the twenty-four hours.

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

Misty and squally weather, (38) with a fresh and gusty breeze from S-SW. At 12h30 in the afternoon the tide began to flow back to the west. During the night we sent up rockets and burned flares for the benefit of the pinnace, which returned at 7h30 in the morning. Citizens Faure and Heirisson did not discover anything. The weather was fine up to noon.

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

Fine weather, calm sea, moderate breeze from ENE-E, and SSE-SE. At 8h30 in the evening the tide began to run to ESE. The Captain assembled the officers to obtain their advice on what we should do regarding our separation from the *Géographe*. It was decided that we would wait for it until our water situation no longer allowed us to do so, and that we would stand further into the bay to have more shelter. At 8h00 in the morning the pinnace was despatched to Dirk Hartog Island with two helmsmen who were to stay there for a fortnight so they could signal to the *Géographe* if it appeared. Saw numerous whales.

10-11 Thermidor [Year 9, 29-30 July]

Fine weather, sky clear and bright; some light gusts from ENE-N and NW. The pinnace returned at 9h00 in the evening. (39) Nothing of note. The punt was despatched to Dirk Hartog Island at 8h00 in the morning.

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

Squally weather, rough sea, fresh and gusty breeze from WSW-S. The punt returned at 5h30. Violent gusts during the night.

12-13 same [Thermidor, Year 9, 31 July-1 August 1801]

Squally weather, with fresh breeze from S-SSE. We got under way at 12h15 in the afternoon, sending the jolly boat to sound ahead of the ship. At 2h00 a strong squall forced the jolly boat to proceed under bare poles and consequently it dropped to leeward ahead of us. At 3h00 we dropped anchor in 9 fathoms of water. At 9h30 the dinghy returned, having had consistent soundings of 6, 7, 8, 9 and 10 fathoms. At night the wind shifted to a moderate east-south-easterly breeze; the weather was fine up to noon on the 13th. The position of the anchorage was as follows: visible NW extremity of Dirk Hartog Island at W6°S; visible SE extremity of the same at W39°S; middle of the island inside the bay at E12°S – all as corrected.

13-14 Thermidor [Year 9, 1-2 August 1801]

Light breeze from ESE-SSE. Superb weather. At 1h30 we despatched two punts to take soundings - one to the south and the other to the east. They returned at 4h30, having consistently had from 10 to 12 fathoms. At 9h00 on the 14th one was sent out again to take soundings around the ship, while the other went fishing.

(40) 14-15 Thermidor [Year 9, 2-3 August 1801]

Clear sky, fine weather, light breeze from E-SE. At 1h00 the punt returned from sounding around the ship; at a distance of 1 league it consistently had 10 fathoms. At 2h00 the pinnace set off, under the command of Citizen Freycinet, with a fortnight's supplies. At 5h30 Le Courantin returned from his fishing excursion - the catch not good. Constantly fine weather. Saw many whales.

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

Fine weather, light breeze from ESE-S. At 2h30 we got under way and proceeded ESE; dropped anchor at 6h00 in 8^{1/2} fathoms, beautiful sandy bottom. At daybreak Citizen St Cricq was despatched to reconnoitre an anchorage; he returned at 10h00 and set off again at 11h00 in the same boat to investigate a fire that could be seen ashore. The position of the anchorage was as follows: NE land extremity, assumed to be an island, at E2°N, distant 5 leagues; the SW extremity at S7°E, distant 6 leagues. Closest land at approximately 3 leagues.

16-17 same [Thermidor, Year 9, 4-5 August 1801]

Light breeze from SW-W. Excellent weather. At 2h00 we got under way and once again proceeded ESE. At 5h00 we dropped anchor, the depth having gradually diminished to 5 fathoms. The jolly boat returned at 9h00 in the evening; Citizen (41) St Cricq reported that the fire we had seen had been lit by 9 islanders who had followed him when he landed and whom he had only been able to get rid of by firing a rifle into the air. At 9h30 in the morning the Captain went ashore in his dinghy.

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

Fine weather, calm sea, light breeze from SSW-S. The Captain returned at 1h00 in the morning, reporting that he had not seen the natives but had seen many huts and human footprints.

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

Fine weather, light winds from S-SSE. At 1h00 the jolly boat and the punt were sent ashore loaded with the gear required for repairing the longboat. The longboat itself was hoisted out at 4h30 in the morning, and was sent ashore at 7h00 with the punt and the jolly boat, which had returned during the night.

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

Fine weather, almost calm. In the morning a sailor named Fanfan fell from the deck into the hold storeroom and seriously injured both himself and the steward Costé with the water cask he had been holding and which had caused the fall. The jolly boat was sent ashore with the remaining equipment needed in the camp.

(42) 20-21 Thermidor [Year 9, 8-9 August 1801]

Fine weather, light breeze from SSE-SW by the south. Nothing new.

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

Moderate breeze from SSW-SSE. Fine weather, sea a little rough, sky overcast.

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

Fine weather, cloudy sky, sea a little rough, gusty wind from S-SE.

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

Fine weather, moderate breeze from SSE.

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

Fine weather, calm sea, moderate breeze from S-ESE. At 4h00 a punt broke loose from the ship and drifted away. The master helmsman Le Thiers and a junior seaman, Dégouhier, swam after it and retrieved it.

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

Fine weather, calm sea, fresh breeze from SSW-SSE. The weather was cold enough for the thermometer to be reading 10.5° at 9h00 in the morning, when the sun was 6° above the horizon.

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

Fresh, gusty breeze from SSE-SE. The sea was rough, with the weather very fine and cold. At 2h00 in the afternoon the pinnace returned from its expedition, and at 5h00 a punt came back

from ashore.

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

Fine weather, a little overcast and with a rough sea. (43) Gusty SE wind. At 6h15 in the morning we sent off the pinnace with a punt in tow, loaded with planks for the longboat.

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

Fine weather, rough sea, moderate gusty south-easterly breeze. The pinnace brought back the officers from onshore at 6h00 in the evening. The Captain put Citizen Moreau in charge of camp surveillance.

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

Fine weather, calm sea, light south-easterly breeze. Citizen Ransonnet was despatched at 5h00 in the evening in the pinnace to look for the small one, which had been sent to Dirk Hartog Island and had not reported back. Both boats returned at 9h00 in the evening. The jolly boat had been unable to carry all of its equipment and had been obliged to leave some of it ashore.

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

Fine weather, calm sea, moderate breeze variable from N-E and ESE. At daybreak Citizen Ransonnet set off again in the pinnace for Dirk Hartog Island to retrieve the equipment left by the jolly boat.

1-2 Fructidor [Year 9, 19-20 August 1801]

Constantly fine weather over the 24 hours, calm though with occasional quite strong gusts. The Captain went ashore at 7h00 in the morning.

(44) 2-3 Fructidor [Year 9, 20-21 August 1801]

Fine weather, almost calm, and with a calm sea. The Captain returned at 3h00. Citizen Moreau came aboard in the punt at 8h30 and returned ashore at 7h30 in the morning, carrying a keg of arrack.

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

Fine weather, occasional light winds from SW-SE. At 12h30 in the afternoon the Captain went off in his dinghy with the seine, returning at 4h00. At about the same time Citizen Ransonnet returned from Dirk Hartog Island, bringing the equipment that had been left there. He set off again at 7h00, in the jolly boat, to relieve Citizen Moreau in the camp. The jolly boat returned at midnight, with Citizen Moreau. The pinnace was despatched at 5h30 in the morning, under Engineer-Geographer Faure's command, to survey the northern part of the bay. Citizen Moreau was sent along as well. Noticing that the anchor had fouled, we weighed it and cleared the cable, then dropped it again at 11h30 in 6 fathoms, fine sand. The punt returned alongside during the morning.

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

Fine weather, with a light breeze shifting all round the compass. Almost calm. At noon the (45) punt set out for the shore, with an empty keg, and at 6h00 the jolly boat arrived with some wood. The master returned at 1h30 in the morning, in the punt that he had taken ashore. Rain fell at daybreak. The Captain went ashore at 9h00 in his dinghy. Applied some tar to the wales during the morning.

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

Dead calm until 6h00 in the evening. At 5h15 the punt came out from the camp to ask for the caulkers, as the longboat's woodwork had been completed. It was sent off immediately. At about 6h30 the breeze freshened from the south-west. Nothing new over the remainder of the 24 hours.

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

Fine weather over the 24 hours, with a calm sea and moderate breeze from SSE-SSW. Le camp punt made several trips to the ship to collect various things required for caulking the longboat.

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

Moderate breeze from SSE-SSW. Fine weather, calm sea. Gusty wind from 6h00 up to midnight, but the breeze had slackened a lot by 2h00. The boats made several trips between ship and shore over the 24 hours.

8-9 Fructidor [Year 9, 26-27 August 1801]

Fine weather, calm sea, moderate breeze from SSW-SSE. Fresh and gusty breeze during the night, slackening at daybreak.

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

Misty weather over the 24 hours, with strong and gusty south-south-westerly wind, variable to SSE. At 5h00 in the morning a Malay sailor named Sodomsom passed away: he had been suffering from a putrescent illness for 19 days. Nothing new.

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

Fresh breeze from SSW-SW^{1/4}S over the 24 hours. Overcast weather and a heavy sea. The longboat returned at 3h00 with a load of wood - it had been despatched in the morning. It was unloaded and sent off again immediately, returning at 6h30 with another load of wood. It was sent off to the camp again at 5h00 in the morning. During the morning we swayed up the topgallant masts.

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

Fresh and gusty breeze over the 24 hours, variable from S-SE. At 5h00 the longboat came alongside with its load of wood; it was also carrying a caulker's mate whom the camp commanding officer (47) had sent back for disobedience. The Captain assembled the crew straight away and read out the caulker's punishment, which was to be disgraced to seaman for a period of one year.

13-14 Fructidor [Year 9, 30 August-1 September 1801]

Moderate breeze, variable from S-SE and E. The longboat was sent ashore again at 2h30. The pinnace returned from its mission at 3h00, carrying eight tortoises. The longboat returned at 10h00 in the evening with another load of wood, and was despatched once more at 4h00, together with the large and jolly boat, to break camp ashore. The weather calmed down considerably during the day.

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

Fine weather, calm sea, moderate breeze variable from SSW-W. In the afternoon the boats returned one after the other, bringing the equipment from the camp.

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

Light breeze from S-W and cloudy sky over the 24 hours. We made preparations to leave.

16-17 [Fructidor, Year 9, 3-4 September 1801]

Fresh and gusty breeze from SW-W, sea a little rough, sky overcast with occasional rain. At 5h30 we paid out 40 fathoms of cable and got the (48) starboard bitter end on deck. Constant squally weather overnight. At daybreak we made ready to get under way. At 8h00, with the [wind] in the SSW and abating somewhat, we got under way and set a course $W^{1/4}NW$.

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

Fine weather, sea running a swell, moderate breeze from SSW-S. At 2h30 the middle of Dorre Island bore $N30^{\circ}E$, with the NW headland of Dirk Hartog Island at $S6^{\circ}W$ and the SW headland of that island at $E56^{\circ}S$, distant 2 leagues. Lost sight of Dirk Hartog Island at 4h00, when it was bearing $S29^{\circ}E$. Sounded at 11h00 in the evening and had 65 fathoms, fine grey sand. At daybreak the wind was in the SE and the weather was fine.

18-19 [Fructidor, Year 9, 5-6 September 1801]

Fine weather, rough sea, fresh south-easterly breeze. Under full sail. Saw some porpoises during the day. Sounded several times over the 24 hours but had no bottom with 90 and 100 fathoms.

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

Fine weather, calm sea, moderate breeze from ESE-SE. Under full sail.

(49) 20-21 [Fructidor, Year 9, 7-8 September 1801]

Fine weather, light south-easterly breeze; under full sail. Dead calm overnight. At daybreak a light breeze sprang up from SSE. Saw some flying fish.

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

Light breeze from SSE-S over the 24 hours. Fine weather.

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

Almost calm, with the ship having hardly any steerage way. Sounded several times over the 24 hours but had no ground with 100 fathoms.

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

Light south-south-easterly breeze. Under full sail in fine weather.

24-25 [Fructidor, Year 9, 11-12 September 1801]

Fresh breeze from SSE-ESE. Fine weather; we reduced sail at night and sounded several times, without having ground. Put on sail again at daybreak.

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

Fresh breeze from ESE-SE, fine weather. Hove to at 10h00, then filled again at 5h30 in the morning and put on sail.

26-27 same [Fructidor, Year 9, 13-14 September 1801]

Fine weather, moderate breeze from $E-SE^{1/4}E$. (50) Sounded several times but had no ground with 90 fathoms. Saw many birds over the 24 hours.

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

Moderate breeze from ESE, fine weather, sea running a swell and the horizon misty. At 9h15 on the 28th we sighted land ahead and recognised New Savu Island. At 10h00 its northern extremity bore N26°E, distant 8 leagues, and its southern extremity N30°E, distant 7 leagues. At noon New Savu's western visible extremity bore N18°E, with a remarkable rocky outcrop at N22°E and the eastern visible extremity at N32°E, distant 8 miles.

28-29 [Fructidor, Year 9, 15-16 September 1801]

Moderate breeze from E-SE. Went on the port tack at noon; lost sight of land at 3h00 when it was bearing N^{1/4}NE. Changed tack again at 5h45, and at sunset New Savu was sighted again, bearing N2°W. Sounded at midnight but had no ground with 50 fathoms. Sighted land to the north-east at 3h30, distant 5 miles, and we immediately changed tack to avoid it. Went on the starboard tack at 5h00 and sailed close-hauled. Bore up towards Great Savu at 6h00, coasting fairly close inshore along its southern part. At 6h40 we sighted a small island to the west of Savu, bearing N72°W from us. We steered between the two, and when we sighted men and huts on the shores (51) we hoisted our colours and the English jack forward. At 10h00 the western extremity of Savu bore W8°E, distant 10^{1/3} leagues, with the SE extremity of the island to the west of Savu at S25°W and its NW extremity at S6°W, distant about 2 leagues. At 9h00 we turned to windward on the starboard tack. At noon the southern headland of Savu bore S5°W, with its northern visible extremity at N70°E and the middle of the small island at S36°W. We felt a fairly strong south-east current running.

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

Fine weather, calm sea, light breeze from E-SE. At 2h00 the western extremity of the small island bore S34°W, with the eastern extremity at S4°W. As the winds were fickle we changed tack on two occasions; finally at 5h00 there was a moderate south-easterly breeze and we sailed close-hauled on the starboard tack. Remained on that tack all night. Dead calm at daybreak.

30 Fructidor-1st complementary day, Year 9 [17-18 September 1801]

Light and fluky breeze varying from E-W by the south. The weather was fine and the sea calm.

1st-2nd complementary day [Year 9, 18-19 September 1801]

Fine weather from noon to 8h00 in the evening. (52) Almost calm, with occasional light gusts from E-NW. At 8h00 the breeze sprang up from the south-east, veering progressively ENE. Went on the port tack at 3h00 in the morning. The breeze died away steadily up to noon. Weather still fine.

2nd-3rd complementary day, Year 9 [19-20 September 1801]

Calm with light north-easterly gusts; fine weather. A south-easterly sprang up at 8h00 in the evening and remained a 6-knot breeze all night. Sighted Timor at 6h00 in the morning, and with the breeze veering easterly and slackening we went on the other tack. At 10h00 the southernmost visible headland bore E30°S, with the northernmost at E10°N, distant 10 leagues. The rest of the morning was spent in dead calm. At noon the northernmost part of Timor bore N67°E, and a headland in the shape of an isolated mountain bore S67°W.

3rd-4th complementary day [Year 9, 20-21 September 1801]

Fine weather, the sea flat as a lake, the breeze a fresh north-westerly on occasion, and at other times almost calm. At 10h00 in the evening the breeze freshened from the east, varying to SE.

(53) At night we saw a fire on the western coast of Semau, which we were sailing quite close to. At 2h30 in the morning we hove to, starboard to windward, and sounded several times without having ground. At daybreak we filled the sails and stood in for the anchorage at Kupang. At 8h30 we made out two ships in the harbour; one of them (which we took to be the *Géographe*) was a three-master flying French colours and the other was a two-master flying Dutch colours. At 8h45 Citizen Freycinet was sent ashore in the pinnace and, having met his brother who was on his way to meet us in the *Géographe*'s dinghy (since it was indeed that ship we had seen), they both came on board. It was with great joy that we saw our travelling companions since we had thought them lost, a state of affairs all the more probable in that, having been separated for an alarming amount of time ~~and~~ having each sought to preserve ourselves from almost inevitable danger, we had good grounds for fearing for each other's safety when we had not met at the rendezvous points due to a series of misfortunes. Citizens Freycinet and Bougainville, who were in the *Géographe*'s dinghy, told us that following the blow we had experienced at Cape Leeuwin they had returned to the place where we had been separated and, not finding us there, had wanted to proceed to Rottneest Island, the first rendezvous. But bad weather had prevented them from entering and they had therefore set sail for Shark Bay, which another blow had forced them to leave. Finally, after having had to move on many times, and dogged everywhere by notable bad luck, they had sailed along part of the NW coast of New Holland and had then come on to Timor to wait for us. On arrival at our anchorage we saluted the Commander with six rounds from the great guns.

4th-5th complementary day [Year 9, 21-22 September 1801]

Fine weather, moderate breeze from SSW-S and E. At 1h00 we anchored in 27 fathoms, muddy bottom, hoisted out all the boats, broke out the various flags and moored E-W. In the afternoon we unbent the sails and struck down the topgallant masts. Bearing of the anchorage: middle of Concorde fort at S65°W, the southern headland of Timor at N7°E, distant 21 leagues, the middle of Sand Island at N11°W, distant 6 leagues, the northern headland of Timor at N7°E, distant 21 leagues.

Last complementary day-1 Vendemiaire, Year 10 [22-23 September 1801]

Fine weather, moderate southerly breeze, variable to SE-ESE, calm during the night then shifting E-NW at daybreak. Over these 24 hours we worked at unrigging the ship. At 6h00 in the evening a punt attached to the stern of the corvette disappeared without our knowing where it had drifted to. At daybreak Citizen Ransonnet took the longboat to look for it.

1-2 [Vendemiaire, Year 10, 23-24 September 1801]

Light breeze from SE-ESE, occasionally calm. The longboat returned at 6h00 in the evening, following a fruitless search. It had sailed up the coast of Timor from Kupang to the Semau Strait, which it had crossed.

2-3 [Vendemiaire, Year 10, 24-25 September 1801]

Fine weather over the 24 hours, with light winds from SE-SW and periods of calm.

3-4 [Vendemiaire, Year 10, 25-26 September 1801]

Fine weather, moderate breeze from SE-NW, calm at night. At daybreak the wind was ESE-NE. Worked on the rigging over the 24 hours.

4-5 [Vendemiaire, Year 10, 26-27 September 1801]

Fine weather, light breeze from SW (56) to SE and calm overnight. The breeze sprang up again at daybreak, ESE-SE.

5-6 [Vendemiaire, Year 10, 27-28 September 1801]

Fine weather, calm with occasional breezes from SSE-SW. Continued work on the rigging.

7-8 [Vendemiaire, Year 10, 28-29 September 1801]

Same weather and wind as the previous day.

8-9 [Vendemiaire, Year 10, 29-30 September 1801]

Moderate north-easterly breeze. Calm at night.

9-10 [Vendemiaire, Year 10, 1-2 October 1801]

Moderate breeze from NW-N, calm overnight. Fine weather.

10-11 [Vendemiaire, Year 10, 2-3 October 1801]

Light breeze, variable from NNW-ESE, calm at night. At daybreak the breeze was from NE-NW. Fine weather.

11-30 [Vendemiaire, Year 10, 3-22 October 1801]

Constantly fine weather and calm sea, with a light and fluky breeze from all points of the compass. Periods of calm at night. On the 15th the Dutch brig set sail for Batavia. On the 21st, as the rigging work was finished we began to dismantle the orlop, which was collapsing, and to work on the hold. On the 23rd we despatched the longboat to take on water, and from that time on it regularly made two or three watering trips every 24 hours. In the night from 26-27 the longboat, which had been tied up fully loaded astern, foundered and the barrels drifted away. This accident was only noticed several hours later and the pinnace was sent to search for the barrels, of which it found very few, strewn here and there on the coast. In the afternoon of the 28th, on the Commander's orders we placed the yards in alignment on both corvettes to mark the death of Citizen Riedlé, the Master Gardener. On the 29th, at 8h00 in the morning, the officers and troops went ashore to bury the deceased. The town's dignitaries joined the procession and the body was buried in the town cemetery beside a botanist from Bligh's expedition who had also died in Kupang. Salutes were fired all day and the yards remained crossed.

30 Vendemiaire-1 Brumaire [Year 10, 22-23 October 1801]

Fine weather, moderate breeze from NW-W; calm overnight and north-easterly at daybreak. During the morning we sighted a warship (58) heading towards the anchorage.

1-2 Brumaire [Year 10, 23-24 October 1801]

Moderate breeze from NW-N. At 2h00 the ship we had in sight was in the bay at one and a half cannon shots from us. It hoisted the English flag and pennant and we hoisted our colours. A dinghy which had been despatched from the *Géographe* in the morning then went over to it. The dinghy left the frigate at 3h00 and reported to the Commander. The English frigate then left the bay and was out of sight at night. We learned afterwards, by word of mouth from the Commander's crew who had been aboard, that it was the frigate *Virginie*, coming from Delhi. Having seen ships in the harbour it had wanted to know who they could be. On the 5th the Commander held a promotion parade on board both ships. On the 7th I received the order to transfer to the *Géographe*. I went across immediately.

[signed] Brue
midshipman

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[End of the first volume]

[Cover]

VOYAGE OF DISCOVERY

MMM.

[A']

Journal

Mr. Brue
No 2

[B']

Voyage of Discovery
Under the Command of Citizen Baudin
Commander

[C']

Journal of the Corvette
Le Géographe, captain Baudin
Kept on board by Brüe, midshipman

[D^r]

List of ship's officers on departure from Timor

N Baudin, Commander, leader of the expedition
Sub-lieutenant Henry Freycinet – Lieutenant from 5 Brumaire [27 October 1801]
Engineer Ronsard – ditto
Midshipman 1st Class Bonnefoy – Sub-lieutenant from 5 Brumaire, Year 10 [27 October 1801]
Midshipman 2nd Class Ransonnet – ditto
Midshipman 2nd Class Brüe – Midshipman 1st Class from 1 Brumaire, downgraded to 2nd Class on 1 Prairial [21 May 1802]
Midshipman 2nd Class Bougainville – ditto [Midshipman 1st Class from 1 Brumaire] [27 October 1801]
Helmsman Maurouard – ditto. Lost in the pinnace on 15 Ventose [5 March 1802].
Midshipman 2nd Class Baudin – promoted to 1st Class on 19 Floreal, Year 10 [9 May 1802]
Lharidon, Medical Officer
Taillefer, Surgeon
Depuch, Engineer-Mineralogist
Bernier, Astronomer
Boulanger, Engineer-Geographer. Went out on 15 Ventose in the pinnace [6 March 1802]
Maugé, Zoologist – died on 1 Ventose [20 February 1802], buried on Maria Island
Péron ditto [Zoologist]
Petit, Artist
Lesueur ditto [Artist]
Barbe (Assistant gunner). Promoted Assistant Supply officer on 5 Brumaire [27 October 1801]

(1) 7 Brumaire, Year 10 [29 October 1801]

I received orders from Commander Baudin to transfer from the *Naturaliste* to duty aboard the *Géographe*. I did so, and moved my effects across.

7-8 Brumaire, Year 10 [29-30 October 1801]

Fine weather, light breeze from WNW. Ship drawing 13 feet 9 inches aft and 12 feet 2 inches forward. Barometer 28.2. Temperature 22.4°.

8-9 same [Brumaire, Year 10, 30-31 October 1801]

Fine weather over the 24 hours. Light breeze, variable from NW to W and S. The boats were kept busy bringing provisions on board.

9-10 [Brumaire, Year 10, 31 October-1 November 1801]

Fine, calm weather, some cool breezes from W and SW.

10-11 [Brumaire, Year 10, 1-2 November 1801]

Light breeze from NW. Fine weather. The *Naturaliste's* longboat brought us 12 bags of rice. Barometer 28.1. Temperature 22°.

11-12 [Brumaire, Year 10, 2-3 November 1801]

Overcast weather, moderate easterly breeze. Overnight the weather became increasingly overcast, the wind veered NE and abated considerably. Barometer 28.05. Temperature 23.4°.

12-13 Brumaire [Year 10, 3-4 November 1801]

Moderate breeze from E-ESE. Overcast and dead calm at night. Took on board provisions in the morning.

13-14 [Brumaire, Year 10, 4-5 November 1801]

Fresh and gusty breeze from E-NE; fine weather. The breeze died away completely at night. We took precautions to prevent our crew from deserting. Barometer 28.1. Temperature 22.3°.

14-15 [Brumaire, Year 10, 5-6 November 1801]

Fine weather. Moderate breeze from E-N and NW. At 2h00 the weather turned stormy, but fined up during the afternoon. Took supplies on board over the 24 hours. Barometer 28.0. Temperature 22.4°.

15-16 same [Brumaire, Year 10, 6-7 November 1801]

Cloudy weather, moderate NW breeze from noon to 5h00, when it began to abate. The boats ferried supplies for the expedition throughout the 24 hours. (3) In the morning the *Naturaliste* asked us for a boat to search for a punt, stolen by three deserters from its crew overnight. The punt was found in the river at noon. Our new longboat came across, towed by the pinnace, and we hoisted it in immediately. Weather still fine, moderate north-westerly breeze.

16-17 Brumaire [Year 10, 7-8 November 1801]

Moderate, gusty north-easterly breeze in the afternoon. Calm at night. At 4h00 the boats were sent ashore to dismantle the hospital, which was then set up on board. Barometer 28.5. Temperature 22.5°.

17-18 [Brumaire, Year 10, 8-9 November 1801]

Moderate north-easterly breeze. Over these 24 hours we took on board plants and natural history specimens. Barometer 28.1. Temperature 21.6°.

18-19 [Brumaire, Year 10, 9-10 November 1801]

Fine weather over the 24 hours. We took on board various supplies for the expedition. Barometer 28.5. Temperature 22°.

(4) 19-20 Brumaire [Year 10, 10-11 November 1801]

Fine weather, light breeze from E to N. In the afternoon the boats were sent ashore to fetch the Commander's effects, and he embarked at 8h30. Dead calm overnight. In the morning we catted the small bower anchor.

20-21 Brumaire [Year 10, 11-12 November 1801]

Fine weather. Moderate breeze from south to SW. In the afternoon we distributed the provisions among the different messes. Hoisted in the pinnace at 5h00. Nothing to report overnight. At daybreak the breeze was light, from NW. At 6h00 the Commander went ashore, sending back his barge along with two sailors, *Gustavson* and *Lacole*, who had deserted. At 11h00 the Commander returned aboard. Barometer 28.7. Temperature 22.3°.

21-22 [Brumaire, Year 10, 12-13 November 1801]

Fine weather, moderate westerly breeze. The Commander went ashore at 6h30. At 7h00 we began to turn on our anchor from the east. When we were hove apeak, the anchor pulled with great force and we broke the messenger. We rigged a double messenger and finally weighed the anchor.

Remarks and observations.

At 10h00 we hoisted in the jolly boat and punt. Fine, calm weather overnight. At 4h00 in the morning we began to ~~get under way~~ heave the capstan. At 6h00 the *Naturaliste* got under way. By 6h30 we had made sail, course NW. Fine weather, light breeze from E and ENE. At 8h00 the westernmost visible tip of Timor bore N5°E, with fort Concorde at E22°S, the entrance to Semau Strait at W58°S and the northernmost visible tip of Timor at W18°N. During the morning we catted the anchors and set a course to stand out via the channel to the north of Semau. At noon fort Concorde bore SE, with Sand Island at W18°S and the northernmost visible tip of Semau at W36°S.

(6) 22-23 Brumaire, Year 10 [13-14 November 1801]

Remarks and observations

Fine weather, calm sea, under full sail. At sunset the northern headland of Roti bore S5°E, with the southernmost visible tip at S1°E, the northern tip of Semau at S16°E and the northern tip of Timor at N25°W. Went on the starboard tack at midnight. Fine weather overnight, with a variable and fluky breeze. At 3h30 we tacked to port and shortened sail to avoid losing touch with the *Naturaliste*. The Commander ordered a course set SW. At 7h00 the course was altered to S. In the morning we stripped the mizzen topgallant mast. Weather still fine, with a light breeze - almost calm.

(7) 23-24 same [Brumaire, Year 10, 14-15 November 1801]

Remarks etc

Sailing under topsails, courses, forestaysail and staysails. Weather fine, sky a little cloudy, breeze light and variable. We bore up several times over the 24 hours so as to remain in touch with our consort.

(8) 24-25 Brumaire, Year 10 [15-16 November 1801]

Remarks and sails.

From noon to 4h00 fine weather, calm sea, light breeze with periods of calm. At 3h00 we bore away to rejoin the *Naturaliste*. The breeze freshened at 4h00. Citizen Sautier, the gardener, departed this world in the afternoon. Fine weather all night, with a light breeze. At daybreak we shortened sail to wait for the *Naturaliste*: she joined us at noon and pointed out land to the south. We then sailed close to the wind on the port tack. At noon the land bore S3°E. The farthest point bore S12°E, a considerable distance away.

(9) 25-26 same [Brumaire, Year 10, 16-17 November 1801]

Sails and observations

Fine weather, sky cloudy, breeze light and variable. Under full sail. At 12h30 course was set S^{1/4}SW. At 4h00 the westernmost tip of Savu bore S9°E, with the easternmost tip at SE. The westernmost tip of Bonjour Island bore S12°W and the easternmost S8°W. Calm from 4h00 to 8h00. At 8h00 the wind freshened and the weather turned squally, with some drops of rain, much lightning and vary variable wind. At 10h30 the weather fined up again. We put on sail to catch up with the *Naturaliste*. At 4h30 in the morning we saw a fire in the south-east, and at daybreak we recognised Bonjour Island and, behind it, greater Savu. Soon afterwards we saw the tip of Savu and headed towards it, bearing away SW ^{1/4}S. At sunrise the southern tip of Bonjour Island bore S19°E and the northern tip E12°N. A part of Savu was visible bearing E14°N, with another part, presumed to be the extremity of Savu, at S28°W. Still very fine weather, changing very little. Having rounded the extremity of New Savu at 8h45 we worked to windward and at 11h30 the northernmost visible tip of New Savu bore N30°E.

(10) 26-27 Brumaire, 10 Year [17-18 November 1801]

Sails and remarks.

Fine weather, calm sea. Sailing under the 4 principal sails and staysails. The *Naturaliste* quite close. At 5h30 the Commander ordered course set S^{1/4}SW. At 8h00 a sailor named Coroyer, who had been suffering from dysentery for some time, died. Overnight the wind abated a lot and became variable: we carried out various manoeuvres. The magnetic needle variation was 0°31'NW.

(11) 27-28 same [Brumaire, Year 10, 18-19 November 1801]

Sails, etc

Fine weather, calm sea, breeze light and variable. At 1h00 we reduced sail to wait for the *Naturaliste*, which at 6h00 was within hailing distance. Nothing of note over the 24 hours; the wind varied considerably, causing us to carry out various manoeuvres.

(12) 28-29 Brumaire, Year 10 [19-20 November 1801]

Sails and observations

Topsail, foresail and topgallants. Fine weather, very light winds.

At 7h45 Poussain, a holdman sailor, departed this world. Overnight we bore away to link up with the *Naturaliste*, which had dropped a-lee of us. At 5h15 the *Naturaliste* passed ahead on the other tack and hailed us to ask whether the Commander considered it should take the same tack as we were on. Having been told "yes," it changed tack and came astern of us. At 7h55 we went about, and signalled to our consort to do likewise.

(13) 29-30 Brumaire [Year 10, 20-21 November 1801]

Sails and remarks

Under full sail except for the mainsail. Weather fine and sea calm throughout the twenty-four hours. We bore away several times so as to link up with the *Naturaliste*, which was dropping a-lee.

(14) 30 Brumaire-1 Frimaire, Year 10 [21-22 November 1801]

Sails and remarks

Constantly fine weather over the twenty-four hours. Some swell, breeze light and variable. We successively reduced and then put on sail to wait for our consort. At 7h45 Mentel, a gunner, died from internal bleeding. Fine weather up to noon.

(15) 1-2 Frimaire, Year 10 [22-23 November 1801]

Sails and remarks

Under full sail except for the mainsail, middle staysail and mizzen top staysail. Fine weather, calm sea, moderate breeze. At 4h00, seeing that the *Naturaliste* had struck its fore topsail, we backed our mizzen topsail. At 11h00 in the evening we filled it again to rejoin the *Naturaliste*, which had fallen a-lee. At daybreak we put on sail to rejoin our consort which had moved ahead and to leeward of us. At 7h45 it was abeam and Captain Hamelin told us that his sick crew were all doing very well. At 10h00 he struck his mainsail and we shortened sail. Fine weather up to noon.

(16) 2-3 Frimaire, Year 10 [23-24 November 1801]

Sails and remarks

Fine weather, calm sea, clear sky. Under full sail except for the mainsail and topgallants. Nothing remarkable over the twenty-four hours. Weather constantly very fine.

(17) 3-4 Frimaire, Year 10 [24-25 November 1801]

Sails and remarks

Weather fine, sea calm, sky clear. Making good way under topsails, foresail and jibs. At 6h30 we bore away to SE to link up with the *Naturaliste*. At 7h45 we worked to windward and backed the mizzen topsail. From 8h00 to 12h00 we manoeuvred to keep our consort at a reasonable distance. Put on sail at midnight, then clewed up the mainsail at 5h30. At 6h30 the course was signalled SW. Up to noon the weather was fine, sea calm, breeze moderate. Longitude E of Paris, by the sun and the moon, 118°6'59".

(19) 4-5 Frimaire, Year 10 [25-26 November 1801]

Remarks etc

Fine weather, moderate breeze. At 2h00 we bore away a quarter from our consort. At 3h15 we backed the mizzen topsail and worked to windward. Same weather overnight. The breeze abated considerably. At 10h00 we sounded but had no ground with 120 fathoms. The ship broached to at 11h30. Fine weather from 8h00 up to noon. At 8h00 we bore away to rejoin the *Naturaliste*. At 11h00 we were very close and hailed each other to compare estimated positions. Longitude E by the sun and the moon 118°14'30", ditto 118°17'25".

(20) 5-6 Frimaire, Year 10 [26-27 November 1801]

Narrative remarks

Weather fine, sea calm, breeze moderate but abating significantly. At 6h00 we tacked to port. Calm from 9h00 to midnight, with the ship having no steerage. At midnight the breeze sprang up and progressively strengthened. At daybreak the *Naturaliste* was ahead and to leeward, so we

bore away a quarter and put on sail to rejoin it. In the morning we made an inventory of the effects belonging to Citizen Riedley, the botanist, who had passed away at Kupang. Longitude 117°29'6" by the sun and moon
Longitude - ditto 117°42'23".

(21) 6-7 Frimaire, Year 10 [27-28 November 1801]

Narrative, events

Light breeze, fine weather; saw many sea bream around the ship. At 7h10 we put the head into the wind and circled to save a dog that had fallen overboard. Same weather from 8h00 up to midnight; we bore away from time to time to avoiding losing sight of the *Naturaliste*, which was to leeward and astern of us. At 2h00 in the morning it was almost out of sight, so we took in the topgallants and laid the mizzen topsail aback. By 4h00 the *Naturaliste* had caught up with us and we filled the mizzen topsail and put on sail. At 8h00 in the morning we bore away three quarters in order to take some lunar distance measurements. Resumed course again at 9h00. Fine weather and calm sea up to noon. Longitude by the sun and moon 116°53'36".

(22) 7-8 Frimaire, Year 10 [28-29 November 1801]

Remarks, etc

Fine weather, calm sea, moderate breeze. Our consort to windward and abeam of us. At 9h00 we backed the mizzen topsail, hauled down the standing jib and struck the topgallants to wait for the *Naturaliste*, which bore SE⁴E. By the sun and moon 115°52'48".

(23) 8-9 Frimaire, Year 10 [29-30 November 1801]

Narrative remarks

Constantly fine weather, with a moderate breeze. Laid the mizzen topsail aback from 5h00 to 7h00, and bore away a half to work back. Very light breeze overnight. At 6h30 we went on the other tack. Same weather up to noon. The Commander ordered the midshipmen - except for Messrs Bougainville and Maurauard - to take a turn at the helm; Baudin and I did so. Variation NW1°55', by the sun and moon 115°15'12".

(24) 9-10 Frimaire, 10 [Year 10, 30 November-1 December 1801]

Narrative remarks

Fine weather, calm sea, moderate breeze. At 1h00 we tacked to port. From 5h00 to 7h00 we sailed a little further off the wind in order to catch up with the *Naturaliste* which was ahead and to leeward of us.

Fine weather all night, with a moderate breeze. At 6h00 in the morning the *Naturaliste* made a signal, to which we responded. At 6h30 we bore up to it and hove to at 9h00 to await a dinghy which it had sent over. Captain Hamelin had despatched Citizen Lieutenant Freycinet to speak to the Commander.

At 8h00, the *Naturaliste's* dinghy having departed, we immediately filled the sails. Fresh breeze up to noon, with strong gusts. Fine weather, swell running.

At 10h15, the standing jib sheet having failed we hauled it in, together with the middle staysail and mizzen top staysail and brought the topgallant tacks aboard.

(25) 10-11 Frimaire, Year 10 [1-2 December 1801]

Narrative remarks

Overcast sky, swell running, fresh breeze. At 2h00 the sky cleared up and the breeze abated. From 4h00 to 8h00 we bore away to rejoin the *Naturaliste*. At 8h00 we again put the ship close to the wind. Overnight the breeze was light and very variable. At 12h10, the wind being foul, the

ship broached to. At 4h00 in the morning we laid the mizzen topsail aback, then at 5h00, the *Naturaliste* having caught up, filled it again. Same weather and sails up to noon.

(26) 11-12 Frimaire [Year 10, 2-3 December 1801]

Narrative remarks

Fine weather, calm sea, light breeze. At 2h30 the *Naturaliste* signalled to us but it was too far away for us to be able to make it out. At 5h00 we bore away to the NW to join up. At 6h00 we went before the wind again. Nothing remarkable over the twenty-four hours; weather consistently fine. Variation NE 1°42'.

(27) 12-13 Frimaire, Year 10 [3-4 December 1801]

Narrative remarks

Weather fine, fresh breeze, sea slightly rough. At 6h30 we bore away to rejoin the *Naturaliste* and at 7h00 turned to windward again. Same weather overnight and we kept the sails full until 2h30 in the morning so as not to get too far distant from the *Naturaliste*. But as that ship was still losing a lot of way we were obliged to sail further off the wind until 4h00. At daybreak the wind abated and became variable. At 4h30 the ship broached to and came back on to the same tack. Same weather up to noon.

(28) 13-14 Frimaire [Year 10, 4-5 December 1801]

Narrative remarks

Cloudy weather, swell running, light and variable breeze. At 7h30 we took a reef in the mizzen topsail. At 5h30 we laid that sail aback and at 6h00 filled it again, to bear up to our consort. Resumed course at 7h00, backed the mizzen topsail and hauled down the main staysail. Overnight the wind increased, becoming gusty. We bore away and shortened sail several times to keep ourselves in reasonable touch with the *Naturaliste*. In the morning Citizen Riedlé's effects were sold off.

(29) 14-15 Frimaire, Year 10 [5-6 December 1801]

Remarks etc

Fine weather, sea running a swell, fresh and gusty breeze. Same weather over the twenty-four hours. We bore away several times and changed sails to keep in touch with the *Naturaliste*.

(30) 15-16 Frimaire [Year 10, 6-7 December 1801]

Narrative remarks

Cloudy weather, sea a little rough and the wind gusty. At 4h00 we passed within hailing distance of the *Naturaliste*: backed the mizzen topsail so we could speak. Gusty wind, quite rough sea and fine weather over the full twenty-four hours. We changed sail several times so as not to lose touch with our consort. In the morning we sold off effects belonging to deceased sailors *Courouger, Frantz, Poussin and Mantel*.

(31) 16- 17 Frimaire, Year 10 [7-8 December 1801]

Narrative remarks

Fine weather, swell running, fresh breeze. At 2h30 took a second reef in the topsails. At 3h00 turned SE ¹/₄S and signalled a course SSW. Misty weather all night, with rough sea and quite strong gusts of wind. We bore away on several occasions for the *Naturaliste*.

(32) 17-18 Frimaire [Year 10, 8-9 December 1801]

Remarks and observations

Cloudy sky, fine weather, rough sea. At 1h30 we struck down the topgallants. At 6h00 bore away to join up with the *Naturaliste* - which sent up several signals to which we responded. Squally and overcast all through the night, with a rough sea. Bore up several times towards our consort. During the day the breeze was less strong, but the weather was the same.

(33) 18-19 Frimaire, Year 10 [9-10 December 1801]

Remarks etc

Moderate to fresh breeze, cloudy sky and rough sea. At 2h00 we bore away to join up with our consort, which was abeam of us by 5h30 and sent up several signals to which we responded. Soon afterwards we worked to windward. Same weather over the 24 hours, with fresh and gusty wind.

(34) 19-20 [Frimaire, Year 10, 10-11 December 1801]

Narrative remarks

Fine weather, cloudy sky and rough sea. Gusty wind over the 24 hours. We carried out a number of manoeuvres to keep us within a reasonable distance of the *Naturaliste*.

(35) 20-21 Frimaire, Year 10 [11-12 December 1801]

Remarks and observations

Very fine weather, moderate breeze and sea running a swell. At noon we signalled a course S. Very fine weather over the twenty-four hours. We kept close to the *Naturaliste*.

(36) 21-22 [Frimaire, Year 10, 12-13 December 1801]

Remarks

Fine weather, calm sea, moderate breeze. In the afternoon we spliced the main topsail tye, one of the strands having worn away. Soon afterwards we shook a reef out of the sail and hoisted it home. At 12h30 the master sailmaker, *Michel Jean*, who had been ill since Timor, passed away. Soon afterwards he was consigned to the sea and his effects were auctioned off in the morning.

(37) 22-23 Frimaire, Year 10 [13-14 December 1801]

Remarks and observations

Fine weather, calm sea, light breeze. At 2h00, the *Naturaliste* having clewed up its main topsail, we did likewise with our mainsail. Same weather over the twenty-four hours. In the morning the *Naturaliste* signalled its estimated position to us.

(38) 23-24 Frimaire [Year 10, 14-15 December 1801]

Remarks

Very fine weather and calm sea. Sky slightly cloudy. Moderate breeze over the 24 hours. Extremely humid weather from 8h00 until midnight. We manoeuvred so as not to get too far away from our consort. From 00h30 to 2h00 we backed the mizzen topsail. During the watch we bore down on the *Naturaliste*.

In the morning we set the main staysail, as the *Naturaliste* was reasonably close.

(39) 24-25 Frimaire, Year 10 [15-16 December 1801]

Narrative

From noon to 4h00 the weather was fine, with a swell running and a light breeze blowing. At 1h50 the *Naturaliste* made a signal requesting the Commander's permission to send over for the medical officer, then hove to immediately. Soon afterwards we filled and passed astern, heaving to close by on the leeward side. The *Naturaliste's* dinghy, under the command of Citizen Midshipman Dervadailly, came across and Messrs L'Haridon and Péron embarked in this boat.

They were back on board by 4h00 and we immediately sent the dinghy back and made sail. The weather was overcast overnight, with a variable and fluky breeze. We shortened sail so as not to lose sight of our consort.

(40) 25-26 [Frimaire, Year 10, 16-17 December 1801]

Narrative

Fine weather, calm sea, light and fluky breeze over the twenty-four hours.

(41) 26-27 Frimaire, Year 10 [17-18 December 1801]

Events and Remarks

Fine weather, calm sea and light winds. At 12h30 we tacked to starboard and signalled a course SE^{1/4}E. At 6h00 we were very close to the *Naturaliste* and we learned with some relief that its sick crew was faring better.

At 11h00 the wind freshened and the sky clouded over considerably. At 2h00 we shortened sail, as the wind was still increasing. In the morning, with the wind still strong and the sea rough, we took a second reef in the two topsails and put the mizzen topsail on the cap at 11h00.

(42) 27-28 [Frimaire, Year 10, 18-19 December 1801]

Remarks

Fresh and gusty breeze, rough sea, cloudy sky. The weather cleared at 2h00. At 4h00 we clewed up the mainsail to avoid getting too far away from the *Naturaliste*.

The wind abated a lot overnight and the sky cleared up a ~~little~~ little. We performed various manoeuvres to keep our consort in sight. At 2h45 we shook a reef out of the main topsail.

At 9h00 in the morning the *Naturaliste*, which was a moderate distance ahead of us, clewed up its main topsail and made a signal, to which we responded. At 10h45 the ship broached to and we backed the main and mizzen topsails; soon afterwards we filled again.

(43) 28-29 Frimaire [Year 10, 19-20 December 1801]

Narrative

Fine though cloudy weather, with a swell running and a light, variable breeze over the twenty-four hours. In the morning we set the starboard studding sails so we could catch up with the *Naturaliste*, which was ahead of us.

(44) 29-30 [Frimaire, Year 10, 20-21 December 1801]

Remarks

Fine weather, swell running, light breeze. The *Naturaliste* a long way ahead of us. From midnight until 5h00 in the morning it was out of sight.

At daybreak we put on sail to catch up with the *Naturaliste*, which was a long way ahead. During the morning we worked at tightening the fore and aft shrouds and catharpings.

(45) 30 Frimaire-1 Nivose, Year 10 [21-22 December 1801]

Narrative

Fine weather, calm sea, fresh breeze. At 3h55 we signalled a course SE. At 4h00 the weather turned squally, with strong and gusty wind. At 8h00 we took a second reef in the topsails and also shortened sail. At 9h45 we chapelled ship, coming back on to the same tack. At 10h00 the *Naturaliste* was no longer in sight. We reefed the mizzen topsail and clewed up the mainsail. At midnight we sighted the *Naturaliste*, bearing ENE.

Throughout the night the wind blew in strong gusts, with a rough sea and squalls.

The wind abated a little at daybreak but the weather remained overcast up to noon.

(46) 1-2 Nivose [Year 10, 22-23 December 1801]

Narrative

Dark and overcast weather, rough sea, fresh and gusty breeze. At 9h00 in the evening we struck and laid the mizzen topsail aback to wait for the *Naturaliste*, which was a long way to leeward. At daybreak we filled the mizzen topsail. At 6h30 the *Naturaliste* made various signals, to which we responded. At 8h00 we unbent and changed the mainsail.

Seen by the Commander

[signed] *N Baudin*.

(47) 2-3 Nivose, Year 10 [23-24 December 1801]

Events and Remarks

Squally weather, sky overcast, sea rough and wind in strong gusts. At night the wind strengthened and at 9h20 we took the third reef in the main topsail. At 10h00 we reefed the mizzen topsail; same weather throughout the night.

At daybreak the weather cleared. At 8h00 we wore ship on the starboard tack. Reasonably fine weather up to noon.

(48) 3-4 Nivose [Year 10, 24-25 December 1801]

Remarks

Fine weather, sea a little rough, moderate breeze. At 6h00 in the evening we signalled to the *Naturaliste*.

At midnight we lost sight of the *Naturaliste* which was continuing to fall to leeward. Sighted it again at daybreak. At 2h30 it was still to leeward, and at 7h00 we caught up with it.

(49) 4-5 Nivose, Year 10 [25-26 December 1801]

Remarks

Fine weather, calm sea, light breeze. At 7h00 we shortened to sail to wait for the *Naturaliste*. Overnight the weather was cloudy, with light and fluky breezes. At 4h00 in the morning we went on the starboard tack. At 5h00 we signalled a course SE. At 11h00 we reefed the mizzen topsail and clewed up the mizzen, during a light squall that produced a little rain.

(50) 5-6 [Nivose, Year 10, 26-27 December 1801]

Events and remarks

Overcast and damp weather at noon, with a light, fluky wind and the sea running a swell.

The weather turned squally towards evening, with a succession of quite strong gusts. At 3h00 we lost sight of our consort, which was a long way to leeward of us. Overnight we clewed up the mainsail. At daybreak we sighted her on our quarter, a long way away. We backed the mizzen topsail and at 6h00, as we were reasonably close to each other, we filled again.

Same weather up to noon.

(51) 6-7 Nivose, Year 10 [27-28 December 1801]

Narrative

Squally weather, with a fresh and gusty breeze and the sea running a swell. At 8h00 we went on the port tack and signalled to our consort to do the same. At 10h00 we clewed up the mainsail. At 00h30 the ship broached to and came back on to the same tack. At daybreak, with the *Naturaliste* ahead of us, we put on sail. Fine weather and calm sea, with a moderate breeze.

(52) 7-8 [Nivose, Year 10, 28-29 December 1801]

Narrative

Fine weather, calm sea, moderate breeze. At 2h00 the *Naturaliste* signalled its estimated position to us, and we did the same. At 8h00 in the evening the weather clouded over and we had some light rain up to midnight. Becalmed from 11h00. At 4h00 in the morning the breeze picked up from WSW and we went on the starboard tack. Soon afterwards we received a rainsquall and, with the wind shifting ENE, we tacked to port at 7h30. Becalmed in the morning, with rainy weather and variable breeze. We took advantage of the absence of wind to tighten the mizzen-mast top shrouds and backstays.

(53) 8-9 Nivose, Year 10 [29-30 December 1801]

Narrative

Sky overcast, sea calm, breeze light. A light squall passed at 3h00. During the watch we lashed the fore topsail shrouds.

At 5h00 the *Naturaliste* was ahead of us so we put on sail to link up with it, shaking a reef out of the topsails at 6h00.

Very light winds all through the night. We lost sight of the *Naturaliste* but saw her again at daybreak, bearing W at a considerable distance. We reduced sail to wait for it.

(54) 9-10 [Nivose, Year 10, 30-31 December 1801]

Remarks

Fine weather, calm sea, moderate breeze at noon. At 5h00 we tacked to port.

The breeze freshened considerably overnight and we sailed further off the wind to join up with the *Naturaliste*. At midnight the weather was overcast, with a gusty wind.

Same weather up to noon.

(55) 10-11 Nivose [Year 10, 31 December 1801-1 January 1802]

Remarks

Fine weather, calm sea and moderate, fluky breeze.

During the afternoon we put on sail to catch up with the *Naturaliste*. At 6h00 we were abeam and we hailed each other.

All through the night the breeze was light and extremely variable, forcing us into various manoeuvres.

In the morning a sailor named Gim Béliore received 25 lashes for having beaten the wardroom steward.

(56) 11-12 [Nivose, Year 10, 1-2 January 1802]

Remarks

The weather was constantly fine and the sea calm over the twenty-four hours, with a light breeze.

At noon we hove to in order to hoist in the jolly boat, which needed repair. Went on the other tack at 2h00, the Commander having ordered a course SE. Lost sight of the *Naturaliste* several times overnight, but she joined up with us at daybreak and we put on sail.

(57) 12-13 Nivose [Year 10, 2-3 January 1802]

Movements and remarks

Fine weather, calm sea and very light and variable breeze over the twenty-four hours. At 1h00 the course was signalled SE. At 2h00 we hove to and put the jolly boat on the hoist again. The *Naturaliste* was to windward and out of sight at night; we only linked up with it again at daybreak.

(58) 13-14 [Nivose, Year 10, 3-4 January 1802]

Remarks etc

At noon the weather was fine and the sea calm, with a moderate breeze.

At 6h00 the *Naturaliste* signalled to us and we responded at 7h00.

At 9h00 the weather darkened and the wind freshened considerably. We shortened sail and struck down the topgallant yards. At 11h00 there was a fairly strong squall, and soon afterwards we took a second reef in the topsails. Constantly squally weather throughout the night. At daybreak course was given E1⁴SE. During the morning we changed the fore topsail. Squally weather up to noon; saw many birds.

(59) 14-15 Nivose, Year 10 [4-5 January 1802]

Remarks

Squally weather, fresh and gusty breeze, rough sea. At 6h00 we set a course SE and signalled this to our consort, which acknowledged. During the rest of the day and throughout the night the gusts increased in strength and the sea became a lot rougher, with rain in patches. At 11h00 we bent the heavy weather staysail.

During the morning we saw many birds and a whale.

(60) 15-16 Nivose [Year 10, 5-6 January 1802]

Remarks

Weather overcast and dark, strong and gusty wind, rough sea. Towards 4h00 the weather cleared a little and the wind abated, but this did not last long. Overnight it covered over again and we had a number of quite strong squalls. At daybreak the wind was less strong and we put on sail.

(61) 16-17 Nivose [Year 10, 6-7 January 1802]

Remarks

At noon the weather was fine, with a calm sea and moderate breeze.

At 6h00 in the evening the weather covered over and the wind freshened and became gusty. We had occasional rain showers.

Same weather up to noon.

Saw many birds over the 24 hours

(62) 17-18 Nivose [Year 10, 7-8 January 1802]

Narrative

Fresh breeze, reasonably fine weather, sky overcast and the sea running a swell.

Overnight the weather was squally, and in the morning some quite strong gusts brought rain and hail. We shortened and then increased sail several times.

(63) 18-19 [Nivose, Year 10, 8-9 January 1802]

Events and remarks

Squally weather over the twenty-four hours, with fresh breeze, some strong gusts and a heavy sea. At 7h00, the main topgallant sail having torn, it was struck down and repaired. At 6h15 took a second reef in the fore topsail. Soon afterwards the windward sheet on the main topsail failed; it was spliced and we took a second reef in the sail.

We saw many different types of birds.

(64) 19-20 [Nivose, Year 10, 9-10 January 1802]

Remarks

Strong wind over the 24 hours, with squalls, a rough sea and occasional light rain. Saw many birds and a whale.

(65) 20-21 Nivose [Year 10, 10-11 January 1802]

Remarks

Fine weather, sky a little cloudy and the sea still rough. At 3h00 we signalled to the *Naturaliste* to set a course E^{1/4}SE. At 3h15 we signalled our estimated position - the *Naturaliste*'s was 43°S latitude and 132°3' longitude. At 11h00 the weather clouded over, the wind freshened in gusts and before long it was raining. This lasted until the next morning. At 6h30 we saw a school of porpoises.

(66) 21-22 [Nivose, Year 10, 11-12 January 1802]

Remarks

Overcast weather, rough sea, fresh breeze. At noon we were ordered to set a course E^{1/4}NE. At 1h00 we took the third reef in the topsails. Squally weather, with variable wind, all through the night. We shortened sail. At daybreak the weather was clearing up so we shook a reef out of the main topsail and put on sail. At 7h00, as we were setting the lower studding sail the boom broke. During the morning we busied ourselves with bending the cables to the anchor rings and making fast our winding tackle. Fine weather.

(67) 22-23 Nivose [Year 10, 12-13 January 1802]

Remarks

Fine weather, rough sea, moderate breeze. Squally weather at 4h00. We passed close to the *Naturaliste* and Captain Hamelin asked for news of the Commander, who responded himself. We shortened sail at night and at 10h00 we lay to, starboard to windward, under the main topsail, foresail, mizzen staysail and fore staysail. We lit a lamp which we kept alight until dawn. Sounded at 11h00 but had no ground with 105 fathoms. Squally weather throughout the night, with a fluky wind. At daybreak we sighted Van Diemen's Land, in clear view and bearing NNE-ENE. We stood in so we would coast alongshore as we approached.

At noon we took the following bearings:

Mewstone Rock S 68°W, distant about 6 leagues

the closest headland to us N61°W, distant 2/3 of a league

the southern headland closest to us N49°- 45°E, distant 2^{1/2} leagues

the easternmost visible headland at N54° E, distant 4 leagues

Willy or Pierre blanche islands at S45°E, in sight.

(68) 23-24 [Nivose, Year 10, 13-14 January 1802]

Remarks

*Squally weather, with fresh and gusty breeze. Coasting close inshore. At 12h30 the Commander ordered the *Naturaliste* to pass ahead of us. At 2h00 the *Naturaliste* suddenly turned to windward on the starboard tack. We did the same and soon afterwards it bore away into the d'Entrecasteaux Channel, where we followed. At 4h00 we were only a mile off Cape Labillardière. The sea was much calmer and wind less strong; we continued on course, following our consort's manoeuvres, and at 4h30 we dropped anchor in the Great Bay, in 23 fathoms over a muddy bottom. We paid out 60 fathoms of cable.

The northern part of Partridge Island bore W1°30'S

its southern part at S35°W

Point Ventenat at E61°N

The point at the entrance to the Huon River at N19°W

The entrance to Port Esperance at W32°N.

Squally weather overnight. The carpenters were busy working on the longboat, which was ready at 6h00 in the morning and soon afterwards was sent under the command of 1st Lieutenant

Freycinet to reconnoitre the Huon River. Fine weather during the morning, with a light southerly breeze. The Commander went ashore in the pinnace, accompanied by the surgeon and astronomer. The jolly boat also went ashore, under the command of Citizen Ronsard.

* [Margin] On our arrival, we learned of the deaths of the zoologist Levillain and of three sailors from the *Naturaliste*.

(69) 24-25 Nivose [Year 10, 14-15 January 1802]

Overcast weather over the twenty-four hours, with gusty wind from S^{1/4}SE-S and S^{1/4}SW. At 3h30 the large and jolly boat returned and their crews and passengers reported having seen many natives, who had approached them with the greatest confidence. At 6h00 in the morning the pinnace was dispatched for duty under Citizen Ransonnet's command, while the small one took the astronomer ashore to make some observations.

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

Fine weather, wind in strong gusts and very variable. At 1h00 the pinnace returned and told us that the small one had run aground. It returned soon afterwards. Citizen Midshipman Maurauard had been lightly wounded in the shoulder by a spear, which he had brought back with him. The natives, who had shown themselves to be friendly, had taken advantage of the fact that the dinghy was beached to commit this crime. The crew had tried to determine where the spear had been thrown from, but had not seen anyone. At 2h30 in the morning the longboat returned from the Huon River and was despatched again at 10h00, under Citizen Ronsard's command, to take on wood.

In the morning the weather was overcast and the wind variable.

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

Squally weather, cloudy sky, (70) breeze very light and variable from NNW-WNW. From 4h00 to 5h00 there was rain, accompanied by violent thunderstorms.

At 6h00 the longboat returned with a boatload of wood. The weather cleared up overnight. At daybreak we heaved the capstan in preparation for getting under way. The anchor was stuck in the mud and we were obliged to clap a messenger on to the cable. At 9h00 we were under way, setting a course through the middle of the channel in water 10-15 fathoms deep, over a muddy bottom. At noon the southern extremity of Green Island bore E20°N, with the northern extremity at E42°N. Cape LeGrand bore N9°30'W. Fine weather, wind variable from WNW-NW.

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

Squally weather, wind gusty and variable from W-NW. At 1h40 the current had embayed us near Cape LeGrand so we dropped anchor in 9 fathoms, over a muddy bottom, and paid out 60 fathoms of tow line.

The Commander went ashore in the afternoon and returned at night.

Rain during part of the night.

At 8h00 in the morning the astronomer went ashore to carry out some observations.

28-29 [Nivose, Year 10, 18-19 January 1802]

Strong gusts from SW-W and WNW. (71) Reasonably fine weather. At 3h35 a gust caused the anchor to drag; we dropped the small bower and paid out 40 fathoms of cable. But as the gusts increased considerably we soon dragged again, this time on both anchors; we paid out 80 fathoms of cable to starboard and 60 to port. At 4h00 the wind abated considerably, veering N-NNE. At 6h00 we heaved the port bower while hauling the starboard cable tight, and at 8h00 we catted the small bower. Fine weather overnight. At 4h00 in the morning we got under way under topsails

and rounded Cape LeGrand, but as the wind turned foul we dropped anchor at 9h45. Got under way again at 11h00, the winding having veered WNW.

29-30 Nivose [Year 10, 19-20 January 1802]

Fine weather, wind in light gusts from W-N; on course towards an anchorage in NW Port. At 1h30 we passed within 20 metres³ of Bruny Island, and had 6 fathoms of water at that point.

At 6h00 we dropped anchor at the port entrance, in 13 fathoms. Calm overnight. The wind strengthened and gusted considerably during the morning.

30 Nivose-1 Pluviose [Year 10, 20-21 January 1802]

Squally weather, wind variable from (72) WNW to NW. In the afternoon the longboat helped us to drop a kedge anchor to the SE a cable's length.

Fine weather at night.

At 4h00 in the morning Citizen Bonnefoy set off in the longboat to sail around the port. Soon afterwards Citizen Bernier departed in the jolly boat to set up an observatory on Point Gicquel.

1-2 Pluviose [Year 10, 21-22 January 1802]

Fine weather, breeze light and variable from W-NW. The longboat returned in the afternoon, as did the pinnace which had also been deep inside the port and had found a freshwater stream. Fine weather at night. At daybreak we unmoored and warped forward on a kedge anchor. At noon we dropped anchor in 12 fathoms, over a muddy bottom.

2-3 same [Pluviose, Year 10, 22-23 January 1802]

At 1h00 we got under way under the lateen sails and stood in to the port; at 2h00, the wind having fallen away, we dropped anchor in 14 fathoms, as did our consort. In the afternoon we moored by the head with a kedge anchor.

The night was reasonably calm; at daybreak the pinnace, under Citizen Freycinet's command, was despatched to (73) the North River [River Derwent] while the longboat went to take on water from the stream discovered by Citizen Ronsard.

3-4 Pluviose [Year 10, 23-24 January 1802]

Fine weather, almost calm but with light breeze from ESE-SW and NW. In the afternoon the punt was sent fishing, returning without having had much success. At daybreak the astronomer was sent deep into the port to set up his observatory. Dead calm during the morning.

4-5 [Pluviose, Year 10, 24-25 January 1802]

Fine weather over the twenty-four hours, with light winds from W-SW and SSE. At 5h00 in the morning the longboat returned with its load of water, and was sent off to fetch another. At 8h00 the Commander went ashore in the jolly boat.

5-6 [Pluviose, Year 10, 25-26 January 1802]

Fine weather, light breeze from NE. At 6h00 in the evening the Commander returned aboard.

6-7 [Pluviose, Year 10, 26-27 January 1802]

Squally weather, fresh breeze from NE-ENE. At 3h00 the punt from the *Naturaliste* brought over a barrel of coal and a crate of botanical specimens. At 7h00 the pinnace returned from the North River [River Derwent], (74) having navigated it for about 12 leagues before being stopped by the mud banks blocking the river. Overnight the wind was a fresh from north-easterly. At 6h00 the

³ Translator's note: "10 toises" – 1 toise = approx. 1.95m.

longboat returned with its load of water, and was again sent off soon afterwards. During the morning we fixed top-ropes to the topmasts.

7-8 Pluviose [Year 10, 27-28 January 1802]

Fine weather, fresh breeze, gusty and variable from W-N. At 4h00 in the morning the longboat returned with a load of water, and was sent off once more soon afterwards. At 7h00 the Commander went ashore with the carpenters.

8-9 [Pluviose, Year 10, 28-29 January 1802]

Strong wind from WNW. Overcast weather. At 1h00 we struck down the lower yards and housed the topgallant masts. At 3h00 the wind dropped.

At 4h00 the Commander returned on board. At 5h00 we hoisted in the punt and jolly boat. Overnight the wind was constantly gusty. At 3h30 the longboat returned with 11 casks of water, and was sent off again soon afterwards. At 7h00 the *Naturaliste's* punt brought us 9 disassembled casks. Same weather up to noon.

(75) 9-10 Pluviose [Year 10, 29-30 January 1802]

Fine weather all afternoon and at night, with gusty wind from NW-W and SW. At 6h00 the jolly boat returned from fishing with enough of a catch for everyone to have some. Light winds at daybreak - almost calm. During the morning we dismantled the large capstan for repairs to its partners.

10-11 [Pluviose, Year 10, 30-31 January 1802]

Fine weather, light easterly airs. At 3h00 the Commander returned from Bruny Island with Citizens Hamelin, Lharidon and Petit; they had communicated with some natives who, after having accepted their gifts, had thrown stones at them and had forced them back into their boats. The night was calm; at 8h30 the longboat returned with 12 [illegible] and 12 casks of water. It was sent off again at noon. In the morning we weighed the small bower and remained on the best bower and kedje.

11-12. [Pluviose, Year 10, 31 January-1 February 1802]

Fine weather, light easterly breeze (76) during the afternoon. At 4h30 the jolly boat was sent fishing; it returned overnight. Towards 8h00 in the evening the wind shifted from SW to W, and remained in that quarter all night. At 10h00 in the morning the longboat returned with water; Citizen Hamelin came on board in the morning and went ashore with the Commander.

12-13 [Pluviose, Year 10, 1-2 February 1802]

Fine weather, calm sea, light breeze from WSW. In the afternoon the Commander returned aboard. Same weather overnight. At daybreak the wind veered ENE. We cleared our cables, which had fouled.

13-14 [Pluviose, Year 10, 2-3 February 1802]

Fine weather over the 24 hours, with light breeze from ENE. The dinghies were sent fishing and returned with a fair quantity of fish. Captain Hamelin sent his crates of zoological specimens on board.

14-15 [Pluviose, Year 10, 3-4 February 1802]

Misty weather, but calm with occasional gusts from NNE-ESE. The pinnacle brought the observatory equipment back on board.

(77) 15-16 Pluviöse, Year 10 [4-5 February 1802]

Misty weather over the twenty-four hours, with a light wind veering to all points of the compass. In the afternoon of the 15th the longboat returned with another load of water. Dead calm at night. At 5h00 in the morning we weighed the kedge anchor and then the bower. We dropped the kedge anchor again and bent the topsails.

16-17 [Pluviöse, Year 10, 5-6 February 1802]

Fine weather, calm sea, light winds from ENE. At 4h00 the jolly boat was sent fishing, and at 10h30 it returned with a fair quantity of fish.

Dead calm and very damp mist overnight. At 3h00 in the morning the wind got up in strong gusts from WNW. We dropped the bower and paid out 60 fathoms of cable, then weighed the kedge anchor and swayed up the topgallant masts.

Strong and gusty wind to noon.

(78) 17-18 Pluviöse, Year 10 [6-7 February 1802]

At noon, strong wind from S-S^{1/4}SE. Weather reasonably fine. In the afternoon the wind abated considerably and veered NW, where it remained during part of the night. At daybreak heaved the small bower anchor when it fouled and then came almost apeak the best bower and set the topsail. Dead calm during the morning. The Commander went ashore with Citizen Hamelin.

18-19 [Pluviöse, Year 10, 7-8 February 1802]

Over the 24 hours the breeze was very light, shifting from ENE, through E to SW. Fine weather. As on previous days, the boats went fishing.

19-20 [Pluviöse, Year 10, 8-9 February 1802]

Cloudy weather, light breeze from E-NE. In the afternoon the boats returned from fishing. Dead calm overnight. At 5h30 we hauled in 20 fathoms of cable.

20-21 [Pluviöse, Year 10, 9-10 February 1802]

Misty weather, light breeze from E-N (79), with periods of calm. At 3h30 the Commander came aboard, accompanied by Messrs Hamelin and Ronsard. The boats returned from fishing at nightfall, with a good quantity of fish. At 7h00 Citizen Hamelin rejoined his ship. Damp and calm overnight. In the morning the jolly boat was sent to look for oysters.

21-22 Pluviöse [Year 10, 10-11 February 1802]

Mostly calm over the 24 hours, though with occasional very light, almost imperceptible gusts. The officers from the *Naturaliste* came aboard, returning to their ship later.

22-23 same [Pluviöse, Year 10, 11-12 February 1802]

Very thick mist. Dead calm. In the afternoon the *Naturaliste* asked us for a surgeon, and Citizen Taillefer went across.

Nothing new over the 24 hours; we kept busy cleaning the *Naturaliste*.

23-24. [Pluviöse, Year 10, 12-13 February 1802]

Misty weather, light breeze from S-SE. Rain from time to time - continuously overnight. At daybreak the longboat was sent out to Bruny Island with the seine. It returned at 11h30.

24-25 [Pluviöse, Year 10, 13-14 February 1802]

Fine weather. Light winds - almost calm. Moderate breeze from NE-NNE at night. At daybreak, with the wind at N^{1/4}NW, we (80) got under way, as did the *Naturaliste*, and beat to windward

between Pierson's Point and Cape de la Sortie; we were hampered by the wind, which turned NE soon after we had got under way. Finally, after several tacks and being unable to make much headway because of the current we dropped anchor at 9h00 in the morning, quite close to Cape Bruny. We sent the longboat to drop a kedge anchor to the N. As soon as it was dropped we came apeak and dropped the bower anchor so we could run out a warp.

The anchorage bearings were:

Cape LeGrand at S15°W

the headland opposite the port entrance at S1°30E

Cape de la Sortie at N41°30

Pierson's Point at N11°30'E.

25-26 Pluviose [Year 10, 14-15 February 1802]

Fine weather, moderate and variable breeze from SE-NE (where it remained for a considerable time). At 12h30 the longboat warped us 500 fathoms to the N. We came almost apeak and put a serving on the cable. From 8h00 to midnight, light winds from NE, almost imperceptible. From midnight to 3h00, moderate breeze from WNW. Breeze from SW from 3h00 to 4h00. Hoisted out the boats at 4h00. At 5h15 the anchor dragged and we dropped the bower anchor in order to hold firm. In the morning the dinghies were sent out to fish and the longboat went dredging.

(81) 26-27 Pluviose [Year 10, 15-16 February 1802]

Fine weather, moderate breeze from E-N. In the afternoon the boats returned with fish.

Overnight the wind shifted from WNW to N-NE.

At daybreak we got under way and sailed close-hauled. At 6h30 the wind shifted and abated, so we dropped anchor again. During the morning we hoisted in the longboat, and despatched a punt to take the astronomer ashore.

27-28 [Pluviose, Year 10, 16-17 February 1802]

Fine weather, wind light and variable to all points of the compass during the afternoon. At 7h00 in the evening it was SW; we got under way and set a course NNE. At 8h15 we dropped anchor again in 14 fathoms, over a muddy bottom, and paid out 40 fathoms of cable.

Fine weather overnight, with light and variable breeze from E-SE. At 8h30 in the morning the breeze was from ESE. We got under way and tacked several times to clear the bay.

28-29 [Pluviose, Year 10, 17-18 February 1802]

Fine weather, calm sea, moderate south-westerly breeze. During the afternoon we beat to windward, and at 5h30 Cape Trobriand bore S16°W, with the southern rocks of Willaumez Island at N1°W and Cape Raoul at S85°E. Overnight it was almost calm, with the breeze changing around a lot. (82) At daybreak it was very light, from SE, and then strengthened a little and shifted to SW. At 5h30 Cape Raoul bore N48°W, with the western extremity of Cockle Island at N2°W and Cape Pillar at N57°E. At 8h00 we steered a course to pass between the Hippolyte Rocks and the mainland; we were there at 9h00 and sounded, but had no ground with 50 fathoms.

At noon we took the following bearings:

the largest of the Hippolyte Rocks at S19°E

Cape Frederick Hendrick at N42°W

the island off that cape at N39°W

the closest hill to the *Naturaliste* at S59°W.

29-30 Pluviose [Year 10, 18-19 February 1802]

Fine weather, calm sea, moderate breeze from SE-SSE. Coasting along Van Diemen's Land, standing close inshore and taking soundings, without having ground with 20 fathoms. At 2h00

we reduced sail. We were very close to Maria Island and were beginning to have ground with 25 fathoms. At 3h15 we dropped anchor in 9 fathoms and paid out 25 fathoms of cable. We immediately sent a punt out to sound around the *Naturaliste*.

The southern extremity of Maria Island bore S28°E, with two rocks over which the sea was breaking at S24°30'E and S26°30'E. The entrance to Oyster Bay bore N60°E and N7°E. A small island in the channel bore N18°W and the closest extremity of the mainland bore S37°W. Fine weather for the rest of the day, with a light breeze from ENE up to midnight and thereafter a moderate and gusty breeze. At 5h15 the Commander went ashore in the jolly boat; soon afterwards the pinnace was sent off, under the command of Citizen Boulanger. At 8h00 the punt took the astronomer ashore. Fine weather during the morning, with a fresh northerly breeze.

(83) 30 Pluviose-1 Ventose, Year 10 [19-20 February 1802]

Fine weather, calm sea, light breeze variable from N-NW. The boats returned at night. At midnight the wind veered SSE and became gusty.

Light winds at 3h00 - almost calm; at 4h00 Citizen Ronsard set off in the punt and at 10h00 the longboat was despatched under Citizen Freycinet's command. Fine weather and light breeze up to noon.

1-2 Ventose [Year 10, 20-21 February 1802]

Cloudy weather, breeze light but fluky and variable from SE-N. At 1h00 in the evening Citizen Maugé, the zoologist, who had been ill since Timor, departed this world. At daybreak the yards were aligned and the Commander, accompanied by Citizen Ronsard, set off in the jolly boat to bury the deceased on Maria Island.

2-3 [Ventose Year 10, 21-22 February 1802]

Fine weather, calm sea, light breeze from ESE, variable to SSE. Overnight it rained and the breeze freshened and turned gusty. At 4h00 in the morning the rain ceased but the weather remained overcast. In the morning the jolly boat was sent fishing and the punt took Messrs Péron and Petit ashore.

(84) 3-4 Ventose [Year 10, 22-23 February 1802]

Cloudy weather, light breeze from E-ENE. At 1h00 the breeze shifted NW, varying to N^{1/4}NE. At nightfall all of the boats returned. Continuous rain overnight. In the morning the boats were despatched to fish inshore again.

4-5 [Ventose, Year 10, 23-24 February 1802]

Overcast and damp weather, with wind variable from N-NE. At nightfall the boats returned with a very good catch. Continuous rain all night. At 6h00 the carpenters were sent ashore to cut wood. At 7h00 it began to rain and a fresh breeze came in from S^{1/4}SW. We dragged our anchor and dropped another one, paying out a little cable. Squalls during the morning, with strong gusts.

5-6 [Ventose, Year 10, 24-25 February 1802]

Squally weather, fresh breeze from S^{1/4}SW. Overnight the breeze abated and the weather cleared up. Fine weather at daybreak, with a calm sea and light northerly breeze. We weighed both anchors and then dropped the starboard one again, with 30 fathoms of cable. Latitude observed was S42°42'42".

6-7 [Ventose, Year 10, 25-26 February 1802]

Fine weather and calm sea over the 24 hours, with light breeze variable from NE-NW. Longitude by lunar distance observation was 145°50'21"

Ditto by the chronometer 145°46'2"

Latitude as observed S42°42'38".

(85) At 5h00 in the morning Citizen Freycinet returned from Frederick Henry Bay. Constantly fine weather up to noon.

7-8 [Ventose, Year 10, 26-27 February 1802]

Fine weather, calm sea, with light breeze variable from W-N. The *Naturaliste's* pinnace returned from an expedition to Schouten Island, and during the afternoon we made ready to get under way. The dinghy brought in some fish at nightfall. At 9h15 in the morning, with light northerly airs, we got under way together with our consort and set a course to pass through the channel. During the morning the breeze fell somewhat, and was very fluky.

Bearings at noon:

Cap des Sarcelles [Cape Bernier] bore S85°W

Cape Frederick Hendrick at S13°30'E

southern extremity of Maria Island, forming the entrance to the channel, at N80°E

Latitude as observed S42°42'38"

Longitude by lunar distance observation 145°50'20".

(86) 8-9 Ventose, Year 10 [27-28 February 1802]

Remarks

Fine weather over the twenty-four hours, with a swell running and a fluky breeze. At 6h00 in the evening Cape Pillar bore S43°W, with the easternmost extremity of Maria Island at N42°E. At daybreak we sighted the *Naturaliste*, which we had lost during the night. At 6h00 we saw land extending from SW to NW, as far as we could see. At 8h00 we went on the port tack.

Fine weather up to noon. We put on sail.

(87) 9-10 Ventose, Year 10 [28 February-1 March 1802]

Remarks

Fine weather, calm sea, moderate breeze. At 9h30 in the evening the weather clouded over and the wind freshened, in strong gusts. We shortened sail and took a second reef in the topsails. At 10h45 a fairly thick mist came in and the wind abated considerably.

At 8h00 in the morning we went on the starboard tack. Fine rain continuously all morning, with a calm sea and moderate breeze.

(88) 10-11 [Ventose, Year 10, 1-2 March 1802]

Remarks

Fine weather, with a dense and damp mist. Moderate breeze, variable in strength and direction.

At 8h00 in the evening we tacked to port.

Same weather overnight. Went back on the starboard tack at 6h30 in the morning.

(89) 11-12 Ventose, Year 10 [2-3 March 1802]

Remarks

Very dense mist over the twenty-four hours, with a light and variable breeze and a calm sea. We changed tack at 6h30 in the evening and then again at 4h00 in the morning. Almost calm during the morning.

(90) 12-13 same [Ventose, Year 10, 3-4 March 1802]

Remarks

Damp weather over the twenty-four hours, with light and fluky breezes. At 7h00 in the evening the *Naturaliste* hailed us to ask for the Commander's orders. We remained under topsails all

night and sailed close-hauled on the starboard tack. At midnight we went about again, and soon after that we lost sight of the *Naturaliste*. At daybreak there was a light breeze, almost calm, with continuous fine rain. At 10h00 in the morning we went on the port tack.

(91) 13-14 Ventose [Year 10, 4-5 March 1802]

Narrative remarks

Fine weather, cloudy sky, light breeze. During the afternoon we observed an eclipse of the sun. At 7h45, thinking that we saw a light astern, we sent up two rockets. At 8h00 we tacked to starboard, then back again at midnight. At daybreak we sighted Van Diemen's Land to the west, and soon afterwards we sighted the *Naturaliste* bearing SSW.

During the morning we changed tack twice.

At noon the land stretched from NNE-S^{1/4}SW.

(92) 14-15 Ventose, Year 10 [5-6 March 1802]

Narrative

Overcast weather, calm sea, light breeze. At 4h00 we went on the starboard tack; at the time the closest land to the *Naturaliste* bore N79°W, with the northernmost land in sight at N15°W.

At 6h30 the southernmost extremity in sight bore S7° and land was in sight at S3°W. The headland that we took to be St Patrick's Head bore S16°W. The northernmost extremity in sight bore N22°W.

At 7h00 went on the port tack. Dead calm from 8h00 in the evening until 4h00 in the morning. We took several soundings and had ground with 45-48 fathoms, bottom of sand and broken shell. At daybreak a breeze sprang up from S^{1/4}SE.

At 8h00 the northernmost land in sight bore N27W

The southernmost land in sight bore S5°E

The headland thought to be St Patrick's Head at W10°N

At 10h00 we hoisted out the pinnacle, which at 10h15 was sent under the command of Engineer-Geographer Boullanger to survey the coast.

At noon we took the following bearings:

Cape Pelé [Tourville] at 12°S

The southernmost land at S30°W

The northernmost at N22°W.

(93) 15-16 Ventose [Year 10, 6-7 March 1802]

Remarks

Fine weather, calm sea, fresh breeze. At noon and 4h00 we changed tack. At sunset the southernmost land in sight bore S20°-30° E, with the northernmost at N20°-30°W. At 6h30 we went on the port tack. At 7h00 we loosed the foresail and took a second reef in the topsail, and soon afterwards we hove to so we could sound - had ground at 55 fathoms, bottom of sand and shells.

As we had no word from our pinnacle we remained hove to all night, and fired shots from the swivel guns every hour.

At 8h10 the *Naturaliste* collided with us following a handling error; luckily only our spritsail yard was broken.

We took soundings all night and had ground at 60-70 fathoms. At 4h00 we got under way again under full sail and soon afterwards went on the starboard tack. Fine weather and calm sea during the morning.

At noon the southernmost land in sight bore S1°E

The northernmost at N23°W

Cape Pelé [Tourville] at W59°8'.

Despite searching over the 24 hours, we had no news from our pinnacle.

(94) 16-17 Ventose [Year 10, 7-8 March 1802]

Remarks

Fine weather, choppy sea. In the afternoon we tacked to windward several times in an effort to find our dinghy, of which there had been no sign and whose orders had been to return on the evening of the day it had set off.

At 8h00 in the evening dense clouds rolled in and the breeze freshened in violent gusts. We brought to and remained that way all night. The weather was finer at daybreak and we got under way under topsails, and soon afterwards put on more sail.

We tacked several times during the morning, trying to find our dinghy about whose fate we held grave fears since we had had no news from it since its departure.

At noon the southern extremity of Van Diemen's land bore S6°E

The northern extremity at N27°W

The closest land at S42°W.

(95) 17-18 Ventose, Year 10 [8-9 March 1802]

Remarks

At noon we hoisted out the longboat, with 7 days' worth of provisions and at 2h00 it was despatched, under the command of Citizen Bonnefoy, to search for our dinghy.

We remained hove to. At 3h45 we filled the sails so we could close the longboat. The *Naturaliste*, which had been bearing NE^{1/4}N and which had seemed to be closing us, suddenly turned to windward. When we bore up, soon afterwards, it was out of sight.

At 7h00, the longboat being quite close we hove to and waited for it. Soon afterwards it was on board and Citizen Bonnefoy told us he had seen no trace of our boat.

Fresh breeze overnight, and we manoeuvred to remain about where we were so we could resume searching for our dinghy. Also performed several manoeuvres during the morning.

No trace of the dinghy.

(96) 18-19 same [Ventose, Year 10, 9-10 March 1802]

Remarks

Fine weather, calm sea, coasting along shore and standing off about a mile, from St Patrick's Head to St Helen's Point; no trace of our people.

At 8h00 in the evening the officers assembled in the great cabin, on the Commander's orders, to discuss whether, in light of the various searches for our dinghy by the longboat and the ship itself, anyone thought there was any hope of finding it in the south. The consensus was to return south and to look for it in the bay situated between Cape Pelé [Tourville] and the northern extremity of the so-called Schouten Island.

Overnight the wind was strong and gusty, and we shortened sail. At daybreak the wind was much less strong and the sea calmer. We saw a ship to the NW and headed towards it. At 6h30 we were quite close, and recognized it as an English schooner. Citizen Bonnefoy went over and returned with its captain, who told us that he had set out from Port Jackson 20 days ago, headed for Maria Island to hunt seals. He had encountered the *Naturaliste* two days previously. At 7h00 he returned to his ship. Soon afterwards we filled the sails and at 10h00 we set a course to the west.

At 8h00 in the morning the closest land to the south bore S65°W

The closest to the north N88°W.

(97) 19-20 Ventose [Year 10, 10-11 March 1802]

Remarks

Fine weather, calm sea, moderate breeze. At 2h00 the wind abated considerably. At 10h00 in the evening we hove to and sounded from time to time, but had no ground with 120 fathoms. At 4h45 in the morning we filled the sails and stood in for the coast. At 10h00, being abeam of Cape Pelé [Tourville] we sailed close to the wind and stood in very close to shore as far as the southern extremity of the Schouten Islands. We saw no trace of our people and no sign of any wreckage from the dinghy. It is probable that they sank during the squall that we experienced on the night of 16-17.

At sunset we took the following bearings:

Northernmost point in sight at W12°N

Southernmost at N 45°W.

At 8h00 in the morning:

Cape Pelé [Tourville] bore S13°W

The southern land extremity at S70°E

The northernmost at N45°W.

At noon:

The northernmost point in sight bore N16°W

The southern extremity of Schouten Island S2°W.

(98) 20-21 Ventose [Year 10, 11-12 March 1802]

Remarks

Fine weather, rough sea and strong wind. At noon the officers assembled on the Commander's orders. Following their decision that any further search for the dinghy would be useless, we went on the port tack and sailed close-hauled; the English schooner was at that point within sight.

Fine weather over the twenty-four hours.

(99) 21-22 Ventose [Year 10, 12-13 March 1802]

Events and Remarks

Overcast sky, heavy swell and fresh breeze. At 8h00 we went on to the other tack.

Fine weather overnight. At daybreak we shook the third reef out of the topsails and set all the sails.

Light winds, almost calm, during the morning.

(100) 22-23 [Ventose, Year 10, 13-14 March 1802]

Narrative

Misty weather, light breeze. At 7h30 the ship broached to following a wind shift, coming back on to the same tack. Overnight we took soundings with 115 fathoms of line, without having ground. At 3h00 in the morning we set a course W, with a fresh breeze. At 7h30 we lay to under the fore, main and mizzen staysails. The weather fined up at 11h00.

(101) 23-24 Ventose, Year 10 [14-15 March 1802]

Remarks

Misty and overcast weather, with a fresh breeze and a rough sea. We lay to until 1h00, then filled the sails and steered a westerly course. At 6h00 we went on the starboard tack.

Sounded several times overnight but had no ground with 70 fathoms. Continuous rain during the morning, with thunder and lightning and a fresh breeze. At 6h30 we sighted land to the west. At 7h00 we wore ship and at noon turned south again.

At 6h00 in the evening the northernmost land in sight bore N22°W.

(102) 24-25 [Ventose, Year 10, 15-16 March 1802]

Remarks

Dark and squally weather, with fine rain. Moderate breeze, the sea running a swell.
We changed tack several times over the twenty-four hours.
During the morning we sighted land extending from north to south.

(103) 25-26 Ventose [Year 10, 16-17 March 1802]

Remarks

Overcast and squally weather, choppy sea. Moderate and variable breeze over the 24 hours. At 2h00 in the afternoon the southernmost land in sight bore S56°W, with the northernmost at S85°W. We changed tack several times during the afternoon. At 5h00 in the morning the Commander ordered a course set WNW. At 6h00 we sighted land bearing WSW, in full sight. At noon the extremity of Van Diemen's Land bore S10°W
The northern tip at S59°W
The southernmost of the Furneaux Islands at N56°W
The northernmost of the same islands at N45°W
The middle of the island in between those two at N50°W.

(104) 26-27 [Ventose, Year 10, 17-18 March 1802]

Events and Remarks

Fine weather, calm sea, moderate breeze.

When we entered Banks Strait we saw large tidal movements and a strong westerly current.

At 5h30 the northernmost land in sight on the Furneaux Islands bore N36°W, with Cape Portland at S36°30'W and the middle of Swan Island at S9°30'E. We sounded at that time, but had no ground with 35 fathoms.

At 8h00 the course was ordered W^{1/4}SW. Overnight we hove to and took a sounding on each run, having ground at 24-34 fathoms, bottom of coral and small stones. At 11h00 we remained hove to, starboard to windward.

Damp weather during the rest of the night.

At 6h30 in the morning we filled the sails and at 8h00 went on the starboard tack.

Cape Portland bore E12°N

The SW extremity of Waterhouse at E6°N

A small island at S7°W

The most western visible land at S10°W.

(105) 27-28 Ventose [Year 10, 18-19 March 1802]

Remarks

Overcast and damp weather, calm sea and breeze variable. We went on the other tack at 3h00.

At 6h00 in the evening we sighted land bearing SE, a small island at S^{1/4}SW and the westernmost land at S30°W. Sounded and had 38 fathoms.

At 7h00 we went on the starboard tack, with a fresh breeze and overcast weather.

We sounded at hourly intervals throughout the night, consistently having 30-35 fathoms. At daybreak the weather was fine. Went on the other tack at 7h00.

At noon:

The northernmost visible part of the Furneaux Islands bore N34°E

Cape Portland at N88°E

The northern extremity of Waterhouse Island at S59°E

The westernmost visible land at S41°W

The small island at S59°W.

(106) 28-29 [Ventose, Year 10, 19-20 March 1802]

Remarks

Fine weather, calm sea, moderate breeze. Rounding the eastern tip of Waterhouse Island.

At 2h00 the channel between the island and the mainland was quite open, and we were certain that the *Naturaliste* was not there. The Commander ordered a course set close-hauled on the port tack.

At 6h00 in the evening the northern extremity of the ~~headland~~ mainland bore N3°W.

The breeze was freshening steadily, and the sea becoming a little rough. At 9h00 we sighted land bearing N56°E. At 10h00 we went on the starboard tack and sounded, having 30 fathoms.

At daybreak the wind abated; we changed tack and put on sail. At 5h00 the northernmost of the Furneaux Islands bore N7°E. Another one in the shape of a sugarloaf bore N25°E, with the southern extremity of another island at N89° E.

We sounded continuously over the 24 hours, ~~having~~ ground at 30 fathoms.

(107) 29-30 Ventose, Year 10 [20-21 March 1802]

Remarks

Very fine weather from noon to midnight, with a calm sea and a light and variable breeze.

At 4h00 the northernmost visible island bore N10°E, with Cape Franklin [Cape Sir John] at N60°E and the southernmost visible land at S19°E. At nightfall laid a course to SW. We sounded frequently and had 50-60 fathoms, bottom of sand and shells. At midnight the weather clouded over and the wind freshened in strong gusts. We hove to. At 4h00 the wind was strong and the sea rough, accompanied by rain. The mizzen topsail tore as we were clewing it up and we lay to under the main topsail and main, mizzen and fore staysails. At 8h00 we lay to with port to windward. Same weather up to noon.

(108) 30 Ventose-1 Germinal [Year 10, 21-22 March 1802]

Remarks

Strong wind. Overcast weather and rough sea. In the afternoon we took in the standing jib boom and struck down the gaff. Sounded several times and had 45-48 fathoms.

At nightfall we took a reef in the courses. At 1h00 in the morning the main staysail stay failed and we hauled in the tacks on the courses and turned to windward. At daybreak we sighted land extending from SE to NE^{1/4}N.

As the weather gradually improved we filled the topsails. At 6h45 we sighted the Pyramid and the Kent Group. At 8h30 the latter bore N^{1/4}NW and the former W.

At 10h00 we bore up for the small island situated to the N of the Pyramid, and at 10h30 it bore W, with the western extremity of the Kent islands at ENE. We bore up to round the Kent islands and at noon the easternmost of these islands bore ESE.

Same weather throughout the morning.

(109) 1-2 Germinal [Year 10, 22-23 March 1802]

Remarks

Strong wind, weather still overcast and sea very rough.

At 4h00 the northernmost extremity of Furneaux Island bore S.

At 4h30 sailed close-hauled.

At 6h00 the southern extremity of the land bore S30°W and the northern extremity S70°W. Sounded and had 40 fathoms. At 7h00 we went on the port tack, still sounding and having 30 fathoms. At about 9h00 the depth suddenly decreased by 12 fathoms; we bore up to the E and sighted land bearing NW^{1/4}W.

At 4h30 in the morning the depth was again 50-60 fathoms so we brought to, port to windward.

As the weather was fining up we swayed up the lower yards during the morning.

(110) 2-3 [Germinal, Year 10, 23-24 March 1802]

Remarks etc

Very fine weather, with the sea less rough and the breeze fresh but gradually decreasing. Fine weather overnight. Sounded several times but had no ground with 100 fathoms.

At 6h30 in the morning we went on the starboard tack; we were surrounded by a school of dolphins for about an hour.

During the morning we hoisted the gaff and set the bowsprit boom.

(111) 3-4 Germinal [Year 10, 24-25 March 1802]

Remarks

Fine weather, with a moderate and variable breeze. At 4h00 we went on the port tack. Sounded at 7h00 and had 75 fathoms.

At midnight the weather turned squally and the breeze freshened considerably. We shortened sail progressively and then brought to.

The breeze was fresh and gusty for the remainder of the night and all morning, with the sea rough and with occasional rainy squalls.

Sounded several times over the 24 hours and had 75, 80 and 90 fathoms.

(112) 4-5 [Germinal, Year 10, 25-26 March 1802]

Remarks

Fine weather over the 24 hours, with a calm sea and moderate breeze, variable in strength and direction. Sounded but had no ground with 90 and 100 fathoms.

Nothing of note.

(113) 5-6 Germinal [Year 10, 26-27 March 1802]

Remarks

Sky overcast, occasional rain, breeze light and variable.

Clearer weather at night. At 8h00 we took a second reef in the topsails; sounded and had ground at 43 fathoms. Went on the starboard tack and sailed close-hauled. At 1h30 we changed tack again.

Sounded every hour throughout the night, having ground at 45-47 fathoms. At 5h00 we sighted land extending from N to NE^{1/4}N.

Light rain all morning, with the breeze light and variable. At noon the centre of the visible land bore S24°W.

(114) 6-7 [Germinal, Year 10, 27-28 March 1802]

Remarks

Fine weather, calm sea, moderate breeze. We carried out various manoeuvres in standing in for the channel to the south of the Kent Group.

At 4h00 the easternmost part of the Kent Group bore W31°N.

The southern part of a small island west of the group bore W16°S.

Another small island, seen on the horizon, bore W4°S.

The Pyramid bore S17°W, and another rock E45°S, in the middle of the channel between the Furneaux Islands and the Kent Group.

At 6h00 sighted a rock approximately in the centre of the channel between the Kent Group and the Furneaux Islands, bearing N51°E.

Another rock, closer to the Furneaux Islands, bore N59°E.

The Pyramid bore S10°E.

The extremities of the Kent Group bore N8°E and N16°30'W respectively.

A small island west of the group bore N37°W.

An island somewhat away from and west of this small island bore N66°W.

The opening of the channel formed by the Kent Group bore N2°E.

At 6h35 we sighted a small island bearing N72°W and the Pyramid at S63°E. At 8h00 we sounded had 43 fathoms, sandy bottom.

Fine weather all night; we hove to at midnight and sounded frequently, having 40-50 fathoms. At 6h00 in the morning we filled the sails and sailed close-hauled on the starboard tack. Soon afterwards we sighted land bearing N^{1/4}NE.

At 8h00 we sighted a small island, assumed to belong to the group off Wilson's Promontory, bearing N25°E. A rock in the same group bore N26°E and another was at N27°30'E.

At about noon we took the following bearing:

Three small islands to the N of the large rock bore N77°E, N44°30'E and N36°20'E.

The peak forming the eastern extremity of a small island bore N17°50'E

The western extremity of the land at N21°50'W.

(115) 7-8 Germinal, Year 10 [28-29 March 1802]

Remarks

Fine weather, calm sea, moderate breeze; standing in close enough to be able to survey the coast. At 7h55 sounded and had 46 fathoms, sandy bottom. We continued to sound every hour overnight, having 45-46 fathoms.

At 3h30 in the morning we went on the starboard tack. At 6h00 we sighted the promontory to the east, and were then able to sail into the bay which is west of the promontory.

At 8h00 the peak of the island at the extremity of the promontory bore E21°40'S.

The cape forming the western tip of the promontory bore E12°45'N

Land visible in the west, bearing N29°W

At noon land in the east bore S68°E

A hill – seemingly an island – bore N38°W

The westernmost extremity bore N78°45'W.

Fine weather, calm sea, light breeze.

(116) 8-9 same [Germinal, Year 10, 29-30 March 1802]

Remarks

Fine weather, calm sea, clear sky, moderate breeze. Sailing along shore close enough to be able to survey. At 4h00 the headland forming the eastern entrance to a bay bore N42°E, with the western entrance at N60°W and the eastern extremity of the land at N74°45' E.

At sunset the easternmost land bore S20°E, with the westernmost at W2°S. At 7h00 we trimmed the sails close to the wind on the port tack and began soundings at 49 fathoms. We continued to sound every hour overnight, having much the same depths. At 4h00 in the morning we went on the starboard tack, sailing close to the wind, and increased sail. At 10h45 we changed tack.

At noon the headland forming the eastern entrance to the bay bore N68°30'E
the western entrance at W30°S.

Fine weather, calm sea, moderate breeze.

(117) 9-10 Germinal [Year 10, 30-31 March 1802]

Remarks

Fine weather, calm sea, moderate breeze; coasting close in-shore and sounding at 30, 35 and 40 fathoms.

At 4h00 the easternmost visible land bore N16°E. Protest Cape [Cape Patton] bore N89°W. At 6h00 the latter bore N24°E.

At 8h00 we sailed close-hauled on the port tack, with soundings from 45 to 50 fathoms. At 10h00, with 54 fathoms, we hove to, port to windward, and changed to starboard at midnight.

At 3h30, with the depth having suddenly diminished by 5 fathoms and land being very close to the NE, we filled and went on the port tack.

At 8h00 we changed tack to stand in for the shore. The eastern extremity bore N1°15'E and the western extremity N72°W.

Calm at 10h00. At 11h30 the breeze freshened from the east and we trimmed the sails and coasted close to shore.

(118) 10-11 [Germinal, Year 10, 31 March -1 April 1802]

Remarks

Fine weather, calm sea, moderate breeze, coasting very close to shore.

At 6h00 the easternmost visible point bore S71°E, with the land closest to the ship at N48° and the westernmost visible point at N65°W.

At 7h00 we trimmed the sails close to the wind on the port tack, and at 3h00 in the morning we hove to, port to windward, as the depth had progressively increased from 32 to 44 fathoms overnight.

At 5h00 in the morning we trimmed the sails close to the wind on the starboard tack and put on full sail to stand in for the shore, which we could hardly see. At 6h00 it bore N45°E to N22°30'W. Light winds during the morning – almost calm; we changed tack to avoid an island that the current seemed to be carrying us towards.

At noon the eastern extremity of the visible land bore N86°45'E.

The closest headland to us at N41°45'E and its western extremity stretched to the west as far as the eye could see.

The extremities of a steep island bore N41°30'W and N69°W.

(119) 11-12 Germinal [Year 10, 1-2 April 1802]

Remarks

Fine weather, light breeze, coasting close in-shore. At sunset the western extremity of visible land bore west and an island that the Commander named Dragon Island bore N3°W. At 7h50 we trimmed the sails close to the wind on the port tack and sounded, having 48 fathoms. Overnight we carried out various manoeuvres and had soundings from 46 to 80 fathoms.

At 6h00 in the morning Dragon Island bore E28°N and the western land extremity W46°30'N.

Almost calm during the morning.

At noon the easternmost visible land bore S70°E.

The westernmost N45°W.

(120) 12-13 same [Germinal, Year 10, 2-3 April 1802]

Remarks

Fine weather, very light winds. At 3h45 the lookout sighted some reefs ahead, quite close; we went on to port tack, close-hauled.

At 4h00 the land extremity bore S72°30'E, with the mid-point of the breakers sighted deep in the bay at N11°30'E and the western extremity of the land at N5°W.

At 8h00 we trimmed the sails close-hauled on the port tack; sounded and had 23 fathoms. Sounded every hour overnight and the depth progressively increased to 90 fathoms. At midnight we hove to, starboard to windward, then filled again at 3h00. At daybreak land was visible to ENE.

(121) 13-14 Germinal [Year 10, 3-4 April 1802]

Remarks

Fine weather calm sea, light breeze – almost calm at times – over the 24 hours.

At 4h00 in the afternoon we sounded and had 50 fathoms. At 6h00 we changed tack, then changed back again at 10h00. We sounded every hour throughout the night, and had 20, 90, 80, 70, and 65 fathoms. At daybreak we sighted land extending from NNW to ENE and put on full sail to stand in for it.

Sounded at noon and had 21 fathoms. Camel Islet bore E13°S and the closest land visible to the west was at W22°N.

(122) 14-15 [Germinal Year 10, 4-5 April 1802]

Remarks

Fine weather, calm sea, breeze almost calm with occasional light and fluky airs. At 1h00 we changed tack and coasted close in-shore. At 5h00 the lookout sighted breakers ahead, so we trimmed the sails close to the wind. At 6h00:

the easternmost visible headland bore ESE.

The westernmost NW.

A chain of reefs extended to the SW.

Calm overnight; sounded several times but had no ground with 120 fathoms. Carried out various manoeuvres as a result of the light gusts we were experiencing. At daybreak we sighted land extending from NE to N.

Saw many tuna during the morning.

(123) 15-16 Germinal [Year 10, 5-6 April 1802]

Remarks

Overcast sky, rainy weather, light and variable breeze, calm sea. Land in sight to the NE. In the afternoon sounded and had 60 fathoms. Carried out various manoeuvres during the night. Soundings varied from 70 to 90 fathoms. At 2h00 in the morning we laid a course NNE and at daybreak we sighted land ahead.

At noon the westernmost visible extremity bore S63°30'E.

The eastern extremity of a small island near the closest shore bore N77°30'W.

Light breeze, overcast weather.

(124) 16-17 [Germinal, Year 10, 6-7 April 1802]

Remarks

Fine weather, light breeze; costing very close in-shore. During the afternoon had soundings of 10, 13, 15, and 20 fathoms, gravel bottom. At 4h00 the visible eastern extremity of the land bore S56° E and the western N3°W. At 6h00 we worked to windward, on the port tack. At midnight we hove to, then filled again at 3h00 in the morning. Sounded every hour overnight and had from 30 to 68 fathoms.

At 9h00 in the morning, as we were close in-shore, we bore up to follow the coast. Soon afterwards, as the depth had decreased, we sailed close to the wind on the port tack and then sighted a reef off the headland to which it appeared attached.

When we had 15 fathoms of water we bore up to avoid the reef. At noon the headland that seemed to us the westernmost visible land bore E40°N. The reef off the headland bore E24°30'N.

(125) 17-18 Germinal [Year 10, 7-8 April 1802]

Remarks

Fine weather and calm sea; during the afternoon we coasted close in-shore in a reasonably large bay where the depth varied from 8 to 18 fathoms. At night we sailed close-hauled on the port tack, and shortened sail.

Sounded overnight and had 13, 15, 20 and 30 fathoms. Hove to at midnight, then filled at daybreak and put on sail to stand in for the shore.

(126) 18-19 [Germinal, Year 10, 8-9 April 1802]

Narrative

Continuously fine weather; coasting along shore. Saw many porpoises.

At 6h00 the easternmost visible land bore S85°E and the westernmost was W.

At 5h00 we sighted a ship ~~on the way~~ on the other tack. Half an hour later we saw from its colours that it was English. At 6h00, being only a cable's length apart, we both hove to and the English Captain came on board. He returned to his own ship at 7h00; we both filled our sails and sailed close together overnight.

At 6h30 the English Captain came back on board and we learned that he had left Portsmouth ten months ago, had stopped over at the Cape of Good Hope and that he had been surveying the New Holland coast for the past six months. Captain Flinders (the one who had verified the geography of Bass Strait) was the commander of this ship. At 8h00 he returned to his ship and we continued on our course. Soon afterwards we lost sight of him.

(127) 19-20 Germinal [Year 10, 9-10 April 1802]

Narrative

Fine weather, calm sea, moderate breeze. At 5h00 we tacked and laid a course SE. Overnight soundings showed from 26 to 29 fathoms. At daybreak we set a course west – towards the small islands near the one that Captain *Flinders* had named *Kangaroo* Island.

At noon a small island close in to Kangaroo Island bore S50°W

Another at S27°W

The westernmost visible headland on the mainland at N71°W.

(128) 20-21 [Germinal, Year 10, 10-11 April 1802]

Remarks

Fine weather, calm sea, moderate breeze. Sailing close in-shore. At 4h00 we were at the entrance of quite a large channel between New Holland and Kangaroo Island.

In the afternoon soundings varied from 15 to 20 fathoms. At 6h00 we steered towards the eastern part of Kangaroo Island. Dropped anchor at 9h15 in 34 fathoms, but having been unable to swing to the anchor, we were obliged to get under way again at 10h50.

At daybreak the breeze died away completely. At 7h00 it was blowing enough for us to sail along quite close in-shore, sounding and consistently having 15 to 20 fathoms. At 11h30 the depth decreased markedly to 5^{1/2} fathoms, so we changed tack and at noon we had 7 fathoms.

(129) 21-22 Germinal [Year 10, 11-12 April 1802]

Remarks

At noon fine weather, calm sea and moderate breeze. At 2h00 we went on the starboard tack. During the afternoon the depth varied between 7 and 15 fathoms.

At 6h00 the extremity of the mainland bore S70°E, with the eastern extremity of Kangaroo Island at S33°E and its western extremity at S8°W. At 8h00 the weather turned to squalls, with the wind very variable. We carried out various manoeuvres, sounding and consistently having from 20 to 24 fathoms. At midnight the weather fined up.

At 2h00 we sighted land to port, distance about 1 mile, and immediately trimmed to head for it, on the starboard tack; sounded and had 15 fathoms.

Fine weather and calm sea during the morning; we manoeuvred to stand in for the mainland. At noon we had 26 fathoms of water.

[Unnumbered page] 22-23 [Germinal, Year 10, 12-13 April 1802]

Narrative

Fine weather, calm sea and light winds – almost calm. Coasting close in-shore. Changed tack at 2h30. At 6h00 the western headland of the mainland bore S12°W, with the westernmost tip of Kangaroo Island at S29°W. A hill that we took to be part of Kangaroo Island bore S65°W and the easternmost visible part of the mainland was at N2°SE.

Fine weather overnight. Sounded several times and had from 25 to 30 fathoms. At about 2h00 the weather turned to squalls, with strong and gusty wind. At daybreak we sighted the mainland in the SE. Stood in for it and at 10h00, when at about 1/3 of a league from it we sailed along shore; sounded and had 27, 20 and 16 fathoms.

At noon the closest headland bore N24°30'E.

T western extremity of the mainland at S26°W and the eastern extremity at S78°30'E.

(130) 23-24 Germinal [Year 10, 13-14 April 1802]

Remarks

Fine weather. Skirted round part of a very large gulf, with soundings from 17 to 10 fathoms.

At 5h30 we only had 5 fathoms; we attempted to tack but were unable to do so, but during this time the depth increased by 3 fathoms. We continued on the same tack and by 8h00 we had 14 fathoms.

Squally weather at night, with variable although lighter wind. At 9h30 we changed tack and then came about again at 11h30 as the depth had suddenly decreased from 19 to 15 fathoms. It remained fairly stable for the remainder of the night, but at 2h15 it decreased again by several fathoms so we changed tack once again.

At daylight we stood in for the shore; the extremity of the bay could be seen, a considerable distance away, and we were unable to get closer because of the shallow water. At 11h30 we had only 5 fathoms; we changed tack and at noon we had 11 fathoms. At that time we took the following bearings: extremity of Kangaroo Island at SSE and the southern extremity of the gulf at W^{1/4}SW.

(131) 24-25 [Germinal, Year 10, 14-15 April 1802]

Narrative

Squally weather at noon. Then light breeze until 4h00, when it freshened and became gusty. At 4h00 the western extremity of low-lying visible land bore W. Changed tack at 5h00.

At sunset the western extremity of low-lying visible land bore W^{1/4} NW, with the southern extremity at S5°W.

Fine weather overnight; we put on a little sail and sounded every hour, having from 25 to 30 fathoms. At daybreak we bore up towards the northern coast of Kangaroo Island so we could survey it. Sounded at noon and had 22 fathoms.

(132) 25-26 Germinal [Year 10, 15-16 April 1802]

Remarks

Fine weather, calm sea, moderate breeze, coasting along Kangaroo Island with soundings of 25, 30 and 40 fathoms. At 6h00 the northern extremity of Kangaroo Island bore N8°E, and the southern extremity S28°W.

A small island to NNE. At 6h30 we went on the other tack and shortened sail for the night. At midnight we were very close to the small island seen that evening to NNE so we changed tack, then came about again at 2h00.

At 12h30 a sailor named Cauvin passed away as a result of dysentery picked up in Timor. At daybreak we sighted the land we had surveyed the day before, and another elevated landmass appeared to ENE. There was a small island near us to NW and further off some land that we took

to be an island, bearing NW $\frac{1}{4}$ N. During the morning the breeze was very light and variable; we carried out various manoeuvres.

(133) 26-27 [Germinal, Year 10, 16-17 April 1802]

Narrative

Fine weather, light breeze - almost calm. Soundings from 25 to 30 fathoms. At 5h30 the closest headland on the mainland bore S59°E, and the northernmost point on the small island to our west bore N67°30'W. At 6h00 the breeze started to make itself felt, and freshened overnight. We braced the topsail yards aback to take some way off and sounded every hour, having 30 to 32 fathoms.

Light breeze at daybreak: we steered E to stand in for the land. Soundings from 20 to 25 fathoms.

(134) 27-28 Germinal [Year 10, 17-18 April 1802]

Remarks

Fine weather, light breeze. At 3h00, since the depth had decreased rapidly to 13 fathoms, we bore away to the north and coasted about a league off ~~an island~~ the western coast of an island to the north of which was a small island lined with breakers.

At midnight we hove to, starboard to windward, and at 2h00 came about to port since soundings were from 17 to 20 fathoms. At 4h00 we filled the sails to stand in for the shore, but soon after it became dead calm.

At noon the northernmost visible extremity of the mainland bore N57°30'E, with its southern extremity at S38°E. Sounded and had 16 fathoms.

(135) 28-29 [Germinal, Year 10, 18-19 April 1802]

Narrative

Fine weather, calm sea, clear sky; on course, with soundings from 15 to 16 fathoms. At 2h10 the lookout sighted reefs to the north, and at the same time soundings showed we had only 8 $\frac{1}{2}$ fathoms, so we trimmed the sails close to the wind on the port tack and at 4h00, having passed the reef and having 11 fathoms, we bore away for the land.

At 5h30 the visible land to the east bore S35°4'SE and N68°E. To the west it bore N68°30'W.

At night we again trimmed the sails close to the wind on the port tack, with soundings of 12 fathoms. At 11h00 we went on the starboard tack. Soon afterwards the depth suddenly decreased to 8 fathoms so we bore away until midnight when we again turned to windward, having a depth of 11 fathoms.

At midnight the wind freshened, in strong gusts. At 2h00, with the depth decreasing once again we bore away once more and at 4h00 we had 20 fathoms. At daybreak land was sighted from the masthead, extending from ENE to NNW. At 11h00 we sighted more land bearing S $\frac{1}{4}$ SE.

Weather overcast and squally, with fresh and gusty wind.

(136) 29-30 Germinal, Year 10 [19-20 April 1802]

Narrative

Squally weather, with strong and gusty wind. At 1h00 we went on the port tack, with the land bearing S $\frac{1}{4}$ SE and SE $\frac{1}{4}$ E. At 2h00 we took in the mizzen topsail and at 3h00 the fore topsail. Same weather overnight. We changed tack at 8h00 in the evening and again at 11h00 and then at 4h00 in the morning. Soundings still returning 20, 24, 29 and 30 fathoms. At 7h00 in the morning we struck the fore ~~topsail~~ staysail to repair it. At 11h00, having noticed a sudden decrease in depth, we went on the port tack.

At daybreak land was sighted to ENE, and at noon it bore N22°E, extending to S45°E. We also sighted a small island bearing S12°W.

(137) 30 Germinal-1 Floreal, Year 10 [20-21 April 1802]

Narrative

Strong and gusty wind, squally weather with rain and a rough sea. At 8h00 we went on the starboard tack and then came back to port at midnight.

At 6h00 in the morning we sighted land extending from forward to aft, on the port bow.

At 6h30 we changed tack and took the following bearings:

A hill, appearing to be a small island, bore S50°W.

Another of similar shape bearing S78°45'W.

Some elevated land that we took to belong to the northern landmass of the gulf bore N5°W.

Same weather over the twenty-four hours. Frequent soundings returned 15, 19, 20, 25 and 29 fathoms, sand mixed with coral.

(138) 1-2 Floreal, Year 10 [21-22 April 1802]

Narrative

Strong and gusty wind, overcast sky, squally weather and rough sea. Tacked to port at noon. At sunset we sighted land extending from WSW to NW.

Same weather throughout the night. Soundings returned 19, 21, 24 and 26 fathoms. Changed tack at 12h30 in the morning, then again at 4h00.

The weather improved at daybreak, with the gusts less strong. We took a reef in our courses and filled them. At 8h45 we wore ship.

At noon sounded and had 25 fathoms.

(139) 2-3 same [Floreal, Year 10, 22-23 April 1802]

Narrative

Weather improving although still squally, but with less strong gusting. At 1h00 we tacked to starboard. At 5h30 land was visible from S5°W to S50°E. At 6h00 we changed tack, then came back again at midnight.

Sounded frequently overnight and had 24 to 26 fathoms, sandy bottom. Went on the port tack at 4h00 in the morning. Fine weather at daybreak, some swell running and some fleeting clouds.

At 8h00 in the morning, land that we assumed to be part of the mainland extended from S60°E to S60°W and an island – smaller than the earlier one – bore S71°W. At 10h30 saw a group of rocks bearing W^{1/4}NW, so we immediately changed tack.

Fine weather, with some light rain squalls.

(140) 3-4 Floreal, Year 10 [23-24 April 1802]

Remarks

Fine weather, calm sea, moderate breeze, some clouds on the horizon. Soundings from 19-25 and 30 fathoms. At 1h30 we went on the port tack, coming back to starboard at 3h45.

The rest of the day and all night were spent beating into the wind in order to clear the bay we were in. Soundings from 25 to 30 fathoms.

At 8h00 in the morning we sighted Kangaroo Island to the SSE. At noon the southernmost visible extremity of the land assumed to be the mainland bore N65°E.

The middle of a small island which has a remarkable cutting bore N82°E.

The southernmost visible extremity of Kangaroo Island bore S13°E.

The raised part of a small island at N8°W

The middle of another island at N38°W.

(141) 4-5 [Floreal, Year 10, 24-25 April 1802]

Remarks

Fine weather, cloudy sky, moderate breeze, choppy sea. At noon we shook a reef out of the courses. At 5h00 the visible extremities of Kangaroo Island bore S40°E and S83°E, with the visible mainland at WSW.

At 8h00 we went on the starboard tack, then came about again at midnight.

Fine weather overnight. At daybreak we sighted land and stood in for it.

At 9h30 the steward, Fleury, died from a putrescent illness. During the morning we had occasional light rain squalls. Saw several small islands and took the following bearings:

extremities of the two islands closest to the ship

the northernmost S60°E, S66°E

the southernmost N76°E, N67°30'E.

The eastern extremity of the mainland bore N50°E.

Its western extremity N23°W.

The middle of an island was at N52°W.

(142) 5-6 Floreal [Year 10, 25-26 April 1802]

Narrative

Fine weather, calm sea, moderate breeze. We coasted along close inshore. Saw several islands along the coast.

Fine weather overnight. Sounded but had no ground with 65 fathoms. Went on the starboard tack at midnight.

Put on sail at daybreak to stand in for the shore, which bore NW. At 10h00 we entered a channel between several small islands and the mainland. Soundings from 28 to 25 fathoms.

At noon took the following bearings:

Visible western headland of the mainland at N41°W.

An island in the shape of a sugarloaf at S86°W.

A group of islands to the south of the former at S34°W.

An island – larger than the others and together with the mainland creating the channel through which we had passed – at S2°W.

(143) 6-7 [Floreal, Year 10, 26-27 April 1802]

Narrative

Fine weather, calm sea, light breeze, variable in strength and direction.

Bearings at 4h00:

The middle points of two contiguous islands in the west at S53°W and S48°45'W.

The middle of a group of three small islands to the south bore S8°45'W.

The extremities of the mainland bore S and N22°E.

The closest point to the ship bore S78°E.

At 6h00 we worked to windward. At 8h00 we hove to, port to windward, sounded and had 34 fathoms, increasing progressively to 50 fathoms.

Changed over to starboard at midnight. Filled the sails at 6h00 in the morning and sailed close to the wind to stand in for the shore.

Sounded at noon and had 40 fathoms; took the following bearings:

A chain of small islands – of which the extremities were visible only from the masthead – extending from W40°N to W4°S.

The mainland extended from N^{1/4}NW to SE.

(144) 7-8 Floreal [Year 10, 27-28 April 1802]

Remarks

Fine weather, light winds. At 3h00 the breeze freshened from SW and we took advantage of it to coast along shore. At 7h10 we dropped anchor in 33 fathoms, over a bottom of sand and shells. The extremities of the mainland bore N85°7'E and N3°W. A small island close to the ship bore N45°W.

Fine weather and moderate breeze overnight.

At 6h30 in the morning we got under way and at 10h00 went on the starboard tack. Sounded at noon and had 30 fathoms. The visible land on the mainland extended from S65°30'E to N6°30'E. Some low-lying land that seemed to be separated from the mainland bore N11°30'W and a group of small islands extended from N63°W to N73°30'W.

In the morning the Commander entered the following order in the log:

Note: With effect from today, 8 Floreal, Year 10, all officers in charge of a watch are to ensure that each midshipman under their command spends one and a half hours at the helm.

[signed] N. Baudin.

Bougainville refused to do it, saying he was ill, and the Commander authorised him to do no duty at all during the voyage, if he so wished.

(145) 8-9 [Floreal, Year 10, 28-29 April 1802]

Narrative

Fine weather, light breeze – almost calm. Between noon and 4h00 we beat to windward between the mainland and a small, elevated island. At 5h00 the southernmost visible part of the mainland bore S67°30'E and the northernmost headland N8°E.

The extremities of the island located near this northern headland bore N6°45'E and N5°15'E.

A rock off this island bore N15°W.

At 5h15 we sailed close-hauled so as to double the rock whose bearing has just been noted. During the afternoon soundings returned 30, 31 and 32 fathoms.

Dead calm at 8h00. At 9h00 a breeze sprang up from NE and we trimmed the sails on the port tack and then let the sheets fly loose to the wind to slow us down overnight.

Fine weather and moderate breeze at daybreak. At 6h30 we sighted a large hill bearing N63°45'W and a small island S5°W. Fine weather during the morning, with a fresh breeze and cloudy sky.

The Commander ordered Citizen Bonnefoy, the sub-lieutenant on my watch, to relieve me of all duties on board. I was unable to find out why, but I believe it was because I had not taken the helm.

(146) 9-10 [Floreal, Year 10, 29-30 April 1802]

Narrative

Overcast sky, light and variable airs, heavy swell. At noon we wore ship, and during the afternoon we carried out various manoeuvres to take advantage of the light breezes we were encountering. Sounded and had 46 fathoms.

Same weather overnight, with soundings of 40, 35 and 37 fathoms. At 4h00 in the morning we sighted land extending from NE to ESE. At daybreak we saw a coastline with steep cliffs, battered by violent breakers. We noted many reefs just outside a deep bay on this coast.

At noon we took the following bearings:

The extremities of the land near the ship – taken to be the mainland – N56°15'E and S34°E.

A small island visible off the northern headland at N17°45'E.

Breakers seeming to stretch from the headland to N1°E.

A very low-lying landmass, seemingly part of the mainland, at N14°30'W.

We saw smoke at several places in the north and around to N^{1/4}NW.

(147) 10-11 Floreal [Year 10, 30 April- 1 May 1802]

Narrative

Fine weather, cloudy sky, light breeze. Coasting close in-shore; soundings from 34 to 32 fathoms. At 5h30 the visible mainland extended from ESE to NNW.

Fine weather and calm sea overnight. Same depth. At daybreak we sighted land bearing N^{1/4}NW. Went on the port tack at 10h00.

At noon a very low-lying landmass extended from N76°15'W to N3°45'E.

Another isolated and very low-lying headland bore W25°15'N. These two landforms seemed linked by a line of breakers.

Notwithstanding the Commander's orders of the 9th of the month I continued to perform my duties, but he had Mr Bonnefoy tell me to desist. I stopped as from that time.

(148) 11-12 [Floreal, Year 10, 1-2 May 1802]

Remarks

Moderate breeze, fine weather, cloudy sky. We coasted along the St Francis islands. Went on the starboard tack at 3h00. At 5h00 the chain of the St Francis islands extended from N to N50°15'W, with some rocks in the distance bearing S81°30'W.

Very damp overnight, with a light and variable breeze forcing us to carry out many different manoeuvres. Soundings from 40 to 42 fathoms. At 7h00 in the morning went on the port tack and at 7h30 we sighted land extending from N to NE, all in full sight. At 11h55 we went on the starboard tack.

At noon the St Francis island group bore WNW, with two quite large islands from N^{1/4}NE to NE^{1/4}N.

(149) 12-13 [Floreal, Year 10, 2-3 May 1802]

Narrative

Fine weather, with a heavy sea and cloudy sky; breeze light and variable. At 7h00 in the evening we had a little rain.

Same weather overnight; frequent soundings from 40 to 42 fathoms. At 6h00 we went on the port tack and soon afterwards land was sighted from the masthead, bearing NNE.

(150) 13-14 Floreal [Year 10, 3-4 May 1802]

Narrative

Fine weather, cloudy sky, sea heavy and choppy, breeze variable and light. At 4h00 land was sighted from the masthead, bearing NW. Went on the starboard tack at 6h00. Dead calm at 8h00, with the ship not steering.

Same weather overnight, but the breeze sprang up at daybreak. At sunrise we sighted the St Francis islands to the NW, and at noon they bore N33°45'E, with a small island to their W, bearing N.

Sounded over the 24 hours and each time had from 39 to 40 fathoms.

(151) 14-15 [Floreal, Year 10, 4-5 May 1802]

Remarks

Fine weather, moderate breeze and cloudy sky. At 5h30 the chain of islands in sight extended from S19°30'E to N68°15'E.

Hove to at 8h00, starboard to windward, and had ground at 38 fathoms. Fine weather overnight. At daybreak the lookout sighted a chain of small islands to the SE, and land – taken to be another island – also to the NNE.

At 8h00 we sighted the St Francis islands extending from SE^{1/4}E to E^{1/4}NE.

At 10h00 we found ourselves in a bay; land extended from W to SE, by the north. We tacked, and while we were doing so the wind suddenly strengthened considerably and carried away the staysail. We shortened sail and the weather turned nasty.

(152) 15-16 Floreal [Year 10, 5-6 May 1802]

Narrative

Overcast sky, strong and gusty wind, rough sea. Took in the bowsprit boom. At 3h00 we sighted land in the ENE, and at 5h00 it bore N56°E.

Overnight we took constant soundings, returning from 43 to 47 fathoms.

At daybreak the weather had improved and the sea was less rough. Land no longer in sight.

(153) 16-17 same [Floreal, Year 10, 6-7 May 1802]

Narrative

Sky overcast, sea less rough, wind gradually abating. At 1h00 we changed tack and set a course to the west. At 1h30 we sighted an island bearing SE^{1/4}E.

Rain overnight; took several soundings and had from 36 to 38 fathoms. At 8h30 in the evening we went on the starboard tack.

Fine weather at daybreak, with breeze light and variable; we put on sail. At 4h30 we went on the port tack and sailed close-hauled.

Put on sail during the morning; sighted land bearing NE^{1/4}E.

(154) 17-18 Floreal [Year 10, 7-8 May 1802]

Remarks

Fine weather, calm sea, overcast sky, breeze light and variable over the 24 hours.

Sounded several times and had from 45 to 50 fathoms.

At 4h00 we were ordered to lay a course to the north.

At 9h00 sighted some reefs to the NE.

(155) 18-19 same [Floreal, Year 10, 8-9 May 1802]

Narrative

Weather dark and squally, with a choppy sea and the breeze gradually freshening.

At 2h00 the mainland bore N-NNE. At 3h00 we could see breakers all along the coast.

We continued along shore until 5h30, when we turned south. At that time the mainland extended from E to NW^{1/4}N.

Three small islands were visible, extending from E^{1/4}SE to ESE.

Stormy weather overnight, with rough sea and fresh breeze.

Same weather during the day.

(156) 19-20 Floreal, Year 10 [9-10 May 1802]

Narrative

Rainy weather, overcast sky, fresh breeze and heavy sea up to 3h00 in the morning. Fine weather thereafter, with light breeze and calm sea. We put on sail.

(157) 20-21 [Floreal, Year 10, 10-11 May 1802]

Remarks

Fine weather, cloudy sky, choppy sea, breeze light and variable.

Much the same weather over the twenty-four hours. Some light squalls during which the wind freshened a little.

(158) 21-22 Floreal, Year 10 [11-12 May 1802]

Remarks

Fine weather during the afternoon, with a cloudy sky, heavy sea and light winds – almost calm. At 9h00 in the evening the breeze freshened and the weather turned damp. Same weather up to noon.

(159) 22-23 [Floreal, Year 10, 12-13 May 1802]

Remarks

Fine weather, cloudy sky, sea running a swell, fresh breeze. Damp and squally weather overnight. Over the twenty-four hours we saw several petrels and other birds.

(160) 23-24 Floreal [Year 10, 13-14 May 1802]

Narrative

Fine weather, calm sea, moderate and variable breeze variable. A lot of dampness in the air. When the moon set the weather turned squally and stayed that way up to noon.

(161) 24-25 [Floreal, Year 10, 14-15 May 1802]

Remarks

Overcast sky, fine and persistent rain, sea running a swell, breeze light and variable. Dead calm at 8h00 in the evening. At 10h50 a breeze sprang up from the south-east. We trimmed the sails and sailed close-hauled on the port tack. Overnight the wind gradually strengthened and at 4h00 in the morning a fresh breeze was blowing. The sea was rough and the weather cold and rainy.

(162) 25-26 Floreal [Year 10, 15-16 May 1802]

Narrative

Moderate breeze, sea running a swell, sky overcast. During the afternoon and night the breeze gradually abated and the sea became calmer. At 6h00 in the morning we went on the starboard tack. Fine weather, calm sea and a moderate breeze.

(163) 26-27 same [Floreal, Year 10, 16-17 May 1802]

Remarks

Fine weather, calm sea, cloudy sky. Breeze light and variable over the twenty-four hours.

(164) 27-28 Floreal, Year 10 [17-18 May 1802]

Remarks

Cloudy sky, damp weather, moderate breeze. Several light rain squalls overnight.

(165) 28-29 same [Floreal, Year 10, 18-19 May 1802]

Narrative

Moderate breeze, overcast sky. Weather damp and squally, with the sea somewhat rough. At 8h15 sighted Van Diemen's Land ahead; we coasted along it and at noon took the following bearings:
Mewstone Rock at E2°S.
One of the land extremities, assumed to be South Cape, at E19°N.
The other extremity, forming a headland, at N50°W.
At 11h00 in the morning there was an auction in the great cabin of two guns having belonged to the deceased Maugé; Citizen Ronsard bought one and the second was sold to me for 300 ^{lillegible}. Having learned that I had bought it the Commander ordered Citizen Barbe to take it from me and

Barbe informed me of this. So I dropped my bid in favour of Taillefer, who wanted this weapon. I was unable to guess what the Commander's intention had been in taking this gun from me.

(166) 29-30 Floreal, Year 10 [19-20 May 1802]

Narrative

Strong wind, rain and rough sea from noon to 2h00. At 1h15 we took the second reef in the topsails. At 2h00 the wind began to abate and the weather fined up. Calm at 3h00, with some light and variable gusts.

At 4h00 the small Swilly Island [Pedra Branca] bore SSE, with South Cape to the west and Boreel Head at E36°N, the small Boreel Island [The Friars] at E34°N and Cape Bruny to the NE. Wind light and variable to 6h00, when it fixed in the NW and remained there throughout the night. At 8h00 in the evening we hove to, starboard to windward; sounded and had 45, 50, 60 and 70 fathoms. Changed over at midnight. At 4h00 the wind strengthened, blowing in strong gusts. At 6h00 we filled and stood in for Adventure Bay. At 9h05 we dropped the best bower in 18 fathoms and paid out 50 fathoms of cable. Immediately hoisted out the boats. The longboat was despatched to collect wood, a punt was sent fishing and the jolly boat was sent to take Messrs Bernier and Péron ashore.

The anchorage bearing was as follows:

Fluted Cape, forming the southern headland of Adventure Bay, at S83°E.

The northern headland of Tropicriand [Cape Queen Elizabeth] at N10°E.

The isthmus at the extremity of the bay at N30°W.

The easternmost visible point of the Tasman Peninsula at N64°E.

(167) 30 Floreal-1 Prairial, Year 10 [20-21 May 1802]

Squally weather, although fining up; breeze light and variable from south and west. Calm sea. At 4h15 the longboat returned with a load of firewood. It had also found fresh water and brought some back on board. It was unloaded and then at 12h30 in the morning was despatched along with the jolly boat to obtain some more water and wood. Fine weather during the morning, with a moderate breeze variable from NNW to NW. A punt was sent fishing.

1-2 Prairial, Year 10 [21-22 May 1802]

Fine weather, calm sea, light breeze variable from SW to W and WNW. At 2h00 fired a round from the swivel gun to recall the boats, which returned full of wood and fish. They were unloaded and then hoisted in. At 7h30 in the evening, not finding a wick where I was, I lit my pipe behind the bits. The master gunner came over and forbade me to do so in a most insolent manner, and I summarily dismissed him; he then went and complained to the Commander who ordered me, via one of the helmsmen, to report to the bosun's storeroom, where I spent the night. At 9h30 in the morning the Commander summoned me. I went up to his cabin and he asked me to produce the order he had given me promoting me to midshipman 1st class. I replied that I did not have it and he then informed me that he was demoting me from that rank back to 2nd class again – the rank I was at when I embarked with him. He added that this was because I had failed in my duty towards the master gunner. I replied, in vain, that he had condemned me without having heard my side, that I had done nothing wrong, that this person had failed in his duty towards me and that, as I was the master's superior officer, the Commander could not punish me unjustly. He told me that he (168) believed the master and that, as for me, since I was a good-for-nothing I was lucky to remain a midshipman. I left the room outraged at the despicable ways and injustice of this man. Overnight the weather was fine, with light winds from WNW to W.

At 5h15 in the morning we commenced heaving the anchor and at 7h00 we got under way under full sail and steered ENE.

At 8h00 Fluted Cape bore S16°W.

Cape Trobriand [Queen Elizabeth] at N3°E.

Cape Pillar at N80°E.

The middle of the Tasman Peninsula at N75°E.

At 9h00 we set the foretopsail studding sail but as the wind was contrary we struck it again soon afterwards.

NB overnight *Mercier*, the Commander's steward, passed away.

At noon we took the following bearings:

Southern headland of the Tasman Peninsula at N55°E.

Cape Pillar at N40°E.

Basaltic Cape [Cape Raoul] at N33°W.

Fluted Cape at S76°W.

Cape Tasman at S50°W.

(169) 2-3 Prairial Year 10 [22-23 May 1802]

Fine weather, heavy sea, light and fluky breeze.

In the afternoon we consigned the Commander's steward to the sea.

At 4h00 Cape Pillar bore E23°N.

Cape Raoul at E2°30'S.

The largest of the Hippolyte Rocks bore E69°45'N.

Cape Fredrick-Hendrick at 70° 30'N.

The middle of Maria Island at E82°30'N.

Fine weather overnight. At daybreak we sighted Schouten Island and neighbouring land and we put on sail.

At noon the middle of Maria Island bore S69°W.

Cape Pelé [Tourville] at S89°W.

At 7h00 on the evening of the 2nd, when Bougainville and I were in Citizen Ransonnet's cabin working, the Commander, noticing light in the cabin of Ransonnet, who was on watch, reprimanded him for having a light on and ordered us, via the master gunner, to extinguish it immediately.

(170) 3-4 Prairial [Year 10, 23-24 May 1802]

Narrative

Fine weather, calm sea, cloudy sky, moderate breeze. In the afternoon we lost sight of the land.

At 6h00 we went on the starboard tack.

Fine weather overnight, with a calm sea and the breeze abating considerably and moving around the compass. At midnight we went back on the port tack. At 6h00 in the morning the course was set WNW. At 7h00 we sighted land to the west.

At noon the southernmost headland of Van Diemen's Land bore S21°W.

Cape Pelé [Tourville] at S38°30'W.

The northernmost visible headland of Van Diemen's Land at N37°30'W.

(171) 4-5 Prairial [Year 10, 24-25 May 1802]

Remarks

Fine weather, sky cloudy, sea choppy, breeze light and variable. At 1h00 we went on the starboard tack and sailed close to the wind, then went back again on the port tack at 3h00. At

5h15 took the following bearings:

Northernmost visible land at N32°W.

Southernmost extremity at S4°W.

Cape Pelé [Tourville] at S13°W.

At 5h20 we went on the starboard tack.

Overcast weather overnight, with extremely light winds dying away at about 10h00, leaving us becalmed. Sounded and had no ground with 90 fathoms.

At 3h00 a breeze sprang up in the WNW and the course was set S.

At 8h00 the northernmost visible land extremity bore N26°W.

St Patrick's Head at N85°W.

Cape Pelé [Tourville] at S22°W.

At noon this last point bore N80°W.

During the morning we coasted along shore, standing off at a moderate distance.

(172) 5-6 Prairial, Year 10 [25-26 May 1802]

Remarks

Fine weather, calm sea, moderate northerly breeze. We coasted along the east coast of the Schouten Islands, standing quite close inshore. At 3h00, when we were abeam of the southernmost of these islands we sailed close-hauled on the port tack and put on sail.

At 4h30 the Van Diemen's Land coast extended from N30°W to S30°W. Cape Pelé [Tourville] bore N50°W.

Overcast sky and rough sea overnight, with a gusty wind. At daybreak we sighted land to WNW, in full sight. At 8h00 we went on the starboard tack to stand in for the coast.

At 10h00 a helmsman named Bonnet, having been sentenced to a few lashes for a theft, jumped into the sea. We threw him a buoy and a thwart, to which he clung. We hoisted out the jolly boat and brought him back on board soon afterwards.

(173) 6-7 [Prairial Year 10, 26-27 May 1802]

Remarks

Weather overcast and squally. Fresh and gusty breeze, with a fairly rough sea. At 4h45: the middle of Maria Island bore S44°30'W

Schouten Island at S55°W

Cape Pelé [Tourville] at S73°30'W.

At 6h00 we went on the port tack. Much the same weather up to midnight, when the breeze freshened in strong gusts and we lay to. Better weather at daybreak so we filled the sails again.

(174) 7-8 Prairial, Year 10 [27-28 May 1802]

Narrative

Misty weather over the twenty-four hours, with sea a little rough and a fresh and gusty breeze. We made a number of sail changes.

(175) 8-9 [Prairial, Year 10, 28-29 May 1802]

Narrative

Squally weather, although gradually fining up; sea somewhat rough but wind lighter than during the previous day.

At 7h00 in the evening we went on the starboard tack. The weather improved considerably over the twenty-four hours, with the wind abating a lot.

(176) 9-10 Prairial [Year 10, 29-30 May 1802]

Remarks

Overcast weather during the twenty-four hours, with the sea running a swell. We had several light squalls which made fluky and calmed what little wind there was. Carried out various manoeuvres.

(177) 10-11 [Prairial, Year 10, 30-31 May]

Narrative

Fine weather, calm sea, breeze fluky, some light rain squalls.

At 1h30 we went on the port tack, coming back to starboard at 4h00 in the morning. At 8h00, as the wind had shifted again, we tacked once more to port.

(178) 11-12 Prairial, Year 10 [31-1 June 1802]

Remarks

Fine weather, calm sea, light breeze varying in strength and direction. Some drops of light rain in the afternoon.

At 5h00 we sighted land in the west. The breeze abated and became fluky up to daybreak. Squally and damp weather during the morning.

At noon we were unable to take bearings of the land due to a squall that almost completely blanketed it.

(179) 12-13 [Prairial, Year 10, 1-2 June 1802]

Remarks

Squally weather, calm sea and light breeze.

At 5h00 we sailed close to the wind and went on the port tack. At sunset the northern extremity of the land bore N47°30'W, with St Helen's Point at N60°W, St Patrick's Head at S23°15'W and the southernmost visible extremity at S9°30'W. It started to rain at night and the wind freshened, before dying away to a dead calm. At 11h00 and again at 2h00 in the morning it sprang up again to a fresh breeze.

Continuous rain over the remainder of the 24 hours, with thunder, lightning and hail. In the morning a sailor fell overboard and fortunately saved himself by grabbing on to the main sheet.

(180) 13-14 Prairial, Year 10 [2-3 June 1802]

Narrative

Rainy weather, rough sea, fresh breeze with some strong gusts. Sounded several times overnight but had no ground with 80 fathoms. At 6h00 in the morning we thought we had ground with 55 fathoms, and put on sail. The sea was becoming rougher and the breeze was freshening considerably – up to a strong wind in the morning. The ship was labouring a lot, as much because we had too much sail set as because of a kedge anchor that had been under the bowsprit for some time and which jarred the masts considerably when we pitched.

(181) 14-15 [Prairial, Year 10, 3-4 June 1802]

Remarks

Strong wind in violent gusts, rough sea. The weather overcast and squally. In the afternoon the foresail tore, so it was clewed up. Strong wind at night, with a rough sea. One of our railings was torn away. At daybreak the weather was finer and the wind gradually abated. We changed the foresail.

(182) 15-16 Prairial [Year 10, 4-5 June 1802]

Remarks

Overcast weather, but finer than the previous days, with the wind abating considerably.

Put on sail during the afternoon but shortened sail again at night as the sea was becoming heavier, with the wind blowing in strong gusts.

(183) 16-17 [Prairial, Year 10, 5-6 June 1802]

Remarks

Squally weather, but fining up noticeably. Fresh breeze and somewhat rough sea. At midnight we laid a course N^{1/4}NE. At daybreak the weather was very fine and the breeze moderate; we put on sail and steered NW. A little rain during the morning.

(184) 17-18 Prairial, Year 10 [6-7 June 1802]

Remarks

Fine weather, cloudy sky, sea running a swell, some damp squalls.

At 9h00 in the evening we set a course N and then at 6h00 in the morning NW^{1/4}W.

Fine weather, moderate breeze up to noon.

(185) 18-19 Prairial, Year 10 [7-8 June 1802]

Narrative

Squally and rainy weather, overcast sky, sea heavy and the breeze fresh during the squalls. At 4h30 we gradually reduced sail and lay to under the foresail, main topsail and mizzen staysail, port to windward.

Fresh and gusty breeze overnight, sea heavy. The sailor named *Racine*, the hold captain, died of scurvy.

At daybreak the weather had fined up a little and the wind was less strong.

(186) 19-20 Prairial, Year 10 [8-9 June 1802]

Remarks

Fine weather, sky a little overcast, some passing squalls; the sea a little heavy and the breeze in light gusts during the squalls. At noon we changed tack and then came back again at 7h50. The weather fined up considerably overnight and by daybreak it was very fine; we set a course SW, putting on sail.

(187) 20-21 Prairial [Year 10, 9-10 June 1802]

Fine weather, cloudy sky, sea a little heavy, fresh and gusty breeze. Shortened sail at night and at 8h00 we went about and sailed close-hauled on the starboard tack.

Squally weather at night, with fresh breeze and a rough sea. At 4h00 in the morning we went on the port tack and at 6h30 resumed our course. At 9h30 we sighted New South Wales and at 11h00, when we were standing some 3 leagues off it we went on the starboard tack and sailed close-hauled.

(188) 21-22 Prairial [Year 10, 10-11 June 1802]

Events and Remarks

Squally weather, with the wind quite strong in the squalls and the sea a little heavy. At 2h00 we wore ship to port, then came about again at 3h45 as we were quite a distance from land, which the mist prevented us from making out clearly.

Wind less strong overnight, although the weather remained squally and the sea heavy. Went on the other tack at midnight. At daybreak we sighted land ahead.

During the morning the sky was cloudy and there were several squalls, with a moderate and gusty breeze and the sea running a swell. At 9h15 wore ship to starboard.

At noon the land extended from SW to NW.

(189) 22-23 Prairial [Year 10, 11-12 June 1802]

Remarks

Fine weather, cloudy sky. Fresh and gusty breeze, with the sea a little rough.

Overnight the weather fined up a lot and the wind abated considerably; during the morning it was very fine, with a calm sea and moderate breeze. We sighted land, the extremities of which at noon extended from SW^{1/4}W to NW^{1/4}N.

(190) 23-24 Prairial [Year 10, 12-13 June 1802]

Remarks

Fine weather, calm sea, sky a little overcast, moderate breeze. At 1h00 we went on the other tack and then worked at shaking a reef out of the courses.

At 4h00 the coast was visible from N66°W to S60°W. Some squalls overnight. At 8h00, wore ship to port.

(191) 24-25 [Prairial, Year 10, 13-14 June 1802]

Observations

Fine weather, calm sea, sky a little cloudy, moderate and variable breeze. At 6h00 we shook the second reef out of the topsails.

Fine weather overnight; went on the starboard tack at 10h30. Sighted land to the west. At 6h15 in the morning we went on to the other tack.

During the morning the wind abated considerably and at noon we were almost becalmed. The land, though in view, was too far away for us to be able to make anything out.

(192) 25-26 Prairial [Year 10, 14-15 June 1802]

Remarks

Fine weather, cloudy sky, calm sea, light and variable breeze. Course was set SW^{1/4}W. The land extended from N17°W to S59°W.

The wind abated considerably and from 8h00 until 1h00 in the morning we were almost becalmed. At 2h00 there was a storm, with a great deal of thunder and rain; we changed tack and shortened sail and at 3h00 the weather fined up. At 6h00 we went on the port tack, and put on sail. At 7h00 the course was set SW^{1/4}W.

Almost continuously becalmed during the morning; some light breezes sprang up but they were of short duration.

At noon the land extended from N20°W to S65°W.

(193) 26-27 [Prairial, Year 10, 15-16 June 1802]

Narrative

Fine weather, overcast sky, calm sea and very light winds.

Overnight there was a lot of lightning and a few drops of rain. We carried out various manoeuvres to follow the wind, which shifted around considerably.

(194) 27-28 Prairial [Year 10, 16-17 June 1802]

Remarks

Overcast sky, fine weather, light and variable breeze. Calm sea. Changed tack at noon. At sunset the visible land extended from NNW to SW^{1/4}W.

At 5h50 we had a squall accompanied by a little rain.

Fine weather overnight. Good breeze at daybreak and we sighted land to the NW.

At 7h30 we sighted a three-masted boat making sail to close us, and soon afterwards we recognised it as English. We hoisted our colours. At 9h50 we hove to, starboard to windward, in order to receive a boat from that ship; we learned with joy about the peace. At 10h30 this boat returned to its ship and we filled the sails.

(195) 28-29 same [Prairial, Year 10, 17-18 June]

Remarks

Fresh and fluky breeze, heavy sea and clear sky. At 4h50 the northern visible extremity of land bore N28°W.

A low point, taken to be the entrance to Port Jackson, at S86°W.

The southern visible extremity of land at S55°W.

At 5h45 we wore ship on to the starboard tack. Overnight the breeze freshened considerably and the sea became rougher. At 10h00 the breeze was fresh and gusty. Wore ship to port at midnight, then went about again at 4h00 and once more at 7h00 in the morning. Sighted land at daybreak.

We lost a helmsman named Beaumont, who died of scurvy. Fresh breeze during the morning; we went on the other tack at 11h00, being some two leagues offshore.

(196) 29-30 Prairial [Year 10, 18-19 June 1802]

Remarks

Overcast weather, sea a little rough and a fresh and variable breeze.

At 4h00 the land extremities bore N18°W, S35°W.

At midnight the wind came in fresh, with strong gusts, and the sea became heavier. At 4h00 in the morning we went on the port tack and shortened sail, even though the wind had abated considerably. At daybreak we sighted land extending from WSW to NW. At 7h00 we bore away to the NW; at about two leagues from the coast. Soon afterwards we sighted the entrance to Port Jackson to windward of us. As we continued to have a heading wind, we put on sail and sailed close-hauled.

At noon:

The northern visible land extremity bore N20°W.

The southern extremity at S50°W.

the entrance to Port Jackson at S60°W.

At 10h30 we went on the other tack.

(197) 30 Prairial-1 Messidor [Year 10, 19-20 June 1802]

Narrative

Somewhat overcast weather, gusty wind and the sea a little heavy. At noon we wore ship to port, then came about again at 2h00, two leagues offshore.

At 4h00 the entrance to the port bore WSW. We clewed up the main topsail for repairs, then filled it again.

At night the wind died away completely, though there was still a swell which prevented us from getting close-hauled. At 7h00 we sighted a light on the coast, bearing SW^{1/4}W.

At midnight we went on the port tack. At daybreak we sighted land to the WNW. We put on sail and tacked to stand in for the coast, as the weather was very fine.

At 10h30 we hove to for the pilot, then filled the sails as soon as he was on board. He told us that the boat that we thought lost on the coast of Van Diemen's Land had been rescued by a brig and handed over to the *Naturaliste*, which had been to Port Jackson to look for us and which had just left again.

(198) 1-2 Messidor, Year 10 [20-21 June 1802]

Remarks

Fine weather, moderate breeze, the sea running a swell; we tacked several times to seek the entrance to the port. At 4h00 the northern headland of Botany Bay bore S20°W, and the southern headland of Broken Bay N16°W.

On the day on which the *Naturaliste* returned to Port Jackson, I received an order from the Commander to join that ship immediately; after that time I was unable to continue my journal, since the tasks assigned to midshipmen by the Captain left me no time for anything other than my shipboard duties.

[signed] Brüe
midshipman

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