

Journal of François Antoine Boniface Heirisson



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Archives nationales de France, série Marine, 5JJ56

Physical Description

Manuscript : two parchment bound notebooks

Cover : Notebook 1 :

Departure from Île de France

5 Floréal Year 9

to Timor

L'Hérisson SS.

[top left, in pencil: *Le Naturaliste* then *n° 7*]

Notebook 2 :

From Timor to the final stopover in Sydney

L'Hérisson

[top, in pencil : *N° 7*]

Dimensions : 21.5 x 26.5 cm (both notebooks)

Contents : Notebook 1 – 20 pages, non-numbered, written recto-verso

Notebook 2 – 25 pages, non-numbered, written recto-verso

Period covered

Notebook 1 4 Floréal Year IX [24 April 1801] (eve of departure from Île de France) – 5th
Complementary Day Year IX [22 September 1801] (arrival at Timor)

Notes on the text

There are two pages missing – removed? – and one page torn in notebook 1.

Both notebooks are translated here, in sequence.

Translation

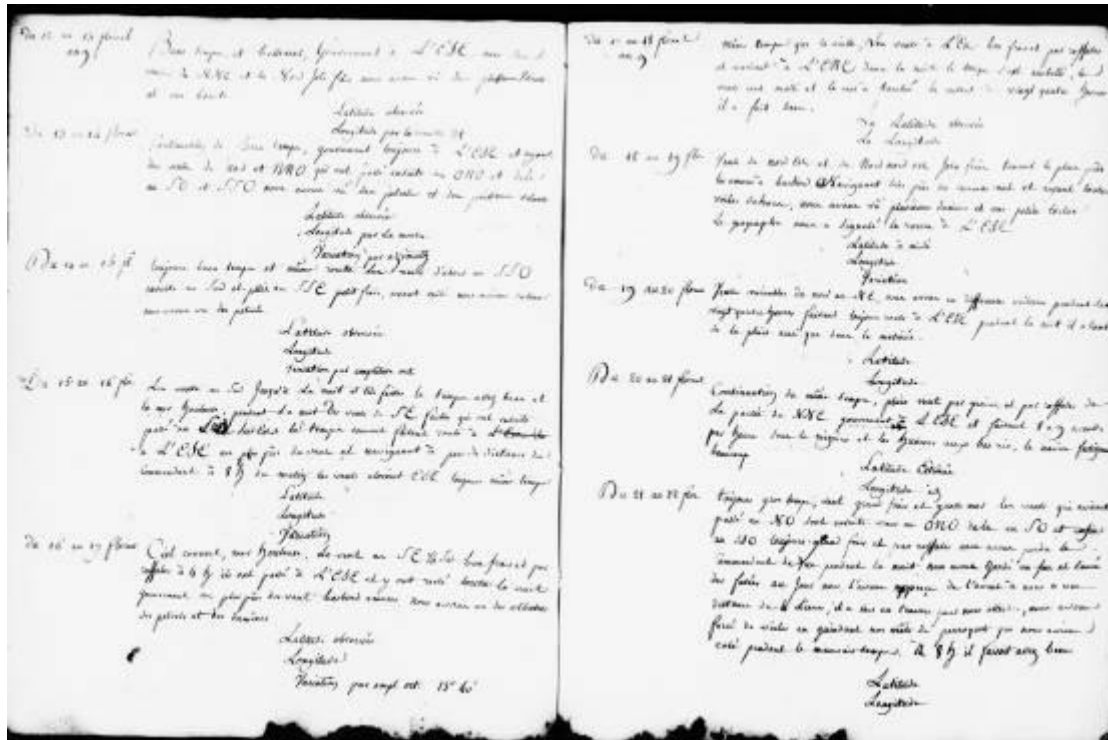
Malcolm Leader

Validation

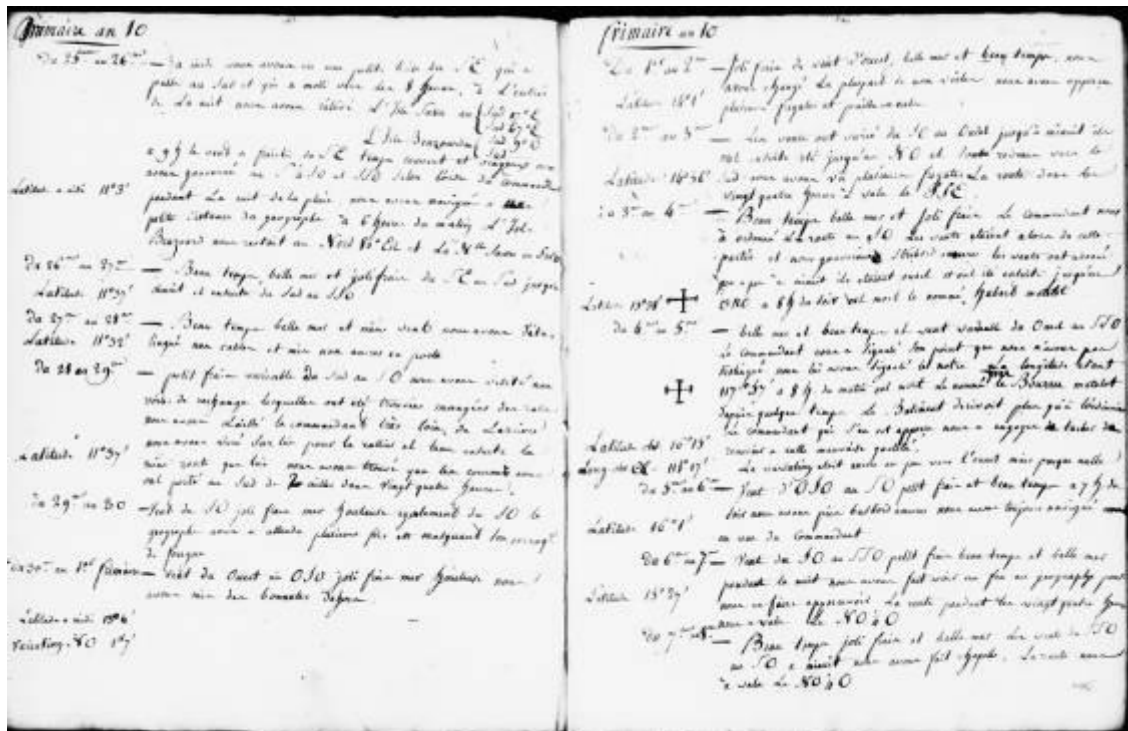
This translation has not yet been systematically checked against the original French text. Anyone wishing to verify the accuracy of a particular passage of this English translation is invited to contact the Baudin Legacy team (see the web site for contact details).

Sample page of the manuscript

Notebook 1



Notebook 2



Note on the Translation

Except where otherwise indicated, all footnotes in this translation are by the translator, and have generally been inserted to explain a translation choice. On some occasions the absence of punctuation or other indicators in the French text has made it necessary to choose between several possible meanings: footnotes have only been included when the different meanings appear significant in terms of the journal's substance.

Notebook 1

[Cover]

N° 7

Le Naturaliste

Departure from Île de France

5 Floréal Year 9

to Timor

SS.

L'Hérisson

[1]

Departure from Île de France [Mauritius]

4 Floréal [24 April], the eve of our departure from Port Nord-Ouest [Port Louis] in the Ile de France [Mauritius], was notable for an event that demonstrated the voracious nature of sharks. Having spotted a floating body that our crew took from afar to be a man swimming, one of these beasts seized it and promptly tore it in half. Two crew members launched a dinghy to attempt to save the unfortunate whom they believed already to be the monster's victim. But they were agreeably surprised to see that the body in the water was that of a dog that had been dead for some days and was already decomposing. Anticipating that the shark would not abandon this part of its prey our men fetched the carcass on board and, having attached it to a swivel line, ran it out astern of the ship. After a couple of minutes the shark took the hook and was captured. It was about 12 feet long and almost three feet thick ~~at the most~~ near the head. It was shared among the crew, who ate the best parts and disposed of the rest.

Meanwhile, we were preparing the ship to sail the next day. Our longboat was sent to fill our remaining water casks, and we received from the Governor of Ile de France a young bull, a heifer and some goats to be left in New Holland. In the afternoon the commander gave the signal to unmoor, which we did forthwith. As this was being done, three crew members who had joined at Ile de France took our only dinghy from the bow of the ship and set off, unbeknown to the officer of the watch or the leave sentry, to row ashore. As soon as they were noticed they were summoned to return or face being fired upon. We also hailed the *Géographe* and borrowed its dinghy so that we could give chase. Despite that, the deserters continued to row towards the shore so we fired a cannon round in their direction to try to stop them. The *Géographe's* dinghy reached them and brought them back on board, where they were put in irons. To guard against similar incidents during the night we loaded 4 swivel guns and doubled the number of sentries, with rifles at the ready. In addition our armed dinghy stood off from the ship and kept circling it throughout the night.

We passed that night right above our starboard anchor, in flat calm conditions. The next day we took on three Malay sailors, then despatched the port longboat and hoisted in our own boats. We were drawing 13 feet of water aft and 11 feet 6 inches fore – a difference of 1 foot 6 inches. At 7h30 we got under way and set course to follow the commander. At 8h “Tonneliers” Island bore E ¼ SE 5° S and “Coin de Mire” Island NE ¼ E. From 8h to noon the weather was fine and the sea calm with light, variable breeze from WNW to ENE. We steered a constant WSW course.

5 - 6 Floréal. [25 – 26 April 1801]: Over the past 24 hours the breeze has been variable, though consistently light, with fine weather and calm sea. We set course to round the “Morne Brabant”. At 5h30 “Morne Brabant” bore S 5° E at a distance of 3 leagues; the port signal station bore NE ¼ E on the compass. The rest of the day was fine. At 8h in the morning the tip of the “Morne Brabant” bore NNE at a distance of 11 leagues. The previous evening's reading fixed the point of departure at latitude 20°21', longitude 54°55'. At noon we were at 21°39'.

6 - 7 Floréal [26 - 27 April 1801]: In the afternoon we had fine weather, with easterly winds. We shifted 150 50kg ballast blocks forward from the stern to lessen the difference in draw. During the night the breeze was a fresh south-easterly, the sky cloudy and the sea rough and running a swell from the south. During the day the weather improved, though the sea

remained heavy. We saw some tropicbirds flying around the ship. We thought we noticed some improvement in our way, probably due to the relocation of the ballast blocks. During the 24-hour period course was S-SSE. At noon the latitude observed was 23°.

7 - 8 Floréal [27 - 28 April 1801]: Over the past 24 hours the breeze has been moderate, variable E-ESE; sea heavy. During the night the weather was overcast. On the morning of 8 Floréal we noticed that one of the starboard lower mainmast stays had failed above the crow's foot. We repaired this damage by manufacturing a shroud knot. We were under full sail during the day and the same, minus topgallants, at night. Course SSE, sailing quite close to the *Géographe*. At noon we observed 24°11'12" latitude.

8 - 9 Floréal, Year 9 [28 - 29 April 1801]: The breeze was a fresh easterly up to nightfall, when it veered ENE and remained variable although generally easterly until noon the following day. At 4h in the evening we informed the commander of the damage we had sustained, and he bore up to speak to us. We reported that according to the muster following departure from Ile de France our complement was ninety-four men. His was one hundred and one. We rigged our preventer stays. Course SSE, with mainly fine weather throughout the period. We caught a flying fish on board. Latitude was 25°20'27" at noon.

9 - 10 Floréal [29 - 30 April 1801]: Winds again from ENE, very light, tending SE. Sky overcast, sea calm. Wore ship in the afternoon. The weather then cleared, giving fine conditions up to midnight. Course SSW under full sail from midnight until 6h in the morning. Misty weather. At 4h, when we were quite close to the commander, he came about on a starboard tack. Soon thereafter we lost him in the mist, which determined us to change tack, assuming that he had done the same. We only saw him again at 10h, when he bore WSW 5° W. We tacked several times to rejoin him, in still overcast weather with rain and squalls, sailing nevertheless under [illegible] sail, including bonnets and royals. Variation was 16°30' NW. Latitude at noon was and longitude

10 - 11 Floréal [30 April - 1 May 1801]: Winds from ESE all day, variable ENE-SE. Misty weather with some squalls. We lost sight of the commander and discharged several cannon rounds to mark our position. We saw him again at 2h and he responded to our signals. Throughout the night we lit false fires at hourly intervals. Course S. Latitude at noon was ... and longitude according to the chronometer was 19°31'.

11 - 12 Floréal [1 - 2 May 1801]: Moderate breeze from E and ENE, fine weather and a calm sea, course SSE, SE and ESE. We saw some albatrosses. Latitude ... Longitude ... Variation 16°42' NW.

12 - 13 Floréal, Year 9 [2 - 3 May 1801]: Fine weather, calm sea. Course ESE with moderate breeze from NNE and N. We sighted some flying fish and a bonito. Latitude observed ... Longitude by the chronometer 31.

13 - 14 Floréal [3 - 4 May 1801]: Continuation of fine weather; course still ESE with winds from N and NNW, veering afterwards WNW and then SW and SSW. Saw some petrels and flying fish. Latitude observed ... Longitude by the chronometer ... Variation by azimuth.

14 - 15 Floréal. [4 - 5 May 1801]: Still fine weather and same course. Light breeze, at first from SSW then S, then SSE. Before noon we were becalmed. Saw some petrels. Latitude observed ... Longitude ... Variation by amplitude.

15 - 16 Floréal. [5 - 6 May 1801]: Very light airs from S up to nightfall. Weather reasonably fine, sea running a swell during the night with light SE winds, veering afterwards SSE, overcast. Course ESE, close-hauled and sailing only a short distance from the commander. At 8h in the morning the winds were ESE, same weather. Longitude ... Latitude ... Variation ...

16 - 17 Floréal [6 - 7 May 1801]: Sky overcast, sea running a swell. Fresh gusty breeze from SE $\frac{1}{4}$ S. At 4h it veered ESE and stayed there all night. Sailing close-hauled on a port tack. We saw some albatrosses, petrels and cape pigeons. Latitude observed ... Longitude ... Variation by amplitude 15°40'.

17 - 18 Floréal, Year 9 [7 - 8 May 1801]: Same weather as previous day. Fresh easterly breeze, some gusts, varying to ENE. During the night the weather improved, wind moderated and the sea became calmer. Fine weather for the remainder of the 24 hours. Latitude observed ... Longitude ...

18 - 19 Floréal [8 - 9 May 1801]: Moderate breeze from NE and NNE. Holding close to the wind on a port tack. Sailing very close to the commander, under full sail. We saw several cape pigeons and a small turtle. The *Géographe* signalled a course ESE. Latitude at noon ... Longitude ... Variation ...

19 - 20 Floréal [9 - 10 May 1801]: Variable winds from N to NE. We changed sail several times during the twenty-four hours, still on an ESE course. Latitude ... Longitude ... Rain fell during the night and morning.

20 - 21 Floréal [10 - 11 May 1801]: Continuation of the same weather: rain, wind in blustery squalls from the NNE quarter. Course ESE, making 8 to 9 knots under foresail and close-reefed topsails. The ship labouring a lot. Estimated Latitude ... Longitude ...

21 - 22 Floréal [11 - 12 May 1801]: Still stormy weather, with strong winds and rough seas. The wind, which had veered NW, subsequently swung WNW, then SW and finally SSW – constantly strong and gusty. During the night we lost sight of the commander. We kept a lantern burning on board and sent up rockets. At daybreak we saw him ahead of us at a distance of 4 leagues. He hove to, waiting for us and we crowded sail, swaying up the topgallant masts that we had housed during the rough weather. At 8h it was reasonably fine. Latitude ... Longitude ...

22 - 23 Floréal, Year 9 [12 - 13 May 1801]: Moderate breeze from W and WSW, fine weather, sea rough and running a swell. The commander signalled a course E $\frac{1}{4}$ SE. For the remainder of the twenty-four hours the winds were from SW. Sailing under full sail. At noon the weather was overcast, sea still rough. Saw some albatrosses. Latitude ... Longitude ...

23 - 24 Floréal [13 - 14 May 1801]: Fine weather, heavy swell and light westerly breeze. At 4h the commander signalled us to follow his manoeuvre and we turned south, close-hauled. On this course the ship was labouring and rolling less. Calm until 3h in the morning, when we caught a moderate northerly breeze. Moderate swell. Latitude ... Longitude ... Variation ...

24 - 25 Floréal [14 - 15 May 1801]: Northerly wind until 4h, course E $\frac{1}{4}$ SE. From 4h in the

evening until 4h the next morning the breeze was moderate NW, then SW, SSW, S, NW, SW and NW. It then veered SW, with squalls. Fine weather during the morning. Latitude ...

25 - 26 Floréal [15 - 16 May 1801]: Breeze fresh from SSW and S, lasting until 8h, with rough sea and overcast sky. At 6h the breeze was moderate from SSE. Sailing close-hauled. At 2h in the morning it was almost calm, with wind varying from SSE to ESE and ENE. Wore ship. In the morning we hove to and sent the dinghy over to the *Géographe* to check the operation of our marine chronometers, which we had forgotten to set. We saw some cape pigeons. Latitude ... Longitude ...

26 - 27 Floréal, Year 9 [16 - 17 May 1801]: Light breeze, variable from SE to NNE. In the afternoon we asked the *Géographe* for a reading of our longitude, which was signalled as 86°48'. Since our chronometer N° 31 produced a reading of [blank] according to the correction provided by M^r Bernier, we assumed that he had made a comparison error and we altered the correction to one for which the morning angle of incidence gave us the same longitude as advised by the *Géographe*. Up to 4h the wind came only in gusts, but then it freshened. Sky overcast. The commander signalled a course ESE, which we executed. Saw many albatrosses and some cape pigeons. Latitude ... Longitude ...

27 - 28 Floréal [17 - May 1801]: Moderate breeze from NE and NNE. Sky overcast and sea running a swell. Quite fine in the morning. Saw some petrels. Latitude ... Longitude ...

28 - 29 Floréal [18 - 19 May 1801]: Moderate breeze from NNE, course ESE in overcast weather. During the night we sent up several rockets to indicate our position to the commander, who was not in sight. Wind fresh until noon. We saw two small whales. Latitude ... Longitude ...

29 - 30 Floréal [19 - 20 May 1801]: Same winds, heavy seas and overcast sky, still on the same course. We saw some cape pigeons, petrels and albatrosses. Latitude ... Longitude ...

30 Floréal – 1 Prairial, Year 9 [20 - 21 May 1801]: Northerly winds up to 6h, sky overcast. The commander signalled a course E, which we executed. During the night we sent up rockets and we [text apparently incomplete] to the *Géographe* to mark our position. We saw some albatrosses and cape pigeons. Latitude ... Longitude ...

1 - 2 Prairial, Year 9 [21 - 22 May 1801]: Fine weather and calm sea during the whole twenty-four hours. Winds light and variable from SSE to NNE. We saw some cape pigeons and other birds. Latitude at noon ... Longitude ... Variation 4°57' NW.

2 - 3 Prairial [22 - 23 May 1801]: The winds veered from NNW to WSW, passing through NW and W. Fine weather and calm sea. At 12h30 we saw a flight of birds smaller than ordinary petrels. We also saw albatrosses, petrels and cape pigeons. At 7h30, following a signal from the commander, we bent the cables to the anchors. Did not have ground with a full sounding line. Latitude ... Longitude ... Variation 7°52'.

3 - 4 Prairial [23 - 24 May 1801]: Fresh breeze from WNW, SSW and SSE. Fine weather and calm sea. In the afternoon, St Cricq having shot and wounded a cape pigeon we hoisted out a boat to save [?] it, but without finding it. Latitude ... Longitude ...

4 - 5 Prairial [24 - 25 May 1801]: Moderate breeze from SSE and ESE. Course signalled E ¼

SE. At 4h the commander hailed the order to stand half a league off him, in his wake, and to sound every two hours, which we did without having ground. We saw some petrels and albatrosses. Latitude ... Longitude ...

5 - 6 Prairial [25 - 26 May 1801]: Easterly winds, fine weather and calm sea. During the night we took soundings without having ground. During the day, the winds being from NNE, the commander ordered us to set an easterly course and we crowded sail to make landfall. Latitude ... Longitude ...

6 - 7 Prairial, Year 9 [26 - 27 May 1801]: Winds from NNE. Reasonably fine weather and heavy seas. The commander was still crowding sail ahead, and at 5h he was out of sight. But we saw the *Géographe* during the night and at 3h30 we were within hailing distance. In the morning we sighted land bearing NE, forming two distinct headlands. At 10h the more northerly extremity bore ENE, corrected. At 12h it bore E25°30' N. Latitude at noon was 34°34' and longitude by the chronometers was 113°46'.

7 - 8 Prairial [27 - 28 May 1801]: Winds from ESE, fine weather. We brought to, as did the commander, to take a sounding and had ground at 93 fathoms, bottom of white sand and broken shells. We saw some whales and cape pigeons. Throughout the night we hove to and stood in to shore, taking frequent soundings and having 87-88 fathoms, bottom of fine sand and shells. In the morning we contacted the *Géographe* to check our marine chronometers, which had been poorly adjusted at the previous comparison, after they had stopped. St Cricq, who went on board for this purpose, told us that the noon longitude for the *Géographe* was 111°42', meaning that our chronometers were placing us too far to the east. But, after verification, the calculation of the angle of incidence that I had observed the previous day gave me a longitude for yesterday at noon of 111°49'. Longitude at noon 111°54', latitude 34°44', variation 6°7' NW.

8 - 9 Prairial [28 - 29 May 1801]: Winds from ESE, fine weather and calm sea. We took frequent bearings of the coast and the different headlands we passed. We observed that the current was drawing us southwards, since during the night we made 7 or 8 leagues in this direction. At daybreak we sighted a small island to the windward of the headland bearing SSE, with the land stretching beyond. At 8h the depth was 28 fathoms, bottom of sand, mud and shell. Latitude 37°7', longitude 112°11', Variation 5°15' NW. Latitude is that given for Cape Leeuwin but the part of the coast that bore south [illegible].

9 - 10 Prairial [29 - 30 May 1801]: Weather very fine during the whole 24 hours, with a fresh breeze from ESE and a calm sea. We steered along shore in a S-N direction, standing off at a distance of about 3 leagues. This coast was of medium elevation, presenting grassy strips rather than hills. The coastline had sandy beaches, with well-defined and distinct cliffs. Some of the land appeared well-wooded, with the rest mainly being heath. It runs N ¼ NE and S ¼ SW. At nightfall we noticed an isolated fire on land, and then several others, which led to our hoisting a lantern on our gaff. The moon, which was full, was rising at the time: were the fires we saw lit by the natives as an invitation to us to go to meet them, or were they perhaps for preparing their meal, or perhaps even for a religious motive related to the rising moon? During this time we joined the commander and followed his manoeuvres. As we hove to we sounded frequently during the night. Latitude 38°16'. Longitude [blank]. Variation 5° NW.

10 - 11 Prairial [30 May - 1 June 1801]: At noon we sighted a reef quite a way out to sea,

bearing N $\frac{1}{4}$ W 3° N from us, and we signalled its presence to the commander. With a moderate breeze varying from SSE to ESE and a calm sea we tacked several times in order to rejoin the *Géographe*, which dropped anchor at 5h30. As we passed close astern at 7h30 he ordered us also to drop anchor, which we did in 20 fathoms of water over a bottom of muddy sand mixed with shells. We paid out 100 fathoms of cable. During the night we saw fires ashore. Weather very fine. In the morning the *Géographe* sent its dinghy ashore. We prepared our own to go ashore likewise, but the commander hailed the order that we only despatch it after his had returned. Latitude at the mooring was $33^{\circ}27'$, longitude [blank]. This coast lies ENE - WSW. It appears to be lined with reefs, although there are several small sandy beaches. Towards the middle a headland is visible, behind which a small bay is also discernable, appearing sheltered by it.

11 - 12 Prairial, Year 9 [1– 2 June 1801]: Light ESE breeze, fine weather. We sent our large dinghy ashore under the command of M^r Freycinet, who returned at 5h. The party had not found any inhabitants but brought back a number of branches from different conifer species, plus a tear-shaped piece of resin about the size of a walnut. According to what was reported by those who went ashore, this appears to be a species of the vacoa tree. The captain went in his dinghy to visit the headland to our south. The *Géographe*'s longboat had been sent to explore the other headland, to our west. Fine weather during the night. In the morning, having been selected to command the longboat and carry out a reconnaissance of the coast while the ships got under way, I left at 6h30 and having rowed to windward I set the sails. But as the longboat had no sprit on its jigger, no boathook, no cleat and no eyelets for the tacks, and as the mainsail manoeuvred excessively badly, I was obliged to return to the ship. At 8h we weighed anchor and steered along shore. Latitude was $33^{\circ}25'$.

12 - 13 Prairial [2 – 3 June 1801]: Moderate ENE breeze, fine weather and calm sea. We took frequent soundings and had 17-19 fathoms, bottom of sand mixed with shells. At 2h we changed tack and headed NNE. We threw out the seine frequently and netted some small shells, flat sea urchins, starfish, sponges, lithophytes and other marine specimens. At 8h we anchored in 20 fathoms over a bottom of red sand. Fine weather all night. In the morning we prepared to weigh anchor, and at 9h30 we were under way on a starboard tack, under full sail. Latitude $33^{\circ}15'$ Long. $112^{\circ}9'$.

14 - 15 Prairial, Year 9 [4 – 5 June 1801]: Light breeze, ENE. At 1h we put about and tacked to port, course SE. We threw out the seine a number of times and took in several marine specimens. At 3h30 the net was lost, along with 15 fathoms of rope. We took several soundings and had successively 22, 23 and 18 fathoms, bottom of white and red sand and shiny gravel. We were then at the entrance to a large bay, whose two headlands lie ENE and WNW and which seemed to extend back several leagues. At 6h we reduced sail to prepare to drop anchor. At 6h30 we were astern of the commander and soon after we dropped anchor in 13 fathoms over a bottom of fine sand mixed with shells. The dinghy was sent to take soundings around the ship and found the same depth. During the night the weather was very fine, with winds constantly ENE. At 4h I was dispatched in the small dinghy with orders to reconnoitre the coast to the SE. I reached land only at 8h and, having made my way inland through the heath-like vegetation growing beyond the coastal dunes, I noticed a large expanse of water stretching north - south. After having travelled about a league and a half to the north, seeing the water in question extend off into the interior (towards the NE) and being unable to approach it because of the marshlands on its banks, I returned to the dinghy with the idea of following it downstream - since I took it to be a river. ~~To this end~~ To this end I had the dinghy track along the shore while I followed it on the sand dunes. With the river still in sight

– it was getting closer to the shoreline all the time - and after having travelled a league and a half (thus, three leagues from the point I had reached previously), I saw the extremity of a lagoon situated between the river and the shore. This lagoon is of more or less uniform width - hardly more than half a cable, with its distance from the shoreline being about double that. Another sand dune separates the lagoon from the river, and it was from there that I continued my reconnaissance. There was a small sandy beach at the end of the lagoon and the ~~of the~~ ~~tide~~ different tide level markings on it suggested to me that the lagoon had an opening to the sea, which I believed to be the same one as for the river. Given the river's course towards the sea, I estimate the distance from the end of the lagoon to the river to be about half a league. I followed the sand dune separating the river from the lagoon while the dinghy followed the seashore and one of the oarsmen walked along the sand dune separating the lagoon from the shore. This sailor, who was within earshot, acted as my means of communication with the dinghy. After having travelled perhaps two leagues in this way, and not having seen any river mouth, I retraced my steps after having ascertained that the lagoon was not fordable – since at about a third of the way across one of the oarsmen went in over his depth. Having left the lagoon – which carried the imprints of aboriginal feet – I returned to the dinghy and thence to the ship. I reported to Captain Hamelin and he took me over to the commander to report further. The commander considered that a fuller investigation was required and decided that the next day his longboat and our dinghy would be sent to reconnoitre the river mouth. I estimated that low tide was at about 11h30 in the morning.

15 - 16 Prairial [5 – 6 June 1801]: Moderate breeze from East and ENE. At 5h I was back on board following my morning assignment. Freycinet had also been on an assignment, in the larger dinghy, and had landed east of our anchorage. Like me, he saw traces which leave no doubt as to the existence of humans on this coast. Nothing further occurred during the night. ~~At daybreak~~ At 4h the captain embarked in the small dinghy. Freycinet and I accompanied him and we set off to reconnoitre the river mouth. The *Géographe's* longboat, commanded by Commander Lebas, followed us. We landed at 8h a little north of the lagoon extremity, which we reached at 8h30. The *Géographe's* longboat was ordered to remain at this place and the small dinghy was told to proceed along shore to the river mouth. For our part, we walked along the sand dune separating the lagoon from the river and after having travelled some two and a half leagues we reached the confluence. We were obliged to wait there for the small dinghy which, having gone past the point where we were, soon found the mouth, which was closed by a sand bar. It then returned and we embarked and followed the river for about a league and a half. Not knowing the channels we ran aground several times. Finally at half past noon we returned. The water we had sampled as we went along ~~had lost the~~ was not as salty as sea water, which led us to conclude that had we travelled further upstream we would have come across fresh water. I have drawn here an approximate map of the river and lagoon.

Nota: Prior to embarking, Mr Hamelin wished to know whether this was actually a river or not, and he asked for our opinions. He was the first to express a view and he opted for the affirmative. Others to give their opinion were Mr Depuch (mineralogist), Mr Leschenault (botanist), Mr Laridon (Chief Surgeon) and myself (H, sub-lieutenant) – and we decided that we were indeed on a river. Mr Lebas (Commander) and Mr Freycinet (Sub-lieutenant) were undecided and did not commit themselves. I have made this note only because Mr Hamelin subsequently said the opposite, and when it was pointed out to him that this was not the opinion he had voiced on the spot, he replied that at that time he had decided only out of politeness – although as was seen above he was the first to offer an opinion. Note of 15 Thermidor, Year IX.

At 1h30 we had reached the tip of an island, probably situated between two arms of the river, when we saw five natives on the other bank. Several members of our party, wishing to have a friendly discussion with them, jumped into the river and waded across it. The natives fled into the forest uttering various cries and we followed them for some time (I was part of the group) before returning. The natives then armed themselves with spears and assegais and followed us. In returning we had placed various trinkets on branches to show that our intentions were peaceful. Upon reaching the river we forded the arm separating us from the island where our dinghy had drawn up, and joined the rest of our party. We then saw six of these natives, five of whom were armed and completely naked. The sixth was unarmed, with a skin [illegible] over the shoulders. I assume that it was a woman – otherwise she was completely naked. These men spoke to us and we responded with a few words, including “pourah,” which Mr Lebas told us meant “friend.” This was heard and distinctly repeated by one of the natives to the others. The tone in which this person, who seemed to be their chief, repeated this word seemed to convey satisfaction, as if he were saying: “Do you hear, they are saying ‘pourah?’” We made various signs to encourage them to come over to where we were, showing them various objects. Finally the chief and two others decided to cross the water but they stopped in the middle, so to encourage them to proceed we showed them a glass necklace and placed it on the river bank while we retreated. They then came and took the necklace, which was passed from hand to hand with a certain amount of indifference. However the chief came forward a little further and we also gave him a tobacco pouch, painted red, which he took without showing any sign of satisfaction. Mr Hamelin then ordered us to embark.

These natives are of medium height and do not carry much fat. They are not quite black but rather somewhat copper-coloured like the Malays. I saw no tattoos. Their hair is not woolly. They were entirely naked and armed with a pointed stick and a spear shaped as in the diagram alongside. I believe the stick serves the dual purpose of guiding the spear (which is flat, pointed and has a loop at one end) and of being used on its own once the spear has been thrown. The spear is made of shiny wood, perhaps polished with lacquer from a tree which grows in this area and which I describe at no. [blank]. We were not long in reaching the mouth of the river from where, with the aid of a small pocket compass, I noted the anchorage of our ships bearing N $\frac{1}{4}$ NW, corrected.

This river does not seem at all suitable for navigation. The shallowness we encountered in the channel would never allow ships of a decent size to shelter there. But small vessels, with a draft of eight or ten feet, could enter at high tide. I say this because the previous day I had noted that the tide was low at 11h30 and it was still out when we crossed, yet we found five feet of water at the mouth and considerably more towards the lagoon. Judging by the traces of high tide, the sea may rise as much as five or six feet in the bay. As for the lagoon itself, which is two leagues long, I have already noted that at about $\frac{1}{3}$ across the water was more than six feet deep, so one may reasonably suppose that the depth would be at least ten feet or so in the middle, even at low tide.

[illegible] the hands of Europeans, this lagoon could become a safe and convenient port. The mouth could easily be dredged to make it deeper, as could the lagoon. So far as fresh water is concerned, I believe that a fuller examination would have enabled us to locate some. Water is to be found everywhere inhabited by man, and indeed yesterday I found and drank from a well dug by aborigines. They had taken the precaution of lining the interior of this well with the leaves of celery plants growing around it, so that the soil did not muddy the water as it was being drawn.

It was 9h30 when the dinghy left the river. The *Géographe*'s longboat was at the time under sail. We walked along the shore while the crew towed the dinghy. There was a light NE breeze at the time, but it freshened afterwards and the sea became somewhat rough. At 6h30 our dinghy had reached the spot where we had lit a fire. [We were] told that, while the *Géographe*'s longboat was being towed along the shore, a wave had thrown it on to the beach about half a league from where we were, and that the boat's crew would have difficulty refloating it. So we set off to attempt to save it, but it was too late; the longboat was full of sand and the sea had dumped it on its side. The waves were breaking over it with great force and aggravating its condition.

We then set off in the dinghy, hoping to be back at the ships during the night and to be able to dispatch timely assistance to the longboat. But our hopes were dashed. As we were uncertain of the exact location of the ships, and not having any light by which to consult our compass, we could only steer in an approximate manner and instead of covering the four leagues that should have been necessary we did more, without seeing any light. The detonators we set off were useless, so we decided to drop anchor and await daylight. The night was grim; we were already all wet, rain and the sea tormented us and to top it off we began to be very hungry. We had not [illegible] our lunch and we had neither bread nor water. The dinghy pitched and rolled considerably and the cramped conditions in the sternsheets did not allow us to change position, so our limbs went numb. It was in this pitiful state that we anxiously awaited daybreak, hoping then to see our ships. But our hopes were dashed again. The breeze was fresh from the NE quarter and a heavy swell was running. We got underway only at 8h, hoping that the wind would abate (during the night our course had been too far towards the lee shore and we had become embayed). The oarsmen rowed constantly for four hours but as they were exhausted we decided to drop anchor to allow them to rest. We could then see our ships at two leagues' distance. In the afternoon we set off again, on two occasions, and we finally got on board at about 7h. Captain Hamelin went over to inform the commander of the loss of his longboat. During the night the weather was reasonably fine and almost calm. At daybreak boats were sent to render assistance the *Géographe*'s longboat .

16 - 17 Prairial [6 – 7 June 1801]: Very light winds from NNE to NE. Our large dinghy, which like us had been despatched to the coast, rejoined the ship. Commander St Cricq who was in charge, had seen several natives, including a female who had refused all the gifts offered to her. This dinghy had arrived before the smaller one, which had taken two hours to return (and which only arrived on the 18th) and which had brought the news of the loss of the *Géographe*'s longboat.

17 - 18 Prairial [7 – 8 June 1801]: Fresh easterly breeze. It was only at nightfall that the commander learned that his longboat had been lost. He sent help immediately. Quite fine weather, [illegible], fresh breeze.

18 - 19 Prairial [8 – 9 June 1801]: Very strong wind from NE, sea very rough. The commander, who had been informed of the impossibility of saving his longboat, sent over his large dinghy with the order to prepare ours as well and to rescue at least the effects on board. Bad weather prevented these two boats from setting off immediately. During the night, strong wind and heavy swell. At 7h in the morning we were ordered to get under way and to stand in for the bay near the *Géographe*'s longboat. We executed this order, though with great difficulty. We lost one anchor and the flukes of another. At 5h we anchored in five fathoms of water.

19 - 20 Prairial [9 - 10 June 1801]: In the afternoon our large dinghy, which had been ashore, went over to the *Géographe* and then returned ashore. The wind was light, to the [blank]. At 5h in the evening it strengthened considerably and we noticed several detonators set off ashore, which worried us. At 6h our small dinghy arrived alongside with Commander Ransonnet who told us that the large dinghy was following with all of the *Géographe's* longboat crew aboard, but that we had lost Vasse, from our ship, who had unfortunately drowned at the beach where the undertow was horrific. Soon afterwards we dragged our anchor and paid out some more cable. At 7h the large dinghy came alongside, with Mr Milius. We took advantage of some relative calm to get our dinghies on board. The commander signalled to get under way. The barometer had dropped to 27 Po 91. The weather was very threatening, with the sky full of thick clouds especially in the north-east – everything pointed to a gale. We weighed our anchor only after much trouble, and we it was found to have a broken fluke. We beat to windward all night to position ourselves for leaving the bay. The wind was very strong, from NNE and gusty. We set courses and double-reefed topsails. The strength of the wind obliged us to wear ship whenever we came about, which meant that we lost into the wind part of what we had gained in coming about. The uncertainty as to our position in relation to the heads closing the bay forced us to run very short tacks, going about every two hours – an operation requiring all hands to accomplish.

20 - 21 Prairial [10 – 11 June 1801]: Very strong and gusty winds from NE. We continued to tack so as to get out of the bay. At 5h15 the *Géographe* bore north at a distance of 2 leagues. At 6h30 [illegible] bore SE ¼ E at a distance of [blank] leagues. Yet the wind had not shifted, being constantly at NE1/2 up to then. How then had he lost so much way into the wind in so short a time? He had as much sail set as we did, except for the mainsail - and the ship's qualities were more than enough to offset this disadvantage. At 10h in the evening we sighted the *Géographe* again, this time very close - which reconfirmed that it had not made as much way into the wind as we had. No-one slept during the whole night. We tacked every two hours. At daybreak the *Géographe* was no longer in sight and we no [blank].

21 - 22 Prairial [11 – 12 June 1801]: In the afternoon the wind was very strong and the sea rough. During the night we lost a kedge anchor that had been badly secured. We sailed close-hauled and headed to the anchorage at Rottnest Island.

22 – 23 Prairial [12 – 13 June 1801]: Squally weather with very rough sea and gusty wind from WNW. We took bearings of the land at several points. During the night we sent up several rockets, assuming the commander to be nearby.

23 -24 Prairial [13 – 14 June 1801]: Same wind and same squally, gusty weather, with much lightning and thunder. This lasted for part of the night but at daybreak the weather was reasonably fine. We headed towards Rottnest Island which we could see, and we took frequent soundings. At the anchorage we thought we saw rocks beneath the water. We anchored in 9 fathoms over a bottom of grey sand. We took soundings all round the ship and had 8-9 fathoms everywhere, sandy bottom with occasional clumps of seaweed – which is what we had taken to be rocks.

Stopover at Rottnest Island

24 Prairial - 8 Messidor [14 June – 27 June 1801]: We stayed fourteen days at this anchorage. The *Géographe* was not there even though this was the agreed rendezvous. We sent out

parties to reconnoitre the Swan River and the small islands around Rottnest. During this time we thought we saw from our topgallant mast perch a vessel about to enter, but as we did not see it approach we assumed we had been mistaken. Prior to leaving this anchorage we ran up a flag on Rottnest Island, together with a letter for the commander [illegible] our longboat which had made [illegible] repaired at extra cost [illegible].

[transcriber's note: Hérissou's report included below is the transcription of the one he provided to Hamelin and which is contained in the latter's journal. A report which seems a little more concise is contained in Hérissou's journal but it is torn (?) and illegible.]

Report by sub-lieutenant Hérissou, despatched to reconnoitre the Swan River on 28 Prairial

28 Prairial. I left the ship at 6h on the morning of 28 Prairial, with a moderate breeze from NNW and, having proceeded first ENE and then S along the coast, at 8h I sighted the mouth of the river, which I entered. The channel into the river mouth was found on the starboard side, at [illegible]. During the day I proceeded upstream approximately 7 [?] leagues and made camp at nightfall.

29 Prairial. I set off early and continued upstream. I ran aground near [6x illegible] but found the channel and by evening I was [3x illegible] 12 leagues from the mouth. At this spot [10x illegible].

30 Prairial. The next day I set off at daybreak and stopped at a spring on the riverbank to take on water. In the evening I made camp about 20 leagues from the river mouth. I had taken the precaution of tasting the river water from time to time, and had found it constantly salty.

1 Messidor. I set off early on the return trip. At noon I was at the spring mentioned earlier. I was pleased to see that the clay with which we had lined the bottom of the pool formed by seepage had retained the water, so I filled my casks. That evening I made camp near the freshwater stream situated 2 leagues upstream from the islands [?]

2 Messidor. I delayed departure until 8h in the morning to allow the mist to dissipate. I continued downstream and ran aground at 9h30. I searched for a long time, but unsuccessfully, for a channel. I decided to drag the dinghy over the mud, and we worked at this for four hours, after having placed the dinghy's rigging on an island. At 5h in the evening I had the satisfaction of seeing the dinghy afloat. As I did not wish to risk sleeping on the shore, which could not be approached sufficiently closely, I spent the night in the dinghy.

3 Messidor. At daybreak I continued downstream and at 3h in the evening I saw a national flag on the northern side of the river mouth. Soon after, having proceeded to that spot, I found a letter in a bottle from Mr Milius, informing me of his shipwreck. I brought the letter and flag back to the ship, arriving at 4h30 in the evening.

Signed : Hérissou.

Messidor

8 - 9 Messidor, Year 9 [27 – 28 June 1801]: In the afternoon we prepared to get under way and at 7h next morning we set sail with a strong breeze from the NE, fine weather and calm sea.

9 - 10 Messidor [28 – 29 June 1801]: Overcast weather, with squalls. Sounded and had 27 fathoms, bottom of grey sand, coral and small stones. The wind veered SE, staying in that quarter all night, and we had fine weather until noon. The error in our reckoning made us suspect there was a current running NNW-SSE.

10 - 11 Messidor [29 – 30 June 1801]: Fine weather and calm sea, with wind successively from SSE, ENE, NNE and N. At 8h in the evening we sounded and had 24 fathoms. We remained hove to for part of the night, taking continual soundings and finding 25 or 20 fathoms consistently.

11 - 12 Messidor [30 June – 1 July 1801]: Continuation of fine weather, with a calm sea and wind from N to NNW, then veering WSW and W. We took soundings at half-hourly intervals throughout the night. Very rainy weather. At noon we were standing 4 leagues off the land. Moderate breeze and slight swell.

12 - 13 Messidor, Year 9 [1 – 2 July 1801]: We continued to sail very close in to shore, heading north, with the weather constantly fine. In the afternoon we saw breakers on the shore and also some way off it. We then tacked to starboard. Sounded and still had between 20 and 27 fathoms, bottom of coral and small stones mixed with broken shells. Light airs from WNW.

13 - 14 Messidor [2 – 3 July 1801]: The wind freshened from the north and NW quarters. Squally weather and rough sea. Stormy and gusty weather. At 6h in the morning we lay to under our staysails.

14 - 15 Messidor [3 – 4 July 1801]: Same wind and weather. We remain laid to, with very rainy weather. During the night we had no ground at 70 fathoms. In the morning we made sail with very strong wind from WNW, with the sea less rough.

15 - 16 Messidor [4 – 5 July 1801]: Same weather. Sounded several times without having ground. In the morning the wind veered NW and NNW. The weather improved but the heavy swell remained.

16 - 17 Messidor, Year 9 [5- 6 July 1801]: Fine weather and calm sea. Initially the breeze was moderate, from NW, but it then abated and we hove to for part of the night and sounded frequently. In the morning the wind was fresh from WNW.

17 - 18 Messidor [6 – 7 July 1801]: Overcast weather with squalls and rain. Wind from NW1/4N, variable in strength and direction. In the morning violent squalls forced us to reef our topsails.

18 - 19 [7 – 8 July 1801]: Overcast weather, with swell. Moderate breeze from SSW, varying two points. We hove to on several occasions, sounded frequently and consistently had 32 fathoms, bottom of grey sand.

19 - 20 [8 – 9 July 1801]: same weather, still heading north and taking advantage of the best

tacks while keeping in sight of land. We hove to on several occasions and took frequent soundings. At noon we had 34 fathoms.

20 - 21 Messidor, Year 9 [9 – 10 July 1801]: Light breeze from SE. Fine weather and calm sea. Sounded and had 30 fathoms, bottom of blackish sand. At 8h in the evening we hove to, SW heading, wind in the port quarter, and stayed that way until 5h next morning, when we made sail.

21 - 22 Messidor, Year 9 [10 – 11 July 1801]: Light breeze from E-SE. We began heaving to at 8h in the evening and stayed that way until 2h. We then made sail again until 4h before heaving to again for an hour. The sound returned 32-37 fathoms, bottom of grey sand.

22 - 23 Messidor [11 – 12 July 1801]: Light breeze from N to NNE, sky overcast and sea calm. Sounded and had about the same depth as on the preceding days. We still stood very close into land.

23 - 24 Messidor [12 – 13 July 1801]: Fresh breeze from North to NNE. Squally weather with rough sea. Sounded and had 50 fathoms. Flat calm during the night. A lot of rain fell in the morning. At 9h the wind was fresh from NNE.

24 - 25 Messidor, Year 9 [13 – 14 July 1801]: Squally weather, with continuous rain. Sea calm and the sky overcast. Winds NNE to NNW. Sounded and had 37 fathoms, sandy bottom. At 8h the wind shifted to SSW. Calm during the night. We celebrated the anniversary of 14 July at 11h. Land bore to the ENE, distance 30 miles.

25 - 26 Messidor [14 – 15 July 1801]: Still rainy, with light wind from NNW. At 4h30 we fired a 21 gun salute for the anniversary of 14 July. Little wind during the night. We took frequent soundings. At daybreak we stood in for the coast.

26 - 27 Messidor [15 – 16 July 1801]: Fine weather and calm sea, though the sky was cloudy. Sounded and had 58 fathoms. Winds from SW to SW $\frac{1}{4}$ W. Same bottom of grey sand. At daybreak we saw land, which according to our estimated position must be Shark Bay.

27 - 28 Messidor [16 – 17 July 1801]: Fine weather and calm sea. Very variable winds allowed us to proceed along shore of Dirk Hartog Island. At 7h30 in the morning we dropped anchor in 18 fathoms over a bottom of fine, muddy sand. We sounded around the ship and discharged two cannon rounds. We felt a current running.

28 -29 Messidor, Year 9 [17 – 18 July 1801]: Fine weather, calm sea, very light southerly breeze. As the lack of wind prevented us from getting under way, we sent the large dinghy to the “isles de dore” [Dorre Island] under the command of Mr S.¹ Cricq, and sent the flat-bottom to fish on Dirk Hartog Island.

29 - 30 Messidor [18 – 19 July 1801]: Very light breeze from North to NNW, with fine weather and calm sea. We got under way and stood into the bay. At 1h30 we anchored in 13 fathoms over a bottom of sand and fine stones. We paid out 35 fathoms of cable. The position of the anchorage was: NW tip of Dirk Hartog Island bearing W 13° N. Southern extremity of the same island bearing S 9° E. Middle of Dorre Island bearing N 17° W.

30 -1 Thermidor, Year 9 [19 – 20 July 1801]: Squally weather and fresh breeze from SW to

W. Sky overcast with occasional light rain. At 7h in the evening we dragged our anchor and paid out 80 fathoms of cable. The tide ran to the NW up to noon.

Thermidor, Year 9: Stopover in Shark Bay

We stayed in this bay until 17 Fructidor. On 13 Thermidor we changed anchorage and moored a lot further inside the bay, two and a half leagues offshore, at a point which up to then we had taken to be an island in the middle of the bay. We set up a camp at this point and erected the still, as there is no fresh water on this coast and we had only a very small supply. We sent our damaged longboat ashore for repairs and despatched several patrols to reconnoitre inside the bay. I was on one of these, along with Citizen Faure. I had provisions for six days and my orders were to follow the shore and to help Mr Faure chart the bay. I was particularly responsible for observing the tides and for boat safety. We followed Dirk Hartog Island as far as "Epineux Passage" [Blind Strait] and then returned to reconnoitre another inlet. I was hindered by a strong wind that forced me to shelter on Dirk Hartog Island, off which we spent a difficult night. I was then on to the fourth day's supplies, and Mr Faure and I agreed to abandon the visit to the inlet we had noticed, which was not marked on the map we had of this bay. We thus decided to land on the coast to our east. After having visited it as far as an isolated point from which we could make out the open sea, we returned to the ship on the sixth day following our departure. I reported orally to Captain Hamelin on the assignment and also provided him with a written report. It can be seen from this account and from the orders given to me by Captain Hamelin that I had carried out my duties effectively. Accordingly, Mr Hamelin received me very well and approved my conduct, but I subsequently learned that he complained to all and sundry about my behaviour during this assignment, adding a number of improper remarks. I approached him and sought to determine the grounds for his criticism, offering to justify my behaviour, but he did not wish to pursue this and protested that he had said nothing negative about me and was very happy with the assignment I had carried out – and that as proof of this he would send me on a similar mission as soon as the map of the Swan River on which I was working had been finished. I was thus satisfied, but only two hours later I had proof that he had ~~made~~ repeated the same remarks about me as soon as I had left his room. The indignation which I felt about his duplicity made me [illegible] Swan River on which I was still working from the board to which it was attached. The corners were torn at this time. I took it to him in this state and informed how affected I had been by what he had done against me. I again attempted to justify myself, showing him the map of Swan River as proof that I was capable of performing survey work. He then tried to apologise for having made remarks about me. In my indignation over this duplicity I crumpled the map I was holding and, leaving it with him, told him that ever since our departure from Ile de France I had been aware of his animosity towards me, which could be attributed to my frankness over matters relating to rations, that I could see clearly that nothing I did subsequently would be of any use to me and that consequently I had decided to confine myself to my duties as a naval officer and that he could consider the map of Swan River as withdrawn. I left him at this point but he then sent a message asking for the report I had prepared on the Swan River assignment. This had been completed long ago and Mr Hamelin had read it at Rottneest Island, but as it was to have been attached to the map I was now abandoning I immediately prepared another report, in which I included everything that had happened to me during the assignment and the responses to the requests Mr Hamelin had made in the written orders he had given me. This new report [illegible] if he had not seen the first one, but he asked me for the earlier one. I could not provide it, as I had torn it up after having prepared the later version. I told him this, adding that he only had to re-read everything he had requested of me in the written orders he had

handed to me, to see that the report I had provided to him was an accurate response. He claimed that I had not destroyed the other report and that this was a ruse I had invented in order not to hand it over, and that if I did not provide it immediately he would have me confined to quarters. I replied that in that case I would have to be so confined since, the report having been destroyed, it was impossible for me to hand it over. He then ordered me to be confined to quarters. I stayed there for twenty-two days during which time, as a result of being constantly locked away, I became ill and it was only following a request from the surgeon that I was released.

Now that I am composed, I confess that my intensity took me too far. The only thing that can provide some excuse is the animosity that Mr Hamelin has constantly displayed towards me as a result of my having told him, in Ile de France, that he had betrayed the confidence the Government had placed in him when he was given responsibility for our rations. Moreover the duplicity he is displaying in the present circumstances is in itself enough to drive someone into a rage. Everyone on the expedition blames Mr Hamelin for constantly talking ill of every [illegible] while making protestations of friendship all around. For all that, I do not claim that I was faultless on this occasion. I intend to seek to disembark at the first available opportunity and, if this is not possible, I will consider myself totally detached from the ship when I am not on duty and I will endeavour, by my actions, to show Mr Hamelin to be in the wrong when he tries to cross me.

Citizen Freycinet went to survey the bay. Citizen Faure was subsequently sent to the eastern part, not seen by Freycinet, so together these two set of findings constitute a very satisfactory map of Shark Bay.

This bay would be an excellent port if fresh water could be found, since fish are in great abundance there and wood is readily available. Many whales are to be seen, and their oil could well tempt some speculator if they turned out to be sperm whales, although I have heard that that species remains in deep water whereas the whales seen here in their hundreds go right inshore. On a small island that we have called "île d'Auteuil" [?] there are many excellent turtles, with seabirds such as cormorants, divers, gulls etc also in abundance. Many small kangaroos are to be found on the Dorre Islands [Dorre and Bernier Islands]. I forgot to say that salt is plentiful on Dirk Hartog Island and on the coast to its east, no doubt formed by the evaporation of sea water dumped beyond the sand dunes by the equinox tide. Whatever the case, if one of the fish species found in abundance in the bay were to become an article of trade for China or any other place in the Indies, this salt could be used for preservation purposes. The fish most commonly found here are the tetrodon, which is not good fresh but is acceptable when salted, plus an excellent red fish with a protruding head, weighing from 6-8 pounds, and finally a very delicate small fish, slender and about seven inches long but only about half an inch thick.

On Dirk Hartog Island we found a lead plaque inscribed in Dutch, recording the stay on this island by that country's navigator Van Vlaming. We replaced the plaque in its original spot, erecting a new post in place of the original one, which was disintegrating.

The difference in temperature between day and night is quite marked in this place. It was to this that we attributed the illnesses contracted onshore by crewmembers who spent time there. One of our men died in this way; he was a Malay, who had embarked at Ile de France.

I will not speak here about the tides, except to say that they were regular on the mainland side

and irregular on [illegible] to Blind Strait [illegible] particular.

16 - 17 Fructidor: Rough sea, misty and squally weather and cloudy sky. Westerly wind, veering SW with strong gusts. We got under way under topsails, course W1/4NW. At 11h we took a bearing of the land.

17 - 18 Fructidor: Fine weather, rough sea and cloudy sky. Moderate breeze variable from SSW to S. The strop of the gaff halyard pulley failed and we brought it down for repairs. During the night we sounded and had 65 fathoms.

18 - 19 Fructidor: At noon we crossed the Tropic of Capricorn. Rough sea, fine weather and moderate breeze from SE.

19 - 20 Fructidor: We continued to take advantage of the wind to head towards Timor, our next intended stop. We took frequent soundings. Wind was ESE.

20 - 21 Fructidor: Continuation of fine weather, wind [illegible] from the same quarter. We took frequent soundings and saw some petrels and flying fish.

21 - 22 Fructidor: Fine weather and calm sea, under full sail. [illegible] moderate ESE breeze.

22 - 23 Fructidor: Fine weather and light breeze from SSE-SE. The variation observed was 3°50'.

23 - 24 Fructidor: Same weather and course. The wind was fresher than the previous day, but from the same quarter. We saw many porpoises.

24 - 25 Fructidor: Fine weather again. We sounded frequently without having ground.

25 - 26 Fructidor: Fresh breeze from ESE, gusty and varying to SE. During the night we hove to from 10h in the evening until 5h30 in the morning. Fresh breeze. Sounded but had no ground.

26 - 27 Fructidor: Moderate breeze, rough sea and cloudy sky. During the night we hove to frequently to sound, but had no ground.

27 - 28 Fructidor: Moderate breeze from ESE and fine though cloudy weather. We continued to take soundings during the night. We saw seaweed passing alongside. At 9h15 in the morning we sighted land that we thought to be New [illegible] west of this island [illegible] [illegible] a remarkable rocky outcrop [illegible].

28 - 29 Fructidor: Wind from E and SE. We tacked to port until 3h. We continued to beat to windward. During the night we saw two fires on the coast. At daybreak we were off Savu and, fearing that we would be unable to pass it to windward, we proceeded along its southern coast. We saw several natives and some houses. Once we were W of the island we saw a small island further W. We passed between these two islands and sailed close-hauled during the day. We took bearings at several points.

29 - 30 Fructidor: During the day the wind varied considerably, from ENE as far as S. We

sailed as close-hauled as possible to get to windward. Sounded frequently. The weather was misty.

30 Fructidor – 1st Complementary Day: Wind from S to SE, fine weather. We tacked several times. Saw some flying fish and fires on the shore.

1st – 2nd Complementary Day: Fine weather and calm sea. Wind light and variable from [illegible] NW, S and SE. Tacked.

2nd - 3rd Complementary Day: Flat calm in the afternoon. At 8h a strong breeze arose from the SSE and lasted all night. In the morning moderate breeze, variable from SE to E.

3rd – 4th Complementary Day: As on the preceding days it was calm until evening, when the breeze sprang up from SE. In the evening we saw a fire bearing E 6° S on Simao, which was visible along with Timor. We tacked frequently and flew our flag of truce. Sounded several times during the night and hove to for part of the time. At daybreak we recognised Kupang and headed for it. At 6h we hoisted out the large dinghy and despatched it, under Mr Freycinet's command, to reconnoitre the port. As we approached we saw a ship at anchor, flying the national colours. We assumed it was the *Géographe* and a bit later, to our great satisfaction, this was confirmed. Citizen Freycinet the elder came out from the *Géographe* in a dinghy and, having seen his brother on the way, came across to see us. At noon we took the following bearing.

4th – 5th Complementary Day. Light wind from SSW, fine weather. At 1h we dropped anchor and, having hoisted out our boats, moored on an E-W heading. Bearing of the mooring: middle of Kupang fort to the S, southern tip of Timor at S 65° W, northern point of Timor at N 7° E, middle of the "Ile Sablonneuse" [Sand Island] at N 11° W. We were in 27 fathoms of water, close to the *Géographe* and about 1 mile from Kupang fort. Stopover in Kupang.

Notebook 2

[Cover]

From Timor to the 2nd Stopover in Sydney Departure from Île de France

L'Hérisson

Departure from Kupang Island of Timor

21 - 22 Brumaire: In the afternoon we prepared to get under way the next day. We weighed both the port and starboard bowers, letting the latter go again straight away. At daybreak we rigged our topgallants and at 5h we weighed anchor and got under way under full sail. The *Géographe* got under way at the same time. Our starboard cable was damaged about 20 fathoms from the anchor clinch. Wind was light from SE to E and then from N. At noon the NW tip of Simao bore S 61° W and the NW point of the small Sand Island bore N 79° E.

22 - 23 Brumaire: Fine weather and moderate breeze, variable from WNW to WSW. At noon we went about and steered N during the night. The weather was stormy. We went about a second time and steered S, as directed by the commander. At 10h the wind died and we were becalmed until noon. Latitude at noon was 10°4'.

23 - 24 Brumaire: Fine weather, calm sea and light breeze, variable from WSW to SSW. We sailed close-hauled on a port tack. At noon Savoie, the bosun's mate, died following a bout of dysentery. In the morning we were becalmed. Latitude 9°39'.

24 - 25 Brumaire: The wind was S until nightfall when it veered ESE, enabling us to set a course SSW in accordance with the commander's signal. At noon we sighted land bearing SSE. Latitude at noon 10°4', longitude as observed 119°49', variation NW 1°.

25 - 26 Brumaire: At noon we had a light breeze from SE, veering S before weakening at about 8h. At nightfall we sighted Savu Island bearing S 7° E and S 67° E and the "Ile Benjoard [?]" bearing S 9° W and S. At 9h the wind freshened from the SE. Weather overcast and stormy. Course S ¼ SW and SSW, following the commander's orders. Rain during the night. We sailed close by the *Géographe*. At 6h in the morning the Ile Benjoard bore N 80° E and New Savu Island S 30° W. Latitude at noon 11°3'.

26 - 27 Brumaire: Fine weather, calm sea and moderate breeze from SE, tending S until midnight and then S-SSW. Latitude 11°37'.

27 - 28 Brumaire: Fine weather, calm sea and same wind. We unbent our cables and fixed the tacks. Latitude 11°32'.

28 - 29 Brumaire: Light breeze, variable from S to SW. We inspected our spare sails, which we found to have been eaten by rats. We left the commander far behind us. We came about to wait for him, and thereafter followed the same course. We found that the currents took us S some 20 miles in twenty-four hours. Latitude 11°37'.

29 - 30 Brumaire: Moderate breeze from SW, sea running a swell, also from SW. The *Géographe* waited for us on several occasions, backing its mizzen topsail.

30 Brumaire - 1 Frimaire: Moderate breeze from W – WSW, sea running a swell. We set the bonnets. Latitude at noon 13° S. Variation NW 1°7'.

1 - 2 Frimaire: Moderate breeze from W, calm sea and fine weather. We changed most of our sails. We saw several frigate birds and tropicbirds. Latitude 14°1'.

2 - 3 Frimaire: The wind veered from SW to W until midnight, when it shifted to the NW quarter and then returned towards S. We saw several frigate birds. Course SSE over the twenty-four hours. Latitude 14°56'.

3 - 4 Frimaire: Fine weather, calm sea and moderate breeze. The commander ordered course SW. The wind was at the time in that quarter and we were sailing on a starboard tack. The wind gradually failed us. At noon it was W and then veered WNW. At 8h in the evening a sailor named Hubert died. Latitude 15°38'.

4 - 5 Frimaire: Calm sea, fine weather and wind variable from W to SSW. The commander signalled his position to us, but we could not make it out. We signalled ours to him. Longitude was 117°57'. At 8h in the morning a sailor named Le Bourru died. For some time the ship had been making more leeway than usual. The commander, who became aware of it, asked us to try to improve. Latitude as observed was 16°15' and longitude as observed was 118°17'. The variation was still a little to the W, but almost nil.

5 - 6 Frimaire: Light breeze from WSW – SW and fine weather. At 7h in the evening we tacked to port. We travelled constantly within sight of the commander. Latitude 16°1'.

6 - 7 Frimaire: Light breeze from SW – SSW, fine weather and calm sea. During the night we lit a false fire so the *Géographe* could see us. During the twenty-four hours the course was NW ¼ W. Latitude 15°27'.

7 - 8 Frimaire: Fine weather, moderate breeze and calm sea. Wore ship at midnight. Course NW ¼ W.

8 - 9 Frimaire: Wind from SSW and WSW, calm sea and fine weather. Sailing quite close to the commander, under full sail. During the night we lit false fires frequently so the commander could see us. At 7h in the morning we tacked to starboard. Latitude 14°55'.

9 - 10 Frimaire: Light breeze from SSW, fine weather. At 1h we tacked to port to follow the commander's manoeuvre. At 6h30 we sought and received permission from the commander to communicate with him, then approached and, having reduced sail, hove to and hoisted out the small dinghy. Citizen Freycinet proceeded on board the *Géographe*. Our intention was to have news of our comrades and to offer part of the young bull – a gift to one of our crew in Timor - killed that morning. At 8h45, the dinghy was back on board and we resumed under full sail. Latitude 14°58'37".

10 - 11 Frimaire: Moderate breeze from SSW, sea running a swell. We saw several tropic birds. Course W ¼ SW. Latitude 15°8'.

11 - 12 Frimaire: Fine weather and moderate breeze from S. Course W ¼ NW. Latitude 15°1'.

12 - 13 Frimaire: Rough sea and fresh breeze from SSE. On a port tack, with the *Géographe* in sight. Course W ¼ SW. Latitude 15°15'.

13 - 14 Frimaire. Moderate, gusty breeze from SSE, sea running a swell. During the night the wind veered S and strengthened. Overcast weather and very rough sea. Still on a port tack. Latitude 15°48'.

14 - 15 Frimaire: Rough sea and strong wind from SSE. During the night we lit a false fire every half-hour so we could be seen by the *Géographe*, which was a long way ahead of us and forcing us to set our topgallants. Latitude 16°10'. Variation NW 4°.

15 - 16 Frimaire: Fine weather, swell running and fresh breeze, gusty at times, from S – SSE. During the night we lit frequent false fires. At daybreak we hauled our topgallants. The commander, who was a long way ahead, came back against the wind to meet up with us again. We saw many petrels and flying fish. Latitude at noon 16°28'.

16 - 17 Frimaire: Fresh breeze from S, veering to SSE, and rough sea. In the afternoon the commander signalled course SSW. During the twenty-four hours the weather was overcast and the course SW 4° W. Latitude 17°27'.

17 - 18 Frimaire: Overcast weather, rough sea, fresh breeze from SE. Steering close-hauled on a port tack, with the ship labouring a lot. Latitude 18°37'.

18 - 19 Frimaire: Fine weather, rough sea and fresh breeze from SE. In the afternoon the runner rope on the standing jib tackle failed. We made immediate repairs. During the night the *Géographe* was at a good distance from us and did not respond to the fires we lit at different times during the night. Latitude 19°46'.

19 - 20 Frimaire: Rough sea, overcast weather and fresh breeze from SE. Various ropes failed successively as they were being worked. They were repaired immediately, but not changed. During the day a [illegible] was distributed to the crew. Latitude at noon 21°13', longitude 100°47'59".

20 - 21 Frimaire: Calm sea and fine weather, light breeze from ESE. The commander signalled course S ¼ SW. We saw some cape pigeons. Latitude at noon 22°46'50", longitude 100°24'39", variation NW 4°.

21 - 22 Frimaire: Moderate breeze from ESE, calm sea. Course S ¼ SW. Latitude 24°2'59".

22 - 23 Frimaire: Moderate breeze from SSE – SE, fine weather. We signalled to the commander informing him of damage to one of our sails - our main topsail. We struck and repaired it immediately. Latitude 25°27'.

23 - 24 Frimaire: Moderate breeze from SE. Close-hauled on a port tack. Overcast weather during the night. Latitude 26°35'.

24 - 25 Frimaire: Moderate breeze from SE – ESE, still close-hauled on a port tack. We communicated with the *Géographe* to send over its surgeon to see Citizen Levillain, the zoologist, who was dangerously ill. Citizen L'Haridon, medical officer, and Citizen Péron, a doctor who had embarked in the *Géographe* as a zoologist, came aboard at 2h. We hove to at 4h15 for this purpose. These gentlemen having returned to their ship and our dinghy having been hoisted in, we made sail again. During the night we were quite close to the commander. Latitude 27°37'48".

25 - 26 Frimaire: Light breeze from SE, sea calm, weather overcast. Still on a port tack. Latitude 28°23'.

26 - 27 Frimaire: Fine weather, calm sea and light breeze from S. At 2h it veered SSW, moderate. We had tacked to starboard. At 12h30 a SSE course was at first signalled, soon afterwards changed to ESE. An hour after this last signal the *Géographe* signalled SE ¼ E. Fresh breeze, gusty. Estimated latitude 29°12'.

27 - 28 Frimaire: Sea running a swell, fresh breeze from SSW. At 10h in the morning we brailed in the main topgallant and the main topsail for repairs. Latitude 29°20'.

28 - 29 Frimaire: Fine weather, sea running a swell, light breeze from SSE – SSW. We worked on repairing several sails, which we then trimmed. The caulkers worked on our large dinghy. Variation NW 7°30'.

29 - 30 Frimaire: Fine weather, sea running a swell. During the night we did not set the bonnets as we had during the day. We overtook the *Géographe* and reduced sail to wait for it. Latitude 30°18'.

30 Frimaire – 1 Nivôse: Fresh breeze from SW and sea running a swell in the afternoon. Course SE. At 8h the wind was S, veering SSE during the night.

1 - 2 Nivôse: In the afternoon the breeze was fresh from S. Gusty weather and sky overcast. Steering on a starboard tack, close-hauled. The mainmast backstay having partially failed we secured it for the night and swapped the lee stay to windward. At 9h30 Mr Levillain, the biologist, died after having been ill with dysentery since departure from Kupang. Same weather all night and the next day up to noon. At 8h we consigned Mr Levillain's body to the sea.

2 - 3 Nivôse: Fresh breeze from S – SSE. Overcast sky and rough sea. We steered a course E – ESE until 7h in the morning, when we followed the commander in wearing ship. We then followed him on a SSW course.

3 - 4 Nivôse: Sky clearer, sea less rough, with the breeze remaining fresh from SE – SSE until daybreak, when it abated somewhat. We remained on a port tack. The weather was very cool, as on the preceding days, with the thermometer remaining below 15°.

4 - 5 Nivôse: Wind from SE – S until midnight, fine weather. At midnight the sky clouded over and the wind freshened and became a gusty westerly. At daybreak the wind was SSW. We tacked, following the commander, who ordered course SE. Squall at 9h.

5 - 6 Nivôse: The wind remained SSW up to nightfall, when it veered S and then E. Sea rough and running a swell, fresh breeze and overcast sky. At 6h the commander signalled course SSE. We steered SE and SE ¼ E but during the night and up to noon we only made ESE.

6 - 7 Nivôse: Rough sea, cloudy sky, fresh breeze. In the afternoon we saw an albatross. Course ESE and E ¼ SE until 8h. The commander then tacked, after having joined us. We followed suit and stretched SW until noon. The wind had abated during the night and remained SSE – S, as on the previous day.

7 - 8 Nivôse: Fresh breeze from S, fine weather and calm sea. Course WSW. At 8h there were quite strong gusts of wind but at midnight we were becalmed, remaining that way for the rest of the night. Light rain fell intermittently. At 2h we wore ship as it was hardly steering at all. At 7h30 in the morning we changed tack to follow the commander. It remained calm all

morning. We put our large dinghy into the longboat as its refit had been completed. We moved the flat-bottom on deck in its place since it required similar repairs.

8 - 9 Nivôse: The calm lasted until 3h, when a light breeze sprang up from SSW. Fine weather and calm sea. The wind varied from SSW – SW until daybreak and then shifted to S and SSE. Cloudy sky after midnight. In the morning the commander crowded sail up to 10h, then reduced sail to wait for us.

9 - 10 Nivôse: The wind varied from SSE – SE until midnight. Moderate breeze, fine weather and calm sea. During the night the sky was cloudy and there was a light swell. At 12h30 we tacked to follow the commander. At midnight the wind was SE, veering ESE during the day.

10 - 11 Nivôse: Light breeze from ESE – SSE, rough sea and cloudy sky. Same weather during the night, with very light breeze. In the morning we sold off the effects belonging to Citizens Bourgeois and Savary, who had died on board.

11 - 12 Nivôse: In the afternoon we sold off the effects belonging to Citizen Levillain, zoologist, who had died on the 1st of the month. At 1h30 we tacked, following the commander, and stretched SE with a calm sea, fine weather and light breeze from SW, variable to SSW. Same weather during the remainder of the twenty-four hours.

12 - 13 Nivôse: Fine weather, calm sea and light breeze. The commander signalled course ESE and we steered accordingly with a variable wind from S - SSW, under full sail. During the night we kept a lantern alight for much of the time to indicate our position to the commander, who was some distance away. At daybreak we were becalmed, but at about 8h a breeze arose from W and WNW.

13 - 14 Nivôse: The wind varied from W – WNW during the day. Fine weather and calm sea, under full sail including bonnets. The weather became threatening towards the SE and the barometer dropped, but it firmed up again and remained that way until midnight. It then became overcast again; the wind freshened with gusts and squalls, with some rain. At daybreak we had some squalls, but the weather was reasonably fine until noon, with a fresh breeze.

14 -15 Nivôse: Strong wind from W – WSW, rough sea and overcast weather. At 5h the commander signalled course SE and thus gave up trying to make a sighting of Cape Leeuwin, which had been the course until then. We unrigged our topgallants as the weather was squally and gusty, with a rough sea.

15 - 16 Nivôse: Strong wind from WSW – SW. Squally weather and rough sea. Course SE. We saw an albatross, some petrels and a lot of seaweed.

16 - 17 Nivôse: During these twenty-four hours the breeze was moderate from W – WNW, with fine weather. Course SE, all bonnets set. We saw some bonitos and albatrosses, and many petrels. By evening the commander was far behind us. We reduced sail progressively to wait for him. At 7h15 we hove to and then made sail again at 8h. Rain fell all night. At daybreak the weather cleared up.

17 - 18 Nivôse: Course still SE throughout the twenty-four hours. Fresh breeze from WNW. Proceeding under full sail and sailing close to the commander. We saw some petrels and porpoises.

19 - 20 Nivôse: Fresh breeze from W, rough sea and squalls. The commander signalled course ESE. In the afternoon we unrigged the topgallants. Squalls and strong gusts during the night. In the morning we rigged the topgallants again and added a mainmast bonnet. We saw a lot of seaweed ahead of the ship.

20 - 21 Nivôse: During the day we unbent and successively changed all our principal sails. Course was signalled to us as E ¼ SE. Fine weather and rough sea, fresh breeze from WNW and subsequently NW. The sails that had been unbent were judged to be beyond repair, except for the foresail which we repaired forthwith.

21 - 22 Nivôse: Fresh breeze varying from NW – W, weather overcast and misty, rough sea. We unrigged the topgallants at 1h and it rained almost all afternoon. At 5h30 we set the main topgallant. The weather fined up. Rain fell during the night. At 6h30 in the morning the commander signalled us to bend the cables to the anchors, and we worked at this.

Within sight of Van Diemen's Land.

22 23 Nivôse: Moderate breeze from WNW – WSW and SW, fine weather and calm sea, course E ¼ NE. During the night we hove to, being very close to land by our calculation. Squally weather with light rain. At 4h we sighted land bearing NE and signalled this to the commander. At 6h30 we recognised the land as South West Cape. We passed very close to Mewstone Rock and entered the D'Entrecasteaux Channel.

23 - 24 Nivôse: We proceeded though the D'Entrecasteaux Channel, on a quartering wind, standing in close to the coast of Van Diemen's Land. The commander hailed us and ordered us to keep ahead. We sailed past Recherche Bay and entered the Channel proper. We saw several fires lit by natives at different places on the coast. We were very close to Sterile Island when we saw waves breaking ahead of us. We had not stuck close enough to the northern or Van Diemen coast to be able to take the frigates' route. We immediately bore up and tacked to get the windward of Sterile Island which we went part way past. The *Géographe*, which was astern us, followed our manoeuvre. Being thus to the windward of Sterile Island and the breakers, we bore up again and set course for Cape Bruny which we passed, then "Pointe Labillardière" [?] and the NE tip of Partridge Island. At 4h15 we anchored in 28 fathoms over a bottom of mud, in the Grande Anse [Great Taylors Bay]. At 5h the commander dropped anchor as well, somewhat further into the bay.

Bearing of the anchorage: northern tip of Partridge Island at W8° S, middle of the "Ile La Haye" [?] at W36° N, middle of Huon Island at E 2° S.

During the night rain fell and the weather was cold. At 4h the longboat was sent to water around Huon River and Port Cygnet.

24 - 25 Nivôse: Fresh breeze from S – SSW, weather squally and cold, sky overcast, with rain. Some of the crew went ashore on Partridge Island and made contact with natives who arrived by fording the narrow channel separating Partridge from Bruny Island. They were given various items and in exchange they presented us with a necklace of small shells threaded on a string. The main anchor was taken out of the hold and placed on deck.

25 - 26 Nivôse: The breeze remained light, from SSW, subsequently veering WNW after a

period of calm. Light breeze from NW during the night. At 5h30 in the morning the longboat returned from Huon River. The officer in charge had found fresh water but the site was not easy to access. It would have been necessary to roll the barrels quite some distance, and to make a path for this purpose. The longboat was sent for wood on Partridge Island. The sick were disembarked.

26 - 27 Nivôse: The wind shifted to practically all points of the compass. Towards 4h, several strong gusts from WNW, but at around 6h the wind abated. In the morning I had gone ashore on Partridge Island with the intention of seeing some natives, but I saw none. The previous day a brawl had taken place between them and the crew of the *Géographe*'s flat-bottom. The natives had wanted to board this vessel by force and loot it, but Citizen Midshipman Maurouard had opposed this. He had received a spear blow to the back and had been slightly wounded. There is no water on Partridge Island. During the night it was calm but a few drops of rain fell. At 6h the commander signalled to get under way. We were obliged to use a messenger on our cable as the capstan messenger had failed. At 9h15 the anchor was weighed and catted. We made sail and proceeded along the D'Entrecasteaux Channel with the intention of reaching the anchorage at NW Point. As the wind was coming in strong gusts and varying a lot we hauled taught our topgallants on several occasions. At noon we were abeam of Cape Riche [?] which closes off the bay from the isthmus.

27 - 28 Nivôse: Variable wind from W – NW. At 1h we tacked near Green Island, being unable to double it on the wind. We then continued to tack until 2h15, when we dropped the starboard anchor in 7.5 fathoms of water over a muddy bottom. The commander had also anchored at a considerable distance from us, between Green Island and the coast of Bruny Island. At 3h I went ashore on Bruny with several other persons. We saw a freshwater stream where we would be able to water if need be. The mudbank marked on the map seemed to me to be closer to the coast than suggested. The decrease in depth close inshore is from 6.5 fathoms to 4.5 fathoms.

Bearing: Middle of Satellite Island at S 18° W, middle of Green Island at N 22° E, Cape Riche at S 33° E, Cape Legrand [?] at N 3° W – all as corrected.

During the night the wind shifted a lot. At 7h in the morning the longboat and dinghy gave us a line and, having weighed the bower anchor, we warped into the channel. At 11h30 we dropped the bower.

28 - 29 Nivôse: At 1h30 we weighed the bower and hoisted in cable from the kedge. The breeze was fresh from NW, then light with some rain. At 3h15 we dropped the bower again, as we were right above the kedge. The breeze being fresh at that time, we paid out 50 fathoms of cable. At 5h30 we weighed and got under way under topsails and courses, with wind from WSW. At 7h we rounded Cape Legrand and at 7h45 Cape Gicquel [?]. Soon after we dropped anchor in 13 fathoms of water at the entrance to North West Port. During the night we had a light breeze from WSW – WNW. We saw several fires along the coastline.

Bearing: Cape Gicquel at S 25° W, Cape Pierson at N 36° E, Cape de la Sortie at N 54° E, Cape Legrand at S 12° W - all as corrected.

At 6h30 in the morning I set off in the large dinghy to ascertain whether there was any watering place in North West Port, where we were moored. I sailed all round the bay and, having reached the extremity, that is to say NW from our anchorage, I ran aground in several places. The port map I had with me seemed to be quite exact. I was unable to reach the freshwater stream

marked on it and, having judged that no watering would be possible, I returned to the ship.

29 - 30 Nivôse: Several persons went ashore to try to speak with the natives, but were unable to do so. The longboat was sent for wood on Cape Gicquel. In the afternoon the wind varied N – NW, light but with some gusts. The large dinghy caught a great quantity of pelerines in its seine. The *Géographe* tacked several times to close the anchorage, and arrived at 6h. During the night the wind varied in strength and direction. At daybreak the longboat was sent for wood and the large dinghy, with four days' supplies on board, set out for N Port in search of a watering place. It was under Citizen le Breton's command and took along small rifles and other defensive arms.

30 Nivôse - 1 Pluviôse: During the twenty-four hours the wind was WNW, light in the afternoon and night and gusty on the morning of 1 Pluviôse. We loaded firewood. At night we saw a great number of fires on the shore. At 8h in the morning we weighed first our port and then our starboard anchors, the latter remaining aweigh and the former being dropped again in 30 fathoms over a muddy bottom.

Bearing: Cape Legrand at S 13° W, Cape Gicquel at S 61° W, "Pointe du Départ" [?] at N 45° E, not corrected, the variation being 8°10'.

1 - 2 Pluviôse: Fine weather and calm sea, moderate breeze from WNW, variable, with strong gusts and a little rain. We sent out fishing details. Nothing to report during the night. At daybreak the wind veered NNE, fairly light. We dragged our anchor and heaved the cables to get better purchase. Our large dinghy returned from North [Derwent] River, where it had found a more convenient water source than the one in North West Port.

2 -3 Pluviôse: Fine weather and wind variable from NNW – NNE. We dropped anchor and moored in 14 fathoms over a muddy bottom. In the morning we weighed anchor and, getting under way under staysails, went to moor alongside the *Géographe* in 16 fathoms over a muddy bottom.

Bearing of the last anchorage in North West Port: Cape Gicquel at S 22° E, Cape de la Sortie at E 6° N, by the compass.

We moored E-W and despatched a watering party. We noted that we were drawing 11 feet 11 inches aft and 11 feet 2 inches fore – a difference of 9 inches.

3 - 4 Pluviôse: Easterly wind and very fine weather. We cleared and cleaned all our weaponry. During the night the weather was very misty. Very light airs in the morning. In conjunction with the *Géographe* we set up the observatory, despatching Citizen Saint Cricq for this purpose.

4 - 5 Pluviôse: Fresh breeze, gusty at times, from WSW – SW. We shifted the cable where it had fouled. The sheets, lower tacks and part of the running rigging were also shifted and tightened. The longboat returned with 15 casks of water. We set about disembarking our sick, with crew to look after them and also to cut wood.

5 - 6 Pluviôse: Fine weather and moderate breeze from WSW, with squalls and gusts, veering to S. Almost calm during the night. In the day the wind freshened and passed NE - ENE.

6 - 7 Pluviôse: Wind variable from ENE – NE. We sent some chests of gardening material

aboard the *Géographe*. Very light airs at night. At 5h in the morning the longboat delivered 16 casks of water. After we had taken them on board we sent the longboat to weigh the kedge and change our mooring NE by SW. During the morning the breeze was very strong. Our mooring hawser failed. We went to retrieve the kedge during a calm patch. We stood on our main cable, at 150 fathoms. The longboat was sent off for more water.

7 - 8 Pluviôse: Variable wind from WNW – NW, with occasional strong gusts. At nightfall the wind was very strong. We dropped the starboard bower and paid out 60 fathoms of cable. During the night the wind abated. At daybreak the longboat arrived with 14 casks of water. After having unloaded them we sent the longboat off again. The wind came up again, gusty from W – NW.

8 - 9 Pluviôse: Rain and strong breeze, in flurries, variable from NW – WSW. The longboat returned with 15 casks of water. Calm during the night. At daybreak the wind freshened, from WNW – WSW. We repaired some of our sails.

9 - 10 Pluviôse: Cloudy sky and very strong breeze from WSW, gusty with squalls. Calm during the night. At daybreak the breeze was very light, from SSE. We despatched our sick crewmembers ashore, and catted one of our bowers.

10 - 11 Pluviôse: Very light SE breeze, cloudy sky. All quiet during the night. At daybreak I set off in the captain's dinghy to go to see aborigines on Bruny Island. Once on land I set off separately with Citizens Bellefin and Péron and some way from our landing spot we found ourselves surrounded by 18 women, with no men. They had been fishing and received us in a very friendly manner once we had set our firearms to one side - these arms frightened them. We offered them various gifts, which they accepted only after consent had been given by a very old woman who seemed to command their respect. The young women were very timid and seemed to be in awe of the old woman and two or three others. They sent over young girls of 8 years to receive our gifts. After an hour or so we started back towards the boats and the women followed us. Their husbands were gathered on the shore, together with our crew. I picked up several words of their language that are not in Labillardière. One of the men had two wives, and another three. The commander's dinghy had a very successful fishing expedition. In the afternoon the wind was from SW. We took on board a longboat's worth of water.

11 - 12 Pluviôse: Light, variable breeze from ENE – S. We sent off the longboat again and cleared a foul hawse. Light wind during the night. During the day the breeze was fresh and gusty, from SW. The longboat returned with water.

12 - 13 Pluviôse: Moderate breeze, variable from WNW. All quiet. The carpenter worked at repairing our hawsehole pads.

13 - 14 Pluviôse: Light breeze, variable from ENE – NE. Our large dinghy returned from a visit to the channel reaches. It had come across a number of freshwater streams. All quiet during the night. In the morning the carpenters continued their work on the hawsehole pads. In the morning, too, we swayed up our topgallant masts and received another load of water from the longboat. It was despatched once more to fill our remaining casks.

14 - 15 Pluviôse: Very light and variable breeze from NE. We tightened the stays and wedged our masts. In addition to taking on heating wood we loaded several eucalyptus and casuarina pieces for use by the carpenter. Citizen Saint Cricq arrived during the night, bringing the

observatory instruments. All quiet during the night. Very early in the morning we rigged the capstan in order to come about on our starboard bower anchor and after having weighed it we hoisted in our port bower.

15 - 16 Pluviôse: Misty weather and light wind from E. The equipment that had been sent to the freshwater spring was embarked. We then hoisted in the longboat and large dinghy and prepared to get under way the next day. At daybreak the weather was overcast and calm, which prevented our setting off. We unrigged the topsails and paid out some cable.

16 - 17 Pluviôse: Calm, with overcast sky. Over the twenty-four hours the wind shifted to all points of the compass, sometimes in a light breeze and sometimes in very strong gusts. At night it was from SW. The weather was very hot, which could have been due to the numerous fires lit by the natives. We dragged our anchor and paid out some cable. Our hawser fouled in the anchor flukes, which obliged us to let it right out for fear of its breaking. Very strong wind. We struck down our topgallant masts.

17 - 18 Pluviôse: Fresh and gusty wind from SSE – SSW. Very clear sky. The wind moderated in the afternoon. At 4h in the morning we began to weigh the starboard anchor, which we catted. At 5h we then came around on the port anchor. At 6h we were immediately over it, and set the topsails. At 7h the anchor was aweigh but we were obliged to drop it again because of the calm weather. We cleared the hawser that we had paid out the previous day and which had fouled in the anchor.

18 - 19 Pluviôse: Fine weather and light wind from S – SSE. In the morning the commander signalled us to follow his manoeuvre. We were then obliged to strike down our topsails, which we had set early on. We paid out some cable. Fresh breeze.

19 - 20 Pluviôse: Fine weather, although misty. Wind from ENE. We rigged our winter stays and changed our topsail mainsheet. We despatched several fishing expeditions.

20 - 21 Pluviôse: Fine weather and flat calm. The large dinghy was launched and sent over to Bruny Island. On its return it was hoisted in along with a native canoe that it had discovered ashore. This canoe was made out of bundles of tree bark. Overcast and misty weather.

21 - 22 Pluviôse: Overcast and rainy weather, with flat calm. The flat-bottom was sent fishing.

22 - 23 Pluviôse: Rainy, misty weather with flat calm. During the night there was a light breeze from S. Calm in the morning.

23 - 24 Pluviôse: Overcast weather, light and variable breeze from S – SE. Light, fine rain during the 24h.

24 - 25 Pluviôse: Light breeze from E – ESE. During the night it shifted NNE and during the day was very light, from NNW. We got under way at 5h30 and, under full sail, followed the Van Diemen's Land coast after having rounded the eastern cape of North-West Port. The wind became contrary, veering NE. We then tacked between Cape de la Sortie and Cape Pierson, but as the current was against us we decided to drop anchor in 19 fathoms of water, over a bottom of fine stones.

Bearing: Cape Gicquel at S 44° W, Cape Pierson at N 15° E, Cape de la Sortie at N 75°E, by

the compass.

25 - 26 Pluviôse: Fine weather and light breeze from NNE. In the afternoon we paid out some cable. Moderate breeze from W during the night. At daybreak we prepared to get under way but the weather did not allow it.

26 - 27 Pluviôse: Fine weather but cloudy, with a light breeze from ENE to NE. At 5h in the morning we got under way. Wind at that time in the NNW. At 6h30, the commander having dropped anchor, we followed suit. Citizen Saint Cricq set off to make some observations on Cape de la Sortie.

27 - 28 Pluviôse: Fine weather, breeze light and very variable. We tightened our bowsprit cables and our backstays. All quiet during the night. At daybreak there was a light breeze from SE – SSE. The commander gave the signal to get under way, which we did at 7h. At 8h we rounded Cape de la Sortie and dropped anchor in 14 fathoms.

Compass bearing: Cape de la Sortie at S 22°30' W, Pierson's Point at S 56°15' W, the southern tip of the "Ile Willaumez" [?] at E. Misty during the night, and almost calm. At 9h in the morning we got under way with a moderate SE breeze. We tacked between the tip of Bruny Island and the northern peninsula.

28 - 29 Pluviôse: Wind from SE – S until midnight. It then veered through N to W and around to SSE, variable to S and SSW. We tacked to round the northern peninsula, and succeeding in do so overnight and in the morning. At 10h30 we rounded the small Tasman Island and at 11h45 the large Hippolyte Rock. At noon the latter bore S 5° W. We trimmed our topgallant masts and swayed them up.

29 - 30 Pluviôse: Fine weather and moderate breeze. The topgallants were rigged and set. Wind from SSE. At 3h we entered the channel separating Van Diemen's Land from the small Maria Island. We shortened sail progressively and at 4h15 dropped anchor near the *Géographe* in 10 fathoms over a bottom of grey sand. We paid out 50 fathoms of cable.

Compass bearing: Western tip of Maria Island at N 4° E, southern tip of Maria Island at S 29° E, Cape Sarcelles [?] at S 45° W, a small island at N 9° W, the variation being 9°30' NE.

During the night the weather was fine, with a fresh breeze from E – NNE. At daybreak the large dinghy, under Mr Faure's command, was sent to survey Schouten Island.

30 Pluviôse - 1 Ventôse: Overcast weather and fresh breeze from N. We paid out some cable and housed our topgallant masts. During the night we maintained a lantern on the gaff. In the morning we hoisted out and despatched our longboat, under Citizen Freycinet's command.

1 - 2 Ventôse: Overcast and misty weather. Fresh breeze from ESE. The carpenter went for building wood on the island. At daybreak we learned of the death of the zoologist Maugé on board the commander's ship. To mark this we placed our yards in battle formation. I was sent to his burial, which took place in the SW part of Maria Island, on the seashore, with an inscription engraved in lead carrying his name and position on board the *Géographe*. At this time the ships discharged three volleys from the swivel guns. After the burial we went over to where the carpenters were cutting wood and had a discussion there with some natives – all men. Their language contains some words that are different from the language spoken on Bruny

Island. These natives were rather fine looking men, armed with spears that were simply long sticks, pointed at one end, which they threw skilfully. We obtained some of them in exchange for various trinkets.

2 - 3 Ventôse: Light breeze, variable from NE – SE. Our sick colleagues had an outing on the island. The carpenters went to cut building wood. Overcast and misty weather during the night. Fresh breeze from SE during the day.

3 - 4 Ventôse: Fine weather and variable wind. The longboat returned from its assignment. It had surveyed from Cape Sarcelles north from the anchorage. We hoisted it in for repairs. The small dinghy brought back many shells from Oyster Bay. The watering place marked “A” on the Cox map did not yield any water, so it must be productive only during the rainy season.

4 - 5 Ventôse: Rain and calm in the afternoon. Light breeze from NNE during the night, and strong wind from SSE during the day. At 8h the ship dragged the anchor and we paid out 80 fathoms of cable. Squally weather with steady rain.

5 - 6 Ventôse: Overcast weather, rough sea and fresh breeze from WSW. During the night, light wind from the same quarter. Flat calm in the morning. We heaved the cable that we had paid out the previous day.

6 - 7 Ventôse: Fine weather and light breeze from N – NNW. We weighed our port bower anchor to inspect it and then dropped it in 13 fathoms over a sandy bottom. Our sick colleagues went ashore for an outing.

7 - 8 Ventôse: Fine weather, wind from NNW. We swayed up our topgallant masts and prepared to get under way. Light breeze from SSW – SW during the night. The wind then veered through E to N. At 9h in the morning we got under way with wind from NNE and left the anchorage by way of the S of Maria Island.

At noon Cape [Frederick] Hendrick bore S 6° W, the eastern tip of Maria Island N 38° E, and the most southerly part of Van Diemen’s Land S 6° E. We were drawing 11 feet 11 inches aft and 11 feet 6 inches fore, a difference of 0 feet 5 inches.

Maria Island provides a reasonably good anchorage, with very easy exit possible to both N and S. Wood is abundant but water is not always available, as Cox had seen. Fish are plentiful, especially lobsters which constitute a major part of the diet of the natives who seem to live on Van Diemen’s Land. The anchorage was at latitude 42°41'56” and the longitude 145°55'. During our stay in this bay Citizen Boullanger surveyed Maria Island and Citizen Faure did the same in respect of Schouten Islands, of which he discovered fewer than anticipated. He discovered an excellent bay on Maria Island where water can be had very easily. Citizen Freycinet the Elder charted Frederick Hendrick [Bay] and Marion Bay and Citizen Freycinet the Younger the part of Van Diemen’s Land around our anchorage.

8 -9 Ventôse: During the twenty-four hours the wind was NNE – N and NNW. We tacked several times in order to progress northwards. During the night we lost sight of the *Géographe*. At noon our latitude was 42°53'.

9 - 10 Ventôse: Wind from N – NNE. Fine weather and light wind, making little headway north and taking several onshore bearings. Misty and rainy weather during the night. We

tacked several times. Latitude at noon was 42°42'.

10 - 11 Ventôse: Moderate breeze from NNE, rainy weather. We changed tack several times. Latitude 42°17'.

11 - 12 Ventôse: Continuing light breeze from NNE, weather very misty. As we did not see the *Géographe* we rang the bell several times and fired a swivel gun every quarter of an hour. We manoeuvred to stay as close as possible to the commander. Latitude at noon was 41°51'.

12 - 13 Ventôse: In the afternoon the breeze was from N, almost calm. At night it was ESE and in the morning S – SSW, very light. We came abeam of the commander, since he had not signalled any heading. At 7h30 he ordered us to proceed on a starboard tack under topsails until midnight and then to set a course SSW until 4h and then W, weather permitting. If he were to stand out to sea he would alert us with two volleys from the swivel gun. With this manoeuvre, which we executed very precisely, we lost sight of the commander. In the morning we discharged several rounds, unsuccessfully. Latitude 41°29'.

13 - 14 Ventôse: Very light breeze from ESE - SE, misty weather. During a break we had a very brief glimpse of an eclipse of the sun. The commander remained out of sight until 6h in the morning, when he was sighted bearing ENE. We discharged some swivel gun volleys to let him see us, and manoeuvred to join him. Latitude as observed was 41°32'; longitude estimated 146°37', variation NE 7°30'.

14 - 15 Ventôse: Very light breeze from ESE until nightfall, then calm. In the morning the breeze was from ENE. We took a number of bearings. During the night we lost sight of the commander, but at 9h in the morning we rejoined him. He hove to and sent his dinghy ashore with the geographer Boullanger and midshipman Maurouard. We had a very clear view of the landmass named Schouten Island. It indeed appears to be an island but Citizen Faure, who saw it from the dinghy, assures us that it is the mainland of Van Diemen's Land. Latitude 42°10', longitude 146°46'.

15 - 16 Ventôse: Moderate breeze from NNE, shifting to NNW over the remainder of the twenty-four hours. In the afternoon, while we were tacking during my watch, the main topgallant yard, which had not been made as I had ordered, failed after coming round. We struck it down at 8h. There was a fire aboard the commander's ship. He was bearing NE ¼ E from us. We went over quickly and saw that he was lying to. We bore up to speak to him and passed under his lee. At that point, as he drifted towards us we collided and we broke his spritsail yard and some of his forward rigging. For our part we had a broken crossjack. We repaired this damage straight away. We sent up several rockets during the night for the commander's dinghy. Took a bearing at daybreak. Latitude 42°3', longitude 41°50' (sic).

16 - 17 Ventôse: Moderate breeze from N – NNE until sunset, when it abated and we had occasional light breezes from SSW – SW and W. At midnight they set in and remained at SW. We tacked several times. At 5h the commander bore NW from us. He continued to discharge the swivel gun, because of his dinghy. At 8h, following calm there was a very strong wind from SE but it did not last. Judging by the commander's manoeuvres it was probable that his dinghy had not returned. We sailed N – NW all night, but the *Géographe* needed to stand in close to the coast where the commander could hope to retrieve his dinghy, so we lost sight of the *Géographe*.

Bearing at noon: Dedystone [Eddystone] Rock at W, northern tip of Van Diemen's Land at N 28° W, southern tip of Van Diemen's Land at S 5° E, most southerly of the Furneaux Islands [Group] at N 11° W. Variation 6°45' NE. Latitude 41°11', estimated longitude 146°26'.

17 - 18 Ventôse: The wind veered from NNE to NNW and then to W at 10h in the evening. It stayed in that quarter all night and veered SW in the morning. We sighted a small schooner which crowded sail as soon as we hoisted our flag, but since we made better way than she did she eventually decided to heave to. We sent over a boarding party and learned that she was the *Endeavour*, from Port Jackson, out to hunt fur seals. Course during the twenty-four hours was N ¼ NE.

18 - 19 Ventôse: Wind variable in strength and direction. At 5h30 we saw a waterspout to the N. At 9h in the morning we sighted a brig moored at Swan Island. Very light wind. We sent our dinghy over to the vessel and then proceeded to anchor there ourselves. Latitude 40°45', estimated longitude 146°13'.

19 - 20 Ventôse: Light wind from NE – NNE. The *Géographe's* large dinghy, together with Citizen Boullanger and Maurouard, came on board. They had taken refuge on board the English brig, named the *Arington* [sic], under Captain Campbell, and had been well treated. Citizen Boullanger reported that on the evening of the 15th he had attempted to rejoin the *Géographe* but that the ship had sailed off, out of sight. They had then decided to return to land and had followed the coast as far as Swan Island, where the *Arington* had picked them up. At 11h we dropped anchor beside the brig in 19 fathoms over a muddy bottom, and paid out 150 fathoms of cable.

Bearing: S of Swan Island at S 61° E; SW of the island at S 35° E, tip of Van Diemen's Land at S 48° W and the Furneaux Group from N 38° W to N 27° W.

Captain Campbell changed anchorage several times. The current was very strong. High tide at 4h in the morning, running W and ebbing to E at almost 3 knots.

20 - 21 Ventôse: Fine weather and fresh breeze. We proposed to Captain Hamelin that we proceed down the coast of Van Diemen's Land as far as Schoulten Island to try to meet up with the *Géographe* which was bound to be there because of its dinghy, about which it must be very concerned. But the captain did not agree, had the ship painted and despatched an expedition to make observations on Cape Portland.

21 - 22 Ventôse: Very light breeze from NW – WNW. At 4h the large dinghy returned from hunting on Swan Island. We continued to paint.

22 - 23 Ventôse: Fine weather, light breeze and flat calm. In the afternoon we sent three sailors and a midshipman, with provisions for two days, to fish for sea perch on a small island off Swan Island. We sent an expedition to visit Port King [?] in the Furneaux Group. This port is very rocky and does not correspond to the flattering description given to us by Captain Campbell.

23 - 24 Ventôse: Overcast weather, with strong and gusty wind. At 3h30 our cable parted. We dropped anchor and fixed the cable to the main mast. Safety ropes were placed in the battery. Despite all of these precautions the cable failed at 6h15 and we lay to. Wind near gale force from ESE during the night, stormy weather with thunder and lightning.

24 - 25 Ventôse: Strong wind from ESE, weather squally and sea very rough. At 2h30 we sighted land bearing NNE. At 4h the wind moderated, but there was rain and storms. During the night the wind was alternately gusty and light. At 9h we got under way, with moderate wind from ESE and very rough sea.

25 - 26 Ventôse: Moderate wind from E – ENE, fine weather. We tacked several times to make way to E. At noon the Furneaux Group bore N 60° E and Van Diemen's Land from S 65° E to S 7° W.

26 - 27 Ventôse: Wind from E, fine weather and calm sea. We continued to hold close to the wind in order to approach Swan Island. At 6h30 in the morning we passed by Waterhouse [Island]. At that time we saw our large dinghy bearing down on us. It had been despatched to the Furneaux Islands under Citizens Bailly and Faure. The *Géographe's* dinghy, which had been sent to the Van Diemen's Land coast to look for the ship, was also at Waterhouse. It had picked up Citizen Breton and the four hunters he had with him, who otherwise would have died of hunger and thirst. We placed the flag at half-mast and fired some volleys from the swivel guns to signal to the remainder of our crew on the island that it was time to return. At 10h30 we made sail and continued towards Swan Island. Latitude 40°49'.

27 - 28 Ventôse: The wind varied from E – ESE – ENE. Overcast and rainy weather until nightfall, with fresh breeze and squalls. During the night the wind was light, from SE. It was calm in the morning, before the wind veered to WNW. At noon we were at our mooring at Swan Island.

28 - 29 Ventôse: Wind from NW – W. Course SE in order to proceed along the coast of Van Diemen's Land, the captain's intention being – according to him – to try to rendezvous with the commander. The wind then veered S and we held close to the wind. At noon the latitude was 41°29', estimated longitude 146°9'.

29 -30 Ventôse: Wind from NE, course S until midnight. During the night we lit some detonators and sent up rockets. We lay to from midnight until 6h. Squally weather, with rain. At noon we were a little to the S of Schouten Island. The land was clearly visible during the day and we were at the spot where the *Géographe* had despatched its dinghy. Clearly the ship had abandoned its search since some 15 days had already elapsed and the dinghy had set off with only a day's provisions. Moreover the restricted anchorages offered by this part of the coast would have enabled us [to see] the ship had it been moored in the vicinity. It was thus to be assumed that the commander, believing his dinghy to be lost, had decided to carry on in to the strait to look for us. We expected therefore to set a course N again, but the captain persisted in continuing his search as far as Maria Island and even into the D'Entrecasteaux Channel.

30 Ventôse - 1 Germinal: Fresh breeze from N – NNW, gusty and overcast. At 6h we lay to until 1h. We then got under way under topsails, which we kept only until 4h. We lay to again and remained that way until noon. Latitude 41°50'.

1 - 2 Germinal: Strong wind from SW – SSW – WSW. Very rough sea and gusty, squally weather. We continued to lie to.

2 - 3 Germinal: Moderately fine weather, moderate breeze from SW. In the afternoon the weather fined up and we got under way. We covered 43 miles during the twenty-four hours, on a course S 70° W. Our topsail was torn as we were putting off [illegible].

3 - 4 Germinal: During the 24h the wind was W, variable NW and SW. We changed tack several times and covered 24 miles, course S 39°35' W.

4 - 5 Germinal: Fine weather, fresh breeze and rough sea. Wind from S, variable to SSW and SW. We kept in constant sight of Maria and Schouten Islands.

5 - 6 Germinal: Still in sight of land, very strong wind and rough sea. Course 6 62° W, 14 miles covered. Latitude 42°46', longitude 146° 40'.

6 - 7 Germinal: Proceeded along Maria Island. Wind NNE – N, fine weather and light breeze. Course S 3°35' W, 9.6 miles covered.

7 - 8 Germinal: In the afternoon the captain decided to abandon the fruitless search for the *Géographe*. Wind was from S and we set a northerly course - N 30° W, covering 70 miles in the twenty-four hours. I will not seek here to examine M. Hamelin's intention in this circumstance. I note merely that the dinghy lost by the *Géographe* had been despatched to the coast on 14 Ventôse with only one day's provisions aboard. The dinghy had attempted to rejoin the ship on 15 Ventôse, but since the *Géographe* was out of sight of the coast the dinghy had been forced to return to land and, assuming that the *Géographe* would proceed north as it charted the coast, it itself proceeded north as far as the Furneaux Group, keeping as far as possible out to sea so as to be able to sight any ships. We came across the dinghy on the 19th at the Swan Island anchorage, when it was certain that the *Géographe* was still looking for it on the coast. It was therefore natural to search for the ship as far south as Schouten Island. Instead of doing that forthwith we remained at anchorage and a blow from ESE forced us into Bass Strait; it was only after this, and indeed not until 15 days after the *Géographe* had lost its dinghy, that we finally decided to search at Schouten Island (and indeed as far as Maria Island, as if we had deliberately wanted to waste time in the search). Was it not reasonable to assume that the commander believed his dinghy to be lost, either through an accident at sea or through starvation, and had abandoned his search - especially after the ESE blow that would have obliged him to head out to sea? His concern must only then have related to the *Naturaliste* which, having boats on board, might have been able to make good the loss of the dinghy. By remaining behind, our ship must have made the commander believe that we had gone into the Strait to do separate work. When he did not find us at the Waterhouse anchorage (which was an agreed rendezvous), he had probably decided to go to look for us on the southern coast of New Holland. Everyone felt this way but M Hamelin nevertheless persisted until 7 Germinal in seeking the commander at Maria Island – that is, right up to the 22nd day following the loss.

8 - 9 Germinal: Moderate breeze from SSE, fine weather. In the afternoon we passed abeam of a small island where the *Géographe*'s dinghy had found fresh water and where a reasonably good and accessible anchorage exists between the island and the coast. This island is situated at 41°22'. We also got a very clear sighting of the Furneaux Group. At noon, latitude 40°50', longitude 146°40', variation 10° NE.

9 au 10 Germinal: Light breeze from E – ENE, variable to SE. We tacked several times. During the twenty-four hours course was N 39° W, 10 miles. At noon Swan Island bore S 75° W. We entered Banks Strait. Latitude 40°42', longitude 146°42', 10° NE variation.

10 - 11 Germinal: Light breeze from NNW, calm sea and fine weather. Towards evening we were becalmed and decided to drop a kedge anchor in 19 fathoms, over a sandy bottom. We

got under way at 6h30 in the morning with SSE wind, sending us SW. At noon, latitude 40°42', longitude [blank].

11 - 12 Germinal: Wind from E –ENE, course S 62° W. In the afternoon we had a very clear sighting of Waterhouse Island. We sent our large dinghy and the *Géographe's* dinghy to visit the island and to skirt around it on both sides to ascertain whether the *Géographe* had left any markers of a stay there. It seems that this island, where we had hoped to take on water because of its name (which is an error) was the rendezvous. The ship anchored in the north of the island and the two boats, sent out in the afternoon, only returned at 10h next morning, having found no trace of the *Géographe*. I cannot refrain from mentioning here the blame which M Hamelin heaped on the commander's conduct for failing to wait for him at this island, or at least for not having left instructions on some visible spot on the island. But is it not rather on him that the blame should fall? Was he not the first to visit Waterhouse? Why then did he not leave some written word to inform the commander that the dinghy had been rescued, or rather why did he not wait for the commander given that this was the rendezvous? Was he afraid that the commander would wait for him if this detail had been provided? Moreover this blame meted out to the commander proves that M Hamelin believed that the commander had indeed visited the island. He must therefore have suspected that he was now in Port Dalrymple, Western Port or on the southern coast of New Holland. Why then did he stay 4 days at this anchorage [illegible] had plenty of opportunity to leave?

12 -13 Germinal: Light breeze, variable from NNE – ESE. We sent the large dinghy to Port Dalrymple under the command of M Freycinet. We sent sick crewmembers ashore and others to dredge, fish and hunt.

13 - 14 Germinal: Fine weather, variable wind from E – N. At 11h30 the flat-bottom returned from fishing with a very good catch. We put out the seine.

14 - 15 Germinal: Light breeze from N – NNW. Rough sea. At 6h45 in the morning we hoisted in our large dinghy and prepared to get under way.

15 - 16 Germinal: At 1h30 we got under way with light breeze from ENE – ESE. The weather then became overcast and rain fell. Over the twenty-four hours we made 17 miles, course S 81°44' W.

16 - 17 Germinal: Rainy weather. We took advantage of the variable breezes to head towards Port Dalrymple, and arrived off it at 5h in the morning. We saw our large dinghy, signalling that it wished to embark. We hove to then to wait for it. At 11h it was on board and we made sail. Wind from SE, course N, bonnets set.

17 - 18 Germinal: Over the twenty-four hours, with wind variable from ESE – ENE, we made 98 miles on a course N 30°50' W. In the morning we saw several small islands to the S of Wilson's Promontory.

18 - 19 Germinal: Moderate breeze from E. At 1h we hove to and, having hoisted out the *Géographe's* large dinghy, we sent it under M Saint Cricq's command to survey Wilson's Promontory, with orders to rejoin the ship in Western Port. We then made sail and got under way. The next day at noon the small island of Western Port bore N 46° W, at a distance of 10 miles.

19 -20 Germinal: Very light breeze from SSE. In the afternoon we despatched our large dinghy under Messrs Faure and Milius to chart Western Port. They had provisions for 10 days. The small dinghy was sent off for the same purpose. The ship then tacked to and fro within sight of the port. The commander was not anchored in this port and we spent 10 days charting the port instead of searching for the commander.

20 - 21 Germinal: Over the twenty-four hours the wind varied from WNW – SW. We hove to for part of the time and for the rest made sail and tacked in one direction or the other.

21 - 28 Germinal: Over these seven days we continued with the same manoeuvring as on the 20th. The wind was almost constantly from S – ESE and SW. Citizen Saint-Cricq returned from Wilson's Promontory on the 25th. He fixed the position at [blank]. Today Citizen Milius arrived from Western Port. We hoisted in the dinghy. I was expecting to proceed W to meet up with the *Géographe*, but was very surprised to see that we made sail for a stopover in Port Jackson.

28 - 29 Germinal: Very light breeze from SW. At 10h it shifted to the N and remained in that quarter until noon. Over the twenty-four hours we covered 12 miles, heading S 60° E. In rounding the promontory we steered between the coast and the rocks to its S.

29 - 30 Germinal: Wind from NNE – W and WNW. Overcast, gusty weather with rain and squalls. At noon our latitude was 37°57' and longitude 146°58'.

30 Germinal - 1 Floréal: Fresh breeze from W. Making good headway, we caught a glimpse of Cape [illegible]. At 5h30 it bore N 20° E. The next day at noon we were at latitude 36°18', longitude 148°19', which was the spot reached by the navigator Cook on the same day of the same month, but [blank] years previously.

1 - 2 Floréal: We covered 118 miles on this day, course N 22°32' E with wind from the W. We found that the positions of the "mont Dromadaire" [?] and of the "Colombier" [?] had been very well determined. During the night the weather was stormy, with strong wind and rough sea.

2 - 3 Floréal: Wind from NW, forcing us to tack several times. We only covered 67 miles, course S 50° W.

3 - 4 Floréal: Wind from NNW until 7, then veering W, strong with rain, thunder and lightning. The next day we were within sight of Port Jackson. We sighted the signal station flags. We then hoisted the flag of truce.

4 - 5 Floréal: Moderate breeze from SW, variable to SSE. In the afternoon we heard an artillery salvo. We thought it was in honour of the King of England's birthday. A fire was kept burning all night on the Port Jackson headland. At daybreak we hoisted out a boat to go to find a pilot, but it was not despatched. At 8h the pilot arrived in a large dinghy. As we were wearing, our large dinghy – crewed and being towed - capsized because its messenger rope had passed under its keel and had broken. The men held on in the water and the pilot's dinghy went to the rescue, as did our own small dinghy which we hoisted out for this purpose and into which M Moreau had climbed very quickly. We were pleased to see all the men saved one by one and the dinghy, which was sitting low in the water, towed to land where Citizen Moreau set about rescuing it.

5 - 6 Floréal: At 3h30 we rounded South Head and soon after anchored in 10 fathoms, over a sandy bottom. The weather was overcast and rainy. Citizen Milius went into Sydney to report our arrival to Governor King. The dinghy from an English corvette came over to offer its services. The next day we received vegetables sent by the Governor.

6 - 7 Floréal: Throughout this and the preceding day the capsized dinghy and the small one sent to its rescue had been without any provisions. An opportunity to send some arose when a fishing boat was heading in their direction. The pilot invited us to send over some victuals to our people, telling us that the bay in which they had sheltered was some way away. The captain provided victuals for one meal only, saying that the crew would return when they were hungry. I shall refrain from saying any more on this subject, seeing as the indignation felt by the whole crew is more eloquent than anything I could add.

7 - 8 Floréal: Moderate breeze from S – SSW, with the ship rolling quite a lot. We received vegetables from the Governor and we went to see him, whereupon he invited us all to dine with him. The next day the capsized dinghy came on board. All the crew had been rescued and the only injury was to Happedey, who had a crushed shoulder. Citizen Moreau was full of praise for the way they had all acted. They had withstood hunger with much courage, despite the excessive work they were required to do to save the dinghy. Some natives and an English fisherman had shared five or six fish with them. Citizen Moreau had undertaken to provide them with the provisions that were owed to them – a total of nine meals – but the captain refused.

8 - 28 Floréal: We stayed all this time in port at Port Jackson, where we succeeded in obtaining some rum and wheat. The other provisions consisted of squash and potatoes which the captain was expecting to last for four and a half months. On departure the captain set out to go straight to Ile de France [Mauritius]. I was extremely happy about this as at that port I proposed to leave an expedition that had disgusted me. Even if this action caused me to lose my rank, I preferred that unhesitatingly to the prospect of future service on a ship in the company of captains with characters the likes of M Hamelin's.

28 Floréal: We set out today for Ile de France. The captain had obtained a sack of peas which he offered to us but we were unanimous in refusing them, not wanting to have more than the crew which had missed out on a significant portion of their own rations. We suffered a lot during this expedition. Not content with physical suffering, which we had been enduring for a long time, the captain added pain of a different kind. One day Citizen Freycinet, who was at the time acting as full lieutenant, had placed the cooper in irons because he had several times failed to advise the lieutenant when he opened a new cask of rum, which he had been ordered to do for the sake of good order and to prevent misappropriation such as had occurred since the start of the voyage. The cooper was apprehensive of this surveillance: at all events, he had been placed in irons. On being informed of this the captain gave citizen Freycinet a dressing down on deck in front of the entire crew, saying: "Yes, sir, you and all of the officers on board are seeking to provoke the cooper because he is not willing to provide you with more than your rations, but I will see to that. No-one on this ship will provoke the crew. I need to be their defender against any arbitrary power." And after this outburst he had the cooper released. The crew had long been muttering about the poor food to which they were reduced. The squash and potatoes were already bad, as might have been expected, and the bread being served was disgusting since the wheat from which it was made was putrid and the bran had not been removed. Salted meat was served at only one meal a day and one day, for the second meal, the

captain had served 6 ounces of boiled wheat per man, with a pound of molasses for everyone. This was also served at lunch in place of bread, but the crew refused point blank to eat it. That, and the captain's recent conduct as regards the crew of the capsized dinghy, had turned our men against him and it was in an attempt to deflect the crew's hate for him on to the officers that he had spoken in the way mentioned above – that was our assumption in any case. Whatever the case, since I was responsible for the officers' table I felt that it was up to me to prove to the captain that his accusation was slanderous. I went to his cabin and showed him the victualling accounts for the previous month as agreed between the cooper and me. According to his accounts it was proved that the [illegible] owed us 240 rations of brandy. As for the salted pork, we drew less of this from the storeroom than we were entitled to. M Hamelin was well aware of this fact, not least because four days earlier we had given him half a fresh pig at the request of the chief surgeon because he had been suffering from the pox since Port Jackson and, like us, had not brought on board any provision for this. As for bread, it was clear that we had taken no more than our daily ration because it was served to us at each meal, as for the crew. Instead of responding, M Hamelin found it easier simply to order me to leave his cabin, proffering obscenities even though I had been careful to speak with great restraint.

On the afternoon of 19 Prairial, twenty-one days after our departure from Port Jackson, the captain called us into his cabin and, after having informed us that there remained supplies for thirty-seven days only, asked for our view on what should be done in the situation we were facing. We had at that time rounded the southern tip of Van Diemen's Land and our position was latitude 46°50', longitude 135°39'. He suggested putting the crew on half rations so that we would have sufficient supplies for 74 days, adding that there remained three casks of fermented barley which could be used as a supplement. But we were unanimous in the view that we should return to Port Jackson, which could be reached in less than thirty-seven days. M Hamelin then informed us that he had made an error in estimating the quantity of provisions required for the trip to Ile de France, and that he had always believed we had enough for four and a half months. Following this decision we set a course ENE and on 9 Messidor we arrived in Port Jackson where we found the *Géographe*, which had suffered greatly from sickness.

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