

Journal of Henri Freycinet



Journal of Louis *Henri* de Saulces de Freycinet
Archives nationales de France, série Marine, 5JJ34

Physical Description

Manuscript : folio

Cover : linen

Dimensions : 25 x 38 cm

Contents : 217 pages numbered (right pages only) and written recto-verso

Period covered

1 Vendémiaire Year XI [23 September 1802] – 17 Thermidor Year XI [5 August 1803]

Notes on the text

Error in page numbering: after p. 219, the numbering restarts at 210 (to the end of the journal).

Pages are generally ruled and include 2 tables providing the following information:

1. Hours/winds/routes/knots/drift/sails/soundings/barometer/thermometer
2. Mid-day point : estimated latitude/estimated longitude (chronometer N° 31)/estimated rhumb/estimated course/deviation

Daily journal entries are occasionally grouped in summaries covering several days, without tables.

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

Du 28 au 29 Janvier 1874. 85

P.	Dir.	Coût.	haute.	dir.	Relevé.	Sonde.	Dir.	Coût.
1.	S.S.O.	N. 65° 30' O.	2.2	6°	la 2 ^e direction pour 2 h. 30 min. N° 10. 2000			
2.	S.S.O.		2.0					
3.	S.S.O.		2.4	2°				
4.			2.5		la 2 ^e direction pour 2 h. 30 min. N° 10. 2000			
5.	S.S.E.		2.2				28.2.0	17° 0'
6.			1.8					
7.	S.E.		2.4		la 2 ^e direction pour 2 h. 30 min. N° 10. 2000			
8.			1.8					
9.	S.S.E.	S. 68° O.	1.0	10°		45	28.1.5	16° 5'
10.	S.O.	S. 76° E.	1.5					
11.	S.S.O.		1.5		la 2 ^e direction pour 2 h. 30 min. N° 10. 2000	45		
12.	S.S.O.		1.0					
13.	S.S.O.	S. 58° E.	2.5			47	28.2.0	16° 0'
14.	S.O.		2.0					
15.	S.O.	Ouest.	1.0	16°	la 2 ^e direction pour 2 h. 30 min. N° 10. 2000	55		
16.	S.O.		1.1					
17.	S.S.O.	S. 30° O.	0.1	65°				
18.	S.S.O.	Ouest.	4.6	9°	fait l'essai de la bête			
19.		N. 30° O.	4.0					
20.		Ouest.	2.6				28.2.5	15° 0'
21.	S.S.O.	S. 66° O.	2.2					
22.		S. 85° O.	2.8					
23.			2.0					
24.			1.6				28.3.0	14° 5'

l'aspect de la bête

Est. 281. 25° 2' 28"

Est. 282. 25° 27' 55"

Est. 283. 25° 28' 55"

Est. 284. 25° 29' 55"

Est. 285. 25° 30' 55"

Est. 286. 25° 31' 55"

pendant l'après-midi avec commença par la terre tout

bon avec commença à 2 h. 30 min. N° 10. 2000

après le nord cette partie de la terre est très élevée et son

aspect très remarquable. au Couchant de la terre l'aspect

à vue présente du Nord au Ouest. le Nord qu'on voit au N. 16° 0'

et N° 10. 2000 N. 1° E.

pendant l'après-midi et toute la nuit la bête a été très

forte et variable. à 8 h. 30 min. N° 10. 2000 pour le plan

par babord à 9 h. la bête s'est élevée au N. 5° 0' avec commença

la terre à 9 h. 30 min. N° 10. 2000 accompagnée de pluie. à 10 h. 30 min.

la terre a été très élevée et son aspect très remarquable. au Couchant de la terre l'aspect

à vue présente du Nord au Ouest. le Nord qu'on voit au N. 16° 0'

et N° 10. 2000 N. 1° E.

pendant la nuit la bête a été très forte et variable. à 8 h. 30 min. N° 10. 2000 pour le plan

par babord à 9 h. la bête s'est élevée au N. 5° 0' avec commença

la terre à 9 h. 30 min. N° 10. 2000 accompagnée de pluie. à 10 h. 30 min.

la terre a été très élevée et son aspect très remarquable. au Couchant de la terre l'aspect

à vue présente du Nord au Ouest. le Nord qu'on voit au N. 16° 0'

et N° 10. 2000 N. 1° E.

Note on the Translation

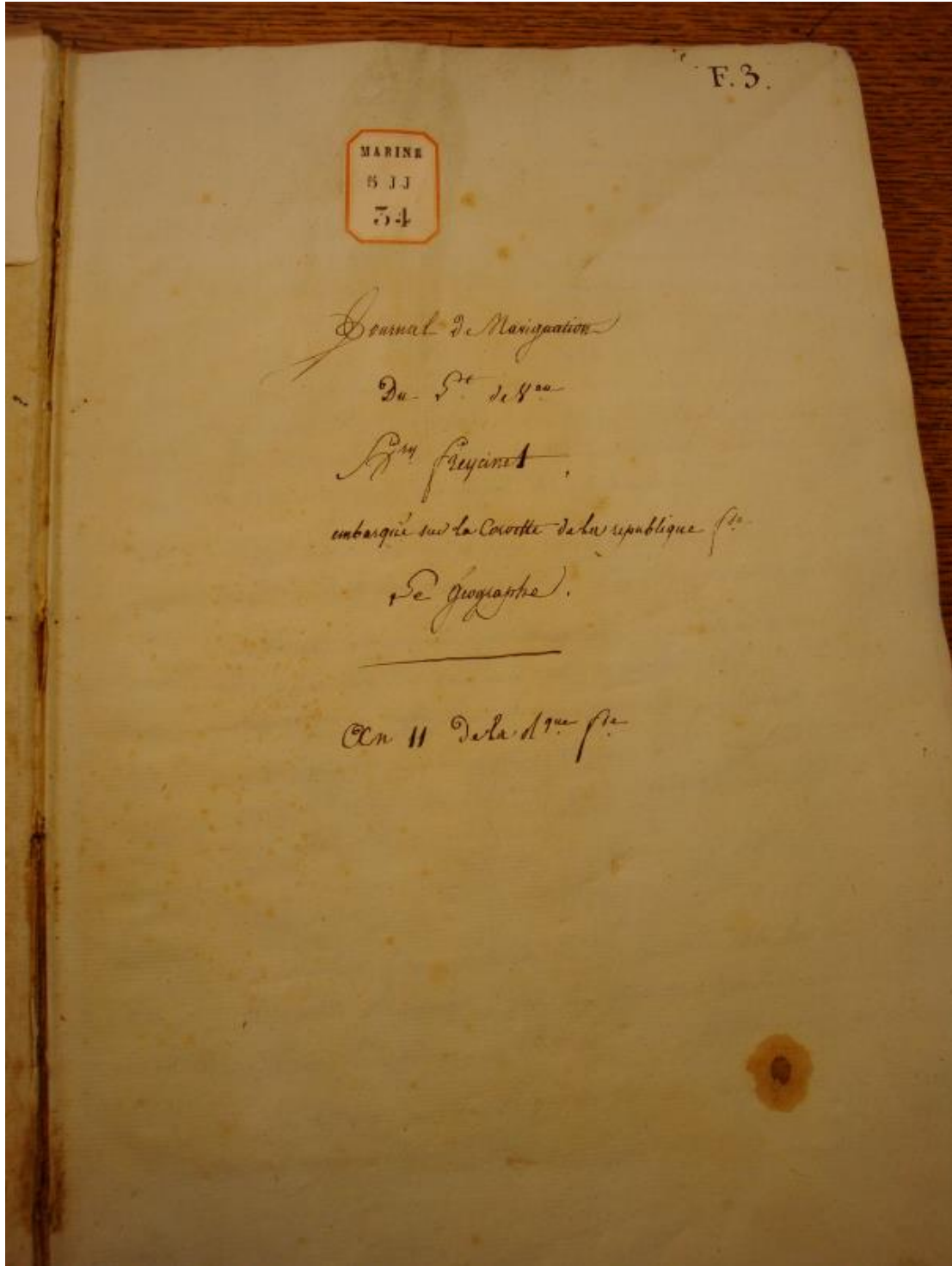
Except where otherwise indicated, all footnotes in this translation are by the translator, and have generally been inserted to explain a translation choice. On some occasions the absence of punctuation or other indicators in the French text has made it necessary to choose between several possible meanings: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

The log tables have not been reproduced, but the word "table" indicates their placement in the manuscript.

[Cover]

F.3.

**Sea Journal compiled by Lieutenant Henri Freycinet, serving on board the
corvette *Le Géographe*, of the French Republic.
Year 11 of the French Republic**



[1]

Vendémiaire

Vendémiaire, Year 11 [23 September 1802]

At daybreak, the corvette's flags and bunting were hoisted to celebrate the anniversary of the French Republic. There was no firing of the guns and the crew did not receive the double ration of grog normally provided on the occasion of major celebrations.

It seems to me that our celebration of this memorable day of 1 Vendémiaire was altogether too dismal. Yet no time is more glorious or dearer to the heart of a French republican! It is a forceful reminder to me of my obligations, as a member of the armed forces, towards my beloved country. Oh! I shall never forget them! Irrespective of the circumstances in which I find myself, I shall always do my duty. No one will be able to boast that they have pushed me to the limits of my patience and courage. I have been suffering for a long while. I endure repeated distasteful treatment and injustices that are acutely felt by a man of honour. People are trying to humiliate and ruin me. But they will not succeed.

A number of crew members have been given leave to visit the town. The small dinghy delivered 1411 pounds of sea biscuit, which has been stowed aboard.

The *Géographe* has been entirely rerigged and repainted on the outside. Its sails are on the yards, and as concerns that part of the rigging and equipment which the Citizen Commander has deigned to entrust to me, we are ready to put to sea.

Fine weather throughout the day. Light and fluky breeze, varying from NE to N. At night it veered south and turned strong and gusty.

2 Vendémiaire [24 September 1802]

Early in the morning we cleared the elbows in the cables and saw to cleaning the ship. Worked in the hold during the day. Fresh breeze, varying WSW-SSW and slackening towards evening.

I had the [illegible]-master Bellet put in irons for drunkenness and for addressing me in inappropriate terms.

(2) 3 Vendémiaire [25 September 1802]

We took advantage of the fine weather during the day to dry our sails.

The breeze varied between W-SE - almost calm. The night was fine.

4 Vendémiaire [26 September 1802]

Sails were put out to dry in the morning, and the ship cleaned. The carpenters went ashore to work on repairs to our longboat. The caulkers reported to the Commander's residence.

I approved leave for some crew members to go ashore for recreation and to do¹ their laundry.

¹ "Lever" in the French text has been taken as "laver."

Reasonably fine weather, sky overcast, almost calm.

Same weather at night.

(3) 5 Vendémiaire [27 September 1802]

Sent a working party of eight topmen aboard the *Naturaliste*. The large dinghy was despatched to the store ship *Supply* to retrieve some of the sails we had left there while we were laid up. Worked on board making spyn yarn and doing various other minor jobs. Our carpenters are working on repairs to the longboat, and our smiths are making nails for them. On the Commander's orders, a notice was posted on board expressly forbidding the crew to wash their clothes at the watering place.

Very fine weather. Light easterly breeze.

6 Vendémiaire [28 September 1802]

Sent the eight topmen back aboard the *Naturaliste*, and worked on tarring and securing our spare mast spars. The *Naturaliste's* dinghy returned the two awnings we had loaned them, as well as some bundles of metal strips and various other pieces of iron work.

Sent the dinghy off with two casks of rum and two other empty casks that the *Naturaliste* had been storing on our ship.

Very fine weather, with a light and fluky northeasterly breeze.

(4) 7 Vendémiaire [29 September 1802]

Our working party of topmen was sent aboard the *Naturaliste*. Cleared the elbows in the cables. At 10h00 the large dinghy was despatched to the *Supply* to fetch the remaining sails we had stored there.

On the Commander's orders, we delivered eight longboat oars and some ratlines to the *Casuarina*. Some clothes, which I believe are for our crew, arrived from Sydney.

On the Commander's orders, we delivered two casks of rum and an iron bar to a certain [James] Underwood.

Reasonably fine weather, almost calm. The breeze veered from SW to S, freshening as it did so. But towards evening it turned south-easterly, slackening to very light. Calm all night.

8 Vendémiaire [30 September 1802]

Very fine weather all day. The working party of topmen was sent aboard the *Naturaliste*, as usual. That ship left the cove where it had been moored and came into the outer harbour to resume its previous anchorage near us.

9 Vendémiaire [1 October 1802]

Early in the morning we despatched the large dinghy to help the *Casuarina* clear Sydney Cove.

At 9h00 in the morning this small vessel anchored in the outer harbour, not far from us. Two other schooners - one French and one English - left Port Jackson. Our working party of topmen was sent aboard the *Naturaliste*. We despatched some men in the small dinghy to re-launch our longboat and bring it alongside, its repairs having been completed. We passed to the *Casuarina* the sea compasses which it is to use. The interior of the ship was repainted. The caulkers are working at [illegible] the forecastle. (5) The carpenters are ashore cutting the timber required for building animal enclosures. One of the flat-bottoms brought part of this timber on board.

The Commander wrote the following note to the officer of the watch:

“The officer of the watch on board the *Géographe* shall not allow any person to disembark spirits from the ship in the absence of a note from the Governor, which is to be sought when such action is required.

This order is to be placed in the ship’s log-book.

9 Vendémiaire, Year 11 [1 October 1802]. Signed, Baudin.”

Almost calm during the day: very light airs varying from SW-NE. However, at 6h30 in the evening there was a sudden wind shift [illegible] to the south, with violent gusts. The English ship *Perseus*, which had got under sail to enter Sydney Cove, was taken aback by the squall. It then attempted to clew up all of its sails at the same time. There appeared to be considerable turmoil and confusion on board this ship, which was all the while coming abeam of us, and closing. I immediately paid out sufficiently on both cables to move us a little NW and thus avoid a collision. The *Perseus*, having dropped anchor about half a cable’s length ahead of us, came to moor within pistol-shot range, off our port bow. Meanwhile, we noticed that one of its boats had just capsized. I immediately sent the large dinghy to help with rescue efforts, but luckily the victims were saved by another boat from the *Perseus*. The violent wind prevented the capsized dinghy from being retrieved. I asked the English captain if he needed a work party or anything else we might be able to provide. He thanked me and replied that he did not need anything. The two ships remained quite close during the night. To increase our swinging-space, I had several more fathoms paid out on both cables and asked the captain of the *Perseus* to heave a little on his own line - which he did. The night was stormy. The southerly wind brought squalls and rain.

10 Vendémiaire [2 October 1802]

Cleared elbows in the cables in the morning, and despatched the large dinghy to take on some wood. It returned with a load at 10h00 and also brought with it the boat from the *Perseus*, which had just been found on the coast. The boat was immediately returned to its ship. Worked at building the animal enclosures. (6) In the afternoon ~~we cleared the cables~~ we loaned our longboat to the *Perseus* so it could drop an anchor to the east.

At 2h00 in the morning the *Perseus*, as it was swinging, collided with our port quarter-gallery. It immediately heaved on its east cable and we resumed our earlier line on the west cable. This enabled the two ships to be separated. Fresh southerly [illegible] breeze during the day, gusting strongly. It abated towards evening, and the night was calm.

11 Vendémiaire [3 October 1802]

Placed our small dinghy at the disposal of Captain Hamelin, who will be using it temporarily.

A working party of topmen was sent to work aboard the *Naturaliste*. Worked at completing the internal repainting of the ship. In the morning we delivered some rum and spirits to the *Naturaliste*, which returned to us three hawsers, some planks and twelve barrels of pitch. Very fine and calm weather. A light southerly breeze sprang up at 2h00 in the afternoon, veering east thereafter. Calm during the night.

12 Vendémiaire [4 October 1802]

Sent our working party aboard the *Naturaliste*. Continued repainting the interior of the ship. The carpenters went ashore to cut some timber for repairs to a flat-bottom. During the morning, the *Perseus* weighed the anchor it had dropped near us, and warped a little further east.

Fine weather, calm.

13 Vendémiaire [5 October 1802]

Two working parties were sent out today - one to go aboard the *Naturaliste* and the other to cut wood. Cleared the cables and worked at various small jobs on board.

The carpenters are busy repairing a flat-bottom.

Cloudy sky. Light northeasterly breeze.

(7) 14 Vendémiaire [6 October 1802]

Sent off parties for wood and water. The working party went aboard the *Naturaliste*.

We received an order to open one of the barrels of salted meat received from the ship *Atlas*, and to check its net weight. It was 273 pounds.

Dark and rainy weather. Moderate, fluky breeze varying from NE-ENE.

15 Vendémiaire [7 October 1802]

The working parties for wood-cutting and for the *Naturaliste* set off early this morning. Took on our daily water supply. The captain of the *Casuarina* submitted to the officer of the watch a list, signed by the Expedition Commander, containing requests for various items required for his ship's fit out. Some were handed over to him immediately.

Fine weather. Calm up to 10h00, when a northeasterly breeze sprang up. In the afternoon it veered to a moderate and gusty northerly. Stormy and rainy weather. At 3h00, during a squall the wind shifted suddenly to a southerly and for a good quarter of an hour there was an extraordinarily heavy hailstorm, which forced everyone off the deck. We weighed hailstones as heavy as four gros.²

Towards evening the weather fined up and the breeze shifted to a southwesterly, blowing in short gusts. At 6h30 the *Atlas*, *Perseus* and *Harrington* got underway [illegible] and departed Port Jackson.

² "Gros" = traditional French weight unit equal to about 3.8 grams.

16 Vendémiaire, Year [blank] [8 October 1802]

At 8h00 in the morning, on the Commander's orders, Citizen Ronsard summoned all officers to repair aboard, underlining the signal with a gun. As soon as we were assembled we were made aware of the contents of a letter that Captain Kemp, an officer of the New South Wales Corps, had just written to the Commander of the French expedition. After having rather clumsily apologised for his conduct towards the French officers, Mr Kemp eventually claims that he had had no intention of impugning their honour, and that to do so was as far from his wishes as it was contrary to the opinion he had of all of them.

In light of current circumstances the French officers agreed to accept Mr Kemp's apologies; it was moreover their view that he had sinned more from stupidity than from a premeditated desire to offend.

Note: Mr Kemp had accused the French officers of selling spirits [illegible] ashore. After having clearly demonstrated the falsity of this outrageous accusation, the French Commander had requested the Governor to order Mr Kemp to make reparations to the French officers.

(8) 17 Vendémiaire [9 October 1802]

The working parties for wood-cutting and for the *Naturaliste* set off early this morning. Had the ship cleaned. The flat-bottom went for water and daily provisions. Cleared the cables and worked on various small jobs in the rigging and hold. Fine weather, cloudy sky. Variable northeasterly breeze.

18 Vendémiaire [10 October 1802]

Cleared the cables and sent off the working parties to cut wood and to go aboard the *Naturaliste*. In the morning the longboat, under the command of a midshipman, was despatched to take delivery of some sea biscuit. As the bakery was closed - today being Sunday - the longboat went to Observatory Point to collect some of the *Naturaliste's* sails. It then delivered them to that ship.

In the afternoon our longboat made a second trip to Observatory Point to finish collecting the *Naturaliste's* sails. The flat-bottom went for water.

Fine weather. Very light northeasterly breeze; quite often calm. The cox of the large dinghy was put in irons for having refused to obey the officer of the watch.

19 Vendémiaire [11 October 1802]

The working parties for wood-cutting and for the *Naturaliste* set off early this morning. The longboat was despatched to take delivery of sea biscuit: it returned at about 4h00 in the afternoon with 6496 pounds of biscuit, which was immediately loaded on board.

Very fine weather, sky a little cloudy. Wind variable from the north to east. Occasionally dead calm. A southerly breeze sprang up towards evening, remaining moderate throughout the night.

(9) 20 Vendémiaire [12 October 1802]

Gloomy weather during the day, with light and variable south to southeasterly breeze. Sent a working party aboard the *Naturaliste*. Worked at stowing the biscuit received yesterday in the hold. An English boat brought us 100 bushels of maize, which were loaded on board. Lined the gunports and secured the sheet-anchor.

21 Vendémiaire [13 October 1802]

The ship was cleaned early in the morning and the working party despatched aboard the *Naturaliste*. The flat-bottom went for water and daily supplies.

Our longboat was despatched to Observatory Point to collect various pieces of equipment that the *Naturaliste* had left there under the [illegible]. This was all taken aboard the *Naturaliste*.

Worked at various minor jobs relating to the rigging and stowage. Fine weather during the day. Easterly breeze, veering W-WSW during the night and freshening.

22 Vendémiaire [14 October 1802]

Cleaned the ship early in the morning, and sent the working party on board the *Naturaliste*. The large dinghy went for water and daily supplies.

Fine weather, strong and gusty breeze varying from W to WSW and WNW. In the morning the ship dragged its anchor a little during a strong gust. Tightened the backstays. The breeze slackened towards evening.

(10) 23 Vendémiaire [15 October 1802]

Early in the morning the longboat was despatched to procure sea biscuit in Sydney. Sent the working party aboard the *Naturaliste*, and the flat-bottom was despatched for water. At 1h00 in the afternoon the longboat returned with 9600 pounds of sea biscuit, which was loaded and inspected. Since part of the consignment was mouldy, Citizen Ransonnet called on the Commander to inform him of the situation. The Commander sent the following order on board:

“Prior to the longboat’s departure tomorrow morning, you are to load the sea biscuit found to be mouldy or likely to deteriorate at sea. This biscuit is to be returned to Mr Palmer’s bakery and is to be weighed on delivery. This order is to be entered into the logbook. You are also to send the purser’s steward [illegible], who appears not to have carried out my orders as concerns today’s delivery. You are to bear in mind, moreover, that each time the longboat goes ashore to take on sea biscuit it is to be under the command of an officer, who is to be present when the delivery takes place, along with a petty officer first class. This precaution is to be taken until the [...] ³ is fully loaded or is rejected.”

Signed, Baudin.

Fine weather. Breeze variable from SW-SE. Calm during the night.

24 Vendémiaire [16 October 1802]

The ship was washed inside and out, and the sails set out to dry. At 9h00 in the morning the

³ A word - possibly “biscuit” - seems to be missing in the French text.

English ship *Alexander* entered Sydney Cove and at 4h00 in the afternoon the corvette *Buffalo* also dropped anchor in the port.

Our longboat brought back the remaining sails we had been storing on board the *Supply*. Fine weather, with light and variable breeze from ESE and SSE.

25 Vendémiaire [17 October 1802]

A working party was sent off early to cut wood and the flat-bottom was despatched for water and rations.

The ship was cleaned and the sails set out to dry. Worked at various small jobs on board. Cleared the elbows in the cables.

Very fine weather; light breeze variable from E-NE.

(11) 26 Vendémiaire [18 October 1802]

The ship was cleaned early in the morning. The large dinghy was sent off to be at the Commander's disposal and the longboat returned 687 pounds of spoiled sea biscuit to the bakery.

The longboat returned at 11h00, bringing 79 bundles of sailcloth. During the day a boat from Hawkesbury delivered 1535 pounds of sea biscuit. The *Casuarina* passed to us a bundle of clothes, 6 oars and various other small items. We delivered five days' supply of sea biscuit and some scupper-nails to the *Casuarina*. During the afternoon we worked at stowing our sails and sea biscuit in the after hold. At night the large dinghy delivered eleven pigs.

Fine weather over the 24 hours. Fluky breeze, variable from NE-E.

27 Vendémiaire [19 October 1802]

At daybreak we sent a working party of seamen to work on board the *Naturaliste*. Our longboat went to Sydney to fetch the remaining sailcloth stored in the government warehouses. It returned at 1h00 with the sailcloth, plus a pig, some poultry and sugar for the officers. In the morning, Citizen Lharidon went ashore to take delivery of some medicine, which was then loaded on board. Worked at stowing the after hold. Our flat-bottoms were despatched for water. The Commander sent a small dinghy alongside, to be for his personal use. It was placed on the stern hoist. Fine weather over the 24 hours. Moderate breeze, varying from E-NE.

28 Vendémiaire [20 October 1802]

Cleaned the ship and cleared the cables. The longboat took delivery of 60 barrels of flour from the English ship *Alexander*. A third of this was sent aboard the *Naturaliste*. The large dinghy was sent for wood. On the Commander's orders, we delivered 111 gallons of rum to a Hawkesbury resident. The *Casuarina* sent us 50 blocks of 50-pound pig-iron ballast, four iron bars and three barrels. We sent 4 small cannon over to the *Casuarina*.

Worked at tightening the shrouds and fitting sheepskin to the yards. The courses were set out to dry. Fine weather during the day, with a northeasterly breeze. Stormy weather during the

night. Some rain fell.

29 Vendémiaire [21 October 1802]

A detachment of gunners and seamen went ashore to cut wood. During the day we worked on various minor jobs in the rigging. The flat-bottoms were used to fetch rations and for other minor tasks. In the afternoon the large dinghy was beached so it could be given a [illegible]. Overcast sky over the 24 hours. Light and variable breeze.

30 Vendémiaire [22 October 1802]

At daybreak the longboat was sent alongside the *Alexander* to take delivery of some salted meat. However, it returned empty. The caulkers went ashore to caulk and [illegible] the large dinghy. The corvette was cleaned and we continued the various minor jobs on board. The flat-bottoms made two trips for water. At nightfall, in an act of insubordination, a sailor named [illegible] Bilioire struck the officer of the watch (Citizen Ransonnet) in the face. The perpetrator was placed in irons and Citizen Ransonnet sent a written complaint to the Commander. (12) Today the officer of the watch entered the following note into the ship's logbook:

“Lieutenant Freycinet ordered the officer of the watch to send a boat for him to Observatory Point, despite the Commander's express prohibition, which was couched in the following terms: ‘at night-time it is forbidden for boats to berth anywhere except at the governor's slipway.’”

Citizen Ransonnet then said that the flat-bottom in which I returned did not come alongside until midnight. Is it necessary to respond to this? I believe that it is not worth doing so.

During the day the sky was overcast, with some rain. Light and variable breeze from NE-E. Calm during the night.

1 Brumaire [23 October 1802]

When the ship had been cleaned, several crew members were allowed to go ashore to do their laundry. At 10h00 in the morning, pursuant to an order from the Commander a sentry was placed on the catwalks. At 10h30 the Citizen Commander wrote the following letter to the officer of the watch:

“To the officer of the watch on board the *Géographe*

The officer of the watch is hereby given notice that if there is a second occurrence of his failing to conform strictly to the order I have given for no boat to leave or to return to the ship after lights out, then he shall be held personally responsible for this act of disobedience. No-one on board, irrespective of rank or pretensions, has the right to change the regulations I have established. Officers who remain ashore after lights out may sleep there if they wish, but it is forbidden to wait for them or to have them picked up at night if they have not returned by the stipulated time. It was perhaps only through excessive kindness that the officer of the watch left a boat ashore until midnight, not as a result of the insignificant order, so clearly detrimental to the good of the service, given by Citizen Freycinet. A copy of this note is to be entered into the logbook so that no-one is unaware of it.

Greetings. Signed N. Baudin”

Certified true copy, signed Bonnefoy, officer of the watch.

Certified copy, [signed] Henri Freycinet.

In response to this charge, I will confine myself here to saying that in fact there exists an order from the Commander stipulating that boats from the *Géographe* are to leave the governor's slipway at the time lights out is signalled. However, the Citizen Commander has in no way prohibited his boats from berthing and remaining at Observatory Point. When I asked the officer of the watch to send me a flat-bottom, and to send it to this place, which is close to where we are anchored, I did not believe I was acting in breach of service regulations - which I never do. I shoved off [illegible] from the shore at 10h30, and consequently I do not believe that I did not come alongside until midnight, as claimed by the officer of the watch. It would seem that the clock was not correctly set. But this is already much too much on this subject.

At noon, Citizen Ronsard, pursuant to orders from the Commander, convened a panel for the preliminary hearing in the case of seaman [illegible] Bilioire. The panel unanimously declared that the accused was guilty of the charges brought against him in Citizen Ransonnet's action. The court martial, which convened immediately, declared itself incompetent to impose a sentence and ordered that the offender be kept in irons until further notice.

(13) Fine weather over the 24 hours. Light breeze, variable from NE-SE. Calm at night.

2 Brumaire [24 October 1802]

Fine weather, almost calm. Light north-northeasterly gusts. The flat-bottoms were used to fetch rations and water. In the morning, on the Commander's orders, seaman [illegible] Bilioire was sent to a prison in Sydney. In the afternoon a boat was sent to fetch various items belonging to the Commander, and a working party was despatched to cut wood, beaching the longboat for this purpose.

Fine weather at night.

3 Brumaire [25 October 1802]

Early in the morning the caulkers went ashore, with the carpenters, to work on repairs to the longboat. The flat-bottoms went for water and daily supplies.

Worked at various minor jobs on board.

Cloudy weather during the day. Light northeasterly breeze, freshening during the night and veering WNW.

4 Brumaire [26 October 1802]

Sent a working party of seamen aboard the *Naturaliste*, while the carpenters and caulkers went ashore to complete repairs to the longboat. Sent the *Naturaliste's* longboat to take delivery of some salted meat in Sydney, but it returned empty.

In the afternoon a working party of our men went ashore to refloat our longboat, which came alongside completely repaired.

Squally weather; fresh and gusty WNW breeze.

5 Brumaire [27 October 1802]

At daybreak the longboat was despatched to Sydney to obtain some salted meat. Sent a working party of topmen aboard the *Naturaliste*. The longboat returned at noon with 37 barrels of salted meat. The English seaman Williams Paterson came aboard, carrying a sailing order signed by the Commander of the expedition.

Fine weather. Gusty breeze, varying from NW-SW. Delivered 200 pounds of gunpowder and other [illegible] items to the *Naturaliste*.

6 Brumaire [28 October 1802]

[illegible].

A fluky northeasterly breeze at daybreak. Fine weather. Sent a working party for wood and a boat to Sydney to fetch items belonging to the Commander. In the afternoon we sent for water, saw to the stowage of the orlop and carried out various other minor tasks.

(14) 7 Brumaire [29 October 1802]

Sent a working party ashore to cut wood. Worked on board, making spunyarn and doing various other minor jobs. The flat-bottoms went for water and daily supplies.

Pursuant to the Commander's orders, we delivered various small fitout items to the *Casuarina*. Fine weather. Northeasterly breeze, veering southerly during the night.

8 Brumaire [30 October 1802]

In the morning the longboat and large dinghy went to the Commander's quarters to fetch some [illegible] of plants, which were loaded on board the *Naturaliste*.

An English merchant ship entered the harbour at 11h00 this morning, anchoring in Sydney Cove.

We delivered 22 fathoms of 2½ inch rope and 100 lengths⁴ of assorted cloth to the *Casuarina*. Fine weather. Light southerly breeze. Calm during the night.

9 Brumaire [31 October 1802]

The longboat went ashore loaded with tubs for plants to go aboard the *Naturaliste*. The large dinghy provided a tow⁵ for the longboat. During the morning, 100 bushels of maize were received. The flat-bottoms went for water. Fine weather. Variable breeze from SW to SE, by the south. Calm during the night.

Seamen Lefebvre, Vatel and Panel, who were in a working party on board the longboat, must have left the boat as they did not return during the day.

⁴ "Aune" = old French measurement of length (1 aune = approx. 1.88 metres), used mainly for textiles and cloth.

⁵ "Remarque" in the French text has been taken as "remorque."

11 Brumaire [2 November 1802]

The longboat was despatched early in the morning to the neighbouring cove to pick up a load of recently-cut wood. During the morning Citizen Ronsard visited a number of places on the coast in search of a watering place offering more abundant supply than the one we have been using up to now.

The longboat returned at 10h00 and the wood was loaded on board. Also carried out various minor tasks on board. At 1h00 in the afternoon the longboat was despatched for more wood, and the large dinghy was sent to the new watering place, where our large casks were filled. On the Commander's orders, the flat-bottom delivered 100 pounds of gunpowder to the tender *Supply*. Towards evening the longboat returned with another load of wood.

Fine weather. Moderate northeasterly breeze, which slackened during the night. I had seaman Panel placed in irons for having been absent ashore for two days without leave.

10 Brumaire [1 November 1802]

I have just inadvertently written the entry for 11 Brumaire before the entry for 10 Brumaire.

Today we sent a party for water and [illegible] wood. Fine weather during the afternoon, with a moderate northeasterly breeze. The boats were kept busy transporting the Commander's effects and various provisions.

(15) 12 Brumaire [3 November 1802]

The ship was cleaned early in the morning and the large dinghy was sent off to be at the Commander's disposal. At 10h00 the Commander came aboard with the captain of the *Naturaliste*. Soon afterwards, my brother, the captain of the *Casuarina*, also came aboard to see Mr Baudin. I learned indirectly that the meeting had carried out a review and made a number of promotions among the crew. Citizen Ronsard was the only officer from our ship to attend the Commander's meeting.

The *Géographe's* master helmsman, Fortin, who had just been promoted by the Commander to the rank of sub-lieutenant, picked a fight with our master caulker and ended up punching him in the face. Soon after that the master gunner was struck by Euvre, one of his subordinates. The officer of the watch confined the master helmsman to the boatswain's storeroom, and had the gunner placed in irons. Written complaints by the master caulker and gunner were sent to the Commander. Pursuant to orders which the Commander sent to the officer of the watch, master helmsman Fortin was advised that "he was disgraced from the rank conferred on him by the Commander and that he would return to France on board the *Naturaliste*." He was provisionally returned to the boatswain's storeroom and placed under guard. As for the master gunner's complaint against Euvre [illegible], who was convicted of having struck his immediate superior, the Commander ordered that Euvre receive fifteen lashes at the capstan. This sentence was carried out shortly before sunset, with all the usual ceremony. Gunner Menon, who made some [illegible] comments while the sentence was being executed, was placed in irons.

The flat-bottom went several times for water and had great difficulty filling just three barrels, since all of the streams were dry. A caulker named Douilliere, from the *Casuarina*, transferred

to the *Géographe*. Fine weather. Calm in the morning. Light north-northeasterly breeze towards evening.

13 Brumaire [4 November 1802]

At 4h00 in the morning, the longboat was sent to Mr Palmer's cove for a load of maize, which it then delivered to the *Naturaliste*. It then returned to take on 20 pigs and 118 chickens. The pigs and 34 of the chickens were embarked aboard the *Géographe*, the remainder going to the *Naturaliste*.

During the morning we transferred a number of crew to the *Naturaliste*, which in turn transferred four crew members to the *Géographe*.

Very fine weather during the day. Light and variable west-northwesterly breeze. A rainsquall passed through at 9h00 in the evening, accompanied by a sudden southerly wind shift.

14 Brumaire [5 November 1802]

Fine weather. Light northeasterly breeze, variable to ESE. The boats were used for the normal daily running of the ship. No work was done in the afternoon.

Fine weather at night. Light northeasterly breeze.

(16) 15 Brumaire [6 November 1802]

The longboat was despatched early in the morning to fetch a load of firewood. At 9h00 a messenger from the Commander came alongside in a foreign vessel to hand a letter to the officer of the watch. In it, the Commander complains that his order to send the longboat and large dinghy to his quarters very early in the morning had not been carried out. He asks for an explanation of the delay. I replied to the Citizen Commander that I had until then been unaware of his intentions in this matter, as I had not been informed by the officer who handed the watch over to me. The large dinghy was immediately despatched to order the longboat back alongside, and then proceeded to the Commander's quarters. At about 9h30 the longboat delivered half a load of wood, which was immediately loaded on board, and the boat was then despatched to Sydney without delay. The large dinghy returned at about 2h00 in the afternoon, bringing various items belonging to the Commander, some poultry and a reasonably large quantity of squash. When these had been unloaded, the large dinghy was sent back to Sydney to provide a tow to the longboat. The longboat returned towards evening, loaded with planks of timber and crates of plants. All of this was loaded on board. We provided a bundle of clothes each to the *Naturaliste* and the *Casuarina*.

Overcast sky. Moderate and variable easterly breeze.

16 Brumaire [7 November 1802]

At daybreak the longboat was despatched for wood and the large dinghy was sent to Observatory Point. The Commander came on board in the morning, arriving in one of the *Naturaliste*'s boats. The flat-bottoms went for water. We delivered to the *Casuarina* the planks required for constructing its storeroom bulkhead. At 10h00 in the evening the master helmsman asked the officer of the watch for a flat-bottom to convey one of his colleagues over to the

Casuarina. This request was approved. The boat did not return that night. Fine weather, light northeasterly breeze.

17 Brumaire [8 November 1802]

The ship was cleaned. Several crew members were given leave to visit the Commander's quarters ashore to fetch various items he is providing for them. The medical officer had two crates of medical material loaded on board. The large dinghy, which had returned ashore in the afternoon, brought back additional stores for the sick bay.

On the Commander's orders, a new English seaman was embarked. Fine and calm weather in the morning. The breeze then settled in the north-east, veering south at night. The flat-bottom taken yesterday evening by the master helmsman was brought back alongside.

Citizen Ransonnet, who was officer of the watch yesterday, received the following letter from the expedition Commander:

"Citizen, you and all other officers are expressly forbidden to allow a boat to leave the ship after 9h00. In accordance with this rule, you had the authority to permit a person to remain on the ship, whereas because of your indulgence this person was conveyed on board the *Casuarina*. To thank you for this gesture, I am instructing you to take a period of meditation ~~in your cabin~~ deep within your cabin and to attempt to convince yourself that, if such a thing happens again in the future, you will have much more time to meditate. Nothing is to be done in respect of the persons who took the boat. What has happened to you will make you realise that the persons who have put you in it will do exactly the same thing in the future, when an opportunity presents itself.

Greetings. Signed N. Baudin"

[Signed] True copy, Henri Freycinet

(17) Yes, of course they will do the same thing, given that the expedition commander has authorised them to do so! In my view, Mr Baudin must have a very low opinion of his position to be able to write the last two sentences of this letter.

18 Brumaire [9 November 1802]

Dark and rainy weather. Some fine periods during the day. Light and fluky south-southeasterly breeze up to nightfall, when it freshened and veered south.

Today we held a function on board, attended by the Governor and the colony's principal military officers and ladies. The ship was dressed overall and we fired a salute from the guns the moment the Governor came aboard. The band of the New South Wales Corps played during the afternoon. Dancing continued until 10h00 in the evening, when everyone departed.

19 Brumaire [10 November 1802]

A working party went ashore early in the morning to cut wood. The longboat was despatched to Sydney at 7h00 in the morning, and soon afterwards Citizen Ransonnet set off in the large dinghy to report to the Commander. One flat-bottom went for daily supplies and the other was sent for water. The large dinghy returned at noon, bringing us a French seaman named [illegible], who is being embarked on the Commander's orders. Worked at various minor

repairs to the ship's equipment. The longboat returned towards evening, loaded with planks of wood, [illegible], crates of plants, live pigs and three barrels of salted meat. All of this was loaded on board.

Overcast sky. Light breeze from E-ESE. Almost calm during the night.

20 Brumaire [11 November 1802]

The ship was cleaned. The longboat was despatched to the observatory to strike the tents, and a working party was sent ashore to cut wood. During the morning, the longboat brought aboard our chronometers and the other instruments and effects from the observatory. In the afternoon we worked at stowing planks in the orlop. Delivered five days' worth of supplies to the *Casuarina*.

Seaman Gustasson was placed in irons for insolence towards the officer of the watch. Overcast sky. Light and fluky southeasterly breeze.

21 Brumaire [12 November 1802]

At 4h00 in the morning, the longboat was despatched to the neighbouring cove to fetch two lots of cut timber. The large dinghy went ashore to take delivery of a pig and some poultry. The flat-bottom, returning with daily supplies, also brought some ducks. Hoisted in the longboat during the morning. Sent a working party ashore to cut grass for the animals. Dark and rainy weather. Moderate breeze, variable from S-SSE.

(18) 22 Brumaire [13 November 1802]

Light breeze, variable from SE-ESE. The large dinghy was despatched to Sydney in the morning to fetch maize, returning with 50 bushels.

In the ~~morning~~ afternoon, the dinghy was despatched to retrieve our casks from the watering place.

Almost calm during the night, with the sky overcast.

23 Brumaire [14 November 1802]

Early in the morning a working party of gunners and seamen was sent ashore to cut grass for the animals. The flat-bottoms went for daily supplies and made several trips to the watering place. Worked at stowing various items and at getting the corvette ready to sail.

At 2h00 the colony's Governor came aboard, accompanied by the expedition Commander and several other persons. They remained on board for half an hour and then departed.

At night we inspected the ship to ensure there were no outsiders hidden on board.

Overcast sky over the 24 hours. Light breeze, varying from NE-ESE.

24 Brumaire [15 November 1802]

The ship was cleaned and the flat-bottom sent for water. At 7h00 the large dinghy was sent to report to the Commander; it returned with 12 barrels of salted meat. One of Mr Palmer's boats brought us 500 pounds of fresh bread and 2000 pounds of sea biscuit. The large dinghy went ashore in the afternoon and returned with 19 barrels of salted lard. A third of this was sent aboard the *Naturaliste*. Towards evening our boats returned with hay and water.

Dark and rainy weather. Light and fluky southeasterly breeze.

25 Brumaire [16 November 1802]

At 4h00 in the morning one of the flat-bottoms went for water while the other was sent to fetch sand. At 5h00 in the morning the *Naturaliste* got underway and proceeded to an anchorage further out to sea. The large dinghy went to retrieve the cables used to moor the *Naturaliste*.

In the morning, Colonel Paterson made a call on the *Géographe's* officers. We weighed and secured our best bower. The *Casuarina* returned a cable and four small cannons. Towards evening we hoisted in the large dinghy, the *Casuarina's* dinghy and our two flat-bottoms. Made several rounds during the evening to various parts of the ship. We found one woman and eleven English men in hiding. They were all put ashore. At 9h00 in the evening the Commander arrived alongside in his dinghy. Hoisted in the small dinghy at 10h00. Overcast weather. Light breeze, variable from SW-ESE.

Calm during the night.

(19) 26 [Brumaire, 17 November 1802], morning - 27 [Brumaire, 18 November 1802], noon

At 4h00 in the morning the topsails and topgallants were hoisted and we came apeak. As the messenger broke, we heaved on the cable to pluck the anchor. We got underway under topsails, topgallants and jibs, assisted by a light west-southwesterly breeze. The *Naturaliste*, *Casuarina* and the American ship *Fanny* also got under sail.

The breeze, which was quite variable, gradually freshened. Our three ships rounded Bradley Point and headed for the gap. As the *Naturaliste's* pilot did not dare pass to windward of the reef, he brought the ship to anchor. We did the same soon afterwards, quite close to the *Naturaliste*. The American ship, which is to sail in consort with us across Bass Strait, did likewise. The *Casuarina* remained under sail and was then sent to convey Mr Bernier, the astronomer, to the entrance headland to make a latitude observation. Three English deportees were found hiding in the hold. They were immediately placed in the small dinghy, which was despatched to put them ashore at the closest available place. However, the English boat belonging to the harbour master overtook our dinghy and sought to take custody of the three men. When he saw this, the Citizen Commander despatched Citizen Bonnefoy to make representations to Mr Harris on the inappropriateness of his behaviour in this situation. Soon afterwards, Mr Harris [illegible] himself came on board to speak with the Commander, and I do not know what was said by each party. However, the upshot was that the Citizen Commander appeared rather bitter. We fired a gun, presumably to recall the *Casuarina*. That ship returned during the afternoon and the Commander went aboard and set off for Sydney, returning quite late. During the afternoon there was a strong, steady northeasterly breeze. The night was quite fine. Early in the morning, with the assistance of light westerly and southwesterly breezes, we got underway followed by the *Naturaliste*, *Casuarina* and *Fanny*. At 8h00 we had cleared the heads, so we disembarked the pilot and made more sail.

NB. The Citizen Commander has brought a prostitute on board, for his personal use.

27 Brumaire [18 November 1802], morning

TABLE

(20) 27-28 Brumaire [18-19 November 1802]

TABLE

Stormy weather, rough sea. We sailed on a broad reach to close the *Casuarina*. When it was to windward of us we went close-hauled again, on the port tack, and manoeuvred to stay with our consort. At 2h49 we wore ship back on to the starboard tack. At 4h00 in the afternoon the land was very misty, but could be made out extending NNW-WSW. Very dark and rainy weather from 4h00 to 6h00. We had a substantial storm in which thunder followed lightning with extraordinary rapidity, visible all around the ship. Dark night, with a rough sea and a fresh and fluky breeze. Sailing together with our three consorts, and pacing ourselves with the *Casuarina*. The breeze slackened at daybreak. Went on the port tack at 7h45. Fine weather during the morning, with a moderate and fluky breeze and a swell setting south-southwest. Manoeuvring so as not to get too far from the *Casuarina*. Mainland in sight.

(21) 28-29 Brumaire [19-20 November 1802]

TABLE

Overcast sky during the afternoon, with a light breeze and a swell running. At 3h30 the *Naturaliste* passed astern, followed at 4h00 by the *Casuarina*. Spoke with both ships. The *Casuarina* has been labouring a lot in the heavy weather, making up to five inches of water an hour. This small vessel sails extremely badly as soon as the sea is rough, and will substantially impede our progress. At 8h00 in the evening, the *Naturaliste* and the *Casuarina* were both ahead of the *Géographe*; we put on sail and shook out a reef in the topsails. Cloudy sky during the night, with a moderate breeze and a light southerly swell. We sailed quite close to our consorts. At daybreak we sighted land bearing west. At 6h30 we sighted a schooner bearing SW, and immediately altered course to close it. Did so after an hour and hove to, waiting for the captain to come aboard. This small vessel, out of Port Jackson, has recently been seal fishing in Bass Strait. The captain told us of the loss of the French schooner that had called at Port Jackson during our stay there; it had gone aground on the Sisters and the captain [illegible] had been drowned. The crew had remained on the Sisters and had sent to Port Jackson for help.

(22) 29-30 Brumaire [20-21 November 1802]

TABLE

Fresh breeze during the afternoon, with a north-northeasterly swell. Remained under easy sail to prevent our getting too far ahead of the *Casuarina*. At 6h30 we furled the foresail and mizzen topsail, then at 7h00 we hove to, port to windward, to wait for the *Casuarina*, which joined up. A quarter of an hour later we ordered the *Casuarina* to set a southerly course for the night, and at 7h20 we filled the sails. Dark and stormy weather from 8h00 until midnight, with the sea

running a swell. Put on very little sail, so we could stay with the *Casuarina*. The breeze slackened considerably between midnight and 2h00, veering southwesterly. We put on sail to close the *Casuarina*, which had moved ahead. At 2h30 I sighted a light on the weather quarter, and believed it to belong to the schooner. We furled the staysails and backed the mizzen topsail. The *Casuarina* did not respond to our consort signals. I had the mizzen topsail filled towards the end of the watch, and at daybreak the *Casuarina* was sighted about three miles ahead of us. We put on sail to close it, and at 7h00 it was abeam of us and to windward. Went on the other tack at 8h00. Sea running a swell, light to moderate breeze during the morning.

29 Brumaire [20 November 1802]

At 4h00 in the afternoon the mainland was in sight, extending north to south. Camel Mountain [?] bore N58°W, distance about 6 hours.⁶

(23) 30 Brumaire-1 Frimaire [21-22 November 1802]

TABLE

Dark and squally weather during the afternoon, with a rough sea and a strong and fluky breeze. At 3h30, wore ship when we were within sight of land. At 4h30, we took the lower reef in the topsails and at 6h00 we hove to, waiting for the *Casuarina*. Filled the sails again at 7h30.

Squally weather at night, with a rough sea and a fresh and fluky breeze. Manoeuvred to keep with the *Casuarina*, which had got slightly ahead during the watch from midnight to 4h00. Furled the fore topsail at 8h00 in the morning so we did not move too far away from the schooner. Fresh breeze and rough sea during the morning. Kept the main shrouds to leeward.

30 Brumaire [21 November 1802]

At sunset the mainland was visible from S69°W to N80°W.

(24) 1-2 Frimaire [22-23 November 1802]

TABLE

Very dark weather, with occasional light rain. At 12h30 in the afternoon we ran on a broad reach to close the *Casuarina*. Went on the port tack at 1h00, and the three consorts did the same. The wind veered south at 2h30. Cloudy sky up to evening, with a swell running and a light and gusty breeze. The *Casuarina* passed within hailing distance of the *Géographe* and was given the order to stay close to the Commander at night. Increased sail at night, the breeze having slackened. At sunset, land was visible from the masthead, bearing WNW.

Light breeze at night, with the sea running a swell. Sailed close to the *Naturaliste* and the *Casuarina*. Wore ship at 11h30. Tried to go about at 5h15 in the morning, but missed stays so we wore ship again on to the port tack. Fine weather during the morning, with a cloudy sky, very light and variable breeze and a swell running.

(25) 2-3 Frimaire [23-24 November 1802]

⁶ Sic. The French text may need to be checked.

TABLE

Fine weather during the afternoon - almost calm, sea running a swell. At 5h00 we backed the main topsail and hove to while the small dinghy took the Commander's despatches aboard the *Naturaliste*. It returned half an hour later and was placed back on the stern hoist. At 7h15 the *Casuarina* had joined up, so we filled the sails. The American captain came aboard, leaving again soon afterwards. Fine weather and calm sea from ~~midnight to 10h00~~ 8h00 to midnight, with a light breeze, gradually freshening. Sky cloudy, sea running a swell from midnight to 4h00. Manoeuvred throughout the night to keep us close to the *Casuarina*. Our other two consorts followed close behind us. Overcast sky, calm sea and light breeze during the morning. The *Casuarina* passed astern at 7h00, and we reduced sail for a few moments in order to send across some fresh provisions. Unbent the starboard cable to remove the kinks that had formed when it was flaked down. As the cable had been chafed near the clinch, it was freshened by 8 fathoms.

Sold off the effects belonging to deceased crew members.

(26) 3-4 Frimaire [24-25 November 1802]

TABLE

Cloudy sky from noon to 6h00; slightly foggy weather, with the breeze gradually freshening. Calm sea. The breeze slackened progressively from 6h00 to 8h00. Occasional light rain periods. Flat calm at 7h00. Occasional baffling breezes imposed a number of manoeuvres on us. Dark and stormy weather from 8h00 until midnight. The calm forced us to perform various manoeuvres. Sounded at 11h00 and had ground with 28 fathoms. We immediately went on the starboard tack, signalling our manoeuvre to our consorts. We took the [illegible] of the starboard cable and readied the anchor. Light east-northeasterly breeze from midnight until 3h45. Sailed close-hauled and took a sounding every thirty minutes. At 3h45, during a light squall, a sudden wind shift to the west took us aback. We immediately worked to change tack, but before we had completed the evolution the wind suddenly veered NE and at the moment we went on the starboard tack it again shifted west; it then settled quickly in the SW quarter. These wind shifts all took place in less than eight minutes or so.⁷ At 5h00 a storm gathered to the south, bringing a lot of wind and rain. Took the reefs in the topsails so as not to lose our consorts. At daybreak we thought we sighted the Furneaux Islands bearing W-WSW. The *Naturaliste* passed astern at 08h15 in the morning. Captain Hamelin sought permission to bear away and stand in for the land; this was approved. Overcast sky up to noon, with a light breeze. The *Casuarina* sailing very close to us.

(27) 4-5 Frimaire [25-26 November 1802]

TABLE

Squally weather from noon until 4h00, with a calm sea and moderate breeze. Put on sail and ran westward, without sighting land. Fresh breeze from 4h00 to 6h00; stormy weather and a very choppy sea. Light squalls, with some drops of rain. At 4h30 we thought we sighted land

⁷ The French text refers to a "demi quart d'heure," but it is unclear whether this was intentional precision or a wavering between "demi" and "quart."

bearing SW-WSW. The horizon became hazy shortly afterwards. Bore away to SSW at 5h45 to close the *Naturaliste*. Rain and some periods of calm between 6h00 and 6h45. Hove to on the starboard tack to let our consorts join up. At 6h30 the American vessel passed astern, followed soon after by the *Casuarina*. The *Naturaliste* followed suit at 7h00. We filled the sails soon afterwards and at 7h00 went on the port tack. Dark and stormy weather, with occasional rain periods. At 8h30 we chapelled the ship, letting it go full circle. At 9h15 the weather darkened further and a very violent squall hit, during which the wind shifted suddenly to SW. Everyone was immediately on deck. We quickly struck, clewed up and furled the three topsails, followed soon afterwards by the foresail. Remained hove to without⁸ the fore and mizzen staysails. The wind settled in the west, blowing strongly, and there was lightning all round the horizon. Until midnight we could make out the lights of our consorts, two at the mast⁹ and one to leeward. At 4h00 in the morning we bore away to SSE for half an hour and then hove to, starboard to windward. At daybreak, the American ship was visible from the masthead, bearing south. The *Naturaliste* was sighted bearing E¼SE. No sign of the *Casuarina*. At 4h45 we thought we sighted land to the west. At 8h00 it appeared to extend from W-W50°N. A storm blew up during the morning, and the sea became a lot rougher.

(28) 5-6 Frimaire [26-27 November 1802]

TABLE

Clear sky from noon to 4h00; strong west-northwesterly wind and rough sea. A rainsquall hit at 3h00. One of our consorts was in sight until 2h00, bearing ENE. As the horizon became hazier, we lost sight of this vessel. The wind gradually abated between 4h00 and 8h00, and the sea dropped a little. At sunset, land was sighted* from the masthead, bearing NW, with more land in sight bearing SSW. One of our consorts was visible to the north. The wind and sea dropped considerably during the night. At daybreak, we sighted our three consorts to leeward and we bore away to close them. At 7h00 we were quite close, so made more sail and went close-hauled on the starboard tack. Sky cloudy during the morning, with the sea running a swell and the breeze moderate. We sailed quite close to our consorts. Tightened our backstays.

(29) 6-7 Frimaire [27-28 November 1802]

TABLE

Dark, damp weather, with a calm sea. We increased sail to close our consorts, which were a little ahead of us.

Rain from 4h00 to 8h00, with a swell running and a fresh breeze. Reduced sail and took the lower reef in the topsails. At 6h30 we sighted land bearing SSW. Spoke to the *Naturaliste* soon afterwards. Wore ship at 7h00. The middle of the Sisters bearing S20°W.

Moderate breeze at night, with a swell running. Stormy weather. At 8h30 we were abeam and to leeward of the *Casuarina*. Furled the fore topsail. At 8h45 a strong rainsquall struck. At 9h00 we hove to, waiting for the *Casuarina*, which was letting itself fall astern. At 10h30 it had passed abeam, so we filled the main topsail. At 11h45 we backed the main topsail once

⁸ Sic. The French text may need checking (“sous” intended?)

⁹ Sic. While this makes some sense, the context suggests the French text might read “deux au vent.” Checking suggested.

* or was thought to have been sighted [footnote contained in the French text].

again. Almost constantly lying to from midnight to 4h00 because of the schooner, which was still a long way astern. The other two consorts were also keeping themselves quite a long way from us. Squally weather in the morning, with the sea running a swell, rain and strong wind during the squalls. Kept the main topsail backed from 4h30 until 8h00 so that our consorts could close us. Wore ship at 8h00. Same weather during the morning.

(30) 7-8 Frimaire [28-29 November 1802]

TABLE

Cloudy sky and fresh breeze during the afternoon; sea running a swell. Our consorts sailing very close to us. Squally weather at night, with a fresh and fluky breeze and the swell a little lighter. Wore ship at midnight and sailed close-hauled on the port tack. Our consorts followed suit. Remained under easy sail in an attempt to stay with the *Casuarina*. The wind and sea dropped considerably during the morning. Made more sail.

(31) 8-9 Frimaire [29-30 November 1802]

TABLE

Clear sky, calm sea and light breeze during the afternoon. The *Casuarina* passed astern at 12h30 in the afternoon. At 5h00 the *Naturaliste* did the same, and Captain Hamelin informed the Commander that the *Géographe's* former master gunner (now a prisoner being returned to France) had just struck the officer of the watch. The Commander ordered the offender to be given 50 lashes. At nightfall we bore away to close the *Casuarina*. Fine weather, calm sea, light breeze from 8h00 until midnight. Squalls from midnight until 4h00, with a moderate and gusty breeze. Overcast sky from 4h00 until 8h00, with a calm sea and moderate breeze. At 4h30, the *Naturaliste*, which was within pistol-shot range on our lee bow, hugged the wind too close and we had to bear away to avoid a collision. We then went abeam and passed to leeward of the *Naturaliste*. At 6h00, with the *Naturaliste* astern, the Commander wished to speak with Captain Hamelin so we laid the mizzen topsail aback. Soon afterwards our consort came along our lee quarter, making a false movement [illegible] which resulted in its colliding with us near the mizzen chain-wales. We immediately filled the mizzen topsail and the *Naturaliste* luffed and shook, enabling the two ships to separate. Our only damage was to the flat-bottom struts, which were broken. Light rain squalls at 7h00. The weather fined up in the morning, and at 9h30 land was sighted bearing W-SSW. The land in sight is the Furneaux Group of islands. At noon the northern extremity of the Sisters bore S74°W, with the middle of the small island to the east of the Patriarchs [?] at S8°W - all as per the compass.

(32) 9-10 Frimaire [30 November-1 December 1802]

TABLE

Very fine weather, calm sea and light breeze during the afternoon. Wore ship at noon and went close-hauled on the port tack. At 4h00 we backed the mizzen topsail to wait for our consorts, which had fallen astern. The *Casuarina* and the American closed us at sundown, and shortly afterwards we filled and sailed close to the three ships. The night was fine. At midnight we went on the southern tack. Remained under easy sail so we could stay with the *Casuarina*. The weather was superb and the sea calm all morning. Sailing in consort with the three ships.

Land bearings.

On the 9th [Frimaire, 30 November 1802], at 4h00 in the afternoon, the southern visible extremity of the Furneaux Group bore S3°W. The northern extremity of the Sisters bore S51°30'W. At sunset the land in sight bore S15°W-S50°W. At sunrise, land was in sight to SSW. At noon the land in sight bore S5°W-S69°W.

(33) 10-11 Frimaire [1-2 December 1802]

TABLE

Very fine weather, calm sea. Continued on the southern tack until 4h00, when we went about and sailed close-hauled on the port tack. At 7h00, backed the mizzen topsail to wait for the *Casuarina*. Light and variable breeze from 8h00 until midnight. Had the mizzen topsail backed almost constantly, waiting for the *Casuarina*. At midnight our three consorts were close abeam and to leeward. Flat calm up to 4h00. At 5h00 the breeze freshened from the east, and we made more sail. Fine weather up to noon, with a light breeze.

On the 10th [Frimaire, 1 December 1802], at 7h30 in the evening, the northern extremities of the Sisters bore S74°W-S77°30'W. The visible extremities of the Furneaux Group bore S68°30'W-S29°00'W.

On the 11th [Frimaire, 2 December 1802], at 5h00 in the morning, the Furneaux Group was visible from S11°W-S57°W. At 11h00 the Kent Group was visible from the deck.

At noon the Kent Group bore S80°W. The visible extremities of the Furneaux Group bore S2°E-S9[°]E. The extremities of the Sisters bore S18°W-S5°W. The small island to the east of the main Furneaux Island bore S18°E. The small island to the east of the Kent Group bore S36°W.

(34) 11-12 Frimaire [2-3 December 1802]

TABLE

Very fine weather all afternoon, with the sky cloudy, the sea calm and with very light airs. Put on sail and steered a course to round the Kent Group by the north. At 8h00 in the evening the breeze had all but died away. At that time the Kent Group was to leeward, barely a mile away. Overcast and very damp weather during the night. At 1h00 in the morning the western extremity of the Kent Group bore south. At 3h00 we shortened sail to wait for the *Casuarina* and the American ship, both of which were out of sight. At 4h30 in the morning we sighted the small islands that lie to the south of Wilson's Promontory. At that time they bore N-SW. We immediately went on the port tack and steered SSW. Soon afterwards, the wind veered and then successively hauled ahead [illegible]. We adjusted our course to the wind and sailed on a NW tack to pass between the promontory and the islands. As we had not waited for the *Casuarina* and the American ship, we were not able to see them from the deck at noon. On the 11th [Frimaire, 2 December 1802], at 4h00 in the afternoon, the northern extremity of the Sisters bore S70°E. The southern extremity of [illegible] bore S59°E. The visible extremities of the Furneaux Group bore S51°E-S26°E. Sighted a small island bearing S14°E. A small rock, not marked on the chart, bore S22°30'E. The Kent Group was visible from S73°W to S87°W. At 8h00 in the evening the Kent Group bore S39°-S75°30'W. From midnight to 4h00 in the

morning, the middle of the Kent Group bore S82°E. A small island bore S40°E. Another small island bore N22°W. At noon, the middle of the Kent Group bore S86°E. A small island near this group bore S75°E. Small island No. 7 bore N63°W. Small island No. 3 bore S29°E. The visible extremities of the promontory bore N46°W-N25°W.

(35) 12-13 Frimaire [3-4 December 1802]

TABLE

Very fine weather. Fresh breeze. At 12h15 in the afternoon we sighted a reef, close to the surface, in the western quarter. Went on the other tack at 1h30 and sailed close-hauled to round small island No. 3 to windward and to make headway south. The *Casuarina* and the American ship were no longer in sight. At 8h00 in the evening, the *Naturaliste* was a long way astern. Very fine weather from 8h00 until midnight. The breeze died away considerably between 10h00 and 11h00. Had the mizzen topsail backed constantly while we waited for our consorts, but they were not sighted. Overcast sky and fluky breeze from midnight to 4h00. Sighted the *Naturaliste* at daybreak, a long way to the WNW, and at 6h30 we sighted the American ship. At 8h00 these two consorts were still some distance from us. No sign of the *Casuarina*. At 8h00, having missed stays we wore ship on to the southern tack. The *Naturaliste* passed astern at 11h00. Fresh breeze and overcast sky during the morning. On the 12th, at 4h00 the middle of the promontory bore N11°W and small island No. 3 bore N57°E. At 6h00 in the evening small island No. 1 bore N38°E, small island No. 2 bore N32°E, small island No. 3 bore N25°E, small island No. 7 bore N16°W, and the southern headland of the promontory bore N16°W. At 8h00 in the morning small island No. 7 bore N12°W. The promontory itself was sighted in the same direction, stretching a little to the east. Small island No. 3 bore N49°E, small island No. 2 bore N54°E, and small island No. 1 bore N62°E.

At noon, small island No. 3 bore N13°E.

(36) 13-14 Frimaire [4-5 December 1802]

TABLE

Fine weather during the afternoon, though the sky was cloudy and the horizon slightly hazy. Sea somewhat rough and the breeze moderate. At 3h00 we found an English deportee hidden in the fore top. At 8h00 in the evening, the *Naturaliste* was to the south of us and the American ship to the north, both quite a long way away. No sign of the *Casuarina*. Fine weather during the night, with a moderate breeze. Went on the port tack at midnight. At 3h00 in the morning the wind slackened, and up to 9h00 we had very light airs, eventually settling in the northeast quarter. At noon the *Naturaliste* and the American ship were astern of us. The latter was a long way behind, and before long we lost sight of it.

(37) 14-15 Frimaire [5-6 December 1802]

TABLE

Very fine weather during the afternoon; sea a little rough,¹⁰ the breeze moderate and the horizon a little hazy. At 3h00 we thought we sighted land, bearing WSW. At 7h00 in the evening the

¹⁰ "Mate" in the French text has been taken as "mâle."

Naturaliste passed astern and Captain Hamelin asked whether the Commander considered it appropriate to send him on ahead. The Commander replied that he wished to have sighted land beforehand. At 8h00 in the evening we took the first reef in the topsails, and at 9h00 we went close-hauled on the starboard tack. The *Naturaliste* carried out the same manoeuvre. Overcast and damp weather during the night, with the sea running a swell and some squalls about. At 1h00 we wore ship back on to the southern tack. At 6h10 in the morning we bore away for the *Naturaliste*, and having closed it to within hailing distance, the Commander hoisted the flag and ordered Captain Hamelin to set sail for France. The *Naturaliste* immediately executed this order. It put on sail and soon disappeared from sight. We furled the [illegible] mizzen and fore topsails. But a few moments of calm made us reset both sails. At 9h00, during a squall, the wind shifted suddenly to SW¼W and blew strongly from that quarter. We immediately went back on the port tack, steering N22°W. At 11h00, during a fine patch, we sighted land ahead of the ship. At noon the visible western extremities of King Island bore N34°W, distance about 4 leagues from the land to the west.

(38) 15-16 Frimaire [6-7 December 1802]

TABLE

Fresh breeze from noon to 4h00; sea a little [illegible], overcast weather. At 1h00 we sighted the *Naturaliste* to windward and to the south of us, bearing up towards us. At 2h15, when it was close to the *Géographe*, we made the signal to prepare to drop a large anchor. The *Naturaliste* immediately hove to, but did not respond to the signal. Soon afterwards we hoisted the formal command to close, underlining it with a gun. We increased sail and carried out various manoeuvres to stand in for and sail along the eastern coast of King Island, in waters varying in depth between 9 and 15 fathoms. At 3h30 we successively clewed up and furled our sails. Soon afterwards, we dropped the starboard anchor in 13 fathoms water. The *Naturaliste* anchored at some distance to leeward of us. At about 4h30 the *Casuarina* was sighted in the SSW, making for us. At about 6h30 in the evening it passed astern and was given the order to drop anchor nearby. We set about hoisting out the two small dinghies and the large dinghy. One of the small dinghies went alongside the *Naturaliste*, carrying the Commander's despatches, while the other one took soundings around the (39) ship. At 8h30, Captain Hamelin came on board in our dinghy. At 9h00 we sent up two rockets to summon the *Naturaliste*'s large dinghy, which arrived an hour later bringing five English transportees who had hidden in the ship on departure from Port Jackson. We are to keep the *Naturaliste*'s large dinghy, in exchange for the small one it had previously transferred to us. Captain Hamelin left the ship at 10h00. During the night our carpenters worked on our boats. Very calm sea and fine weather during the night, with a light breeze. The longboat was hoisted out at daybreak and despatched under Citizen Bonnefoy's command to go for water. Soon afterwards the large dinghy, commanded by Midshipman Baudin and under instructions from Citizen Faure, the engineer-geographer, set off the circumnavigate King Island.

We sent a carpenter across to the *Casuarina* to replace one of its cross-trees. My brother came on board to report to the Commander, and was ordered to proceed, with Citizen Boulanger, to survey the [illegible]¹¹ Islands. At 9h00, Citizen Ronsard set off in the second dinghy on a mission ordered by the Commander. The *Casuarina* got under sail at 11h00. During the morning, the *Géographe* remained athwart the tide, head to a moderate breeze. The current kept the head to the north and seemed to take us in the opposite direction at a speed (measured

¹¹ The context suggests the Hunter Islands.

by the [illegible]) of a mile and a half an hour.

The bearings at the anchorage were: middle of the most northerly of the Sea Elephant Rocks at N27°W; middle of the small island to the south, same; southern entrance to Sea Elephant Bay at S81°W; northern extremity of that bay at N41°W.

16-17 Frimaire [7-8 December 1802]

During the afternoon we worked at cleaning the gun deck, which in truth was in some need of a scrub. Our small dinghy went alongside the *Naturaliste* to pick up Captain Hamelin, who came on board the *Géographe*. As the ship was still athwart the tide and heaving ahead on its cable, we came apeak and served about 25 fathoms of the cable to prevent it from being chafed by the copper on the hull. I spent the evening on board the *Naturaliste*, returning to the *Géographe* at 11h00. At 11h45 Citizen Ronsard returned in the large dinghy, bringing some seals and penguins. The longboat returned from its trip ashore at 1h00; it had not been able to find any water. Very fine weather during the night, with light southeasterly airs. The ship was cleaned early in the morning. At 9h30 our second dinghy set off under Citizen Ronsard's command. Citizen Bernier went along, taking with him the astronomical instruments and chronometers. I assume that we are to establish the observatory on Sea Elephant Rock. At 10h00 we sent a flat-bottom off to do some fishing.

17-18 Frimaire [8-9 December 1802]

Very fine weather during the afternoon; light southeasterly breeze, varying south. At 1h00 the Commander went aboard the *Naturaliste*, leaving the officer of the watch, Citizen Bonnefoy, in command of his ship. He returned at about 6h00 in the evening. At 5h00 we sighted a schooner to the east, heading towards our moorings. It anchored during the evening, some distance from us. At 8h00 in the evening we sent the small dinghy to take some provisions aboard the *Naturaliste*. At 9h00 the *Naturaliste* got underway and set a course to the north. Cloudy sky during the night, with a calm sea and moderate breeze. At 5h00 in the morning, Citizen Bonnefoy took command of the small dinghy to transfer the English deserters found on board the two ships to King Island. (40) At about 8h00 in the morning, the English lieutenant commanding the schooner that arrived yesterday came on board the *Géographe* to speak with the expedition Commander. He left at about 9h00. Very fine weather during the morning, with a moderate south-southeasterly breeze and a light swell.

18-19 Frimaire [9-10 December 1802]

Fine weather during the afternoon, with a moderate south-southeasterly breeze and a choppy sea. At 1h00 the tide swung to S-SW. Up to 4h00 the ship remained athwart, on one tack or the other.

Our longboat was placed on the hoist for repairs to one of its rudder braces.¹² Mr Ronsard returned at 4h30 in the afternoon in one of our large dinghies, and Mr Bonnefoy returned likewise at 6h00. Towards evening the breeze slackened and hauled south. Light southwesterly breeze at night, with the sea running a swell. The flat-bottom returned from its fishing expedition, without fish but with a large number of birds - penguins and [illegible]. The ship was cleaned early in the morning. At 6h30 the longboat, under Mr Bonnefoy's command, was

¹² "Fessures" in the French text has been taken as "ferrures."

sent ashore for water. At the same time, one of our large dinghies left to take the naturalists ashore and erect two tents for them. The naturalists took provisions for five days with them. At 8h00 in the morning the small dinghy took Mr Ransonnet on board the English schooner, on the Commander's orders. He returned at about 10h00. Overcast weather during the morning, with a light swell running. Light southwesterly breeze, varying $W\frac{1}{4}SW$.

19-20 [Frimaire, 10-11 December 1802]

Fine weather during the afternoon, with the sea running a swell and a SW-SSW breeze. Worked at minor daily tasks, and scraped and cleaned the gun deck. The captain of the English schooner came aboard to dine with the Commander. Citizen Bonnefoy arrived at 3h30, in the large dinghy. At 6h45 the tide turned northwards. Cloudy sky during the night, with light and variable breeze from S-SW and WSW. At 11h00 in the evening the longboat arrived with a load of fresh water. Fine weather in the morning, with a moderate south-southeasterly breeze. The longboat was unloaded at 4h00 in the morning, and sent off again to the watering place. The small dinghy was despatched to Sea Elephant Rock, with provisions for Mr Bernier. A dinghy from the English schooner came alongside to request a number of small items such as a sounding line and lead, sail cloth and twine, a length of cable, etc. We weighed the best bower and dropped the small one instead. The starboard cable has been chafed over a length of some twenty fathoms, the anchor fluke has worked loose and the [illegible] has been broken. We are working to replace it with another of the same weight.

20-21 [Frimaire, 11-12 December 1802]

Fine weather, calm sea, fresh southerly breeze, variable to SSE. We [illegible] and secured the best bower. The tide turned at 1h20, the ebb coming from the north. At 4h00 the small dinghy returned from Sea Elephant Rock [illegible], bringing two bales of hay. At 7h30 the tide began to rise. Fine weather from 8h00 in the evening up to midnight, with the sky a little cloudy and the breeze variable from S-SE. Dark and rainy weather from midnight to 4h00, with a fresh and fluky easterly breeze. The longboat came alongside soon after midnight. Variable and fluky E-ENE breeze in the morning, and a rough sea. Hoisted in the longboat and the large and small dinghies. Work was done to worm the starboard cable and repair the large dinghy.

(41) 21-22 Frimaire [12-13 December 1802]

TABLE

Cloudy sky and fresh breeze during the afternoon; sea running a swell. At 3h00 our cable parted. We immediately wore ship on to the port tack, put on sail and sailed close-hauled on a SE course so we could claw off the coast. The cable has been cut about three feet from the clinch. At 5h00 we went back on the starboard tack, close-hauled. At 8h00 in the evening, Sea Elephant Rock bore WNW. Very dark weather from 8h00 up to midnight, with the sea rough. Towards 9h00 the horizon filled all around with dark clouds. The breeze died away almost entirely, but there were occasional baffling winds from almost all points of the compass. Thunder, lightning and heavy, continuous rain. At the time we were in shallow water, with the depth varying between 9 and 15 fathoms. At 10h30, with the wind settling in the southeast quarter and gradually freshening, we stood out to sea. Very stormy weather for the rest of the night, with the wind blowing in strong gusts, the sea rough and with frequent rain periods. Wore ship at 4h00 and set a course SSE. Overcast sky during the morning, with occasional rain squalls. At 10h00 we bore away and stood in for the anchorage at Sea Elephant Bay; an hour

later we sighted land stretching from W-WSW. The weather fined up towards noon.

(42) 22-23 Frimaire [13-14 December 1802]

TABLE

Very fine weather in the afternoon, with a calm sea and a light, fluky breeze. We increased sail and headed towards the anchorage. At 2h45, having progressively shortened sail, we dropped anchor in Sea Elephant Bay, in 10 fathoms water. Our current anchorage is much closer inshore than previously. Bent and secured the sheet anchor. Hoisted out the two large dinghies and the longboat. Soon afterwards, Citizen Bonnefoy was put in charge of the longboat while Citizen Ransonnet took one of the dinghies; these two officers were despatched to search for the anchor we had left behind at our earlier moorings. The large dinghy was back alongside at 10h30, and the longboat returned at midnight. Mr Bonnefoy had sighted the anchor buoy, but the current and wind strength had prevented him from getting close and he had lost sight of it at nightfall. Fine weather and light westerly breeze from midnight to 4h00. At daybreak there was fog, accompanied by rain. The weather cleared up at about 6h00. At 5h30 the longboat and large dinghy, with Citizens Bonnefoy and Ransonnet in charge, were despatched to raise our anchor. At 7h00 one of our dinghies was despatched to Sea Elephant Rock to pick up the working party sent there to cut hay. It was back alongside at 11h00, and was sent off to assist the party working to raise the anchor. On board, work was done to worm the starboard cable and change its end. At 11h30 the Commander went ashore on King Island

(43) 23-24 Frimaire [14-15 December 1802]

TABLE

Dark and foggy weather during the afternoon, with a light breeze. The Commander returned aboard at 3h00. The longboat and out two large dinghies returned at 5h00 with our small bower, which was immediately catted and the cable bent to it. The [illegible] English schooner got underway at about 6h00 in the evening, heading north. It passed close by us, and we hoisted our colours and sent our small dinghy alongside. Towards 6h00 in the evening the weather closed in and the wind turned gusty, shifting all round the compass. It settled in the NNE and was accompanied by continuous rain. Hoisted in our three dinghies at 8h00 in the evening. The longboat remained tied alongside. Gusty wind and continuous rain. At 11h00 we dragged the anchor and came athwart the tide. We immediately paid out cable then cut and ran [illegible], getting underway under double-reefed topsails and foresail. When we were under sail we fished the small bower, which was at the cathead. The longboat was passed astern. Rough sea for the remainder of the night, with squally weather and strong, gusty wind. At 3h45, the officer of the watch noticed that the longboat (which was still being towed astern) was in danger of sinking. He gave the order to back the main topsail, but before the order could be executed the boat had gone under. We immediately rigged the longboat's tow cable [illegible] to the main capstan and hauled on it to bring the boat along the lee side of the ship. At 4h30 the longboat cross-tree, to which the cable was attached, broke and the boat drifted away. We could see it in our wake until 5h00, but then lost sight of it. Soon afterwards we manoeuvred to wear ship on to the starboard tack, but the tiller stirrup and cleats broke and we were unable to unreeve the [illegible], so we went back on the port tack. At 9h15 the wind suddenly shifted to a north-westerly, blowing in strong gusts. We hove to. Strong wind throughout the morning, with rough sea and dark weather.

(44) 24-25 Frimaire [15-16 December 1802]

TABLE

Cloudy weather from noon to 4h00, with a rough sea and strong and gusty wind. At 1h30 we set the foresail and main topsail. Squally weather up to evening, with occasional fine periods.

Fresh breeze from 8h00 to midnight, with a rough sea and occasional rain. At midnight we wore ship on to the starboard tack. The wind was moderate for the rest of the night, and the sea calmer.

At 8h00 in the morning we wore ship on to the port tack. The weather cleared progressively during the morning. Moderate breeze and fairly flat sea.

(45) 25-26 Frimaire [16-17 December 1802]

TABLE

Fine weather and calm sea during the afternoon. Made more sail. As the wind slackened at 5h00, we shook out a reef in the topsails. Towards evening the breeze veered from WNW to W. At 7h30 we took the third reef in the topsails. At 8h00 in the evening we went on the port tack. From 8h00 to midnight the sky was full of thick clouds. Very dark weather, sea running a swell. The wind was variable and fluky, occasional dying right away. At 11h45, with a squall forming on the horizon, we furled the main staysail and the [illegible]. Soon afterwards there were some wind gusts, accompanied by rain.

Squalls between midnight and 4h00. Continuous rain, letting up slightly between 4h00 and 8h00 but still with very strong and gusty wind. At 6h30 the lookouts thought they saw land bearing SW $\frac{1}{4}$ S. At 7h00 a very strong squall made us furl the mizzen topsail. At 8h00 we wore ship on to the port tack.

Dark weather from 8h00 until noon, with constant violent squalls and strong wind. At 10h00 the lookouts sighted two islands bearing SE $\frac{1}{4}$ S. A small island or rock could be made out between them.

(46) 26-27 Frimaire [17-18 December 1802]

TABLE

Squally weather throughout the afternoon, with rain, rough sea and strong and gusty wind.

From 8h00 to midnight the sky was full of thick clouds, and lightning could be seen all around the horizon. Strong and squally wind, frequent rain and rough sea.

Strong wind from midnight to 4h00, with very violent squalls accompanied by rain and hail; sea very rough.

Same weather from 4h00 to 8h00. At 8h00 we wore ship on to the port tack.

Some fine periods from 8h00 to noon, but with the sea rough and a fresh and gusty breeze.

(47) 27-28 Frimaire [18-19 December 1802]

TABLE

~~Squally and rainy weather all afternoon. Rough sea, strong and gusty wind.~~

The sky was clear between noon and 4h00, though there were clouds on the horizon and the sea was rough. Fresh and gusty breeze. At noon we wore ship on to the starboard tack. Squalls and rain from 4h00 to 6h00. Fresh and gusty breeze, rough sea. At 4h15 we sighted a small ship bearing ENE, and at 4h30 we ran before the wind to close it. At 5h15, being quite near, we recognised it as the small English schooner we had been in contact with at King Island. We immediately went close-hauled on the starboard tack. The schooner hoisted its colours and we responded by hoisting our own. At 8h00 in the evening we wore ship on to the port tack. Almost continuous squalls and light rain throughout the night, with a rough sea and fresh breeze. At 8h00 in the morning we wore ship. Rain and squalls during the morning. The weather cleared up at around noon.

(48) 28-29 Frimaire [19-20 December 1802]

TABLE

Fine weather, sea a little calmer and the wind light up to 2h45. At noon we wore ship on to the port tack. Sighted Wilson's Promontory and neighbouring small islands.

At 2h00 the southern tip of the Promontory bore N28°E. The Cone bore N40°E and the "Coin de Mire" N73°E.

Sighted the English schooner bearing E¼SE. At 4h00 we went on the starboard tack.

Dark weather from 4h00 to 8h00, with almost continuous rain and squalls. At 5h00 we wore ship, the wind having veered south-westerly.

At 6h30 the southern tip of Wilson's Promontory bore N20°E, with the small Cone Island bearing N40°E.

At 8h00 in the evening we took the lower reef in the topsails, then wore ship at 10h00. Very frequent squalls during the night, with rain and hail; sky very cloudy and the sea rough. Same weather during the morning.

(49) 29-30 Frimaire [20-21 December 1802]

TABLE

Strong wind, rough sea and dark weather from noon to 4h00. At 2h00 a violent squall forced us to furl the mizzen topsail. Same weather up to evening: rainy squalls.

Fresh breeze from 8h00 to midnight, with some very strong gusts. Frequent rain. At midnight the wind suddenly shifted four points, and we chapelled the ship. Over the remainder of the night, the breeze slackened in between the squalls.

The weather cleared up a little from 4h00 to 8h00 in the morning. The squalls became less strong and less frequent. At 4h30 we sighted the Promontory, bearing north-east.

At 6h40 the Cone bore N82°E.

Cloudy sky and hazy horizon during the morning, with a calm sea and a moderate and fluky breeze, gradually slackening.

At noon, Wilson's Promontory bore N85°E. The extremity of the New Holland mainland was visible to the north.

(50) 30 Frimaire-1 Nivôse [21-22 December 1802]

TABLE

Fine weather during the afternoon, with a moderate breeze and light swell. Went on the starboard tack at 4h00, sailing close-hauled.

Cloudy sky, calm sea, hardly any wind from 8h00 to midnight. Calm from midnight to 4h00. Overcast sky and light breeze from 4h00 to 8h00. Light breeze from 8h00 to noon, with continuous light rain.

On the 30th [Frimaire, 21 December 1802], at 4h00 in the afternoon, the southern extremity of Wilson's Promontory bore S78°E. The mainland was visible up to N46°W.

On the 30th [Frimaire, 21 December 1802], at 6h00, the visible southern extremity of Wilson's Promontory bore E11°S.

On 1 Nivôse [22 December 1802], at 4h00 in the morning, the southern tip of the Promontory bore N74°E, with the Cone at N88°E. At 6h00 the Cone bore east.

(51) 1-2 Nivôse [22-23 December 1802]

TABLE

Overcast sky, calm sea. The light, variable breeze eventually settled in the east and freshened to moderate.

Occasional light rain periods from 4h00 to 8h00. At 5h50, land was sighted from the masthead, bearing W¼SW. We recognised King Island. Went on the starboard tack at 7h15, sailing close-hauled.

Sky cloudy, sea running a swell and a fresh and fluky breeze during the night.

Fine weather in the morning, with a moderate breeze and light swell. At 6h45 King Island was sighted, bearing WSW.

At 8h00 the visible extremities of King Island extended from S90°W to S85°W.

Put on sail from 8h00 to noon and manoeuvred to stand in for the Sea Elephant Bay anchorage. At noon we dropped the small bower in 9 fathoms, over a bottom of fine sand.

(52) 2-3 Nivôse [23-24 December 1802]

TABLE

When we had come to anchor, we hoisted out our dinghies. The small one was despatched to the watering place to strike our tents and fetch the naturalists, but the crew was unable to disembark due to the strong swell on the coast.

Citizen Ransonnet set off in the second dinghy, bound for Sea Elephant Rock to fetch Citizen Bernier and bring back the astronomical instruments. He returned towards evening.

The large and small dinghies were sent off to look for the buoy from the anchor we had been forced to leave behind in this anchorage. At 6h00 they signalled that they had found it, and soon afterwards we got underway under the foretopmast staysail and staysail so we could anchor nearby. At 7h30, we dropped the small bower in 9 fathoms water. We dropped a length of cable over the anchor flukes so we did not have to rely solely on the buoy-rope.

At 11h30 in the evening we took in the end of that cable, heaved on it and catted the anchor. It was then fished and its cable brought in and unbent.

Very fine weather during the night. Early in the morning the small dinghy was sent to the watering place to strike the tents. The large dinghy was despatched, under Citizen Ronsard's command, to cut some timber.

The small dinghy returned during the morning.

Re-bent the starboard cable.

(53) 3-4 Nivôse [24-25 December 1802]

TABLE

Very fine weather during the afternoon, with a moderate breeze varying from SSE-S. The tide turned at noon, with the ebb setting N-S [illegible] soon afterwards according to the direction of the coast. The large dinghy returned from the island at 1h00, bringing some of the camping equipment. It was sent off again soon afterwards, under Citizen Ronsard's command. At 2h30 the boat belonging to the English fishermen came alongside. At 3h30 we heaved on the topsails and prepared to get underway. Fired a gun [illegible] to recall our large dinghy. At 5h30 Citizen Ronsard returned with the timber. We immediately hoisted in the large dinghy and came apeak. Got under sail at 6h45.

At 8h00 in the evening, the southern tip of Sea Elephant Bay bore S28°W. The small Sea Elephant Rock bore N72°30'W and the northern visible extremity of King Island bore N40°W.

Fine weather, calm sea and light airs during the night. Went on the port tack at 4h00 in the morning.

Damp and foggy weather in the morning, with a light and fluky breeze.

(54) 4-5 Nivôse, Year 11 [25-26 December 1802]

TABLE

Very foggy weather during the afternoon, with a light breeze. At 5h30, some fine patches enabled us to catch a glimpse of land. At 6h00 it bore S28°W-S40°W and the lookouts believed they could make it out as far as ESE. At 7h15 we sighted a sizeable reef to the south-east. At 8h00 we sighted two remarkable hills that we presumed belonged to Three Hummock Island in the Hunter Group. They bore S65°W and S70°W.

At 7h20 we wore ship on to the starboard tack. Foggy weather from 8h00 to midnight. Light and very variable airs. Overcast sky from midnight to 4h00, with the breeze gradually freshening and veering aft. Went on the other tack at 4h30 in the morning and set a course SSE, making more sail to stand in for the land we had in sight.

Same manoeuvre until noon. Very fine weather, moderate and somewhat variable breeze.

At noon a small hill in the far distance, on Van Diemen's Land, bore S32°E. The visible eastern part of Three Hummock Island bore S25°W. The middle hill bore S31°W. The visible western part of Three Hummock Island bore S61°W.

(55) 5-6 Nivôse, Year 11 [26-27 December 1802]

TABLE

Very fine weather in the afternoon, with a calm sea and a moderate, fluky breeze. At 1h00, as we were close the Three Hummock Island, we went on the port tack.

Bearings at 4h00: the visible extremities of Three Hummock Island bore S44°E-S27°E. The visible extremities of a neighbouring island bore S18°E-S15°E. The middle of a small island bore S5°W.

At 6h00 the visible extremities of Three Hummock Island bore S55°E-S52°E. The visible extremities of King Island bore N67°W-N86°W.

At 7h30 the visible extremities of King Island bore S85°W-N56°W. A small island bore S6°W.

Fine weather throughout the night, with a light breeze. At 9h00 in the evening we went about again, and then at 1h00 wore ship back on to the port tack. At sunrise, King Island bore WSW-WNW; we put on sail to stand in for it. Continuing fine weather during the morning. At 11h45, when we had opened Sea Elephant Bay, we sighted the *Casuarina*. Signalled to it to join up, and shortened sail.

At noon, Sea Elephant Rock bore N45°W. The English settlement bore N80°W, with the southern tip of Sea Elephant Bay at S18°W.

(56) 6-7 Nivôse, Year 11 [27-28 December 1802]

Went on the port tack at noon. Remained under easy sail, waiting for the *Casuarina*.

Wore ship at 3h00. Backed the main topsail and sent the stern dinghy alongside the *Casuarina* to fetch Citizen Boullanger, the engineer-geographer. The dinghy was then sent back to the schooner with three casks of fresh water. Wore ship on to the other tack at 5h00. At 5h30, with the dinghy back and hoisted in, we filled and put on more sail.

Fine weather during the afternoon, with the horizon a little hazy and a light, fluky breeze.

At 7h45 in the evening, the northern visible extremity of King Island bore N18°W, with the southern extremity at S86°W and a small island at S5°W.

The breeze gradually freshened during the night. The weather turned foggy and we lost sight of the *Casuarina*. At midnight we went on the starboard tack, and then at 3h00 went back to port. At 6h00 in the morning, we set a westerly course. The fog was very thick up to 9h30, with a strong breeze and heavy swell. At that time we brought to so we could take soundings. Soon afterwards, the weather fined up and we sighted King Island, bearing N-N40°W. At 11h30, with the breeze slackening markedly, we set the main topgallant and shook the second reef out of the fore topsail. The wind veered N¼NE and settled in that quarter.

(57) 7-8 Nivôse, Year 11 [28-29 December 1802]

TABLE

Fine weather during the afternoon, with a cloudy sky and moderately rough sea. Between noon and 1h00 the wind veered to the west. At 3h45 we sighted the *Casuarina* bearing ENE, and at 4h00 we clewed up the mainsail and took a reef in the fore topsail. At 4h00 we wore ship again and stood to the north-east to close the *Casuarina*. At 5h00 we were nearby, and so went close-hauled on the port tack. At 6h00 we took the lower reef in the topsails and shortened sail so we could stay with the *Casuarina*.

Very fine weather from 8h00 to midnight, with the sea a little rough and a moderate breeze. At 9h00, as we no longer had the *Casuarina* in sight, we backed the mizzen topsail. Put up signal lights for our consort each hour, but there was no reply.

Same weather from midnight to 4h00. Sighted a light from the *Casuarina* at [illegible] o'clock. The ship joined up. Fine weather from 4h00 to 8h00, with a light breeze and rough sea. At 4h00 we wore ship on to the port tack. At that time, King Island was visible to the north-east.

Sky cloudy, sea running a swell during the morning. The *Casuarina* sailing quite close.

(58) 8-9 Nivôse, Year 11 [29-30 December 1802]

TABLE

Fine weather during the afternoon, with a cloudy sky, light breeze and the sea running a swell.

Very fine weather during the night, with a fresh and steady breeze. Manoeuvred so we could stay very close to the *Casuarina*.

Moderate south-easterly breeze during the morning. Heavy swell running.

(59) 9-10 Nivôse, Year 11 [30-31 December 1802]

TABLE

Cloudy sky, sea running a swell, moderate and gusty breeze. Manoeuvred to stay close to the *Casuarina*. At 12h30 in the afternoon, course was signalled NW. Changed to N at 4h00.

Dark and foggy weather during the night, with a moderate breeze and the sea running a swell. At 8h15 in the evening we went on the port tack under the mizzen staysail, foresail and close-reefed main topsail.

The breeze gradually slackened during the morning. At 7h00 we shook out the third reef in the main topsail. Fine weather, cloudy sky, light swell.

The *Casuarina* sailing close to us.

(60) 10-11 Nivôse, Year 11 [31 December 1802-1 January 1803]

TABLE

Overcast sky, calm sea, light and variable breeze. At 1h00 we sighted land bearing N¼NE; set a course NW¼N. At 3h00 the *Casuarina* signalled that it had land in sight. At 4h00, visible land extended from N13°E to E2°S. Saw a column of smoke on the coast. At 7h00 in the evening the mainland was visible from N10°E to N67°E. At 7h30 we reduced sail. The *Casuarina* was at that time very close astern.

Cloudy sky during the night, with a calm sea and light breeze. Our consort sailing close by.

Very fine weather in the morning, with a very light breeze

(61) 11-12 Nivôse, Year 11 [1-2 January 1803]

TABLE

Fine weather during the afternoon, with a very light breeze, gradually freshening.

Same weather at night, with a cloudy sky and light to moderate and variable breeze. At 8h00 in the evening we clewed up the foresail, furled the [illegible] and took the second reef in the topsails. At 10h00, having had ground with 33 fathoms, we went close-hauled on the port tack.

Sighted land at sunrise, bearing NNW, and recognised it as Kangaroo Island. The breeze freshened between 6h00 and 7h00, veering SW.

During the morning we manoeuvred to stand in for and sail along the southern coast of Kangaroo Island, which we proceeded to survey. The *Casuarina* sailed very close inshore.

At noon, the visible extremities of Kangaroo Island bore N68°E-S50°W.

(62) 12-13 Nivôse, Year 11 [2-3 January 1803]

TABLE

Moderate breeze from noon to 4h00, with the sea a little rough¹³ and the sky cloudy. Up to 2h00 we crossed an inlet on the coast of Kangaroo Island, sailing close-hauled and standing very close inshore. At 2h00 we went on the starboard tack to claw off the coast. We remained on this tack until 4h00, when we wore ship on to the port tack - having missed stays four times. The geographers are working on the survey of this part of the coast. The *Casuarina* [illegible] is exploring very close inshore.

At 6h45 in the evening we went on the starboard tack, and spent the night standing off and on within sight of the coast. At 4h45 in the morning we went on the port tack and sailed large to stand in for the shore, steering a course to double the western cape, which we had in sight. At 7h30, having sighted a rock and some reefs off the coast, we went close-hauled and put on sail. At 8h30 we went on the starboard tack so we could claw off the coast and double a small island, surrounded by reefs, off Kangaroo Island. Went back on the port tack at 9h30 and bore away towards the coast, which we continued to survey. The *Casuarina* sailing close inshore.

(63) 13-14 Nivôse, Year 11 [3-4 January 1803]

TABLE

Sky cloudy, sea a little rough, moderate breeze. Coasting along Kangaroo Island. At 3h15 we sighted a large reef, and sailed close-hauled to pass it to seaward. At 4h45 we passed clear of the reef at a distance of half a mile, and soon afterwards bore away, following the coast. At 5h45, having sighted breakers to the NNW, quite close to us, we steered a westerly course. The coast we explored this afternoon is of moderate elevation and lined by steep cliffs, with breakers almost all the way along.⁺ The *Casuarina* was standing very close inshore. By 6h15 we had passed the reef, so we continued our survey up to sunset. Manoeuvred during the night to remain off the point we had reached at nightfall. The *Casuarina* joined up at 9h30. Cloudy sky, with a swell running and a fresh breeze. At 5h15 our lookouts were unable to see the land we believed we had sighted to the west on the previous evening. Stood in for Kangaroo Island and continued our survey. The *Casuarina* carried out the same manoeuvres. Coasted along Kangaroo Island during the morning, passing steep cliffs all along. At noon the island's visible extremities bore S17°W-S85°E.

(64) 14-15 Nivôse, Year 11 [4-5 January 1803]

TABLE

Fine weather, calm sea, fresh south-southeasterly breeze. Coasted along the northern coast of Kangaroo Island during the afternoon. Sighted the mainland. Lost sight of the *Casuarina*. At 7h00 in the evening, Kangaroo Island was visible from S53°W-S74°E. The mainland bore N56°W-N12°E, and a small island bore N66°W.

¹³ "Mate" in the French text has been taken as "male."

⁺ At 5h40 we had two small islands abeam of us, between the main island and the ship. [Footnote appearing in the French text].

Sky overcast at night, sea a little rough and a fresh and gusty breeze. At 2h00 in the morning, having thought we saw a light from the *Casuarina* bearing W¼NW, we lit the stern light. At 4h15 in the morning the mainland was visible from NNW-NNE. At 6h30 we went on the SW tack. At 7h00 we sighted Kangaroo Island again, bearing SSW. We stood in for it until 11h45, when we went on the starboard tack.

At noon, the visible part of Kangaroo Island bore S25°E-S55°W. No sign of the *Casuarina*.

(65) 15-16 Nivôse, Year 11 [5-6 January 1803]

TABLE

Very fine weather during the afternoon; horizon a little hazy; calm sea, moderate breeze. At 2h00 we went about and stood in for Kangaroo Island up to 4h00, when we went back on the starboard tack. Went about again at 6h00. At 7h30 we changed tack once more, sailing close-hauled on the starboard tack. At sunset the visible extremities of land bore S85°W-S5°E.

Very fine weather during the night. We had in sight both Kangaroo Island and the mainland. Went on the port tack at 4h00 in the morning and stood in for the island, approaching it near the part we had explored on 21 Prairial last year [10 June 1802]. Headed for the anchorage in East Bay, which we entered at about 8h00 in the morning. At 8h30, having 8-9 fathoms water, we dropped the best bower over a bottom of sand mixed with broken shells. Hoisted out our dinghies. The first one was despatched, under the command of Mr Bonnefoy, to inspect the bay. Mr Ransonnet was sent to light a fire on the high ground abutting the coast. The small dinghy was sent to find fresh water and to cut grass for the animals.

(66) 16-20 Nivôse [6-7¹⁴ January 1803]

Mr Bonnefoy, who had discovered a sort of small port, deep in the bay in which we were anchored, was sent off again, with Mr Faure, the geographer, to carry out a precise survey of that area. The *Casuarina*, which had explored the northern coast of Kangaroo Island, joined us on the 17th [Nivôse, 7 January 1803] at about 9h00 in the morning, and anchored nearby. That ship had suffered damage to various fittings and riggings, which needed to be repaired to make it seaworthy again. Our carpenters, caulkers and blacksmiths immediately set about this work. The *Casuarina* also took on extra rations, water and wood from us. It left on 20 Nivôse [10 January 1803], at 10h00 in the evening, to carry out surveys in the gulfs to the north of our current location. Citizen Boullanger, the engineer-geographer, embarked on the *Casuarina*.

Since the 16th [Nivôse, 6 January 1803] we have been experiencing quite variable breezes, although they are mainly from SW and WSW. Weather almost continuously stormy. We have had a lot of rain in squalls, and some very strong gusts of wind. The tidal¹⁵ currents are quite strong here, and a little irregular. ~~They mainly~~ They set NNE and SSW. On several occasions we have been unable to avoid turning into the wind, despite quite fresh breezes. It was only on the 19th [Nivôse, 9 January 1803] that the weather eased, allowing us to moor with a sheet anchor.

We are moored SE-NW, with cables of 70 and 50 fathoms. The Commander went ashore on

¹⁴ Sic. Dates may need to be checked.

¹⁵ "Maries" in the French text has been taken as "marées."

the 19th [Nivôse, 9 January 1803], to have some wells dug and to collect fresh water. No fresh water spring was found in any of the places visited. There are many kangaroos on the island. We hunt them and serve them to the crew as rations, and they provide an agreeable and healthy source of food. We have caught some enormous sharks in this anchorage. Mr Ransonnet was despatched to inspect the bay immediately to the west of our moorings. Our carpenters, under Mr Ronsard's orders, are building a longboat to replace the one we lost. The keel and most of the frame etc are already in place. We sent workers ashore to cut the timber required for the job.

(67) 20-30 Nivôse [10-20 January 1803]

Over these 10 days there has been much activity devoted to work on our longboat. It was mounted on its chocks on the gun deck and some of the timber required for the planks was cut ashore, although it seemed to me to be of very poor quality. It is sawn on board and worked to [illegible] into planks. We are using this timber because there is no better alternative, and I believe I can state that this island does not have any timber suitable for boat-building. Since we have dug our two wells ashore we have been able to obtain a daily supply of 4-5 casks of reasonably good quality fresh water, which is about our daily usage. Our dinghies are in almost constant use looking after the ship's requirements. In addition to the timber for the longboat, we have taken on a reasonable amount of firewood. On board, we are working at various minor running repairs. Spare spars from the masts have been placed on the gun deck.

Mr Bernier, the astronomer, goes ashore each day to check the daily rates of the chronometers.

Our hunters have taken quite a large number of live kangaroos, which the Commander hopes to keep on board. Accordingly, the cabins occupied by the naturalists have been dismantled to make space for enclosures for these animals.

Fish are not particularly plentiful in this anchorage, but some mackerel have been caught. Very large oysters are to be found in the bay surveyed by Mr Bonnefoy.

The Commander had a boar, a sow, two hens and a cockerel disembarked near our watering place. I doubt very much that they will survive long there.

The wind was variable and at times quite fresh, especially from the west and south-west. During the night of the 29th-30th [Nivôse, 19-20 January 1803], we were subjected to some violent east-northeasterly gusts, which made us drag our NW anchor a little. The wind then shifted quite suddenly to the north and north-west, slackening considerably.

Bearing of the corvette *Géographe*, at anchor at Borda [*Kangaroo*] Island.

On 16 Nivôse [6 January 1803] the longitude indicated by chronometer No. 31 was, according to my observation, 136°8'4". Mr Bernier, who during our stay in this island had applied some corrections to the longitudes produced by the chronometers, concluded that the anchorage was at 135°46'10". On 26 Nivôse [16 January 1803], I observed a latitude of 39°43'12". This result agrees entirely with that calculated by Mr Bernier - 35°43'15".¹⁶

The observations of magnetic declination sometimes produced quite disparate results. The one

¹⁶ Sic. Numbers may need checking in the French text.

that I [illegible] is [illegible]° WNW.

(68) 1-11 Pluviôse [21-31 January 1803]

Work on the longboat occupied us almost entirely during the first days of this month. It was pursued with great industry and the boat was completed on the evening of the 11th [Pluviôse, 31 January 1803].

We continued to send our boats ashore for daily supplies of fresh water and to cut the wood we require. Our hunters took many live kangaroos.

Mr Bernier continued his astronomical observations ashore.

The weather was almost constantly fine, with fresh and variable breezes. Some periods of calm.

As the work on the longboat had been completed, and as the *Casuarina* had still not returned, the Commander began to make arrangements to get underway. It is said that we are to sail for King George Sound and that this location has been set as a rendezvous for our consort.

(69) [blank page]

(70) 12 Pluviôse [1 February 1803], in the morning.

At 4h00 in the morning, our boats were hoisted in; we then weighed the NW anchor and came apeak on the SE anchor. Very fine weather, almost calm. At 8h00 a light and variable southerly breeze sprang up and gradually freshened. We took advantage of it to get under sail, and set a course to round the island to the north.

Fine weather.

TABLE

(71) 12-13 Pluviôse, Year 11 [1-2 February 1803]

TABLE

Strong breeze from noon to 6h00, varying S-SSE. At 2h00 we sighted the *Casuarina*, bearing W $\frac{1}{4}$ NW, and soon afterwards it was hull up and clearly visible from the deck. The schooner was at the time sailing close-hauled on the starboard tack. At 2h15 we took some reefs in the topsails, tightening the sails soon afterwards. As the wind was blowing in very strong gusts and we were under courses, we soon passed abeam of our small consort. We were moving away from it very quickly, and I was unable to make out whether it was going about or staying on the same tack. Up until 3h15 our speed was never less than 7 knots. At 3h15 the Citizen Commander had the mainsail taken in and we continued on under the three topsails and foresail, sailing close-hauled and coasting a short distance off the northern coast of Kangaroo Island. At 3h30 Citizen Bonnefoy, the officer of the watch, lost sight of the *Casuarina* completely. Same manoeuvre until evening. The breeze has slackened a little. Between 8h00 in the evening and midnight the breeze was extremely variable and abated a lot; we were becalmed on several occasions. Lit our stern lantern at 11h00. Cloudy sky from midnight to 4h00. Very light airs, but stormy weather, with lightning to the south-east. The breeze's changeability forced us into

various manoeuvres. At 2h00 in the morning we clewed up the foresail and backed the main topsail, remaining hove to until 5h30 when we wore ship on to the port tack. Went close-hauled, putting on more sail. Same manoeuvre until noon. In the morning the Commander ordered a course set south should the wind haul aft.⁺

(72) 13-14 Pluviôse, Year 11 [2-3 February 1803]

TABLE

Overcast and foggy weather during the afternoon. The wind slackened considerably, becoming variable. Constant light rain until evening.

Cloudy sky during the night, with a calm sea and a light and extremely variable breeze.

Very light and variable airs during the morning. Put on all sail. The breeze's changeability forced us into various manoeuvres.

Calm sea. Almost constant light rain, mixed with hail.

(73) 14-15 Pluviôse, Year 11 [3-4 February 1803]

TABLE

Dark weather, with a calm sea and a variable breeze, gradually strengthening. Light rain during the evening. From 4h00 to 6h00, two small islands were visible to the ENE.

Cloudy sky during the night, with a very light breeze until 2h00 in the morning, when it settled in the WSW. At 3h30 it became gusty and strengthened considerably, so we took the second reef in the topsails. Overcast from 4h00 to 8h00, with a rough sea and strong and gusty wind. There were some fine patches.

Reasonably fine weather in the morning, with a strong southwesterly swell setting. Spanking breeze.

(74) 15-16 Pluviôse, Year 11 [4-5 February 1803]

TABLE

Cloudy sky, with a swell running and a fresh breeze.

Same weather during the night. The breeze gradually slackened. At 8h00 we went close-hauled on the port tack, and then at midnight we wore ship.

At sunrise we sighted some small islands bearing E¼NE. At 8h00 in the morning, the middle of a quite visible small island bore S71°E, and a group of small rocks bore S63°E. The mainland

⁺ The overcast and foggy weather produced occasional rain. No sign of the *Casuarina*, and this is not surprising: Captain Baudin's strange manoeuvre seems to me sufficient to explain why. [*Footnote appearing in the French text*].

far in the distance, bearing E¹/₄SE.

Fine weather in the morning, with a light breeze.

(75) 16-17 Pluviôse, Year 11 [5-6 February 1803]

Sky overcast, squally weather, light swell and light breeze. The breeze strengthened towards 4h00. At 7h50 we went on the port tack and hove to so we could take soundings.

Sky cloudy, sea running a swell and moderate breeze during the night. Changed tack at dawn and steered a course to the north-east. Fine weather, calm sea, moderate breeze from 8h00 to noon. Put on sail to stand in for the mainland, which was visible to the east and north.

On 16 Pluviôse [5 February 1802¹⁷], at 6h30 in the evening, the lookouts sighted some very small islands bearing NE and ENE.

(76) 17-18 Pluviôse, Year 11 [6-7 February 1803]

TABLE

At noon we approached the coast of New Holland, close to the point where we had begun exploring on 10 Floréal, Year 10 [30 April 1802]. Continued the survey work on this coast.

The Citizen Commander, who remembered that last year I had carried out some work on this coast in conjunction with Mr Bernier, asked me to continue. My bearings and other comments in relation to this work will be entered into a separate register, so I will not describe here the coast's appearance and layout. At 4h00 in the afternoon we had arrived within sight of the St Peter Islands, so went on the port tack, sailing close-hauled. Stood off and on off the St Peter Islands up to evening and throughout the night. At 7h00 the extremities of these islands bore N50°W-N41°W and N40°W-N32°W. A small island bore N25°W. The most easterly visible tip of the mainland bore N87°E. Very fine weather, with a strong breeze and a rough sea. At 6h00 in the morning we bore away to stand in for the mainland and pass between it and the St Peter Islands. At 7h00 we were very close to the easternmost island. The reefs between the islands, combined with the depth variation, forced us to alter course several times, sometimes tracking quite a long way from the coast [illegible]. From 8h00 to noon we sailed around an island lying to the south of a quite large bay which we entered, dropping anchor at 11h10 in 6½ fathoms water, over a sandy bottom.

(77) 18-19 Pluviôse, Year 11 [7-8 February 1803]

TABLE

After dropping anchor, we hoisted out our dinghies and sent them to take soundings in the bay and obtain some bearings of the mainland coast and the large island.

Fresh and gusty breeze until evening. Sea somewhat rough. The two large dinghies returned at 4h00. The small one, which had gone over to the large island, did not return until 11h00. Paid out some cable to ensure that the ship would hold.

¹⁷ Sic. Date may need checking.

Strong breeze during the night. Towards morning it had moderated a lot. Our two large dinghies set off at 5h30 in the morning to survey around the bay. One was under the command of Mr Bonnefoy, who had with him Mr Bernier and Mr Péron; Mr Ransonnet and Mr Faure were in the other.

The small dinghy was sent off to fish.

(78) 19-21 Pluviôse [8-10 February 1803], in the morning.

Fitted out the longboat, rigging it as a cutter. The two large dinghies returned on the evening of the 20th [Pluviôse, 9 February 1803], having completed their missions. On the morning of the 21st [Pluviôse, 10 February 1803], one of our boats took the naturalists on to the large island. They returned the same evening, and we then hoisted in all the dinghies.

During our stay in this bay we have been subjected to very strong SE-SSE breezes. The weather has been fine, almost without interruption. The two islands that close this bay to the south and south-east are too low-lying to protect it from winds from this quarter. The anchors hold very well in this anchorage. Our ship, with a 50 fathom cable, did not drag at all during the strongest gusts. Navigation in this bay [illegible] is made difficult by several areas of shoal water. Our dinghies took soundings in these areas while they were surveying the coast.

On the 22nd [Pluviôse, 11 February 1803], at 5h00 in the morning, we prepared to get underway and did so soon afterwards, coasting along the mainland and staying inshore of the islands which line it to the south. Some reefs forced us to make a number of course changes. The part of the coast we are exploring consists of low-lying sand dunes, and is devoid of vegetation.

I am taking the bearings on this part.

Very fresh breeze up to noon, with the sea running a swell.

(79) 21-22 Pluviôse [11 February 1803], in the morning.

TABLE

(80) 22–23 Pluviôse [11-12 February 1803]

TABLE

Continued the exploration of the New Holland coast during the afternoon, standing close inshore to facilitate survey work. At about 5h00 in the evening we sighted a group of small islands that we had previously surveyed on 18 Floréal, Year 10 [8 May 1802]. Sailed close-hauled on the port tack so we could double a chain of reefs close to these islands. Passed within a mile of them, and saw that they continue quite a long way to the SSW of the island grouping. We then left the SW coast of New Holland for the second evening,¹⁸ and sailed on course during the night and morning. Fine weather, fresh breeze, rough sea.

(81) 23-24 Pluviôse [12-13 February 1803]

¹⁸ Sic. The context suggests “soir” in the French text might have been intended to read “fois.”

TABLE

Fine weather during the afternoon, with the sea running a swell and a moderate east-southeasterly breeze.

Same weather during the night. Gusty breeze.

Sky cloudy during the morning. Sea a little rough, with a moderate, fluky breeze.

(82) 24–25 Pluviôse [13-14 February 1803]

TABLE

Fine weather during the afternoon, with the sea running a swell and a fresh breeze.

Cloudy sky during the night, with a fresh and variable breeze.

Foggy weather during the morning. Intermittent rain. Fluky breeze, calm sea.

(83) 25-26 Pluviôse [14-15 February 1803]

TABLE

Overcast sky, calm sea, moderate and fluky breeze.

Rain during the night, with lightning to the north and south. Fluky and very variable breeze.

Dark weather during the morning. Frequent squalls and rain from 4h00 to 6h00 in the morning. The breeze gradually slackened.

(84) 26-27 Pluviôse [15-16 February 1803]

TABLE

Dark and damp weather during the afternoon. Moderate breeze.

Same weather at night. Sounding every four hours, but having no ground with 100 fathoms.

At daybreak we made more sail.

Overcast sky up to noon, with a calm sea. Between 11h00 and noon the breeze slackened considerably.

(85) 27-28 Pluviôse, Year 11 [16-17 February 1803]

TABLE

Stood in for the land during the afternoon, sighting it at 2h00, stretching from WNW-N. This

part of the coast is very elevated and has a quite remarkable appearance. At sunset the visible land stretched from north to west. Mount Gardner bore N56°W, with Ile Pelée [*Bald Island*] at N5°E.

Very light and variable breeze during the afternoon and all night. Went on the port tack at 8h00 in the evening, sailing close-hauled. At 9h00 we changed tack, the wind having veered south-westerly. Squalls and rain from midnight until 4h00. Hove to at 2h00, port to windward. Fine weather, calm sea, light breeze from 4h00 to 8h00. We put on more sail. At daybreak the land - which was not far off - was visible from W-NNE. Bald Island bore N30°W. Light airs during the morning. On course for King George Sound. At noon the eastern part of Bald Island bore N43°E. The headland forming the western entrance to the port bore N85°W.

(86) 28-29 Pluviôse [17-18 February 1803]

TABLE

Coasted along quite close inshore, manoeuvring to proceed to anchor in King George Sound, which was within sight. At 2h00 we were abeam of Mount Gardner, at a distance of half a mile.

From 4h00 to 7h00 we set various courses to reach the anchorage at about 6h00 in the evening. We coasted along close to land at Cap Chauve [*Bald Head*], where we had about 16 fathoms water. The depth decreased to as little as 8 fathoms and then increased again to 16 and 17. At 7h00, when we were close to the small island, we dropped the best bower in 17 fathoms, over a bottom of muddy sand. Soon afterwards we moored ESE-WNW. When we entered the port we sighted a tricolour flag atop the small island. As we did not doubt that the *Casuarina* had arrived at the rendezvous, we fired a gun and soon afterwards two rockets, sent up from Princess Royal Harbour, removed any doubt about the presence of our consort. We hoisted out our boats and on the morning of the 29th [Pluviôse, 18 February 1803] our dinghies were despatched to inspect the watering place and to set up the observatory on Garden Island. At 10h00, the captain of the *Casuarina* came on board.

(87) 29 Pluviôse-9 Ventôse [18-28 February 1803]

We set up tents at the watering place on the second beach to the left, as one enters the bay. We sent over empty casks, water-hoses, etc and the longboat was given daily watering duty. Mr Péron and Mr [illegible] set themselves up ashore so they could pursue their natural history research. Mr Faure, the engineer-geographer, completed a week-long mission during which he charted the port. Mr Ransonnet was despatched to survey the coast between Mount Gardner and Bald Island. The Citizen Commander was absent for two days.

On 2 Ventôse [21 February 1803], at 6h00 in the evening, a brig from the United States of America came into port. The captain came aboard the next morning to pay his compliments. The Commander, Mr Ronsard and I received him.

This captain informed us that while he was at anchor in the large bay lying to the east of our current location, between Mount Gardner and Bald Island, he had been visited by the dinghy we had sent to that part of the coast. He assured me that he had found a very good anchorage in that bay, with abundant and accessible fresh water. His report has been confirmed by Mr Ransonnet's account.

The brig, named the *Union*, out of New York, has come to the New Holland coast to hunt seals. The American captain has almost no charts or any other local knowledge of these parts, and for this reason he has not yet been able to fulfil the objective of his trip. We informed the captain of the existence of Bass Strait and of the islands in it. The Commander gave him a map of this part, as well as various information that will certainly be useful to him and to his ship's owners. He got under sail on the morning of the 8th [Ventôse, 27 February 1803].

Our consort, the *Casuarina*, remained beached in Princess Royal Harbour while its rudder ironwork was being repaired. It was refloated on the evening of the 4th [Ventôse, 23 February 1803] and came to anchor near the watering place. Our longboat did the *Casuarina*'s watering and our carpenters cut its firewood; we provided it with additional provisions and replaced various minor items on board.

The watering place was used [illegible] for washing the crews' clothing and hammocks. We were careful to send the sick ashore frequently, and this stopover has been very beneficial to them.

During the first four days we spent here, the wind blew almost constantly from SW-SSW, and even though we were sheltered from it, we still experienced very solid gusts. During the day on the 29th [Pluviôse, 18 February 1803] we dragged the small bower twice, leading us to drop the sheet-anchor. The wind was almost always accompanied by rain. On the 2nd [Ventôse, 21 February 1803] we weighed the small bower and moored SE-NW, with cables of 70 and 60 fathoms.

(88) During some of our stay in this harbour, we have had quite fresh breeze, variable from NE-ESE, producing very [illegible] weather, with some swell.

As our two ships were ready to put to sea again and our boats had returned from their various missions,¹⁹ we struck the camp at the watering place and also the observatory on the 9th [Ventôse, 28 February 1803]. Some crates of local plants were brought back and loaded on board. On the evening of the 9th [Ventôse, 28 February 1803] we hoisted in the longboats and dinghies and weighed the small bower anchor.

During our stay in this port we have not seen any local natives. Citizen Ransonnet was more fortunate than us in this regard. During his mission to the east coast he made contact with a native family. The welcome on both sides was confident and friendly. According to what he told me, these people are very similar in appearance to those in New South Wales.

(89) 10 Ventôse [1 March 1803], in the morning

We made early arrangements to get underway. Plucked the anchor at 6h00, got under sail and steered a course to clear the port. The *Casuarina* followed our manoeuvres. Fine weather, light breeze from NW-W.

At 8h00 the middle of Seal Island bore N80°W. Bald Head bore S2°W. The western extremity of St Michael Island bore N 27°E.

TABLE

¹⁹ "Misaines" in the French text has been taken as "missions."

Between 8h00 and noon the wind varied NW-SW. The sky was overcast, the weather foggy, and there were some light rain squalls. We manoeuvred so as not to lose the *Casuarina*, which kept close by. At noon we went on the port tack.

At 9h00 took the following readings: Eclipse Island at S80°W; Cape Howe at N75°W; Mount Gardner at N5°E. At noon, Eclipse Island bore N55°W; with Bald Head at N25°W.

(90) 10-11 Ventôse, Year 11 [1-2 March 1803]

TABLE

Cloudy sky, fresh breeze and rough sea. Changed tack at 1h30 and again at 5h00. At 7h45 we wore ship on to a SSW tack. At 6h00 in the evening, Mount Gardner bore N17°E, with Bald Head at N10°W, Eclipse Island at N38°W and the visible western extremity of the mainland at N56°W.

Lost sight of the *Casuarina* at 8h00, when it was bearing N¼NW. Sky cloudy from 8h00 to midnight, with a light swell and a moderate breeze. At 8h30 the *Casuarina* sent up two rockets to signal its position. At 11h30 the *Casuarina*'s light bore W¼SW. No sign of our consort for the remainder of the night. At 5h15 in the morning, having sighted it to leeward, we bore away to close it. At 6h30 went close-hauled again²⁰, on the port tack. Sky overcast and some swell during the morning, with the breeze having slackened considerably. At noon the *Casuarina* was close by, to windward.

At noon, Mount Gardner bore N62°W, with Bald Head at N88°W.

(91) 11-12 Ventôse, Year 11 [2-3 March 1803]

TABLE

Very fine weather during the afternoon, with a light swell and a moderate breeze. The *Casuarina* sailing to windward of us.

At 4h00, Mount Gardner bore N52°E, with Bald Head at N44°E, the eastern extremity of Eclipse Island at N25°E and the western extremity of visible land at N61°W. At sunset, the western extremity of visible land bore N52°W, with Cape Howe at N42°W, the middle of Eclipse Island at N85°E and Bald Head at N72°E.

Cloudy sky and moderate breeze during the night. At 6h30 in the evening we went on the starboard tack. Manoeuvred during the night to stay with the *Casuarina*. Made frequent consort signals. At 7h30 in the morning we wore ship. Fine weather up to noon. Overcast sky. Land out of sight.

(92) 12-13 Ventôse [3-4 March 1803]

TABLE

²⁰ "Reperé" in the French text has been taken as "resserré."

Cloudy sky in the afternoon, with a rough sea and a fresh and gusty breeze. At 3h30 we went on the starboard tack. At that time, the *Casuarina* was out of sight to the SSE. At 4h50 it had got much closer to us, on the other tack, and we made out its signal asking us to reduce sail. We bore away to the SSE to close the schooner, and took the third reef in the fore topsail. At 5h15, when we were very close to the *Casuarina*, we went on the other tack. Having missed stays, we wore ship to port. Backed the mizzen topsail to stay close to our consort. Unrigged the topgallants. At 8h00 in the evening we wore ship again, having missed stays twice. Rather gloomy weather during the night, with a very light and variable breeze. Same weather during the morning. The breeze continuing to slacken; heavy south-westerly swell. The *Casuarina* sailing very close to us.

At 8h00 in the morning, Eclipse Island bore N57°E, with a prominent headland bearing N3°E and the western extremity of visible land at N50°W.

(93) 13-14 Ventôse [4-5 March 1803]

TABLE

Dark weather during the afternoon. Some light rainsqualls and a south-westerly swell. Light and variable breeze. Coasting along at a good distance from shore.

At 6h30 the coast was visible from N83°E-N64°W. At 7h45 we wore ship on to the starboard tack. Went about again at 11h00. Cloudy sky during the night, with a swell running and a light breeze; occasional periods of flat calm.

Very light airs during the morning, with some periods of flat calm that obliged us to carry out various manoeuvres. Swell setting WSW. At 11h50 a light WNW breeze sprang up; we went on the starboard tack. The *Casuarina* sailing very close to us.

At noon the land in sight stretched from E¼NE-WNW.

(94) 14-15 Ventôse [5-6 March 1803]

TABLE

Very fine weather during the afternoon. The breeze sprang up at about 2h00.

At 4h00 we signalled to the *Casuarina* to close up. It was not far away at the time, and passed astern some ten minutes later. The Commander ordered it to proceed to survey a part of the coast we currently have in sight. Should circumstances prevent it from rejoining us in good time, Rottneest Island was given as the rendezvous point. At sunset, the visible extremities of the mainland bore N76°E-N60°W. A small island bore N39°W. Fine weather during the night, with light and fluky airs. Went on the other tack at 2h00. Calm sea in the morning, with a moderate breeze. We stood off and on within sight of the coast, waiting for the *Casuarina*, of which there was still no sign.

At noon the visible land bore N86°E-N75°W.

(95) 15-16 Ventôse [6-7 March 1803]

TABLE

Very fine weather up to 2h00. At that time a fairly thick fog rolled in and the breeze gradually freshened. The sea became a little rougher. At 2h00 we went on the starboard tack, after having missed stays once. At 4h30 we wore ship back on the port tack after we had missed stays four times. The land completely obscured by fog.

Weather reasonably fine during the [...] ²¹, with a fresh breeze and rough sea. Running short boards on each tack. At 1h00 we brought to so we could take soundings.

A daybreak, land was sighted far off to the north. The horizon very hazy during the morning. Quiet sea, flat calm. At 11h15 the breeze settled in the south-west. At noon we went on the starboard tack.

The land hidden by fog.

(96) 16-17 Ventôse [7-8 March 1803]

TABLE

Overcast sky during the afternoon, with a calm sea and moderate breeze. At 4h00 went back on the port tack.

At 4h00 a prominent headland on the mainland bore N22°W. At 6h00 the same headland bore N. At 8h00 in the evening we went on the starboard tack.

Light rain squalls during the night, with the sea a little rough and a moderate breeze. Sailed close-hauled on various tacks. At 6h00 in the morning we bore away and stood in for the coast, which was visible from NE¼N-NNW. Overcast weather during the morning, with a fresh breeze and rough sea. Coasting along close inshore

At noon, [illegible] Cape bore N78°E. The middle of the two small islands bore N45°E.

(97) 17-18 Ventôse [8-9 March 1803]

TABLE

During the afternoon we continued coasting along the mainland, a long way offshore. Fresh breeze, overcast and squally weather, rough sea. At 6h45 in the evening, Cape Leeuwin bore N30°W. At 8h00 it bore N5°E; at that time we went close-hauled on the port tack.

Same weather at night. At 1h00 we wore ship back on to the starboard tack. At daybreak we were within sight of the small St [illegible] Island and Cape Leeuwin. We manoeuvred to stand in for the western coast of New Holland and to track along it. On the Commander's orders I am surveying this part of the coast, and he has asked me to continue doing so up to Rottneest Island. My bearings will be entered into a separate register. At 7h30, as we were sailing quite close inshore, we suddenly found ourselves near a reef, which we avoided by tracking between it and the coast. We missed it by less than a cable's length.

²¹ A word appears to be missing in the French text.

Continued coasting along inshore - this is the second time we have explored this coast. The breeze has slackened considerably.

(98) 18-19 Ventôse [9-10 March 1803]

TABLE

Fine weather, with a light breeze. Continued coasting along close inshore. At 7h45 we opened Geographe Bay, where we had stayed in Prairial, Year 9. After having rounded the southern headland of the bay, we went close-hauled on the starboard tack.

At 8h00 the southern headland of Geographe Bay bore S11°W.

Superb weather during the night. We remained under easy sail so we could stay off the bay, within sight of the coast. At dawn we sighted some reefs bearing NW and NW¼W, not far away. At 6h00 the southern headland of Geographe Bay bore S20°W. The land was in sight up to NE¼E. At 8h00 we went on the port tack. During the morning, we manoeuvred to reach the southern headland of Geographe Bay, where our exploration concluded. Overcast sky.

At noon the visible extremities of the coast extended from S46°W-N67°E.

(99) 19-20 Ventôse [10-11 March 1803]

TABLE

Cloudy sky and light breeze from noon to 4h00. Occasional drops of rain and periods of calm. The breeze settled in the northern quarter, very variable in strength. Manoeuvred to coast along the southern part of Geographe Bay and continue our survey. The calm, fog, rain and squalls hindered our work a great deal. At 3h00, having sighted a body floating not far from the ship, we brought to and sent the stern dinghy to investigate. (It was a dead whale.) From 4h00 to 6h00 the wind veered northwesterly and blew in quite strong squalls. We took the second reef in the topsails. The weather, which had been threatening, fined up a little towards evening and the wind slackened considerably. At 7h00 we dropped the best bower in 9 fathoms, over a bottom of sand and stones. Fine weather and light breeze at night. Put on sail again at daybreak and manoeuvred to follow the perimeter of the bay and continue our survey work. The depth did not vary greatly.

At 11h15 we sighted an inlet that appeared to be the mouth of a river. We immediately shortened sail, and soon afterwards dropped anchor in 10½ fathoms, over a bottom of small gravel. Mr Bonnefoy set off in the large dinghy to inspect the inlet.

(100) 20-21 Ventôse [11-12 March 1803]

TABLE

Fine weather during the afternoon, with a moderate breeze and choppy sea. Mr Bonnefoy returned at 3h30. According to his report, it seems that the inlet is nothing more than a small arm of the sea extending into the low-lying part of the coast and ending in a swamp.

The night was fine and calm.

Made sail again at daybreak and continued along the coast, standing close inshore to continue our survey work. The land on this coast consists of ~~quite~~ low-lying sand dunes. Some higher ground, well covered in vegetation, can be sighted further inland. From our current survey work it seems to me that what we had named Geographe Bay is nothing more than a bend in the south-east part of the coast.

Very fine weather.

(101) 21-22 Ventôse [12-13 March 1803]

TABLE

Continued surveying the coast during the afternoon, heading for Rottneest. At 12h20 in the afternoon we suddenly found ourselves in shallows, having only about 3½-4 fathoms water. We quickly turned to windward, on the port tack, and as the depth increased fairly rapidly we bore away again towards the coast. We had somewhat irregular depth, and stayed quite a long way from the coast. Fresh breeze and rough sea. Towards evening we had Seal [?] and Rottneest Islands in sight. At 6h40 the visible extremities of the latter island bore N22°E-N65°E. From 5h30 to midnight we sailed close-hauled on the port tack, then wore ship. At daybreak we were within sight of the two islands; we made more sail and manoeuvred to sail along the northern coast of Rottneest. At 6h30 we sighted the *Casuarina* at anchor in the eastern part of the island. ~~Having~~ It immediately got under sail. We hove to, starboard to the wind, and soon afterwards our consort joined us. The Commander sent for the *Casuarina*'s captain, who reported to him and left soon afterwards. Filled the sails at 8h00 in the morning and set a course north. At noon, Rottneest was no longer in sight. The mainland was visible a long way off in the distance, stretching north and south as far as the eye could see.

(102) 22-23 Ventôse [13-14 March 1803]

TABLE

Coasting along, at a great distance from the mainland. At 12h45 in the afternoon, course was signalled NNW. Very fine weather, with a strong breeze. Remained under easy sail, waiting for the *Casuarina*, which had trouble keeping up. At sunset, visible land extended from N to ESE. Hove to at 8h00 in the evening so that our consort could catch up. An hour later it was within hailing distance; we gave it a course NW, and set that course ourselves. Fine weather, fresh breeze and somewhat rough sea during the night. Manoeuvring to keep close to our consort. At daybreak we changed course to NNW.

Same weather and same manoeuvres during the morning.

(103) 23-24 Ventôse [14-15 March 1803]

TABLE

Fine weather, sea a little rough, fresh breeze. The *Casuarina* astern. At 8h00 in the evening we brought to and waited for it. Filled the sails again at 9h00.

Cloudy sky during the night, with a calm sea and a fluky and variable breeze. Manoeuvred to stay with our consort.

Very fine weather during the morning, with a moderate breeze. The *Casuarina* sailing close to us.

Saw some tropicbirds and flying fish.

(104) 24-25 Ventôse, Year 11 [15-16 March 1803]

TABLE

Clear sky, hazy horizon, calm sea and moderate breeze. Remained under easy sail because of our consort.⁺ Hove to from 7h30 to 8h00 in the evening, port to the wind, to wait for the *Casuarina*.

Cloudy sky, rough sea and a fresh breeze during the night. Manoeuvred so we did not get too far from the schooner. At daybreak, land was in sight from SE-N¼NE.

In the morning the weather was very fine, with a calm sea and moderate breeze. Stood in for the land and followed the western coast of Dirk Hartog Island, which is low-lying and sterile in appearance, with steep cliffs.

(105) 25-26 Ventôse [16-17 March 1803]

TABLE

Fine weather, fresh breeze, calm sea. Hove to at 12h10 in the afternoon to wait for the *Casuarina*, which passed astern and was ordered to proceed ahead of us, standing close in to the coast of Dirk Hartog Island and signalling depth variations to us. We set a course to skirt that island. At 1h15 we doubled ~~illegible~~ its northern tip and sailed close-hauled to enter Shark Bay. At 1h45 the northern tip of Dirk Hartog Island bore S64°15'W. Dorre Island bore N8°E. A reef between these two islands bore N30°30'E. During the afternoon we tracked deep into Shark Bay, near the place where our consort the *Naturaliste* had anchored in Year 9. At 6h30 in the evening we dropped anchor in 8 fathoms, over a bottom of fine sand. Paid out 70 fathoms of cable and unrigged the topgallants. The *Casuarina* within hailing distance. Fine weather during the night. Early in the morning our dinghies were sent off to take soundings in the bay. The *Casuarina* got under sail at 7h00 to look for an anchorage closer inshore. We got underway some time afterwards to stand in for the peninsula, and dropped anchor off it at about 9h00, in 5 fathoms water over a bottom of fine sand. Paid out 40 fathoms of cable. The large dinghies were provisioned for 6 days and sent off under Citizen Ransonnet's command. The *Casuarina*'s captain came aboard.

(106) 26 Ventôse-1 Germinal [17-22 March 1803]

The two large dinghies were sent under Mr Ransonnet's command to hunt for turtles in the eastern part of the middle peninsula.

⁺ At 5h45 in the evening, sighted land from the masthead, bearing E-NE. [Footnote appearing in the French text.]

The *Casuarina* departed on the morning of the 27th [Ventôse, 18 March 1803] to take soundings in the north of Shark Bay. Our small boats have been employed on a daily basis in fishing, the fish being extremely plentiful in this anchorage.

On the evening of the 26th [Ventôse, 17 March 1803], our fishermen sighted a group of natives on the coast, but had no contact with them. On the morning of the 27th [Ventôse, 18 March 1803] Mr Ronsard, commanding the longboat, set off with the naturalists to try to speak with the natives. The expedition was unsuccessful in this regard, as the natives had completely abandoned the coast and not a single one was seen, although some footprints and huts etc were sighted. On the morning of the 28th [Ventôse, 19 March 1803] Mr Bonnefoy set off in the longboat in search of salt on the coast. He was absent for two days on this mission and was able to obtain 600 pounds of salt from a dry swamp. It was loaded on board. During this time, Mr Péron and Mr Petit ventured some distance into the mainland interior. They saw some natives, but circumstances did not allow them to communicate.

On the 30th [Ventôse, 21 March 1803], the longboat was sent ashore again to cut foliage for the animals. Mr Bernier took advantage of this boat to go ashore for a latitude observation.

A swarm of extremely annoying small flies came aboard from onshore. During our stay in the bay the weather has been calm and clear, almost without interruption. But during the morning of the 30th [Ventôse, 21 March 1803] a very thick fog rolled in. Breeze was constantly light to moderate, mainly from the south and south-west.

The *Casuarina* returned on the morning of 1 Germinal, having completed the mission²² which the Commander had given it. The large dinghies, commanded by Mr Ransonnet, also returned with a dozen turtles.

We are getting ready to leave Shark Bay.

Mooring bearings: latitude as observed, 25°30'37". On 26 Ventôse [17 March 1803], chronometer No. 31 gave me a longitude of 111°37'25". Mr Bernier provided the following correction for me: -37'34". Thus the true longitude was 111°00'00".²³ Longitude as observed by lunar distance: 110°46'0". Magnetic declination observed: NW4°42'.

(107) 1-2 Germinal [22-23 March 1803]

TABLE

Very early on the morning of 2 Germinal [23 March 1803] we hoisted in the longboat and dinghies and made preparations to get underway. Got under sail at 7h30, along with the *Casuarina*, and set a course to clear the bay via the same route as during our recent entry.

At noon the northern tip of Dirk Hartog Island bore S44°W. The reef between the islands bore N44°E, and the western tip of Dorre Island bore N 70°E.

(108) 2-3 Germinal [23-24 March 1803]

²² "Misaine" in the French text has been taken as "mission."

²³ Sic. Manuscript may need checking.

TABLE

Very fine weather, with a calm sea and a breeze varying in strength and direction, gradually freshening. At 4h00 in the afternoon, the Dorre Island chain was visible from SE-NE $\frac{1}{4}$ E. At 8h00 we hove to, waiting for the *Casuarina*, which joined up soon afterwards.

The sea running a swell during the night. Strong breeze. Sailing in consort with the *Casuarina*.

Overcast sky in the morning. Sea running a swell; the breeze had abated somewhat.

The *Casuarina* close by.

Saw many bonitoes and tropic birds.

(109) 3-4 Germinal [24-25 March 1803]

TABLE

Cloudy sky, sea running a swell, moderate breeze. Manoeuvred to stay with the *Casuarina*.

Very fine weather during the night. Sea a little rough. Moderate breeze.

Same weather during the morning. The *Casuarina* close by.

(110) 4-5 Germinal [25-26 March 1803]

TABLE

Cloudy sky, rough sea and fresh breeze during the afternoon.

Fine weather during the night; horizon hazy. The sea running a swell. At 10h00 in the evening we wore ship again and set a course west. At 2h00 we went back on the starboard tack.

Very fine weather during the morning, with a moderate breeze and a calm sea. At daybreak the coast of New Holland was visible from SSW-SE $\frac{1}{4}$ S.

Sailed close-hauled to stand in for the coast, visible from SE-SSE. The *Casuarina* sailing close to us.

The north-western cape of New Holland bearing S3°E. The mainland visible as far as S12°W. From the masthead a small island was visible to the SE, with reefs visible between it and the NW cape.

(111) 5-6 Germinal [26-27 March 1803]

TABLE

Fine weather, calm sea, fresh breeze. With the NW cape of New Holland out of sight, six islands were successively sighted from the masthead, bearing east. At 5h15 a small, low-lying

sand island was in sight ahead: we bore away to NE $\frac{1}{4}$ E. At sunset the small sand island bore S79°E. A chain of reefs seemed to stretch quite a distance to the south of that small island. At 7h00 we hove to, port to windward, waiting for the *Casuarina*, which joined up half an hour later. We then went close-hauled on the port tack. Very clear sky during the night, with the sea a little rough and a very fresh and gusty breeze. At 9h00 we squared the fore topsail yard and came on to the wind so we could take soundings. The *Casuarina* (which was about a cable and a half's distance astern) continued to bear down on us, and came so close alongside that, not having enough room to pass to leeward it luffed and shook, heading for our port quarter gallery. As I was on watch at the time, I immediately filled the fore topsail and bore away to avoid a collision. At 1h00, went on the starboard tack. At daybreak, land was visible to the east. We had no ground with 22 fathoms, even though the water appeared very clear. At 6h00 we set a course ESE. At 6h40 the colour and choppiness of the sea led us to believe there were some reefs to leeward of us. We ran before the wind to avoid some sandbanks sighted to the north-east. At 8h00 some low-lying land was visible in the distance, stretching [illegible] sight from NE $\frac{1}{4}$ N-SE $\frac{1}{4}$ E. Tracked across shoal water during the morning. At 11h00 the lookouts sighted reefs ahead; we ran to the north-west to avoid them. At noon the visible land stretched from NS67°E-S5°E. A chain of small islands, linked by reefs, was visible from SSE-ENE. Sky clear, sea calm. Moderate breeze.

(112) 6-7 Germinal [27-28 March 1803]

TABLE

Fine weather, moderate breeze. Up until [illegible]h in the afternoon we tracked along a very low-lying stretch of coast, standing off quite a distance. Reefs were visible from time to time. The engineer-geographers and Mr Ronsard are recording the bearings of the land sighted. It must be said that since we have arrived on the northern coast, the positions we have found ourselves in have not been very conducive to their work. At 1h00 we set a course NE $\frac{1}{4}$ N to close with the land we had in sight, but soon afterwards we sighted a long chain of reefs ahead of us, stretching northwards. We immediately went close-hauled to skirt the reefs, and having cleared them a good way off we successively [illegible]. At 2h45 the northern extremity of the reef was on our starboard beam, visible from the deck. At 6h00 the reefs were to the south-east and were only visible from the masthead. Went close-hauled on the port tack at 8h00 in the evening. At 1h00 we went on the other tack. The *Casuarina* sailing very close to us. Very fine weather during the night, with a light swell and a fresh and gusty breeze. At 6h00 in the morning, land (seemingly an island) was sighted from the masthead. At 8h00 in the morning it was visible from the deck, bearing S4°E. A large reef was sighted from the masthead, bearing south-west. At noon, the visible land was a long way off and seemed to form two small islands, one bearing S70°W and the other S66°W.

Very fine weather, calm sea, moderate breeze.

(113) 7-8 Germinal [28-29 March 1803]

TABLE

Clear sky, calm sea, light breeze. Wore ship on to the port tack at 8h00, sailing close-hauled. At 10h00 we clewed up the [illegible] and bore away to NNE. At 3h00, went close-hauled on the starboard tack. Fine weather, calm sea and light to moderate breeze at night. The *Casuarina* sailing close to us. At daybreak, land was sighted from the masthead, stretching S $\frac{1}{4}$ SE-SE. We

increased sail and stood in for the coast. At 7h00 the land was visible from the deck. The most southerly visible part seems to be an island. In the morning a signal was sent to the *Casuarina* to crowd sail; it did so, sailing between the land and us. We are coasting along a chain of islands, beyond which some other land is visible further off in the distance. We are surveying this part. Continuing fine weather.

(114) 8-9 Germinal [29-30 March 1803]

TABLE

We sailed close inshore along a chain of islands of varying sizes, all quite low-lying. We commenced surveying them. The *Casuarina* sailing very close inshore. At 6h00 in the evening, land was visible from N78°W-S22°E.

At 6h40 we dropped the best bower in 18 fathoms, over a bottom of small gravel and broken shells. Paid out 70 fathoms of cable. The *Casuarina* dropped anchor close by at 7h15. Fine weather during the night. Got underway from 6h00-7h00 in the morning. Fine weather up to noon, with a light and variable breeze. Coasting along a chain of islands, standing a good way out to sea.

(115) 9-10 Germinal [30-31 March 1803]

TABLE

Fine weather, light and fluky breeze. We sighted Admiral Island, which the Commander had named during his first exploration of this coast. We are continuing to survey in our current location, but [illegible] are frequently standing too far off the coast to allow the geographers to carry out satisfactory work. It must be admitted that some parts of this coast are very treacherous and that our ship is poorly suited to the sort of navigation we are doing at present. But is the Citizen Commander taking full advantage of the small ship accompanying him? I cannot allow myself to decide this question, as I am not sufficiently familiar with the orders he has received from the government in this regard. At 6h00, Admiral Island bore S47°W-S41°W, and the extremities of the mainland bore E-N85°E. From 6h00-7h30 in the evening, we bore away north to clear a bank where we had only 6 fathoms water. As the depth began to increase, we dropped anchor in 10 [illegible] over a bottom of muddy sand. The *Casuarina* dropped anchor nearby, and its captain came aboard. The stern dinghy went to take soundings around the ship, finding a consistent 80²⁴ fathoms. At 6h15 in the morning we got under sail again. An exposed sandbank was in sight, bearing S6°E. The mainland, far in the distance, was visible from E-SW. At noon, we sighted a column [illegible] of smoke coming from the mainland. The land was out of sight at that time. The *Casuarina* some distance away, bearing S62°E.

(116) 10-11 Germinal [31 March-1 April 1803]

TABLE

At 1h45 we wore ship on to the port tack. Very light and variable breeze, gradually settling in the NNE. Very fine weather. Land out of sight. At 4h00 the *Casuarina* bore E¼NE, a long way away. Soon after 4h00 some very low-lying land was sighted to the south-east. At 4h45

²⁴ Sic. Number may need checking.

we went close-hauled so we could get closer to the *Casuarina*. At 7h00 we dropped anchor in 8 fathoms water, over a bottom of sand and broken shells. The dinghy went to take soundings around the ship, and did not find less than 8 fathoms. The Citizen Commander gave the officers written orders covering duty at night and during the day. ~~To be carried out~~ the *Casuarina* sent two men from its sick bay over to our ship. Got underway at 6h00 in the morning. Some low-lying land was visible from the masthead until 8h00 ~~in the morning~~, bearing E-SW. This land disappeared from sight during the morning. Several columns of smoke were sighted between south and east.

[117] The *Casuarina*, which was following our evolutions, kept within hailing distance throughout. At 9h00 the Commander ordered it to run E-ENE and to look for a channel in this direction, signalling the depths it came across. At the time we had only three fathoms water, over a bottom of rocks and coral. On the off chance, we bore ENE and for 15 minutes had a regular depth of three fathoms. We then suddenly found 6 fathoms, bottom of fine sand. Altered course to NE. ~~and~~ Since the depth and bottom remained the same, we furled the sails and dropped anchor in 6 fathoms, over a fine white sandy bottom. The dinghy took soundings around the ship and found depths varying from 9 to 3 fathoms. From the masthead I could make out the area of shoal water we had passed over, which seemed to me to lie approximately NNW-SSE. We had sailed right across it. It is fortunate for us that in these circumstances the sea had been very calm and the breeze moderate. It seems certain to me that a fairly strong current was pushing us southwards as we were crossing the shoal water. Be that as it may, at sunrise we had a very clear view of the mainland, which we had been unable to see on the afternoon of the 12th [Germinal, 2 April 1803].

[118] Fine weather and light breeze at night. At 1h00 in the morning, the *Casuarina* dropped anchor near us. It had found increasing depths in the area where it had been taking soundings. We got under sail again at daybreak and set a course NE-NNE, to clear the shoal water. From the deck, land was in sight from S22°W-S11°E.

For the remainder of the morning we tacked successively to starboard until we were tracking on an easterly course, with a depth of 12-14 fathoms. The mainland was in sight from the masthead, bearing south. The *Casuarina* sailing ahead, quite a distance away.

Fine weather, very light breeze. Many aquatic plants can be seen in the water.

(117) 11-12 Germinal [1-2 April 1803]

TABLE

Continuing fine weather, with a very light breeze. At 2h00 we wore ship on to the port tack. Same weather up to evening. At 9h00 we dropped anchor close to the *Casuarina*. Fluky westerly breeze during the night. Lightning on the horizon. Got under sail again at dawn and soon after 8h00 in the morning we sighted the mainland, with a small sandy island visible just off the coast. We headed towards it and soon afterwards sighted some reefs just off its northern coast. The *Casuarina* passed between the island and the mainland. At 9h30 another island or sandbank was sighted from the top, bearing S11°E-S18°E. At 10h45 the same extremities bore S26°W-S16°W. At noon, the northern extremity of the first island bore S14°E and the southern extremity S8°E. The mainland can be seen stretching away in the distance; several columns of smoke are visible.

(118) 12-13 Germinal [2-3 April 1803]

TABLE

Fine weather during the afternoon. Very light breeze. We tracked over very variable depths. From 3h00-4h00 we passed over some shallows, on one of which we had 5½ fathoms water. At 4h00 the island we had skirted in the morning bore S65°W. At 5h20 a reef and some shallows were visible at S50°E. From 7h15 to 10h00 in the evening we were in shallows where on more than one occasion we were in danger of running aground. However, we managed to clear them [illegible]. Following is a summary of our manoeuvres. At 7h15, with the depth having decreased rapidly, we went close-hauled on the port tack. At 7h30 the depth had decreased again, very suddenly, so we went about on to the starboard tack. With the depth continuing to decrease, we bore away to SSW. As we gradually had more water beneath us we resumed sailing close-hauled on the starboard tack. However, at 8h15 the depth was just 4 fathoms. We attempted to tack, but missed stays and were forced to wear ship. We again went close-hauled on the port tack. The depth was uneven, returning successively 5, 6, 7 and 4 fathoms, with a bottom of rocks and coral. We changed course constantly, going all around the compass from NE¼N to SSE, and constantly had depths of 5, 4 and 3 fathoms.

(119) 13-14 Germinal [3-4 April 1803]

TABLE

We remained becalmed up to 2h00, when a light north-northwesterly breeze sprang up, enabling up to continue tracking east. At 3h30 we had no ground with 10 fathoms, but the depth suddenly decreased to 7 and then 5, 4 and 3 fathoms in the space of two minutes. We manoeuvred to go close-hauled on the port tack, but as the lookout shouted that there was no water ahead or to port, we immediately bore away to starboard. However the lead showed 3-4 fathoms and very soon we had only 14½ feet beneath us. We immediately went about again, to starboard, and the lookout informed us that there was deeper water ahead. We went close-hauled on the port tack and as soon as we were about the depth increased as suddenly as it had earlier decreased. The lead showed 9 fathoms water. It seems to me that these shallows are not very extensive, since they were not noticed by the *Casuarina*, which must have passed between them and the coast. Followed a course NE during the afternoon. The sea was covered by a sort of reddish oil, which I believe was formed by the remains of aquatic plants, and this substance, which changed the colour of the water considerably, made us on occasion think that we were over shallow water. The depth continued to increase. At 8h00 in the evening, we and our consort dropped anchor for the night. At daybreak we got underway and continued on our easterly course.

(120) 14-15 Germinal [4-5 April 1803]

TABLE

Fine weather and very light breeze during the afternoon. Towards evening the breeze settled in the south-west. At 8h30 in the evening we dropped the small bower in 20 fathoms, over a bottom of grey sand. The *Casuarina*, which had become embayed to leeward of us, only joined us at midnight. Got under sail again at daybreak and continued on an easterly course. Land was in sight from the masthead, bearing SW-SE. At 7h30 we passed over shallows where we had 10 fathoms water. We bore away and soon reached deeper water. Fine weather. Light

breeze.

(121) 15-16 Germinal [5-6 April 1803]

TABLE

Fine weather, almost calm. At 2h00, with the wind gusting strongly, we went on the port tack. At 6h30 we had 14, then 10 fathoms water. We went close-hauled and remained in water varying between 10 and 14 fathoms until 8h00. Spent the night at anchor. The *Casuarina* had disappeared from sight to the south-east. At daybreak we got under sail again. Our consort, which had been to the south of us, closed as we were getting underway. Land was in sight from the masthead, bearing S-SSE. Some sandbanks were also visible on the same bearings. The uneven depth kept us bearing away successively up to NNE. We passed through several tidal backwashes.

Between 8h00 and noon the breeze gradually slackened. Quite uneven depths. Land out of sight at noon.

A column of smoke bearing S66°E.

(122) 16-17 Germinal [6-7 April 1803]

TABLE

Calm until a light north-northwesterly breeze sprang up at 2h00. At 3h00 the course was given ENE. Fine weather up to evening. At 7h45 we dropped anchor for the night, together with our consort.

Got under sail at daybreak. At that time, land was in sight from the masthead, bearing S $\frac{1}{4}$ SW-E $\frac{1}{4}$ NE. We encountered several tidal backwashes.

Very fine weather from 8h00 to noon, with a calm sea and light and variable breeze. We tracked along a fairly low-lying coast, which we assumed formed part of the mainland. The land is wooded in several areas, and we sighted a column of smoke coming from it. At noon the distance between the ship and the nearest part of the coast was about 4-5 miles. The *Casuarina* tracking between us and the coast. At noon the extremities of the coast, as seen from the deck, stretched SE $\frac{1}{4}$ S-E $\frac{1}{4}$ NE. From the masthead, land was visible from S-NE.

(123) 17-18 Germinal [7-8 April 1803]

TABLE

During the afternoon we stood in for the mainland and coasted along it so we could carry out survey work. We continued until we had 8 fathoms water beneath us, and then went close-hauled on the port tack to claw off the coast. At 6h00 the land extremities were visible from S $\frac{1}{4}$ SE-E $\frac{1}{4}$ NE.

Dropped anchor at 8h00 in 6 fathoms, over a bottom of sand and shells. The *Casuarina* joined up at 1h00 in the morning. Got under sail at daybreak and set a north-easterly course.

At noon the visible mainland stretched from S84°E-S7°W.

(124) 18-19 Germinal [8-9 April 1803]

TABLE

Reasonably fine weather, with a calm sea, overcast sky and lightning to the east. Shortly after 3h00 land was sighted ahead, and the decrease in depth made us shift two points to port. From noon to 4h00 we tracked along quite a low-lying part of the coast, which we surveyed. At 4h00 the extremities visible from the deck stretched S-SE.

The weather turned stormy towards evening, with lightning and thunder to the ENE. At 5h30 the wind shifted²⁵ to an easterly, subsequently varying south-east. At 6h00 in the evening, land was visible from E¼NE-ESE. At 7h30, with the weather having cleared, we and our consort anchored for the night in 10 fathoms, over a sandy bottom. A moderate south-easterly breeze sprang up at 1h00 in the morning. At 6h00 we got under sail again and sighted land, bearing SE¼E-NE¼N. Very fine weather during the morning. The breeze gradually slackened, and towards noon it veered west.

Coasted along the mainland, close inshore. The *Casuarina* is tracking between us and the coast. At noon the visible extremities of land bore S22°-N12°E.

(125) 19-20 Germinal [9-10 April 1803]

TABLE

Clear sky and calm sea during the afternoon, with a light and variable breeze.

Continued tracking along the coast, which in this area is of medium height and consists of sandy cliffs and dunes. From 4h00 to 6h00, I estimated our distance off the coast to be approximately one league. At 6h30, having noticed a decrease in the depth of water, we went on the other tack and at 7h15 we dropped anchor in 10 fathoms, over a sandy bottom. We could not see the *Casuarina*, which at that time was very close inshore. At daybreak we got under sail again, followed by our consort, which is keeping between us and the coast. Continued coasting along the mainland, which at 8h00 in the morning stretched from S35°E-N40°E. At 10h00, with the depth having rapidly decreased from 14 to 9 fathoms, we went close-hauled on the port tack and bore away successively so we could keep a depth of 15 fathoms. At noon the visible land stretched from S28°E-N58°E.

(126) 20-21 Germinal [10-11 April 1803]

TABLE

During the afternoon we and the *Casuarina* continued tracking along the coast, which at 4h00 was visible from S20°E-E. The lookouts could make it out as far as N¼NE, and believed they could see an island in the latter direction. Very fine weather. A little stormy to the east; calm sea and light breeze. Dropped anchor for the night at 7h10 in 12 fathoms, over a sandy bottom.

²⁵ “Afauté” in the French text has been taken as “a sauté.”

Got under sail early in the morning. Cloudy sky during the morning, with a light and variable breeze. The sea extremely turbid. At 8h40 the depth suddenly decreased from 14 fathoms to 11, and immediately afterwards to 6 and then 5 fathoms. We promptly went close-hauled on the port tack and the depth increased as rapidly as it had just decreased. Tried various courses up to noon. At 11h00 the depth suddenly decreased from 16 fathoms to 11; we again went close-hauled. The *Casuarina* sailing close to us, and following our manoeuvres. Towards 10h00 in the morning, the lookouts thought they could see a sandbank bearing W-WSW, with choppy²⁶ water above it. I believe that this was simply the effect of a tidal backwash.

(127) 21-22 Germinal [11-12 April 1803]

TABLE

Fine weather and very light breeze during the afternoon. After having tried a number of courses and found consistent, deep water, we dropped anchor at 8h00 in the evening in 26 fathoms. The *Casuarina*, which had anchored very close by, manoeuvred to [illegible] put itself further to seaward [illegible]. As it had drifted in the current, it collided with us on the port bow. We immediately pushed it off to seaward, and it dropped anchor further away.

Got underway at daybreak and set courses ESE and E.

Fine weather, smooth sea. Light breeze.

(128) 22-23 Germinal [12-13 April 1803]

TABLE

Sky a little cloudy during the afternoon, with lightning in the southern quarter. Very light and variable airs.

At 7h40 in the evening, we and the *Casuarina* dropped anchor for the night in 21 fathoms, over a bottom of fine sand. Paid out 50 fathoms of cable. Stormy weather, with lightning on the horizon. Light and fluky breeze. At 10h00 a squall made us drag our anchor. Paid out an extra 30 fathoms or so of cable, which enabled us to hold. Very fine weather for the remainder of the night. Got under sail at 6h00 and sighted land from the masthead, bearing south. It seemed to consist of three small islands, which remained in sight during the morning. Overcast sky, light and variable breeze.

(129) 23-24 Prairial [Germinal, 13-14 April 1803]

TABLE

Overcast and stormy weather, smooth sea. Almost calm. At 5h00 a light breeze from WNW-WSW enabled us to get underway. At sunset the *Casuarina* was sailing close to us. Land was visible from the masthead, bearing ESE. At 7h45 we dropped anchor in 27 fathoms.

Got under sail at daybreak. At 7h00 land was sighted from the masthead, bearing ESE.

²⁶ “Moulonnoit” in the French text has been taken as “moutonnait.”

Fine weather, calm sea and light breeze during the morning. At 11h00 the land was visible from the deck. At noon a reasonably significant headland was sighted, bearing S58°E. The coastal extremities stretched approximately SW-ENE.

(130) 24-25 Germinal, Year 11 [14-15 April 1803]

TABLE

Cloudy sky and calm sea during the afternoon. Light and variable breeze. At 2h00 [illegible] we bore away one point so we could skirt a sandbank that had been sighted at NE $\frac{1}{4}$ E. Went back close-hauled after having [illegible] it. At 4h00, land was visible from the deck, bearing S5°W. The lookouts could see it as far as N80°E. Flat calm from 6h00 to 7h00. Dropped anchor in 27 fathoms, over a bottom of sand and gravel. The *Casuarina* anchored nearby. Very threatening and stormy sky up to 2h00 in the morning, with a light and variable breeze. Heavy south-easterly gusts then brought in a lot of rain, with lightning and thunder on several points of the horizon.⁺ The storm broke up at 3h30 and the easterly winds progressively veered northeasterly. Light rain up to 5h30. Made preparations to get underway. Veered on the anchor at 6h15. The cable parted, 40 fathoms from the clinch. As this anchor had no [illegible], it was lost to us. Got under sail and steered a course NE $\frac{1}{4}$ E. Overcast sky up to noon, with a light and variable breeze. At 8h00 we sighted a large exposed sandbank or small island just above sea level, ahead of us and bearing NE. We bore away several times to the north so we could skirt it. The highest points of the sandbank seemed to consist of a group of small rocks. At 9h50 the northern extremity of the bank bore south-east from us, and we came back on to the wind. The *Casuarina* bearing east.

(131) 25-26 Germinal [15-16 April 1803]

TABLE

Overcast sky. Light breeze. At 2h00 we sighted land bearing NE $\frac{1}{4}$ N. At 2h15 we passed through a tide-way containing large amounts of seaweed. At 5h30 land - apparently an island - was visible from the deck. Its extremities bore N49°E-N61°E. Variable and fluky breeze from 8h00 in the evening up to midnight, with a calm sea. At 9h00, during my watch, I noticed a black patch on the sea surface, close by on our windward beam. I took it to be a patch of seaweed because, apart from the fact that we had seen several of these during the day, this one was undulating with the motion of the waves. I had a sounding taken immediately, and had ground with 35 fathoms. Soon afterwards it seemed to us that the *Casuarina* bore away to avoid the weed. Meanwhile, we had cast the lead a second time and, as we only had 29 fathoms the Commander bore away to NW. At 9h45, when the *Casuarina* was within hailing distance, we asked whether at 9h00 it had sighted a sandbank ahead, close to the surface. The captain replied that all he had seen was a patch of seaweed which he had passed through, and where he had had no ground with 39 fathoms. Fine weather for the remainder of the night and during the morning, with a very light breeze.

(132) 26-27 Germinal [16-17 April 1803]

TABLE

⁺ Paid out some cable to ensure we would hold. [Footnote appearing in the French text.]

Very fine weather during the afternoon, with a moderate breeze; sea very choppy. Sighted many sharks and oceanic bonitoes. The breeze slackened towards evening. At 6h00 we went on the port tack, having shortly beforehand borne away to the south to close the *Casuarina*, which we could see in that quarter. Very cloudy weather. At 9h00 we sent up a rocket to show our position to the schooner, which responded with a light. We closed it soon afterwards. Calm throughout the remainder of the night and during the morning. Occasional baffling breezes made us carry out various manoeuvres. The *Casuarina* sailing very close to us.

(133) 27-28 Germinal [17-18 April 1803]

TABLE

Cloudy sky, smooth sea and calm from noon to 4h00. At 3h45 the course was given ESE. The breeze freshened from SSW-SW.

Fine weather at night, with a fluky breeze. Sailing close to the *Casuarina*.

Same during the morning.

(134) 28-29 Germinal, Year 11 [18-19 April 1803]

TABLE

Fine weather, wind light and variable. At 1h30, land was sighted from the masthead, bearing E-ESE. At 4h00 it was still not visible from the deck. The *Casuarina*, having passed close to us, was ordered to drop anchor nearby, should we come to anchor for the night. At 5h00 the lookout warned of a small island at sea level, bearing SSE. At 6h00 land was sighted bearing S30°E-S70°E. At 8h00 we went on the port tack, sailing close-hauled. Very stormy weather from 8h00 to midnight. The breeze light until 10h00, when it shifted suddenly first to the west and then to north-west, gusting strongly and accompanied by rain. We backed the sails during the squall and went on the starboard tack. The wind was light and variable for the remainder of the night. We sent up rockets to show our position to the *Casuarina*, whose light we could see to the east. Hove to at 5h30 in the morning. Filled the sails again at 5h45. At 8h00 land was in sight from the masthead, bearing S¼SE-ESE.⁺ Almost constant calm during the morning. At noon, land was visible from the deck, bearing SE,

(135) 29-30 Germinal [19-20 April 1803]

TABLE

Fine weather and very light breeze during the afternoon. At 6h00, land was visible stretching S-E¼SE. At sunset we sighted a small island bearing S18°E. A column of smoke at SSE. Continuing fine weather during the night, with a very light breeze. The *Casuarina* sailing close to us. Land was in sight at daybreak. At 8h00 a chain of small islands stretched from S12°W-S50°E, with other small islands visible at NE¼E. At noon the islands were visible from SSW-NE. The lookouts could see land further in the distance, beyond the small islands.

(136) 30 Germinal-1 Floréal, Year 11 [20-21 April 1803]

⁺ Islands were believed to have been seen in this quarter. [Footnote appearing in the French text].

TABLE

Overcast weather, with a light fog. Light and variable breeze. Occasionally dead calm. We tracked along the part of the coast behind the islands. At 2h00 a sandbank at sea level was seen from the mast head, bearing NE. We changed course to the north. At 4h00 the land visible from the deck stretched from S62°E-N59°E. The visible extremities of the sandbank we had sighted stretched from N40°E-N65°E. After having skirted the bank, we edged back on to the starboard tack and doubled a second bank situated close to and ENE of the first one. Dropped the kedge anchor at 8h00 in 38 fathoms, over a bottom of soft mud. The *Casuarina* anchored nearby. Got ~~under sail~~ under sail at daybreak, and during the morning we tracked along a chain of small islands, passing quite close because of the currents. Very light breeze.

(137) 1-2 Floréal [21-22 April 1803]

TABLE

Fine weather, very light breeze. We coasted close inshore along a chain of islands, with some other land visible further off in the distance. At 6h00 the islands were in sight from S13°W-S81°E. At 8h00 in the evening, we dropped the kedge anchor in 38 fathoms water, over a muddy bottom. The captain of the *Casuarina* came aboard.

We got under sail at daybreak, together with our consort. At 8h00 in the morning the chain of islands was in sight from S-S67°E.

Extremely light airs up to noon.

(138) 2-3 Floréal [22-23 April 1803]

TABLE

Continuing fine weather and calm. At 4h00 the chain of islands was in sight from SSW-ESE. Smoke was visible to the south-east. At sunset the land in sight from the masthead stretched from S18°W-N60°E.

At 8h00 we dropped anchor, together with our consort, in 30 fathoms over a muddy bottom.

Flat calm to 7h00 [illegible] 5 in the morning, when a light breeze enabled us to get underway. Very light airs.

At noon the visible extremities of the chain of islands bore S21°E-S52°E. Very low-lying land, assumed to be part of the mainland, stretched from S67°E-E.

(139) 3-4 Floréal [23-24 April 1803]

TABLE

Very fine weather, very light breeze. The current has pushed us quite close to the northernmost island currently in sight.

Dropped the kedge anchor at 8h00 in 33 fathoms, over a muddy bottom. Our dinghy took a number of necessary items aboard the *Casuarina*.

The calm kept us at anchor until 9h50 in the morning, when we got under sail with a light south-easterly breeze. Occasional baffling breezes forced us to carry out various manoeuvres. At 11h00, after having drifted a little to SSW, we were forced to drop the kedge anchor again, in 35 fathoms.

The anchorage bearings as follows: extremities of the easternmost island: S35°E-S22°E. Island No. 1: S17°E. [Island] No. 2: S14°E. [Island] No. 3: S2°E. [Island] No. 4 [blank]. [Island] No. 5: S6°W.

(140) 4-5 Floréal [24-25 April 1803]

TABLE

Flat calm during the afternoon. At 12h30 in the afternoon we rode out the ebb tide.

One of our large dinghies was hoisted out and despatched to the island near our anchorage.

Calm during the night and morning.

Our large dinghy is on its way back to the ship.

(141) 5-6 Floréal [25-26 April 1803]

On its return, the large dinghy brought the news that a small Malay craft was moored between the nearby island and the mainland. Our people had encountered a small canoe but had been unable to learn anything from its Malay crew. The Commander immediately sent for the captain of the *Casuarina* and ordered him to proceed to visit [illegible] [illegible] the Malays and to find out what brings them to this area. The *Casuarina* got under sail at 6h00 in the evening. Our large dinghy was sent off again to make contact with the boat that had been sighted. We sent along one of our Malay sailors to act as an interpreter.

Over the 24 hours we had only very variable baffling winds, but no sustained breeze. Dull sky. Horizon slightly hazy.

The *Casuarina*, which has been held up by the calm conditions, is still in sight, bearing SE¼E from our anchorage.

(142) 6-7 Floréal [26-27 April 1803]

TABLE

Continuing calm conditions. Extremely hot weather. During the afternoon we sighted four sailboats, identical to the [illegible] of the [illegible], near the eastern headland of the nearby island. These small craft are keeping between the island and the mainland and do not seem at all inclined to make contact with us.²⁷

²⁷ The French text of part of this sentence (“porter à lui Communication”) may need checking; the translation

Early this morning the *Casuarina* and our dinghy were both sighted returning to our anchorage, and they came alongside at 9h00 in the morning. The captain of the *Casuarina* came aboard to report on his mission. The above-mentioned boats are Malay [illegible], sent out from Macassar under the command of a ~~raja from [illegible] Island~~ Raja from that island to the coast of New Holland to fish for a sort of large [illegible] which they sell to the Chinese, who are apparently fond of this dish. According to the Malays, fresh water is to be found on the nearby mainland. The country is inhabited by very fierce natives, with whom the fisherman said they had had a bloody affray. I was unable to obtain any further details.

(143) 7-8 Floréal [27-28 April 1803]

TABLE

On the morning of the 7th [Floréal, 27 April 1803], the *Casuarina* was provided with a number of small items that it required, after which we hoisted in our dinghies and got under sail at 11h45. At noon a sandbank, with waves crashing over it, was sighted from the masthead, bearing SE. We changed course to NE $\frac{1}{4}$ N, then to NE. At 5h30 we wore ship again and went close-hauled on the port tack. At sunset, land was in sight from the masthead, bearing ESE-E $\frac{1}{4}$ NE. Fine weather, very light breeze. At 6h30 we and our consort came to anchor in 34 fathoms, over a muddy bottom. Got under sail early in the morning. At 8h00 in the morning, having sighted reefs to the north-east, we bore away to the north. Light breeze up to noon. A chain of reefs in sight, stretching ENE-ESE.

(144) 8-9 Floréal [28-29 April 1803]

TABLE

Very light breeze. The *Casuarina* sailing close to us. At 6h00 a sandbank was sighted from the masthead, visible from SE-NE $\frac{1}{4}$ E. Fine weather, calm.

At 8h10 we dropped anchor in 22 fathoms water, over a bottom of sand and gravel. The *Casuarina* anchored nearby. At daybreak the lookouts sighted an exposed sandbank bearing NNE. Kept at anchor by a flat calm.

(145) 9-10 Floréal [29-30 April 1803]

TABLE

Calm. At sunset the lookouts again sighted the sandbank, bearing NNE. The stern dinghy took soundings around the ship and found a depth varying from 25-30 fathoms, with a bottom of sand and gravel.

At dawn, a light south-westerly breeze enabled us to get under sail again. The *Casuarina* did likewise.

(146) 10-11 Floréal [30 April-1 May]

given is based on assumed meaning.

TABLE

Very fine weather over the 24 hours. Sky a little cloudy. Light and variable breeze. During the night we had almost 4 hours of flat cam.

The *Casuarina* sailing close to us.

(147) 11-12 Floréal [1-2 May] 1803.

TABLE

Fine weather over the 24 hours; sky a little cloudy, sea calm. Light and fluky breeze.

The *Casuarina* keeping very close to us.

(148) 12-13 Floréal [2-3 May 1803]

TABLE

Fine weather, calm sea, light and variable breeze. Land in sight at sunset, bearing N30°W. At daybreak it was visible from N-WNW.

At noon, land bore N14°E-N78°W.

The *Casuarina* close by.

(149) 13-14 Floréal [3-4 May 1803]

TABLE

Fine weather and light breeze during the afternoon. Stood in for the coast of Timor, whose extremities at sunset bore N52°E-N88° [illegible]. At 8h00 in the evening we set a course W¼NW. Wore ship at midnight and sailed close-hauled on the port tack. Sailing within sight of land, and close to the *Casuarina*.

Went on the other tack at 5h30 in the morning. Steered west and made more sail. The *Casuarina* following our manoeuvres. At 6h00 [illegible] Island was sighted from the masthead, bearing WSW. At 8h00 in the morning, the visible part of the Timor coast stretched from N57°E-N89°W.

Tracking along the Timor coast. At noon the island of [illegible] was not yet visible from the deck.

Fine weather, very light breeze.

(150) 14-15 Floréal [4-5 May 1803]

TABLE

Fine weather during the afternoon, with a light breeze, gradually veering from ESE to SE. Coasted along Timor, close inshore, until 7h30 in the evening. We then went close-hauled on the port tack. At 8h00 the visible extremities of Timor bore N70°E-N74°W.

Passed the night making short tacks. The *Casuarina* followed close behind. At daybreak we manoeuvred to stand in for the coast of Timor.

During the morning we sailed through the [illegible] Strait. Very light and variable airs.

At noon the visible extremities of Timor bore N70°E-N75°W. A small reef bore N45°W. The island of [illegible] was visible from S[illegible]W-S85°W.

(151) 15-16 Floréal [5-6 May 1803]

TABLE

In the afternoon we passed through the [illegible] Strait and at 2h00 we had opened the Semau Strait. The sea was very choppy in this area. Continued tracking west to skirt the island of Semau and the small island lying to its south. We then sailed close-hauled on the starboard tack to coast along Semau to the west and to get to windward of the [illegible] of Kupang. At 4h00 the island of [illegible] bore S30°E-S42°W. The island of Semau bore N70°W-N70°E. The south-west tip of Timor bore S85°E.

At sunset the southernmost visible tip of Semau bore S40°E. The middle of the small island bore S25°E. The western tip of [illegible] bore S20°W. We lost sight of the *Casuarina*, which was closer than we were to the western coast of Semau. We remained under easy sail at night, going on various tacks so we could keep off Kupang Bay. At midnight the northern tip of Semau was to the south and Kupang bore S-ENE. Moderate breeze at night. Very clear weather. At dawn and during the morning the breeze was light and variable. Made sail, manoeuvring to reach moorings deep in the bay. The *Casuarina* followed our movements.

(152) 16-17 Floréal, Year 11 [6-7 May 1803]

TABLE

From noon to 4h00, repeated wind changes forced us to carry out various manoeuvres. We crowded sail to reach the anchorage in Kupang Bay. From 3h30 to 4h00 we coasted along a short distance off the northern coast of Semau. At 4h00 the northern tip of Semau, forming an entrance to the Strait, bore S28°E. The middle of Turtle Island bore N81°E. Towards evening, occasional baffling or very light breezes forced us to carry out various manoeuvres. At 5h00 we hoisted our colours, reinforcing them with a gun. At 6h00 we were quite a long way into the bay. The settlement's pilot came aboard. We manoeuvred to take advantage of light puffs of wind, and with the aid of the tide we were a short distance off Concorde fort by 10h30 in the evening. We dropped the best bower in 26 fathoms, over a muddy bottom. The *Casuarina* was forced to drop anchor a little further out in the bay. The pilot returned ashore. Calm up to morning. We hoisted out our boats early in the morning, and the Commander went ashore at 7h30. The *Casuarina* came over and moored between us and the coast. A brig from the Dutch Company and several local [illegible] were also in harbour.

Mooring bearings: northern tip of Semau at N73°W; Turtle Island at N17°W; Concorde fort at

S17°30'E.

(153) **2nd stopover in Kupang Bay**

17-30 Floréal [7-20 May 1803]

On the afternoon of the 17th [Floréal, 7 May 1803], we weighed the best bower and got under sail so we could anchor a little further to the east. We moored SE-NW, keeping our cables at 70 and 60 fathoms. We immediately set about watering activities. Our casks were sent ashore and a Malay boat and crew were used to collect the water and bring it to the ship. This was no doubt advantageous from the point of view of our sailors' health. The Commander went ashore to set up his quarters, as did the naturalists, astronomer, etc, who went to lodgings in apartments in the fort. They receive daily rations from the ship.

Our crew busied itself with various minor repairs to the rigging. We heeled the ship part way so we could replace the copper around the water-line, which had been abraded in a number of places. The wales were tarred and the paintwork was oiled. Our boats are ashore. There is frequent coming and going, both for the ship's immediate requirements and on behalf of the Commander and the others residing ashore. On the 19th [Floréal, 9 May 1803], we loaded 1704 pounds of rice and on the 21st [Floréal, 11 May 1803] we took on 6 casks of arrack.

When the Citizen Commander went to take up quarters ashore he left the daily running, and in some respects the [illegible] command of the ship, to Mr Ronsard. This officer, with whom I have for a long time been in disagreement over the question of seniority, no doubt felt he had sufficient authority to exercise command over everyone, without distinction, and he attempted to include me in this. I would have considered myself in breach of what I believe to be my duty, and to have failed myself, had I allowed an officer less senior in the Navy than myself to exert any influence whatsoever over me. Consequently, I was obliged to submit new comments to the Citizen Commander on this matter. The results will be seen below, after my brief account of the unbearable situation I have been enduring on board the *Géographe* for a very long time now.

It should be noted that, whether out of fear or lack of confidence, the Citizen Commander, who is not himself subject to any service regulations, does not wish to have an accredited second-in-command on board his ship. It took him a long time to make himself clear on this point. From the time we left Timor on the first occasion and up to the stopover in Port Jackson, while Mr Baudin paid me as his senior officer and would not have prevented me from using the title of second officer on board, in practice he excluded me from the duties of this title, preferring to involve himself in the most minor details of life on board his ship. I endured, uncomplainingly, the distress this concerned me and the many vexations which my situation entailed. However, when illness forced the Citizen Commander to remain in his cabin when we lost our large dinghy off Van Diemen's Land, he looked to none other than me [illegible] when he needed briefly to hand over the running of the ship.

(154) During the stopover in Port Jackson, I was preparing to moor the ship in accordance with my orders when Mr Ronsard, who was on watch, made representations to the Commander concerning the way duties were being performed on board ship. He told the Citizen Commander that he should be ranked among the officers according to the date on which his engineer's commission was issued, and even though he only entered the Navy some six months after our departure from France, he was already pushing his claims to the point of contesting

the authority that my legitimate seniority provides to me. The Citizen Commander replied that he did not have a sufficiently exact knowledge of the new decrees relating to maritime engineers to be able to settle the difficulty. Moreover he told us that our dispute on this matter was pointless because his view was that an accredited No. 2 did more harm than good - he did not want one and would never have one on his ship, and if by chance he were to die during the voyage he had already made suitable arrangements and had seen to everything. Thus, Mr Baudin left our respective claims unaddressed and made Mr Ronsard and me independent of each other. This was a sad measure and one which - despite our best efforts - led to problems on more than one occasion!

The Commander then put together some ad hoc rules making each officer solely responsible for particular functions, with military hierarchy being completely discarded. Mr Ronsard took charge of hold stowage and the corvette's general fitout. It was he who supervised the loading of supplies and their distribution on board, and he quickly had the carpenters, caulkers, sailmakers and blacksmiths under his direct supervision. The Citizen Commander put him in charge - or let him take charge - of the allocation of duty on the ship; I had no role in this. For my part, I was in charge of the ship's sailing gear and always remained independent of Mr Ronsard, and in sole charge of the ship, while I was on duty.

This was the state of affairs as we left Port Jackson, and this was how the situation between Mr Ronsard and me remained. Its bitterness was attenuated somewhat by the extreme politeness that always existed between us.

During our second stay in Timor, Mr Ronsard's claims were pressed with renewed vigour, and I was forced to take a stand against them. On the afternoon of the 22nd [Floréal, 12 May 1803] I had a long conversation with the Commander on this subject, setting out once again the basis for the seniority I am claiming. The result of this discussion was the Commander's assurance to me that he had not intended to place me under Mr Ronsard's orders and that I would always remain independent of him. Notwithstanding this, Mr Ronsard - drawing on orders he claimed to have received from the Commander - sought with even greater insistence to fill the position of second-in-command. This incessant struggle needed to be brought to an end, and the Commander needed to be called on to make his position regarding us clear, in a formal and positive manner. It was with this in mind (155) that, on the 23rd [Floréal, 13 May 1803], I submitted the following letter to him:

Citizen Commander

It is not my intention to set out here my claims in relation to the seniority which is the subject of a disagreement between Mr Ronsard and me. I believe that you and I discussed this matter sufficiently in our conversation yesterday. Since you do not consider it appropriate to make a decision on this matter, respect for my duty leads me to request that you set out, positively and in writing, the duties you expect of Mr Ronsard and of me during our stopover in this port. In accordance with your own views, since our claims are of equal weight we must continue to work together, with no sort of military hierarchy existing between us. You have seen fit, Citizen Commander, to make Mr Ronsard, because of his age, responsible for the ship's daily running and administrative management. I make no complaint in this regard: no complaints are in order on matters that relate primarily to confidence, and that confidence must be earned. Your intentions and regulations shall remain sacrosanct for me so long as I am under your command. However, Citizen Commander, such orders cannot involve matters prejudicial to my reputation, which would be the case if they were to make me subordinate to Mr Ronsard. On this matter, Citizen Commander, I have set out my beliefs for you in a comprehensive manner; I will never forget what I owe to the Corps to which I belong, or to myself. I will never be seen to compromise my honour. I therefore urgently request, Citizen Commander, that you take these written claims into consideration.

I request that (while I am on duty on board ship) I remain solely in charge of and responsible for the ship's safety and for the evolutions and manoeuvres that circumstances may make necessary. I also request that (again, while I am on duty on board ship) I remain solely in charge of the ship's running as concerns the conduct and distribution of its crew. I note, in passing, that what I am requesting here is no more than what you have accorded to me up to now. Since I have not proved unworthy in this regard, I have grounds for hoping that this will continue. I confidently expect that your sense of justice will prevail in this regard.

With all my respects.

The same evening I received the following response, post-dated the 24th [Floréal, 14 May 1803].

To Citizen Lieutenant Freycinet, on board the corvette *Géographe*.

From the Commander of the Voyage of Discovery.

In the various discussions we have had regarding your claims concerning the position you are to occupy on board, I have already informed you that I did not wish to decide who - of you and Mr Ronsard - should have preference to take command of the *Géographe* either after my death, should it occur during the voyage, or during stopovers should (156) official ship's business or my state of health require me to go ashore. As I consider you to be lieutenants enjoying the same seniority, I had no reason to take into account your respective length of service at this level when considering your claims. Rather, in the circumstances in which you currently find yourselves, seniority in terms of age seemed to me the preferable consideration.

It was on this basis alone that I tasked Mr Ronsard, in my absence, with the running of the ship and with other minor details caused by the circumstances, since you are both well aware that I do not wish to have an accredited second-in-command - I assure you once again that I will not have one during the voyage. Furthermore, I have never claimed that you should be immediately under Mr Ronsard's authority when you are on duty, or at other times. The order I gave him applied only to officers of a lower rank, and to the rest of the crew. As this arrangement - which I had thought would satisfy everyone - does not suit you, considerations relating to the ship's safety and good order force me to take a decision which I had wished to see implemented only after my death. Since you both require me to be clear on this matter, I hereby inform you that tomorrow, or the day after at the latest, I shall muster the crew so they can inform me which of you two they prefer as leader; their choice in the matter will be final, since it is appropriate that men be commanded by the person who best suits them, or in whom they have the greatest confidence.

As for the reasons you adduce in your letter concerning what, in your view, you owe to the Naval Corps, I have a very different view from yours. If someone does you an injustice, you should look to the government - which alone can judge the validity of your claims - to provide compensation, which will always exceed the inconvenience you have suffered. The Naval Corps will not be any less honourable for all that - only the person who has aggrieved you will be responsible. Accordingly, the honour of the Naval Corps should not be your concern.

Since one of you will necessarily be unhappy with the crew's choice and since I am well aware of what his reaction will be, he will be able to take advantage of one of the two occasions ...²⁸ to leave for Batavia and from there to make his way to Europe. Any other officers who through solidarity or particular attachment to the unhappy candidate should expect to encounter no difficulty or objection on my part.²⁹ Please enter a copy of this letter into the ship's log, so that everyone may be aware of its contents. Regards. Signed N Baudin.

²⁸ Some words appear to be missing in the French text.

²⁹ Ditto.

Certified copy, Henri Freycinet

(157) In accordance with this edifying resolution, Mr Baudin came aboard on the morning of the 25th [Floréal, 15 May 1803] to consult the crew on their choice. Votes were cast and I received preference over Mr Ronsard by a majority of 65 votes to 12. It should not be thought that I am reporting this event for the sake of vainglory; on the contrary, I am humbled by the procedure to which the Citizen Commander decided to have me exposed. The only votes to which I attach any importance are those of the naturalists, geographers, etc, who were also consulted. Mr Baudin did not ~~consult~~ take the votes of his officers, who it seems to me should not have been ignored in this important decision. But let us leave aside any further reflections on this matter, subject to revisiting it at another time and place, should that be necessary.

Following the crew's choice, the Citizen Commander went ashore again [illegible] and during the day sent me the following letter:

The Commander of the Voyage of Discovery.

To Citizen Lieutenant Freycinet

Since my health is deteriorating on a daily basis, and since there had been no end to the discussions between you and Mr Ronsard over your respective claims to the command of the ship should I die during the voyage and over the running of the ship during stopovers when I am required ashore, I considered it appropriate to bring together the naturalists and crew so they could inform me which of you suited them better for the present, and for the future should that be required. As it has been determined, through the vote cast by each person in secret and immediately recorded by the teller in my presence and that of the duty officer, who read it aloud, that the majority has decided in your favour, any further discussions between you and Mr Ronsard on this matter must cease. You remain personally responsible for the ship's safety during its stopover in this harbour, [illegible] you will be authorised to take command to proceed immediately after my death to Ile de France [*Mauritius*], in accordance with instructions that will be made available to you after this event, if it occurs.

As to the daily running of the ship, the boatswain will submit to you each day a list of men he needs to send ashore, which is not to include anyone whose misconduct has led to his being confined aboard. (158) You are not to select anyone to be available to serve the officers prior to informing me of your choice, so that I can decide whether or not I require that person for more direct duty on board.

No one that you ...³⁰ permission to go ashore and you are to set a time limit for each person to return aboard the ship. I alone will give permission to remain ashore overnight. When there are slack times on board you should unbend the sails and progressively replace them with sails that have been repaired.

You are to keep an exact record of the tenor of your exchanges with the officer corps, the midshipmen, the surgeon and the various masters and mates.

When an officer requests a boat, you shall make one available provided it is not required at the time the request is made. However, you should ensure that trips are not too frequent, especially when it is very hot, since the men's health needs to be protected.

It will be appropriate to raise the anchors from time to time so the cables can be inspected, thereby ensuring that the inconvenience suffered by some other ships through the loss of their anchors is avoided. See to it that the buoy-ropes are in good condition and that the buoys are constantly afloat. You should ensure that the officer responsible for the ship's [illegible] internal and external cleanliness does not neglect this aspect of his work. Please also let me know how many casks remain to be filled in the hold.

³⁰ Some words appear to be missing or mistranscribed in the French text.

Please ensure that the American ship is given all the assistance it might require - that is to say, if requested you should send men aboard that ship to moor it [illegible] [illegible] its masts.

Regards. Signed N. Baudin

This letter is to be entered into the log, along with the record of the crew's vote. Certified copy, Henri Freycinet

I replied as follows:

Citizen Commander

I have just received your letter of today's date and have read its contents with respectful attention. I owe you my reply, Citizen Commander. Please accept my solemn promise that I will fully carry out your intentions and orders, without ever exceeding them. With all my respects.

(159) I had the Commander's regulations implemented, and we are maintaining quite an active correspondence relating to the daily running of the ship.

We set about completing our water, using the supply delivered each day by the Malay boat. On the 22nd and 23rd, the longboat was sent for supplies of rice, which we loaded on board. I am not aware of the quantity loaded, since the supply notes were not addressed to me. [illegible]. On the 24th [Floréal, 14 May 1803], a sailing vessel was sighted standing off and on at the entrance to the bay. In the evening, we made our large dinghy available to the pilot, who went aboard the above-mentioned vessel and brought it in to anchorage on the morning of the 25th [Floréal, 15 May 1803]. This ship, which is American, had arrived from the Portuguese settlement of Dili where it had taken on a load of sandalwood. A severe epidemic was raging on board and when the anchor was dropped in this harbour, there were only two or three men able to work the ship. The remainder of the crew was in the most deplorable state, and the captain was close to death. As has just been seen, the Commander's letter authorised me to offer assistance with the most pressing needs. To this end, I consulted the ship's second-in-command and most of his requests were immediately granted. In accordance with the Commander's intentions, we sent a working party of three topmen aboard the American each day, and we also made our sailmakers available over several days. Since the ship's captain had taken a room ashore and was unable to obtain sufficiently prompt service from the locals, we sent him three of the Englishmen we have on board.

To return to our own work:

Between the 27th and the 30th [Floréal, 17-20 May 1803], our longboat and second dinghy made two trips to Turtle Island to cut firewood and some casuarina branches for our kangaroos. On the 28th [Floréal, 18 May 1803], the English³¹ sailor William [illegible], who had been convicted of theft, received a flogging of 25 lashes and was then put ashore and prohibited from re-embarking. All of this was in accordance with the Commander's orders. On the 29th [Floréal, 19 May 1803], our large dinghy delivered two loads of rice, in 102 bags with a gross weight [illegible] of 7500 pounds. We stowed it in the after hold. On the 30th [Floréal, 20 May 1803], as the Malay vessel had returned all of our casks I completed stowing the main hold and sent the longboat on a third trip to Turtle Island. This load of wood is for the *Casuarina*.

³¹ The repetition of "Anglois" in the French text has been ignored.

(160) In accordance with the Commander's orders, our blacksmiths and carpenters were sent ashore to work on fitting out a small ship belonging to the colony's Governor. Our sailmakers worked on a set of sloop sails for this craft. We supplied a new foresail, main jib and two topsails to the *Casuarina*. In the evening of the [illegible] the boatswain's mate, Lebeau, who had gone ashore for a walk, was brought back on board with a broken leg. He was given prompt assistance.

We have enjoyed continuous superb weather since arriving in this harbour. [Illegible] calm almost all [illegible] night, with light easterly and south-easterly airs towards morning. During the day, the breeze often veers from E-NE, and more rarely NW. The easterly and east-southeasterly breezes are often strong, sometimes gusting heavily. This is what we experienced on the 21st [Floréal, 11 May 1803] when we dragged our main towline and were subsequently obliged to re-moor.

In accordance with the Commander's intentions, I distributed a number of minor exchange goods to the officers' mess and the various mates; this is all we have available to pay for our rations. A record of the items handed over and a stock take of remaining supplies were prepared and I sent them to the Citizen Commander.

Our tubs of plants were sent ashore on the 21st [Floréal, 11 May 1803]. On the 29th [Floréal, 19 May 1803] we loaded a cow (buffalo) and its calf. On the 30th [Floréal, 20 May 1803] we loaded 10 casks of planking timber.

(161) 1 Prairial- [blank] 21 May 1803.

From the time the main hold was stowed we refrained from touching our water casks, and instead sent our boats ashore for daily water supplies. On 1 Prairial [21 May 1803], seamen Yorick and Heurville and the *Casuarina*'s caulker, Claveau, all of whom had been charged with stealing, were arrested ashore and returned to the ship, where they were placed in irons. As the Commander wished to be informed personally about the offence these three men had committed, they were taken to his residence under escort. According to what the Citizen Commander has told me regarding this matter, it seems that seaman carpenter Heurville and the other two colluded to sell some of the ship's carpentry tools through a local inhabitant. It was claimed that Claveau had already received some of the agreed price, in cash. The Commander must have been sure of this, as he wrote to me ordering that Claveau be kept in irons for three days and then returned to the *Casuarina*, where he will be disgraced one pay grade. Seaman Heurville is also to be sent aboard the schooner. Seaman Yorick is to be placed in irons for two days and to have his pay docked for four. On the 1st, provisions, arms and other minor items were transferred from our ship aboard the *Casuarina*. On the 2nd [Prairial, 22 May 1803] our longboat delivered firewood to the schooner - thus our two ships are ready to put to sea again. On board, animal enclosures were constructed. They were placed on the forward gangways, forecastle and gun deck. From 3-9 Prairial [23-29 May 1803], we embarked the animals for the various messes, plus a considerable quantity of corn, paddy rice and hands of bananas for stock feed. On the 6th [Prairial, 26 May 1803] we embarked two young buffaloes. On the 9th [Prairial, 29 May 1803]³² we sent the longboat ashore to fetch our plants, which were loaded towards evening along with 50 sheep. I received a letter from the Commander informing me that Mr Ronsard is to continue the voyage in the capacity of engineer, and as such is completely separate from the corvette's officer corps, etc.

³² The repetition of the date in the French text has been ignored.

On the morning of the 10th [Prairial, 30 May 1803], we hoisted in the longboat, while our dinghies transported the Commander's effects to the ship. On the morning of the 11th [Prairial, 31 May 1803], I wrote to the Commander to inform him that we are missing six seamen, who are suspected of wishing to desert. The Commander had searches carried out to find them. Citizen Sub-Lieutenant Ransonnet (162) is to transfer, at level, to the *Casuarina*. Citizen Bredent, a midshipman aboard the schooner, has transferred to our ship. We hoisted in our small dinghy, which the *Casuarina* had returned to us, and completed re-embarking the naturalists' effects, etc. Mr Bernier, who is very ill, came aboard on the 11th [Prairial, 31 May 1803], bringing with him the chronometers and instruments.

All of the English crew who had been with us since Port Jackson are to transfer to the American ship and will thus provide it with a new crew.

The Commander came aboard on the 12th [Prairial, 1 June 1803]. We hoisted in the second dinghy and sent the large one for water. Two of our missing seamen returned of their own accord. During the night of 12th-13th [Prairial, 1-2 June 1803], our large dinghy, guided by the fort pilot and escorted by a number of soldiers, visited a small island, deep in the bay, where two of our deserters were hiding. They were retaken and [illegible] on board. On the 13th [Prairial, 2 June 1803] the Commander went ashore during the day, returning towards evening. At 7h00 we heaved on the SE anchor, which was weighed and secured after having twice broken a double tackle. Hoisted in the large dinghy.

We are leaving the botanist Mr Leschenault behind on this island, as he is too ill to continue the voyage.

(163) 14 Prairial, morning, Year 11 [3 June 1803]

TABLE

Made arrangements to get underway early in the morning; the *Casuarina* did the same. The purser was sent ashore in the stern dinghy. He was back by 9h00 and we immediately weighed and got under sail.

(164) 14-15 Prairial, Year 11 [3-4 June 1803]

TABLE

Cloudy sky during the afternoon, with a hazy horizon, damp weather and choppy sea. The breeze, initially very light and variable, settled in the SSE and SE. Sailed close-hauled on the port tack to coast along the western side of the island of Semau. At 6h00 in the evening, its visible extremities bore N72°E-S25°E. [Illegible] Island in sight, bearing S¼SE. Very fresh south-easterly breeze during the night. We manoeuvred to stay close to the *Casuarina*. At 3h00 in the morning we sighted a light on [illegible] Island, bearing SE¼S. At 4h00, this island was in sight from SE-SSW. Very light airs kept us off this part of the coast all morning. Very variable gusts forced us to carry out a number of manoeuvres. At 10h00, we could see two Malay vessels to the south-west.

The *Casuarina* was tracking between us and the coast. Overcast and damp weather.

(165) 15-16 Prairial, [4-5 June 1803]

TABLE

Slightly foggy weather. The breeze freshened, blowing from SE-ESE. Coasted along [illegible] Island, in several parts of which we sighted reefs jutting out a short distance into the sea. At 2h00 we passed over some shallows where the lead showed 15 fathoms. The depth soon increased substantially. Manoeuvred until evening to skirt the three small islands close to the western part of [illegible] Island. At 5h00, having rounded them, we went close-hauled on the port tack and soon afterwards, we sighted another two small islands lying to the south of the main island. At sunset it was difficult to make out the islands separately. Their extremities bore N43°E-S72°E.

Cloudy sky during the night, with a moderate breeze and light swell. Manoeuvred to stay close to our consort.

Same weather and same manoeuvring during the morning.

(166) 16-17 Prairial [5-6 June 1803]

TABLE

Somewhat cloudy sky during the afternoon, with a calm sea and moderate breeze.

Very fine weather during the night and morning. Manoeuvring in tandem with the *Casuarina*, which is forcing us to remain under easy sail.

Mr [illegible], the astronomer, died this morning at approximately 4h00. We have just paid him our last respects.

(167) 17-18 Prairial [6-7 June 1803]

TABLE

Very fine weather, calm sea, light and fluky breeze.

Manoeuvred to stay close to the *Casuarina*.

The breeze became very light in the morning. Made more sail.

(168) 18-19 Prairial [7-8 June 1803]

TABLE

Very fine weather, light breeze, variable in strength and direction, calm sea.

Went on the starboard tack at midnight.

Our consort following a short distance astern. We are adjusting our sails to suit its speed.

(169) 19-20 Prairial [8-9 June 1803]

TABLE

Very fine weather, calm sea, light and variable breeze.

Some periods of calm during the night and morning.

The *Casuarina* close by.

(170) 20-21 Prairial [9-10 June 1803]

TABLE

Continuing fine weather; cloudy sky. Moderate breeze, settling in S-SSW.

The breeze slackened a little during the morning. As the sea colour of the sea had changed considerably, we sounded at 11h00 and had ground with 49 fathoms.

The *Casuarina* close by.

(171) 21-22 Prairial, [10-11 June 1803]

TABLE

The breeze gradually veered south-west, freshening from this direction. At 8h00 in the evening we hove to so we could take a sounding and to wait for the *Casuarina* to join up. At [illegible]00, having had ground with 30 fathoms, we hove to under the main topsail, port to windward. The *Casuarina* did likewise.

Filled the sails again at daybreak. During the morning the course was given ESE.

Fine weather, calm sea, moderate breeze.

(172) 22-23 Prairial [11-12 June 1803]

TABLE

Fine weather, calm sea, light and fluky breeze. Periods of calm. At 6h30 the breeze veered SSW, remaining light from this quarter. We went close-hauled on the starboard tack. During the night the *Casuarina* was [illegible] and we remained under easy sail to wait for it. At 11h30 we sent up two rockets, to which our consort replied. At the time it was bearing north-west of us. It did not close us until daybreak. We then put on sail and the course was signalled south, if the wind veered aft. Light breeze during the morning, variable in strength and direction. Shortened sail to wait for the *Casuarina*. At 11h30, the wind having suddenly shifted SSE, we chapelled the ship and went on the port tack.

(173) 23-24 Prairial [12-13 June 1803]

TABLE

Fine weather, with the breeze gradually freshening. At 1h00, land was sighted from the masthead, bearing south. The *Casuarina* forced us to shorten sail. Up until 4h45 we stood in for the land, then went close-hauled on the port tack. Commenced surveying [illegible] this part of the coast, which is close to a small, low-lying island whose eastern extremity forms an [illegible] rock. At sunset, the land was visible from S85°W-S35°E. As the breeze had died away, we dropped the kedge anchor in 42 fathoms, over a bottom of mud. The *Casuarina* came to anchor close to us. We sent back one of its crew, who had recovered from an injury that had kept him on our ship. Got under sail at 6h10 and followed the coast, standing off a good distance. Very light and variable airs.

At noon, the visible land stretched from S85°W-S20°E.

(174) 24-25 Prairial [13-14 June 1803]

TABLE

Very light airs. Standing quite a distance out to sea. At 6h45 in the evening, we noted a decrease in depth and went close-hauled on the port tack. Dropped the kedge anchor at 7h30, in 15 fathoms water. The captain of the *Casuarina* came aboard. Calm during the night.

The *Casuarina* got under sail early in the morning and set a north-easterly course. We got under sail at 6h30.

Fluky breeze during the morning. Followed the coast in sight, continuing our survey work.

At noon, land was in sight from N80°W-S5°E.

(175) 25-26 Prairial [14-15 June 1803]

Fine weather, calm sea, very light breeze. At 3h00 we went on the port tack. At 4h00 the visible land stretched from S5°W-S81°W.

At sunset, land was in sight from south to west. A distinctive hummock called La Redoute bore S36°W. Very fine weather. Breeze freshening from NNW. We anchored for the night soon after 8h00. Got underway at daybreak. The breeze, moderate at first, freshened gradually. The sea became choppy. Very fine weather during the morning. Lost sight of the land.

(176) 26-27 Prairial [15-16 June 1803]

TABLE

Strong breeze during part of the afternoon, then becoming variable and more moderate. Wore ship on to the port tack at 12h30 in the afternoon and sailed close-hauled, standing in for the coast, of which we had lost sight in the morning. At sunset, La Redoute bore S58°W. The visible eastern land extremity bore S20°W. Stood in for the land until 8h30 in the evening, and then headed out into the offing once more. The *Casuarina* was at the time embayed to leeward, bearing W¼SW. We sent up some rockets, to which it replied. Kept a light at the masthead throughout the night, but were unable to see the schooner. At 2h00 we went on the port tack,

hoisting lights to indicate our manoeuvre. The *Casuarina* was sighted at dawn, bearing SW and manoeuvring to close us. At 10h00 [illegible] it requested permission to pass astern. We shortened sail to facilitate the manoeuvre. The *Casuarina*'s captain informed the Commander that he had a very ill man on board. At 11h30, after we had gone back on the starboard tack, our small dinghy was sent to fetch the ill sailor aboard the *Casuarina*. Filled the sails again as soon as it had returned. Within sight of the mainland.

(177) 27-28 Prairial [16-17 June 1803]

TABLE

Continuing fine weather, with a light and fluky breeze. At 4h00 we wore ship back on to the port tack. At sunset, land was in sight from N89°W-S3°E. La Redoute bore S75°W.

Dropped anchor for the night at 8h15; flat calm all night. The *Casuarina* dropped anchor close by. Got under sail again at daybreak, with the assistance of a light south-westerly breeze. At 11h00, with the wind having veered ESE, we changed tack and steered south.

Our consort sailing close to us.

At 8h00 in the morning, La Redoute bore S67°30'W. Land was in sight as far around as south.

(178) 28-29 Prairial [17-18 June 1803]

TABLE

Very fine weather up to evening, with a moderate breeze. At 6h00, following a sudden wind shift to the south, we backed the sails and changed tack. The breeze died away completely, and as the ship was drifting north-west in the current, we dropped the kedge anchor at 7h00, in 22 fathoms over a bottom of mud. At the time, our consort was quite a distance from us. We lit our light, but in the foggy weather we were unable to see the schooner. The breeze freshened considerably between 11h00 and midnight. At 00h45, with the tide keeping the ship athwart the wind, we dragged the anchor a little. As the breeze continued to freshen, we weighed the kedge and got under sail. At daybreak the *Casuarina* was sighted to the ENE; it manoeuvred to close us.

At 8h00 we went back on the port tack and stood in for the coast, which at noon was still a considerable distance away, stretching from S75°W-S11°E. Fresh and fluky breeze during the morning, with the sea running a swell.

(179) 29-30 Prairial [18-19 June 1803]

TABLE

Fine weather, hazy horizon, moderate breeze, gradually slackening. At 1h00 we sighted a small island bearing S¼SE. As the depth was decreasing, we wore ship back on to the starboard tack. Stood in for the land again at 4h00, and at 7h00 [illegible] headed out into the offing once more [illegible], signalling our manoeuvre to the *Casuarina*. The breeze became a fresh south-easterly between 8h00 and 9h00 in the evening. At 10h00 the *Casuarina* was a long way from us, on the weather quarter. Kept the mizzen topsail aback so we would not get too far ahead,

and during the night we sighted the *Casuarina*'s light from time to time, bearing SSE. At dawn, the schooner itself was visible in this quarter. Fluky and fresh breeze during the morning, sea somewhat rough.

(180) 30 Prairial-1 Messidor [19-20 June 1803]

TABLE

At noon, with the *Casuarina* far distant from us and bearing S $\frac{1}{4}$ SE, we wore ship on to the port tack and stood in to close her. At 1h30 the schooner was abeam and to windward, quite close, so we went back on the starboard tack. Fine weather, sea running a swell, moderate and fluky breeze. The breeze freshened and became gusty during the night. The sea became rougher. Manoeuvred to stay with the *Casuarina*.

Same weather and same manoeuvre until noon.

(181) 1-2 Messidor [20-21 June 1803]

TABLE

Fine weather, with the sea much less rough and a light breeze. At 8h00 we wore ship again on to the port tack. Continuing fine weather during the night and morning. The breeze freshened from midnight to 4h00, and was moderate up to noon. Tried various sail settings as we waited for our consort.

(182) 2-3 Messidor [21-22 June 1803]

TABLE

Very light breezes, clear sky. We crowded sail.³³ At 3h30, land was sighted from the masthead, bearing east. At sunset, the land in sight stretched E $\frac{1}{4}$ NE-SE $\frac{1}{4}$ S; at E $\frac{1}{4}$ SE³⁴ there was a bay, fronted by several small islands. At 8h00 in the evening we sighted a light on the coast, bearing SSE. At 9h00 the calm forced us to come to anchor. We dropped the kedge anchor on to a bottom of muddy sand. At daybreak, and with the aid of a very light breeze, we got under sail again, along with our consort. At that time, the land in sight stretched SE-ENE, quite some distance away.

The weather turned foggy and the breeze died away completely at about 11h00.

(183) 3-4 Messidor [22-23 June 1803]

TABLE

Flat calm up to 2h00, when a light east-northeasterly breeze sprang up. At 5h00, with the breeze having veered north, we wore ship on to the port tack. Land was in sight in the distance, stretching SE-ESE. The horizon was almost constantly hazy during the afternoon, with a cloudy sky.

³³ "Boile" in the French text has been taken as "voile."

³⁴ "Et nous" in the French text is unclear. Some words may be missing.

The Citizen Commander, who was indisposed, ordered me to anchor for the night if the weather remained fine. At 7h00 I dropped the small anchor in 18 in fathoms, over a bottom of sand and shells. At that time we sighted two large fires on the coast, bearing ESE. At 10h00 in the evening, a breeze sprang up from NNW and remained in that quarter. During the night it veered successively west, south-west and south. At 4h30 in the morning I got under sail again, on the Commander's orders. The *Casuarina*, which was anchored nearby, followed suit. At daybreak, land was sighted from the masthead as far as NE¼E. Overcast and foggy weather during the morning, with light rain squalls. We had periods of calm and some extremely fluky light breezes.

(184) 4-5 Messidor [23-24 June 1803]

TABLE

Dark and overcast weather from noon to 4h00, with frequent periods of calm and some light and very variable breezes.⁺ We tracked - at a great distance - along a coast whose visible extremities at 4h00 stretched from S15°E-N60°E. Very light breezes up to evening. At 8h00, on the Commander's orders I came to anchor in 15 fathoms water, over a bottom of gravel and broken shells. The *Casuarina* was close by. Flat calm during the night. At 3h00 the breeze freshened and veered SSE, and an hour later we and our consort got under sail again. At sunrise, land was in sight in the distance, bearing N34°E-S32°E. Fine weather and light breeze up to noon.

(185) 5-6 Messidor [24-25 June 1803]

TABLE

Very light breeze during the afternoon, with the horizon very hazy and the sea smooth. At 10h30 the calm forced us to come to anchor. We dropped the kedge anchor in 19 fathoms, over a bottom of mud.

At daybreak, we got under sail again, together with the *Casuarina*; light breezes and periods of calm up to noon. Land was in sight from the masthead, bearing SE.

(186) 6-7 Messidor [25-26 June 1803]

TABLE

Very light breeze during the afternoon. Horizon a little hazy. At sunset, land was in sight from the masthead, bearing ESE-S¼SE.

Continuing fine weather at night. The breeze gradually freshened between midnight and 4h00, shifting from NE-NNE. Went on the port tack at 4h00 in the morning, sailing close-hauled. Manoeuvred to stay with the *Casuarina*. At daybreak, the lookouts sighted land stretching ENE-N¼NW. Went about again at 7h20 and stood in for the land in sight. At 11h00 we were close in and commenced surveying. We then bore away to NW¼N. This land is quite low-

⁺ At 1h00 in the afternoon the lookouts sighted an exposed sandbank bearing SE¼E. [Footnote appearing in the French text].

lying. We saw a number of columns of smoke rising from it.

At noon, the eastern extremity bore N70°E. The western extremity, forming a prominent headland, bore N20°W.

(187) 7-8 Messidor [26-27 June 1803]

TABLE

Overcast and squally weather from noon to 4h00, bringing some [illegible] wind shifts and rain. Light breeze and periods of calm to 2h00. The wind then suddenly shifted to the south-west, becoming gusty. We went on the port tack and took some reefs in the topsails. Sailed close inshore so we could continue the survey work. At 4h00 the visible extremities of land bore S59°E-N72°E.

Squally weather and light rain up to evening. Altered course to N¼NE until 8h00 in the evening, when we steered [illegible] SW and WSW. Manoeuvred to wait for the *Casuarina*, which had fallen a long way behind during the afternoon. Hove to at midnight and remained athwart until daybreak. We then filled the sails and sailed close-hauled on the starboard tack. No land sightings during the morning.

Sky cloudy, sea calm, light breeze.

(188) 8-9 Messidor [27-28 June 1803]

TABLE

Fine weather during the afternoon, with a moderate breeze and light swell. At 2h15 we sighted two columns of smoke - one bearing SE and the other SE¼E. Land was out of sight at the time.

Very variable wind and stormy weather during the night. Squalls from 10h00 to midnight, accompanied by heavy showers of rain. Occasional periods of dead calm. At 1h00 a fairly strong south-southeasterly squall hit, followed by renewed periods of calm. Manoeuvred to stay close to the *Casuarina*. At 4h00 we bore away to NW when there was a sudden decrease in depth. Set various courses during the morning because of the variations in depth. Overcast weather, with a cloudy sky and rough sea. As the *Casuarina* was having trouble following us, we shortened sail to wait for it.

(189) 9-10 Messidor [28-29 June 1803]

TABLE

At noon we hove to, waiting for the *Casuarina*, which joined up at 2h00. Then filled and put on more sail. Cloudy sky, fresh breeze, rough sea.

Dark weather at night, with frequent squalls, strong breeze and heavy swell. Manoeuvred to stay close to the *Casuarina*.

Same weather and same manoeuvring during the morning.

(190) 10-11 Messidor [29-30 June 1803]

TABLE

Dark and overcast weather over the 24 hours, with a rough sea and a fresh and gusty breeze.

The *Casuarina* was a long way astern during the afternoon, and we lost sight of it at 8h00 in the evening. We then wore ship on to the starboard tack and bore away to the north and then the west to close our consort. It was nearby at 9h15. Manoeuvred during the night and morning to stay close. At 10h00 in the morning, we wore ship and went on the port tack. Strong and gusty wind. We furled the foresail and spanker. Unrigged the topgallants.

(191) 11-12 Messidor [30 June-1 July 1803]

TABLE

Overcast weather during the afternoon, with a rough sea. Fresh breeze, gradually becoming stronger. At 4h00 in the evening we furled the foresail and bore up to close our consort. At 5h00, as we were close, we wore ship on to the starboard tack.

At 11h00 in the evening the wind was strong and gusty. We hove to, starboard to windward. The *Casuarina* did the same.

Strong and gusty wind from 4h00 to 8h00 in the morning, with constant rain and a rough sea.

At 6h30, went on the port tack and set the main topsail. Overcast sky from 8h00 to noon, with a fresh breeze, slackening a little. At 11h00, set the courses and furled the main topsail.

The *Casuarina* close by, on the weather quarter.

(192) 12-13 Messidor [1-2 July 1803]

TABLE

Fine weather and constant light rain during the afternoon. The breeze slackening and the sea less rough. At 6h30 we wore ship on to the starboard tack. Towards nightfall, we bore up towards the *Casuarina*, going close-hauled after we had closed it.

Fresh breeze from 8h00 to midnight, with frequent light rain squalls and a swell running. Manoeuvred to stay close to the *Casuarina*. Rainy weather during the remainder of the night. The darkness prevented us from making out the *Casuarina*, which did not reply to our consort lights. It was sighted at dawn, a long way astern. At 6h30 we made the signal to tack, and at 7h45 we wore ship to port. As the *Casuarina* had not executed the previous signal, we underlined it with a round from the swivel gun. During the morning, the moderate and fluky breeze slackened considerably; we made more sail.

At noon, the *Casuarina* was about two miles astern.

(193) 13-14 Messidor [2-3 July 1803]

TABLE

Overcast sky during the afternoon, with a swell running and a moderate breeze. Wore ship on to the starboard tack at 7h00 in the evening, and bore up towards the *Casuarina*. At 7h15 it was very close on our leeward beam; we went close-hauled. As the weather was clearing, we made more sail.

Fine weather, cloudy sky, moderate and gusty breeze at night. Manoeuvred to stay with the *Casuarina*. At 8h00 in the morning, we wore ship on to the port tack.

Fine weather during the morning, with the sky cloudy, the sea running a swell and a moderate breeze. The *Casuarina* sailing close to us.

(194) 14-15 Messidor [3-4 July 1803]

TABLE

Fine weather during the afternoon, with a cloudy sky and the sea running a swell. Moderate and slightly fluky breeze.

At 7h00 in the evening we wore ship again, and sailed large to close our consort. Sailed close-hauled on the starboard tack.

Same weather all night. Manoeuvred to stay with the *Casuarina*. Light and fluky breeze from 4h00-6h30 in the morning. Moderate and gusty breeze from 6h30 to 8h00, with the sea running a swell and the sky cloudy.

The *Casuarina* sailing close to us.

Same weather during the morning.

(195) 15-16 Messidor [4-5 July 1803]

TABLE

Very fine weather over the 24 hours. Sky a little cloudy, sea running a swell, moderate breeze.

Sailing in consort with the *Casuarina*, which we constantly [illegible] close by.

(196) 16-17 Messidor [5-6 July 1803]

TABLE

Cloudy sky, sea running a swell, moderate breeze. At 6h00 in the evening we wore ship, having missed stays twice.

Fresh and fluky breeze during the night. Very fine weather. Manoeuvring to keep close to our consort. At 5h45 in the morning we went on the starboard tack and increased sail.

Continuing fine weather. The *Casuarina* close by.

(197) 17-18 Messidor [6-7 July 1803]

TABLE

Very fine weather over the 24 hours, with a generally calm sea but some swell. Moderate and gusty breeze. Sailing close to the *Casuarina*.

(198) 18-19 Messidor, Year 11 [7-8 July 1803]

TABLE

Overcast sky during the afternoon, with a swell running and a moderate and slightly fluky breeze. At [illegible]h30 we wore ship after having missed stays twice. Towards evening, we shortened sail to wait for the *Casuarina*.

At 10h00 we hoisted three lights, and shortly afterwards the *Casuarina* passed astern to receive the Commander's orders. It was told to set a course SW¼W; we immediately bore away to that quarter. Cloudy sky during the night, with a moderate breeze and the sea running a swell. Manoeuvred to stay with our consort.

Same weather and same manoeuvring during the morning.

(199) [page is illegible]

(200) 19-20 Messidor, Year 11 [8-9 July 1803]

TABLE

Fine weather, cloudy sky, fresh breeze and rough sea. Remained under easy sail, waiting for the *Casuarina*.

At 8h00, with our consort a long way astern and out of sight, we hove to, port to windward, to wait for it. It closed us at 9h30 and we then resumed our course.

Overcast sky during the night, with a strong and variable breeze and a swell running.

Squally weather during the morning. Rain from 8h00 to 10h00. The weather cleared up at about 11h00.

Carried out various manoeuvres to stay very close to the *Casuarina*.

(201) 20-21 Messidor [9-10 July 1803]

TABLE

Very fine weather over the 24 hours, with the sky a little cloudy. Moderate and fluky breeze, light swell.

Adjusted our way to suit the *Casuarina*, which we kept constantly close by.

(202) 21-22 Messidor [10-11 July 1803]

TABLE

Very fine weather over the 24 hours, with a calm sea and a moderate and slightly variable breeze.

Remained under easy sail to stay with the *Casuarina*.

(203) 22-23 Messidor, Year 11 [11-12 July 1803]

TABLE

Very fine weather, moderate and somewhat fluky breeze. At 2h00 we signalled to the *Casuarina* to close, and ~~at the same time~~ then shortened sail to wait for it.

At 5h30 in the evening, the horizon, which had been cloudy in the western quarter, cleared up and we sighted the island of Timor. At sunset the western visible extremity of the coast bore N75°W. The northern part of the island was very hazy and we could only see as far as N60°W.

Went close-hauled on the port tack at 8h00 in the evening, and spent the night [illegible]. At daybreak, we stood in for the land we had in sight, and during the morning we coasted along the southern coast of Timor. The *Casuarina* was ahead of us. Fine weather, light breeze.

At 8h00 in the morning, the visible extremities of Timor stretched N5°E-N79°W.

At noon, the visible extremities of the same coast bore N34°E-N85°W.

(204) 23-24 Messidor, Year 11 [12-13 July 1803]

TABLE

Very fine weather, calm sea, moderate breeze. Continued to track along the southern coast of Timor during the afternoon. At 7h30 in the evening, we were close inshore so went close-hauled on the port tack. At sunset, our lookouts sighted land bearing [illegible]. Passed the night making short tacks at the entrance to the strait, sailing together with the *Casuarina*.

At dawn, when we were approximately two leagues off the Timor coast, we bore away and coasted along it. The land of [illegible] was then in sight to the WSW. During the morning, we crossed the [illegible] Strait, standing close inshore to the coast of Timor. At 10h15 we had opened the Semau Strait. Continuing fine weather and moderate breeze.

The *Casuarina* following our manoeuvres.

Dead reckoning errors have been quite considerable since yesterday. I rectified the longitude error by reference to the position of the SW cape of Timor, which I estimate to be 5-6 minutes to the west of Concorde fort.

(205) 24-25 Messidor, Year 11 [13-14 July 1803]

TABLE

Fine weather and calm sea from noon to 4h00. Moderate breeze. At noon, the course was given WSW, then at 3h00 SW $\frac{1}{4}$ W⁺, at 5h00 WSW and from 7h30 to 9h00 WSW $\frac{1}{2}$ W.

At sunset the *Casuarina*, which we had left a long way in our wake during the afternoon, was far astern.

At 9h00 in the evening, the course was given WSW. Clewed up the foresail at 10h00. The sea appeared very white, so we sounded but had no ground with 105 fathoms. At midnight, since we had not sighted the *Casuarina* since sunset, we went [illegible] on the port tack, staying that way until daybreak. We kept a lantern constantly at the masthead and sent up occasional rockets. Our consort did not close. At daybreak, since the lookouts could not see the *Casuarina*, we got underway and increased sail. The island of Savu in sight during the morning.

Continuous fine weather, with a light, fluky and variable breeze.

(206) 25-26 Messidor, Year 11 [14-15 July 1803]

TABLE

Very fine weather over the 24 hours, with a light, fluky and variable breeze. At 2h15 in the afternoon the lookouts sighted a small ship ahead of us, which we assumed was the *Casuarina*. We put on all sail. At sunset, the ship in sight bore WSW $\frac{1}{2}$ S, a long way distant. During the night we set a course to this quarter, crowding sail and at daybreak we recognised the *Casuarina*, bearing N $\frac{1}{4}$ NW. We bore away to close it, and at 8h00 it was nearby. Shortened sail to stay with it.

At noon our consort was about one mile astern.

(207) 26-27 Messidor [15-16 July 1803]

TABLE

Very fine weather over the 24 hours, with the sky a little cloudy, a calm sea and moderate breeze.

Remained under easy sail to stay close to our consort.

(208) 27-28 Messidor [16-17 July 1803]

TABLE

Continuing fine weather over the 24 hours, with a light swell running. Fluky and variable breeze.

At 12h15 in the afternoon the Commander had a signal sent to the *Casuarina*, after which that

⁺ Tracking quite a distance from the coast of [illegible] Island. [Footnote appearing in the French text].

ship laid a course $W\frac{1}{4}NW$ and WNW , whilst we were tracking west. At 1h30 we bore away towards our consort. At 1h45 we set the foresail and topgallants. The *Casuarina* then shortened sail. At 2h15, the Commander had the previous signal hoisted again and underlined it with a gun. The *Casuarina* crowded sail and steered WNW .

At 4h15 the Commander signalled a course west. Since then we have steered in that direction, along with our consort, and have remained almost constantly under reefed topsails so we do not outdistance the schooner.

(209) 28-29 Messidor, Year 11 [17-18 July 1803]

TABLE

Very fine weather, sea a little rough, moderate breeze. Manoeuvred to keep the *Casuarina* close to us and ahead.

Cloudy sky during the night, with a fresh breeze.

Squally and overcast weather during the morning, with a fresh and fluky breeze.

Sailing close to the *Casuarina*.

(210) 29-30 Messidor [18-19 July 1803]

TABLE

Stormy weather during the afternoon, with a fresh breeze and occasional light rain.

Fine weather during the night, with the sea running a swell; fresh and fluky breeze.

Same weather up to noon. Sailing close to the *Casuarina*.

(211) 30 Messidor-1 Thermidor, Year 11 [19-20 July 1803]

TABLE

Fine weather over the 24 hours, with a fresh and fluky breeze and the sea running a swell.

Remained under easy sail, sailing close to the *Casuarina*.

(212) 1-2 Thermidor [20-21 July 1803]

TABLE

Fine weather during the afternoon, with a moderate breeze and the sea running a swell.

A number of light rain squalls during the night.

Dark sky and light swell during the morning. Moderate and fluky breeze. Manoeuvred over the 24 hours to keep ourselves close to and astern of our consort.

(213) 2-3 Thermidor, Year 11 [21-22 July 1803].

TABLE

Fine weather during the afternoon, with a fresh breeze and the sea running a swell. Signalled a course $W\frac{1}{4}SW$ to the *Casuarina*.

Cloudy sky at night. Manoeuvred to keep the *Casuarina* close by and ahead.

Same weather and same manoeuvring during the morning. The breeze slackening a little.

(214) 3-4 Thermidor, Year 11 [22-23 July 1803]

TABLE

Cloudy sky but reasonably fine weather, sea running a swell, moderate, variable and very fluky breeze.

Manoeuvring to keep close to and astern of the *Casuarina*.

(215) 4-5 Thermidor [23-24 July 1803]

TABLE

Overcast weather during the afternoon, with the sea running a swell. Moderate and fluky breeze. Light rain squalls. Manoeuvring to keep the *Casuarina* close by and ahead. Squally weather from 6h00 to 8h00, with constant rain. At 7h15, the *Casuarina* bore $W15^{\circ}N$, not far away. At 8h00 it was hidden by the fog; we hoisted a light, to which there was no reply. Almost constant squalls from 8h00 to midnight, with heavy rain. At 10h00 the wind, which had been quite variable, suddenly shifted to the north-northwest. We were taken aback and immediately went on the starboard tack, shortening sail. Constant rain, with a light and variable breeze from midnight to 4h00. Kept a light aloft to mark our position for our consort. At 4h30 in the morning the *Casuarina* closed us. ~~at 4h30 in the morning~~ At 10h00 it requested permission to pass astern; when it had done so, the captain informed the Commander that he was short of firewood and also required an [illegible] to make a boom. We hove to, port to windward, and hoisted out the large dinghy, which took over the requested items to the *Casuarina*. At 11h30, with the dinghy back aboard, we got underway again. Squally and rainy weather during the morning, with a swell running and a light and variable breeze.

(216) 5-6 Thermidor [24-25 July 1803]

TABLE

Dark and rainy weather during the afternoon. Quite strong squalls and gusts. Occasional light breezes. Carried out various manoeuvres to stay with our consort. Heavy rBetween 6h00 and 8h00, the breeze settled in the south, gradually freshening. The *Casuarina* was then on our leeward beam, very close. From 8h00 until midnight the weather steadily worsened. We furled successively the mizzen topsail and the fore and main topsails. The weather was excessively dark. We lost sight of the *Casuarina* and have not seen it again since. Kept our lantern alight

during the night. Strong wind, with some especially violent gusts between midnight and 2h00. It was more moderate during the morning, and we were able to set the topsails. Frequent light rain squalls and rough sea.

(217) 6-7 Thermidor [25-26 July 1803]

TABLE

Squally weather during the afternoon, with strong and gusty wind and occasional light rain. Rough sea.

Same weather at night. As the breeze moderated a little, we made more sail.

The weather cleared slightly during the morning.

(218) 7-8 Thermidor [26-27 July 1803]

TABLE

Squally weather, with rain, all afternoon and night. Strong and gusty wind and a rough sea.

The gusts became less intense during the morning and there were occasional clear patches.

(219) 8-9 Thermidor [27-28 July 1803]

TABLE

Strong wind during the afternoon and at night. Rough sea. Dark and squally weather.

The sea dropped a little during the morning, and there were some fine patches. The breeze slackened and we made more sail.

(210) [220] 9-10 Thermidor [28-29 July 1803]

TABLE

Fresh and gusty breeze over the 24 hours, sea running a swell, sky cloudy.

Wonderfully fine weather during the morning. We rigged the topgallants.

(211) [221] 10-11 Thermidor [29-30 July 1803]

TABLE

Very fine weather during the afternoon. Moderate and slightly fluky breeze, sea running a swell.

Cloudy sky at night. Light rain squalls and some drops of rain between [illegible]h and midnight. The breeze variable in strength and direction. The sea running a swell.

Very fine weather during the morning. The Commander has written to the officers and midshipmen informing them that they are to assemble the journals, reports and notes they have compiled during the expedition, and that these are to be submitted to the government as soon as we reach the longitude of Rodrigues Island. All of these items are to be sealed and addressed to the Minister for the Navy.

(212) [222] 11-12 Thermidor, Year 11 [30-31 July 1803]

TABLE

Fine weather during the afternoon, with a cloudy sky and the sea running a swell. As the sheets of both topgallants failed, the sails were immediately furled.

Squally weather during the night. Almost continuous light rain. Fluky wind, almost always blowing strongly. Some finer patches during the morning, but they were short-lived. Light rain. The sea running a swell.

(213) [223] 12-13 Thermidor [31 July-1 August 1803]

TABLE

Overcast and squally weather over the 24 hours. Strong breeze and rough sea.

(214) [224] 13-14 Thermidor [1-2 August 1803]

TABLE

Fine weather during the afternoon, with a fresh breeze and the sea running a swell. Variable and rather fluky breeze during the night, with some rain.

Strong breeze and squally weather during the morning. Some fine patches towards noon.

(215) [225] 14-15 Thermidor, Year 11 [2-3 August 1803]

TABLE

Cloudy sky over the 24 hours, with the sea running a swell and a moderate and fluky breeze.

(216) [226] 15-16 Thermidor [3-4 August 1803]

TABLE

Fine weather, cloudy sky, moderate breeze. Sea fairly flat.

(217) [227] 16-17 Thermidor [4-5 August 1803]

TABLE

Cloudy sky during the afternoon. Squally weather, with rain. At 5h00 we sighted Rodrigues Island and at sunset its visible extremities bore N45°W-N34°W.

Light rain squalls during the night, with a strong breeze and a rough sea. Shortly after 4h00 in the morning, we sighted two large ships to leeward. As we were passing them quickly, we successively clewed up our courses and reefed the topsails. Despite this manoeuvre we slowed down only very slightly. We lit a stern light and sent up a rocket; one of the ships responded by hoisting a light. At daybreak, these ships were a long way astern and as they were not gaining on us we made more sail.

Rough sea and strong breeze throughout the morning.

(218) [228] [Signed] Henri Freycinet, Lieutenant

[229] Sea Journal, by Henri Freycinet, Lieutenant.