

Journal of Louis Freycinet



Journal of *Louis* Claude de Saulces de Freycinet
Archives nationales de France, série Marine, 5JJ49-50

Physical Description

15 ruled notebooks, unbound, of two different formats (details on next page)

Period covered

27 Vendémiaire Year IX [10 October 1800] – 25 Ventose Year IX [16 March 1801]

5 Floréal Year IX [25 April 1801] – 10 Messidor Year IX [29 June 1801]

22 Brumaire Year IX [13 November 1801] – 10 Ventose Year X [1 March 1802]

5th Complementary Day Year X [22 September 1802] – 24 Thermidor Year XI [12 August 1803]

Notes on the text

The cataloguing of the notebooks, which was done later, does not follow chronological order.
This translation restores the chronology.

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).

List of Notebooks

First series : nautical journal forma

Dimensions : 24.5 x 37.8 cm

Contents : each notebook comprises 64 pages

1. E.1¹

27 Vendémiaire Year IX – 27 Brumaire Year IX [19 October 1800 – 18 November 1800]

2. E.1²

27 Brumaire Year IX – 28 Frimaire Year IX [18 November 1800 – 19 December 1800]

3. E.1.³

30 Brumaire Year XI – 1 Nivose Year XI [21 Novembre 1802 – 22 December 1802]

4. E.1.⁴

1 Nivose Year XI – 1 Pluviose Year XI [22 December 1802 – 21 January 1803]

5. E.1.⁵

1 Pluviose Year XI – 1 Ventose Year XI [21 January 1803 – 20 February 1803]

6. E.1.⁶

1 Ventose Year XI – 1 Germinal Year XI [20 February 1803 – 22 March 1803]

7. E.1.⁷

1 Germinal Year XI – 1 Floréal Year XI [22 March 1803 – 21 April 1803]

8. E.1.⁸

1 floréal Year XI – 1 Prairial Year XI [21 April 1803 – 21 May 1803]

9. E.1.9

1 Prairial Year XI – 1 Messidor Year XI [21 May 1803 – 20 June 1803]

10. E.1.¹⁰

1 Messidor Year XI – 1 Thermidor Year XI [20 June 1803 – 20 July 1803]

11. E.1¹¹

1-24 Thermidor Year XI [20 July 1803 – 12 August 1803]

Second series : journals ruled by hand

Dimensions : 20 x 30.5 cm (quarto)

Contents : the number of pages varies from 24 to 60

12. E.2.¹

28 Frimaire Year IX – 24 Pluviose Year IX [19 December 1800– 13 February 1801]

13. E.2.²

24 Pluviose Year IX – 25 Ventose an IX [13 February 1801 – 16 March 1801]

14. E.2.³

5 Floréal Year IX – 11 Messidor Year IX [25 April 1801 – 30 June 1801]

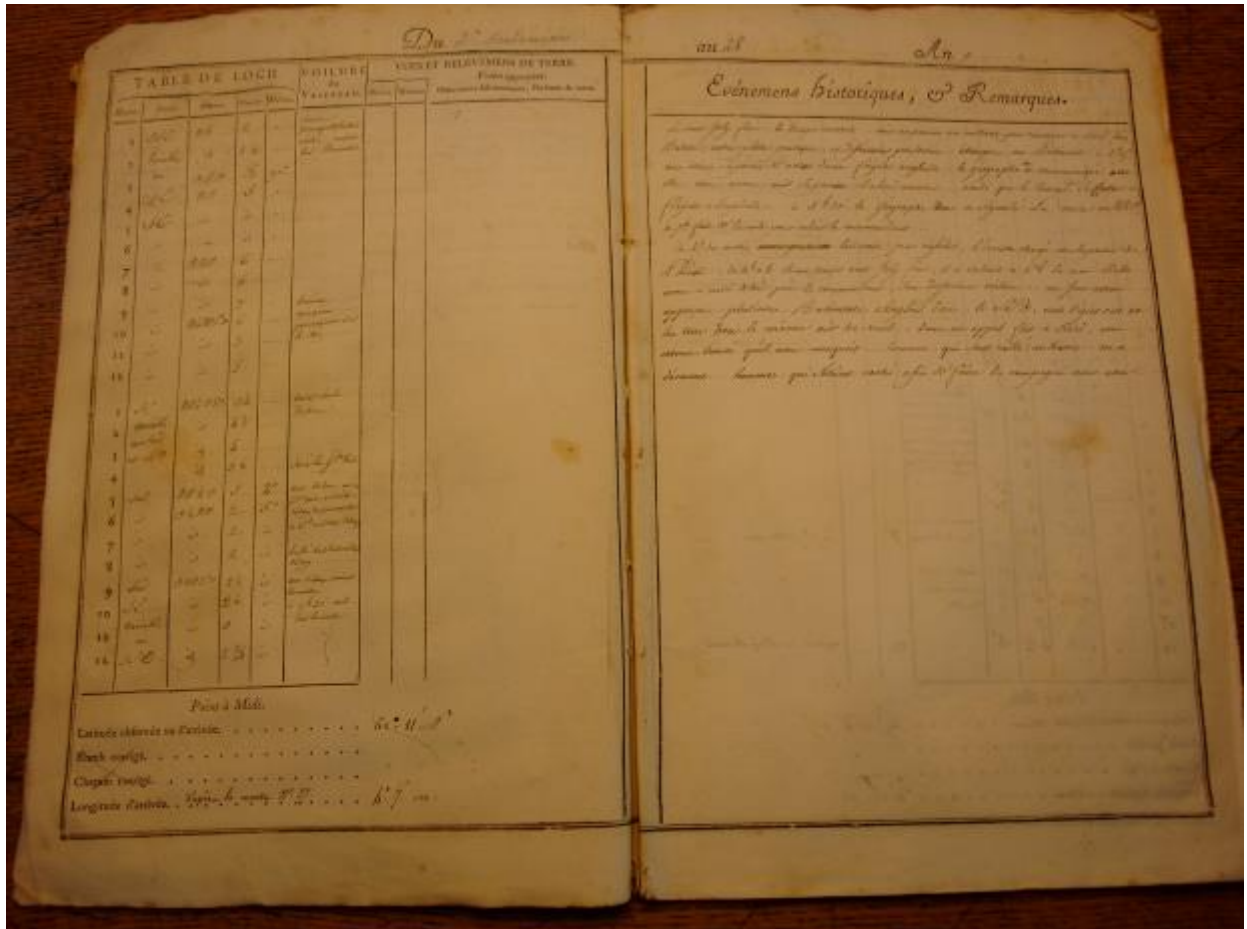
15. E.2.⁴

22 Brumaire Year X – 10 Ventose Year X [13 November 1801 – 1 March 1802]

16. E.2.⁵

5th Complementary Day Year X – 1 Frimaire Year XI [22 September 1802 – 22 November 1802]

Sample page of the manuscript



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.

This translation follows the order of the French text, which covers six separate periods in the voyage, not in chronological order.

[Cover]

Sea Journal
Louis Freycinet officer on board the corvette *Naturaliste*

TT.

Departure from Le Havre
27 Vendémiaire Year 9 [19 octobre 1800]

N.1

[verso]

**Sea Journal Nautique Compiled on Board the corvette the *Naturaliste* by
Louis Freycinet, Naval Officer**

27 Vendémiaire, Morning, Year 9

[18 October 1800]

Significant events, comments

Cloudy weather, light east-southeasterly breeze. At 9h00 in the morning, a port officer came on board to move us out from the Le Havre docks. We warped abeam of the new dock, then set topsails and topgallants and cleared the jetties. At 9h30, we were out. We hove to on the port tack to wait for the *Géographe*, which had not yet cleared the jetties. At 10h00 the *Géographe* was away [illegible], and we went on the other tack to join it. At 19h30 we passed astern of the Commander, and hove to on the port tack. The American corvette *New York*, with the American Ambassadors to the French Republic aboard, left Le Havre after us. ~~Illegible.~~ At 11h00, the Commander hailed the order to set a course NNW. We had in sight an English cutter and frigate, and moved to close them. At noon, Cap d'Antifer bore NE^{1/4}E3°N on the compass. The middle of Cap de la Hève bore E4°SE4°S, and Cap de Grâce, near Honfleur, bore SE4°S3°S. Departure point was latitude 49°30'38", longitude 2°24'28".

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

Significant events, comments

Moderate breeze, overcast weather. Hove to for a short time so we could disembark our pilot and several others not part of the ship's crew. At 2h15 we were within hailing distance of an English frigate, and the *Géographe* spoke with it. We hove to on the port tack, as did the captain of the English frigate. At 5h30 the *Géographe* signalled a course NNW. At 7h00 we increased sailed to join the Commander. At 4h00 in the morning [illegible] gusty wind, with the horizon threatening to the west. From 4h00 to 8h00, fine weather and a moderate breeze that slackened towards 6h00. Sea calm. We followed very closely behind the Commander, using various sail combinations. At daybreak, we sighted a number of English ships, bearing SSW. Our lookouts sighted land in the same direction. A muster revealed that we were short ...men, who had remained in Le Havre. We discovered ... men who had stowed away so they could join the voyage.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Sighted an American corvette and a Danish brig. Sighted land bearing south. Sighted Aurigny [*Alderney*] Island bearing SE. Sighted the lights of The Casquets, bearing SW^{1/4}S2°S, distance about 6 leagues. Fine weather all day.

Significant events, comments

At 1h00, with the vessel having no steerage way and at the mercy of the current, we chapelled ship. The *Géographe* did likewise. At 1h30 we went close-hauled on the starboard tack. At 2h30, having an American corvette in sight, we hoisted our colours. At 5h00 the Commander ordered us to shorten sail. We hoisted out the small dinghy and an officer went on board the *Géographe*. At midnight the Commander made an error in a signal given to us. We responded with the signal for not understanding. We bore away to join the Commander. At 2h00, wore ship and went on the port tack. We remained within hailing distance of the Commander. At 10h30 we took a reef in the topsails, in accordance with an order signalled by the Commander.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Sighted The Casquets bearing SSW6°S. Sighted the easternmost part of Aurigny. Estimated latitude of the bearing was 49°49'N. Longitude 4°48'W. This observation is a little uncertain

in view of the difficulty of clearly determining headlands or capes when seen from afar. Fine weather, sea running a swell. Sighted a brig on a southeasterly course. It was a three-masted warship.

Significant events, comments

At 12h45 in the afternoon we wore ship, as did the Commander. At 5h15, wore ship again and went on the starboard tack. At 8h00 the Commander signalled us to crowd sail and to join him with all speed. Bore away and came up close on his lee beam.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Sky cloudy, sea rough. Sighted three sails to the east. Sighted a small beach. Heavy weather, sea running a swell. Sighted a hill bearing ENE.

Significant events, comments

At 5h00 in the evening, the Commander signalled a course WSW. At 2h30 in the morning the main topmast was labouring considerably, so we struck the main topgallant on the cap and the carpenter secured the mast. At 7h15 the Commander signalled an order for us to crowd sail. At noon he signalled the order to join up.

1-2 Brumaire, Year 9 of the Republic [23-24 October 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Overcast sky throughout the twenty-four hours. Sea calm, though running a slight swell.

Significant events, comments

We kept very close to the Commander.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Overcast weather all day, with a slight swell running.

Significant events, comments

At 2h00 we tightened our topgallant shrouds and backstays. We stayed constantly very close to the Commander.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Heavy sea and fog from noon to 4h00. Rain from 4h00 to 12h00. Overcast weather from midnight to 8h00 in the morning. Fine weather from 8h00 to noon. Saw a light bearing ESE. Sighted a ship bearing south.

Significant events, comments

At 4h00 the Commander signalled an order to wear ship. At 1h15 in the morning it was very dark; the *Géographe* bore SE^{1/4}S from us, distance about one league. Its stern light, which had been lit up to then, had enabled us to follow its movements. At 1h20 we received an order to close up promptly. We sailed close-hauled. At 2h15 the Commander extinguished his stern light, and from then on we were unable to see him. At 7h00 we bore away and put on sail to try to locate the *Géographe*. At 8h00 we bore away to S^{1/4}SW, where we thought the Commander must be. At 10h00 we sighted a ship which seemed to us to be the *Géographe*, but as it did not respond to our recognition signal we took it, for a few moments, to be a foreign vessel. We were preparing to work to windward when the ship changed tack to starboard. We then bore up until we were able to make it out properly - it was indeed the *Géographe*. At 11h00 it signalled an order to follow its course. At 11h15 we received an order to shorten sail, but since the Commander had crowded sail at the same time as sending his signal we were obliged to make more sail so we could follow.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Overcast weather all day, with a swell running. Squalls from midnight to noon, with occasional rain. Sighted a sail on the port tack, to the south.

Significant events, comments

At noon, the Commander signalled a course SW. At 2h00 we were ordered to close up. At 10h15 in the evening we squared our topgallants by the braces - a manoeuvre that took a very long time due to the crew's clumsiness.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Rough sea over the 24 hours; the weather was fine although the sky was a little cloudy.

Significant events, comments

Nothing new up to 10h00 in the morning. At 10h10 the main topsail tye¹ failed, causing the yard to fall on its lifts and breaking the main topgallant yard. We immediately set about repairing the damage. At 11h00 a new topgallant yard was squared.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Rough sea over the 24 hours. Weather reasonably fine, though a little cloudy. Sighted three sails to the SE.

Significant events, comments

At noon we worked at rigging our main topgallant; finished this at 1h00. At 2h15 we rigged a new main topsail tye. At 7h00 in the morning a merchantman passed within hailing distance; it told us it was out of Malaga and was headed for Hamburg. We remained close to the *Géographe* all day.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Calm sea over the 24 hours; sky a little cloudy at night. Sighted two ships (a corvette and an American brig), approximately four leagues to the WSW.

Significant events, comments

At 2h30 we hailed the Commander and gave him our noon fix for the previous day. The two American ships hoisted their colours at 2h35, when they were very close to us. We did the same. Sailed constantly very close to the *Géographe*.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Very fine weather and calm sea over the 24 hours.

Significant events, comments

Sailed constantly very close to the Commander.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather and calm sea over the 24 hours. Sighted an English cutter bearing WSW.

Significant events, comments

¹ "Estague" in the French text has been taken as "itague."

Still sailing close to the Commander. At 6h00 the English cutter that we had in sight changed tack and headed towards the Commander, who hove to and waited for it. At 6h10 we passed astern of the *Géographe*; the Commander ordered us to continue on our course. Some time after that he made a signal that we did not understand. We hove to, port to windward. The English cutter went about again and headed out to sea; the Commander then filled his sails and we followed suit. Both our ships hoisted colours, as well as the flag of truce, on the foremast. The English cutter fired a gun at the *Géographe*, which hove to again. At 7h00 it filled its sails once more.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather and calm sea over the 24 hours.

Sighted land to the SW. Sighted Grand Canary Island to the SSW. Sighted the same island bearing S^{1/4}SW, distance approximately five leagues. Sighted Tenerife Mountain bearing west. The island coastline was approximately 1^{1/2} leagues away from us.

Significant events, comments

At 8h30 in the evening we hailed the Commander, who ordered us to go on the other tack at 9h00. At 3h00 in the morning we went about, as did the *Géographe*. At 6h00 in the morning we sighted and recognised the northern part of the island of Tenerife, about one league away. At 7h30 we rounded the small Anaga rock and steered for the anchorage at the town of Santa Cruz. At 9h30 the *Géographe* fired a gun and hoisted the national colours. We also hoisted our own colours. Made arrangements for mooring. At 9h45 a Spanish pilot (named J Fernand) came aboard to take the ship in to the anchorage. At 10h30 we dropped the best bower in 20 fathoms [illegible] water, over a ... bottom. Took in our sails immediately and made ready to moor. (The *Géographe* moored to the north of us, at 10h20.) Moored at noon.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

The weather was very fine and the sea calm all day.

Significant events, comments

In the afternoon, we worked at unreeving our topsail and topgallant sheets. We bent our main tow-line to the sheet-anchor so it would be ready to let go if necessary. Took in the cable. Citizen Broussonet, the French Consul, came on board to see our Captain, who was absent at the time. The Commander, accompanied by several officers from the *Géographe* and *Naturaliste*, paid official calls on the Governor of the Canary Islands, D J Perlasea. As he pulled away from the ship in his dinghy, Mr Baudin was given a seven-gun salute. This morning, Spanish longboats came over to buoy our cables. We hoisted out all of our boats.

12-13 Brumaire, Year 9 [3-4 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Very fine weather and a calm sea.

Significant events, comments

We busied ourselves making a number of changes to our trim and clearing some room for the wine we are to take on board. At 6h00 in the evening, we heaved our dinghies alongside ship after having secured² the longboat to the seaward buoy. The crew was divided into three watches, to give them more time to rest at night. This morning our longboat was sent ashore to obtain some fresh daily rations for the crew. We continued the trimming work in the hold and orlop.

² “Amuré” in the French text has been taken as “amarré” in this context.

13-14 Brumaire, Year 9 [4-5 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather, calm sea.

Significant events, comments

Continued working in the hold. This morning we offloaded seven crewmembers who were either sick or incapable of performing ship duties. They went aboard a Spanish flag of truce vessel (the *Reyna Luisa*), which had been sent out to transport English prisoners to Gibraltar and is shortly to sail for Europe.

14-15 Brumaire, Year 9 [5-6 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather and a calm sea up to this morning, when a slight swell set in.

Significant events, comments

In accordance with an order given by Commander Baudin, our longboat was employed in transporting English prisoners, who had been captured onshore, aboard the *Reyna Luisa*.

15-16 Brumaire, Year 9 [6-7 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather, sea a little rough.

Significant events, comments

We continued working in the hold. Sent the longboat to see to watering. The flag of truce vessel (the *Reyna Luisa*) got under sail this morning.

16-17 Brumaire, Year 9 [7-8 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather, sea a little rough.

Significant events, comments

Continued working on the corvette's trim and on watering.

17-18 Brumaire, Year 9 [8-9 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather.

Significant events, comments

Continued watering and working in the hold. Took on ten casks of Tenerife wine. Four 400-litre and one 300-litre water casks were emptied out so this wine could be stored.

18-19 Brumaire, Year 9 [9-10 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather.

Significant events, comments

Continued the watering. Took on fresh daily rations. Began tightening our shrouds.

19-20 Brumaire, Year 9 [10-11 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather.

Significant events, comments

Sent the longboat and large dinghy to continue the watering. Continued tightening the shrouds. This afternoon we hoisted in the large dinghy and longboat. A Spanish boat delivered two casks of wine, which we immediately hoisted on board.

20-21 Brumaire, Year 9 [11-12 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather.

Significant events, comments

We made the various arrangements for getting underway.

21-22 Brumaire, Year 9 [12-13 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather, sea running a swell.

Significant events, comments

At sunset we struck our bunting³. This morning at 8h00 the Commander signalled the order to unmoor, which we executed by weighing the small bower. At 9h00 we hoisted topsails and topgallants. At 9h30 the Commander fired the departure signal gun.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Tenerife Peak bore W29°N, distance about one league. Sea rough and the weather somewhat overcast. Fine weather, clear sky. Sea calm.

Significant events, comments

At 1h50 the *Géographe* made the signal to get under sail. We immediately came up on our starboard anchor and at 2h08 we were underway. Made sail immediately. The *Géographe* only got under sail at 2h33.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Sea running a slight swell over the 24 hours; sky occasionally a little cloudy.

Significant events, comments

We remained close to the *Géographe* all day.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather from noon to 9h00 in the morning; thereafter the sky clouded over a little. Sea somewhat rough.

Significant events, comments

At noon, the Commander signalled a course SW^{1/4}S. Worked to fit a new tye to the main topsail. This morning at 6h30, the order was given to set a course SSW.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Over the 24 hours the sea was rough, with heavy weather and fog.

Significant events, comments

As the night was dark and foggy, we lit a flare and sent up a rocket so the Commander could see us. He lit his stern light, which we could see bearing east.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Overcast and damp weather over the 24 hours, with a slight swell running.

³ “Pavoir” in the French text has been taken as “pavois.”

Significant events, comments

This morning we were ordered to set a southerly course.

27-28 Brumaire, Year 9 of the Republic [18-19 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather, calm sea. I noticed a tideway.

Significant events, comments

At 6h15 in the morning, the Commander signalled a course S^{1/4}SE. At 7h00 we tightened the main topgallant mast backstays, to firm up the mast.

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

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather, calm sea during the day.

Significant events, comments

This morning, the Commander signalled a course SSE.

29-30 Brumaire, Year 9 of the Republic [20-21 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather during the day but heavy weather at night, with lightning to the SE. Sea calm.

Significant events, comments

The *Géographe*'s superior sailing qualities having put quite a distance between us, it waited for us for some time, with the mizzen topsail laid aback. By midnight it was only a small distance from us. This morning at 7h15 the order was given to crowd sail. We hailed the Commander.

30 Brumaire-1 Frimaire, Year 9 of the Republic [21-22 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather, calm sea, and occasional light cloud on the horizon.

Significant events, comments

Nothing new.

1-2 Frimaire, Year 9 of the Republic [22-23 November 1800]

Land sightings, bearings. Ship sightings. Physical and other observations.

Fine weather and calm sea during the day. Lightning from midnight to 4h00 in the morning, with thunder in the distance.

Significant events, comments

At 6h30 in the evening we hove to, waiting for a dinghy from the Commander. It brought over half a fresh bullock carcass. At 7h30 the *Géographe* asked for a dinghy from the *Naturaliste*, which we despatched. It returned shortly afterwards.

2-3 Frimaire, Year 9 of the Republic [23-24 November 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather over the 24 hours.

Significant events, comments

The wind's fickleness caused us to change tack frequently. At one time during the day the corvette had virtually no steerage way. This morning at 4h00, we worked at raising the main yard by about three feet. This task was not completed until 8h00.

3-4 Frimaire, Year 9 of the Republic [24-25 November 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather and calm sea all day. From midnight until 4h00, occasional lightning to the west.

Significant events, comments

At 1h30 in the afternoon, we attempted to wear ship so we could be on the same tack as the Commander, but the corvette had no steerage way and came around so it was head to wind, then fell off and went on the port tack.

4-5 Frimaire, Year 9 of the Republic [25-26 November 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather and a slight swell up to 11h00 in the morning, when it turned squally and very stormy, with lightning and thunder. At 10h30, lightning struck about a league away from us, to the SE.

Significant events, comments

Whenever the wind allowed us to do so, we manoeuvred frequently so we could remain close to the *Géographe*.

5-6 Frimaire, Year 9 of the Republic [26-27 November 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Stormy and rainy weather set in at 1h00. There was a break at 2h00, then overcast weather at 4h00. At 8h00 fine weather, calm sea. Foggy weather at midnight. Lightning. Fine weather, calm sea at 4h00 in the morning. At 8h00 a storm was brewing to the NNE.

Significant events, comments

At 6h30 in the afternoon we went on the other tack.

6-7 Frimaire, Year 9 of the Republic [27-28 November 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Rainsquall at 2h00. Calm sea, sky overcast on the horizon, weather fine up to noon.

Significant events, comments

Still sailing close to the Commander.

7-8 Frimaire, Year 9 of the Republic [28-29 November 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather over the 24 hours, with the sky a little cloudy. At 6h00 in the morning, we sighted a three-masted vessel bearing SW^{1/4}S.

Significant events, comments

At 7h30 we chapelled ship and went on the port tack. Went on the other tack at 11h00. This morning at 6h15 we sent a signal to inform the Commander of the ship we had in sight. At 10h00, went on the starboard tack.

8-9 Frimaire, Year 9 of the Republic [29-30 November 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather, calm sea up to 5h00 in the morning. Stormy weather up to noon. A squall from the SE at 11h00 in the morning.

Significant events, comments

Changed tack at 7h00, then back again at midnight. During the squall at 11h00 this morning, we stripped the mizzen topgallant and tightened the preventer backstays.

9-10 Frimaire, Year 9 of the Republic [30 November-1 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Variable weather, with a rough sea. Squally weather since 3h00 this morning.

Significant events, comments

Remained close to the Commander.

10-11 Frimaire, Year 9 of the Republic [1-2 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Cloudy sky, with occasional rain and squalls. Sea running a swell.

Significant events, comments

Nothing new.

11-12 Frimaire, Year 9 of the Republic [2-3 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Overcast sky. Fine weather, calm sea.

Significant events, comments

At 3h00 in the evening we tightened the mizzen topsail shrouds on the port side. At 2h30 in the morning we went on the other tack in order to get closer to the Commander. At 3h00 we were abeam of him. Having missed stays on two occasions trying to tack, we wore ship and got back on course. At 6h45 the *Géographe* signalled that it had damage to its fore topmast.

12-13 Frimaire, Year 9 of the Republic [3-4 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Overcast sky and squalls up to 6h45. Fine weather up to noon. Cloudy sky. Sea running a swell.

Significant events, comments

At 6h15 this morning we tried to tack, but the slack wind prevented us from carrying out this manoeuvre so we wore ship. This was a very long manoeuvre.

13-14 Frimaire, Year 9 of the Republic [4-5 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Squally weather over the 24 hours. Continuous heavy rain from 6h00 in the evening up to 7h00 next morning. Very foggy weather. Sea running a slight swell.

Significant events, comments

The fog often prevented us from seeing the *Géographe*, even though we were always just a short distance away.

14-15 Frimaire, Year 9 of the Republic [5-6 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Squalls and rain up to midnight. Cloudy sky up to noon. Sea running a slight swell.

Significant events, comments

At 4h00 we asked the Commander what course to steer should the wind veer aft. He signalled SSE. At 5h00 in the evening we received a signal to change tack. This morning at 6h00 we changed tack to rejoin the Commander. His foretopmast was housed and the crew was working at shifting another one. We asked his permission to send over an officer on service matters. Our dinghy returned at noon.

15-16 Frimaire, Year 9 of the Republic [6-7 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Overcast weather over the 24 hours, with squalls during part of the night. Sea rough.

Significant events, comments

The bad weather and fog caused us to lose sight of the Commander for a short while during the night. His stern light had not been lit. We placed a lantern at the masthead every half-hour to indicate our position to the *Géographe*. At daybreak, we were within hailing distance.

16-17 Frimaire, Year 9 of the Republic [7-8 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Light rain from noon to 2h30. Cloudy weather over the 24 hours, with the sea running a swell.

Significant events, comments

We manoeuvred constantly to join up with the Commander and to remain close by. Change tack twice between 8h00 and noon.

17-18 Frimaire, Year 9 of the Republic [8-9 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Rainy and squally weather. Sea rough.

Significant events, comments

At 4h30 in the evening, the Commander signalled that he would steer south if the wind veered aft. During the night we placed a lantern at the masthead every half-hour to indicate our position to the *Géographe*.

18-19 Frimaire, Year 9 of the Republic [9-10 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Squalls from noon until 6h00 in the morning, with almost continuous very heavy rain up to 5h30 in the morning. At 3h30 in the morning the weather was dark and foggy, although the rain had stopped. A waterspout passed alongside ship, quite close. It was moving in a southerly direction and appeared to me to be shaped like a cut-off cone, whose upper base - the larger of the two - disappeared into a very thick fog, not very high above water level. The waterspout's appearance was accompanied by a noise similar to that caused by a violent wind blowing through the branches of a tree. Immediately after the waterspout had passed alongside there was heavy rain, stormy weather with lightning and a sudden wind shift from ENE to NW.

Significant events, comments

Changed tack at noon. At 2h00 the Commander signalled his position (observed longitude 22°6'W, observed latitude 2°24'S). We signalled our observed position.

19-20 Frimaire, Year 9 of the Republic [10-11 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Over the 24 hours the sky was cloudy and the weather reasonably fine, except from 4h00 to 8h00 in the evening, when a little rain fell. The sea running a swell.

Significant events, comments

~~Illegible line.~~ Wore ship at 1h00 to go on the same tack as the *Géographe*, which had chapelled ship and was on the port tack.

20-21 Frimaire, Year 9 of the Republic [11-12 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather, with an occasionally cloudy sky over the 24 hours. Sea calm.

Significant events, comments

During the watch from 8h00 to noon, we worked at transferring aft some 3^{1/2} tonnes of ballast. This operation made the ship steer a lot better than up to now and its sailing speed - which ever since departure from Le Havre had been a vastly inferior to that of the *Géographe* -

seemed to benefit from the change. However, we do not keep the wind as well as the *Géographe*: indeed, probably less well than before we transferred the ballast aft.

21-22 Frimaire, Year 9 of the Republic [12-13 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Over the 24 hours the weather was fine and the sea calm.

Significant events, comments

At 1h15 in the afternoon the *Géographe* signalled a position of observed latitude 0°19'N, observed longitude 24°21'W. We signalled our noon fix for the preceding day. This morning we had all the crew assemble abaft the mizzenmast so we could observe whether this increase in weight in the stern of the ship would improve our speed. We gained ground on the *Géographe* up to 11h20, when it bore up to join us.

22-23 Frimaire, Year 9 of the Republic [13-14 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Reasonably fine weather up to 7h00 in the evening. Squally weather from 7h00 until 4h00 in the morning. Fine weather up to noon. Sky cloudy, sea running a swell. Rain at 1h00 in the morning.

Significant events, comments

We remained close to the *Géographe* all day.

23-24 Frimaire, Year 9 of the Republic [14-15 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather, rough sea.

Significant events, comments

At 2h00 in the afternoon the *Géographe* signalled a position of observed longitude 26°24'W, observed latitude ...S. We signalled our noon fix for the preceding day. During the watch from 8h00 to noon, the *Géographe* made considerable ground on us. We placed one of our anchors in the aft storeroom hatchway. This operation has not increased our speed, and the excess of ballast in the stern made the ship very slack.

24-25 Frimaire, Year 9 of the Republic [15-16 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather and calm sea over the 24 hours.

Significant events, comments

At 4h00 we signalled our noon fix to the Commander. He signalled observed latitude 3°3'S and observed longitude 27°39'W. The ship is still very slack when yawing.

25-26 Frimaire, Year 9 of the Republic [16-17 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Over the 24 hours the weather was fine and the sea calm.

Significant events, comments

At noon a course was signalled SSE. We are making a lot of leeway, with the ship being very slack in its movement.

26-27 Frimaire, Year 9 of the Republic [17-18 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Fine weather over the 24 hours, with the sea running a swell.

Significant events, comments

During the night we lost sight of the Commander for a moment - he was a long way from us. At daybreak we sighted him to the NW.

27-28 Frimaire, Year 9 of the Republic [18-19 December 1800]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Sea rough. The sky almost constantly cloudy during the night. It cleared up this morning.

Significant events, comments

At 2h30 in the afternoon the *Géographe* signalled a position of observed latitude 6°33'S, observed longitude 29°36'W. W.

4 E.I.³

SEA JOURNAL Month of Frimaire, Year XI

Louis Freycinet, Lieutenant
Commanding the *Casuarina*

No. 173

30 Bumaire-1 Frimaire, Year 11 of the Republic [21-22 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Strong wind, very rough sea, sky overcast and weather damp. The schooner labouring a lot. I had the foresail taken in and set the trysail. I found that the ship sailed much better under this sail than under the previous setting; however, we are currently making 8 inches of water an hour. I have the pumps worked every two hours. Several large waves washed over the deck. At 3h00 in the afternoon, the *Géographe* having changed tack, we carried out the same manoeuvre by wearing ship. At about 9h00 in the evening, as it was foggy and we were a little to windward of the *Géographe*, I bore away to join up and prevent it from getting out of sight. At 11h00 we were abeam, and not far away. A little rain fell, slightly diminishing the wind strength and calming the sea a little. The sky cleared towards 3h00 in the morning. Squally weather developed. The sea made us labour somewhat. Overcast sky at noon.

1-2 Frimaire, Year 11 of the Republic [22-23 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

As the wind had greatly abated, I had the mainsail and foresail reefs shaken out. Wore ship at noon, as did the *Géographe*. At 5h30 we were abeam of and very close to the *Géographe*. The Commander hailed me the order to join up with him each evening and to stay close to his ship. I replied that I was keeping as close to the *Géographe* as possible. As the Commander had enquired whether my foretopmast was broken, I replied that it was not, but that the foremast trestletrees were. The wind was very light and the sea heavy all day. The schooner was making only 3 inches of water per hour. Wore ship at 11h45 in the evening. Bore up at 4h00 in the morning to rejoin the Commander. Wore ship 5h00, as did the *Géographe*. The ship making very little headway, with no steerage. At 11h30 a light breeze sprang up, so I bore away to rejoin the *Géographe*, which was quite a distance to leeward of us.

2-3 Frimaire, Year 11 of the Republic [23-24 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sea quite calm until midnight, with a cloudy sky and a light breeze. Put on all sail to join up with the *Géographe*. At 6h45 we passed astern; it was hove to under the main topsail. The Commander asked me whether I thought he would wait for me every day like this, and whether he would always need to heave to and wait for me to catch up. I replied that I always did my best to keep close by, but that today my ship had no steerage way and consequently I had been unable to make headway or keep on course. I said that as soon as the breeze had sprung up I had caught up. During the day the schooner made only 1^{1/2} or 2 inches of water per hour. At 7h15 this morning we were close by the *Géographe*. The Commander hailed us to pass astern so he could send over some fresh bread; four were thrown across.

3-4 Frimaire, Year 11 of the Republic [24-25 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sky overcast, occasional rain. The sea running a swell. At 9h45 in the evening we went on the other tack, then went back on the starboard tack at 11h30. Stormy weather during part of the night. We remained close by the *Géographe*.

4-5 Frimaire, Year 11 of the Republic [25-26 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather until 8h00 in the evening, when there was a violent squall accompanied by heavy rain. The officer of the watch was imprudent in not being alert to the blow soon enough and in waiting for it with all sails set. I had just got into my bunk when I was surprised as the ship took on an extraordinary list and tumultuous cries were heard from the deck: "pay out, pay out the sheets, oh my god what a disaster!" I came on deck quickly to see what was happening and found the ship virtually on its beam-ends under the sails, with the whole crew far busier shouting than working. I immediately ordered the ship to be put under bare poles and for the main topsail, whose mast had broken off at the cap in the squall, to be cleared away.

Once order had been re-established, I had the ship brought to under the forestaysail.⁴ Went on the starboard tack at 11h00 in the evening and bore away under the same sails to rejoin the *Géographe*, which we thought we had seen bearing ESE. At 1h00 in the morning it was no longer visible, although we thought we saw a rocket to the SSE. We did not sight the *Géographe* (or our other two consorts) for the rest of the night. The sea was very rough up until noon. We changed tack at 3h00 in the morning, and again at noon. At 8h00 in the morning, we sighted two illegible ships that we were unable to recognise, distance about 8 miles from us.

5-6 Frimaire, Year 11 of the Republic [22-23 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 6h00 in the evening the Commander was sighted, bearing SSW distance about 4 miles.

Significant events, comments

Constant fresh breeze during the afternoon. We remained hove to until 4h30 in the morning, when the weather cleared and we set single-reefed courses. During the night we sent up frequent rockets and lit primers to signal our presence to the *Géographe*. There was no response to any of these, and it was likely they had not been seen. Sighted the *Géographe* at 6h00 in the morning, running before the wind to join up with us. During the morning I had the fore topmast rigged to the mainmast. At 6h00 in the morning we sighted the *Naturaliste* and the brig *Fanny* bearing SE, a long way distant from us.

⁴ "Tringette" in the French text has been taken as "trinquette."

6-7 Frimaire, Year 11 of the Republic [23-24 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fresh breeze, squally weather. Sea rough. Occasional rain periods. The wind obliged us to try different sail combinations. (At 6h45 we sailed together with the *Géographe*.) Changed tack at 8h15 in the morning.

7-8 Frimaire, Year 11 of the Republic [24-25 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fresh breeze until 4h00 in the morning, then moderate breeze until noon. Sea rough. Made as much sail as possible to keep up with the *Géographe*, which we were able to follow quite closely. Reduced sail from 9h00 to 10h00 in the evening, waiting for the Commander.

8-9 Frimaire, Year 11 of the Republic [25-26 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At noon we sighted the NE part of the Farneaux [*Furneaux*] Islands.

Significant events, comments

Reasonably fine weather, moderate breeze. Sea calm. At 3h00 in the afternoon, the Commander signalled to me to pass astern. He sent across some fresh bread. Made all possible sail to keep up with the *Géographe*. From 8h00 to 8h15 in the evening, the *Géographe* bore away to join up with us. Between 3h15 and 3h45 in the morning we reduced sail and bore away to rejoin the *Géographe*.

9-10 Frimaire, Year 11 of the Republic [26-27 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The Furneaux Islands still in sight.

Significant events, comments

Fine weather, calm sea. Moderate breeze. Sailed together with and close to the *Géographe*. Changed tack at noon and again at midnight. Reduced sail from 9h30 until 10h30 in the evening, waiting for the *Géographe*.

10-11 Frimaire, Year 11 of the Republic [27-28 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The Furneaux Islands still in sight.

Significant events, comments

Fine weather, calm sea. Moderate breeze. Made all possible sail to keep up with the *Géographe*, with whom we were sailing in consort.

11-12 Frimaire, Year 11 of the Republic [28-29 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At sunset, Wilson's Promontory bore W34°W, estimated distance 15 miles. A sugarloaf-shaped rock bore S5°W. All readings as per the compass. At 6h00 the current was setting W, taking us with it. At 8h00 it reversed direction. At 10h00 the sugarloaf bore S34°W on the compass, distance 2 miles. A rock bore S at half a mile.

Significant events, comments

Fine weather, cloudy sky, light breeze with occasional patches of calm. Sea calm. Made as much sail as possible to try to keep up with the *Géographe* but it was impossible for me to stay close to this ship, which is crowding sail. At 8h00 in the evening the *Géographe* bore

W, distance approximately 6 miles. At 4h00 in the morning the *Géographe* bore W11°S, distance approximately 9-10 miles. At noon the *Géographe* was almost out of sight, still bearing W11°S, distance approximately 5-6 leagues. Our other consorts were also soon out of sight.

12-13 Frimaire, Year 11 of the Republic [29-30 November 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

At 3h00 in the afternoon the *Géographe* was no longer in sight. As the *Géographe* had thought it appropriate to separate from me, I decided to head straight towards King Island (as soon as the wind allowed, that is), without reconnoitring the Hunter Islands. I felt that this was the best option and would avoid hampering the *Géographe*'s operations, since that ship sailed so much better than my own. I beat up all day attempting to enter Bass Strait. I attempted to use the tides to have the current work for me, but I was able to make very little progress.

13-14 Frimaire, Year XI of the Republic [30 November-1 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Fine weather. Wind variable in strength. Squally weather, sea running a swell. Continued to stand off and on up to 5h00 in the morning, attempting to enter the Bass Strait. At 7h00 the wind shifted to ENE; I ordered a course WSW, making as much sail as possible. Up to noon we were within sight of and quite close to the rocks to the north of the strait. I have something to say about these rocks in my bearings register.

14-15 Frimaire, Year XI of the Republic [1-2 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Very changeable weather. Wind variable in strength. Steered W22°S until 8h00 in the evening, when I ordered a course S45°W. At 5h45 in the morning sighted a small island, and at 7h30 we saw that it was in fact a rock surrounded by considerable reefs. I briefly worked to windward to study it, but since the weather was foggy and very unsuited to this work I did not stop - especially as I had specific orders from the Commander that did not allow me to do so. I have included a note on this small island in my bearings register. I do not believe that it has been sighted before. At 6h00 in the morning I ordered a course W22°S. Subsequently the wind veered forward and forced us to steer a number of different courses. At noon we sighted King Island, bearing NW.

15-16 Frimaire, Year XI of the Republic [2-3 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

15-16 Frimaire, Year XI, continued.

Copy of letter from Commander Baudin, dated 16 Frimaire Year XI

“Tomorrow, as soon as our geographer Citizen Boullanger is on board, you are to make sail for the Hunter Islands, which the French Government wishes to have surveyed as accurately as possible. To this end, you are to facilitate Citizen Boullanger's work by all means at your disposal, at the same time ensuring that you do not compromise the safety of the ship under your command, should the risks entailed in sailing among these islands be too great. You are to spend the minimum time possible on this work and will ensure that you return to this place within fifteen days. As the ship's position is uncertain due to northerly winds, tending easterly, I may be obliged to leave this place during your absence. Should this occur and I

am absent when you return, you are to wait for me in this place. People living ashore will inform you of the ship's whereabouts if, in the forthcoming exploration of this island, a safe port is discovered. Greetings. Signed N. Baudin.”

Significant events, comments

Strong wind Squally weather, sea very rough. We were obliged to heave to on several occasions, making sail again as soon as the wind allowed. Steered a course for King Island. At 5h15 in the evening, sighted two ships anchored in Elephant's bay [*Sea Elephant Bay*] Stood in for them and finally saw that they were the *Géographe* and the *Naturaliste*. At 6h55 I passed astern of the Commander, who hailed me to drop anchor nearby. At 7h00 I anchored in 15 fathoms, over a sandy bottom, and paid out 60 fathoms of cable. This morning one of the *Géographe's* dinghies brought over some carpenters to put new crosstrees on our foremast. I immediately had the mast struck down to facilitate this work. The carpenters had finished by 8h00. The crew worked very diligently to re-rig the mast and prepare to get us underway. At 6h00, I went aboard the *Géographe*. Mr Baudin informed me that I was to be despatched to survey the Hunter Islands, together with Mr Boullanger. On the matter of our separation at the entrance to Bass Strait, the Commander told me that, as he had feared being becalmed between some dangerous rocks and in an area of strong currents, he had been obliged not to wait for me: I would have held him up for too long. I learned with some surprise that the *Géographe* and the *Naturaliste* had only dropped anchor in Sea Elephant Bay on the afternoon of the 15th, and that they had not gone (as the Commander had told me they would) to the Hunter Islands. I am attaching a copy of the Commander's letter to me on the occasion of my visit to the Hunter Islands.

16-17 Frimaire, Year XI of the Republic [3-4 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 1h30 in the afternoon, Sea Elephant Rock bore N50°W on the compass, with the SE tip⁵ of King Island at S35°W and the *Géographe* at W25°N. I fixed my departure position (lat. S, long. E). At 6h45 we had the top of the rocky outcrops on Three Hummock Island in view. The bearings taken, and those to be taken during the *Casuarina's* exploration of those parts of the coast it is responsible for surveying, will be entered into a special register. Thus, I will not discuss them at all in this journal. The soundings will also be entered separately.

Significant events, comments

Mr Boullanger came aboard at 10h00 in the morning (yesterday). With the repairs completed at noon, I got underway immediately and by 1h00 in the afternoon I was under sail. I steered a course for the Hunter Islands. Fine weather, light breeze with occasional calm periods. Sea calm. We made very little headway.

17-18 Frimaire, Year XI of the Republic [4-5 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Hunter Islands still in sight.

Significant events, comments

Fine weather, wind variable in strength. Sea running a slight swell. The calm hindered us a lot. Some fog this morning.

18-19 Frimaire, Year XI of the Republic [5-6 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Hunter Islands still in sight.

Significant events, comments

⁵ “Late” in the original is unclear, but assumed to refer to the SE tip of King Island.

Fresh breeze; sea a little rough; strong current; overcast weather. At 5h30 we were approximately a mile off the longest of the Hunter Islands, but as I could see no convenient anchorage where we could pass the night I stood off and beat up to the west. At daybreak, I saw that the current had taken me a considerable distance to the east. I continued to beat to windward up until noon, to no effect. My initial intention had been to proceed to the western part of the Hunter Islands and to ~~illegible~~ start the survey there, using the SW breeze to complete the work downwind. /.

19-20 Frimaire, Year XI of the Republic [6-7 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations

When we were at anchor, I usually had the strength and direction of the tidal current measured. I have kept a separate record of these observations.

Significant events, comments

Seeing that I could not get to windward with the sails that the wind was forcing me to set, I decided to anchor in the strait between the two largest of the Hunter Islands. At 3h00 in the afternoon I dropped anchor NE of Long [*Bird?*] Island, in 20 fathoms water over a sandy bottom. Mr Boullanger and I have resolved not to leave this anchorage before we have determined its position through latitude and longitude observations. The various separate registers I have kept should be consulted for the results of all our observations, so they can be assembled and put into order.

20-21 Frimaire, Year XI of the Republic [11-12 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Got underway at 1h40, under full sail, to try to make headway to the west. Steered a course to pass between the most northerly tip of Bird Island and the nearby reef. Seeing that the current was preventing us from advancing, I checked the bowlines⁶ and steered to cross the strait where we had previously anchored. We were planning to sail around the southern tip of Three Hummock Island, hoping we would then be able to set the easterly⁷ course that would enable us to reach the western part of the Hunter Islands. At 6h00 in the evening, when we were to the NW and close to Three Hummock Island, we were becalmed. I dropped anchor in 11 fathoms, over a sandy bottom. Mr Boullanger and I went ashore with the intention of determining the compass variation (which is something that the *Casuarina*'s considerable motion had prevented us from doing as we would have wished up to now). The problems we had in disembarking delayed us much too long and prevented us from making our observations. As the wind veered ENE during the night, I got underway at 4h00 in the morning and steered a westerly course. We coasted along and explored the northern and western parts of Bird Island. There are many reefs and rocks on the western coast, and they are very dangerous to approach. We entered the archipelago and went as far as the entrance to a large bay on the Van Diemen's Land coast, where we had only three fathoms of water. The wind was strong and the weather seemed about to get even worse. I considered that, in these circumstances, it would be imprudent to go further with such little water under us. I therefore steered a course to clear the small rocky islands of which I have spoken, and to reach a spot where I could shorten sail without danger.

21-22 Frimaire, Year XI of the Republic [13-14 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

⁶ "Soulines" in the original has been taken as "boulines."

⁷ Manuscript may need checking. "Westerly" intended?

Significant events, comments

The bad weather forced me to lie to all afternoon and night. On the morning of 22 Frimaire, with the weather having cleared up, I made sail and stood in for the Van Diemen's Land coast, which was then bearing east. Then sailed along this coast, proceeding north, with the intention of passing to the south of the Hunter Islands where we wished to check a number of headlands that had not previously been entirely visible.

22-23 Frimaire, Year XI of the Republic [13-14 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Variable weather, but tending to storms. Continued sailing along the Van Diemen's Land coast during the afternoon. At 12h20 in the morning, we thought we saw a chain of rocks to leeward, ~~illegible~~. Put on sail and stood out to sea.

23-24 Frimaire, Year XI of the Republic [14-15 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

With the weather seemingly about to turn bad, I steered west as best I could, in order to clear the land. Strong wind since midnight. I hove to at 2h30 in the morning, and unrigged the topsails. Very rough sea, making the ship labour a lot.

24-25 Frimaire, Year XI of the Republic [15-16 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Stormy weather, very rough sea. Wind variable in strength. Frequent squalls. The weather mostly prevented me from making sail. The ship was labouring a lot and was making not less than 8-10 inches of water an hour. At 3h45 in the morning, sighted a rock to leeward about a mile away. We moved away from it. Then shook the reef out of the courses.

25-26 Frimaire, Year XI of the Republic [16-17 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Rough sea, strong and gusty wind, frequent rainsqualls. Alternately lying to and making a little sail, as the wind permitted. The ship was labouring a lot as it pitched.

26-27 Frimaire, Year XI of the Republic [17-18 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Wind variable in strength, with violent gusts. Sea still very rough and the weather stormy. Frequent squalls, accompanied by rain and hail. We struggled against the bad weather until 8h00 in the morning, sometimes making a little sail and at other times lying to under the forestaysail. With the ship labouring and making a lot of water, I decided to try to find an anchorage and shelter to the east of Bird Island, and got underway at 8h00 in the morning.

27-28 Frimaire, Year XI of the Republic [18-19 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Strong wind, squally weather with rain. At 5h30 in the evening, we anchored to the SW of Three Hummock Island. The wind and weather prevented me from getting as close to Bird Island as I had hoped, so the wind is still making us labour a little where we are. Our

anchorage was in 13 fathoms, over a sandy bottom. We paid out 60 fathoms of cable. At 2h00 in the morning the ship dragged the anchor; as it did not hold its own when we paid out more cable, I dropped a second anchor with 80 fathoms of cable. At 10h00 in the morning, with the weather having fined up a little, we weighed our anchors and got underway. The port anchor stock had been broken.

28-29 Frimaire, Year XI of the Republic [19-20 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Strong wind, squally weather, occasional rain and hail. As the tide was against us and we were unable to make headway to the west to get closer to Bird Island as I had wished, I dropped anchor at 12h45 in the afternoon. Got underway again at 6h45 in the evening, with the tide running for us, but the strength of the wind during squalls often obliged me to heave to under the forestaysail. I again dropped anchor at 10h30 in the evening. Tried to get underway again at 9h30 in the morning, but after having stood off and on for some time, unsuccessfully, we dropped anchor at noon in 19 fathoms, over a sandy bottom. Paid out 60 fathoms of cable.

29-30 Frimaire, Year XI of the Republic [20-21 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Hunter Islands still in sight.

Significant events, comments

Strong wind, violent squalls accompanied by rain and hail. At 6h30 in the morning on 30 Frimaire, the weather cleared up. Heaved in the cable and got underway at 7h00. Stood off and on until 11h48, then dropped anchor to await a favourable tide. Moderate breeze and fine weather all morning.

30 Frimaire-1 Nivôse, Year XI of the Republic [21-22 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Hunter Islands still in sight.

Significant events, comments

Very fine weather and a calm sea. Light breeze in the afternoon, calm at night, very light breeze in the morning. Got underway at 6h37 in the evening and beat to windward on the favourable tide, which lasted until 8h00 in the evening. Dropped anchor for the night in 4^{1/2} fathoms, over a bottom of sand and aquatic plants. At 4h30 in the morning on 1 Nivôse, we were at the entrance to quite a wide bay on the northern coast of Van Diemen's Land. The many soundings we took yesterday suggest that it is very shallow. However, I wished to check an interesting geographical point, and was the more easily convinced to enter the bay in that the weather was fine, the sea calm and the tide favourable. ~~for but in case of events,~~ I therefore put on full sail and stood to the south. At 5h7 the lead showed only 1^{1/2} fathoms of water. I was about to change tack to alter course when the ship went aground in 1^{1/4} fathoms, ~~we were~~ on a ~~fine~~ sandy bottom. As I have already noted, the weather was very fine and the ship did not experience the least jolt. I had some water barrels in the hold emptied out to lighten the ship. I was acutely conscious at this time of the lack of a dinghy to carry out an anchor. To make up for the absence of such a boat, I ordered a raft to be constructed out of masts and various pieces of wood from our spare spars,⁸ and our flat-bottom was about to tow out this raft when the tide lifted the ship off. It was then 7h55; we reshipped all of our effects⁹

⁸ "drone" has been taken as "drôme."

⁹ "rembraqué tous nos efforts" has been taken as "rembarqué tous nos effets."

and stood out to sea until 10h12, when I anchored in 4^{1/2} fathoms, over a sandy bottom. I should have liked to head for King Island today, as the Commander had recommended, but we still have to complete the most interesting part of the work he ordered us to carry out, because the bad weather has often prevented us from working. I believed that I was following the Commander's intentions by extending the assignment for three or four days so that our work could be completed.

N 3 EI⁴

SEA JOURNAL

Month of Nivôse, Year XI.

Louis Freycinet, Lieutenant

Commanding the *Casuarina*

No. 173

1-2 Nivôse, Year XI of the Republic [22-23 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

At 2h20 in the afternoon, we got underway under full sail and stood off and on near the SE coast of Bird Island until 5h55, when I dropped anchor in 22 fathoms, over a sandy bottom, and paid out 36 fathoms of cable. As the wind freshened during the night, I had another 34 fathoms of cable paid out. We had a little rain. Got under sail at 3h.55 in the morning. We beat to windward along the southern part of Three Hummock Island. Dropped anchor at 9h15 to wait for a favourable tide. The breeze was moderate at first, but died away at noon.

2-3 Nivôse, Year XI of the Republic [23-24 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea, light breeze, occasional calm periods. Got underway under full sail at 2h15. However, the breeze only enabled us to make headway at about 4h00.¹⁰ We stood off and on to reconnoitre the small islands and the northern coast of Van Diemen's Land to the south of the Hunter Islands. Dropped anchor at 8h00 in the evening in 3 fathoms water, over a sandy bottom. Got underway at 4h45 in the morning, but the calm obliged us to drop anchor several times so we could hold fast against the tide.

3-4 Nivôse, Year XI of the Republic [24-25 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather. Sea calm. At 3h15 we entered a very deep inlet that appeared likely to be the mouth of a river. We beat to windward in an attempt to enter it. At 5h02 the ship scraped the bottom in 1^{1/5} fathoms. At 7h20 we went aground in 1^{1/4} fathoms, on a sandbank covered with sea grass. As the tide was rising, we lifted off quickly and pushed off the sandbank with the aid of spars. As there appeared to be many sandbanks in our supposed river, and as night was approaching, I did not consider that it was necessary to waste time examining an inlet that did not appear to hold the promise of substantial resources. I beat to windward to clear the bay. At 9h45 in the evening, I anchored and waited for daybreak. Got underway again at 4h00 in the morning, cleared the inlet and set a course for King Island as required by my orders.

4-5 Nivôse, Year XI of the Republic [25-26 December 1802]

¹⁰ The repetition of this sentence in the French text has been disregarded.

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments

Fine weather and calm sea, almost no wind up to midnight and then light and moderate breezes. Sighted King Island at 3h30 in the morning. Anchored at 7h05 in Sea Elephant Bay, but there was no sign of the Géographe. I sent the flat-bottom¹¹ off to hunt for sea birds on Sea Elephant Rock, and it returned with a good catch. I shared them among the crew, which had a good feast. Got underway at 10h25 in the morning to stand in for the coast of the island so I could go ashore and speak with the English fishermen, in accordance with my orders. Dropped anchor at 11h10 about half a mile offshore and the same distance from Sea Elephant Rock, in 5 fathoms water over a sandy bottom. Paid out 20 fathoms of cable. I went ashore at noon, accompanied by Mr Boullanger. Even though the sea was calm and the weather fine, the breakers made it impossible for our flat-bottom to approach the shore safely. Fortunately, the English fishermen came to our assistance, preventing the boat from capsizing. I learned from the fishermen “that the *Géographe*, believing the *Casuarina* lost, had gone to the Hunter Islands to look for it but that it would be returning to Sea Elephant Bay very shortly.” Having learned what we wished to know, we prepared to return on board the *Casuarina*, but the narrative of our return belongs to the next day.

5-6 Nivôse, Year XI of the Republic [26-27 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At noon, Sea Elephant Rock bore true north, distance 6 miles. I deduced that our departure point lay at latitude 39°59'10"S, longitude 142°12'30"E. I accepted the position attributed by Citizen Bernier to this island, namely latitude 39°53'10"S, longitude 142°12'30"E.

Significant events, comments

As the wind had freshened during our short stay ashore, we had a great deal of difficulty getting back into the boat to return on board ship. Large breakers were crashing on to the shore. However, after having dragged the flat-bottom to the water's edge, one of the crew got in and rowed out to sea, with another crewmember swimming astern and holding it so that the waves were avoided. We finally got across the sandbar and underway. The sea was running a strong swell and the boat filled with water on several occasions, although fortunately we were always able to bale it out. We were prepared to swim back to the ship if necessary, but this was not required. ~~illegible~~ we finally managed to get back to the ship, coming alongside at 5h00 in the evening. At 5h50 in the evening our cable was cut. The officer of the watch had not paid attention to the fact that the rising tide had made us heave ahead of our cable, and the scraping under the ship had caused it to fail. I got under sail while a wooden stock was attached to the anchor from which this part had earlier broken off. Dropped anchor at 7h40 in the evening, and remained apeak all night. At 10h40 in the morning I made sail with the intention of anchoring deep in the bay, but as the *Géographe* was sighted, under sail, I set a course to join up with it. At 11h00 I hoisted the national colours as a recognition signal. The *Géographe* responded by hoisting its own colours and at 11h30 it made the signal to join, which I acknowledged.

6-7 Nivôse, Year XI of the Republic [27-28 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

It was not until 3h50 in the evening that we succeeded in the joining up with the *Géographe*. I brought to at 3h55 and a dinghy was sent over from the *Géographe* to take back Mr Boullanger. The dinghy also brought me the following letter from Mr Baudin: “6 Nivôse

¹¹ “petit lot” in the French text has been taken as “petit bot.”

Year XI. We are to proceed to Kangaroo Island, which is situated at latitude 39°53'10"S and longitude 142°12'30"E. The island is easily recognisable by its E-W orientation, and is about 30 leagues wide. The latitude I have provided refers to the northern part of the island. There are a number of small islands to the east of the main island, and you should be careful of them as you approach. They are visible well in time to be avoided. I intend to look for an anchorage on the eastern coast, and that is where we should rendezvous should we be separated during the short trip to reach the island. The main coastline is very high and sheer;¹² it should preferably be approached by way of the small islands, although they too are quite sheer. The continental gulfs that you have heard about begin in the northern part of this island. Your fellow citizen. Signed, N Baudin." I asked Mr Boullanger to inform the Commander that I had almost no water left and that during my mission to the Hunter Islands I had counted very much on his promise to top up my water when I returned to King Island. I also asked the Commander whether there was not an error in the bearing he had just given to me for Kangaroo Island. The *Géographe*'s dinghy returned to its ship, returning a short time later carrying two casks of water, some fresh bread and the following note from Mr Baudin: "I was mistaken in giving latitude 39°53'10"S, longitude 142°12'30"E. The latitude and longitude of Kangaroo Island are 35°39'50" and 135°58'0". Signed N. Baudin." The dinghy was unloaded and returned to its ship. We then got underway and followed the *Géographe*. Foggy weather during the night, with strong wind and rough sea. Made various consort signals to the *Géographe*, using rockets and lanterns. There was no response to any of them. The ship was not in sight at daybreak. At 5h00 in the morning, sighted land bearing SE. As the *Géographe* had not provided me with a course to be followed, I steered west and headed for the rendezvous that had been set. Sea still very rough, with a fresh breeze and foggy weather. There was a period of calm at noon. At 6h30 in the morning we sighted and passed close by two large rocks.

7-8 Nivôse, Year XI of the Republic [28-29 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sky overcast, with wind variable in strength and a rough sea. At 3h05 in the afternoon we sighted the *Géographe* bearing NW^{1/4}W, distance approximately 5 [miles] from us. I hoisted the national colours as a recognition signal. At the same time I manoeuvred to join the ship. We had joined up by 4h05 and we sailed together all day. At 6h10 in the evening, the *Géographe* signalled a course NW^{1/4}W.

8-9 Nivôse, Year XI of the Republic [29-30 December 1802]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Moderate breeze, rough sea, fine weather. Sailed together with and close to the *Géographe*.

9-10 Nivôse, Year XI of the Republic [30-31 December 1802]

Land sightings, bearings. Ship sightings. Observations.

Significant events, comments

Sea running a swell, fresh breeze, cloudy sky. At 12h25 in the afternoon, the *Géographe* signalled a course NW^{1/4}N. At 4h00 in the afternoon it signalled to us to follow its manoeuvre. It set a course N. We did the same. Hove to at 8h20 in the evening to await the *Géographe*, then filled again at 8h30. At 4h00 in the morning the Commander bore up to NNW, so we did the same and remained close by up to noon.

¹² "saisies" in the original is unclear in this context.

10-11 Nivôse, Year XI of the Republic [31 December- 1 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Sighted land at 1h55 in the afternoon, bearing NE^{1/4}E.

Significant events, comments

Fine weather, calm sea, wind variable in strength. At 1h55 in the afternoon, I signalled the land bearing NE^{1/4}E to the *Géographe*. Sailed close to the Commander.

11-12 Nivôse, Year XI of the Republic [1-2 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Sighted Kangaroo Island ahead of us at 5h00 in the morning.

Significant events, comments

Fine weather, calm sea, moderate breeze. Sailed together with and close to the *Géographe*. At 7h30 in the morning, the Commander hailed me the order to stand in for the land we had in sight (it was Kangaroo Island), to examine closely whether there were any inlets that were worthy of study, and to rejoin in the evening. As soon as this order had been received, I put on all possible sail and stood in for the coast of Kangaroo Island, which I then surveyed. At noon, the *Géographe* was 8 miles away, bearing W3°S.

12-13 Nivôse, Year XI of the Republic [2-3 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sky cloudy, sea a little rough, fresh breeze. Continued to survey the coast of Kangaroo Island until 6h00 in the evening. I then sailed close-hauled, beating up to rejoin the *Géographe*, which was 9 miles away to windward. I beat upwind all night without rejoining the *Géographe*, and at 5h30 in the morning I sighted the ship bearing ESE, distance 10.8 miles. I continued to survey the coast in sight, following much the same course as the Commander.

13-14 Nivôse, Year XI of the Republic [3-4 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, rough sea, fresh breeze. Continued my work around Kangaroo Island. At 9h30 in the evening I joined up with the *Géographe*, which had brought to. This morning at 7h00 I continued surveying the coast of Kangaroo Island. At noon the Commander was about 1 mile away from us, bearing NE.

14-15 Nivôse, Year XI of the Republic [4-5 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, rough sea, moderate breeze up to nightfall, when it freshened. The Commander crowded sail and at 4h25 in the evening he was no longer in sight. I continued sailing close inshore along the coast of Kangaroo Island. Almost constant flat calm from 8h00 in the morning until noon.

15-16 Nivôse, Year XI of the Republic [5-6 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea; frequent periods of calm during the day. Continued to coast along Kangaroo Island. Dropped anchor at 2h20 in the morning to await some wind, then got underway again at 8h45, with a light breeze.

16-17 Nivôse, Year XI of the Republic [6-7 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, reasonably calm sea in the afternoon, light breeze. Calm during the night, then moderate and freshening breeze. Continued to follow and survey the coast of Kangaroo Island up to 8h30 in the evening, when I dropped anchor to await daylight so I could see if the *Géographe* was anchored on the coast. Got underway under full sail at 5h00 in the morning. At 7h30, sighted the *Géographe* moored about 8 [miles] to the SE. I steered a course to close it. Passed astern of the *Géographe* at 9h15. The Commander hailed the order to anchor close by, and shortly afterwards I dropped anchor in 9 fathoms, over a sandy bottom. A dinghy from the *Géographe* brought over some carpenters and caulkers to carry out various necessary repairs on the ship. The carpenters measured the maintop crosstrees so new ones could be made - the ones in place are worthless. The caulkers were unable to do any work because of the bad weather. I had the topmast and flying jib struck down. I took advantage of the *Géographe*'s boat to go across to speak with the Commander. I asked him for many items that would be of use, both for my provisions and for the ship's fit out and repair. Several of my requests were refused. Amongst the items that were approved, I was able to have the ship's deck covered with tarred cloth. (Mr Baudin had considered this item useless when I had requested it at Port Jackson.) The *Casuarina* makes a lot of water at sea. In bad weather, it can make as much as 11-12 inches an hour, almost entirely because of the poor manner in which the planks have been assembled and the excessive width of the seams. I was able to have various parts of the ship sealed. Mr Baudin spoke to me about our separation on the coast of Kangaroo Island on the evening of 14 Nivôse, enquiring how I had managed to lose sight of him. I replied to the Commander that I was not the one (p. 174 of the journal): 16-17 Nivôse Year XI, contd No. ^{1/2} - who had abandoned him, and that I had been unable to follow the *Géographe*, which was going a lot faster than I could sail at the time. Mr Baudin then spoke about my expedition to the Hunter Islands. He accused me of having compromised the safety of my ship and of all those on board. I did what I could to convince the Commander that, on the two occasions I had run aground, the safety of the ship and of my crew had not been at all compromised. As it was not possible to convince him otherwise, and as Mr Baudin still appeared persuaded that I had not followed his orders to the letter, I have reproduced below the orders that he passed to me as I left for the Hunter Islands. I intend to compare each element of the letter with what I did to carry out the instructions, and I shall add some observations.

Letter from Commander Baudin, dated 16 Frimaire Year XI. "*Tomorrow, as soon as our geographer Citizen Boullanger is on board, you are to make sail for the Hunter Islands, which the French Government wishes to have surveyed as accurately as possible.* (1) Observation: maritime surveys can only be done precisely by keeping close to the coast. Otherwise, only the main landmasses can be seen and all the details remain unknown. It appears that this was not Mr Baudin's intention in sending me to the Hunter Islands. He wished to have a better survey of the islands than was provided by Mr Flinders, and consequently it seemed to me that I needed to concentrate on the details and areas overlooked by that navigator. This is what I did, to the extent I could. *To accomplish this as expeditiously as possible, you are to facilitate Citizen Boullanger's work by all means at your disposal.* (2) (2) How could I facilitate Citizen Boullanger's work? By coasting close inshore along the coast he was surveying. *At the same time ensuring that you do not compromise the safety of the ship under your command, should the risks entailed in sailing among these islands be too great.* (3) (3) I believe that one only needs to glance at my journal and the ship's log to be convinced that,

when the *Casuarina* ran aground twice, it was not in the slightest danger. When I was at the entrance to the large bay in the southern part of the longest of the Hunter Islands, I was in shallow water but was taking quite regular soundings. We were at that stage unable to determine the nature of the inlet we had in sight. Mr Boullanger thought that the western coast of the bay was in fact an island. I did not share his view, but everything indicated that we were at the mouth of a river, or a port, the entrance to which was evidenced by the double and triple layers of land visible in the distance. Either way, it was important to check this geographical point. The fine weather, calm sea and light, scudding breeze ~~illegible~~ all encouraged me to inspect this inlet without fearing for the safety of my ship. This decision was made even easier in that the rising tide was in my favour, so that if I did happen to run aground this in itself would perhaps be enough to get me off. It was only after having considered all of the factors just mentioned that I proceeded with confidence into the bay. Subsequent events showed that my thinking had not been unfounded.¹³ While I was not able to see clearly the full extent of the bay that I wished to enter, I was nevertheless able to clarify the following three points: 1: that the coastline thought by Mr Boullanger to be an island is part of the landmass of Van Diemen's Land, and forms the western part of the bay. 2: that if a river exists at the extremity of the bay it can only be very small, and its entrance is not capable of accommodating small ships. 3: that if there is indeed a port, it is similarly inaccessible. Had I abandoned the survey of this bay before having satisfied myself that it was impossible to enter it and without having attempted to resolve the geographical uncertainties of which I have spoken, I have no doubt that on my return Mr Baudin would have reminded me of the following very positive statement in his letter: *"the French Government wishes to have (the Hunter Islands) surveyed as accurately as possible"* And again: *"You are to facilitate Citizen Boullanger's work by all means at your disposal, etc."* When I ran aground in the last inlet I visited, the weather, tide, wind and sea were all favourable. However, soundings were less consistent here and they fell away almost immediately from 4 fathoms to 1^{1/4}. However, it took only a few minutes' work using spars to pole us off and this, combined with the rising tide, was enough to get me afloat once more. If possible, I was in less danger during this second grounding than during the first. As the area where this alleged river is situated had not been sighted by Mr Flinders, I needed to examine this coast to satisfy myself as to whether the land I had in sight was an island - as it seemed at first - or not. It is impossible to believe that I ran aground because of a lack of precautions or through having neglected to take soundings. Each time I was in shallow water I sounded frequently. The proof of this assertion can be found in my (16-17 Nivôse Year XI, contd) No. 2 - soundings register, or if required in the ship's log. *You are to use the least time possible for this work, and are to return to this place in fifteen days.* (4) (4) This order to return within fifteen days is not positive enough. It seems to mean: you are to return in fifteen days, provided that the work you are required to undertake does not oblige you to spend a longer time. That is how I understood the matter but it seemed to me, from the conversation I had with Mr Baudin, that I had not quite grasped the Commander's intention in issuing this order. Several reasons lay behind my decision to extend my mission for two or three days. 1: bad weather had prevented our doing any survey work for several days, and we had not completed our mission within the time set by the Commander; 2: the remaining work constituted in fact the most interesting part of the mission. It was the coast that Mr Flinders had not reconnoitred, and which seemed to us interesting to visit. *As the ship's position is uncertain due to northerly winds, tending easterly, I may be obliged to leave this place during your absence. Should this occur and I am absent when you return, you are to wait for me here. Persons living ashore will inform you of the ship's whereabouts if, in the forthcoming*

¹³ "Son" in the French text has been taken as "sans."

exploration of this island, a safe port is discovered. Greetings. Signed N. Baudin.” In light of the presentation I have just given, it is not up to me to judge whether I followed the orders given to me by Commander Baudin. However, I believe I can say that, in doing what I did, I considered that I was following these orders exactly. Louis Freycinet, Lieutenant

17-18 Nivôse, Year XI of the Republic [7-8 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

While on board the *Géographe* I noticed that the *Casuarina* was dragging its anchor, so I asked the Commander for immediate delivery of an anchor that had been shipped on the *Géographe* at Port Jackson, and intended for me. I also obtained a hawser. I immediately set off to pay out some cable for the *Casuarina*, which in dragging its anchor had moved towards the lee shore. As soon as we had the hawser aboard I heaved on both anchors and weighed the one that had been dragging.¹⁴ As the breeze was fresh and seemed about to strengthen further, I had the large anchor removed from the hold, bent to the cable and dropped with a range sufficient to hold the ship. I returned on board the *Géographe* several times during the day to try to obtain various items that were essential for me to continue the voyage. Mr Baudin advised me that as soon as the necessary repairs to my ship had been completed, he would despatch me to survey the two large gulfs (on the SW coast of New Holland) and that he would allow me 15 days, or 20 at most, to complete this work. I informed the Commander that I had only one cask of water left, and requested that he complete my supply. Mr Baudin first replied that he was unable to provide me with any water because he was himself in short supply. He then said that he would see to it that I was given four casks. I told Mr Baudin that four casks of water would at best last me a month and that consequently it would not be sufficient to get me to the first place where we could take on a fresh supply. Mr Baudin told me that I could do as I chose, but that for his part he was not willing to sacrifice what he required in order to give me something that was unnecessary. He said that he would try to give me a little more water when I returned from the gulfs and that if he was able to water on Kangaroo Island during my absence he would complete my provisions when I returned. I obtained the Commander’s agreement to replace the broken stock on one of my anchors. For this purpose, I sent the anchor over to the *Géographe*. I also sent over my flat-bottom for repairs. I also obtained the Commander’s agreement to have my sails mended, and to have two reefs added to my courses. The anchor was returned to us, its stock repaired. 17-18 Nivôse, Year XI, continued. At 3h00 in the morning, seeing that I was still too close inshore, I warped out into the offing. This work was completed at 9h00. I had our large anchor restowed in the hold and remained moored with the two bower anchors. The *Géographe* sent across four casks of water. I received the following note from the Commander: “Commander etc¹⁵ to Citizen Freycinet, etc: Citizen, you have forgotten to send me the written report of what you did in the Hunter Islands and on that part of the Van Diemen’s Land coast that you saw. Please let me have it as soon as possible. Greetings. Signed, N Baudin. 18 Nivôse Year XI.”

18-19 Nivôse, Year XI of the Republic [8-9 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

¹⁴ “pre” in the French text is unclear, but has been taken to refer to the anchor.

¹⁵ “Xc^a” in the French text has been taken as “etc.”

Bad weather all afternoon, with a fresh breeze. Worked on board to put some order in our hold. The weather was reasonably fine on the morning of 19 Nivôse. The *Géographe's* caulkers came aboard the *Casuarina* to carry out repairs. They sealed a number of places around the ship where the seams let in too much water. As the sea had become choppy, I was unable to have the counter sealed, as I had planned. I received two casks of sea biscuit that I had requested when I was on board the *Géographe*. The new mainmast crosstrees having been completed, I had them installed. We then began tightening the shrouds.

19-20 Nivôse, Year XI of the Republic [9-10 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Squally weather, fresh breeze.

19-20 Nivôse, Year XI, continued.

Continuation of the orders received from Mr Baudin.¹⁶ "... and rocks to the South and West. They provide various channels that, with caution, are negotiable. You should leave these small islands to the south, without losing time surveying them as we have determined their respective positions. When you reach the second gulf you should do as for the first - that is to say, you should immediately proceed northwards to reach its extremity without concerning yourself with the eastern coast, which is known to us. We were only able to reach latitude 34°11' when sailing up the east coast. I believe that it extends further north, and that is what you should ascertain. The location where we stopped, and from which we would have continued if bad weather had not prevented us, is easy to recognise because of a barely submerged reef close inshore, with the sea breaking heavily over it. According to our course reckoning from noon until 3h00 in the afternoon, and to the fix we took when this danger was sighted, its latitude is 34°8'. It seemed to be the peak of a sandbank, which is uncovered, with heavy surf breaking over it, at low tide. At approximately one league's distance, we were in 8 fathoms water, sandy bottom. The eastern coast of this second gulf is low-lying and consists of sand dunes of varying heights. However, in the NNE inlet that we were unable to visit some high land can be seen, which I suspect to be the tips of mountains in the interior. When you have reached the extremity of this gulf - should you be able to do so safely and while keeping at least two fathoms of water under the ship - you should begin to coast along the west coast, returning south. The land in this part appeared to be very high-ranging, and you may find something interesting there. As you approach the southern extremity of this coast, you should come across a small port where Mr Flinders stayed for some time. You are to examine this port, and Citizen Boullanger is to produce a map of it. If you find an opportunity to complete your water you should certainly do so, but you should take the minimum time needed for this operation. Fifteen days, or eighteen given seasonal weather conditions, will be more than enough time for the work that you are to perform. I shall wait for you here until that time, but I advise you that if you have not returned by the twentieth day after departure I shall make sail for the St Peter and St Francis Islands, where I have much work to do. Given the impossibility of taking on water here, I will not be able to wait for you any longer. As the Government has not asked me to provide a topographical description of the land of New Holland, but only to reconnoitre the coast, you should only make land in a place where you are certain of being able to complete your water easily. Should you come across large inlets you should return here prior to visiting them, so that I can take the ship in. The same applies should the inlets, that we have considered to be gulfs, prove in fact to be two islands. The course I have recommended in this Order is probably the shortest one, but you should nevertheless modify or change it according to the winds that you encounter, since I have assumed them to be equally suitable for travelling north and returning south. You should thus

¹⁶ The first part of these orders is included later in the text.

take the course best suited to the winds you encounter, and decide whether you begin with the first or second of these two gulfs. As I am resolved to get under sail if you have not returned by the time I have stated, you should return here to ascertain whether I have left, prior to heading to St Peter and St Francis Islands, which will be my destination. This group of islands lies at latitude 32°31' and longitude 131°25'. I shall do my utmost to reconnoitre the continent to the north, which I was unable to reach the first time I visited the southern part of these islands. We believe that they are uninhabited, and if you notice any smoke it will certainly be a signal fire we have lit to alert you to our presence nearby, or to the fact that we have been through the area. If, as I fear, we are unable to water on this part of the coast I shall make for King George Sound, of which you have a map in the atlas of the Vancouver voyage. From there I shall make for Geographe Bay, on the Leeuwin Coast. If you do not find me here you are to leave immediately for the St Peter and St Francis Islands, tracking west on this same latitude, winds permitting, so that you can quickly get past the islands, rocks and shoals that are to be found on a more northerly route, and which are well known to us - as is the continental coast. Your fellow citizen. Signed. N. Baudin.”

“PS. On your return you are to submit to me a detailed written report containing your comments and a description of your work. You are not to take my small dinghy with you, as this boat would surely be lost if I left it with you. Moreover it would be absolutely useless and would only slow you down and compromise your ship, which is to get underway tonight, or tomorrow morning at the latest.” Mr Boullanger had asked the Commander to provide us with a dinghy so we could have an extra means of properly carrying out the work required of us. While I was on board the *Géographe*, Mr Baudin asked me if I could vouch for the dinghy’s safety if I took it with me. I told the Commander that I could not be responsible for events that might be brought about by bad weather, but that like Mr Boullanger I considered that a dinghy would be very useful to us in carrying out our survey work. It would also be very useful to me, in particular, if I were able to find an opportunity to complete my water supplies. In the afternoon I sent some crew to fetch wood from the *Géographe*. I was given only a very small supply. I sent some empty sea biscuit barrels on board the *Géographe*. On the morning of the 20th I repaired aboard the Commander to ask again for various items and to inform him that I would be ready to carry out his orders that evening. He handed me written orders, of which the following is a copy: “20 Nivôse Year XI.” “Citizen, as soon as your ship has been repaired you are to make sail and to set a course directly for the purpose of reconnoitring the western coast of the first gulf off which we are anchored, and of which the land visible to the ENE forms the eastern coastline. We previously sailed into this gulf as far as latitude 34°38’ and at that time had a good view of the land lying to the N and NW, but at that point we were in such shallow water that I was unable to get close enough to the coast to inspect it properly. Your ship’s shallow draught will facilitate the work to be done in this area by Citizen Boullanger, our geographer, who will accompany you. That work is not extensive and will not take much time, especially as you need pay no attention to the east coast, which the *Géographe* has comprehensively explored. Thus, you should proceed directly on a northerly course from here in order to reach the extremity of this gulf as soon as possible, and you should then return via its west coast. You are not to allow the ship to have less than two fathoms’ water beneath it. This order is mandatory and the Government will hold you personally responsible for any events that might befall you should you disregard it. The western coast of this first gulf seemed to us generally low-lying, consisting of sand dunes in several places. You must take precautions while examining it, and take frequent soundings to avoid running aground on any sandbanks that might exist - and I am convinced that several shallows are to be found there. At the southern extremity of this first gulf, the coast forms a cape and the entrance to a second gulf is visible. You will then see several small islands.

20-21 Nivôse, Year XI of the Republic [10-11 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

I returned aboard the *Casuarina* at 6h00 in the evening, bringing Mr Boullanger with me, and prepared to get underway. I received some firewood, rice and oil from the *Géographe*. At 8h00 we began heaving on the port bower, which was weighed at 8h30. Immediately heaved on the other and it was aweigh at 9h40. We put on full sail and set a course northwards. Fine weather, calm sea and moderate breeze up to noon.

21-22 Nivôse, Year XI of the Republic [11-12 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, fresh breeze and the sea a little rough all afternoon. Calm sea, light breeze in the morning. At 3h55 in the afternoon we began surveying the east coast extremity of the small gulf, at the point stipulated by the Commander.

The results of our work will be set out in a separate register, as usual, which is why I will not mention our various observations here. At 7h15 in the evening I anchored in 2^{1/2} fathoms, over a sandy bottom. Got underway under full sail at 5h40 in the morning, and continued our work on the coast.

22-23 Nivôse, Year XI of the Republic [12-13 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather and calm sea. Beat to windward for part of the afternoon, to no great effect. The line told us when we needed to come about. Dropped anchor at 3h00 in the afternoon so I could observe the currents, and in the hope of finding some more favourable wind to take us south. On 23 Nivôse we were becalmed until approximately 11h00 in the morning. We then got underway under full sail.

23-24 Nivôse, Year XI of the Republic [13-14 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Still within sight of land in the small gulf.

Significant events, comments

Fine weather, calm sea, breeze very faint all afternoon. Stood off and on until 3h30 when we were becalmed and obliged to drop anchor. On the 24th we got underway at 6h45 in the morning and stood off and on until noon. Fresh breeze and rough sea.

24-25 Nivôse, Year XI of the Republic [14-15 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Still within sight of land in the first gulf.

Significant events, comments

Rough sea all afternoon, though the weather was fine. Stood off and on, without much success, until 3h35 in the afternoon, when I dropped anchor. Got underway under full sail on the morning of the 25th. Took advantage of the ENE-NE breeze to sail along the western coast of the first gulf.

25-26 Nivôse, Year XI of the Republic [15-16 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Still within sight of the land to be examined.

Significant events, comments

Reasonably fine weather all day, with a calm sea. Dropped anchor at 7h16 in the evening in six fathoms, over a sandy bottom. Got underway under full sail at 6h25 in the morning.

26-27 Nivôse, Year XI of the Republic [16-17 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Still within sight of land.

Significant events, comments

Rough sea and fresh breeze all afternoon. Fine weather all day. Dropped anchor at 4h15 in 11 fathoms, over a sandy bottom. Got underway under full sail at 6h00 in the morning, with a moderate breeze and a calm sea.

27-28 Nivôse, Year XI of the Republic [17-18 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Still within sight of land.

Significant events, comments

Fine weather, calm sea, moderate breeze. Stood off and on until 4h30 on the afternoon, then dropped anchor to await a favourable tide. Got underway again at 6h00 in the evening, stood off and on until 8h00 then dropped anchor to await daylight. Got underway under full sail at 5h30 in the morning and continued to run along the coast. Dropped anchor at 11h45 to ride out the tide.

28-29 Nivôse, Year XI of the Republic [18-19 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea, moderate breeze. Began heaving the cable at 12h45 in the afternoon, and at 12h55 it parted, approximately 11 fathoms from the clinch. It seemed to me that it had been cut by a rock, although before we dropped anchor the lead had consistently indicated a sandy bottom. Not having a dinghy, it was impossible for me to try to sweep for this anchor so I abandoned it and put on full sail. At 9h00 in the evening we sailed between two small islands, one of which Mr Boullanger recognised as the island that Mr Bernier (the astronomer on board the *Géographe*) had designated as n9. Very dark all night. I set a course that I considered appropriate to get us to the entrance to the large gulf. Mr Baudin had not mentioned the longitude of the two gulfs, and this oversight (combined with the fact that I did not know how wide the western gulf was) meant that, as this morning I did not sight the two small islands that according to the Commander were situated to the south and west of this gulf, I fear that I have sailed past the entrance during the night. I was on course for the southern tip of the gulf's eastern coast when Mr Boullanger kindly passed to me the following note, which he had received from Mr Bernier: "The eastern coast of the first gulf was clearly sighted as far as latitude 35°S and longitude 136°E. The eastern coast of the second gulf was sighted as far as latitude 34°11'S and longitude 135°E. The western extremity of the second gulf is at latitude 34°48'S and longitude 133°3'E. At this position is to be found a port in which Mr Flinders stayed for a considerable time." After having read this note, I set a course northward into the large gulf, up to the latitude stipulated by the Commander.

29-30 Nivôse, Year XI of the Republic [19-20 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, light and variable breeze and a calm sea all day. Continued tracking northwards into the large gulf.

30 Nivôse-1 Pluviôse, Year XI of the Republic [20-21 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Within sight of the east¹⁷ coast of the large gulf.

Significant events, comments

Fine weather, sea a little rough, fresh breeze. At 5h10 in the evening I stood in for the land at the latitude the Commander had stipulated. Mr Boullanger and I began our survey. At daybreak, we resumed the work commenced the previous day.

Sea Journal for the Month of Pluviôse, Year XI. Louis Freycinet, Lieutenant, commanding the *Casuarina*.

1-2 Pluviôse, Year XI of the Republic [21-22 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather and fresh breeze until 6h00 in the morning. Sea rough in the afternoon, afterwards reasonably calm. Continued to explore the eastern coast of the large gulf. At 7h00 in the morning we entered an inlet that appears to me to be the mouth of a river.

2-3 Pluviôse, Year XI of the Republic [22-23 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, moderate breeze, calm sea. At 12h45 in the afternoon we sighted land to the north of the inlet that we entered this morning, but the large number of exposed sandbanks between which it was impossible to tack, combined with the lack of a dinghy, prevented us from ascertaining whether we were actually at a river mouth. Beat up to clear the opening until 5h30 in the evening, then dropped anchor to await the ebb tide. Got underway at 11h45 in the evening and stood off and on to clear the bay until 4h30 in the morning, when I dropped anchor to await the tide. Got underway again, under full sail, at 8h00.

3-4 Pluviôse, Year XI of the Republic [23-24 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Within sight of the NW coast of the large gulf.

Significant events, comments

Fine weather, calm sea, light and variable breeze. Dropped anchor at 4h35 in the afternoon to ride out the tide. Got underway again at 9h30 in the evening, then dropped anchor again at 4h45 in the morning. Got underway again at 8h00.

4-5 Pluviôse, Year XI of the Republic [24-25 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Within sight of the west coast of the large gulf.

Significant events, comments

Fine weather, calm sea and light breeze all day. Remained under sail whenever the current was not against our course.

5-6 Pluviôse, Year XI of the Republic [25-26 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Within sight of the west coast of the large gulf.

¹⁷ “&” in the French text has been taken as “E”.

Significant events, comments

Fine weather, variable breeze, calm sea. Continued exploring the coast. Remained hove to from 11h00 in the evening until 2h00 in the morning.

6-7 Pluviôse, Year XI of the Republic [26-27 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, moderate to fresh breeze. Continued to sail along the west coast of the large gulf. Dropped anchor at 6h15 in the evening and again at 9h50, to ride out the tide. Saw many fires along the coast during the morning. The breeze was fresh and extremely hot. I was obliged to shorten sail.

7-8 Pluviôse, Year XI of the Republic [27-28 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea, moderate breeze. Continued to reconnoitre the southern part of the west coast of the large gulf.

8-9 Pluviôse, Year XI of the Republic [28-29 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea, moderate breeze slackening to light. Continued exploring the west coast of the large gulf. At 3h00 in the afternoon we entered the port discovered by Mr Flinders, and dropped anchor there at 9h12 in the evening, in ten fathoms water, over a bottom of mud and aquatic plants. Got underway under full sail at 5h00 in the morning to complete the examination of the port. We did this work very summarily, because the date set for my return to Kangaroo Island was approaching and I wanted to take all the time I considered necessary for the return voyage. See my bearings register for such geographical details as we were able to obtain from an examination as rushed as the one we have just completed.

9-10 Pluviôse, Year XI of the Republic [29-30 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Variable weather and breeze alternately moderate and almost calm. Steered a course to clear Mr Flinders's port. By 2h00 we had rounded the last headland of the entrance. Becalmed at 3h45 in the afternoon and obliged to drop anchor. Got underway again at 4h40 and set a course for Kangaroo Island.

10-11 Pluviôse, Year XI of the Republic [30-31 January 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

From midnight to 4h00 we had an island abeam of us, in our lee and at a distance of 4 miles.

Significant events, comments

Fine weather, light to very light breeze up to 11h00 in the morning, then calm. The sea running a swell. Continued our course for Kangaroo Island, under full sail.

11-12 Pluviôse, Year XI of the Republic [31 January-1 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea. Almost constant calm up to 8h00 in the morning, when the breeze sprang up. Continued on course for Kangaroo Island.

12-13 Pluviôse, Year XI of the Republic [1-2 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 2h00 in the afternoon we sighted the *Géographe* bearing E^{1/4}SE, distance approximately 9 miles. At 3h10 the *Géographe* was bearing SSW. At 5h00 in the evening the *Géographe* bore SW, far in the distance.

Significant events, comments

Fresh breeze from noon to 6h00 in the evening, gradually strengthening. Sea rough and very short. Set sail appropriate to the weather conditions. Sighted the *Géographe* at 2h00 in the afternoon, bearing E^{1/4}SE at a distance of approximately three leagues. It was under topsails and courses and seemed to be sailing very swiftly. At 3h10, when we were abeam, I thought that the Commander was going to bear away and then heave to, both so that he could send for Mr Boullanger and so he could send over supplies that he knew I needed urgently (especially water). I was greatly surprised to see the *Géographe* maintain its course without shortening sail: indeed it seemed to me that the ship was sailing closer to the wind than when we first sighted it. I went about at 3h15 and sailed close to the wind on the port rack. It was still my - vain - hope to see the *Géographe* shorten sail, but the ship continued to sail rapidly away from us and at 5h00 in the evening it was no longer in sight. I set a course that I believed to be the one taken by the *Géographe*, and put on as much sail as the weather permitted. At daybreak, there was no sight of the *Géographe*. I confess that I have difficulty explaining the Commander's manoeuvres and conduct at the time we rendezvoused and during our separation. I cannot believe that he did not see the *Casuarina*, and yet this would be the only reasonable assumption. My orders require me to head for the St Peter and St Francis Islands, taking a course on the latitude of the bay in Kangaroo Island. I ordered a course set accordingly.

13-14 Pluviôse, Year XI of the Republic [2-3 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

The weather and wind very variable, with occasional rain and thunder. Continued on course for St Peter and St Francis Islands. Tracked west until 3h45 in the evening, then headed NW. As there was heavy rain at 11h00 in the morning, I arranged for us to collect as much water as possible, using a sail.

14-15 Pluviôse, Year XI of the Republic [3-4 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fresh breeze and rough sea. Stormy weather, with frequent rain. In the afternoon we collected a little water, using a sail. This small contribution is meagre indeed, compared with our requirements. Continued on a northwesterly course.

15-16 Pluviôse, Year XI of the Republic [4-5 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Strong wind and very rough sea. At noon we were at longitude 131°42'51.2"E and latitude 33°4'35"S. I remained on a northwesterly course until 2h18 in the afternoon, and then turned northwards so I could reach my rendezvous latitude (the meeting point is at longitude 131°25'E, latitude 32°31'S) without delay. At 6h00 in the evening, my dead reckoning put me at the rendezvous latitude and at longitude 131°34'46". Thus, I was still 9'46" too far east. I ordered a course set west until 8h00, when I hove to under the forestaysail. At 8h00 my dead

reckoning put me at longitude 131°26'39". I was not two miles from the rendezvous, and yet no land was to be seen. We had no ground with 50 fathoms of line. Spent the night under shortened sail. This morning, at 4h00, my reckoning placed me at latitude 32°32' and longitude 131°20' - that is to say, west of the rendezvous. It was thus perfectly clear to me that either the longitude provided by Mr Baudin is incorrect or the chronometer I have available is not properly adjusted. I have no reason to suppose that there is any significant variation in my chronometer's daily rate, and must therefore assume that Commander Baudin gave me an incorrect longitude. But, having no basis of comparison, I was somewhat at a loss to know in which direction the error lay. Reluctantly, therefore, I was forced to assume a chronometer error. When I compare the longitude obtained using chronometer no. 38 with that calculated following two lunar distance observations on 11 Pluviôse (which however are not very conclusive), I note an error of 26'53", which means I could have thought myself that much more to the east than is actually the case. Consequently, I ordered an easterly course to be set, sailing close to the wind. The way in which I manoeuvred in the approach to the St Francis Islands makes it unsurprising that I missed them. This is how it appears to me. In vindication of my conduct and my errors, I believe that it is sufficient to recall the positive terms of the order given to me by Commander Baudin. The letter he wrote to me on 20 Nivôse states: "If you do not find me here you should immediately depart for the St Peter and St Francis Islands, tracking west on this same latitude ..., etc." It is clear that this order requires me to approach my rendezvous using longitude. While I did not follow this order absolutely, it is clear that in fact I followed it much too closely.

16-17 Pluviôse, Year XI of the Republic [5-6 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 12h45 in the afternoon, sighted land bearing NNE, distance approximately 10 miles. At 2h00 a second part of the same land was sighted, bearing NE^{1/4}E at 9 miles. This seems to be a small island, and at 3h00 a second one was sighted, bearing E^{1/4}SE at 10 miles.

Significant events, comments

Fine weather, sky cloudy, sea rough. I continued beating up so I could make headway east. Sighted two small islands in the afternoon, possibly belonging to the St Peter group.

17-18 Pluviôse, Year XI of the Republic [6-7 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The small islands from yesterday still in sight. At 3h30, sighted a small island bearing ...¹⁸, distance 1.5 miles. Reefs seem to stretch between the island and the mainland visible to the north. A medium-sized island is in sight to the SE, distance approximately 15 miles, and a small island is to ESE.

Significant events, comments

Fine weather, rough sea, cloudy sky, fresh breeze up to morning when it slackened a little. I continue to believe that the small islands we have in sight form part of the St Peter and St Francis Group but I can see no smoke on any of them, although this was the signal the *Géographe* was to give me if it was present among these islands. At 3h30 I went on the other tack as I could not round a small island ahead of us. The ship is labouring a lot in the heavy sea. This morning, the 18th, I reduced our water ration to one and a quarter bottles per person. Similarly, the ship's biscuit ration was set at 15 ounces per man per day. These reductions are to enable us to survive until we are able to resupply.

18-19 Pluviôse, Year XI of the Republic [7-8 February 1803]

¹⁸ "ES 0 S" in the French text is unclear.

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 8h00 and 8h50 in the evening we thought we sighted rockets, bearing S^{1/4}SW and SSW. At 2h00 in the morning we sighted a large reef bearing NE, at a distance of approximately 1 mile.

Significant events, comments

Fine weather, very rough sea. Sky cloudy and overcast. At 8h00 and 8h50 in the evening, upon being informed that some rockets were thought to have been sighted, I went on the other tack and had some of our own rockets launched. A lantern was placed at the masthead for a considerable period, but as nothing further was seen I believe that the initial sighting had not been real. At 2h20 in the morning I bore away for a few moments to avoid a large reef not far off our port bow. I had been aware over the last two or three days that there was more play than usual in the helm. The bad weather had until now prevented us from determining the cause of this movement, but today we saw that the rudder's iron-work was broken. This major development convinced to abandon my search for the *Géographe* at noon and thereafter to head for King George Sound, where the *Géographe* would surely call in order to complete its water. In the situation I find myself in, lacking water and firewood and having very little food, I cannot continue my present painful navigation without exposing my ship and my crew. What would become of me if by ill chance I were to be deprived on my rudder? Far away from any resources, I would have no prospect other than to die of starvation at sea or to perish on a deserted and sterile coast.

19-20 Pluviôse, Year XI of the Republic [8-9 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, fresh breeze, rough sea, cloudy sky. At noon, I set sail for King George Sound and ordered as much sail to be set as could be achieved without compromising the ship's safety.

20-21 Pluviôse, Year XI of the Republic [9-10 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, very rough sea, cloudy sky, fresh breeze.

21-22 Pluviôse, Year XI of the Republic [10-11 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Rough sea, fresh breeze, overcast sky. We have had a little rain this afternoon. At 3h30 we sighted and passed close alongside a cask-sized floating barrel. Is this not an indication of the recent presence of the *Géographe* in this area? Continued to make as much way as possible.

22-23 Pluviôse, Year XI of the Republic [11-12 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, rough sea, fresh breeze, cloudy sky.

23-24 Pluviôse, Year XI of the Republic [12-13 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 6h30 in the morning we sighted Ile Pelée [?], bearing W15°N, distance approximately 8 miles. At 8h55 its eastern headland bore N35°E, distance estimated at 1.5 [miles]. At 9h35 sighted two rocks bearing W5°N of Ile Pelée.

Significant events, comments

Fine weather, very rough sea, sky cloudy, fresh breeze. At 6h30 in the morning we sighted land, which soon afterwards I recognised as being Ile Pelée. We then tracked along the coast from this island as far as King George Sound, which I began entering at 11h30. The *Géographe* was not there.

24-25 Pluviôse, Year XI of the Republic [13-14 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, sea running a swell, fresh breeze until 5h00 in the morning when it slackened to light. At 1h30 in the afternoon, when we were half a mile to the west of Seal Island in King George Sound, I furled the sails and dropped anchor in 22 fathoms water, over a muddy bottom. Veered out 70 fathoms of cable. Immediately had the main anchor fetched from the hold. It was bent to the cable and at 5h45 the small anchor was weighed and replaced by the main, which was the only one I kept out, with 70 fathoms of cable. At 6h00 I had the topsails unrigged. This morning, the 25th, at 7h00, I prepared to go ashore to examine what resources were available in the port in which we were anchored. I was in the most urgent need of water. I had only about half a barrel remaining when we dropped anchor yesterday. Thus, it was not Commander Baudin's doing that we had not run out of water on board the *Casuarina*. It is certainly most fortunate that our crossing from the islands seen to the west of St Francis Island to King George Sound had had the advantage of an easterly wind, which had been fresh almost without interruption. I embarked in my small rowing boat, along with Mr Boullanger our geographer, and left the ship at 7h15 to visit one of the small sandy coves on the western side of the main bay. Our disembarkation was not a happy one, due to the strong swell near the coast. A wave caught us amidships and capsized the boat. We swam to shore and managed to beach the boat, then bale it out and get it high enough to be out of danger from the sea. We then set off to visit Princess Royal Harbour.

25-26 Pluviôse, Year XI of the Republic [14-15 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, moderate breeze up to evening, when it slackened. I visited Princess Royal Harbour, which seemed to me very suitable for accommodating the *Casuarina* and for providing the water and firewood that I needed. It also had sufficient quantities of geese, ducks, oysters, celery etc to feed my crew, which is beginning to suffer from mild attacks of scurvy. [illegible] We set off to return to our dinghy, but as we reached it only at nightfall we decided to put off returning to the ship until the next morning. We discovered a spring in a sandy cove near where our dinghy was beached; this will be very suitable for completing our water. Early on the 26th, we launched our boat and returned to the ship. I immediately had the anchor weighed and got underway to head for an anchorage in the cove where we found the spring yesterday. I decided to complete my water there, because it provided easier watering than the place I had seen in Princess Royal Harbour. At 8h00 I sent the rowboat off to hunt and fish on Seal Island. It returned at 10h00 with a good catch, which was distributed among the crew. The boat crew brought back a medal and a bottle containing a message written and left on the island by Mr Flinders, the captain of the Investigator. The message read as follows: "JG. M. S *Investigator*, commanded by Matt^e Flinders Esquire, came into King George Sound on December 9, 1801. All well. She wooded and watered in Princess

Royal Harbour, not finding more than thirteen feet upon the bar of Oyster Harbour, and intend sailing tomorrow Jan^y. 5 1802 to proceed in surveying the south coast of New Holland; after which proceeds to Port Jackson. Whoever finds this is requested to forward the information it contains to the Admiralty Office in London by the first opportunity and to leave the paper in its present place.”

26-27 Pluviôse, Year XI of the Republic [15-16 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea. Dropped anchor at noon in 6 fathoms, about a cable's length from the shore, in the cove where the watering place is located. I moored head and stern using a cable fastened to a tree on the shore. This work kept us busy until nightfall. On the 27th, we unstowed¹⁹ and disembarked our water casks, which were then washed and filled. The carpenter was sent ashore to begin cutting firewood. We set up a tent onshore to accommodate crew members who wished to sleep there, as well as those who were to guard our casks.

27-28 Pluviôse, Year XI of the Republic [16-17 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea. Unrigged the topsails, struck down the topmasts and struck the lower yards. Washed out the hold and cleaned the ship. At 3h00 in the afternoon I sent the boat off to hunt and fish on Seal Island. It returned at 6h00 with some geese and fish, which were distributed among the crew. Before returning, the boat left a tricolour flag on the island's high-point, as a signal to the *Géographe* while our ship was in Princess Royal Harbour. On the 28th we weighed anchor, shipped all our cables and proceeded further²⁰ into Princess Royal Harbour, where the ship was beached at 11h55. One anchor was dropped at sea and a raft was constructed to carry a kedge anchor ashore. My aim in beaching the *Casuarina* was: 1: to replace the rudder ironwork, which is not broken as we had thought at sea, but only extensively damaged; 2: to cover the ship's counter with lead sheeting, as the seams are wide apart and are letting in a lot of water; 3: to provide easier access to the firewood needed to complete our supplies, etc.

28-29 Pluviôse, Year XI of the Republic [17-18 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor, with the ship beached. In my journal for 12-13 Pluviôse, I made a note explaining my manoeuvre attempting to join the *Géographe*. I need only therefore to refer to that page of my journal. As for Mr Baudin's claim that he had shortened sail as soon as the *Casuarina* was sighted, my only response is to attach here journal extracts from two of the *Géographe*'s officers. I asked the Commander for a carpenter and a caulker so the repairs to my ship could be expedited. I also requested that a dinghy be allocated to my ship while we were in King George Sound. Only the first two requests were approved. I immediately returned on board the *Casuarina*, accompanied by the two workers who will be repairing my ship.

12-13 Pluviôse, Year 11, extract from the journal of Lieutenant Henri Freycinet.

From noon until 6h00, strong breeze varying S-SSE. At 2h00 we sighted the schooner *Casuarina*, bearing W^{1/4}NW. Soon afterwards, the vessel was hull-up. The schooner was at the time sailing close-hauled on the starboard tack. At 2h15 we took some reefs in the topsails,

¹⁹ “Dérivé” in the French text has been taken as “Désarrivé.”

²⁰ Some words appear to be missing in the French text.

tightening the sails soon afterwards. At 7h00 in the evening Borda [*Kangaroo*] Island was in sight from N77°E - S48°W. As the wind was gusting strongly and we were under courses, we soon passed abeam of our small consort.

We were rapidly leaving the ship behind and I was unable to see whether it was going about or remaining on the same tack. Towards 10h00 in the evening, we rounded the western headland of Kangaroo Island. 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, who was officer of the watch, lost sight of the *Casuarina* entirely. 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. Between midnight and 4h00 the sky was cloudy, the breeze very light and the weather stormy, with lightning to the SE. The changeability of the breeze forced us to carry out various manoeuvres. At 2h00 clewed up the foresail and backed the main topsail. We remained hove to until 5h30 in the morning, when we wore ship on to the port tack, sailed close-hauled and put on sail. Same manoeuvre until noon. In the morning the Citizen Commander ordered a course set south, should the wind haul aft. Overcast and foggy weather, with occasional rain showers. We had no sightings of the *Casuarina*, which is not surprising. Captain Baudin's odd manoeuvre seems to me to be a sufficient explanation for this. Henri Freycinet, Lieutenant

12-13 Pluviôse, Year 11: Movements and comments. Cloudy sky, sea flat and a strong, variable breeze. At 2h00 we sighted the *Casuarina*, bearing W^{1/4} NW and on the starboard tack. At 2h15 we took some reefs in the topsails. Continued under courses and topsails and quickly passed abeam of our consort, which by 3h15 was almost out of sight astern. We furled the mainsail, but as we were still travelling too quickly we completely lost sight of the ship at 3h30. Coasting along the northern coast of Kangaroo Island. The sky was overcast and stormy during the night, with the sea running a swell. Light, variable winds and occasional periods of calm. Hove to at 2h00, then filled at 5h30 and put on sail. In the morning, the Commander ordered a course set south should the wind haul aft. By abandoning the *Casuarina* in this way, the Commander is exposing its crew to the most severe hardship; it is worth noting that the ship has less than a fortnight's water and at the most two months' supply of food. I leave the examination of our manoeuvre on this occasion to those who are in a position to judge his conduct. Certified extract from my journal: Sub-Lieutenant Ransonnet.

Significant events, comments

Fine weather, calm sea. Sent a kedge anchor ashore on the small raft we had constructed, then hauled tight on the cable. Sent our sails ashore. Set up a tent for the sailmaker, who is to carry out repairs. Sent a party off to cut firewood. At 7h00 in the evening, we heard a gun. We assumed it had come from the *Géographe*, and that thought gave us all considerable pleasure. Our situation was indeed sufficiently difficult that we all fervently desired to see an end to it. We responded to the *Géographe*'s signal with a shot from the swivel gun and several rockets. At 6h00 in the morning on the 29th I repaired aboard the *Géographe*. The breeze was fresh and I had great difficulty reaching the ship in my small boat. Indeed I may not have succeeded if a dinghy from the *Géographe* had not come over to fetch me. Once on board the *Géographe*, I reported to Commander Baudin on the time I had spent in King George Sound and on the reasons why I had decided to put in to this port before having joined the *Géographe* at the rendezvous in the St Peter and St Francis Islands. Finally, I also informed him of the repairs to my ship and the action taken, since arriving in this port, to complete my

water and wood. Following this report, we discussed our separation on the northern coast of Kangaroo Island on 12 Pluviôse. Mr Baudin told me that he had furled his courses as soon as my ship had been sighted, but he believed I had not seen the *Géographe* or that I wished to return to Port Jackson, since he saw that I kept steadfastly on an easterly course. He said that I had been wrong not to go on the port tack earlier than I had done so. He added that he had been obliged to mention my incorrect manoeuvre in his journal, and that moreover it was my fault that I had become separated from the *Géographe*. My response was easy and my justification would have been easy too, had I been speaking to any other person than Mr Baudin. However, he persisted in appearing not to understand, or not to believe, whatever I had to tell him. I tried to show him my journal and the ship's log, but he refused, saying that my case was not to be judged on board ship. The more I think about it, the less I believe I need to add to ...²¹

29-30 Pluviôse, Year XI of the Republic [18-19 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor, ship beached.

Significant events, comments

As the wind was too strong today, we were unable to proceed with repairs to the *Casuarina*. The carpenters went ashore to cut the wood required for the job. Citizen Boullanger returned on board the *Géographe*. On 30 Pluviôse, I wrote to the Commander, requesting various necessary items: 1: Some copper nails, to repair part of the sheathing; 2: a boat, which I require for the purpose of sending chronometer no. 38 over to Citizen Bernier's observatory, for running out a warp - which I will need to get out to sea when my ship is refloated - and finally for assisting the caulkers and carpenters as they work alongside the ship. The Commander's response was the following letter: "I had informed you yesterday that I was unable to let you have a boat, so it was completely unnecessary to despatch three men to take delivery of one. You would have been far better off entrusting your chronometer to Citizen Boullanger, as I had suggested. It is your decision whether you judge it more appropriate to keep it, or to send it to the observatory and fetch it in the dinghy. On departure from Port Jackson, you were provided with copper and nails. You are no doubt keeping them in reserve for a better occasion or for our next separation, which indeed is prudent. (While saying something honest and agreeable, Mr Baudin has forgotten the manner in which he received me in Port Jackson on 23 Brumaire, Year XI - see my journal for this period - when I went to request some copper nails and various other items that were necessary for fitting out the ship.) The carpenters will work a lot more easily on a raft than on boats. A raft is more suitable, from all points of view. Given that you necessarily dropped a sea anchor prior to beaching your ship, you do not need another one for this operation. Your fellow citizen. Signed, N Baudin." I do not consider it necessary to respond to the first, third or last points in Commander Baudin's letter.

30 Pluviôse-1 Ventôse, Year XI of the Republic [19-20 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor, ship beached.

Fresh breeze, overcast weather, occasional rain showers. Continued to cut firewood and to repair²² our sails. On board, the carpenters replaced the iron work on the rudder. The caulkers worked at sealing the counter²³ and replacing the oakum in various places where it was

²¹ Sentence is incomplete in the French text.

²² "Recommander" in the French text has been taken as "Raccommoder."

²³ "Vente" in the French text has been taken as "voûte."

required, etc. This morning I had our land anchor brought on board, in preparation for refloating the ship.

Sea Journal for the Month of Ventôse, Year XI. Louis Freycinet, Lieutenant, commanding the *Casuarina*.

1-2 Ventôse, Year XI of the Republic [20-21 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor, ship beached.

Significant events, comments

In the afternoon I took advantage of a boat from the *Géographe*, which was alongside, to position a cable out to sea. Continued our work onshore. On the morning of the 2nd, Commander Baudin came on board the *Casuarina*. He informed me that he was engaged in examining Princess Royal Harbour, including its resources, and following that he would inspect Oyster Harbour. He departed not long after having arrived on board.

2-3 Ventôse, Year XI of the Republic [21-22 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor, ship beached. The ship refloated.

Significant events, comments

Continued the work on our sails and cutting firewood. At midnight, we heaved on the sea cables and the ship was refloated. This morning we began loading the firewood, but since all I had available for this was my small rowboat, which can only take about ten logs at a time, we made very little headway with this work. Moderate breeze all day.

3-4 Ventôse, Year XI of the Republic [22-23 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

In the afternoon, we continued to load our firewood and then our spare spars. An American brig dropped anchor in King George Sound. It was a sealer, and the stopover in King George Sound was to complete its water. This morning, 4 Ventôse, one of the *Géographe*'s dinghies, despatched to fetch Commander Baudin, was obliged by bad weather to take shelter alongside the *Casuarina*. I took advantage of its presence to embark our remaining wood and sails.

4-5 Ventôse, Year XI of the Republic [23-24 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations

At anchor.

Significant events, comments

As the breeze was light in the afternoon, the *Géographe*'s dinghy was able to set off again. I had the sails bent to the yards and got underway at 5h00 in the evening to clear Princess Royal Harbour. At 8h00 I was becalmed and forced to drop anchor just outside the harbour entrance. The breeze having sprung up from ENE, I got underway again and proceeded to anchor in the cove²⁴ near the watering-place. Dropped anchor in this cove in 5 fathoms, over a sandy bottom, and paid out 30 fathoms of cable. It was by then 30 minutes after midnight. This morning I sent a party ashore to continue cutting firewood. Worked on board, clearing the hold and preparing it to take our water casks. I repaired aboard the *Géographe* to submit to the Commander a written report on my mission to the Hunter Islands, as he had requested at

²⁴ "Ancre" in the French text has been taken as "ance" ["anse"]

Kangaroo Island. I asked the Commander for permission to have his boats transport on board my ship the water currently onshore in my casks. I also asked him for permission to have his men cut my remaining firewood. The Commander told me to send him a list of supplies necessary to complete a four-month fit out.

5-6 Ventôse, Year XI of the Republic [24-25 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

I returned from the *Géographe* quite late on the 5th. The next day, 6 Ventôse, I wrote the following letter to Commander Baudin: "Citizen Commander, in accordance with the order I received from you yesterday, following is a list of stores I require to complete existing supplies on board the *Casuarina*, for a four-month campaign. Victuals: 1265 tt²⁵ of sea biscuit, 163 tt of lard, 202 ttl of rice, 20^{1/4} tt of oil, 95 7/8 pots of rum, 4 pots of molasses. I also request for a number of items that will be indispensable to me, namely: 200 tt of old rope; 25 fathoms of 12-strand cable; 8 fathoms of the same for down-hauling the two courses and the main jib; 16 fathoms of two-inch rope for the foresail sheets; 24 fathoms of the same for the flying jib halyard; 30 lengths²⁶ of serving; 3 tt of pump nails; an eyebolt for securing the main boom; a crutch for a rocker-arm. Greetings and respects. [signed] Lis Ft. 6 Ventôse Year XI. PS. As part of the sea biscuit aboard your ship is spoilt, and as I have requested only the minimum required for 4 months, I request, Citizen Commander, that you supply an additional amount proportionate to the quantity that you consider might be in a poor state."

6-7 Ventôse, Year XI of the Republic [25-26 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

At about 5h30 in the afternoon the *Géographe*'s longboat brought over 12 of our water casks and approximately one cord of firewood. We embarked all of this, and stowed it. At 10h00 this morning the *Géographe*'s longboat delivered the remainder of our water casks. Continued stowage, and then prepared the ship.

7-8 Ventôse, Year XI of the Republic [26-27 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

During the afternoon we embarked the remaining firewood, which was delivered by the *Géographe*'s longboat. I sent over to the *Géographe* two empty sea biscuit casks, and returned a cable that I had borrowed from the *Géographe* at Kangaroo Island.

Completed stowing the hold. This morning, 8 Ventôse, I received the following letter from the Commander: "Citizen, had you chosen to remain aboard the *Casuarina* yesterday to see to the vessel's fit out, or had you - as you should have - gone ashore the day before yesterday to share the work I performed on your behalf, I should not be obliged to criticise your thoughtless conduct, the tardiness it has occasioned in your work and the consequences it has had - to judge by the drunken state of my longboat crew on its return to the ship. Moreover, your pleasure - which has always taken precedence over your duty - has prevented you from

²⁵ "Tt" in the French text is unclear.

²⁶ "Aune" = old French measurement of length (1 aune = approx. 1.88 metres), used mainly for textiles and cloth.

giving serious attention to replenishing your supplies, since your request makes no mention of your remaining provisions, which should reduce your requirements considerably given what you have already received. For your own convenience, no doubt, you have convinced yourself that I had a supply of the casks you require for your replacement biscuit or rum, and this is probably why you have only sent across two empty casks. However, you should know that I have none available, or indeed any spare crates. Thus, if you have burned your own, or thrown them overboard, you will need to make whatever arrangements you think fit. Upon receipt of this letter, please send me a list of your remaining provisions, not of what you wish to have, as I will only let you have what is not essential for my own purposes. Your fellow citizen N Baudin.” I considered it sufficient to send the following reply to Commander Baudin, without responding to his baseless reprimands. “Citizen Commander, I have the honour to provide herewith a list of the quantity of provisions remaining on board the *Casuarina* as at 6 Ventôse, Year XI: 760 tt sea biscuit; 155 tt lard; 490 tt beef; 22^{1/2} rice; 73 1/8 pots of rum; 2t 4 ounces of oil; one cheese of approximately 25 tt. There are no molasses remaining on board. I have in fact sent five empty casks over to the *Géographe* for the sea biscuit I require, as follows: one off King Island, two at Kangaroo Island and two at King George Sound. I have also sent over a cask for the rum, and everything required for the supplies I have requested. Greetings and respects” [signed] Lis Ft, 8 Ventôse, Year XI. I delivered this letter personally to Commander Baudin, who immediately ordered the supplies requested in my note of 6 Ventôse to be delivered to my ship.

8-9 Ventôse, Year XI of the Republic [27-28 February 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

During the afternoon, I brought across the supplies received from the *Géographe*, and had them stowed. This morning I passed to Commander Baudin the medal and parchment that Captain Flinders had left on Seal Island.

9-10 Ventôse, Year XI of the Republic [28 February-1 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

At 5h00 in the evening, the Commander sent me his written instructions for the rest of the voyage we are to undertake. These instructions were sealed, and the back of the outer package carried the following note: “Citizen Freycinet is expressly directed not to open this package before the ships have cleared King George Sound.” “On board the corvette *Géographe*. King George Sound. 9 Ventôse, Year 11 of the French Republic, united and indivisible.²⁷ The Commander in Chief of the Voyage of Discovery to Citizen Freycinet, commanding the *Casuarina*. Citizen, you have already been advised, in the last instruction I gave to you at Kangaroo Island, that when I leave King George Sound I shall head for Geographe Bay to complete the survey work required on that part of the coast. Prior to reaching this Bay, I intend to spend one day (only) at St Allouarn Island making an accurate determination of its latitude and longitude, which I believe to be very doubtful on existing French and English charts. If the winds are favourable and the weather fine I shall probably spend 3 or 4 days at Rottneest Island and will then proceed to Dirk Hartog Harbour in order to catch some turtles, before heading further north. I note, however, that these last two stopovers are more probable

²⁷ “Vue a indivisible” in the French text has been taken as “une et indivisible” - a reference to the preamble of the French constitution.

than certain. Whether or not they occur, I shall stop for some time at the North-West Cape of New Holland to make sure that the place which the Dutch have named William River is not in fact an island, as I suspect. If we were to be separated at sea during the voyage, that Cape will be a rendezvous point, the only one I am able to provide for you. The easterly and northeasterly winds I expect to encounter as I travel northwards will make my course along the northern coast too uncertain to allow me to nominate any other rendezvous. Moreover, I have no desire to put in at any place inhabited by Europeans. Consequently it is very probable, if we have not rendezvoused, that we will not see each other again. Therefore, after having spent ten days cruising between North-West Coast and William River, you should head directly to Isle de France. According to the observations we made, this cape is situated at latitude 24°36'S and longitude [?]²⁸ E. It is surrounded by reefs, extending quite a way out to sea, and to the north the small islands forming part of the group start to be visible. As the mouth of William River is located south of the latitude just mentioned, you should not cruise north of this point, should we be separated. Rather, after the time I set has expired, you should - as I have already mentioned - head for Isle de France, keeping near the prevailing southeasterly winds, in accordance with Mr Sapiés' instruction. When you arrive in this port you should hand your ship to the Government administrators, for service in the colony should they consider this appropriate. I believe you will remain in command of the ship until I return, so that your time can be spent productively, but if you do not wish to do this, you are at liberty to return to France at the first opportunity you desire. I ask that you be good enough to pass to the administrators of the colony at Isle de France the letter I am enclosing for them, and to inform them of the provision in this instruction concerning the use of your ship. It thus depends on you alone, henceforth, whether you accompany me or not. I did everything necessary to avoid the two separations that have already taken place, which you could easily have avoided either by appropriate manoeuvres or by properly carrying out the orders I gave to you. Consequently, you will be personally accountable to the Government for the costs of fitting out your ship, since these costs have become a burden for the State and unnecessary for the Expedition. Your fellow citizen." [signed] N Baudin This morning, since the *Géographe* was preparing to get underway, I came aboard and at 5h30 I got under sail. At 6h30 the *Géographe* was under sail and we travelled together to round Half-Head. Fine weather up to noon, with an overcast sky, fresh breeze and somewhat rough sea. When I had cleared King George Sound I opened the package Mr Baudin had given me, and discovered the attached letter for me, plus a second letter addressed to the administrators-general in Isle de France.

10-11 Ventôse, Year XI of the Republic [1-2 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, rough sea, fresh breeze. Changed tacks at noon, 1h45, 5h30 and 8h00 in the evening, as did the *Géographe*. At 6h00, the Commander signalled a course W^{1/4}SW. I do not know what manoeuvre the *Géographe* had embarked on, but at 8h15 it was no longer in sight. I had a lantern constantly at the masthead, and sent up four rockets - at 9h00, 9h30, 10h00 and 10h30. There was no response to these consort signals. The *Géographe* was sighted at 11h00 in the evening, to leeward of us to the SE, distance about 4 miles. We bore away to close the ship. Resumed a position close to the wind at 11h30. At midnight the Commander bore E^{1/4}SE, distance 2 miles. At 2h30 in the morning the *Géographe* again disappeared. At 4h00 we sent up a rocket, to which there was no response. At [illegible], continued to stand off until 4h45, when the wind veered SSW and I changed tack, assuming

²⁸ "SSO 35⁰⁰" in the French text is unclear in this context.

that the *Géographe* had done the same. Sighted the *Géographe* at 5h15, on the same tack as us. I do not understand why the Commander does not make the customary signals when he changes tack during the night. This makes it impossible for me to manoeuvre with any certainty and I am surprised that, with this sort of behaviour, we are not separated more frequently. It almost seems as if the Commander is looking for an occasion to separate, rather than prevent it by all the means available to him. At 5h15, sighted the *Géographe* 6 miles to the south. At 5h25, it bore away to close us. At 08h00 we were about half a mile apart.

11-12 Ventôse, Year XI of the Republic [2-3 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, moderate to fresh breeze, rough sea, cloudy sky. Changed tack at 6h30 in the evening, as did the Commander. The *Géographe* remained at a distance of 3-4 miles from us until midnight. From midnight until daybreak we remained [illegible] close to the *Géographe*. At 2h30 in the morning the *Géographe* placed a lantern at the masthead and sent up a rocket: we did likewise. At daybreak, the *Géographe* set its mainsail. It was already under foresail, topsails, spanker, main staysail, mizzen staysail and fore staysail, and did not take long to move away from us. The breeze was fresh and the sea very rough; my ship was labouring badly. However, I quickly put on full sail to attempt keep the *Géographe* in sight. At 10h00 an extremely violent pitch broke our flying jib-boom. Work began immediately to fish and wold it.

12-13 Ventôse, Year XI of the Republic [3-4 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sky overcast, fresh breeze, very rough sea. This morning we had a little rain and the breeze slackened. At 1h00 in the afternoon, the *Géographe* bore NNW, distance 12 miles. It was still moving away from us, and I feared losing sight of it. At 1h30 I signalled that I was unable to keep up, and asked the *Géographe* to shorten sail. At 4h00, as I feared for my masts, I took in the main topsail and struck the foretopsail on to the cap. The *Géographe* went about and bore up to join us. At 5h00, having sighted the stand-by signal on board the Commander, I took in the foretopsail. At 5h12, when we were half a mile distant from the *Géographe*, I went on to the same tack, but as it then resumed the port tack again I did the same. We remained close to the *Géographe* up to noon, and copied its various evolutions.

13-14 Ventôse, Year XI of the Republic [4-5 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Wind variable in strength, sea rough. We sailed in tandem with the *Géographe*, keeping close together.

14-15 Ventôse, Year XI of the Republic [5-6 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, breeze gradually freshening, and the sea running a swell. At 3h45 the Commander signalled to me to close up. At 4h25 we were nearby ahead, on the same tack and running close to the wind. The Commander hailed to me to pass astern, and I carried out this manoeuvre immediately. He then ordered me to survey a part of the coast between a large stretch of visible sand and a cape that bore NW^{1/4}W. The Commander said that if the weather were fine he would wait for me at his current position, but that otherwise we should

rendezvous at Rottnest Island. However, he ordered me to open Geographe Bay to see if [illegible] the *Géographe* happened to be there. I immediately went on the starboard tack and set a course for the stretch of sand that had just been pointed out: it bore NE^{1/4}N, distance about 8 miles. At 6h00 the Commander bore SW, distance approximately 6 miles. Beat to windward up to noon in order to reach the point where the Commander had ordered me to begin my survey. The *Géographe* not in sight this morning.

15-16 Ventôse, Year XI of the Republic [6-7 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

I commenced surveying the coast at noon, standing quite close inshore so I could satisfy myself that no port existed. The chart produced by Citizen Beautemps-Beaupré during the D'Entrecasteaux voyage is perfectly accurate, so my work can add only the very few details that this skilful geographer was unable to see at the distance from which he was surveying the coast. The fog that rolled in at 4h00 somewhat hindered our operations. At 5h00 the cape that had been set as the finishing point for my work bore west, distance three miles. The fog was so thick that we could no longer distinguish anything on the coast. No sign of the *Géographe* this afternoon. I imagine that because of the bad weather it has decided not to wait for me and to head for the rendezvous at Rottnest Island. Sent up a rocket at 8h00 and placed a lantern at the masthead until 10h30. As there was no response to these signals, I set a course for my rendezvous. Fresh breeze and rough sea throughout the day.

16-17 Ventôse, Year XI of the Republic [7-8 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 6h05 in the evening sighted a cape bearing ESE, distance approximately 9 miles. I believe this to be Cape Leeuwin.

Significant events, comments

On course for my rendezvous. I stood in quite close to the coast at Leeuwin and surveyed it. I refer to my bearings register for the details, which I will not repeat here. At 8h30 in the morning we rounded the southern cape of Geographe Bay. Beat up until noon to enter the bay to see if the *Géographe* was at anchor there.

17-18 Ventôse, Year XI of the Republic [8-9 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

See my soundings register for the results of our soundings.

Significant events, comments

Fine weather, rough sea, fresh breeze. Beat up all afternoon and night to make headway into Geographe Bay. At 8h00 and 9h30 in the evening I sent up two rockets, to which there was no response. At daybreak, seeing the *Géographe* was not in the bay, I set a course for Rottnest Island, coasting northwards. Continued to survey the coast.

18-19 Ventôse, Year XI of the Republic [9-10 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea, moderate breeze. Continued coasting northwards, close inshore. Sighted Rottnest Island at 11h30 in the morning, but as we were in among reefs I manoeuvred to get away from them (on this point, see my bearings register).

19-20 Ventôse, Year XI of the Republic [10-11 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Overcast weather, almost continuous rain up to 9h00 in the evening. Calm sea, wind variable in strength. Remained hove to during the night, then set off to anchor in the north of Rottnest Island. Dropped anchor at 11h00 in the morning, close inshore, in the northern part of Rottnest Island. The *Géographe* not in sight.

20-21 Ventôse, Year XI of the Republic [11-12 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor.

Significant events, comments

Fine weather, moderate breeze, calm sea. Sent my dinghy off fishing and despatched a party to hunt on Rottnest Island. Distributed the resulting fresh provisions to the crew.

21-22 Ventôse, Year XI of the Republic [12-13 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At noon the *Géographe* bore WSW, distance 2 miles.

Significant events, comments

Fine weather, fresh breeze. Moderate breeze this morning, with a calm sea and cloudless sky. At 6h00, having sighted the *Géographe* under sail and bearing WNW, I got underway to join up with it. At 7h30, the *Géographe* was hove to. As I was close by, I brought to under its lee. The Commander immediately sent over a dinghy to fetch me. I gave him a report on the work he had ordered me to perform on the Nuyts coast and on the work I had carried out afterwards on the Leeuwin coast. I told him that I had not discovered a passage to the south of Seal Island, or between that island and the mainland. I added that I had not spent a lot of time looking for this passage, because I thought that the *Géographe* would already be at the rendezvous point and I did not wish to delay arriving there myself. The Commander informed me that we were to set sail for Shark Bay, where he wished to catch some turtles before proceeding to the north-west coast of New Holland. I asked the Commander for permission to follow the coast up to that point, passing to the east of Houtman's Abrolhos, and to survey that part of New Holland. The Commander refused this request. I returned aboard the *Casuarina*, and soon afterwards we and the *Géographe* filled our sails.

22-23 Ventôse, Year XI of the Republic [13-14 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At noon the *Géographe* bore NNW, distance 1.5 miles.

Significant events, comments

Fine weather, fresh breeze, rough sea. At 12h50 in the afternoon the Commander signalled a course NNW. At 7h30 in the evening we lost sight of the *Géographe* but joined up with it again at 9h00, when it was hove to. I passed astern and the Commander ordered a course NW. This morning at 6h15 the *Géographe* altered course to NNW, and we followed suit.

23-24 Ventôse, Year XI of the Republic [14-15 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing WNW, within hailing distance.

Significant events, comments

Fine weather, fresh breeze, rough sea. At 8h00 in the evening the *Géographe* came athwart to wait for us, then set off again once we had caught up. We followed its manoeuvres.

24-25 Ventôse, Year XI of the Republic [15-16 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 6h00 in the morning, sighted land stretching SE-NE. At noon the *Géographe* bore N^{1/4}NE, close by.

Significant events, comments

Fine weather, fresh breeze, rough sea. Sailed together with the *Géographe*. This morning at 11h00 having the wind right aft, I had the mainsail struck since it could be of no use. Immediately thereafter the Commander signalled an order to put on full sail. I immediately had the mainsail hoisted up again.

25-26 Ventôse, Year XI of the Republic [16-17 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

In sight of the southern entrance to Shark Bay.

Significant events, comments

Fine weather, moderate breeze, sea a little rough. At 12h15 in the afternoon the Commander hailed me to proceed ahead and lead the way, using the sound, to the anchorage used by the *Naturaliste* in Year 9, off the middle peninsula. I immediately executed the order just received, but since the *Géographe* then crowded sail I was forced to follow it rather than move ahead. The *Géographe* having dropped anchor, I did the same once I had caught up. It was by then 7h10 in the evening. At 6h00 this morning the Commander set his topsails, then hailed me to get underway and stand in for the coast. The Commander ordered me to proceed, sounding regularly, and to signal him when I had only five fathoms water. I immediately executed the order just received. At 8h00 I signalled five fathoms to the *Géographe*. At 8h30 the *Géographe* dropped anchor; I then went on the other tack, joined it and at 9h50 dropped anchor alongside in five fathoms, over a sandy bottom. Paid out 25 fathoms of cable. I repaired aboard the *Géographe* to receive my orders from Commander Baudin. He told me to get underway at daybreak on 27 Ventôse and proceed to take soundings in the bay between the Dorre islands and the mainland, to see if there were sandbanks in this area that would make the passage impracticable for ships. He also forbade me to explore the continent to the east of the Dorre islands - which I had requested permission to survey - because, according to him, the *Géographe* had already reconnoitred this part of the coast perfectly.

26-27 Ventôse, Year XI of the Republic [17-18 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

In the afternoon we worked to replace our forestay strop, which had broken yesterday when the ship pitched violently. I returned on board the *Casuarina* at 6h45 in the evening. At 5h15 this morning, I got underway and set a course to carry out the instructions received from the Commander yesterday. Details of my soundings can be found in the relevant register (notebook no. 2).

27-28 Ventôse, Year XI of the Republic [18-19 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, sea a little rough, moderate breeze. Continued to beat up the bay, sounding every five minutes. At 6h00 in the evening, sighted the Dorre Islands about 7-8 miles distant, stretching from SW^{1/4}S to NW^{1/4}W.

28-29 Ventôse, Year XI of the Republic [19-20 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Under full sail.

Significant events, comments

Fine weather, moderate breeze, sea running a swell. Continued to take soundings at five-minute intervals, while beating up the bay. At 7h00 this morning, the visible extremities of the Dorre Islands bore N5°W, distance estimated 18 miles, and S15°W, distance 24 miles. The closest part to us bore WNW at 5 miles.

29-30 Ventôse, Year XI of the Republic [20-21 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Under full sail. At 5h40 in the evening, the extremities of visible land bore SE5°N. At 6h00 in the morning, sighted land bearing S, distance 3 leagues. At 10h00 in the morning the tip of the shallows bore S8°W.

Significant events, comments

Continued to take soundings while beating up the bay. At 10h00 this morning, sighted the *Géographe* bearing S33°W, distance approximately 3 miles. At 10h00 in the morning, sighted a very extensive sandbank that seemed to me to form the tip of the shallows (on this matter, see my bearings register and soundings register no. 2). Tried various courses to clear the bank, which in the middle seemed to be quite shallow indeed.

30 Ventôse-1 Germinal, Year XI of the Republic [21-22 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea, wind variable in strength. Continued soundings in the bay.

E1.7 **SEA JOURNAL** for the Month of Germinal, Year XI. Louis Freycinet, Lieutenant, commanding the *Casuarina*. No. 173.

1-2 Germinal, Year XI of the Republic [22-23 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At noon, took a bearing on the reef at the centre of the channel between Dorre and Dirk Hartog Islands.

Significant events, comments

Fine weather, calm sea, moderate breeze. Manoeuvred to close the *Géographe*. Dropped anchor close to it at 4h30 in the afternoon, and reported to the Commander on the mission I had just completed. I told him that I had not found any sandbank where he had thought there might be one, but that I had found a considerable area of shallows, which appeared to me join the so-called shallows point, which forms the most northerly point of the peninsula where we were anchored. Got underway at 7h00 this morning, as did the *Géographe*, and set a course to clear Shark Bay through the same channel we had used to enter.

2-3 Germinal, Year XI of the Republic [23-24 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, fresh breeze, rough sea. Manoeuvred to remain close to the *Géographe*.

3-4 Germinal, Year XI of the Republic [24-25 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, fresh breeze, rough sea. Sailed together with the *Géographe*, following its manoeuvres.

4-5 Germinal, Year XI of the Republic [25-26 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments

Fine weather, rough sea, cloudy sky. Manoeuvred to remain close to the *Géographe*.

5-6 Germinal, Year XI of the Republic [26-27 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land in sight stretching from S45°W to E11°N, estimated distance 6 leagues. However, I am too far away to make out its shape. At 7h00 in the morning, sighted land stretching E-NE^{1/4}N.

Significant events, comments

Fine weather, moderate breeze strengthening to strong; rough sea. Close astern of the *Géographe*. At 9h00 in the evening the officer of the watch was careless enough to allow us to get too close to the *Géographe*, and as we found ourselves on the port quarter and to windward of that ship I was forced to go about in order to avoid a collision. The *Géographe*, which was hove to at the time, filled its sails at almost the same instant and we got underway again. Followed the *Géographe*'s various manoeuvres during the morning. At 10h50 the *Géographe* bore up to NNW to avoid a sandbank that appeared ahead of us; it seemed to be part of the land then in sight and was about 12 miles in length, lying N-S.

6-7 Germinal, Year XI of the Republic [27-28 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Sighted land from the masthead, bearing south.

Significant events, comments

Fine weather, moderate breeze, sea reasonably calm. Sailed together with and very close to the Commander. At 1h00 in the morning the Commander signalled the order to change tack, and I immediately did so.

7-8 Germinal, Year XI of the Republic [28-29 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 7h30 in the morning, sighted land bearing S^{1/4}SE and as far as ESE. I refer to my bearings register for the geographical details I assembled on the coast. See my register no. 2 for the results of our soundings.

Significant events, comments

Fine weather, calm sea, moderate breeze. At 8h00 in the evening we went on the other tack, as did the Commander. At 10h00 in the evening the Commander bore up to NNE, and we did the same. Wore ship 3h00, as did the Commander. During the night we exchanged consort signals with the *Géographe*. This morning the Commander signalled the order to proceed ahead under full sail. Although I was a long way off the coast, I began a survey of it at 10h00 in the morning. I do not know what the Commander's intentions are, but it would seem appropriate for me to have some instructions to guide my operations. If Mr Baudin wishes to survey the coast that we have had in sight since 5 Germinal, it is extremely ridiculous to remain at such a prodigious distance off it. How can one hope to fix the position and shape of the land when one can hardly see it? The land we have in sight seems to contain details that it would be of great interest to know precisely. If Mr Baudin fears for the safety of his ship if he gets too close to land, why does he not use the *Casuarina*, whose shallow draught makes it so appropriate for sailing among sandbanks and in shallow water? We saw a very great number of turtles near the coast.

8-9 Germinal, Year XI of the Republic [29-30 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Continued to explore the land in sight. At 6h10, bore away to close the *Géographe*, which we had seen was at anchor. At 7h15, dropped anchor near the ship in 17 fathoms, over a sandy bottom. At 2h00 in the morning, as the ship had dragged its anchor, I had 12 fathoms of cable veered out; this held us. Got underway this morning at 6h00, together with the *Géographe*. The Commander hailed me to sail close-hauled and to stand in for the land. When I was about two leagues away from the *Géographe*, I set a course parallel to that taken by the Commander. Not having any instructions whatsoever as to the course I should take, I need always to be close enough to observe the *Géographe's* movements, so that I do not have to fear separation from that ship.

9-10 Germinal, Year XI of the Republic [30-31 March 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

(The narrative of this day is of 11-12.) The transposition here of the following two days occurred through lack of attention. The days, winds, speed, and leeway have not been transposed and consequently belong to the days as marked. No land in sight this afternoon. At 10h45 in the evening, having rejoined the *Géographe*, I dropped anchor alongside in 15 fathoms water. Got underway this morning at 5h40, together with the *Géographe*. At 9h30 in the morning we sighted two small sandy islands, surrounded by reefs. I sailed between them and noticed a large number of turtles in the area. The *Géographe* passed to seaward of the islands.

10-11 Germinal, Year XI of the Republic [31 March-1 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

I have not mentioned here any of the bearings, soundings etc that I took on the coast, and refer to the various registers in which my observations have been recorded.

Significant events, comments

(The narrative of this day relates to 9-10 Germinal.) Continued to survey the land in sight. As the *Géographe* had dropped anchor this evening, we joined it and anchored alongside at 7h25, in 10 fathoms over a bottom of grey sand. The Commander sent over a dinghy with the order to repair aboard the *Géographe* for discussions. I went over immediately. The Commander informed me that one of the islands off which we were anchored was Admiral Island, which he had named during his pre-exploration of this part of New Holland in Year 9. He ordered me to stand in for the coast each morning and to survey the land, always however remaining in a position to see the *Géographe's* evolutions and course. I returned aboard the *Casuarina* at 8h30. Got underway this morning at 5h50, as did the *Géographe*. We did not sight land, but at 8h50 we saw a column of smoke bearing SE^{1/4}S.

11-12 Germinal, Year XI of the Republic [1-2 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

(The narrative of this day is of 10-11.) Fine weather, calm sea. Sailed to the east of the *Géographe* until 7h10 in the evening, when I dropped anchor in 11^{1/2} fathoms, over a muddy bottom. Sent two of my sailors aboard the *Géographe*, and went over myself to speak with Commander Baudin, who had sent for me. When I was on board, the Commander asked me about the soundings I had taken during the day. Fresh breeze this morning; got underway at 6h00 and set a course to keep the *Géographe* generally to our NE. The *Géographe* got underway at the same time as us.

12-13 Germinal, Year XI of the Republic [2-3 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments

Fine weather, calm sea, moderate breeze. At 9h30 in the evening, both the *Géographe* and the *Casuarina* were on the edge of a sandbank, with only 3-4 fathoms water. Shortly afterwards, we found ourselves in 7 fathoms. The *Géographe* then hailed me to set a course east, to take soundings and to inform him by means of a lantern as soon as I had 10-12 fathoms water. Soon afterwards, the Commander hailed me to set a course ENE. I immediately set a course in this direction. At 10h30, having found a consistent 10-12 fathoms water, I signalled to the Commander and then set about closing, passing astern at 1h00 in the morning. I reported to the Commander on the results of my soundings. I then dropped anchor near the *Géographe*, in 6 fathoms, over a sandy bottom. Got underway this morning at 6h00, together with the Commander, who ordered a course ENE. I sailed ahead of the *Géographe*, and followed its manoeuvres.

13-14 Germinal, Year XI of the Republic [3-4 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments

Fine weather, calm sea. We were becalmed until 2h15, when a breeze sprang up from NNW. At 4h40 in the evening we bore up, close to the wind, to join the *Géographe*, which was two leagues ahead and to windward of us. At 8h05, dropped anchor near the *Géographe*, in 26 fathoms over a sandy bottom. The Commander having sent for me, I immediately repaired aboard the *Géographe*. He told me that at approximately 3h30 in the afternoon he had found himself in shallows where he had no more than 14^{1/2} feet of water under the ship. I told the Commander that the soundings I had taken during the afternoon had never returned less than 8 fathoms, and that for long periods I had had 20, 22 and 24 fathoms. Mr Baudin ordered me to hoist a French flag as a signal in the future whenever my soundings returned less than five fathoms. I returned on board the *Casuarina* towards 9h30 in the evening. Got underway this morning at 6h10, together with the Commander.

14-15 Germinal, Year XI of the Republic [4-5 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
At 8h00 in the morning, the lookout sighted land bearing S^{1/4}SE.

Significant events, comments

Fine weather, calm sea. Sailed close to the *Géographe* until 6h00 in the evening. The *Géographe* dropped anchor at 8h30. I set out to join it, but the tide was against me and I did not arrive until about 11h50 at night, when I dropped anchor in 20 fathoms, over a sandy bottom. Got underway at 6h00 in the morning, together with the *Géographe*.

15-16 Germinal, Year XI of the Republic [5-6 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments

At 4h30 in the afternoon the breeze freshened, but then died away towards evening. At 9h30 the *Géographe* was at anchor. As I was hindered by the tide in my efforts to close him, I dropped anchor some 2 miles off, in 13 fathoms over a bottom of white sand. At 5h30 this morning, I got under sail and closed the *Géographe*, just as it was getting underway.

16-17 Germinal, Year XI of the Republic [6-7 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments

Fine weather, calm sea. Dropped anchor, along with the *Géographe*, at 7h35 in the evening. Got underway at 6h00 this morning and sailed in convoy with the *Géographe*.

17-18 Germinal, Year XI of the Republic [7-8 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land in sight to the southeast. I took various bearings.

Significant events, comments

Sailed close inshore. The *Géographe* was to seaward of me. At 1h45 in the afternoon I was at a place where I had only 4 fathoms under the ship. I signalled to the *Géographe* using the national flag, but it would seem that the ship did not see the signal, due to the great distance between us. At 5h00 in the evening I passed between the mainland and a large reef. At 12h45 in the morning, having closed the *Géographe*, I dropped anchor alongside in 20 fathoms water.

18-19 Germinal, Year XI of the Republic [8-9 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Sighted land at 6h15, stretching from SE^{1/4}E to N^{1/4}NE.

Significant events, comments

Dropped anchor alongside the *Géographe* at 7h55 in the evening. At 8h10 a dinghy from that ship brought back one of our sailors who had been sent over to the sick bay several days ago. Fresh breeze this morning, with the sea a little rough. Got underway at 6h00, as did the *Géographe*. The breeze slackened between 8h00 and noon. At 9h15 I began taking some bearings of the land we had in sight.

19-20 Germinal, Year XI of the Republic [9-10 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Continued taking bearings of the coast during the afternoon. Dropped anchor at 10h15 in the evening alongside the *Géographe*, in ten fathoms, over a bottom of white sand. Got underway at 5h45 in the morning, as did the *Géographe*. Continued surveying the coast, although I am a good distance from it. At 10h15 I hoisted the national colours to inform the Commander that I was in shallow water.

20-21 Germinal, Year XI of the Republic [10-11 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea. Remained under sail until midnight in the intention of closing the *Géographe*, which I knew to be at anchor a long way from us, out in the offing. Strong currents were pushing us eastwards; we dropped anchor near an island. There was a large reef about half a mile to our south. Got underway at 5h50 this morning and set off to close the *Géographe*. At 8h00 it was about 1 mile off.

21-22 Germinal, Year XI of the Republic [11-12 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

See my bearings register for geographical details.

Significant events, comments

Dropped anchor at 7h45 in the evening in 28 fathoms, over a sandy bottom. Veered out 70 fathoms of cable. The current being very strong, we quickly dragged our anchor. I had more cable veered out, but as I was unable to get the ship to hold, and seeing that I was by then quite close to the *Géographe* and being carried towards it by the current, I ordered the anchor

weighed so we could get underway and change anchorage. During this operation we touched the *Géographe*'s port bow. As the anchor was weighed by then, I had the sails set. We sailed out to seaward of the *Géographe* and dropped anchor once more. Got underway this morning at 6h00, together with the *Géographe*.

22-23 Germinal, Year XI of the Republic [12-13 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Dropped anchor at 7h45 in the evening alongside the *Géographe*, in twenty fathoms, over a sandy bottom. There was a storm during the night. Got underway at 5h00 in the morning, together with the *Géographe*. Squally weather all morning.

23-24 Germinal, Year XI of the Republic [13-14 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Squally weather, with rain. At 7h20, dropped anchor in 25 fathoms, over a bottom of grey sand. Got underway this morning at 5h30; sighted land from the masthead during the morning (see my bearings register).

24-25 Germinal, Year XI of the Republic [14-15 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 7h00 in the morning, sighted land from the masthead, bearing E^{1/4}NE. At 8h50, sighted and took the bearings of a ridge of rocks near the surface.

Significant events, comments

In the evening we joined the Commander and at 7h40 we dropped anchor alongside him in 33 fathoms, over a gravel bottom. During the night a storm brought considerable rain and frequent lightning and thunder. At 5h30 this morning, as we were hauling in the cable to get underway it failed 20 fathoms from the clinch. It had probably been damaged by the sea floor. Got underway at 6h00 and set the same course as the *Géographe*. I noticed this morning that almost all of my sea compasses had been completely demagnetised during last night's storm.

25-26 Germinal, Year XI of the Republic [15-16 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land visible in the distance during the afternoon.

Significant events, comments

At 3h33 I thought I sighted a ridge of rocks close to the surface, bearing NE^{1/4}N. We finally discovered that it was only a patch of seaweed. At 9h00 in the evening I passed through a large patch of seaweed that some had taken from afar to be a ridge of rocks. There were many birds on this so-called ridge, and the depth of water seemed considerable since I had no ground with 34 fathoms. At 10h00 in the evening, when we were within hailing distance of the *Géographe*, I was asked whether I had seen the ridge of rocks close to the surface. I replied that I had seen only a patch of seaweed and had passed through it, having no ground with 34 fathoms.

26-27 Germinal, Year XI of the Republic [16-17 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sailed together with the *Géographe*. No land in sight today.

27-28 Germinal, Year XI of the Republic [17-18 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Land out of sight today.

Significant events, comments

Fine weather, calm sea. Sailed close to the *Géographe*.

28-29 Germinal, Year XI of the Republic [18-19 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 3h30, land was sighted far in the distance. Land in sight again this morning, but very far off.

Significant events, comments

Fine weather, moderate breeze. At 3h00 the Commander hailed the order to anchor close by, should he drop anchor during the night. During the night we exchanged consort signals with the *Géographe*. We followed the Commander's manoeuvres and stayed close by.

29-30 Germinal, Year XI of the Republic [19-20 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

See my bearings register for geographical details.

Significant events, comments

Fine weather, calm sea. Sailed close to the *Géographe*.

30 Germinal-1 Floréal, Year XI of the Republic [20-21 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Today we sighted some land that appeared to be a group of small islands.

Significant events, comments

Fine weather, calm sea, cloudy sky. Dropped anchor alongside the *Géographe* at 7h45 in the evening. At 8h05 a dinghy from that ship brought us fresh bread and some turtle. I wrote the following letter to the Commander: "Citizen Commander, I had this misfortune to lose an anchor at our previous anchorage, the cable having been severed by the sea floor some 20 fathoms from the clinch. I now only have one anchor. I should very much like to obtain a new cable from your ship. My only remaining serviceable one is only 90 fathoms long. I was forced to shorten it by 30 fathoms a long time ago. During the storm on 28-29 Germinal, two of my sea compasses were entirely demagnetised. I have only one serviceable compass remaining, and it is not a good one. I request that these two compasses be remagnetised aboard your ship, or else that they be replaced by better ones. During the same night of 28-29 Germinal, chronometer no. 38 stopped working, and although I have since got it going again it is essential that it be compared with those on board your ship, if it is to be of any use to me in the future. Two of my crewmembers appear to be suffering from scurvy, and I am sending them over to your ship so their condition may be verified. One of the two seems to me to be in quite a bad way. 30 Germinal, Year XI. Greetings and respects [signed] Lis F." The dinghy sent over to the *Géographe* returned with two sea compasses. I sent back to the *Géographe* the compasses needing repair. Got underway this morning at 5h45, together with the *Géographe*.

SEA JOURNAL for the Month of Floréal, Year XI. Louis Freycinet, Lieutenant, commanding the *Casuarina*. No. 173

1-2 Floréal, Year XI of the Republic [21-22 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

See my bearings register for geographical details.

Significant events, comments

Fine weather, calm sea. Land in sight, bearing SE^{1/4}E. Dropped anchor at 8h00 in the evening alongside the *Géographe*. I went on board that ship to compare chronometer no. 38 with Citizen Bernier's timepieces. Got underway at 5h45 this morning. I stood in a little towards land and then followed a course parallel to the *Géographe*.

2-3 Floréal, Year XI of the Republic [22-23 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Dropped anchor at 8h00 in the evening alongside the *Géographe*, in 31 fathoms, over a muddy bottom. We both got underway at 6h40 this morning. Land still in sight, but much too far away to be properly surveyed. Our work on the NW coast will only be of use, at best, in indicating where land exists, but it will not be adequate for determining its shape.

3-4 Floréal, Year XI of the Republic [23-24 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Dropped anchor at 8h30 in the evening, alongside the *Géographe*. At 8h15 the *Géographe's* dinghy delivered a 140-fathom hawser²⁹ and a grappling anchor, which I had asked the Commander to let me have to replace the anchor I lost recently. My two compasses, which had been remagnetised, were also brought across. This morning the *Géographe* got underway, but was becalmed and was forced to drop anchor again soon afterwards. I weighed anchor and rowed the ship over to the *Géographe*, dropping anchor alongside.

4-5 Floréal, Year XI of the Republic [24-25 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Becalmed all day, so we remained at anchor. The *Géographe* sent a dinghy over to one of the islands facing our anchorage.

5-6 Floréal, Year XI of the Republic [25-26 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

The *Géographe's* dinghy returned at 1h45. At 2h15 the Commander sent over a dinghy to fetch me. I was given an oral order to investigate some Malay praus seen by the *Géographe's* dinghy behind the island it had visited, and to find out whether there was a Malay colony in the vicinity, or whether the praus were simply there on a fishing trip. The *Géographe's* dinghy was ordered to accompany me. I set off on my mission at 5h00 in the evening, with the ship being rowed. At 8h00 in the evening I dropped anchor half a mile off a small island. The *Géographe's* dinghy went ashore. I got underway at 5h30 in the morning, using the oars when the wind failed. At 6h15 I sighted 17 praus, some of which were at anchor. ~~As soon as~~ As I approached, they got underway and sped away to SSW and S. The *Géographe's* dinghy, which is faster than I am because of the calm, set off after them. I dropped anchor at 8h00 to [illegible] ride out the tide, then got underway again at 8h50, sailing and rowing towards a fairly dispersed group of small islands where the Malay praus seemed to be grouping together.

6-7 Floréal, Year XI of the Republic [26-27 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. I refer again to my bearings journal for the geographical details I was able to gather.

²⁹ "Haulière" in the French text has been taken as "hausière."

Significant events, comments

I dropped anchor at 1h47 to ride out the tide. Got under sail again at 4h10. The *Géographe*'s dinghy, which had been able to communicate with the Malay praus, came over to let me know what had been learned. These vessels - 17 in all - had left Macassar under the command of an elderly raja, and were fishing for sea cucumbers, a species of mollusc highly prized by the Chinese. The Malays call these sea cucumbers "trepang," and consider them to have great powers as an aphrodisiac. Trepang fishing takes place on the very shallow sand banks found in this area. Each prau has about a dozen canoes, which are used to do the fishing. The sea cucumbers are dried on bamboo racks and then stowed on board the praus until they reach port. The elderly raja told us [illegible] that fresh water is available on several of the islands in the archipelago, which is where he took on his own supply. There is a river on the mainland coast; the Malays had attempted to sail upstream but had been attacked by the natives and had lost one man killed during the skirmish. Since then they have not dared return to that part of the mainland. From what the old raja told us, the sea cucumber fishing was almost over and the praus would shortly be leaving for Macassar. The only prau to have a compass is the Commander's - the others take their direction from the course he sets. Having learned what I needed to from the Malays, I set off to rejoin the *Géographe*. At 10h00 in the evening, I dropped anchor in 22 fathoms. Got underway this morning at 6h00, and at 8h30, having closed the *Géographe*, I dropped anchor alongside in 33 fathoms water. At 9h00 I repaired aboard the Commander to report on the results of my mission and what I had learned concerning the Malay praus. I returned aboard the *Casuarina* at 10h30 and at 11h00 we got under sail, as did the *Géographe*.

7-8 Floréal, Year XI of the Republic [27-28 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Sighted some reefs.

Significant events, comments

Dropped anchor alongside the *Géographe* at 6h45 in the evening. We both got underway this morning at 5h40.

8-9 Floréal, Year XI of the Republic [28-29 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

No land in sight.

Significant events, comments

Dropped anchor alongside the *Géographe* at 8h00 in the evening, in 91 fathoms. Unable to get away this morning because of the calm.

9-10 Floréal, Year XI of the Republic [29-30 April 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

The calm lasted all afternoon and forced us to remain at anchor. Got underway under full sail at 5h30 this morning, as did the *Géographe*.

10-11 Floréal, Year XI of the Republic [30 April- 1 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing west at half a mile.

Significant events, comments

Fine weather, clear sky, calm sea, light breeze. Sailed close to the *Géographe*, following its manoeuvres.

11-12 Floréal, Year XI of the Republic [1-2 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
The *Géographe* bearing NW^{1/4}W at a third of a mile.

Significant events, comments

Fine weather, cloudy sky, light breeze. Sailed close to the *Géographe*, following its manoeuvres.

12-13 Floréal, Year XI of the Republic [2-3 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
At 5h30 this morning we sighted the island of Timor to the north.

Significant events, comments

Fine weather, fairly clear sky, calm sea, occasional light breeze. Sailed close to the *Géographe*, following its manoeuvres.

13-14 Floréal, Year XI of the Republic [3-4 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
The island of Timor still in sight. The *Géographe* bearing SE at two-thirds of a mile.

Significant events, comments

Fine weather, sky reasonably clear, sea calm, breeze light up to 5h00, then moderate. Sailed close to the *Géographe*, following its manoeuvres.

14-15 Floréal, Year XI of the Republic [4-5 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
The island of Timor still in sight. This morning we sighted Roti Island. The *Géographe* bearing NNW at three miles.

Significant events, comments

Fine weather, sky cloudy, sea calm, light airs up to 3h00, then light breeze. Almost calm during the night and morning.

15-16 Floréal, Year XI of the Republic [5-6 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Crossed the Roti Strait in the afternoon. The *Géographe* bearing NNW at three miles.

Significant events, comments

Fine weather, calm sea. Crossed the Roti Strait and then beat up to enter Kupang Bay. Beat up during the night at the entrance to Kupang Bay, as did the *Géographe*. Same manoeuvre up to noon.

16-17 Floréal, Year XI of the Republic [6-7 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments

Fine weather, calm sea, light breeze. We and the *Géographe* stood off and on until 11h00 in the evening to reach the anchorage in Kupang Bay. At 11h30 I anchored in 47 fathoms, over a muddy bottom. This morning I got underway and stood in for the land. I dropped anchor at 8h00 in 6^{1/2} fathoms over a muddy bottom and moored ESE-WNW, following Commander Baudin's authorisation to do so. At 10h20 the *Géographe* fired a 7-gun salute, and received a similar reply from the Dutch fort. Mooring bearings: flagstaff of Concorde fort at S7°W; Chinese temple at S28°W; middle of Turtle Island at N16°W.

17-18 Floréal, Year XI of the Republic [7-8 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, calm sea.

18-19 Floréal, Year XI of the Republic [8-9 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor in Kupang Bay. Requests for replacement items: one anchor, one main topmast, one flying jib mast, one tarpaulin for the main hatchway, 1 barrel of lighting oil, 20 tt of candles, 3 oars, one 9-foot pump hook, 10 6-[illegible] yarn sail needles. Items to be repaired: one mainsail, three lanterns, guns, small cannons. Commander Baudin authorised me to use the trade items I have on board to purchase the food required for my table. He also authorised me to give my master sailors some trade items so they could purchase fresh food for themselves.

Significant events, comments

As Commander Baudin had requested a report on the ship's remaining food supplies and items required for a four-month voyage, I sent him the following letter: "Citizen Commander, I have the honour to submit a report on supplies remaining on board the *Casuarina* as of today. I have attached a request for supplementary items required to complete a four-month fit out, as well as various items needing replacement. Food supplies remaining on board: 76 meals of sea biscuit; 34 of beef; 26 of lard - for 14 men; 121^{1/2} pots of rum; four casks of water; half a cord of wood; 25 pots of vinegar. Request for additional food supplies: 44 days of sea biscuit; 60 meals of salted meat; 120 meals of vegetables; 40 pots of rum; 11 casks of water; 4^{1/2} cords of wood; 20 pots of vinegar; oil in the usual proportion; ditto for molasses [in the usual proportion]. I should like to know, Citizen Commander, if I am able to use some trade items, currently on board the *Casuarina*, for the purchase of fresh food both for myself and for my crew. Greetings and respects, 18 Floréal Year XI [signed] Lis Frt."

19-20 Floréal, Year XI of the Republic [8-9 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, cloudy sky, smooth sea, light breeze variable from SE-ESE.

20-21 Floréal, Year XI of the Republic [9-10 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, sky overcast and dark, calm sea, light airs variable from SE-ESE, strengthening during the day.

21-22 Floréal, Year XI of the Republic [10-11 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sky overcast and squally, sea choppy, wind gusty during the day but slackening at night. Pumped the sea water out of the casks in the hold

22-23 Floréal, Year XI of the Republic [11-12 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Generally clear sky, smooth sea and steady breeze.

23-24 Floréal, Year XI of the Republic [12-13 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, generally clear sky, sea choppy and breeze fresh during the day but faint at night. At 4h30 we sent our dinghy to rescue a Malay, but he drowned and disappeared before the dinghy arrived. Sent a party to take on some sand.

24-25 Floréal, Year XI of the Republic [13-14 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, cloudy sky, choppy sea, moderate breeze until nightfall, when it slackened. Received half a bucket of red paint from the *Géographe*. The master helmsman, Dethieu, transferred aboard the *Géographe* due to illness. At 9h00 in the morning, a three-masted American vessel dropped anchor in the roads.

25-26 Floréal, Year XI of the Republic [14-15 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, cloudy sky, calm sea, fresh breeze during the day. Pitched the deck and then covered it with a tarred tarpaulin.

26-27 Floréal, Year XI of the Republic [15-16 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, cloudy sky, calm sea. Breeze fresh during the day and light at night. A port longboat delivered five casks of water during the morning. Painted the port side of the ship.

27-28 Floréal, Year XI of the Republic [16-17 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, sky generally clear, calm sea, fresh breeze during the day and light at night. During the morning, a port boat delivered enough water to fill our remaining casks.

28-29 Floréal, Year XI of the Republic [17-18 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, clear sky, calm sea, breeze fresh during the day and light at night. Continued to paint the ship. Received from the *Géographe* a grappling anchor weighing 181tt.

29-30 Floréal, Year XI of the Republic [18-19 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, cloudy sky, calm sea. Breeze fresh during the day and light at night. Sent two men ashore to cut wood. Received from the *Géographe* three oars to replace three broken ones.

30 Floréal-1 Prairial, Year XI of the Republic [19-20 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor in Kupang Bay.

Significant events, comments

Fine weather all day. In the afternoon we cleared elbows in our cables. Sent a dinghy ashore to take on some maize. This morning I sent over to the *Géographe* for our stores. I also sent

over a cask and the three lanterns needing repair. The dinghy tasked with bringing over our stores returned empty, because the Commander had mislaid my letter of request and it was not known what quantity of food we required. I sent to Citizen Baudin a copy of the letter I had written to him on 18 Floréal, Year XI.

8- E.1.9 SEA JOURNAL for the Month of Prairial, Year XI. Louis Freycinet, Lieutenant, commanding the *Casuarina*. No. 173

1-2 Prairial, Year XI of the Republic [20-21 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At anchor in Kupang Bay.

Significant events, comments

This afternoon the Commander told me that the master caulker from my ship had been an accomplice to a theft ashore. He did not choose to provide me with the proof he claimed to have of this offence. He ordered me, orally, to mark the man down on the schooner's muster-book as having been demoted one grade. This master caulker is to remain in irons for three days aboard the *Géographe*, after which he will be returned to the *Casuarina* and will be confined on board until we depart. During the afternoon we went aboard the *Géographe* to collect our remaining stores.

12-13 Prairial, Year XI of the Republic [1-2 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Sky cloudy at times, with a light mist. Calm sea, breeze fresh during the day but faint at night. In the morning we weighed the grappling anchor and heaved apeak the anchor cable. Bent the mainsail and returned the grappling anchor we had weighed to the *Géographe*.

2-3 Prairial, Year XI of the Republic [22-23 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather, cloudy sky, calm sea. Breeze fresh during the day and light at night. Having purchased a wooden anchor for the schooner, I took delivery of it this morning from the Chinese merchant who had sold it to me. Brought it back on board. Commander Baudin authorised me to make this purchase using some trade items from my ship.

3-4 Prairial, Year XI of the Republic [23-24 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fine weather. Sea calm. Breeze fresh during the day and light at night. Stowed the cable and bent new sails. Sent a cask of powder aboard the *Géographe* to have it [?]³⁰

4-5 Prairial, Year XI of the Republic [24-25 May 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Cloudy sky, calm sea, light and intermittent breeze at night. A lot of rain fell at nightfall, but the weather cleared up at 9h00.

5-6 Prairial, Year XI of the Republic [25-26 May 1803]

³⁰ "appretté" in the French text is unclear.

*Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments*

Fine weather, sky generally clear. Sea choppy and the breeze fluky. Worked at preparing the ship.

6-7 Prairial, Year XI of the Republic [26-27 May 1803]

*Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments*

Fine weather, cloudy sky, calm sea, fresh breeze during the day. On the Commander's orders, we sent our English carpenter aboard the English ship during the morning.

7-8 Prairial, Year XI of the Republic [27-28 May 1803]

*Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments*

Very fine weather, calm sea, wind variable in strength. Worked at preparing the ship.

8-9 Prairial, Year XI of the Republic [28-29 May 1803]

*Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments*

Fine weather, calm sea, fresh breeze during the day.

9-10 Prairial, Year XI of the Republic [29-30 May 1803]

*Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
At anchor in Kupang Bay.*

Significant events, comments

“On board the corvette *Géographe*. Kupang Bay, Timor, 10 Prairial Year 11 of the French Republic, One and Indivisible. The Commander in Chief of the Voyage of Discovery to Citizen Freycinet, commanding the *Casuarina*. You will kindly receive on board the *Casuarina* Citizen Ransonnet, Sub-lieutenant, and will use him in this capacity during the voyage that we are to undertake. You are to send Midshipman Bredent on board the *Géographe*. Greetings [signed] N Baudin To Citizen Lieutenant Freycinet, commanding the *Casuarina*, Kupang harbour.” Very fine weather all day. This morning the dinghy went to collect water for our daily supplies. I received from Commander Baudin the attached letter, in which he informs me that he is sending me Sub-lieutenant Ransonnet to be second-in-command on the *Casuarina*, in place of Citizen Bredent, who is to go aboard the *Géographe* at his rank of Midshipman.

10-11 Prairial, Year XI of the Republic [30-31 May 1803]

*Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments*

Fine weather, calm sea, fresh breeze during the day. We took on board a Malay servant. Loaded various stores.

11-12 Prairial, Year XI of the Republic [31 May-1 June 1803]

*Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments*

In accordance with Commander Baudin's order of 10 Prairial Year XI, I sent Midshipman Bredent on board the *Géographe*. Citizen Sub-lieutenant Ransonnet came aboard the *Casuarina* to take up duty. I returned to the *Géographe* the dinghy it had loaned to us when we arrived at Kupang. During the morning of the 12th, sent the dinghy on several trips to take

on water for daily rations. NB: (The entry for 12-13 Prairial has inadvertently been included after the entry for 1-2 of that month.)

13-14 Prairial, Year XI of the Republic [2-3 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

At 9h00 in the morning, Concorde Fort bore S55°E, distance estimated at 8 miles, which gives me a departure point of latitude 10°5'18"S, longitude 121°23'22"E. This is taking the position of Concorde Fort as latitude 10°9'55"S, longitude 121°30'0"E. "On board the corvette *Géographe*. Kupang Bay, Timor Island, 13 Prairial Year 11 of the French Republic, One and Indivisible. The Commander in Chief of the Voyage of Discovery to Citizen Lieutenant Freycinet, commanding the *Casuarina*. Citizen; in accordance with arrangements dictated by the current circumstances, I have named Sub-lieutenant Ransonnet to serve under your command in place of Citizen Léonard Bredant, who has transferred aboard the *Géographe* with the rank of Midshipman First Class. On departure from Timor, my intention is to travel through the Semau Strait and to set a course to resume investigating the northern coast of New Holland from the point where we left it. However, if the prevailing winds make this too difficult to achieve I shall abandon this project and will head towards the Gulf of Carpentaria or Cape Walche in New Guinea, depending on which of these two the winds make it easier to approach first. The work remaining for us to complete is to sail around the entire Gulf of Carpentaria and to survey its coastline as accurately as possible; to examine what resources it has to offer to navigators, the character of its inhabitants and the interest it might present for trade, agriculture, science and the arts. According to information I have obtained, it appears that navigation in this area is not easy given shallow water, extensive tides and sandbanks in the Gulf. Consequently, it will be necessary to be constantly alert and ready to take early action to counter any danger that might appear. In case any landing takes place on parts of the coast, you should know that the Natives are not easy to get along with and you should always be in a position to impress them. Mr Flinders had several encounters with them. One of his men was even dangerously wounded, and several Natives killed, in this action. Since up to this point nothing like that has occurred to us, and there has been communication between us and the Natives, you must avoid any sort of engagement with those whom you may meet. Consequently, you are ordered to attempt by all possible means - gentleness, friendship, demonstration and peace - to withdraw from their territory rather than seek to enter by force using your weapons - which should only be used in a case of imminent danger to yourself or those accompanying you. Whether we commence our work in the Gulf of Carpentaria or at Cape Walche, you should never separate from me without having received an express order to do so. Should the corvette prove unable to carry out part of the work, I shall take an appropriate alternative decision, which will be communicated to you on the spot. I may also decide to send you into particular areas, but I cannot now foresee what may be dictated by the circumstances. It is therefore essential to prevent any separation at sea during the voyage we are to undertake, and this will always be easy to achieve if you take care to rejoin the corvette before nightfall whenever you find yourself ahead. For my part, I shall do the same, so if you pay attention I shall not have any cause to worry. Should we be separated as a result of squalls - which are uncommon in this season - you are to proceed to the Gulf of Carpentaria or to Cape Walche in accordance with whichever winds are most favourable for one or the other of these destinations, since as I have said I shall head first for the one to which access is easiest. You are to wait for me at one of these two locations for a period of six days, standing off from the coast three or four leagues so that I can see you from out in the offing. If by then I have not appeared, you are to commence work on the coast where you are located. If this is Cape Walche in the first instance, your task will be simply to determine whether it

forms part of the New Guinea mainland - i.e., is part of a bay that from the maps appears to be quite deep, or whether on the contrary - and as some geographers believe - it is an island, separated from southern New Guinea. In order to determine this point you may be obliged to proceed north up to five degrees latitude, assuming you do not come across the New Guinea mainland beforehand. If Cape Walche were to be the western extremity of an island, you will need to proceed along its northern coast to determine its eastern extension, and to sight the channel that separates it from New Guinea. If, on the other hand, you have started with the Gulf of Carpentaria, you are to coast along it from west to east. As I shall proceed in the opposite direction, we cannot fail to meet. However, I hope that we will not find ourselves in the situation I have just mentioned and that you will take all care to prevent a separation other than one resulting from unforeseen circumstances. Your fellow citizen. [signed] N Baudin. To Citizen Lieutenant Freycinet, commanding the *Casuarina*. This letter must only be opened when the ship is under sail.”

Significant events, comments

Fine weather in the afternoon, with the sky a little cloudy, the sea calm and with very light airs. I repaired aboard the Commander to collect my pre-departure orders. The Commander gave me a sealed package that he forbade me to open until the ships were under sail. At my request, the master helmsman, Lelievre, was sent across as a temporary replacement for Citizen Lethiers, who is ill and for that reason was left on board the *Géographe*. I received a cask of beer for the crew. At 6h00 in the morning, seeing that the *Géographe* had set its topsails, I did the same and immediately came aboard the anchor. I also despatched a dinghy ashore to complete our water. At 7h30 the Commander signalled the order to prepare to set sail, and at the very same time he got underway under his fore and mizzen topsails. At 8h00 we weighed and set off under full sail to join up with the *Géographe*. At 8h30 a Malay canoe came alongside and handed me a letter from the governor of Kupang addressed to Citizen Larridon, the *Géographe's* chief surgeon. I was asked to pass it to him, as the canoe was unable to get alongside the Commander's ship. When I was under sail, I opened the package I had received from the Commander and found our instructions for the new mission we are undertaking. They are attached herewith.

14-15 Prairial, Year XI of the Republic [3-4 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Cloudy sky, calm sea, wind variable in strength and direction. At 12h45 in the afternoon the *Géographe* went on the other tack, and I did likewise. During the morning we coasted along the NW coast of Roti Island, standing off about two miles. At 11h00 and 11h30, with the breeze having changed, we went on the other tack. At noon, the *Géographe* went on the same tack as us.

15-16 Prairial, Year XI of the Republic [4-5 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Continued along the western coast of Roti Island during the afternoon. It seemed to me that it was almost entirely ringed by reefs. Similarly, the small islands to the south of Roti - which I rounded at 4h00 in the afternoon - are ringed by reefs. At 4h45 in the afternoon, we and the *Géographe* were sailing close-hauled, on the same tack. During the night I remained very close to the ship. In the morning I had the anchors unbent and placed at the foot of the mainmast so the ship would labour less during pitching.

16-17 Prairial, Year XI of the Republic [5-6 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments
Fine weather and calm sea all day; sailed close to the *Géographe*.

17-18 Prairial, Year XI of the Republic [6-7 June 1803]
Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments
Very fluky breeze. Sky partly overcast, sea very calm. Still very close to the *Géographe*.

18-19 Prairial, Year XI of the Republic [7-8 June 1803]
Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments
Light airs, calm sea. In the morning the sky was a little cloudy and the horizon slightly misty. At 7h30 in the evening, seeing that the *Géographe* was aft of us I hove to, then filled and bore away to join up with it. At midnight the *Géographe* went on the other tack, and we did likewise.

19-20 Prairial, Year XI of the Republic [8-9 June 1803]
Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments
Fine weather, calm sea, occasional clouds. Kept very close to the *Géographe* all night.

20-21 Prairial, Year XI of the Republic [9-10 June 1803]
Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments
Sky a little cloudy. Breeze fluky. Sea calm. Sailed close to the *Géographe*.

21-22 Prairial, Year XI of the Republic [10-11 June 1803]
Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments
Fine weather, calm sea and moderate breeze during the afternoon. At nightfall the *Géographe* was about a league ahead of us. It shortened sail and we joined up with it. At 8h30 I passed very close to windward of the ship. I was given the order to steer east. The *Géographe* put on sail again and sailed on ahead. At 9h45, as it had backed its main topsail, on the port tack, I passed very close and continued on my easterly course as ordered. Moreover, I thought that the *Géographe* had brought to in order to take a sounding. Noticing that I was continuing to move away and that soon I would lose sight of it, I went about and sailed close-hauled on the port tack to rejoin the ship. At 11h00 in the evening I was abeam, in its lee, and I hove to as it had. At 5h20 in the morning, I wore ship and followed the Commander.

22-23 Prairial, Year XI of the Republic [11-12 June 1803]
Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
Significant events, comments
Almost calm in the afternoon. At 5h00 the ship had no steerage way. At 6h00 I took advantage of a puff of southerly air to change tack, intending to rejoin the *Géographe*. At 7h00 we were abeam but were again becalmed and I was forced to wait for some wind. At 10h00 a south-southwesterly breeze sprang up, and I noticed a light from the *Géographe*, bearing SE^{1/4}E. I headed in that direction. At 11h00 we sighted and responded to two rockets sent up by the *Géographe*, direction SE^{1/4}S. I immediately steered in that direction. At midnight, I had lantern placed on the cross-jack sail yard so I could determine where the

Géographe lay. It was not until 1h00 in the morning that there was a response to this signal. Both we and the *Géographe* kept lights at the masthead until 4h00 in the morning, when we joined up. At noon we were almost becalmed.

23-24 Prairial, Year XI of the Republic [12-13 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

At 2h00 in the afternoon, sighted land far off to the south. The various bearings I took are contained in my bearings register and consequently I will not mention them here. While we were at anchor, I had the speed and direction of the currents noted every quarter hour. Slack water at 1h15 in the evening. At 2h00 in the morning the current was at its strongest, setting west at 0.7 miles per hour. I have kept a special register containing all these observations, and consequently will not mention them further here.

Significant events, comments

Fine weather, calm sea at night and in the morning. The horizon a little hazy. At 8h00 in the evening the Commander was a long way ahead, and his position could no longer be made out. I had a light put up, to which the *Géographe* responded, and I set a course to close him as soon as the breeze allowed me to make headway. At 9h40 I sighted the *Géographe* at anchor and at 10h00 I dropped anchor alongside, in 45 fathoms over a bottom of sand and broken coral. At 10h25 a dinghy from the *Géographe* brought over Citizen Lethiers, the master helmsman, who had been ill and had remained on board that ship when we left Timor. Citizen Lievre, the *Géographe*'s master helmsman, returned to his ship. I learned that some days ago the Expedition had lost Citizen Bernier. This unfortunate event caused me to write the following letter to the Commander: "Citizen Commander, when I left Timor I was unable to obtain from Citizen Bernier, who was ill at the time, the results of observations he had made to regulate the daily rate of chronometer no. 38. I have just learned, with the most bitter pain, of the irreparable loss that the Expedition has suffered, which for me is the loss of a dear friend. As I am no longer able to obtain from him the results that are essential if I am to make use of the chronometer you have entrusted to me, I have the honour to request, Citizen Commander, that you ask those on board your ship who are responsible for astronomical matters to provide me with the daily rate of no. 38 at the time your observatory at Kupang fort was dismantled." Got under sail at 6h00 along with the *Géographe*, and set the same course.

24-25 Prairial, Year XI of the Republic [13-14 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land in sight, but at a considerable distance.

Significant events, comments

Fine weather, calm sea, moderate breeze. At 7h40 in the evening, the *Géographe* was at anchor and I dropped anchor close by, in 16 fathoms over a bottom of fine coral and broken shells. At 8h30 a dinghy from the *Géographe* came over with an oral order from the Commander for me to repair aboard his ship to receive instructions. I went across immediately. The Commander said that my request concerning the daily rate of chronometer no. 38 could not be met because, since Citizen Bernier had not completed his calculations, it was necessary to wait until the papers had been examined to see whether they contained the necessary data to complete the work. The Commander also ordered me to get underway each day earlier than the *Géographe*, so I could proceed ahead and could signal any danger I might encounter. Moreover I should, so far as was possible, stay between the *Géographe* and the coast. He added the order that I should set a northeasterly course when I got underway next morning, and that when I noticed that the depth had increased I should stand in for the coast. Fine weather during the night, with a calm sea and a light WNW-SW breeze. Got underway

under full sail at 5h30 in the morning. The *Géographe* followed suit shortly afterwards and sailed close-hauled on the starboard tack. I steered NE until 6h30 in the morning when, having found a depth of 20 fathoms, I sailed close-hauled on the starboard tack up to noon. (The soundings I had taken have again been recorded in a separate register, so they can be assembled and put into order.)

25-26 Prairial, Year XI of the Republic [14-15 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land in sight in the distance until 10h00 in the morning, when we lost sight of it.

Significant events, comments

Fine weather and calm sea in the afternoon. Light airs, then calm at 4h00. Changed tack at 3h20, as did the *Géographe*, and changed back again at 5h30 in the evening. At 9h00 in the evening, as the *Géographe* had dropped anchor, I anchored alongside in 36 fathoms, over a muddy bottom. Got underway at 5h30 in the morning with a fresh southerly breeze and put on full sail. With the breeze constantly freshening, I was forced to take a reef in the topsails fifteen minutes after having set off. I did two runs to stand in for the land, but during that time the *Géographe* put on full sail so I followed the course it had set. With the sea very rough, the breeze still fresh and the ship labouring a lot due to these two factors, I took in the topsails. Substantial waves came over the side on several occasions and caused us much discomfort. Had I not been required to follow the *Géographe*, which was rapidly moving away from me, I would have set sails that were more moderate and appropriate. At noon the *Géographe* was about two leagues ahead.

26-27 Prairial, Year XI of the Republic [15-16 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The land just in sight.

Significant events, comments

The weather was bad up to 2h00 in the afternoon, when the wind abated considerably. However, the sea remained rough and made the ship pitch very heavily. At 1h30 the *Géographe* changed tack, and I followed suit. At 2h00 the wind allowed me to set more sail; I hoisted single-reefed topsails. Shook out the reefs at 3h00. At 6h00 in the evening the *Géographe* was about a league and a half to windward of me. At 7h30 I had a lantern hoisted to mark our position, but the *Géographe* did not respond to this signal. At 8h20 we saw the *Géographe*'s light,³¹ and responded immediately. We also responded to two rockets that the *Géographe* launched at the same time. No sighting of the *Géographe* all night. I made frequent consort signals, both with rockets and with lanterns, but there was never any response. The *Géographe*'s silence led me to believe that it had changed tack without my knowledge and without signalling the manoeuvre (as had happened many times), so at 10h30 I decided to change tack. Went back on the port tack at 2h00 in the morning. At 5h.45 in the morning we sighted the *Géographe*, a good distance to leeward. Having changed tack at 4h00, I closed the ship and went back on the port tack at 6h00, when the *Géographe* was not far from us. At 9h30 I signalled that I wished to pass astern of the *Géographe*; the response was the stand-by signal and the *Géographe* backed its mizzen topsail. As soon as I was within hailing distance, I asked the Commander to send over for one of my crew who was very ill and who needed help from a doctor. He replied that he would send a boat across once he had gone on the other tack, and that for the purpose I should heave to on his leeward bow following the manoeuvre. At 11h20 we and the *Géographe* went about, and I immediately bore away and hove to on his leeward bow. A dinghy came across for the ill sailor. It also brought me

³¹ "Fou" in the French text has been taken as "feu."

a letter from Citizen Faure, the engineer-hydrographer, containing some data concerning the daily rate of chronometer no. 38. However, I have not received all I need to use this machine, which has not provided anything for me since leaving Timor. Both ships filled their sails at 11h40.

27-28 Prairial, Year XI of the Republic [16-17 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land still very far off.

Significant events, comments

Fine weather and calm sea all day. At 4h00 in the afternoon I was ahead and to leeward of the *Géographe*. Went on the other tack and bore away to rejoin it. At 11h00, seeing the *Géographe* at anchor, I dropped anchor nearby in 23 fathoms, over a muddy bottom. At 5h30 in the morning we got underway under full sail, and at 6h30 took a reef in the main topsail. At 11h30 both ships went on the other tack. The sea was running a swell and the ship was labouring a lot as it pitched.

28-29 Prairial, Year XI of the Republic [17-18 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land in sight in the afternoon, far off in the distance.

Significant events, comments

Fine weather in the afternoon, with the sea running a swell and the breeze fluky. At 6h00 in the evening the *Géographe* was about four miles to windward. As it had gone on the other tack, I followed suit at 6h15. From that moment, darkness and distance made the ship impossible to see. Made many consort signals throughout the night using lights and rockets, but there was no response. However, I should say that at 9h00 in the evening I thought I saw a momentary light to the SSE. Although not convinced as to its reality, I had an immediate reply sent. The Commander never signals the course he proposes to set during the night, so I often find myself in great difficulty at night when the wind changes and I am unable to see the *Géographe*. It is certain, moreover, that staying close to the *Géographe* is not something that depends on me alone - for example, when I am to leeward of the ship or find myself becalmed. There could also be times when my ship is damaged and unable to stay on course; the Commander could not know this at night because I have no means of signalling it to him other than by indicating the location of my ship. If the Commander wishes to sail in consort, as he says he does, then it seems to me he should join me each day, before nightfall, if he sees that I am unable to join him and he should always set his sails in such a way that I am able to keep up. The Commander must be aware how careful I have been to keep close to him at night whenever it has been in my power to do so. Went on the port tack at 5h50 in the morning. Sighted the *Géographe* at 6h00, about two leagues to leeward of us. I closed him, keeping myself always a little to windward. Throughout the morning the breeze was fresh and the sea very rough, causing us some discomfort.

29-30 Prairial, Year XI of the Republic [18-19 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Fresh breeze, sea running a swell, horizon hazy. Changed tack at 1h00 and at 4h00 in the afternoon, as did the Commander. Bore away at night to rejoin him. At 7h10 the *Géographe* signalled that it was going on the other tack. I acknowledged, and followed suit. Made several consort signals to the *Géographe* during the night, to which it replied up until 1h30 in the morning, when we lost sight of the ship. Went on the other tack at 5h00. At 6h30 in the

morning sighted the *Géographe*, bearing N^{1/4}NW at a good distance. Went on the starboard tack to join it. The ship labouring a lot in the heavy sea.

30 Prairial-1 Messidor, Year XI of the Republic [19-20 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

The wind at first moderate, progressively freshening to strong during the morning. At noon the *Géographe* was to leeward, on the port tack. I bore away until 1h15 to get closer, then went about to go on the same tack, but since at that moment the *Géographe* went on the starboard tack I wore ship, edging down to get closer to it. During the night we exchanged consort signals with the *Géographe*. As my ship was labouring a lot, I had the topsails unrigged this morning at 9h00.

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1-2 Messidor, Year XI of the Republic [20-21 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing NW, distance 0.1 miles.

Significant events, comments

Cloudless sky, hazy horizon, calm sea and fluky winds. During the night, as the *Géographe* had let itself become [?]³² downwind and astern of us, we shortened sail and manoeuvred to rejoin it. At the same time we hoisted lanterns, to which there was not always a response. During the day we remained close to the *Géographe*, following its manoeuvres.

2-3 Messidor, Year XI of the Republic [21-22 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The land almost invisible in the fog, which stretched E-ENE. The *Géographe* bearing south at 0.2 [miles], later N5°W at half [a mile].

Significant events, comments

Sky clear and almost cloudless, calm sea, light and fluky breeze. At 5h00, sighted land stretching ESE-E^{1/4}NE. At 5h30 steered a course to rejoin the *Géographe* which was proceeding to anchorage, and at 9h10 dropped anchor close by, to the west and in 15 fathoms, over a bottom of fine sand. Paid out 25 fathoms of cable. Cloudless sky during the night, with no wind. At 3h50 the wooden anchor dragged³³, so we paid out 20 fathoms of cable and the ship held.³⁴ Observed the direction and strength of the currents. Got underway at 5h40, at the same time as the *Géographe*, and followed its manoeuvres. Cloudless sky in the morning, horizon hazy, sea calm. Light airs up to 10h00 when we had dead calm. At 11h50, sounded and had ground at 18 fathoms, bottom of fine grey sand.

3-4 Messidor, Year XI of the Republic [22-23 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing S15°E at a third [of a mile].

Significant events, comments

Sky overcast and foggy, the sea flat and smooth, very light airs. At 4h00, as the Commander wore ship we went on the port tack. At 6h00, sounded and had ground at 19 fathoms, bottom

³² “Affalé” in the French text is unclear in this context.

³³ “Charnant” in the French text has been taken as “chassant.”

³⁴ “& les bâtiment à etale” in the French text has been taken as “et le bâtiment a étalé.”

of broken shells. At 9h30 we dropped the wooden anchor alongside the *Géographe* (which bore ENE at about a third [*of a mile*]). However, having noted that this anchor did not hold the ship against the strength of the current, we dropped the grappling anchor and paid out 30 fathoms of cable. Soon afterwards, as we had come very close to the *Géographe* without being able to be certain whether our anchors were holding or not, we were forced to weigh anchors promptly to avoid a collision and to proceed under full sail, with the assistance of a light breeze, to find another anchorage a little further away. At 11h30 we dropped the grappling anchor once more. While at anchor we observed the direction and strength of the currents. Fine rain and light airs from 4h00 to 8h00. Got underway at 4h40, under full sail. Joined up with the *Géographe* at 5h00 and followed its manoeuvres. Cloudy and misty sky in the morning, calm sea, dead calm up to 10h00 when a slight breeze sprang up. At 11h45, the wind having veered forward we went on the port tack, as did the *Géographe*, whose manoeuvres we were following.

4-5 Messidor, Year XI of the Republic [23-24 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The visible extremities of the land bore N82°E, distance 18 [*miles*] and N50°E, distance 19.5 [*miles*]. The *Géographe* lying east at half [*a mile*]. The visible extremities of the land bore S50°E, distance 18 [*miles*] and N82°E, distance 18 [*miles*]. The *Géographe* lying SW^{1/4}W at 1 [*mile*].

Significant events, comments

Sky overcast and slightly hazy; calm sea, light airs with periods of calm up to daybreak, when the breeze freshened steadily. Followed the *Géographe*'s manoeuvres and stayed close by. At 11h00 we closed the *Géographe* in 15 fathoms water, over a bottom of sand and shells. During the night we noted the strength and direction of the currents. At 4h00, with the *Géographe* having placed a light atop the mainmast, we responded and got underway at the same time. Soon afterwards, the *Géographe* got under sail and we followed suit. At 10h00, sounded and had ground at 17 fathoms, bottom of grey sand.

5-6 Messidor, Year XI of the Republic [24-25 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing E^{1/4}NE at 0.2 [*miles*]. The *Géographe* bearing NNW at 0.2 [*miles*].

Significant events, comments

Cloudy sky, hazy horizon, smooth sea, mostly calm with some short, light gusts. At 4h00 a light breeze enabled us to make headway for a few moments. At 10h15, with the *Géographe* at anchor, we joined it and at 10h40 we dropped anchor in 19 fathoms, over a muddy bottom. Observed the currents during the night. At 5h15 we got under sail and joined the *Géographe*, which got underway soon afterwards. In the morning: sky overcast, sea smooth, light airs until 10h00 and then flat calm. We followed the *Géographe*'s manoeuvres.

6-7 Messidor, Year XI of the Republic [25-26 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing S35°W at 0.7 [*miles*].

Significant events, comments

Sky overcast, calm sea, moderate breeze, slackening at times. Followed the *Géographe*'s manoeuvres and stayed close by at all times.

7-8 Messidor, Year XI of the Republic [26-27 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Land in sight during the afternoon, bearing SE at about 4 leagues. The *Géographe* bearing NNE at 2.0 [miles].

Significant events, comments

Sky dark and very cloudy; calm sea, frequent rain and fluky winds. Carried out the same manoeuvres as the Commander. At 12h15 in the morning, sounded and had ground at 37 fathoms, bottom of grey sand. Spent part of the night hove to, then filled the sails at daybreak.

8-9 Messidor, Year XI of the Republic [27-28 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing N17°E at 4.0 [miles]. The *Géographe* at 0.1 [miles]. The *Géographe* bearing NNE at 10.0 [miles].

Significant events, comments

Sky mostly clear up to nightfall, when it clouded over and the weather turned squally, with rain periods. Rough sea and a moderate, fluky breeze. As the *Géographe* continued on its way without shortening sail, we crowded sail in a vain effort to keep up. The breeze was occasionally light during the night, with several light squalls. At midnight we closed the *Géographe* and stayed close by until daybreak, when it again moved away without shortening sail.

9-10 Messidor, Year XI of the Republic [28-29 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing ENE at 4.5 [miles].

Significant events, comments

Sky overcast; squalls, very rough sea and gusty winds. At 2h00 we closed the *Géographe* and stayed nearby until daybreak, when it moved away again. The ship labouring a lot and making up to three inches of water an hour.

10-11 Messidor, Year XI of the Republic [29-30 June 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing SE^{1/4}E at 1.5 [miles].

Significant events, comments

Sky overcast; squalls, very rough sea and strong, gusty breeze. We followed the Commander's manoeuvres and stayed close by.

11-12 Messidor, Year XI of the Republic [30 June-1 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing SSW at 0.2 [miles].

Significant events, comments

Squally weather, sky overcast and dark; very rough sea and strong and gusty winds. At 4h00 the Commander, who was ESE of us at about 6 miles, bore away to join us and at 5h00, when he was very close, he signalled to us to wear ship in succession. Heavy squalls and continuous rain during the night, with the sea very rough and the wind strong. At 11h30, with the ship making up to 8 inches water an hour, we were forced to heave to. At daybreak the weather was more manageable, so we progressively put on sail and followed the *Géographe's* manoeuvres.

12-13 Messidor, Year XI of the Republic [1-2 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing S5°W at 5.0 [miles].

Significant events, comments

Sky overcast, dark and squally. Rough sea, strong and gusty winds. Followed the *Géographe's* manoeuvres.

13-14 Messidor, Year XI of the Republic [2-3 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing SE^{1/4}S at 1.0 [mile].

Significant events, comments

Sky overcast; squalls, rough sea, fluky and gusty winds. Followed the *Géographe's* manoeuvres.

14-15 Messidor, Year XI of the Republic [3-4 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing S17°E at 5.0 [miles].

Significant events, comments

The *Géographe* bearing NE^{1/4}N at 0.2 [miles]. Cloudy sky, rough sea, strong and gusty wind until nightfall, when it slackened a little. Crowded sail to keep the *Géographe* in sight.

15-16 Messidor, Year XI of the Republic [4-5 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing S17°E at 5.0 [miles].

Significant events, comments

The *Géographe* bearing NW^{1/4}N at 0.4 [miles]. Cloudy sky, hazy horizon, rough sea and fluky winds. Sailed close to the *Géographe*, following its manoeuvres.

16-17 Messidor, Year XI of the Republic [5-6 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing NE^{1/4}E at 2.5 [miles].

Significant events, comments

Fine weather, cloudy sky, sea running a swell, fluky breeze. Sailed close to the *Géographe*, following its manoeuvres.

17-18 Messidor, Year XI of the Republic [6-7 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing N^{1/4}NW at 0.4 [miles].

Significant events, comments

Cloudy sky, calm sea, gusty wind. Followed the *Géographe's* manoeuvres.

18-19 Messidor, Year XI of the Republic [7-8 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing WSW at 3.0 [miles].

Significant events, comments

Sky overcast and squally; calm sea and moderate breeze. Followed the *Géographe's* manoeuvres; it was constantly ahead until 9h30, when we joined up. At 9h50 the *Géographe* signalled us to make more sail. As I did not understand what this signal could mean, given that we were under full sail, we passed astern to ask ~~him~~ the Commander for an explanation. We were hailed and told to set a course SW^{1/4}W. We immediately set this course, crowding sail.

19-20 Messidor, Year XI of the Republic [8-9 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing W^{1/4}SW at 0.5 [miles].

Significant events, comments

Sky cloudy and dark, sea rough³⁵; fresh breeze. Sailed close to the *Géographe* and followed its manoeuvres. A strong rainsquall passed through at 10h00 in the morning. We began serving rations from a cask of sea biscuit, fifty pounds of which was bad and had to be thrown overboard.

20-21 Messidor, Year XI of the Republic [9-10 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing NE^{1/4}E at 0.2 [miles].

Significant events, comments

Sky cloudy, sea rough; moderate breeze. Sailed close to the *Géographe*. While stowing the storeroom it was discovered that a cask of olive oil (containing 21 pounds) had leaked and that 11 pounds of oil had been lost. A set of signal flags was found to have been damaged by the humidity and was judged unserviceable; it was thrown overboard.

21-22 Messidor, Year XI of the Republic [10-11 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing NE^{1/4}E at 1.0 [mile].

Significant events, comments

Cloudy sky, sea fairly calm, gusty wind. Sailed close to the *Géographe*, following its manoeuvres.

22-23 Messidor, Year XI of the Republic [11-12 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Extremities of Timor in sight, bearing N75°W. The *Géographe* bearing east at 2.0 [miles].

Extremities of Timor in sight, bearing N56°E, S78°W.

Significant events, comments

Sky cloudy, sea calm; fluky breeze. At 1h45 the Commander signalled to us to close up. We did so and at 2h40 were close astern. Followed his manoeuvres. At 8h00 the *Géographe* turned to windward and we followed suit. At midnight it went about again; we did the same, then manoeuvred to remain close. At 5h.20 the Commander bore up to WNW; we followed suit. Sighted the island of Timor at daybreak and headed towards it, in the *Géographe*'s wake.

23-24 Messidor, Year XI of the Republic [12-13 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Extremities of Timor in sight, bearing N60°E and W. The *Géographe* bearing S75°W at 0.8 [miles]. Extremities of Timor at N79°E and N. Roti³⁶ bearing S34°W and S79°E. Variation = 0.30'NW.

Significant events, comments

Clear sky, cloudy horizon, calm sea; light breeze freshening during the night. In the afternoon we coasted quite close to Timor, which presents a series of steep peaks and some open inlets. At 6h40, having lost sight of the *Géographe* we hove to and hoisted a light to obtain some idea of its position. At 7h20 we sighted it to the north-west, and immediately joined up. At 7h35 we sailed close-hauled on the port tack. At midnight we went about again; at 5h00 the Commander bore up and we did the same. During the morning we sailed close to the Timor

³⁵ "Mole" in the French text has been taken as "mâle."

³⁶ "De rollie" in the French text has been taken as a reference to the island of Roti.

coast and sailed through the Roti Strait. As we entered the Strait we sighted a Malay prau to our south, on course for Timor.

24-25 Messidor, Year XI of the Republic [13-14 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Sighted the island of Savu, bearing N^{1/4}NE at about 15 miles.

Significant events, comments

Cloudy sky, hazy horizon, calm sea, light breeze. By noon the Commander was already a good distance from us and was sailing under foresail, topsails, topgallants and spanker. He appeared to be on a course W11°S and W33°S. I set a course to follow him, but although I was under full sail the *Géographe* continued to move quickly away. By nightfall, when he was out of sight, I estimated his position to be 2^{1/2} leagues away to SW^{1/4}W and seemingly on that course. As the Commander had not signalled the course he wished to take, I ordered a course set SW^{1/4}W until the *Géographe* was in sight. We hoisted a light at 7h30 and at midnight to enable the *Géographe* to see us, but there was no response even though the lights stayed aloft for half an hour. No sign of the *Géographe* all night, and at daybreak the lookout could not see it from the masthead. As I was separated from the Commander without having any instructions regarding what I should do or where I should head (for I consider the instructions I received on departure from Timor to be inapplicable), I decided to head for Isle de France, where the *Géographe* is very probably headed. Consequently, at 8h00 in the morning I ordered a course set WSW. During the morning I increased the crew's water ration by half a pint.

25-26 Messidor, Year XI of the Republic [14-15 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing SW^{1/4}W at 3.0 [miles].

Significant events, comments

Fine weather, reasonably clear sky, calm sea, moderate breeze. At 6h15 in the morning we sighted the *Géographe* - which had abandoned us during the night of 24th-25th - bearing S11°E, distance about 9.0 miles. Manoeuvred to join up. At 7h40, with the *Géographe* close astern, we resumed our course. At 8h50 the *Géographe* signalled a course SW^{1/4}W, and we steered accordingly.

26-27 Messidor, Year XI of the Republic [15-16 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing ENE at 0.3 [miles].

Significant events, comments

Fine weather, sky reasonably clear, calm sea, light breeze. Sailed close to the *Géographe*.

27-28 Messidor, Year XI of the Republic [16-17 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing ESE at 2.0 [miles].

Significant events, comments

Fine weather, reasonably clear sky, calm sea, fluky breeze. At noon the Commander signalled a course W^{1/4}NW; I immediately steered in that direction. At 2h00 the signal to "execute the order received" was posted by the *Géographe*. Not knowing what this signal could mean, given that I had immediately obeyed the first signal received, I shortened sail to wait for the *Géographe* and to ask the Commander to explain his signal. However, at 2h30, the Commander having repeated the signal to "execute the order received," and having underlined it with a round from the gun, I immediately set off under full sail on the course ordered. At

4h00 we were ordered to set a westerly course. Sailed close to and ahead of the *Géographe* all day.

28-29 Messidor, Year XI of the Republic [17-18 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing E^{1/4}SE at 1.0 [mile].

Significant events, comments

Cloudy sky, light swell running, gusty wind. Sailed close to the *Géographe*, following its manoeuvres.

29-30 Messidor, Year XI of the Republic [18-19 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing SE^{1/4}E, at 0.4 [mile].

Significant events, comments

Overcast sky, rough sea and fresh, gusty breeze. Some light rainsqualls in the afternoon. Sailed close to the *Géographe*, following its manoeuvres.

30 Messidor-1 Thermidor, Year XI of the Republic [19-20 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing ESE at 1.5 [miles].

Significant events, comments

Overcast sky, rough sea and moderate, gusty breeze. Sailed close to the *Géographe*.

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1-2 Thermidor, Year XI of the Republic [20-21 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing E at 0.1 [miles].

Significant events, comments

Fine, cloudy sky. Rough sea and fluky wind. Sailed close to the *Géographe*, but lost sight of it in the very dark night. At 7h00 we hoisted lights, in vain, to get some indication of the *Géographe*'s position, but it never responded to our signals. At 9h00 we sighted it very close astern. After rejoining on this occasion we stayed constantly very close by.

2-3 Thermidor, Year XI of the Republic [21-22 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing E at 0.1 [miles].

Significant events, comments

Sky cloudy but fine, sea running a swell, fluky breeze. We sailed close to the *Géographe*, remaining constantly ahead.

3-4 Thermidor, Year XI of the Republic [22-23 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

To the east at 1.2 [miles].

Significant events, comments

Sky overcast and dark; sea running a swell; fluky winds. Sailed ahead of the *Géographe*, quite close.

4-5 Thermidor, Year XI of the Republic [23-24 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.
To the east, at 0.4 [miles] (the *Géographe*).

Significant events, comments

Squally weather, rough sea, overcast sky, wind variable in strength. Set sail appropriate to the weather conditions. At 10h15 in the evening a strong rainsquall broke the boom hook. During the night we exchanged consort signals with the *Géographe* at hourly intervals. We had rain almost all day. At 9h10 in the morning I signalled to the *Géographe* that I wished to pass astern. Carried out this manoeuvre at 10h00 and brought to, close to the Commander. I asked Mr Baudin to send over some firewood, as I have none left, and to repair my boom hook, which had been broken the night before. At 10h30 the *Géographe's* dinghy brought over some firewood and one of the ship's carpenter's came across to replace my boom hook. At 11h15 the repairs were complete and the *Géographe's* dinghy returned to its ship. Filled the sails immediately and resumed our course.

5-6 Thermidor, Year XI of the Republic [24-25 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

The *Géographe* bearing W^{1/4}SW at 0.1 [miles] At 8h30 in the evening the *Géographe* bore S75°W, distance about 0.8 [miles].

Significant events, comments

Sky overcast, weather gloomy, a lot of rain, with occasional squalls, light and very fluky breeze up to 5h30 in the evening, when the wind freshened considerably. Sailed very close to the *Géographe* all afternoon. At 8h00 in the evening a very heavy squall obliged us to remain hove to under the forestaysail. At 8h30 we lost sight of the *Géographe*, which had been ahead. I continued on our course, but for the remainder of the night we saw neither the ship itself nor any of its lights. As for us, the bad weather and lack of lanterns prevented us from making any consort signals to the *Géographe*. Stressful weather, sea very rough, almost constant rain up to noon. At daybreak the *Géographe* was not in sight. I ordered a course set W11°S.

“On board the schooner *Casuarina*, 25 July 1803 - We the undersigned, captain, first lieutenant, master of the watch and other signatories, certify that: on the sixth day of Thermidor, at one forty-five hours in the afternoon, Nicolas-Auguste-Souday, Assistant Sailmaker, first class, fell overboard following a violent roll of the ship. Immediately following this incident, life-buoys were thrown overboard, the ship was put about and the mainsail set in an attempt to reach the sailor. Bad weather prevented us from reaching the place where this man went overboard, and we soon saw him go under and disappear. However, we did not abandon our search until we were certain that he was no longer in sight and that there was no longer any hope of saving him. We have drawn up an official record of this event for future use and witness as appropriate. Done on board the schooner *Casuarina*, at sea, on the above-mentioned day and year. [signed] Louis Freycinet, Lieutenant, commander, [signed] Ransonnet, Sub-lieutenant, first lieutenant, [signed] Le Miers, Master Helmsman, officer of the watch, [signed] Ramu, Boatswain, [signed] Hubert Beué, Sailor, [signed] Guillaume Maruque, Sailor, [signed] Pierre Martin, Sailor.”

6-7 Thermidor, Year XI of the Republic [25-26 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Significant events, comments

Overcast and squally weather with rain, strong wind and a rough sea. At 1h45 my Master Sailmaker (Nicolas Auguste Souday) fell overboard following a violent roll of the ship. I immediately had the lifebuoys thrown overboard and went about to try to reach the man. The sea was so rough and the weather so violent that it was impossible to reach the point where

he had fallen, and the poor man - who did not know how to swim - was soon swallowed up, disappearing entirely from sight. As no one any longer held out hopes of saving him, I gave the order to resume our course, W11°S. I am attaching herewith the official report of this incident.

7-8 Thermidor, Year XI of the Republic [26-27 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and dark, with occasional squalls. Rough sea, fresh and gusty breeze.

8-9 Thermidor, Year XI of the Republic [27-28 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Cloudy sky, constant light squalls, rough sea and strong and gusty winds. In the morning we sold off the effects belonging to the deceased Auguste Soudey, assistant Sailmaker. The report of this sale, which raised two hundred and twenty-one francs and fifty centimes, is attached to the crew muster-book.

9-10 Thermidor, Year XI of the Republic [28-29 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and dark; rough sea, gusty winds. Some light rainsqualls passed through during the morning.

10-11 Thermidor, Year XI of the Republic [29-30 July 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and dark, with occasional rainsqualls. Rough sea; fresh breeze blowing in very strong gusts at night.

11-12 Thermidor, Year XI of the Republic [30 July-1 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and dark, with occasional rainsqualls. Sea rough, strong and gusty winds.

12-13 Thermidor, Year XI of the Republic [1-2 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast, light rainsqualls, rough sea and fluky winds.

13-14 Thermidor, Year XI of the Republic [2-3 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and dark, with occasional light rainsqualls. Rough sea, gusty winds.

14-15 Thermidor, Year XI of the Republic [3-4 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Fine, cloudy sky. Sea a little rough, fluky winds. Dark and rainy weather during the night. The wind was gusty and the sea became heavier.

15-16 Thermidor, Year XI of the Republic [4-5 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Few clouds; very fine. Calm sea, steady breeze.

16-17 Thermidor, Year XI of the Republic [5-6 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and rainy, occasional light rainsqualls; calm sea, gusty winds.

17-18 Thermidor, Year XI of the Republic [6-7 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and squally. Rough sea, gusty winds.

18-19 Thermidor, Year XI of the Republic [7-8 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky very cloudy, occasional light squalls, sea running a swell, fresh but variable breeze.

19-20 Thermidor, Year XI of the Republic [8-9 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky overcast and dark; calm sea, fluky winds. Several squalls during the night, very fine weather in the morning. Unbent the mainsail and changed it.

20-21 Thermidor, Year XI of the Republic [9-10 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky fairly clear and cloudless, calm sea, breeze moderate and steady. At 6h00 in the morning we sighted Rodrigues Island bearing NNE, and at 6h30 the middle of that island bore N25°E, distance about 24.0 miles. At about 10h00 in the morning a small squall made us strike our topsails. Bent a new mainsail and readied the grappling anchor [?]³⁷

21-22 Thermidor, Year XI of the Republic [10-11 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations. Significant events, comments

Sky cloudy but reasonably fine, rough sea, fresh breeze.

22-23 Thermidor, Year XI of the Republic [11-12 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

Round Island bore N15°W, distance about 16.0 miles (Round Island bearing N14°W, Bamboa outcrop bearing S85°W.)

Significant events, comments

Cloudy sky, light rainsqualls during the night. Calm sea, moderate but variable breeze. As the night was very dark, we turned to windward at 12h30 in the morning, under very light sail and on the port tack. At 3h00 we bore away, setting the fore topsail. We then progressively

³⁷ “Mis le grapin en mouillage” in the French text is not clear in this context.

put on more sail. At 7h15 we sighted Isle de France to the west, distance about 21 miles. At 8h00 it was clearly visible from $W^{1/4}SW$ to $W^{1/4}NW$. Continued to stand in for the land.

23-24 Thermidor, Year XI of the Republic [12-13 August 1803]

Land sightings, bearings. Ship sightings. Astronomical, physical and other observations.

I paid a visit to Commander Baudin and reported to him on my voyage from the time of our separation up to my arrival in NW Port. Mr Baudin ordered me to hand to him, as soon as possible and under seal, my journals, reports, etc - in general all the work that I had done during the voyage. He also instructed me to pass the same order to Citizen Ransonnet, my second-in-command. I paid a courtesy call on General Magallon, the Governor of Isle de France Louis Freycinet, Lieutenant

Significant events, comments

Moderate breeze, progressively slackening. Sea calm, weather variable. At 6h00 in the evening we passed alongside a French warship (the *Hippolyte*). We hoisted our colours and hailed the ship, which informed us of the arrival of the *Géographe* in NW Port, Isle de France. On course to round the Coin de Mire. At 6h30 that island bore SSE, at half a cable's distance. I followed the instructions given by Mr D'après to round the Pointe aux Canoniers, but one part of these instructions, in which I had too much confidence, caused me to touch ground on the sandbank that extends out from that point. This is how that event occurred: At 7h15 in the evening I noticed a light (which I took to be the one mentioned by Daprès as being placed each night on the Pointe des Canoniers), which seemed to be alone and bore $E34^{\circ}S$. I thus believed that I had rounded the Pointe aux Canoniers. I was on course to keep close to the coast and head for the anchorage to wait [illegible] to be able to enter NW Port the following day. At 7h20 I heard the reefs off the Pointe aux Canoniers. I immediately realised my mistake and ordered a run before the wind to NW in order to avoid the reefs. This quick action could not prevent us from scraping on the end of the sandbank. Our rudder was dislodged and its after-piece broken. There was no other damage and we fortunately cleared and stood out to sea. I had two oars rigged to replace the rudder and then beat up to reach the anchorage, arriving at 10h45 in the evening. I dropped anchor in 25 fathoms, over a bottom of gravel and sand. This morning at 6h00 I got underway and set a course to enter NW Port. At 9h30, as I had opened the Baie du Tombeau, a pilot came aboard and took us into the port. We were visited by the quarantine dinghy which, following my declaration that there was no infectious disease on board, gave us permission to enter and drop anchor in the port. I anchored alongside the *Géographe*, in three fathoms water, and went ashore in the quarantine dinghy to seek permission to land. It was granted immediately.

28-29 Frimaire, Year 9 [19-20 December 1800]

Astronomical, physical and other observations

Fine weather, sea running a slight swell. Sky occasionally overcast. Magnetic declination $4^{\circ}48'NW$ at noon. Latitude: $9^{\circ}36'15''S$. Longitude: $30^{\circ}27'25''W$ (by lunar distance), $30^{\circ}27'33''$ (according to chronometer No. 27).

Significant events, comments

At 2h45 we exchanged signals with the *Géographe*, giving our bearings.

29-30 Frimaire, Year 9 [20-21 December 1800]

Astronomical, physical and other observations

Fine weather, sea running a swell. Latitude at noon: $11^{\circ}11'S$. Longitude: $30^{\circ}36'W$ according to chronometer No.27.

Significant events, comments

At 1h00 in the afternoon we worked on repairs to our main topsail.

30 Frimaire-1 Nivôse, Year 9 [21-22 December 1800]

Changeable weather. Cloudy sky, with light rain around 5h00 in the evening. Fine weather at noon. Latitude at noon: 12°45'S. Longitude: 30°25'W according to chronometer No.27.

Significant events, comments

At 5h00 in the morning we worked to repair our bowsprit-boom, which had cracked. The *Géographe* signalled its position, and we reciprocated.

1-2 Nivôse, Year 9 [22-23 December 1800]

Astronomical, physical and other observations

Fine weather, sea running a swell. Magnetic declination 3°NW. Latitude at noon: 14°13'41"S. Longitude: 30°7'W according to chronometer No.7.

Significant events, comments

This afternoon we exchanged signals with the *Géographe*, giving our bearings.

2-3 Nivôse, Year 9 [23-24 December 1800]

Astronomical, physical and other observations

Calm sea over the 24 hours, with fine weather up to 1h00 in the morning. Squall, but no rain, from 1h00 to 2h00 in the morning. Fine weather from 2h00 up to noon. Magnetic declination 2°45'NW. Latitude at noon: 15°43'S. Longitude: 30°8'W according to chronometer No.27.

Significant events, comments

At 10h00 in the evening, chapelled the ship; let it go full around.

3-4 Nivôse, Year 9 [24-25 December 1800]

Astronomical, physical, and other observations

Fine weather, calm sea. Latitude at noon: 17°23'S. Longitude: 28°52'W according to chronometer No.27.

Significant events, comments

Exchanged signals with the *Géographe*, giving our bearings.

4-5 Nivôse, Year 9 [25-26 December 1800]

Astronomical, physical and other observations

Fine weather, calm sea, sky a little cloudy at night. Magnetic declination 2°NW. Latitude at noon: 19°2'14"S. Longitude: 27°24'W according to chronometer No.27.

Significant events, comments

This morning, the Commander signalled a course SE.

5-6 Nivôse, Year 9 [26-27 December 1800]

Astronomical, physical and other observations

Changeable weather over the 24 hours. Calm sea, occasional rainsqualls. Fine weather at noon. Magnetic declination 2°3'NW. Latitude at noon: 20°3'S. Longitude: 26°38'W according to chronometer No.27.

Significant events, comments

The Commander a considerable distance ahead of us.

6-7 Nivôse, Year 9 [27-28 December 1800]

Astronomical, physical and other observations

Reasonably calm sea over the 24 hours, with changeable weather, cloudy sky and occasional rain periods. Latitude at noon: 21°13'S. Longitude: 26°8' (both estimated).

Significant events, comments

At 9h00 in the evening a sudden windshift made us broach to; went on the starboard tack and tried to come about, but the corvette missed stays so we bore up and wore ship back on to the port tack. This morning, at daybreak, we sighted a three-master bearing WSW; signalled this to the Commander.

7-8 Nivôse, Year 9 [28-29 December 1800]

Astronomical, physical and other observations

Reasonably calm weather over the 24 hours, with occasional light rain. Cloudy sky from noon to 4h00. Latitude at noon: 22°5'S, Longitude: 26°2'W according to chronometer No.27.

Significant events, comments

Nothing new.

8-9 Nivôse, Year 9 [29-30 December 1800]

Astronomical, physical and other observations

Slight swell running; squalls and cloudy sky up to midnight. Light rain up to 1h00 in the afternoon. Weather reasonably fine from midnight to noon, though the sky was cloudy. Latitude at noon: 11°11'S. Longitude: 30°36'W according to chronometer No.27.

Significant events, comments

At 9h00 this morning we worked on repairs to the main topsail and main topgallant, then the foresail. Sent a signal informing the Commander of this work.

9-10 Nivôse, Year 9 [30-31 December 1800]

Astronomical, physical and other observations

Fine weather, calm sea, cloudy sky. Latitude at noon: 24°0'S. Longitude: 26°16'W according to chronometer No.27.

Significant events, comments

This afternoon the *Géographe* signalled latitude 23°15'S and longitude 25°25'21"W (both as observed).

10-11 Nivôse, Year 9 [31 December 1800 - 1 January 1801]

Astronomical, physical and other observations

Fine weather from 8h00 in the evening up to noon. The early part of the day was foggy, with occasional light rain. Latitude at noon: 24°58'S. Longitude: 26°9'W according to chronometer No.27.

Significant events, comments

Nothing new.

11-12 Nivôse, Year 9 [1-2 January 1801]

Astronomical, physical and other observations

Calm sea, fine weather. Latitude at noon: S 24°56'S - a little doubtful. Longitude: 25°39'W according to chronometer No. 27.

Significant events, comments

This afternoon we worked at tightening the shrouds on the mizzen and mainmasts, and unwedged the masts to give them greater play. At 11h00 in the evening we flected the mizzen head-lines.

12-13 Nivôse, Year 9 [2-3 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Magnetic declination 2°10'NW. Latitude at noon: 25°19'S. Longitude: 25°19'W according to chronometer No. 27.

Significant events, comments

At 10h00 in the evening we went about so we could close the Commander, who was a long way astern. At 10h30 the *Géographe* also went about, and signalled its tack to us (port).

13-14 Nivôse, Year 9 [3-4 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 26°6'S. Longitude: 25°3'W according to chronometer No. 27.

Significant events, comments

At 7h00 in the evening we hove to and sent a dinghy over the side to fetch one of our sailor's bags that had fallen overboard. Filled the sails again at 7h30.

14-15 Nivôse, Year 9 [4-5 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 26°37'S. Longitude: 24°24'W according to chronometer No. 27.

Significant events, comments

From 4h00 to midnight, the Commander appeared to be sailing further to the east than we were. We joined up and hoisted a light on the gaff to show our position. At 6h00 in the morning, we reduced sail to wait for the *Géographe*, which was a long way astern.

15-16 Nivôse, Year 9 [5-6 January 1801]

Astronomical, physical and other observations

The sea running a swell. Squalls up to 8h00 in the evening. Cloudy sky throughout the 24 hours. Latitude at noon: 26°6'S. Longitude: 22°45'W according to chronometer No. 27.

Significant events, comments

At 2h00 in the afternoon, the Commander signalled to us to join up. At 5h30 we signalled the Commander asking the course he would take if the wind veered aft. The response was SE. Last night we were obliged to wait for the *Géographe*.

16-17 Nivôse, Year 9 [6-7 January 1801]

Astronomical, physical and other observations

Sea running a swell, sky cloudy but the weather was reasonably fine. Latitude at noon: 25°47'S. Longitude: 21°58'W according to chronometer No. 27.

Significant events, comments

This afternoon we exchanged signals with the *Géographe*, giving our bearings. During the night we hoisted a lantern every half-hour to show our position to the *Géographe*. At 6h00 in the morning we received a signal to wear ship; did so immediately.

17-18 Nivôse, Year 9 [7-8 January 1801]

Astronomical, physical and other observations

Fine weather, sea running a swell, sky cloudy. Latitude at noon: 27°1'S. Longitude: 22°5'18" according to chronometer No. 27.

Significant events, comments

During the night we hoisted a lantern every half-hour to show our position to the *Géographe*.

18-19 Nivôse, Year 9 [8-9 January 1801]

Astronomical, physical and other observations

Sea calm. Cloudy sky during the night. Magnetic declination 4°30'NW. Latitude at noon: 28°30'50"S. Longitude: 21°23'W according to chronometer No. 27.

Significant events, comments

During the night we hoisted a lantern every half-hour to show our position to the *Géographe*.

19-20 Nivôse, Year 9 [9-10 January 1801]

Astronomical, physical and other observations

Fine weather and calm sea over the 24h hours. Cloudy sky from 4h00 to [?].³⁸ Magnetic declination 4°30'NW. Latitude at noon: 29°40'7"S. Longitude: 20°38'W according to chronometer No. 27.

Significant events, comments

Sent consort signals during the night to indicate our position to the *Géographe*.

20-21 Nivôse, Year 9 [10-11 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 31°0'S. Longitude: 19°38'W according to chronometer No. 27.

Significant events, comments

Sent up rockets and placed a lantern at the masthead to signal our position to the *Géographe*, which was a long way ahead of us and out of sight.

21-22 Nivôse, Year 9 [11-12 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 31°43'S. Longitude: 17°31'W according to chronometer No. 27.

Significant events, comments

Unable to make out the *Géographe* during the night. At daybreak we sighted it to windward.

22-23 Nivôse, Year 9 [12-13 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 32°29'32"S. Longitude: 15°55'W according to chronometer No. 27.

Significant events, comments

At 7h00 this morning we sighted a ship to the north-east; signalled the Commander to inform him of this.

23-24 Nivôse, Year 9 [13-14 January 1801]

Astronomical, physical and other observations

Fine weather, sea running a slight swell. Magnetic declination 6°37'NW. Latitude at noon: 33°1'17"S. Longitude: 14°4'W according to chronometer no. 27.

Significant events, comments

The Commander kept a constant distance a short way ahead of us.

24-25 Nivôse, Year 9 [14-15 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: [?],³⁹ Longitude: 11°7'6" according to chronometer No. 27.

Significant events, comments

³⁸ Some words appear to be missing from the French text.

³⁹ Several numerals appear to be missing in the French text.

At 12h30 in the afternoon, the *Géographe* hove to and hoisted out a dinghy. As we were astern of the *Géographe*, we also launched a dinghy in case it was needed to save a man overboard, which is what we assumed had occurred. Passed astern of the Commander. At 1h00 the *Géographe* signalled a position of observed latitude 33°S and an observed longitude of 13°24'W. At 3h15 a course was ordered E^{1/4}SE.

25-26 Nivôse, Year 9 [15-16 January 1801]

Astronomical, physical and other observations

Sea running a swell, sky cloudy. Squally weather from 4h00 until 8h00 in the morning. Latitude at noon: 33°12'S. Longitude: 8°46'W, estimated.

Significant events, comments

Nothing new.

26-27 Nivôse, Year 9 [16-17 January 1801]

Astronomical, physical and other observations

Sea calm sea, sky cloudy over the 24 hours. Squally weather from midnight until 4h00. Latitude at noon: 33°0'S. Longitude: 5°46'W according to chronometer No. 27.

Significant events, comments

At 1h.30 in the afternoon, the Commander signalled a course ESE.

27-28 Nivôse, Year 9 [17-18 January 1801]

Astronomical, physical and other observations

Reasonably calm sea from noon until 9h00 in the evening, when a swell set in for the rest of the day. Squally weather from 8h00 in the evening until 4h00 in the morning. Cloudy weather over the 24 hours. Latitude at noon: 32°43'S. Longitude: 3°19'W, estimated.

Significant events, comments

At 2h00 in the afternoon the *Géographe* signalled an observed latitude of 33°S and an observed longitude: of 4°57'W. We signalled our own fix. At 2h49 we were ordered to set a course SE^{1/4}E. During the night we hoisted a lantern from time to time to show our position to the *Géographe*.

28-29 Nivôse, Year 9 [18-19 January 1801]

Astronomical, physical and other observations

Sea running a swell; overcast weather over the 24 hours, with squalls during the night. Latitude at noon: 31°38'S (estimated). Longitude (also estimated): 2°1'W.

Significant events, comments

At 5h00 in the evening we were ordered to sail close-hauled. At 8h00 in the evening the crossjack-yard lift broke; we immediately repaired it.

29-30 Nivôse, Year 9 [19-20 January 1801]

Astronomical, physical and other observations

Sea running a swell, weather overcast. Latitude at noon: 33°9'S. Longitude: 2°38'W according to chronometer No. 27.

Significant events, comments

At 8h00 in the evening a course was signalled ESE. During the night we hoisted a lantern every half an hour to indicate our position to the *Géographe*.

30 Nivôse - 1 Pluviôse, Year 9 [20-21 January 1801]

Astronomical, physical and other observations

Sea running a swell, sky overcast, cloudy weather at noon. Magnetic declination 18°NW. Latitude at noon: 34°31'S. Longitude: 2°57'W according to chronometer No. 27.

Significant events, comments

At 6h00 in the evening a signal was received ordering us to steer SE^{1/4}E should the wind veer aft.

1-2 Pluviôse, Year 9 [21-22 January 1801]

Astronomical, physical and other observations

Fine weather from noon to 9h00 in the evening; sea running a slight swell. Overcast weather from 9h00 in the evening to 8h00 in the morning; light rain during the night. Fine weather up to noon, with cloudy sky and calm sea. Latitude at noon: 35°40'6"S. Longitude: 2°57'30"W according to chronometer No. 27.

Significant events, comments

This morning, when we were within hailing distance of the *Géographe*, we enquired as to its longitude: at noon yesterday; according to the chronometers it had been 2°42'W, but 3°42'W according to lunar distance observations.

2-3 Pluviôse, Year 9 [22-23 January 1801]

Astronomical, physical and other observations

Fine weather and calm sea up to midnight. Overcast sky up to noon, with a calm sea. Latitude at noon: 36°13'S. Longitude: 2°44'W according to chronometer No. 27.

Significant events, comments

Sent a dinghy over to the *Géographe* at 3h00 this afternoon. It returned at 4h00. At 8h00 in the morning a course was ordered ESE.

3-4 Pluviôse, Year 9 [23-24 January 1801]

Astronomical, physical and other observations

Sea a little rough, sky cloudy. Latitude at noon: 35°42'S (estimated). Longitude: 5°20'E (also estimated).

Significant events, comments

At 2h00 this afternoon the Commander signalled a course ESE. Hoisted a lantern at night to show the *Géographe* our position.

4-5 Pluviôse, Year 9 [24-25 January 1801]

Astronomical, physical and other observations

Sea running a swell up to 4h00 in the evening, then calm up to noon. Sky cloudy until 5h30, then clear. Fine weather up to noon. Latitude at noon: 35°8'27"S. Longitude: 2°50'4"W according to chronometer No. 27.

Significant events, comments

This morning at 9h00 we signalled damage to the main topsail; set about repairing it.

5-6 Pluviôse, Year 9 [25-26 January 1801]

Astronomical, physical and other observations

Fine weather up to 4h00 in the afternoon. Calm sea up to noon, with cloudy sky and the sea running a swell. Cloudy weather at noon. Latitude at noon: 34°43'28"S. Longitude: 4°17'W according to chronometer No. 27.

Significant events, comments

This afternoon at 2h30 we set up the main-stay.

6-7 Pluviôse, Year 9 [26-27 January 1801]

Astronomical, physical and other observations

Fine weather, sea running a swell, sky cloudy. Magnetic declination 22°NW. Latitude at noon: 34°28'54"S. Longitude: 5°2'W according to chronometer No. 27.

Significant events, comments

This morning at 8h30 the *Géographe* ordered us to bear up. At 9h00 we signalled damage to the main topsail; set about repairing it.

7-8 Pluviôse, Year 9 [27-28 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Magnetic declination 19°40'. Latitude at noon: 34°21'S. Longitude: 5°24'W according to chronometer No. 27.

Significant events, comments

The Commander quite a long way astern and to leeward of us. This morning at 10h00 we changed our main topgallant mast, the heel of which had rotted away.

8-9 Pluviôse, Year 9 [28-29 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 34°6'11"S. Longitude: 6°7'W according to chronometer No. 27.

Significant events, comments

At 6h00 in the evening we hailed the Commander, and at 6h15 he ordered us to set a course SE.

9-10 Pluviôse, Year 9 [29-30 January 1801]

Astronomical, physical and other observations

Fine weather, calm sea, sky occasionally a little cloudy. Magnetic declination 20°37'NW. Latitude at noon: 34°29'15"S. Longitude: 7°5'E according to chronometer No. 27.

Significant events, comments

Nothing new.

10-11 Pluviôse, Year 9 [30-31 January 1801]

Astronomical, physical and other observations

Sea running a swell over the 24 hours. Fine weather up to 9h.30, when the sky clouded over. Some rain fell. Fine weather from 8h00 up to noon, with the sky a little cloudy. Latitude at noon: 34°54'21"S. Longitude: 10°0'39"E according to chronometer No.7.

Significant events, comments

Nothing new.

11-12 Pluviôse, Year 9 [31 January-1 February 1801]

Astronomical, physical and other observations

Slight swell from noon to 4h00 in the afternoon. Fine weather, cloudy sky and rough sea. Latitude at noon: 33°57'14"S. Longitude: 11°55'W [*sic*], according to chronometer No. 27.

Significant events, comments

Nothing new.

12-13 Pluviôse, Year 9 [1-2 February 1801]

Astronomical, physical and other observations

Overcast weather over the 24 hours, with rough sea up to 8h00 in the evening and then a swell up to noon. Latitude at noon: 34°2'S. Longitude: 13°16'E according to chronometer No. 27.

Significant events, comments

At 5h30 in the evening the order was given to set a course SE^{1/4}S.

13-14 Pluviôse, Year 9 [2-3 February 1801]

Astronomical, physical and other observations

Sky overcast throughout the 24 hours, with rough sea. Rain and squalls from 11h00 in the evening up to 6h00 in the morning. At 2h30 we exchanged signals with the *Géographe*, giving our bearings. Sighted a sail to the NW, distance 5-6 leagues.

At 2h00 the sea became a dirty grey colour. Red-coloured weeds, carried along by the current, made us attribute this phenomenon to the proximity of the Cape of Good Hope. Latitude at noon: 35°2'S. Longitude: 15°57'E according to chronometer No. 27.

Significant events, comments

At 2h30 in the afternoon we exchanged signals with the *Géographe*, giving our bearings. Sighted a sail bearing NW, distance 5-6 leagues. This morning at 8h00 the Commander ordered a course SSE. At 9h00 we sighted land bearing NNW, distance approximately 12 leagues. The bearings taken are somewhat dubious, so I have not noted them here.

14-15 Pluviôse, Year 9 [3-4 February 1801]

Astronomical, physical and other observations

Sea running a swell, squalls up to 4h00 in the afternoon. Fine weather for the remainder of the day. Noon latitude: 35°12'S. Longitude: 17°40'E according to chronometer No. 27.

Significant events, comments

This afternoon we signalled our longitude: to the *Géographe*. At 7h00 in the evening, lost sight of land to the north. This morning at 5h00 the order was given to steer SE.

15-16 Pluviôse, Year 9 [4-5 February 1801]

Astronomical, physical and other observations

Fine weather from noon to 6h00 in the evening, then squally until 6h00 in the morning. Sky cloudy, sea rough up to noon. Latitude at noon: 36°49'S. Longitude: 20°25'E according to chronometer No. 27.

Significant events, comments

The Commander at middle distance.

16-17 Pluviôse, Year 9 [5-6 February 1801]

Astronomical, physical and other observations

The sky was a little cloudy to begin with, but cleared up around 4h00 in the afternoon. Fine weather until daybreak, when fog set in and a little rain fell. Fine weather from 8h00 up to noon, with the sky a little cloudy. Sea running a swell throughout the 24 hours. Latitude at noon: 36°59'S. Longitude: 25°20'E (both estimated).

Significant events, comments

This morning at 9h30 the order was given to set a course ESE. At noon this was changed to E^{1/4}SE. At 10h00 in the morning we sent a signal to inform the Commander of damage to our mainsail. Our sailmakers set about repairing it.

17-18 Pluviôse, Year 9 [6-7 February 1801]

Astronomical, physical and other observations

Sea rough, sky cloudy. Latitude at noon: 34°58'S (estimated). Longitude: (also estimated) 25°40'E according to chronometer No. 27.

Significant events, comments

At 1h00 in the afternoon, the Commander signalled a course E^{1/4}SE.

18-19 Pluviôse, Year 9 [7-8 February 1801]

Astronomical, physical and other observations

Sea rough, sky cloudy. Latitude at noon: 35°24'S. Longitude: 26°57'E according to chronometer No. 27.

Significant events, comments

This evening, at 5h00, the Commander signalled that if the wind veered ESE he would go about, and if it veered aft he would proceed on course E^{1/4}SE.

19-20 Pluviôse, Year 9 [8-9 February 1801]

Astronomical, physical and other observations

Sea rough, sky cloudy. Rain at times during the night. Latitude at noon: 36°11'S. Longitude: 27°52'E according to chronometer No. 27.

Significant events, comments

At 2h00 in the afternoon the main jib halyard failed; it was changed.

20-21 Pluviôse, Year 9 [9-10 February 1801]

Astronomical, physical and other observations

Overcast weather, rough sea. Squalls from midnight until 4h00. Latitude at noon: 36°45'S. Longitude: 30°46'E, both estimated.

Significant events, comments

At 6h30 this evening, the Commander informed us that he would go about if the wind veered forward and became a southeasterly, and that if it veered aft he intended to proceed on course E^{1/4}SE. At 8h00 in the evening, the starboard mizzen topsail sheet failed; it was immediately repaired.

21-22 Pluviôse, Year 9 [10-11 February 1801]

Astronomical, physical and other observations

Sea rough, sky cloudy, weather foggy with rain during the night. Lightning to the WNW. Longitude at noon: 32°40'E according to chronometer No. 27. Latitude: 36°45'S.

Significant events, comments

At 5h00 in the evening, the Commander signalled a course E. At 6h00 this morning the main topsail sheet failed; the damage was repaired immediately.

22-23 Pluviôse, Year 9 [11-12 February 1801]

Astronomical, physical and other observations

Fine weather, cloudy sky, squalls during the night. Sea calm. Magnetic declination 26°30"NW. Latitude at noon: 36°12'S. Longitude: 34°18'E according to chronometer No. 27.

Significant events, comments

Nothing new.

23-24 Pluviôse, Year 9 [12-13 February 1801]

Astronomical, physical and other observations

Foggy weather, sky overcast up to 4h00 in the morning, when the weather cleared. Latitude at noon: 35°41'S. Longitude: 36°7'E according to chronometer No. 27.

Significant events, comments

Nothing new.

24-25 Pluviôse, Year 9 [13-14 February 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 36°20'S. Longitude: 36°46'E according to chronometer No. 27.

Significant events, comments

Nothing new.

25-26 Pluviôse, Year 9 [14-15 February 1801]

Astronomical, physical and other observations

At noon a storm was threatening. All day the sea was running a swell and the sky remained overcast. Latitude at noon: 35°52'S (estimated). Longitude: 37°20'E according to chronometer No. 27.

Significant events, comments

At 8h00 in the evening, the Commander signalled an order to go on the other tack. At 10h00 in the morning the mizzen topsail tye broke; we immediately took in the mizzen topgallant and worked to repair the damage.

26-27 Pluviôse, Year 9 [15-16 February 1801]

Astronomical, physical and other observations

Sky cloudy, sea calm. Some rain fell during the night. Latitude at noon: 34°49'26"S. Longitude: 36°55'E according to chronometer No. 27.

Significant events, comments

At 11h00 the *Géographe* asked how much water remained on board; we replied that we had 55 days' supply.

27-28 Pluviôse, Year 9 [16-17 February 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 33°28'28"S. Longitude: 37°2'E according to chronometer No. 27.

Significant events, comments

Nothing new.

28-29 Pluviôse, Year 9 [17-18 February 1801]

Astronomical, physical and other observations

Fine weather except at night, when the sky clouded over and a little rain fell. Latitude at noon: 32° 48' 29"S. Longitude: 37°18'E according to chronometer No. 27.

Significant events, comments

At 8h00 in the morning, the Commander ordered us to go on the other tack. We did so immediately.

29-30 Pluviôse, Year 9 [18-19 February 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 33°17'6"S. Longitude: 37°23'E according to chronometer No. 27.

Significant events, comments

This morning at 6h15 we were ordered to go about. Wore ship to do so, as we were unable to tack because of the calm.

30 Pluviôse - 1 Ventôse, Year 9 [19-20 February 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 33°0'51"S. Longitude: 37°56'E according to chronometer No. 27.

Significant events, comments

At 6h20 in the evening the mizzen topsail tye broke; it was replaced immediately. At 2h00 this morning the *Géographe* went on the other tack; we did the same.

1-2 Ventôse, Year 9 [20-21 February 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 33°36'12"S. Longitude: 39°31'30"E according to chronometer No. 27, and 39°36'28" according to distance observations. Magnetic declination 27°30'NW.

Significant events, comments

Nothing new.

2-3 Ventôse, Year 9 [21-22 February 1801]

Astronomical, physical and other observations

Fine weather and calm sea until 5h30 this morning, when some rain fell; overcast and thick weather up to noon, with a rough sea. Latitude at noon: 33°15'S. Longitude: 40°59'E, both estimated.

Significant events, comments

During the night the Commander was a long way ahead of us. By 8h00 in the morning we had made up considerable ground.

3-4 Ventôse, Year 9 [22-23 February 1801]

Astronomical, physical and other observations

Sea rough and the weather overcast. Latitude at noon: 31°50'54"S. Longitude: 41°47'39"E according to chronometer No. 27.

Significant events, comments

The Commander at middle distance.

4-5 Ventôse, Year 9 [23-24 February 1801]

Astronomical, physical and other observations

Rough sea and cloudy sky, but the weather was reasonably fine. Latitude at noon: 30°23'44"S. Longitude: 43°0'28" according to chronometer No. 27.

Significant events, comments

At 9h00 in the morning we sent a signal to inform the Commander of damage to one of our sails. Our sailmakers worked at repairing the mizzen topsail. The work was completed at 10h00.

5-6 Ventôse, Year 9 [24-25 February 1801]

Astronomical, physical and other observations

Sea running a swell and sky overcast up to 4h00 in the morning, when the sea dropped and the sky cleared. Occasional rain during the watch from 8h00 to midnight. Latitude at noon: 28°52'59"S. Longitude: 43°50'10"E according to chronometer No. 27.

Significant events, comments

The Commander at middle distance.

6-7 Ventôse, Year 9 [25-26 February 1801]

Astronomical, physical and other observations

Fine weather up to 5h00 in the evening. Overcast weather during the night, with occasional light rain and squalls. Fine weather and clear sky this morning. The sea running a swell since

midnight. Latitude at noon: 28°34'S, as observed - but somewhat doubtful; 28°42", as estimated. Longitude: 44°22'50"E according to chronometer No. 27.

Significant events, comments

The Commander changed tack during the night, and we did the same.

7-8 Ventôse, Year 9 [26-27 February 1801]

Astronomical, physical and other observations

Rough sea and cloudy sky over the 24h hours. Rainsqualls from 8h00 in the evening up to noon. Latitude at noon: 29°29'6"S. Longitude: 44°16'53"E according to chronometer No. 27.

Significant events, comments

The corvette had hardly any steerage way, and its movement was [?] ⁴⁰ It is making a lot of leeway.

8-9 Ventôse, Year 9 [27-28 February 1801]

Astronomical, physical and other observations

Sky overcast, with rain up to 8h00 in the morning when the weather fined up. Squalls during the night. Latitude at noon: 30°12'S. Longitude: 45°21'E according to chronometer No. 27.

Significant events, comments

At 8h00 in the morning, the Commander signalled a course SE^{1/4}E.

9-10 Ventôse, Year 9 [28 February-1 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 30°46'S. Longitude: 47°5'E according to chronometer No. 27.

Significant events, comments

At 2h00 in the afternoon we replaced our spanker.

10-11 Ventôse, Year 9 [1-2 March 1801]

Astronomical, physical and other observations

Sea calm. Fine weather up to 8h00 in the evening, when the sky clouded over and the weather turned foggy. Latitude at noon: 31°25'S. Longitude: 49°6'E according to chronometer No. 27.

Significant events, comments

Nothing new.

11-12 Ventôse, Year 9 [2-3 March 1801]

Astronomical, physical and other observations

Calm sea and fine weather up to 7h00 in the evening, when the weather turned foggy and damp. Latitude at noon: 31°53'S. Longitude: 50°4'E according to chronometer No. 27.

Significant events, comments

At 1h30 in the afternoon the Commander signalled a course E^{1/4}NE, should the wind veer aft.

12-13 Ventôse, Year 9 [3-4 March 1801]

Astronomical, physical and other observations

Fine weather up to 3h00 in the afternoon. Squally weather, with rain, at 3h30. The sea became extremely rough. The rain continued until noon, almost without stopping. Wind extremely strong. Latitude at noon: 31°33'S, estimated. Longitude: 51°20'E, also estimated.

Significant events, comments

⁴⁰ "Déloftée" in the French text is unclear.

At 2h15 the Commander chapelled ship, and we did the same at 3h00. - fifteen minutes after we were ordered to go about. Having been unable to tack, we wore ship. At 4h00 we were ordered to steer E^{1/4}SE, and to follow the Commander's manoeuvres. Struck down the topgallants. At 4h30, as we were taking a reef in the topsails, the starboard reef-tackle of the main topsail broke. We were working at replacing it when the sail blew out. We immediately set about unbending it. The mainsail, which we were attempting to set, also blew out. We worked at taking it in. At 7h00 in the evening we set a new topsail. During the night we and the *Géographe* sent up several rockets to show our respective positions. This morning at 8h00 the *Géographe* sent the order to go about; we wore ship to do so. The corvette was rolling a lot. At 10h00 the port block-strop of the main topsail failed, and soon afterwards the fore staysail halyard, the mizzenmast catharpings and one of the bowsprit bobstays broke. We rigged winding tackle to effect interim repairs to the mizzenmast catharpings. The bad weather and rough sea did not allow us to repair the bobstay.

13-14 Ventôse, Year 9 [4-5 March 1801]

Astronomical, physical and other observations

The strong blow continued until 10h00 in the evening, when the weather fined up. Fine weather at noon, with the sea running a slight swell. Between noon and 4h00 in the afternoon several large surges came over the side, one of them staving in the leeward quarterdeck bulwarks. Latitude at noon: 31°28'S. Longitude: 52°50'E, both estimated.

Significant events, comments

At 2h00 in the afternoon the foresail tack-block failed, forcing us to strike the sail. Bent the main staysail, but as it was being hoisted the stay strop broke. We had considerable difficulty hauling on the main staysail, whose downhaul had broken. We lost sight of the Commander in the fog. At 2h00 in the morning we sent up several rockets and lit flares in an attempt to make ourselves visible to the Commander. At 8h00 in the morning we sighted the *Géographe* a considerable distance to leeward. Also at 8h00 we worked at repairing the bowsprit bobstay, which had failed yesterday.

14-15 Ventôse, Year 9 [5-6 March 1801]

Astronomical, physical and other observations

Fine weather, sea running a slight swell. Cloudy sky at night. Latitude at noon: 30°28'S. Longitude: 53°54'E according to chronometer No. 27.

Significant events, comments

At noon we commenced unbending the foresail and fore topsail, replacing these damaged sails with new ones. Hoisted consort signals for the *Géographe*. It did not respond until 2h00, when it ordered a course ENE.

15-16 Ventôse, Year 9 [6-7 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 29°39'50"S. Longitude: 54°28'23"E (observed), and 54°2'52"E (according to chronometer No. 27).

Significant events, comments

At noon, the order was given to set a course NE.

16-17 Ventôse, Year 9 [7-8 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon 28°42'19"S. Longitude: 55°38'17"E (observed), and 54°17'42"E (according to chronometer No. 27).

Significant events, comments

Passed astern of the *Géographe* at 5h30 in the evening.

17-18 Ventôse, Year 9 [8-9 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea up to 4h00 in the morning, when the sky clouded over. Light rainsqualls up to 11h00 in the morning. Latitude at noon: 28°12'56"S. Longitude: 54°59'40"E (observed), and 54°51'45"E (according to chronometer No. 27).

Significant events, comments

Nothing new.

18-19 Ventôse, Year 9 [9-10 March 1801]

Astronomical, physical and other observations

Fine weather, cloudy sky, sea running a slight swell. Latitude at noon: 25°20'S. Longitude: 56°32'E according to chronometer No. 27.

Significant events, comments

At 7h00 in the evening, repaired the mizzen topsail sheet, which had failed.

19-20 Ventôse, Year 9 [10-11 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Magnetic declination 14°17'NW. Latitude at noon: 22°46'27"S. Longitude: 56°35'40"E according to chronometer No. 27.

Significant events, comments

At noon the Commander signalled a course NE^{1/4}N, and advised that at midnight we should alter course to NNE. He signalled his fix to us. We restowed in the forward compartment the anchors that had previously been stowed aft.

20-21 Ventôse, Year 9 [11-12 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 21°27'S. Longitude: 56°56'E according to chronometer No. 27.

Significant events, comments

At 5h30 in the evening, spoke with the *Géographe*.

21-22 Ventôse, Year 9 [12-13 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea. Latitude at noon: 20°19'38"S. Longitude: 56°43'14"E according to chronometer No. 27.

Significant events, comments

This afternoon, the Commander ordered a course N^{1/4}NE. Signalled our fix to the *Géographe*.

22-23 Ventôse, Year 9 [13-14 March 1801]

Astronomical, physical and other observations

Fine weather all afternoon, but turning stormy, with overcast sky, towards evening. Fog and light rain this morning. Sea calm. Latitude at noon: 19°53'2"S. Longitude: 55°4'50" according to chronometer No. 27.

Significant events, comments

At 3h00 the Commander signalled his fix to us. At 5h00 in the evening we were ordered to pass astern; we executed the order promptly. We were given an oral order to make no more

than 3.5 knots to the WNW, and that if the weather became [?]⁴¹ we should bring to, starboard to windward; he would signal this to us by means of two lanterns, one above the other. At 11h15 in the evening we hove to, following a manoeuvre by the Commander. Filled the sails at about midnight and sailed close-hauled. Took two reefs in the topsails at 1h30 in the morning. At 4h00 a sudden wind shift made us change tack. At 4h15 went back on the starboard tack because of another wind shift. At daybreak and throughout the morning we followed the Commander as closely as we could.

23-24 Ventôse, Year 9 [14-15 March 1801]

Astronomical, physical and other observations

Fine weather up to 8h00 in the evening, when the sky clouded over and it turned stormy. Reasonably fine weather at daybreak today, but the sky was still overcast. Calm sea over the 24 hours. At 5h00 we sighted Isle de France. At 6h00 Round Island bore WNW, distance estimated 27 miles, with Petterboot [?] at W2°30'S and the Coin de Mire at W5°S. This morning at daybreak, the Coin de Mire bore NW^{1/4}N. At noon, the middle of Round Island bore E2°N, with the Coin de Mire at SW^{1/4}W. The table of Flat Island bore SSW5°30'W. Variation NW12°30'. Noon fix: observed latitude 19°54'54"S. Longitude: 59°40'28"E according to chronometer No. 27 and 55°27'25"E according to the bearing of Round Island.

Significant events, comments

This afternoon we followed close astern of the *Géographe*. At 9h45 in the evening, went on the starboard tack. At 1h00 in the morning, went about to follow the Commander's manoeuvre. At 6h00 in the morning the Commander ordered us to steer for Round Island and to keep as close as possible astern of him. He asked if we had anyone on board who had any experience of the coast where we were. Replied in the negative. At 7h00 we were ordered to prepare to drop a main anchor.

24 Ventôse, Year 9, continued [15 March 1801]

Astronomical, physical and other observations

Fine weather, calm sea. At 5h00 in the evening, the Fort des Canoniers bore ESE30'S, with the summit of the Coin de Mire at N3°E. This morning took a compass fix on the anchorage. The top of the Pouce bore SW, with The Port Discovery [?] outcrop at S20°W. The Commander signalled to us to follow his movements. At 3h00 the *Géographe* was becalmed under the shore. We were further out in the offing and the wind veered ahead, but we continued on our tack. At 3h30 we went about to stand in for the land. As the wind did not allow us to get close enough to land to drop anchor, we stood out to sea again. Before nightfall we put a flag at half-mast and fired a gun, requesting a pilot. No-one was sent. The *Géographe* dropped anchor at about 8h00 a long way from us, bearing E^{1/4}NE. At 10h30 in the evening, following a wind shift and we went on the port tack. Sounded several times without having ground. At 10h00 we had 26 fathoms, and at 10h40 we found 17 fathoms. At that time we dropped the small bower in 14 fathoms, over a coral bottom. At 10h45, furled all sails. A dinghy was sent to take soundings around the ship. Paid out 36 fathoms of cable. The entrance to NW Port bore S^{1/4}SE, with Le Pouce at SSE.

25 Ventôse, Year 9 [16 March 1801]

Flat calm. At daybreak we hoisted our colours, with the stern flag at half mast to request a pilot. At 6h45 we saw a dinghy coming towards us; it approached with some precautions and when it was close enough it hailed to ask who we were, where we were going and whether any crewmembers were suffering from infectious diseases. Following our response, the port

⁴¹ A word appears to be missing in the French text.

officer commanding the dinghy told us to fly the national colours from the masthead and to reinforce this by two rounds from the guns. This signal would make us known ashore, where until then we had been taken as enemies. We were provided with a pilot who had orders to take us into the port. The dinghy and port officer ten went alongside the *Géographe*. At 7h30 we came apeak, weighed and catted our anchor and got underway, casting to port. Very light WSW breeze. Sea very flat. Steered a course to enter the NW Port channel.

E.2.3 SEA JOURNAL from Floréal to Messidor, Year 9. Louis Freycinet, officer on board the corvette *Naturaliste*

Floréal, Year 9

Departure from Isle de France

5 [25 April 1801]

The Commander gave the order to get under sail. It was then 6h00 in the morning. Light southeasterly breeze. As soon as the anchor was weighed we set sail, close-hauled on the port tack. The Commander got underway soon after we did. Flat calm from 11h00 in the morning up to midnight.

6 [Floréal, Year 9, 27 April 1801]

Fine weather, pleasant southeasterly breeze. Latitude at noon: 21°16'S, as observed. Longitude: 54°51'E according to chronometer No. 31.

7 [Floréal, Year 9, 27 April 1801]

Fine weather, easterly breeze. Latitude at noon: 22°40'S, as observed. Longitude: 55°47'18"E according to chronometer No. 31.

8 [Floréal, Year 9, 28 April 1801]

Fine weather, easterly breeze. The Commander ordered a southeasterly course. Latitude at noon: 28°53'13"S, as observed. Longitude: 55°32'29"E according to chronometer No. 31.

9 [Floréal, Year 9, 29 April 1801]

Fine weather, southeasterly breeze. Latitude at noon: 25°2'S, as observed. Longitude: 56°10'27"E according to chronometer No. 31.

10 [Floréal, Year 9, 30 April 1801]

Southeasterly wind all day, freshening and becoming gusty towards evening. Sky overcast, with rain. We lost sight of the Commander for a moment due to a thick fog. Sighted him and rejoined at 7h00 in the morning. Latitude at noon: 25°31'S, as observed. Longitude: 55°51'E according to chronometer No. 31.

11 [Floréal, Year 9, 1 May 1801]

The weather cleared up again. Moderate easterly and northeasterly breeze throughout the day. Latitude at noon: 27°24'S, as observed. Longitude: 55°52'E according to chronometer No. 31.

12 [Floréal, Year 9, 2 May 1801]

Fine weather, calm sea. Fresh breeze from NNE. The Commander signalled a course ESE. Latitude at noon: 28°33'10"S, as observed. Longitude: 57°58'E according to chronometer No. 31.

13 [Floréal, Year 9, 3 May 1801]

Fine weather continued. Latitude at noon: 28°49'15"S, as observed. Longitude: 60°14'E according to chronometer No. 31, and 60°44'E as observed.

14 [Floréal, Year 9, 4 May 1801]

Fresh south-southwesterly breeze. Fine weather. Latitude at noon: 29°29'44"S, as observed. Longitude: 63°6'E according to chronometer No. 31.

15 [Floréal, Year 9, 5 May 1801]

Southerly wind. Fine weather, calm sea. Latitude at noon: 28°58'17"S, as observed. Longitude: 64°51'E according to chronometer No. 31.

16 [Floréal, Year 9, 6 May 1801]

Wind from ESE: went on the port tack. Fresh breeze and rain in the evening. Latitude at noon: 28°38'S, as observed. Longitude: 65°28'E according to chronometer No. 31.

17 [Floréal, Year 9, 7 May 1801]

Fresh easterly breeze. Latitude at noon: 30°27'S, as observed. Longitude: 65°6'E [*sic*] according to chronometer No. 31.

18 [Floréal, Year 9, 8 May 1801]

Fine weather, northeasterly breeze, course ESE. Latitude at noon: 31°37'43"S, as observed. Longitude: 66°9'E [*sic*] according to chronometer No. 31.

19 [Floréal, Year 9, 9 May 1801]

Overcast weather, wind NNE, strong towards evening. Latitude at noon: 31°45'S, as observed. Longitude: 68°8'E according to chronometer No. 31.

20 [Floréal, Year 9, 10 May 1801]

Wind still strong, having veered north. Set our sails as dictated by the weather and our course. Sea very rough, with almost constant (Floréal, Year 9) rain. Latitude at noon: 32°11'S, as observed. Longitude: 70°48'E according to chronometer No. 31.

21 [Floréal Year 9, 11 May 1801]

The wind freshened and varied from NW to WSW. The ship was labouring a lot in the rough sea. We housed the topgallant masts, brought in flying jib-boom and struck the gaff.⁴² Lost sight of the *Géographe* during the night. Sent up several rockets to mark our position. They were not seen. Latitude at noon: 32°37'S, estimated. Longitude: 74°48'E, also estimated.

22 [Floréal, Year 9, 12 May 1801]

Moderate south-southwesterly breeze, weather reasonably fine. At daybreak we sighted the *Géographe* ahead of us. Crowded sail, but did not close the ship until 2h00 in the afternoon. It then ordered a course E^{1/4}SE. During the day we re-set the gaff and flying jib-boom and swayed up our topgallant masts. The main topsail, which had minor damage to the last reef-band, was replaced. Latitude at noon: 33°41'S, as observed. Longitude: 77°18'E according to chronometer No. 31.

⁴² "Corde d'Artimon" in the French text has been taken as "corne d'artimon."

23 [Floréal, Year 9, 13 May 1801]

Fine weather, light airs - calm at night. Sighted seaweed passing alongside the ship. Latitude at noon: 33°31'24"S, as observed. Longitude: 80°0'0"E according to chronometer No. 31.

24 [Floréal, Year 9, 14 May 1801]

Fine weather, northerly breeze during the day. There was a sudden wind shift to SSW during the night. Latitude at noon: 33°32'54"S, as observed. Longitude: 81°22'0"E according to chronometer No. 31.

25 [Floréal, Year 9, 15 May 1801]

Fresh south and south-southeasterly breeze. Latitude at noon: 33°18'32"S, as observed. Longitude: 85°20'4"E according to chronometer No. 31. This day was notable for a rather unfortunate event. Someone forgot to rewind the chronometers at the normal time. We realised this oversight too late (Floréal, Year 9), when the chronometers had stopped. They were rewound, but it is very probable that this accident will change their daily rate.

26 [Floréal, Year 9, 16 May 1801]

Calm until 6h00 in the evening, when a northeasterly breeze sprang up. This morning at 7h00 we asked the Commander for permission to send over a dinghy; this was granted. Citizen Sub-lieutenant St Cricq was sent across to compare one of our chronometers (No. 31) with one of the *Géographe*'s timepieces. The dinghy was soon back again, and was immediately hoisted in. The *Géographe* signalled its fix, which was longitude 86°48' according to chronometer No. 27 (the timepiece with which the comparison had been made this morning). No. 31 was producing 2°31' more; given this considerable difference, it appears certain that the comparison was not carried out properly. Latitude at noon: 33°23'16"S, as observed. Longitude: 89°19'E according to chronometer No. 31.

27 [Floréal, Year 9, 17 May 1801]

Overcast weather, wind NNE. At 6h00 in the morning a course was ordered ESE. Latitude at noon: 33°19'S, estimated. Longitude: 91°33'E, also estimated.

28 [Floréal, Year 9, 18 May 1801]

Overcast weather, wind NNE. Latitude at noon: 33°48'S, estimated. Longitude: 93°30'49"E according to chronometer No. 31.

29 [Floréal, Year 9, 19 May 1801]

Cloudy sky, fresh northerly breeze. Sighted two whales. Latitude at noon: 34°29'S, as observed. Longitude: 97°10'E according to chronometer No. 31.

30 [Floréal, Year 9, 20 May 1801]

Same weather; fresh wind veering NNE. At 8h00 in the morning, we were ordered to set a course E^{1/4}SE, then E. Latitude at noon (observed): S. Longitude: E.

1 Prairial, Year 9 [21 May 1801]

Light southeasterly breeze during the morning, veering NE towards evening and obliging us to go on the other tack. Latitude at noon: 34°45'47"S, as observed. Longitude: 104°10'19"E according to chronometer No. 31. At 3h45 in the afternoon, the observed longitude was 103°14'12"E.

2[Prairial, Year 9, 22 May 1801]

Overcast weather, northerly breeze. Latitude at noon: 34°40'36"S, as observed. Longitude: 105°45'40"E according to chronometer No. 31.

3 [Prairial, Year 9, 23 May 1801]

Weather variable, wind WNW. At daybreak this morning the Commander gave the order to bend the cables to the anchors. Sounded at that time but had no ground. A little rain fell towards evening, and the wind veered SW. Latitude at noon: 34°33'45" as observed. Longitude: 108°55'32"E according to chronometer No. 31.

4 [Prairial, Year 9, 24 May 1801]

Fine weather, south-southeasterly breeze. At 4h00 the Commander gave us an oral order to keep half a league astern of him and to take soundings throughout the night, every two hours, beginning at 8h00 in the evening. We never had ground with 120 fathoms of line. Latitude at noon: 33°38'0"S as observed. Longitude: 110°3'3"E according to chronometer No. 31.

5 [Prairial, Year 9, 25 May 1801]

Fine weather, east-northeasterly breeze. Went on the other tack at 10h00 in the morning. Latitude at noon: 33°50'S as observed. Longitude: 110°50'22"E according to chronometer No. 31.

6 [Prairial, Year 9, 26 May 1801]

Fine weather, calm sea, moderate north-northeasterly breeze. Latitude at noon: 33°37'22"S as observed. Longitude: 111°6'6"E according to chronometer No. 31.

7 [Prairial, Year 9, 27 May 1801]

Fine weather, calm sea, breeze still moderate north-northeasterly. At 7h00 in the morning the *Géographe*, which was a considerable distance ahead of us (Prairial, Year 9), signalled land. Our lookouts were unable to see it at that time, but half an hour after the Commander's signal we sighted it very distinctly to the ENE. At 12h30 in the afternoon the Commander hove to; we did the same, and took a sounding. The lead showed 93 fathoms, bottom of fine white sand mixed with broken shells. At 7h00 the Commander hove to again and ordered us to do the same. Since 30 Floréal, the day on which we first compared our chronometers with those on board the *Géographe*, we have consistently found a large difference between our longitudes (as given by chronometer No. 31) and those on the *Géographe*. The only explanation for this is a lack of attention when the chronometers were compared. It was extremely important to rectify this error, given our need for the chronometers in the survey work we were to undertake. Citizen St Cricq was sent across to make a second comparison between No. 31 and No. 27. This comparison showed that all longitude readings made on the basis of No. 31 between 30 Floréal and 7 Prairial, inclusive, need to be reduced by 2°31'. The Commander ordered us to take soundings throughout the night; the lead showed 80-90 fathoms, bottom of reddish sand mixed with shells. Latitude at noon: 34°32'52"S as observed. Longitude: 112°17'29"E according to chronometer No. 31.

8 Prairial, Year 9 [28 May 1801]

Fine weather, calm sea, breeze moderate and variable from E-ESE; land in sight to the NE. At nightfall we passed astern of the Commander and hove to under the main topsail, to leeward of the *Géographe*. The Commander ordered us to remain hove to and to take soundings throughout the night. The lead showed 25-30 fathoms, bottom of sand and broken shells. Latitude at noon: S. Longitude: E.

9 [Prairial, Year 9, 29 May 1801]

Fine weather, calm sea, continued to take soundings until 5h00 in the morning, when we filled our sails at the same time as the *Géographe*. The lead showed 36-75 fathoms, bottom of sand and shells. Coasted northwards. At 4h00 in the afternoon, land that we thought to be Cape Leeuwin bore S15°30'E, distance approximately 18 miles. At night we hove to, and until midnight soundings showed 30-38 fathoms, bottom of sand and shells. Latitude at noon: S. Longitude: E.

10 [Prairial, Year 9, 30 May 1801]

Weather still very fine and the sea calm. Filled the sails at 2h00 in the morning. Went on the other tack at 6h35 and back again at 8h00. At 12h45 in the afternoon the lookout advised there were reefs to leeward of us. Mr Milius and I climbed up to the main topgallant crosstrees (Prairial, Year 9) and could clearly make out breakers bearing NW^{1/4}W, distance about 2^{1/2} leagues. We signalled that we had discovered this danger. At 4h30 in the afternoon we went on the starboard tack. At 5h15 the Commander signalled that he was at anchor. We were to leeward of him, so we beat up to join him, and at 7h00 we passed astern. The Commander ordered us to drop anchor and at 7h40 we did so, in 30 fathoms over a bottom of greyish sand mixed with small gravel. Paid out 100 fathoms of cable. I was sent in the small dinghy to take soundings around the ship. At 2-3 cable lengths the lead consistently returned a depth of 20-21 fathoms, with the same bottom as where we were anchored. At anchor. Latitude: S. Longitude: E.

11 [Prairial, Year 9, 31 May 1801]

Fine weather, choppy sea, gusty ENE breeze. At daybreak we prepared to unfurl the topsails. At 2h00 in the afternoon the captain ordered me to go ashore to try to find fresh water and, if possible, to communicate with the country's natives. I had great difficulty finding a suitable place to land. There is a chain of reefs close inshore that must make the coast unapproachable when the wind is blowing onshore. I visited the countryside, which is very arid, and did not see the slightest sign of fresh water or the least (Prairial, Year 9) trace of any natives. The coast is quite wooded, with the most common tree being a sort of eucalyptus that produces quite large quantities of a very fragrant resin. I collected some and passed it to our master caulker to determine whether, if need be, it could replace the pitch he uses to for caulking the ship's seams. He was very satisfied with it. I also passed a sample to the captain when I submitted my written report on the mission. I returned on board at 5h00 in the evening.

12 [Prairial, Year 9, 1 June 1801]

Fine weather, calm sea, moderate east-southeasterly breeze. At 7h00 in the morning we were ordered to get under sail. We did so, and the *Géographe* followed suit. Went on the other tack at 1h10. Took several soundings, with the lead showing 23-27 fathoms, bottom of sand and gravel. Dropped anchor at 6h45 in 35 fathoms, over a bottom of sand and gravel. The *Géographe* was anchored a [?]⁴³ ahead of us. At anchor. Latitude: S. Longitude: E.

13 [Prairial, Year 9, 2 June 1801]

Fine weather, calm sea, cloudy sky. Got underway at 8h30 in the morning. Went on the other tack at 10h00 and back again at 11h30. At 8h10 in the evening (Prairial, Year 9), dropped the small bower in 30 fathoms, over a bottom of red sand mixed with gravel. Sounded several times during the day and had from 35 to 16 fathoms, sandy bottom. At anchor. Latitude: S. Longitude: E.

⁴³ "Jour" in the French text is unclear in this context and may need checking.

14 [Prairial, Year 9, 3 June 1801]

Fine weather, calm sea, light breeze. Got underway at 9h15 in the morning. Went about at 6h00 in the evening, then shortly afterwards resumed the port tack. Dropped anchor at 6h30 in 13 fathoms, over a bottom of fine sand mixed with shells. A dinghy was sent to take soundings at two cables' distance around the ship, and found the same bottom on each occasion. Soundings during the day were between 33 and 13 fathoms, sandy bottom. At anchor in Geographe Bay. Latitude: S. Longitude: E. Compass variation 5°25'NW.

15 [Prairial, Year 9, 4 June 1801]

Fine weather, calm sea. At 6h00 in the morning I was despatched in the large dinghy, with orders to make contact with the natives, if possible. I went ashore with Mr Bailly, the mineralogist. We visited the area around our disembarkation point (near sand cliff No. 5) and went as far inland as we could. We did not see any inhabitants, but the remains of crayfish and shells that we frequently came across in burned-out fireplaces left us in no doubt that the country was inhabited by natives. A piece of kangaroo skin that I found, cut in the form of a cloak, only added to our certainty. We walked across a marsh⁴⁴ full of reeds. I estimate that it was two miles long and 0.7 miles wide. Its water, although brackish, is not undrinkable. The countryside that I visited was well-wooded, but the vegetation seemed mediocre to me. I was unable to bring back the skin cloak I found, as I was clumsy enough to let it burn near the fire where I had placed it to dry. I returned on board at nightfall.

16 [Prairial, Year 9, 5 June 1801]

Fine weather, moderate breeze, calm sea. The Commander ordered Captain Hamelin to reconnoitre a river that Citizen Herisson had just discovered, deep in the bay. I sought and obtained permission to accompany him. We set off at 4h00 in the morning, in the small dinghy. Citizen Herisson, who was to be the pilot, came with us. The *Géographe's* longboat, under the command of Citizen Le Bas, was ordered to follow us. We went ashore at 6h30 in the morning (Prairial, Year 9); the very heavy swell made our landing difficult. We followed the coast to the south, travelling a little inland (Citizens Dyinhe, Leschenault and Laridon, who had disembarked with Commander Le Bas, came with us). After walking for half an hour we sighted a channel, about a cable's length wide and running parallel to the coast. We were at one of its extremities and could see clear evidence on the banks that tidal action was quite marked in the area. Everything suggested that the channel led to the sea, so we decided to follow it on foot. The small dinghy was ordered to follow the coast and to enter the river if it had a navigable mouth. After walking for two hours we realised that the channel I have mentioned led into what citizen Herisson had thought to be a river.⁴⁵ From where we were, we could not see if the supposed river had a mouth to the sea. It seemed very probable, so we decided to await the arrival of the small dinghy and then to proceed upstream, which was impossible to do on foot because of the marshes on the riverbanks. Our dinghy arrived at 10h30; we embarked and despite problems caused by the shallow water we succeeded in advancing upstream about two miles from where we had set off. We tasted the water and it seemed to me to be as salty as seawater. The ebb tide began to make itself felt. The fear of finding ourselves stranded by the shallows we had come across on the way upstream convinced Captain Hamelin to turn around. It was thus not decided whether what we were supposing to be a river really was one. By noon we had returned to about the spot from which we had set off. We noticed thick smoke coming from the bush on the opposite bank. This

⁴⁴ "Murais" in the French text has been taken as "marais."

⁴⁵ Some words appear to be missing in the French text of this sentence, making its meaning unclear.

alerted us to the presence of natives and we immediately prepared to cross the river to make contact with them. Our dinghy was unable to proceed as far as the point where we planned to land, so Citizens Herisson, Depuche and I, along with some others, decided to [illegible] the rest of the way. Several natives, who were on the river bank, made signs that we took for signs of friendship. As soon as we stepped ashore the natives fled, uttering dreadful yells. We followed them about 3 rifle shots' distance from the river bank, but turned back when we saw that we could not reach them. At that moment we saw the natives running towards us, threatening us with spears. We arranged ourselves defensively and made our retreat without problem. We crossed one arm of the river separating us from some land that appeared to be an island. The natives did not cross with us, remaining on the bank. One of them, whom we took to be one of the chiefs, directed a long diatribe at us in which the word "porai" featured prominently. This word means "water," according to the vocabulary from Cook's first voyage. This speech, which may well have been quite eloquent, was probably intended to ask that we sail away, back to where we came from, and not establish ourselves on the land they inhabited. Our dinghy had drawn up on one side of the strip of land where we found ourselves, and the rest of our company had joined us. Using signs, we tried to make the natives understand that we had not come to their homeland with hostile intentions, and that we wished to have friendly contact with them. We offered gifts of glass beads, knives, a mirror and various other small objects. We showed them a green branch, as a sign of peace, and made them understand that we wanted them to come over near us. The sight of our weapons seemed to frighten them a lot, and they made signs to us to put them down and to move a little away from the river bank. We did so, and three natives then crossed the river arm separating them from us. They made us understand that they wished us to leave our gifts on the ground and to move back so they could come and collect them. They appeared very satisfied, but did not wish to get any closer to us than twenty or thirty paces. It was getting late, and Captain Hamelin made us get into the boat and start back to the ship. We did not ascertain whether the strip of land we had just left was indeed an island, but the little I was able to see of it inclines me to believe that this is so. We quickly reached the river mouth and disembarked on the bank prior to crossing the bar at the entrance, which at that time was quite substantial. We walked across the sand until we reached the place where we had first landed. Our dinghy had orders to proceed there as well. At that time, the *Géographe's* longboat was standing off and on to leeward at the river mouth - I am not sure why. Our boats took a very long time to arrive at the spot they were ordered to head for. It was quite dark and they were still not (Prairial, Year 9) in sight. We were worried about what might have become of them. Several of us went back to find out what had been holding them up. After about a league's walk we found the *Géographe's* longboat ashore, and the heavy surf had already filled it with water and sand. The longboat's crew was attempting in vain to refloat the boat, and we considered that it was impossible to do this with what we had available. As our dinghy had arrived, Captain Hamelin, Citizen Herisson and I got in to return to the ship. It was then 8h00 in the evening, on a very dark night and with a fresh and contrary breeze and a rough sea. There was no prospect of reaching the ship before daybreak. We beat up for some time, but our boat's poor sailing qualities prevented us from making any progress to windward, so we had to accept to furl the sails. The *Naturaliste* was not in sight. Our course was extremely uncertain. The current was quite strong and was carrying us out to sea. However, we continued to battle against the sea and wind until 3h00 in the morning of the 17th. As we all needed some rest, I had the grappling anchor dropped and advised the Captain to wait until daybreak. We remained at anchor until 6h00 in the morning, without being able to get a moment's sleep. The waves constantly washing over the boat drenched it (Prairial, Year 9) and we needed to have two men bailing continuously, for fear of sinking. Daylight finally arrived and we scanned the horizon in the hope of seeing the corvette - but it was nowhere to

be seen and we were, moreover, a long way from the shore. After having examined the shoreline that we had in sight, we estimated the corvette's approximate bearing from us, then weighed the anchor and rowed in that direction. Our oarsmen, who had eaten nothing all the previous day and who were being called on to perform heavy and enervating work, were extremely fatigued and several of them fainted - at which time our frail boat was at the mercy of a very strong sea and drifted further out to sea. Our situation was becoming increasingly terrifying. I had the grappling anchor dropped and we let the oarsmen rest for about half an hour. When we got underway again, Mr Hamelin and I were obliged to take over from two of our oarsmen, who were exhausted. We kept up the rowing until 7h00 in the evening, when we finally arrived alongside the *Naturaliste*.

18 [Prairial, Year 9, 7 June 1801]

Strong northeasterly wind. Rough sea. At 7h00 in the morning we received a written order to get underway and to proceed to an anchorage deep in the bay. We were unable to raise the anchor using the messenger, as the stops kept breaking. The *Géographe* got under sail at 9h00. We continued (Prairial, Year 9) to heave on the anchor, without being able to weigh. Finally at 2h30 we were able to get the messenger to hold on the cable. At 3h00 the anchor flukes broke. Got underway at 3h30, and at 5h00 in the evening dropped anchor in 9 fathoms, over a bottom of fine sand. The *Géographe* was about two cables' length away to the southeast of us.

19 [Prairial, Year 9, 8 June 1801]

Moderate NE breeze, freshening considerably to strong by evening. At 4h00 in the morning I was despatched in the large dinghy to go to the assistance of the *Géographe's* longboat, which was still aground. The bad weather prevented the longboat from being dragged on up to the beach, as had been the plan. Mr Le Bas decided to abandon it, following orders he had received from the Commander. I took on board my dinghy all the personnel and gear that could fit, and took them to the *Géographe*. I remained with the Commander, who sent the dinghy back to pick up the remaining longboat crew. The *Géographe's* large dinghy arrived at around 4h00 or 5h00 in the evening, bringing everyone I had left ashore. At 8h00 in the evening my dinghy returned and I immediately returned aboard the *Naturaliste*. The ship was dragging its anchor and as soon as I arrived we got underway. When the anchor was aweigh we saw that one of its flukes was broken. The *Géographe* got under sail soon after us.

20 [Prairial, Year 9, 9 June 1801]

Northeasterly breeze, rough sea. There was an initial (Prairial, Year 9) period of calm, after which the wind came up strong and gusty. We beat up all night, but as we were obliged to wear ship constantly we were unable to make much headway away from the coast. At 2h30 we sighted the *Géographe* ahead and to windward of us, on the other tack. At 4h30 it was still in sight, to the north. Latitude at noon: S. Longitude: E.

21 [Prairial, Year 9, 10 June 1801]

Rough sea, strong and gusty wind, overcast sky. During the night the heavy sea carried away a kedge anchor that we had fixed under the bowsprit. Latitude at noon: S. Longitude: E.

22 [Prairial, Year 9, 11 June 1801]

Rough sea, strong and gusty wind, overcast sky with frequent lightning on the horizon. As soon as night had fallen we sent up rockets and put a light on the gaff every half hour in an attempt to be seen by the *Géographe* (which was out of sight). Latitude at noon: S. Longitude: E.

23 [Prairial, Year 9, 12 June 1801]

Squally weather, fresh breeze; the Commander out of sight. Wore ship at 4h00 in the morning, 6h00 in the evening and again at midnight. Latitude at noon: S. Longitude: E.

24 [Prairial, Year 9, 13 June 1801]

Towards evening the weather cleared up. Changed tack at 3h15, 7h15 and again at 10h30 in the evening. Hove to at 5h30 in the evening. Soundings returned 25 fathoms, bottom of fine sand. Filled the sails at 5h50 (Prairial, Year 9). At 7h45 sounded and had 45 fathoms, sandy bottom. From 10h30 up until midnight soundings showed a consistent 26 fathoms, same bottom. Latitude at noon: S. Longitude: E.

25 [Prairial, Year 9, 14 June 1801]

Fine weather, calm sea. Took very frequent soundings. On course for the anchorage off Rottnest Island. At 10h30 in the morning we anchored in 9 fathoms, over a bottom of grey sand. Our large dinghy, under the command of an officer, went ashore and a national flag was raised on Rottnest Island. It returned at 8h00, bringing several seals with it. At anchor. The western tip of Rottnest Island bore W6°N on the compass. Latitude: S. Longitude: E.

26 [Prairial, Year 9, 15 June 1801]

Squally weather, gusty breeze from W to WNW. The large dinghy was sent under Citizen St Cricq's command to survey the mouth of the Swan River. During the night we fired some rounds from the swivel guns and sent up rockets to let the absent dinghy know where we were.

27 [Prairial, Year 9, 16 June 1801]

Cloudy sky, fresh and gusty breeze. The large dinghy returned at 9h00; the bad weather and lack of the ability to tack had prevented it from carrying out its survey mission.

28 [Prairial, Year 9, 17 June 1801]

Cloudy sky, moderate breeze, rough sea. I set off (in the small dinghy) at 5h00 in the morning, along with Citizen Faure, the geographer, with the intention of surveying Rottnest Island. I headed towards a small sandy cove that was sheltered from the prevailing wind, but some rocks on which I went aground for a moment forced me further out to sea. A chain of reefs that (Prairial, Year 9) I noticed to leeward, and which I was unable to skirt, made me decide to land on a pretty, sandy beach nearby. I had no grappling anchor in the boat so I used two iron ballast blocks instead. They proved insufficient to hold the boat, which soon started to drift inshore and to take in water. I immediately had all the effects unloaded, but despite all our work we were unable to avoid having some of our sea biscuit ruined. We all got into the water to try to haul the dinghy up on to the beach, but the swell was very strong and the wind was freshening considerably. Our efforts were almost in vain, but in the end I succeeded in making the dinghy fast. Faure and I began the work we had planned to do, but the bad weather and the vagaries of the site forced us to abandon it [illegible]. On one side there were rocks abutting a good part of the shore, and on the other there was a thick wood - it was almost equally impossible to head in either direction. On the rocks close to the shore I found a piece of wood, which seems to suggest that a ship had been wrecked on the island. It was a bitts cross-tree from a ship that I estimate between 300 and 350 [illegible] Gl. Cable friction marks were clearly visible on it. We saw a great many seals on the beach, congregating in fairly large groups.

29 [Prairial, Year 9, 18 June 1801]

Heavy rain until daybreak, when the weather cleared up. I despatched the flat-bottom, which had come over last evening to hunt seals, to alert the ship to our situation and request the assistance we required. The day was spent waiting for a boat from the corvette. I was all the more distressed that none arrived in that we were without water and almost without food. The rain, which came in again towards evening, provided an excellent means of obtaining some water. I had it collected in water casks, using the dinghy's sails.

30 [Prairial, Year 9, 19 June 1801]

I had a hut constructed so we could have some shelter from the rain. At noon the *Naturaliste* was under sail. I felt an initial involuntary shiver on hearing this news, but then thought that the aim was to get the ship closer to us so that assistance could be provided more easily. I had a large fire lit to show where we were on the coast. As there was still no sign of any boat coming for us, I gave thought to what might be done to repair our dinghy. The waves, from which we were unable to shelter the dinghy, had stowed in and almost completely detached one of its starboard planks. I found some nails by removing a few inessential pieces inside the dinghy. Satisfied with this find, I worked until sunset on replacing the dislodged planking, and was fortunate enough to succeed in doing this. During the evening I had some oakum made by unpicking a piece of (Prairial, Year 9) rope. I also had available some caulker's tools for use the next day - they consisted of a blunt knife blade and a small axe.

1 Messidor, Year 9 [20 June 1801]

Early in the morning I set about repairing the boat's caulking, and this job was well on the way to completion when a flat-bottom from the ship arrived, bringing a caulker, some food and the winding tackle needed to haul the dinghy up on to the beach. I received the following letter from Captain Hamelin: "The weather prevented my sending help any sooner, but I have taken the first available opportunity to do so. If the caulker sent to you is unable, with your help, to refloat my dinghy and return it to the ship, and if you judge that it is impossible to do so, send back the flat-bottom together with its crew and at most three of your men, including (as an absolute priority) Citizen Faure and Brevédent. I will send the flat-bottom back several times for the remainder. I should point out that there is now no longer any dinghy on the ship; consider therefore the need to save the one you are in. The flat-bottom is carrying food for 6 days, for 11 men. Goodbye, and take courage. I shall have great pleasure in seeing you again, etc. PS: I sympathise greatly with Citizen Faure's difficulty, and send him my best regards." The dinghy was soon in a condition to be refloated. I had our effects stowed and we got underway at 1h00 in the afternoon. Before leaving the island I left the following inscription (Messidor, Year 9) on a piece of lead that I nailed to a tree trunk near our hut: "Lieutenant Louis Freycinet, Pierre Faure, Geographer, 28 Prairial - 1 Messidor Year 9." In a bottle, partially buried at the foot of the same tree trunk, I placed a note reading as follows: "On 28 Prairial, Year 9, the small dinghy from the ship *Naturaliste*, sent under the command of Citizen Lieutenant Louis Freycinet and Pierre Faure to survey the island, was shipwrecked on this shore. They and the dinghy's crew were obliged to live three days in the company of seals and rainwater. Crew: Duval Dailly, midshipman, David, master gunner, Bourgeois, sailor, Debrévedent, sailor, Monier, sailor, Ozane, butcher." Despite the heavy fog, we soon came alongside the *Naturaliste*. I submitted to Captain Hamelin a written report on my mission and on the various events that had befallen me. (Messidor, Year 9). I learned that the large dinghy, which had been despatched on the morning of 28 Prairial under Citizen Hérisson's command, was in the process of surveying the Swan River. The longboat, under Citizen Milius, had been sent to survey the group of islands to the east of Rottnest Island, but had been forced by bad weather to go ashore on the mainland. Several persons told me that

on the afternoon of 29 Prairial the *Géographe* had been sighted SSW of our anchorage, at a distance of approximately eight leagues.

2 [Messidor, Year 9, 21 June 1801]

Cloudy sky, moderate breeze. Various materials required for repairing the stranded longboat were sent ashore.

3 [Messidor, Year 9, 22 June 1801]

Fine weather. Sea calm. At 4h00 in the afternoon, Citizen Hérisson returned from his mission to Swan River. Continued to despatch material required for repairing the longboat.

4 [Messidor, Year 9, 23 June 1801]

Fine weather, calm sea. The longboat came alongside.

5 [Messidor, Year 9, 24 June 1801]

Fine weather, calm sea, wind from ENE varying to NE and NNE. Hoisted in the longboat at 9h00 in the morning. The large dinghy, under Citizen St Cricq's command, was despatched to Seal Island to do some seal hunting. I went along on this mission. We reached land only at nightfall and were unable to disembark because of shallows that (Messidor, Year 9) we encountered close to shore. We dropped anchor for the night at a distance of about a rifle shot from land.

6 [Messidor, Year 9, 25 June 1801]

Killed a large number of seals. I spent time in the afternoon making a chart of the island at the spot where we had landed.

7 [Messidor, Year 9, 26 June 1801]

Rejoined the ship, coming alongside at 3h30 in the afternoon.

8 [Messidor, Year 9, 27 June 1801]

In the morning, Captain Hamelin went ashore on Rottnest Island to place a bottle (containing a letter for Commander Baudin) at the foot of the flag that had been raised on the island on 25 Prairial. We made ready to get underway.

9 [Messidor, Year 9, 28 June 1801]

Fine weather, very calm sea. Moderate northeasterly breeze. Got under sail at 7h in the morning. Sounded at noon and had 26 fathoms, bottom of sand mixed with gravel and broken shells. At 10h15 in the evening, with the wind having veered ESE and SE, sailed close-hauled on the port tack.

10 [Messidor, Year 9, 29 June 1801]

Cloudy weather, with squalls and lightning in the western quarter. Wore ship at 1h00 in the morning. The weather cleared up at daybreak. Sighted land ahead at about 8 leagues' distance. At 11h15 in the morning the sound showed 25 fathoms, bottom of sand and shells. At noon the depth was 23 fathoms, same bottom. At 8h00 in the evening we had 24 fathoms, bottom of sand and rocks. Sounded every half-hour from 8h00 until midnight. The depth varied from 22 to 32 fathoms. Then we had no ground with 90 fathoms of line. We hove to at midnight, port to windward. Latitude at noon: S. Longitude: E.

11 Messidor, Year 9 [30 June 1801].

NB: Henceforth the lack of instruments prevented me from making observations.

On departure from Timor

22 Brumaire, Year 10 [13 November 1801]

At 4h00 in the morning we prepared get underway. Heaved at the capstan at 4h30 and plucked the anchor. At 5h00 set the mizzen topsail and fore staysail, then worked at catting and fishing the anchor. At 5h30 we set the topsails. Set a course NW to clear Kupang Bay. The *Géographe* got under sail soon after us. The weather was fine all day, though the sky was cloudy. Light breeze, varying SE, NNW, W and SW. At noon, the NW extremity of Sand Island bore E11°N, distance 8 miles. The *Géographe* was abeam of us at midnight.

23 [Brumaire, Year 10, 14 November 1801]

Today the breeze was light and almost constantly southwesterly. Fine weather, calm sea, cloudy sky. At 4h00 we chapelled the ship. As the Commander had gone on the other tack, we also went about. Latitude at noon: 9°55'S, as observed. Longitude: 121°11'E, estimated. At noon we passed astern of the *Géographe*. We were ordered to set a southerly course, but the wind did not enable us to proceed in that direction. One of our master's mates, who had been ill for a long while, died at noon. We informed the *Géographe* of this event.

24 [Brumaire Year 10, 15 November 1801]

Fine weather, calm sea, light airs varying from WSW to S and SE. At 5h30 in the morning we went about so we could be on the same tack as the *Géographe*. At 1h30 in the afternoon, the Commander signalled a course SSW. At 5h00 we tightened the auxiliary sling rope on the mizzen yard. Latitude at noon: 9°38'31"S, as observed. Longitude: 120°15'46"E according to chronometer No. 31.

25 [Brumaire Year 10, 16 November 1801]

Fine weather, light southeasterly airs. On course SSE, under full sail. At 7h45 this morning, the Commander signalled the news that one of his crew had died. At noon our lookouts sighted the island of Savu. We immediately hailed this information to the *Géographe*, which at the time was very close abeam and to windward of us. At 1h00, the Commander signalled a course S^{1/4}SW. At 4h00 the island of Savu bore SE on the compass and the island of Benzouard [?], also in sight, bore S7°W. At 8h00 we took the first reef in the topsail. The horizon was cloudy. Latitude at noon: 10°2'S, as observed. Longitude: 119°50'15"E according to chronometer No. 31. At 8h30 this morning I found that the compass variation was 0°7'40"NW.

26 Brumaire, Year 10 [17 November 1801]

The weather remained fine all afternoon, with a light southeasterly breeze. On course SSW. At daybreak, the small island of Benzouard was about three leagues abeam of us, on the port bow. At 6h15 our lookouts sighted the island of New Savu; we bore away a little to pass to leeward of it. The island bore S30°W on the compass. Savu and New Savu are lying SW^{1/4}S and NE^{1/4}N. I estimate the distance between these islands to be 15 leagues. Benzouard and New Savu are lying SW^{1/4}W and NE^{1/4}E. I estimate the distance to be 12 leagues. Latitude at noon: 11°4'55"S, as observed. Longitude: 119°20'E, estimated. At 9h00 this morning I found that the compass variation was 1°6'NW.

27 [Brumaire, Year 10, 18 November 1801]

Light airs from S-SSE. On course WSW, under full sail. During the afternoon we worked at stowing the anchors after having unbent them from the cables. The Commander signalled the death of one of his crew. We were in hailing contact with the *Géographe*. Latitude at noon: 11°34'S, as observed. Longitude: 118°0'E according to chronometer No. 31.

28 Brumaire, Year 10 [19 November 1801]

The weather remained fine all day, with an agreeable breeze varying from S-SW and a very calm sea. Our sailmakers inspected and repaired some of our spare sails. Latitude at noon: 11°30'26"S as observed. Longitude: 117°4'30"E according to chronometer No. 31.

29 [Brumaire Year 10, 20 November 1801]

Fine weather, calm sea, light southwesterly airs. At 4h00 in the morning, the Commander was a long way astern of us. We went on the other tack to join up and at 5h00 were abeam of him. We asked whether he planned on remaining on the same tack, and having received his reply we again went on the port tack. At 8h00 the *Géographe* went about. We wore ship, after having missed stays twice. On course SSE. Latitude at noon: 11°34'42"S as observed. Longitude: 116°23'20"E according to chronometer No. 31.

30 [Brumaire, Year 10, 21 November 1801]

Fine weather, calm sea, light southwesterly swell. Light southwesterly airs. On course, close-hauled under full sail. The corvette's poor sailing qualities constantly obliged us to have some of the jibs and staysails hauled down. Latitude at noon: 12°21'44"S as observed. Longitude: 116°53'15"E according to chronometer No. 31.

1 Frimaire [22 November 1801]

Moderate breeze, varying frequently from SW to W^{1/4}NW. The slight southwesterly swell evident in the morning had almost completely disappeared by evening. We unbent and replaced the mainsail, foresail, spanker and fore topsail. Latitude at noon: S. Longitude: E.

2 [Frimaire, Year 10, 23 November 1801]

Fine weather, calm sea, steady light airs varying from W^{1/4}NW to SSW. During the day we changed the main and mizzen topsails. The Commander signalled the death of one of his crew. He ordered us to set a course SW^{1/4}S as soon as the wind allowed - it was midnight before we were able to do so. Note: During the day we saw some frigate birds and tropicbirds. Latitude at noon: S. Longitude: E.

3 [Frimaire, Year 10, 24 November 1801]

Calm sea, very fine weather, light breeze variable from NW to SW. Under full sail, sailing as close as possible to the course ordered yesterday by the Commander. Saw some tropicbirds, frigate birds and sharks. The corvette making a lot of leeway and very slack in coming on to the wind. Latitude at noon: S. Longitude: E.

4 [Frimaire, Year 10, 25 November 1801]

Fine weather, calm sea. Light and variable breeze from W-WNW and SW. At 6h00 in the morning, the Commander signalled a course SW. At 8h00 we lost Hubert, one of our best sailors, who had been suffering from a haemorrhage for some time. Our chief surgeon Bellefin performed an autopsy and discovered that Hubert had a large deposit in the liver and right lung, resulting from a fall during our time in Shark Bay. The death was signalled to the Commander. Latitude at noon: S. Longitude: E.

5 [Frimaire, Year 10, 26 November 1801]

Fine weather, calm sea. Light breeze, blowing steadily from WNW and SW. The corvette still very slow in coming on to the wind, and still making a lot of leeway. During the morning, one of our sailors, Yves le Bouru, died from dysentery and high fever. Signalled this event to the Commander. At 8h30 the Commander, who hailed us twice, asked Captain Hamelin to suggest ways in which the Naturaliste could be (Frimaire, Year 10) prevented from making as much leeway as it had since departure from Timor. At 7h00 in the evening we and the Géographe went on the other tack and set a course WNW. Latitude at noon: 16°14'S, as observed. Longitude: 118°6'E according to chronometer No. 31, and 118°11'E, as observed by St Cricq.

6 [Frimaire, Year 10, 27 November 1801]

Continuing fine weather, with a light southwesterly breeze. On course, sailing close-hauled under full sail. Worked in the hold at trimming the ship by the head. Latitude at noon: S. Longitude: E.

7 [Frimaire, Year 10, 28 November 1801]

Continuing fine weather and calm sea. Steady breeze from SW and S. Continued to work on trimming the corvette by the head, to make it more responsive when coming on to the wind. It is already very apparent that this work has had some effect. At midnight, chapelled the ship, letting it go full circle. Latitude at noon: S. Longitude: E.

8 Frimaire, Year 10 [29 November 1801]

Fine weather and reasonably calm sea during the day. The wind changed several times between SW and S. It freshened a little in the early afternoon, but was very light towards evening. Continued working in the hold. Latitude at noon: S. Longitude: E.

9 [Frimaire, Year 10, 30 November 1801]

Same weather. At 7h00 in the morning we wore ship, after having missed stays. The Commander also changed tack. At 1h00 in the afternoon we went back on the starboard tack. The breeze was moderate, varying between S^{1/4}SW and SW. Continued working in the hold, shifting the weight forward. Saw some tropicbirds and many flying fish. Latitude at noon: S. Longitude: E.

10 [Frimaire, Year 10, 1 December 1801]

Same weather. This morning at 6h00 we signalled the Commander for permission to send over a dinghy. This was granted, so we hove to at 7h00 and the stern dinghy was hoisted out and despatched to take a side of beef over to the Commander. I took advantage of this boat to make a brief visit to the Géographe. At 8h30, with the dinghy back and hoisted in, we filled and put on full sail. The wind was mainly from SSW and S, though it veered briefly to SSE. (Saw some tropicbirds.) Sea running a slight swell. I noticed today and yesterday that the corvette was making as much leeway as when we began shift the weight forward. It is also making less headway, and with today's swell I am finding that (Frimaire, Year 10) the pitching is harsher than previously. All of which leads me to believe that we are now too much by the head and that the reason for our leeway is the loss of way, which itself is a consequence of incorrect trim. Note: Our spare sails have been placed forward to take the strain off the orlop decking. Latitude at noon: S. Longitude: E.

11 [Frimaire, Year 10, 2 December 1801]

Same weather. At 3h30 in the morning, we chapelled ship, letting it go full circle. Moderate breeze from S-SW and SSE. Sea running a slight swell. Latitude at noon: S. Longitude: E.

12 [Frimaire, Year 10, 3 December 1801]

Same weather. Moderate breeze in the morning, from S^{1/4}SW and S^{1/4}SE. It freshened in the afternoon, blowing from SSE and S. Furled the same⁴⁶ sails. Sea rough, with the ship pitching and making a lot of leeway. The orlop decking above the aft storeroom having been completely crushed by spare sails, it was⁴⁷ dismantled and the beams were found to be totally rotten and unserviceable. (They were already in a parlous state when we left Le Havre, but it had been decided not to replace them - I do not know why.)

13 [Frimaire, Year 10, 4 December 1801]

The sea has become quite rough, with moderate to strong breeze from SSW and SSE. Cloudy sky, dark weather. We stowed the spare sails on flooring mounted on barrels in the aft storeroom. Latitude at noon: S. Longitude: E.

14 Frimaire, Year 10 [5 December 1801]

Weather reasonably fine; sky cloudy. Sea rough; moderate and gusty breeze from S-SSE. Since stowing our spare sails aft the ship has been steering better and making more headway, but the pitching is still a little rough. Sighted one of the birds known as frigates. Latitude at noon: S. Longitude: E.

15 [Frimaire, Year 10, 6 December 1801]

Moderate and gusty breeze from S-S^{1/4}SE. Rough sea, cloudy sky. Latitude at noon: S. Longitude: E.

16 [Frimaire, Year 10, 7 December 1801]

Fresh south-southeasterly breeze. Rough sea, cloudy sky. At 1h00 in the afternoon we struck down our topgallants. At 3h00, the Commander signalled a course SSW. Latitude at noon: S. Longitude: E.

17 [Frimaire, Year 10, 8 December 1801]

Fresh southeasterly breeze, rough sea. Cloudy sky. We rigged the main topgallant, then set it and hauled it to half-mast. Worked in the hold to lighten the forward part of the ship so that the pitching would be gentler. The weight was transferred amidships. Latitude at noon: S. Longitude: E.

18 [Frimaire, Year 10, 9 December 1801]

Same breeze as yesterday; the sea still quite rough. Cloudy sky. At 4h00 in the afternoon the tye of the standing jib halyard failed. The damage was repaired by 5h00. Rigged the fore topgallant. Latitude at noon: S. Longitude: E.

19 [Frimaire, Year 10, 10 December 1801]

Fresh southeasterly breeze. Sky cloudy, sea running a swell. At 6h00 the standing jib parted. We unbent and replaced it. The flying jib boom was struck down. Continued the work started the day before yesterday in the hold. At 7h30 in the evening the starboard sheet of the main topgallant failed. Latitude at noon: S. Longitude: E.

⁴⁶ "Mêmes" in the French text is unclear in this context.

⁴⁷ "Etre" in the French text has been taken as "été."

20 [Frimaire, Year 10, 11 December 1801]

Moderate breeze, variable from SE-ESE. Sky cloudy, sea running a slight swell. At 9h00 the topgallant port sheet and bowline failed. Everything was rapidly repaired. At noon, the Commander signalled a course S^{1/4}SW. Sighted a cape pigeon. Latitude at noon: S. Longitude: E.

21 [Frimaire, Year 10, 12 December 1801]

Moderate breeze, variable from ESE-SE. The sea running a swell. The ship's pitching is very gentle. At 10h00 in the evening the topgallant staysail halyard failed. Latitude at noon: S. Longitude: E.

22 Frimaire, Year 10 [13 December 1801]

Fine weather, calm sea, fresh southeasterly breeze, varying to ESE and SSE. Sighted a petrel. Latitude at noon: S. Longitude: E.

23 [Frimaire, Year 10, 14 December 1801]

Same weather, fresh breeze. Latitude at noon: S. Longitude: E.

24 [Frimaire, Year 10, 15 December 1801]

Overcast weather, calm sea. Moderate breeze, variable from SE to S and ESE. At 2h00 in the afternoon we signalled the Commander to request that he send over his chief surgeon. The Commander passed astern, stood off to leeward and hove to. We had already done the same. Our stern dinghy went over to the *Géographe* and brought back Citizens Larridon, the chief surgeon, and Péron, zoologist, who came over to consult with our chief surgeon regarding the illness of Citizen Levilain, zoologist. At 3h45 Citizens Larridon and Péron returned on board the *Géographe*. When the dinghy returned and had been hoisted in for caulking, we filled and put on full sail. The changes made to this point in our trim have had the most beneficial effect on the corvette's sailing qualities. Its pitching is extremely gentle and it is steering very well. Latitude at noon: S. Longitude: E.

25 Frimaire, Year 10 [16 December 1801]

Overcast weather, with light breeze varying from ESE -SE. Calm sea. Latitude at noon: S. Longitude: E.

26 [Frimaire, Year 10, 17 December 1801]

Reasonably fine weather, but with a cloudy sky; breeze from SE-SW, moderate in the day and fresh during the night. At 12h30 in the afternoon the *Géographe* went on the other tack; we did likewise. At 1h00, the Commander signalled a course SSE. At 1h30 he cancelled this order and signalled a course ESE. Finally, at 3h45 we were ordered to set a course SE^{1/4}E. At 5h00 we were in hailing contact with the *Géographe*. Latitude at noon: S. Longitude: E.

27 [Frimaire, Year 10, 18 December 1801]

Fresh breeze from SW-S^{1/4}SW, sea a little rough. Overcast sky. At 3h30 we took two reefs in the mizzen topsail and at 11h00 we unrigged the topgallants. Rigged them again at 5h00 in the evening. Latitude at noon: S. Longitude: E.

28 [Frimaire Year 10, 19 December 1801]

Wind varying from SSW-SSE by the south. Fine weather, sea running a swell. At 10h00 in the morning we clewed up the main topsail for repairs. At 11h00 chapelled ship, letting it go

full circle. Hove to at 11h45. The small dinghy was hoisted out to run aft, then placed on its hoist. Latitude at noon: S. Longitude: E.

29 Frimaire, Year 10 [20 December 1801]

Wind from S^{1/4}SW-SW. Fine weather, sea running a slight swell. We took some strain off the gaff peak. Latitude at noon: S. Longitude: E.

30 [Frimaire, Year 10, 21 December 1801]

Moderate breeze from the same quarters as yesterday; sea running a swell. Latitude at noon: 30°19'S, as observed. Longitude: 103°23'E according to chronometer No. 31.

1 Nivôse [Year 10, 22 December 1801]

Cloudy sky, squalls and rough sea. At 7h00 in the evening the starboard backstay of the main topmast failed; the damage was repaired immediately. Citizen Le Villain, the zoologist, died at about 10h00 in the evening. He had been ill with dysentery for some time. Latitude at noon: 30°31'S. Longitude: 106°21'E (both estimated).

2 [Nivôse, Year 10, 23 December 1801]

Cloudy sky, fresh breeze from S^{1/4}SW-S^{1/4}SE. The sea running a swell. At 6h00 in the morning we tightened the main topmast backstays. At 8h10 Le Villain's body was consigned to the sea. At 2h00 in the afternoon we unrigged the topgallants. At 8h00 the leeward mizzen topsail sheet failed. We immediately worked to repair this damage. Latitude at noon: 30°3'S, as observed. Longitude: 107°55'E, estimated.

3 [Nivôse, Year 10, 24 December 1801]

Cloudy sky, rough sea, fresh breeze from SE-SE^{1/4}E and SSE. At 6h00 in the evening, the Commander signalled a course SE^{1/4}S. Latitude at noon: 31°9'S, as observed. Longitude: 108°42'E according to chronometer No. 31.

4 Nivôse [Year 10, 25 December 1801]

Cloudy sky, sea reasonably calm, moderate breeze from SE-S. At 7h00 in the morning, rigged the topgallants. At 11h15 in the evening took the second reef in the mizzen topsail. Latitude at noon: 31°25'S as observed. Longitude: 107°10'E, estimated.

5 [Nivôse, Year 10, 26 December 1801]

Cloudy sky, sea calm at first but becoming rougher towards evening; wind variable from S-SSE and SSW. The *Géographe* went on the other tack at 5h00 in the morning, and we did likewise. At 9h30, the Commander ordered a course SE. At 4h00 in the afternoon we repaired the main topgallant bowline, which had broken. At 5h30, course was signalled SSE should the wind veer aft. Latitude at noon: 31°55'S, estimated. Longitude: 106°48'E, also estimated.

6 [Nivôse, Year 10, 27 December 1801]

Same weather. The wind varied several times from S-SE^{1/4}S. At 8h30 in the evening, we went about, as did the Commander. Latitude at noon: 31°39'S as observed. Longitude: 108°19'E, also as observed.

7 [Nivôse, Year 10, 28 December 1801]

Same weather. Wind from SSE-ESE and S. Saw many petrels. Latitude at noon: 31°54'S as observed. Longitude: 107°46'E according to chronometer No. 31. NO. 173

8 [Nivôse, Year 10, 29 December 1801]

Overcast sky, with fog up until noon, when the weather fined up. Breeze almost calm or very light, varying to all points of the compass. At midnight it was from SW^{1/4}S. At 3h15 in the morning, chapelled ship, letting it go full circle. At 7h00 the large dinghy was placed in the longboat and the flat-bottom put on the gratings to be repaired. (Nivôse, Year 10.) At 7h30 in the morning the *Géographe* wore ship; we did likewise. At 10h30 chapelled ship, letting it go full circle. Latitude at noon: S. Longitude: E.

9 [Nivôse, Year 10, 30 December 1801]

Overcast weather, sea running a swell. At 12h20 in the afternoon both ships went on the other tack. At 8h15 in the evening, took the second reef in the mizzen topsail. Latitude at noon: S. Longitude: E.

10 [Nivôse, Year 10, 31 December 1801]

Calm sea, cloudy sky; southeasterly breeze. At 6h00 in the evening, hailed the Commander. Latitude at noon: S. Longitude: E.

11 [Nivôse, Year 10, 1 January 1802]

Cloudy sky, calm sea, breeze from SE-S^{1/4}SW. At 6h30 in the morning we chapelled the ship, letting it go full circle. Went on the other tack at 1h30 in the afternoon, as did the *Géographe*. Sold off the personal effects belonging to the deceased Bourgeois, Savary and Le Villain. Latitude at noon: S. Longitude: E.

12 [Nivôse, Year 10, 2 January 1802]

Fine weather and calm sea. At 10h00 in the morning we rechecked the mizzen topmast and tightened the shrouds and backstays. At 1h45, the Commander signalled a course SE. At 2h00 he (Nivôse, Year 10) hove to. Twenty minutes afterwards, he filled the sails again. At 5h30, having noticed that the *Géographe* was on a course ESE, we steered in the same direction. Latitude at noon: S. Longitude: E.

13 [Nivôse, Year 10, 3 January 1802]

Variable weather, with a cloudy sky and wind from S^{1/4}SW to W via N. At 3h00 in the afternoon we took two reefs in the fore and mizzen topsails, and one in the main topsail. At 5h30 shook out one reef in the fore topsail. The Commander signalled that we should set a course SE^{1/4}S at 8h00. At 10h00 the studding-sail boom of the starboard fore-yard broke, because as the studding-sails were being struck, the fore topsail studding-sail tack was let go amain, too early. Latitude at noon: S. Longitude: E.

14 [Nivôse, Year 10, 4 January 1802]

Squally weather, overcast sky, rough sea, fresh to strong westerly breeze. At 4h30 in the morning we altered course to E^{1/4}SE, following the Commander. At 3h00 in the afternoon we unrigged the topgallants. At 5h00 we were ordered to set a southeasterly course. Saw a whale. Latitude at noon: S. Longitude: E.

15 [Nivôse, Year 10, 5 January 1802]

Clew up the main topsail for repairs at 1h00 in the afternoon, and then set it again at 3h00. At 5h00 clew up the mainsail for repairs, then set it soon afterwards. Squally weather all day, with an overcast sky and fresh and gusty breeze, variable from W-SW. Latitude at noon: S. Longitude: E.

16 Nivôse, Year 10 [6 January 1802]

Fine weather, cloudy sky, sea running a swell and moderate breeze from SW, W and WNW. This morning at 10h00 we sighted some clumps of seaweed, an albatross and some petrels. At 7h20 in the evening we brought to, waiting for the *Géographe*. Filled again at 8h00; saw many bonitoes⁴⁸ and albatrosses. Latitude at noon: S. Longitude: E.

17 [Nivôse, Year 10, 7 January 1802]

Very changeable weather, with occasional squally rain. The sea running a swell. At 2h30 the main topsail tye failed; we repaired it immediately. Saw some petrels and clumps of seaweed. Latitude at noon: S. Longitude: E.

18 [Nivôse, Year 10, 8 January 1802]

Almost continuous squalls. Sky overcast, intermittent rain. Fresh breeze from WNW and WSW. At 2h30 the starboard main topsail sheet failed. It was repaired. At noon, the Commander signalled a course ESE. At 6h30 in the evening we unrigged the topgallants. Latitude at noon: S. Longitude: E.

19 [Nivôse, Year 10, 9 January 1802]

Fresh breeze from W, WSW and WNW. Changeable weather. At 4h00 in the morning we rigged the topgallants. Some squalls brought rain during the afternoon. Latitude at noon: S. Longitude: E.

20 Nivôse, Year 10 [10 January 1802]

Fresh breeze varying from WSW-WNW. Sky cloudy, sea rough. At 7h00 in the morning we changed the mizzen topsail and mainsail, and at 3h00 the main topsail and foresail. At 2h00 in the afternoon the Commander signalled a course E^{1/4}SE. Latitude at noon: S. Longitude: E.

21 [Nivôse, Year 10, 11 January 1802]

Overcast sky, squally and foggy weather. Fresh north-westerly breeze. Sea rough. At 10h00 in the morning we inspected the sails that had been unbent yesterday. All were useless except the foresail, which was considered to be serviceable after it has been repaired. Unrigged the topgallants at 1h00 in the afternoon. At 5h30 the fore topgallant sail was rigged in place of the main. A little rain fell intermittently. Latitude at noon: S. Longitude: E.

22 [Nivôse, Year 10, 12 January 1802]

Cloudy sky, squally weather, fresh breeze from NW-W and WNW. Intermittent rain. At 6h30 in the morning, the Commander hoisted the signal to bend the cables to the anchors. At 11h00 in the morning the starboard studding-sail boom on the foresail yard broke. Most of the watch was occupied in bending the cables, and the lower studding-sail was not furled as quickly as was done aboard the Commander, when a squall struck. At 4h00 in the afternoon the topgallant was unrigged. At 10h00 the *Géographe* hove to and soon afterwards we did the same. Latitude at noon: S. Longitude: E.

23 Nivôse, Year 10 [13 January 1802]

Squalls, with intermittent rain. Moderate breeze. At 2h00 in the morning, rigged the topgallants. At 3h50 we sighted land to the north-east; signalled the bearing to the Commander. At 7h15 South-West Cape bore true north at an estimated distance of 4.5 miles.

⁴⁸ "Bouittes" in the French text has been taken as "bonites."

We passed to the south, very close to Mewstown and stood in at a moderate distance from the coast so as to round the cape to its south. At 12h30 in the afternoon we hailed the Commander, who ordered us to proceed ahead of him and to attempt to enter the D'Entrecasteaux Channel. Arrival at Van Diemen's Land. We saw some natives at the southern extremity of Recherche Bay, making their way between the rocks that lie on the western part of the southern entrance to the D'Entrecasteaux Channel. We inadvertently found ourselves very close to these same rocks, and the fear of not finding the passage between them made the Captain decide to give them a wide berth on the port side and to set a course to enter the middle of the channel. After having stood out to sea a little way, we bore away for Cape Bruny, and then headed for the anchorage in Great Cove [*Great Taylors Bay*]. We dropped anchor there at 14h15⁴⁹ in the afternoon, in 28 fathoms water over a bottom of black mud. The *Géographe*, which had been following us all this time, came to anchor half an hour after us. We sought permission from the Commander to hoist out our longboat and to send a dinghy over to his ship. This was all agreed. Note: We sent a dinghy off to do some fishing. Position of the anchorage (as corrected): northern tip of Partridge Island bearing W1°S; middle of Huon Island at E9°S; middle of LaHaye Island at W43°N.

24 Nivôse, Year 10 [14 January 1802]

The boat we had sent fishing yesterday did not have any luck - not a single fish was caught. At dawn the longboat was sent off to find a watering place, firstly in Port Esperance and then in Port Cygnet and the Huon River. The longboat was commanded by Citizen Midshipman Breton. Citizens Faure, the geographer, Bailly, the mineralogist and I went along to reconnoitre the countryside and in the hope of making contact with the natives. Port Esperance provides very safe and convenient shelter for any ships that might wish to anchor there. The longboat inspected the first stream on the left when entering the port. It was dry at the time, but it seemed to me that in some seasons of the year it should provide sufficient to complete a ship's water without any problem whatsoever. I walked up this river-bed for about half an hour and succeeded in finding fresh water, but it was too far from the shore to be practical as a watering place. I saw several native fireplaces, with scattered remnants of shellfish and crayfish which no doubt the natives had eaten. I also saw two or three huts they had built. They consist of several pieces of wood planted into the ground and very roughly interwoven. This framework is covered with bark from a resin tree that seems to be very common in this country. I believe that the natives build these huts (Nivôse, Year 10) very quickly and use them as temporary shelter when they are travelling and need to rest and eat. These small houses would be built with greater care and would be more robust if they were meant to be long-term places of residence. After having inspected a second stream on the western shore near the port entrance, the longboat set off for Port Cygnet, where we spent the night. I disembarked at about 4h00 in the afternoon and learned that some of the *Géographe's* crew had disembarked from their longboat at the same spot, about two hours previously. I was told that the officer commanding the longboat and several of the *Géographe's* naturalists had made contact with the natives and were at that very moment walking with them in the woods. My colleagues and I set off to try to meet up with our comrades from the *Géographe*, and it did not take us long to find them. We saw five natives with them, who seemed very happy with their new acquaintance with these five persons. One of the natives was quite old and had a white beard, although it was too short not to have been cut only a few days ago. Two of the others were young men of about 25 or 30 years of age. One had tattoos on various parts of his body and his (Nivôse, Year 10) hair was covered with a sort of yellow ochre. This man's ridiculous hairstyle was really laughable. However I noted a strange parallel between

⁴⁹ "44h15" in the French text has been taken as "14h15."

him and our “elegant gentlemen” in France who, after having rubbed their heads with a little fat, cover it with flour. On this point there is really little difference between a civilised people and one that is as little civilised as the inhabitants of Van Diemen’s Land appear to be. Some might perhaps draw the conclusion that the custom of covering one’s head with a little dust is one of the most natural, perhaps even the oldest custom there is. The fourth person in the group was a woman of about 21 to 21⁵⁰ years of age, whose demeanour and features were by no means disagreeable. The last person was a young boy of about 14 or 15 years of age. I gave these natives gifts of some knives, mirrors, glass beads, etc, all of which was received with great expressions of satisfaction. Among other things, they admired a tricolour plume, which elicited shouts which appeared to be shouts of joy. These natives were soon quite familiar with us. Some of them came over and searched through our pockets, but if they discovered something we did not wish them to have, they immediately returned it to us without any apparent reluctance, and continued (Nivôse, Year 10) searching for something else. One of our company, who had started to sing, was applauded by unrestrained shouting and laughter. The sound of our firearms seemed to astonish them greatly. As we planned to cross a small cove to a place where we intended to set up our small camp, we invited the natives to accompany us. They initially seemed to accept this proposal with pleasure and they all went down to the water’s edge and, with the exception of the old man, got into the longboat. However, just as the boat was to pull off the old man who had remained ashore began to speak and immediately all of the natives disembarked, remaining at the water’s edge until we were a good distance out to sea. These inhabitants were light black in colour. It seems that the custom of blackening their skins with coal dust is widespread, at least if I am able to judge from the small number of natives I have seen. They have frizzy hair and regular-shaped faces. They live almost naked, simply covering their shoulders with an animal skin - said to be the kangaroo. Their food seems to consist of fish and (Nivôse, Year 10) shellfish, although I have seen quadruped bones near some of their fireplaces, which I believe justifies me in thinking that they eat flesh. After having reached the place where we were to camp for the night, some of the gentlemen from the *Géographe* and I went for a walk along the coast to try to discover fresh water. We came across several small streams with quite deep beds, but there was not much water. However, I believe that in another season they could provide reasonably substantial and convenient watering places. We saw many huts or shelters like the ones I have already mentioned. All this part of the coast is extremely well wooded, and the trees seemed to me to be suitable for naval construction, notably for masts.

25 [Nivôse, Year 10, 15 January 1802]

The two longboats set off at daybreak to proceed deep into Port Cygnet. We inspected several coves or bays, searching for fresh water, but without finding any - it is true that we did not set foot on land during this time. (Nivôse, Year 10) As we approached the extremity of the port we saw a great number of swans and killed a few of them - good specimens. A bank of soft mud prevented the boats from going as far as we had planned. The layout of the hills led us to believe that there would certainly be fresh water at the port extremity, so we put ashore and continued walking along the beach. We found a small river with excellent fresh water. We sighted many small fish about half a league from the mouth. For boats to be able to reach the watering place, it would be necessary to dig a channel through the mud bank at the mouth so that small boats could get close to the freshwater spring - otherwise the work required to enable water casks to be rolled to the site would be extremely long and arduous. This river would be very convenient and its full utility could be realised if a settlement were to be founded at Port Cygnet. ~~[illegible]~~—The soil here seemed to me to be of the highest quality,

⁵⁰ Sic. The French text may need checking.

and the vegetation extremely robust.⁵¹ Our longboats set off to return to the ships, since it was by then 5h00 in the evening and the shortage of supplies prevented us from going into the Huon River as we had wished.

26 [Nivôse, Year 10, 16 January 1802]

Our longboat arrived back alongside at 3h00 in the morning. (Nivôse, Year 10). Citizen Faure, the geographer, set off in the large dinghy to take soundings in the large cove. The longboat was despatched to cut wood on Partridge Island. Variable weather. At 4h00 in the afternoon there was a very strong squall, with strong gusts from W and WNW. We struck down out topgallant yards. This morning I measured the ship's draught at 11 feet 11 inches aft and 10 feet 10 inches forward - a difference of 1 foot 1 inch. The large dinghy and longboat returned alongside towards evening.

27 [Nivôse, Year 10, 17 January 1802]

At 5h00 in the morning, the Commander signalled the order to prepare to get underway. We heaved on the anchor, but once we were apeak the anchor cable messenger failed, obliging us to use another cable as messenger. The [?]⁵² on the cable block had not been sufficiently strengthened and it broke; the anchor, which had been aweigh, went to the bottom again. We immediately relashed it, and by 9h00 the anchor had been catted. Got under sail at 9h15 and sailed eastwards through the D'Entrecasteaux Channel. When we were abeam of Green Island we began to beat to windward. At 2h15 we dropped the starboard anchor in 7.5 fathoms water, over a muddy bottom. Bearings taken at the anchorage: the middle of Green Island at N22°E; Riche Point at S33°E, corrected. Worked at transferring our bower anchor to port.

28 Nivôse, Year 10 [18 January, 1802]

In the morning we veered out 800 fathoms of cable so we could warp the ship. After having weighed our bower anchor we heaved on the hawser until we were apeak over the kedge anchor. Then we dropped the bower. Riche Point bore S30°30'E on the compass. Cape Legrand bore N9°W. At 3h30 in the afternoon we set the topsails, but since the breeze had freshened we were obliged to pay out 50 fathoms of cable. Got underway at 5h30, under topsails, jibs and staysails. Dropped anchor at 8h00 at the entrance to North-West Port. Mooring bearings: Cape Gicquel at S25°W; Cape de la Sortie at N54°E; Cape Legrand at S12°W on the compass. Saw many fires onshore.

29 [Nivôse, Year 10, 19 January 1802]

The large dinghy was sent under Citizen Sub-Lieutenant Hérisson's command to look for a watering place in North-West Port. None was found. The longboat went off to cut wood on Cape Gicquel, and did not return until evening. The *Géographe* dropped anchor near us. Saw many fires onshore.

30 [Nivôse, Year 10, 20 January 1802]

Cloudy sky, squally weather, gusty breeze from WNW, bringing rain. At 4h45 in the morning the longboat was sent ashore to cut wood. The large dinghy, with provisions for 4 days, was despatched under the command of Citizen Midshipman Breton to look for a convenient watering place in the North [*Derwent*] River. The dinghy had two small cannon and small arms for its defence. At 2h00 in the afternoon a reasonably strong gust made us drag our anchor. Paid out 12 fathoms of cable to starboard, and soon afterwards let go (Nivôse, Year

⁵¹ "Rigoureuse" in the French text has been taken as "vigoureuse."

⁵² "Guillette" in the French text is not clear.

10) the port anchor. Struck down the topgallant yards and housed the topgallant masts. The longboat returned loaded with firewood, which was immediately stowed on board. Saw many fires along the coast.

1 Pluviôse [21 January 1802]

Weighed our two bower anchors successively for inspection. The small bower was dropped again in 30 fathoms, muddy bottom. Paid out 80 fathoms of cable. Mooring bearings: Cape Legrand at S13°W; Cape Gicquel at S61°W; Cape de la Sortie at N45°E. on the compass. The captain set off in the longboat to look for a watering place. He found a small and not very convenient spring, but returned with a large number of oysters, which were distributed to the crew.

2 [Pluviôse, 22 January 1802]

Received orders from the Commander to warp the ship deep into the port. Heaved on the cable at 8h00 and at 9h30 - after we had first dropped a kedge with 800 fathoms of line - the anchor was aweigh. Began hauling on the warps at 11h00. At 1h15 we were apeak on the kedge, so we dropped the bower. At 5h30 we weighed the bower and got underway under the mizzen topsail and staysails. At 6h15 we dropped anchor in 16 fathoms water, over a muddy bottom. The *Géographe* was to seaward of us, about three cables' length away. Bearings at the mooring: Cape Gicquel at S22°E; Cape de la Sortie at E6°N, uncorrected.

3 Pluviôse, Year 10 [23 January 1802]

Moored E-W during the morning, using a kedge anchor. We had 70 fathoms of cable to port and 110 fathoms of hawser on the small bower anchor. At 7h00 in the morning our longboat set off to complete our water in a watering place found by one of the *Géographe's* boats, deep in North-West Port. (note: at 7h00 in the morning the large dinghy, with 15 days' provisions, set off under the command of Citizen Faure, the engineer-geographer, to inspect Frederick Hendrick Bay). Ship's draught as measured this morning was aft, 11 feet 11 inches, forward 11 feet 2 inches - a difference of 9 inches.

4 [Pluviôse, 24 January 1802]

At 6h00 in the morning, Citizen St-Cricq took ashore various astronomical instruments for the observatory that had been established [illegible] in the port, so that observations could be carried out to adjust our chronometers. Unreeved the sheets and tacks on the courses. Fresh and gusty breeze, variable from SW-W.

5 [Pluviôse, 25 January 1802]

The longboat returned at 6h00 this morning with 15 casks of water, which were stowed in the aft storeroom. At 7h15 it set off again with a double load of casks and 6 workers, who were to remain ashore and fill the extra casks while the longboat was away.

6 [Pluviôse, 26 January 1802]

Fresh northeasterly breeze. Sent over a barrel of coal, a pick and the crate marked "Gardening No. 1" to the *Géographe*. Sickbay occupants spent some time ashore.

7 [Pluviôse, 27 January 1802]

The longboat arrived at 4h15 in the morning, bringing 16 casks of water. It was unloaded, and then sent off to weigh our kedge anchor and drop it SW of the bower anchor. At 6h30 a strong northwesterly wind broke our hawser. We paid out until we had 150 fathoms of line. The longboat took advantage of a fine period to retrieve the kedge anchor, but as it was unable

to haul tight using a broken hawser end, it left a buoy on the end after having unbent it, and returned alongside. It was then sent off again for more water. The wind varied from W-WNW, blowing in strong gusts. At 9h00 in the evening, we dropped the best bower.

8 [Pluviôse, 28 January 1802]

At 3h30 this morning, the longboat returned with 14 casks of water. After unloading, it returned to the watering place. Gusty wind from SW-NW by the west. Freshened the starboard cable.

9 [Pluviôse, 29 January 1802]

The longboat arrived at 4h00 in the morning with 15 casks of water, which were loaded on board. At 6h00 it returned to the watering place. We sent 12 bundled casks over to the *Géographe*. Unbent and repaired the main staysail. The master carpenter went ashore to cut some wood required for various pieces of work on board. Same winds as yesterday.

10 [Pluviôse, 30 January 1802]

Worked at securing a large anchor on the port side. Fine weather, light breeze varying all round the compass.

11 [Pluviôse, 31 January 1802]

The longboat returned with another load of water. It was sent back to the watering place again as soon as it had been unloaded. Cleared the cables, which had been fouled.⁵³ Almost calm.

12 Pluviôse, Year 10 [1 February 1802]

The longboat returned with a load of water, which was stowed. We sent the longboat ashore to get a load of wood, which was immediately stowed on board. At 3h00 in the afternoon the longboat was despatched to the watering place. The *Géographe* sent over some fish for our crew. Light breeze from WNW. Despatched the flat-bottom to do some fishing.

13 [Pluviôse, 2 February 1802]

The carpenters replaced the starboard hawsehole bolster. At 9h00 the flat-bottom returned with some fish, which were distributed among the crew. The large dinghy returned at 4h30 in the afternoon. Among other things, Citizen Geographer Faure had discovered that the land previously thought to be Abel Tasman Island was in fact attached to Van Diemen's Land by an isthmus. This was an interesting geographical point. The Captain returned with a good haul of oysters and fish, which were given to the crew. Fine weather, almost calm.

14 [Pluviôse, 3 February 1802]

Foggy and calm weather. At daybreak we swayed up the topgallant masts and then tightened their shrouds, stays and backstays. Our longboat returned at 10h30 with more water. It was unloaded and immediately despatched to retrieve our remaining casks, which were still ashore. Tightened the mizzenmast stays and set up the mizzen topmast. The large dinghy went ashore to look for some wood. The carpenters fitted serving to the port hawseholes. At 11h30 in the evening Citizen St Cricq returned from the observatory, bringing the various instruments he had taken ashore.

14 [Pluviôse, 4 February 1802]

⁵³ "Cabales" in the French text has been taken as "câbles."

Moderate E-SE breeze. Weighed the starboard anchor and paid out 100 fathoms of line on the port anchor. Our longboat returned at 12h30 in the afternoon, bringing 15 casks of water. As soon as it was unloaded it was hoisted in, as was the large dinghy.

16 Pluviôse [5 February 1802]

Prepared to get underway. Came apeak and set the topsails. Flat calm, then at 7h30 a moderate breeze sprang up from ENE. Paid out some cable and clewed up the topsails. Despatched a dinghy to do some fishing. It returned at 8h00, with fish that went towards the crew's rations.

17 [Pluviôse, 6 February 1802]

At 3h00 in the morning, a moderate north-westerly breeze sprang up, subsequently veering W, SW, W^{1/4} NW, W^{1/4}SE, WSW, SSW, SW, SSE and S, with some violent gusts. The temperature remained very high up to daybreak. At 5h00 we dragged the anchor, and paid out some cable. At 6h30 we struck our topgallant masts down on deck. At 7h30 we dragged the anchor a second time, so we dropped the best bower and bent another, larger anchor. The wind abated with nightfall. Saw an extraordinary quantity of fires onshore.

18 [Pluviôse, 7 February 1802]

Calm. When a light NNW breeze sprang up,⁵⁴ we weighed our anchors and sheeted the fore and mizzen topsails. But the calm returned and as the current was driving us inshore we dropped the best bower and remained apeak. Clewed up the topsails to the masthead. We found the cable end that had been [?] some days ago; it was caught in the port anchor. As the breeze had freshened a little we paid out 40 fathoms of cable, then a further 20 fathoms at 2h00, because the ship was dragging the anchor. The Commander signalled to us to follow his manoeuvre, so we struck the topsails and squared the yards. A boat that had been sent off fishing brought back a small quantity of fish.

19 [Pluviôse, 8 February 1802]

Flat calm. We worked to change the main topsail tye. Struck the studding sails and topgallant staysail (Pluviôse, Year 10). The flat bottom, which had been sent off fishing, returned with some fish.

20 [Pluviôse, 9 February 1802]

Calm. Unbent the royals⁵⁵ and topgallants. The topgallant yards and masts were stacked on the aft chains. The flat bottom brought us some fish and was sent off to catch some more. Hoisted out the large dinghy, which was despatched under the command of the botanist to find a particular tree. It returned at 8h30, without the tree. Hoisted in the dinghy. We also embarked a native canoe, which the large dinghy had towed back to the ship.

21 [Pluviôse, 10 February 1802]

Flat calm. A dinghy was sent off to do some fishing.

22 [Pluviôse, 11 February 1802]

Almost calm, though with some light airs from SSW, SSE and S. Foggy weather. A dinghy was sent off to do some fishing. At 4h00 in the afternoon we called over the chief surgeon from the *Géographe*.

⁵⁴ "Sortir" in the French text has been taken as "sentir."

⁵⁵ "Cacatouas" in the French text has been taken as "cacatois."

23 [Pluviôse, 12 February 1802]

Foggy weather, with occasional light rain. Light breeze, variable from SE-S.

24 [Pluviôse, 13 February 1802]

Fine weather, light breeze variable from S-SE and E.

25 [Pluviôse, 14 February 1802]

Fine weather. Light breeze from N-NNE-ENE. From 4h00 until 6h00 in the morning it was a moderate north-northwesterly. Got underway at 5h30 in the morning to clear the D'Entrecasteaux Channel. We spent a long time beating up between Cape Pierson and Cape de la Sortie, but as the current was against us we decided to anchor, and dropped the best bower at 9h00 in 19 fathoms, over a gravel bottom. Compass bearings: Cape Pierson at N15°E; Cape de la Sortie at N75°E; Cape Gicquel at S44°W.

26 Pluviôse, Year 10 [15 February 1802]

Breeze very variable. A boat was sent off to do some fishing.

27 [Pluviôse, 16 February 1802]

Fine weather up to 4h00 in the afternoon, when the breeze veered from NE to NNW, by the north. A light and very variable breeze prevailed from SSW-SW up until midnight. At 5h30 this morning we and the Commander got underway, but as the wind was against us we dropped anchor again at 6h30. A flat bottom, sent to take soundings, was forced to put in because of adverse wind and currents. In the afternoon we tightened the bowsprit bobstays and then the foremast shrouds and backstays. Weighed anchor and got underway at 6h45 this evening. Rounded the Cape de la Sortie and dropped anchor at 8h00 in 14 fathoms water. Compass readings: Cape de la Sortie at SSW; the southern extremity of Willaumez Island at E.

28 [Pluviôse, 17 February 1802]

Moderate breeze from SE-S and SSE. Got underway at 9h15 and at 9h30 went on the starboard tack, sailing close-hauled. Beat up all day to round the Tasman Peninsula. At noon, bearings were: course N4°30'E; Cape de la Sortie at W18°N; Cape Trobriant [?] at S1°E. Took numerous other bearings up to midnight to be sure of our position during the night.

29 [Pluviôse, 18 February 1802]

Breeze from S-SSW up to noon. Continued on course to round the Tasman Peninsula. At 10h15 we rounded the small Tasman Island by the south. Took soundings each half-hour throughout the night, up to 4h00 in the morning. (Pluviôse, Year 10). Coasted along the eastern coast of the Tasman Peninsula and then set a course to anchor off Oyster Bay. At 3h00 in the afternoon we sighted the *Géographe* at the anchorage. Dropped anchor at 4h15 to the south of the Commander, in 10 fathoms over a bottom of grey sand. Sent a boat to take sounding in a radius of a cable's length around the ship. It found a consistent ten fathoms, sandy bottom. Anchorage bearings: Cape Sarcelles at W43°30'S; the small island between Maria Island and Van Diemen's Land at N19°30'W.

30 [Pluviôse, 19 February 1802]

Fresh northerly breeze up to midnight, when it veered SE, still fresh. At 3h15 in the morning, Citizen Faure, the engineer-geographer, set off in the large dinghy to survey the Schouten Islands. At 6h00 Captain Hamelin set off in the small dinghy to survey Marion Bay. He

found the small bay that Tasman named Frederick Hendrick - which is not marked on the D'Entrecasteaux chart.

1 Ventôse, Year 10 [20 February 1802]

The Commander signalled the order to hoist out our longboat. It was immediately fitted out and provided with stores for three days. At 10h00 the Captain informed me that I was to survey a small part of the eastern coast of Van Diemen's Land. Following is the written order that he passed to me: (Ventôse, Year 10). "Voyage of Discovery, French Republic. Citizen Freycinet is hereby ordered to repair aboard the *Naturaliste's* longboat and to proceed forthwith to Cape Sarcelles, where he is to commence taking whatever bearings are required to establish the position of the islands, capes and headlands that he encounters between there and a point on the coast situated east-west of the most southerly of the Schouten Islands. He is then to return aboard ship as quickly as possible. He is not to permit any usage of the munitions that I have provided for ensuring his safety. The midshipman under his orders is to be responsible for rationing the supplies as well as for the compass, lead-line, log-line, etc. To guard against a sudden on-shore gust, he is to spend the night at least one league out to sea on a main tow-line if he has not found a sheltered anchorage before nightfall. On board the *Naturaliste*, this 1 Ventôse, Year 10. Signed, Captain Ed Hamelin." The longboat was ready by about 11h30 in the morning, and we shoved off at that time. I surveyed Cape Sarcelles and from there I coasted north, dropping anchor for the night close to (Ventôse, Year 10) the small rocky island between Maria Island and Van Diemen's Land.

2 [Ventôse, 21 February 1802]

Set off again at daybreak and continued my assignment along the coast. I found a small port, but a large mud bank severely restricts the space available to accommodate ships at anchor. Quite a lot of rivers and marshes flow into the port through a single mouth at its extremity. I dropped anchor for the night approximately west of the northern tip of Maria Island.

3 [Ventôse, 22 February 1802]

Continued on course up to the point fixed for completing my survey. Then set out promptly to rejoin the ship, coming alongside at about 6h00 in the evening.

4 [Ventôse, 23 February 1802]

Overcast sky. Almost continuous light rain. Almost calm - very light airs from N-NNW and ENE. Our flat-bottom went to look for oysters in Oyster Bay, and returned with a load at about 5h00 in the evening.

5 [Ventôse, 24 February 1802]

Overcast sky. Rain during the morning. Light breeze from NNE, NNW, S and NE up to 7h00 in the morning, when it veered SSE, SSE and SW, freshening to strong. It slackened towards sunset. Sea rough. At 8h00 the corvette dragged its anchor so we paid out line to a total of 130 fathoms.

6 [Ventôse, 25 February 1802]

Fine weather. Breeze initially from SW, veering thereafter to ENE, N and NNW. Set the jibs.

7 [Ventôse, 26 February 1802]

Fine weather, light wind from (Ventôse, Year 10) N, NNE and NNW. Inspected our small bower anchor during the morning, and then dropped it again in 13 fathoms water, over a sandy

bottom. Paid out 50 fathoms of line. Compass readings were then: Cape Sarcelles at S45°30'W; the small island between Maria Island and Van Diemen's Land at N18°0'W. Loosed the lower studding sails and topgallants. Citizen Faure (the geographer) returned from his mission to the Schouten Islands. He had found only a single island, and thus rectified the chart error that places several islands at this location. Part of the coast of Van Diemen's Land and Schouten Island is very indented, and from a distance out to sea appears to be a collection of islands. In the afternoon we swayed up the topgallant masts. At 4h00 the Commander signalled to us to hoist in the longboat and dinghies. We immediately set about executing this order. Crossed the topgallant yards.

8 [Ventôse, 27 February 1802]

Fine weather, calm sea. Light airs up to 2h00 in the afternoon, freshening to a moderate breeze varying frequently from S to N by the east. Got underway at 9h00 in the morning, as did the *Géographe*, and set a course to round Maria Island by the south. Our course since noon has been approximately east. At 4h00 in the afternoon, took the following bearings: southern tip of Maria Island at W29°N; middle of the small Tasman Island at S20°W. Sailed at a considerable distance from the *Géographe* during the night.

9 [Ventôse, 28 February 1802]

Light breeze from N-NNW. (Ventôse, Year 10.) On course, sailing close-hauled. Throughout the night the Commander kept a long way from us. Went on the other tack at midnight so as to follow the *Géographe*. Resumed the port tack at 8h00 in the morning. At noon, bearings were: southern extremity of Tasman Island at S47°W; NE extremity of Maria Island at N41°W. The wind freshened at around 9h00 in the evening, and the sky clouded over.

10 [Ventôse, 1 March 1802]

Overcast sky, sea running a swell. moderate breeze from N^{1/4}NW-NNE, by the north. Sailing on course, close-hauled. Rain in the middle of the day. Went about at 8h00 in the morning, as did the *Géographe*. Secured the small bower in the afternoon. At 8h00 in the evening the *Géographe* went on the port tack; we did likewise. Latitude at noon: S. Longitude: E.

No. 1 E.2⁵

Journal compiled by Lieutenant Louis Freycinet, commanding the schooner *Casuarina*. Months of Vendémiaire and Brumaire, Year XI. UU.

... Inform him during the day of the results of my consideration and of my final decision. I had not yet seen the *Casuarina*, which was anchored in Sydney Cove. I went on board to examine it. What I found was a small port schooner of about 30 tonnes, very poorly constructed and even more poorly fitted out. This vessel, which had originally been destined to be a cutter, was clearly much too short to be masted as a schooner. Its construction was so poor that, even at anchor in port, in perfect calm and without ever having been subjected to the stresses of the sea, it was making 5 inches of water a day and had to be pumped out every day. It is unquestionable that the *Casuarina* would sail very poorly and that navigation in her would be as difficult as it was uncomfortable. The positive way in which Mr Baudin had spoken to me left me in no doubt that if I refused the command of the *Casuarina* I would not attain the goal I had set myself. On the other hand, I considered it certain that Mr Baudin would allocate most of the geographical work to the *Casuarina* during the new expedition that he was about to embark on. I imagined that he would provide every facility and all possible means of properly carrying out this work to the captain of this ship. I admit that this consideration certainly tempted me. I had a keen desire to help guarantee the expedition's

success, and believed that I could succeed in doing so. These considerations decided me to accept the command of the *Casuarina*. When I went to present my reply to Mr Baudin, he informed me that he would write me a letter containing certain conditions which I would need to accept prior to receiving the order to take up my command. Following is a copy of that letter, which was handed to me on the morning of 1 Vendémiaire, Year XI [23 September 1802]: “In light of the report by Captain Hamelin, and at his request, I have decided, Citizen, to entrust to you the command of the *Casuarina*, so that you may be better able to develop your particular talents during the remainder of the voyage that we are to undertake together. As I am convinced that you will do everything in your power to justify the confidence I am placing in you on this occasion, I have had no hesitation in awarding you this honour, which however will not be confirmed until you have replied to this letter containing conditions that I propose as part of the duties you will need to perform. The only officer at your disposal on this ship will be Citizen Midshipman Brevedent. He will share your table but will be berthed forward, in the cabin constructed for him. Your crew will consist of a total of 14 men, and you will be provided with the best available. You are under no circumstances whatever to make any changes to the ship’s current trim and distribution. If in due course you consider this is necessary, you are to inform me. You are to comply in all details with the orders you receive and you are to carry them out exactly as soon as they are communicated to you, both at sea and in port. Should the ships become separated by bad weather or for other reasons, you are to proceed with all diligence to the places that have been designated in such circumstances, which you are not to leave except at the times stipulated and only after you have carried out all the searches necessary in such circumstances. If you are as diligent in this as I shall be myself, we shall always be certain to meet up again. The orders that I shall give you on this subject will leave nothing to be desired. You are to take the greatest care, through prompt and relevant manoeuvres, to address any circumstance that might compromise the safety of your crew or of the ship. You must never forget that, while it is difficult to command men, it is nevertheless a glorious thing to lead them well. One is nearly always successful in this when one treats them with moderation, prudence and justice. In accordance with these principles, which are not - or only rarely - put into practice by young officers, you are to avoid any circumstance in which your authority or indeed your person might be compromised. A commander is not to be excused when, indulging in excesses that the law forbids, he listens only to his passions and arbitrarily or capriciously punishes an individual who has merited disciplinary action. In a voyage such as that we are to undertake together, discretion and vigilance are the two most essential ingredients of success. Accordingly, you should never discuss with anyone at all what you have to do, and even less should you discuss my plans if they are known to you. An indiscretion is often enough to sabotage the best conceived plan; accordingly, I would not be pleased to learn that you have communicated to others what I have confided to you alone. Remember that the conduct of the person who commands must be different from that of an officer, who in the current system believes that he has sufficiently carried out his obligations when he has finished his watch at sea or his duty in port. As you are personally accountable to the Government and to me for the ship I am confiding to you, you must never lose sight of it and you must constantly see to its safety and upkeep, and keep it always ready to execute any orders that you may receive. Such, Citizen, are the main obligations you will have in taking up this command. I hope that you will never give me cause to regret having had more confidence in you than in any other. However if, contrary to my expectations, your future conduct is not what I expect from you, I would be obliged by duty as by honour to have you replaced by someone else. Your fellow citizen. Signed, N Baudin.” I replied to this letter as follows: “Citizen Commander: On receipt of the letter by means of which you appoint me to command the schooner *Casuarina*, I was extremely flattered by the distinction you have conferred upon me. I am too aware of the

duties which this new position imposes on me not to desire and to give all my attention to performing them with all the care, zeal and intelligence of which I am capable. I will strive by all means in my power to make myself worthy of the high degree of confidence that you have placed in me. I have read the conditions that you ask me to accept prior to assuming command of the *Casuarina*. Suffice it to say that I shall always follow the orders and instructions that I receive from you. Please accept, Citizen Commander, the expression of my gratitude. I shall consider myself happy if, after the difficulties and work of the voyage that we are about to undertake, I have contributed a little to the success of the Expedition that you command. Greetings and respects. [signed] LF, Port Jackson, 2 Vendémiaire, Year XI [24 September 1802].”

1 Vendémiaire, Year XI [23 September 1802]

I took command of my new ship on 1 Vendémiaire, Year XI, settled in as best I could and drafted various requests that I wished to present to the Commander. I made particularly strong representations to the Commander to have him provide me with a different No.2 from the one he had nominated, who was by no means the man I needed. I requested that, instead, Citizen Midshipman Maurouard should be nominated; his merit and social qualities were known to me and had made him invaluable. Unfortunately I was unable to have this request granted, and I considered this first refusal as a bad omen for the coming voyage.

2 Vendémiaire, Year XI [24 September 1802]

I submitted to the Commander a request for various items that I required. I realised with great sadness that I was dealing with a man who was extremely meticulous, and who refused me what was necessary while at the same time passing on useless details - which he described as important. In the morning the carpenters fitted the iron rudder-braces to the stern-post. I began loading my sea-biscuit rations.

3, 4, 5, 6 and 7 Vendémiaire, Year XI [25-29 September 1802]

Had various effects stowed and prepared our rigging. On 7 Vendémiaire, I embarked for our use some of the books, atlases and charts that had been on board the *Naturaliste* and that Mr Hamelin had passed to me. I made frequent written requests to Citizen Baudin concerning items required for my fit out.

8 Vendémiaire, Year XI [30 September 1802]

The carpenters attempted to mount our rudder but were unable to do so because the shaft was too large. Furthermore, as the rudder had not been constructed according to a template, it had not been made in the shape of the stern-post. It was sent ashore to be adjusted. Mr Baudin ordered me to move to an anchorage in the outer harbour on 9 Vendémiaire. He told me to inform the governor of Port Jackson of this move and to say that when I got under sail to proceed to the anchorage I would have the honour of firing a 13-gun salute to the town, if he would give orders for the salute to be returned. As the governor consented to what I had requested, I prepared to get underway and remained awake during the night.

9 Vendémiaire, Year XI [1 October 1802]

At 8h00 in the morning I fired a 13-gun salute with the swivel-guns, to which the English fort replied with a similar number of guns, hoisting English colours that remained visible until nightfall. Got underway under full sail at 8h10, towed by one of the *Géographe's* dinghies because the breeze was very light. Soon afterwards, the breeze having freshened from the west, I cast off the tow and steered with two oars placed aft to make up for the absence of a rudder. But as the ship was griping extraordinarily, even with the mainsail furled, I had the

tow resumed so we could steer. I dropped anchor at 8h40, close to the *Géographe*, in 11 fathoms water over a muddy bottom, paid out 45 fathoms of cable and moored the ship. Bearings at the mooring: Bradley Point at E5°N; Pinchgut Island at S45°E; Bannelon [*Bennelong*] Point at S33°W. As per the compass reading.

10 Vendémiaire, Year XI [2 October 1802]

The carpenters brought back the rudder. They had narrowed the stock, but were unable to mount it because the basic errors in its construction had not been corrected.

11 Vendémiaire, Year XI [3 October 1802]

Continued work on various aspects of the rigging and fit out.

12 Vendémiaire, Year XI [4 October 1802]

The carpenters tried once again, in vain, to mount the rudder. It was impossible to make them understand what they were doing wrong.

13 Vendémiaire, Year XI [5 October 1802]

Same work by the carpenters. Their stupidity has few parallels: there is nothing they have not tried in attempting to fix the rudder, but they do not wish to see what they are doing wrong, even though I have told them often enough. The stern-post is composed of two pieces, badly assembled and with a very marked curve at the assembly point. It is impossible for the rudder, the stock of which is quite straight, to fit in exactly.

15 Vendémiaire, Year XI [7 October 1802]

The carpenters, who had once again come over to work on the rudder, succeeded in placing the lower brace, but when they tried to dock the upper part to place the brace the lower [?] broke. This finally opened the carpenters' eyes, and they decided to have a new rudder constructed.

16 Vendémiaire, Year XI [8 October 1802]

This morning at 7h30 the *Géographe* made the signal, and underlined it with a gun, for all officers to repair aboard the flag. I proceeded aboard the *Géographe*, where we were informed of a letter written to the Commander of the expedition by a certain Kempt [*sic*], a captain in the New South Wales Corps. This letter contained excuses for certain insulting remarks and calumnies that this officer had had the baseness to make regarding the officers of the French expedition, and for which Mr Baudin had demanded proper redress. The letter contained excuses that were more properly addressed to the officers who had been insulted, and Mr Baudin required that it be communicated to us. Following is a translation: "Sir, in a conversation concerning the officers of the French ship that you have the honour to command, it is true that I spoke of spirits [illegible] that had been sold. However, that was in the course of a general conversation, and without the least intention of accusing them of anything whatsoever. I assure you that I was not the first person to mention it to the governor, and that I did nothing other than relate what I had heard from Chapman (a deportee in Port Jackson). I ask you, sir, to assure the French officers serving under your command that in this matter I had absolutely no intention of impugning their honour. That is as far from my desire as it is contrary to the opinion that I have of them. I believe I have proved this through my conduct towards those among them whom I have had the honour to know. My brother officers of the garrison require of me that I inform you that they will not cease to have for the French officers all the esteem inspired upon their arrival and during their stay in the colony. I remain, Sir,

your very humble and obedient servant. Signed, Kempt. Captain in the New South Wales Corps.”

17, 18, 19 Vendémiaire, Year XI [9-11 October 1802]

As Mr Hamelin had asked me to send him some men to help with his ship's fit out, I loaned him 6 workmen.

20 Vendémiaire, Year XI [12 October 1802]

In the morning I sent a party ashore to collect our new rudder, but the sea was too rough to attempt to mount it.

21 [13 October 1802]

The carpenters set to work on the rudder, but since they again broke one of its braces they were obliged to stop work and to wait until the leadsman had made some new braces.

22, 23, 24 [14-16 October 1802]

I obtained the Commander's agreement to have some therebentine mastic spread on the deck. Consequently I had my caulker chine the seams, most of which are so wide that the oakum hardly remains in place. I also wanted to have a tarred cloth nailed over the mastic, but Mr Baudin did not consider that this was necessary. This is what is called doing things by halves!

25 [17 October 1802]

The carpenters finally mounted the rudder. I had the mastic spread over the deck; it was composed of therebentine, sand and crushed brick. It seems to me that it would have been preferable to make it from resin and lime, but Mr Baudin wanted us to follow his way of doing things.

26 Vendémiaire, Year XI [18 October 1802]

I sought permission from Mr Baudin to get under sail, so the ship could be trialled. My request having been approved, I unmoored and beat up the harbour until nightfall, when I anchored at my original position and stayed apeak during the night. The weather had been almost calm, so I was unable to form any judgment today about the ship's sailing qualities.

27 [19 October 1802]

Having obtained the Commander's permission to try out the *Casuarina* at sea, [illegible] as far as Botany Bay, I prepared to get underway. A pilot came aboard at 2h30 in the afternoon, and I got underway under full sail. The breeze was moderate and the ship was griping so much that it was absolutely impossible to steer. Despite the fact that the main topsail and mainsail were furled and the helm hard to windward so that the ship would bear up, I was extremely surprised to see that it went about, even though it was travelling at a speed of about three knots at the time. It was impossible to do anything with such a ship, so I decided to drop anchor. The *Casuarina's* happy [*sic*] qualities, just witnessed, were clearly the result of its incorrect trim and unusual fit out. I repaired aboard the Commander to inform him of all of this and to request that he allow me to alter the trim and the position of the masts, which I believed necessary to enable the ship to be manoeuvred. Fortunately this request was approved.

28 Vendémiaire, Year XI [20 October 1802]

I had the hold unstowed to remove approximately one and a half tonnes of iron ballast that was in the forward part of the ship. It was useless to me, so I sent it on board the *Géographe*.

I had as much weight as possible transferred aft, because the stern is too light. The carpenter widened the mast partners and I had all of the masts placed vertically, instead of inclined backwards as before. As I considered that these various changes would be sufficient, and as the work was finished by nightfall, I went over that night to ask Citizen Baudin to allow me to beat up the bay the following day to test out the ship again. That was granted, and I also obtained permission to go as far as Botany Bay.

29 Vendémiaire, Year XI [21 October 1802]

Got underway at 8h00 in the morning and beat up and down the bay, under full sail. I was satisfied with the various changes made yesterday. I hove to at noon at the entrance to Sydney Cove and sent for the pilot, who arrived on board at 1h00 in the afternoon. I then filled the sails and beat up to the Port Jackson gap. A period of calm overtook us and as night had fallen we dropped anchor at the entrance to Lookout Bay.

30 Vendémiaire, Year XI [22 October 1802]

Got underway at 8h00 in the morning but the calm prevented us from clearing the gap. We dropped anchor in Shoulder Bay, and stayed there all day.

1 Brumaire, Year XI [23 October 1802]

A moderate northerly breeze enabled us to get underway early in the morning and we soon cleared Port Jackson and then coasted south, about 2 miles offshore. At 10h00 in the morning we were at the entrance to Botany Bay. The sea was a little rough, and I was happy to try sailing the ship close-hauled in these circumstances. I found that it did not handle as badly as its construction had made me fear. However, I noted with dismay that we were unable to make much headway to windward. Bore away at 3h30 to go to anchor in Botany Bay. At 4h00 we dropped anchor in 7^{1/2} fathoms water, over a sandy bottom. We were anchored near the entrance, off a place that the English have called The French Garden. It was probably there that the unfortunate Mr de la Pérouse had planted some European seeds.

2 Brumaire, Year XI [24 October 1802]

I got under sail again at 3h00 in the morning and beat up with a fresh south-easterly breeze to clear Botany Bay. We were clear by 5h00 and set a course for the entrance to Port Jackson. We reached it at 7h30. At 8h00 the calm forced us to drop anchor. Weighed again at 9h00 to take advantage of a moderate easterly breeze, which took us in to our normal anchorage close to the *Géographe*. Dropped anchor at 10h30 and moored soon afterwards.

3-4 [25-26 October 1802]

I made the most pressing representations to Mr Baudin to have a dinghy constructed for me, to be embarked on the *Casuarina* and to be available to me during the voyage if required. The strongest arguments I was able to bring to bear were insufficient to have Mr Baudin agree to my request. His only response was consistently as follows: "Am I to understand that you wish to become separated from me? So long as you are with the *Géographe*, I shall provide all the assistance required and will loan you a boat when you need one. You can thus see that it is not useful to have a boat on your ship, as it would only get in the way." It was in vain that I submitted to the Commander that unfortunate circumstances could, by separating us, make it impossible for me to take advantage of the assistance of which he spoke. Furthermore, a boat could in many instances save my ship, rather than get in the way. And if ever I needed to warp out an anchor to get out of danger, I would be unable to do so if I had no boat. I was unable to get Mr Baudin to budge, and on the contrary I noted that the more I pressed him, the more he imagined that my only aim was to separate from him during the coming voyage.

He thus wanted to keep me in a situation of depending absolutely on his ship, and he did not see that in requiring me put to sea incompletely fitted out he was making himself responsible for any misfortune that might result. Seeing Mr Baudin firmly set against providing the dinghy that I had requested, I asked him to allow me to purchase from my own pocket a small 8-foot boat that had been offered to me. This request was approved, and I immediately made the purchase. This 8-footer was no doubt much too small to be an adequate substitute for the boat I had requested from the Commander. One could never even consider having it carry an anchor, but I nevertheless assessed that this small boat could serve several important purposes.

5, 6, 7, 8, 9, 10 and 11 Brumaire, Year XI [27 October - 2 November 1802]

Worked at completing my wood provision and at various small jobs. I made a number of requests to the Commander; most of them were approved but the response to some others was that I would always find what I wanted on board the *Géographe* and that, unless it was my intention to separate from him, it was unnecessary to overburden my ship.

12 Brumaire, Year XI [3 November 1802]

The Commander held a promotion parade on board the *Géographe*, and then on board the *Casuarina*. I received from the *Géographe* a 7-inch cable for use on my best bower.

13, 14, 15, 16 and 17 Brumaire, Year XI [4-8 November 1802]

Worked at constructing a bulkhead between the storeroom and the hold. I obtained a full spare outfit for each man in my crew; these were distributed.

18 Brumaire, Year XI [9 November 1802]

The governor (King) went aboard the *Géographe* this morning. He was saluted by the corvette's guns and the ship's bunting remained hoisted throughout the day.

19, 20, 21 and 22 Brumaire, Year XI [10-13 November 1802]

Prepared to get underway shortly. Prior to putting to sea I sent a letter to Citizen Baudin requesting several items that he had not approved when I had first requested them, and seeking a number of others that were indispensable. Following is the text of my letter: "Citizen Commander, I have the honour to forward to you a number of notes relating to requests made for fitting out the schooner *Casuarina*. Some of the items that I have requested from you have been supplied, while others have not yet been provided. Allow me to renew my request for several of these items, which are absolutely essential prior to my putting to sea: rope for replacing the halyards and clews of our sails (one length of 2-inch rope); same: one length of 12-strand; same: one length of 15-strand; one tackle hook. My master caulker requires 6tt of sulphur and some copper nails for replacing our copper cladding should parts of it fail. The carpenter requests 2 [?]; 1 compass, 1 punch and 1 cold chisel. All of the sea compasses I have been given are extremely small, and it is to be feared that I will be unable to use them in rough seas. I should therefore appreciate having a larger one. I request, Citizen Commander, that you inform me of which reflecting circle and which chronometer you have selected for the *Casuarina*, and that you give the order for these items to be provided. I need some sheets of large format paper for chart drawing, two large rulers and two blank registers. I have not yet received a copy of the *Connaissance des temps*, yet I can hardly do without this work. Greetings and respects, Lis Ft, Port Jackson, 22 Brumaire, Year XI." I passed this letter aboard the Commander but was unable to speak with him as he was not on board at the time.

23 Brumaire, Year XI [14 November 1802]

I went to see Mr Baudin early, in order to have a reply to my letter of yesterday. Here is what he told me: “You have asked me for many things, but you are to receive only one of the items requested.” “Will you oblige me,” I said, “by providing the chronometer and circle that I require?” “Certainly not,” said Mr Baudin, “do you think that I am going to surrender one of my two remaining chronometers?” I noted that the *Naturaliste* had two chronometers, which it did not need for the journey to France, whereas one of the two would be of the greatest assistance to me. “You will not need it,” replied the Commander, “because if you do not separate from the *Géographe* you will be able to use our observations.” Seeing that I would be unable to obtain anything in respect of this item, and that the Commander was back on his normal hobby horse, I asked him to at least provide me with one of the two reflecting circles that were aboard the *Naturaliste*, because the other one was unserviceable and consequently Mr Hamelin would not wish to surrender that instrument.⁵⁶ I said to the Commander that I was sure Mr Hamelin would do as the Commander ordered. I pointed out to the Commander that I would be unable to perform the work of charting the coast accurately without the instruments I was requesting. Mr Baudin replied by asking me testily if I felt I was to be the only one in the expedition who was to do any survey work, or if I felt I had to do it for all of Europe. I replied that, while I had no such pretensions, I had nevertheless understood from what he himself had said that he had in mind tasking the *Casuarina* to do such work, on occasion, along the coasts we were to visit. “Undoubtedly,” replied the Commander, “but it will only be in those areas that I cannot get close to in my ship, and in those cases I will give you everything you require.” As for the large sea compass, Mr Baudin rejected my request, saying that the small compasses were significantly better than the others. The ropes and the requests I had made on behalf of the caulker were also rejected under various pretexts. The Commander only approved the items for my carpenter. As for my request for paper and similar items, I was told that I could not be given any and that I should buy some if I had any money. I did not labour the point in respect of the *Connaissance des Temps*, as the book was useless since I had no instruments for making observations. I will make few comments on the results of my last meeting with the Commander, except to wonder why Mr Baudin had not mentioned, in the letter of conditions that he wrote to me, that he would not be providing me with the instruments that were indispensable for the sort of journey we were about to undertake. However, I went to see Mr Hamelin and informed him of my conversation with the Commander. I pressed him to do what he could for me with Mr Baudin, and he promised to do so.

24 and 25 Brumaire, Year XI [15-16 November 1802]

On 25 Brumaire I was honoured with a visit by the lieutenant governor, Colonel Paterson of the New South Wales Corps. At 3h00 in the afternoon I unmoored and came aboard on the small bower. I also sent various items that are unnecessary for the moment over to the *Géographe*, including my small cannon, a hawser, etc. At 5h00 I got under full sail and went over to anchor close to the *Naturaliste*, so as to be better prepared to get underway, which seemed about to happen. At 7h00 in the evening I went aboard the *Géographe* to receive my orders from Citizen Baudin, who was to return during the evening. After having received my orders from Citizen Baudin I again asked him for a circle and a chronometer. Mr Hamelin was present and interceded on my behalf. I owe it to him that Mr Baudin finally gave in to my pressing requests and I obtained chronometer No. 38 and reflecting circle No. 80. That is the one that Mr Baudin had told me was unserviceable on board the *Naturaliste*. This instrument was not quite in the state of disrepair that he told me, but it is true that the telescope glasses were missing, as well as the darkest of the small coloured glasses. However, apart

⁵⁶ Sic. It would appear that some words have been omitted in the French text.

from that the instrument was reasonably good and was quite able to be used in various situations. I should like to add one more remark concerning Mr Baudin's actions. He is leaving a circle in very good condition aboard the *Naturaliste*, although that ship would certainly have been able to make use of the other one for the voyage to France. And he has given a reject instrument to the *Casuarina*, a ship called upon to carry out a geographical expedition in which the greatest accuracy is important, not to say absolutely essential. Be that as it may, however, things had reached a stage where I was obliged to be satisfied with the instruments provided to me, and to look upon them as a particular gift. Following is a copy of the orders that the Commander handed to me: "Port Jackson. New Holland, 18 Brumaire, Year XI. Citizen, my purchase, in the name of the French Government, of a small ship which I have entrusted to your command is designed solely to facilitate our work and to enable a more accurate survey to be carried out of coasts where lack of depth or other difficulties might prevent my ship from getting sufficiently close. You should therefore take particular care never to get far away from the *Géographe*, either by day or by night, except if you have received a particular order to do so. In all circumstances you should handle your ship in such a way that you are never out of sight, and you should set the same sails as the *Géographe*, should it occur that you are making better headway than the flag. When you are despatched to observe part of a coastline, you are to welcome aboard Citizens Boulanger or Faure, or any other person that I might nominate, and you are to follow with great care the orders you are given. The special orders that you will receive in these circumstances will describe, to you and to them, the work you have to do and how you should set about accomplishing it. On departure from Port Jackson it is my intention to survey Wilson's Promontory and to enter the Bass Strait, passing to the north of the Kent Islands. From there I shall proceed to the Hunter Islands, which are to be found on the western side of the northern coast of Van Diemen's Land. I shall then proceed to King Island. According to information I have obtained, that island should be situated between latitudes 39° and 40°S and at a distance of 20-25 leagues from the Hunters, bearing NW^{1/4}W or NW^{1/4}N. Elephant Bay, which is situated at latitude 39°51'S according to Captain Grant, commanding the Lady Nelson, appears to lie in the centre of the western part of that island and I have chosen this point as our rendezvous should we become separated. It seems that the land is low-lying, but safe and easy to approach. The same cannot be said of the southern and north-western parts, where great care must be taken during navigation. If, contrary to my expectations, we were to become separated in the journey to this island, the ship arriving first should await the other, cruising N-S in the western part. In this way we shall be certain to meet up. Once we leave that location you will receive other orders relating to my plans following completion of the survey work. As you are familiar with the daytime and night-time signals giving the order to change tack, signals addressed to the *Naturaliste* will also relate to you, and you should carry them out when they are made. Your private signal to pass astern for a discussion will be an English jack, placed on the most visible part of the ship. Greetings. Signed, N Baudin." "The reply to this last signal is to be a pennant, placed as you think fit." Mr Baudin also told me that he planned to get underway the following morning.

26 Brumaire, Year XI [17 November 1802]

As the *Géographe* was preparing to get under sail, I also had everything prepared for getting underway. Weighed anchor at 4h00 in the morning and got under full sail. Waited for the *Géographe*, standing off and on. The *Naturaliste* and the *Géographe* got underway soon afterwards, followed by the American brig *Fanny* which was to sail as our consort as far as Bass Strait. At 7h45 the *Naturaliste*, having reached the Port Jackson gap, dropped anchor off Lookout Bay. As the *Géographe* was close to us at the time, we passed astern. The Commander hailed me to go and ask the *Naturaliste* why it had been obliged to drop anchor.

When I did so, Mr Hamelin replied that he had followed the advice of his pilot, who was then in charge of the ship and had not thought it possible to round the rocks in the middle of the channel without the benefit of a favourable tide. I passed Mr Hamelin's response to the Commander, and then continued to stand off and on around the three ships at anchor. I was the victim of an unfortunate event, although in the end it was of little importance. This is what happened: I was about to pass astern of the *Géographe*, sailing very close to it as I had done several times already. Instead of bearing up as I had ordered, the helmsman put the helm in the other direction and this blunder caused one of the cross-jack sail girt-lines⁵⁷ to catch the tip of the *Géographe's* boom. The shake this caused to our masts broke one of the foremast crosstrees. As the girt-line was let go promptly, fortunately no other damage was done. After this event I furled the sails and dropped anchor a short distance from the *Géographe*. But the anchor had hardly hit bottom before the Commander hailed the order to get under sail again, and informed me that he was about to send someone on board. I was underway again quickly. Citizen Bernier, the astronomer, arrived in one of the *Géographe's* dinghies and handed me the following note from the Commander: "Monsieur Freycinet is to set Monsieur Bernier down at the extremity of the entrance to Port Jackson so he can observe its altitude, and is to bring him back when this operation has been completed. I am sending him a copy of the *Connaissances des Temps*, in case he does not have one - if he already has one in his possession he is to return this copy. Signed N. Baudin 26 Brumaire, Year XI." I immediately set out for the designated location. Citizen Bernier went ashore at 11h30 on the southern headland of the port entrance. I dropped anchor at 11h50 near the same position, in 8 fathoms over a sandy bottom. At 2h30, with Citizen Bernier back on board, I got under sail again and soon joined up with the *Géographe*. At 3h00, when I was within hailing distance of the ship, I received an order not to deviate because the Commander was to come aboard. He came across very soon afterwards and ordered me to make for Sydney Cove. At 4h15, when I was in the middle of the port, I hove to and Mr Baudin went ashore. As I was very close inshore and did not think I could bear up in order to wear ship, I dropped anchor so I could quickly come on to the wind. I got under sail again immediately and stood off and on, on short tacks, waiting for the Commander. He arrived at 7h00 and I immediately made sail to return to our ships, which were anchored in the gap. We came alongside the *Géographe* at 8h30 in the evening, and dropped anchor nearby. The Commander and Citizen Bernier returned to their ship. I asked the Commander to order his carpenters to make me some new crosstrees for the foremast, to replace the ones I had been clumsy enough to break. He promised to do so. This work was done during the night and by midnight the crosstrees were in place. We completed preparations for getting underway.

27 Brumaire [18 November 1802]

Up to noon. Came apeak at 4h00 and then got under sail, along with the *Géographe* and the two other ships. Steered a course to clear the gap. At 10h00 in the morning the southern headland of the entrance to Port Jackson bore W22°N, estimated distance 15 miles. Fresh southerly breeze, sea quite rough. Up to noon we sailed under a single-reefed mainsail, plus foresail and fore staysail. At noon the *Géographe* bore ESE from us, distance approximately 5 miles. Noon fix, estimated: latitude 33°50'0"S, longitude: 149°27'30"E.

27-28 Brumaire, Year XI of the Republic [18-19 November 1802]

Significant events, comments

Overcast sky and stormy weather all day, with occasional rain and thunder; sea rough. At 12h50 in the afternoon the *Géographe* went on the port tack, and we did likewise. At 3h15

⁵⁷ "Cartabus" in the French text has been taken as "cartahus."

we went back on the starboard tack. At 3h15 in the morning went back on the port tack to rejoin the Commander. Had closed him by 3h45, so went back on the starboard tack. Rigged our topsails and progressively set them.

28-29 Brumaire, Year XI of the Republic [19-20 November 1802]

Significant events, comments.

Fine weather, cloudy sky, fresh breeze. Sailed together with the *Géographe*. At 3h45 in the afternoon, when we were within hailing distance of the *Géographe*, the Commander hailed me to try altering my trim so the ship could sail more rapidly. I replied that I had already done what I thought appropriate to this end, and that it was impossible to do anything significant to alter the trim while we were at sea. It seems to me quite odd that the Commander should expect greater speed from a ship that has been as poorly constructed as the *Casuarina*. For my part, I am astonished to note that it does not show even worse sailing qualities than the ones we are witnessing. At 7h00 in the morning we had a small English schooner in sight. The *Géographe* hoisted its colours and hove to in order to speak with this ship. We continued on course, hoisting the national flag and pennant. At 9h30, with the Commander within hailing distance and making a signal, I asked him what it meant. He replied that it was an order to set a course SW.

29-30 Brumaire, Year XI of the Republic [20-21 November 1802]

Significant events, comments.

Sky overcast, sea a little rough, fresh breeze and a little rain towards nightfall. At 5h20 a squall forced us to shorten sail; set more once the weather permitted. We passed astern of the *Géographe* at 7h00 in the evening, and were ordered to steer south. Sailed together with and very close to the Commander. At 2h00 in the morning the foremast trestle-trees broke, forcing me to strike down the foretopmast and furl the main topsail. had the flying jib rigged to the head of the foremast. Went on the port tack at 8h15, as did the *Géographe*.

30 Brumaire-1 Frimaire, Year XI of the Republic [21-22 November 1802]

Significant events, comments.

Very rough sea, strong wind and squally weather. The ship was labouring a lot, and making about 8 inches of water an hour. Followed the *Géographe* as closely as I could. At noon the Commander was approximately 3 miles to windward of us. Took a reef in the courses.