Sea Journal of François-Michel Ronsard (vol. 1)

Journal Nautique

Tenu pendant la Campagne
de Decouvertes Commandée par
le Capne. de Vau. N. Baudin

à bord de la Corvette le Geographe
par Mr. Ronsard off. du Génie
Maritime & Lieut de Vau. —

Sea Journal of François-Michel Ronsard (vol. 1)
Archives nationales de France, série Marine, 5JJ29

Physical Description

Dimensions : 22.5 x 33 cm

Contents : series of folios sewn and bound together (422 numbered pages, written recto-verso)

Period covered

5 FloréalYear IX [25 April 1801] – 25 Brumaire Year XI [16 November 1802]

Notes on the text

This first register of Ronsard's sea journal covers the period from the departure from Île de France to the end of the sojourn in Sydney.

The second register (provided separately) has the catalogue numer: Série Marine, 5JJ30. It runs from 26 Brumaire Year XI [17 November 1802] to the month of May 1803, that is to say from the departure from Port Jackson to the end of the second stopover in Timor.

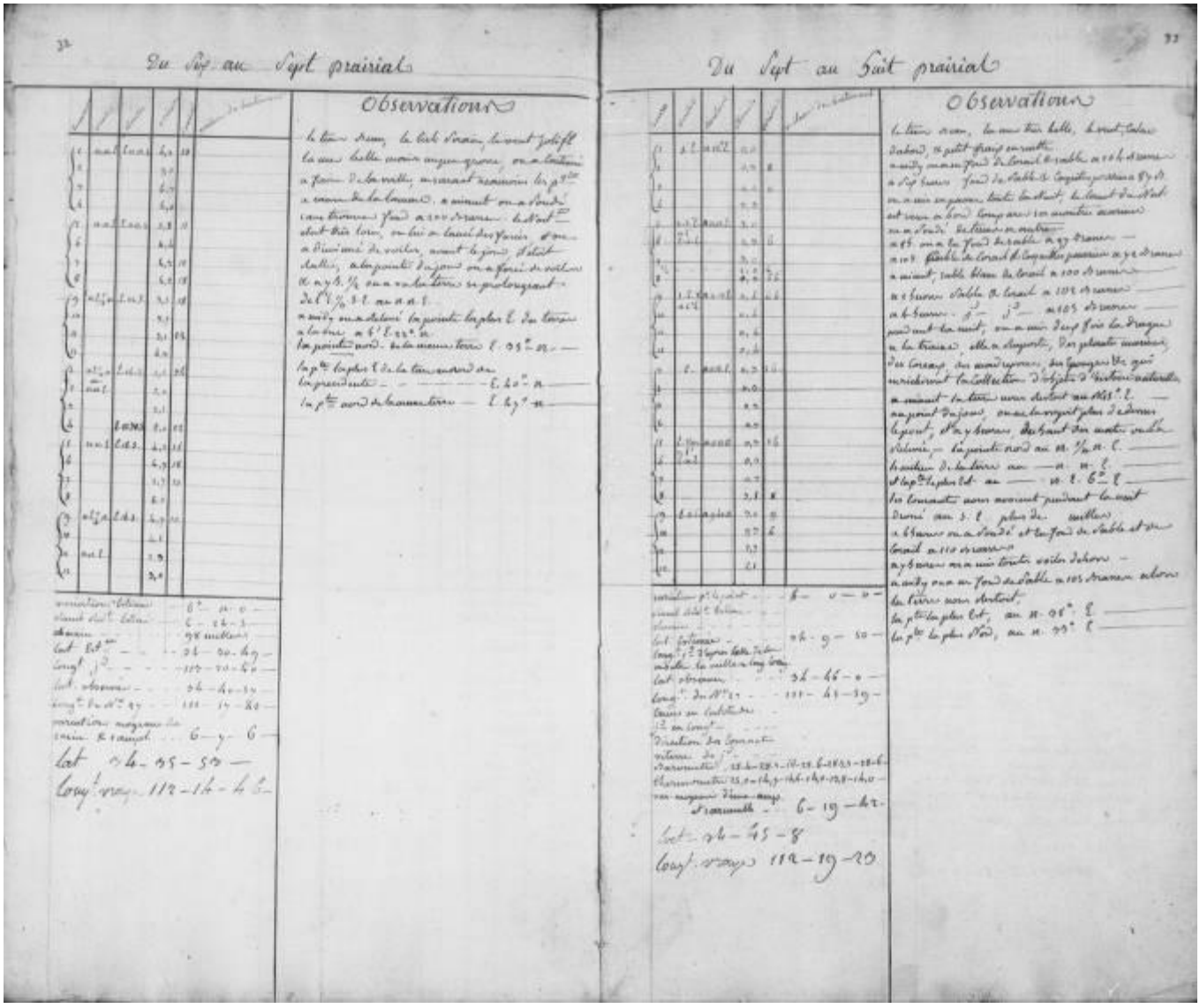
Translation

Malcolm Leader

Validation

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

Sample page of the manuscript



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. The tables are not included but their presence is indicated.

[Title page – facing the first page]

Sea Journal Maintained During the Campaign of Discovery Led by Post-Captain N. Baudin On Board the Corvette *Le Géographe* by Monsieur Ronsard, Maritime Engineer and Lieutenant

(1)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

As the Commander had decided to entrust me with command of a watch, I took over the afternoon (noon to 4h00) watch. We ran down the coast, standing off 4-5 miles. At 4h00 the middle of the *Morne Brabant* bore S10°E, with the peak above the *Rivière noire* at E10°N and the *Pouce* at E22.30N.

[5.00 in the afternoon] At sunset the summit of the *Morne Brabant* bore S14°E and the peak above the *Rivière noire* was at E16°N.

At midnight the *Morne Brabant* bore E5°N, distant 4 leagues.

At 3h00 in the morning the *Morne Brabant* bore N33°43′E, with the rest of the island very misty.

At 6h00 the *Morne Brabant* bore N25°E, distant 6 leagues, and at 8h00 it was at N5°E, distant 8 leagues.

The winds were variable over the 24 hours, with calm followed by moderate breeze; the sea began to run a light swell. In the morning of the 6th we secured the anchors and unrigged the mizzen topgallant. The *Naturaliste* no more than a mile distant.

(2)

6-7 Floréal
[26-27 April 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

At 2h15 Bourbon Island bore W23°S, as far as the eye could see.
During the day we tightened the main topsail shrouds.
Fine weather, moderately rough sea, and cloudy sky.

(3)

7-8 Floréal
[27-28 April 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather and moderate swell over the 24 hours, with moderate and gusty breeze; some large clouds in the sky. The *Naturaliste* no more than two miles distant.

(4)

8-9 Floréal
[28-29 April 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze, clear sky. Adjusted our sail setting to suit the *Naturaliste*, which was at no stage further off than one mile.
At 2h00 in the afternoon we signalled that a south-easterly course should be set if the wind veered aft.
At 6h00 in the morning we found a young Negro in the hold, where he had been hiding since we left Ile-de-France. Lack of food had left him so weak that he had to be carried. He said that he belonged to Mr Glaux, in Ile-de-France.
The *Naturaliste* signalled that its mast height was 106 feet from the vane truck on the gun deck.

(5)

9-10 Floréal
[29-30 April 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Light breeze, almost calm in the afternoon, the sea reasonably flat.
The sky clouded over at night and a little rain fell. The ship was taken aback; we changed tack twice. We lost the *Naturaliste* in the fog but sighted it again, from the topgallant crosstrees, in the morning. We hove to and waited for it. On the afternoon of the 9th it hailed us to give its mast height (106 feet 8 inches), as signalled the previous day.

(6)

10-11 Floréal
[30 April-1 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, with fog and rain; we unrigged the topgallants before 4h00. Thereafter the weather progressively fined up and we put on sail, without however rerigging the topgallants.

(7)

11-12 Floréal
[1-2 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine but overcast weather, moderate breeze. Rigged an extra mainmast shroud both starboard and port.
At 6h00 in the morning we set a course ESE and signalled it to our consort.

(8)

12-13 Floréal
[2-3 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Clear sky, fine weather and calm sea. The *Naturaliste* signalled latitude 28°30′ and longitude 57°48′; we responded with latitude 28°36′ and longitude 57°57.′ It remained close by over the 24 hours.
Rigged an extra mizzenmast shroud both starboard and port; smoked the ship and set up the wheat mill.

(9)

13-14 Floréal
[3-4 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze; the *Naturaliste* no more than 2 miles off.

(10)

14-15 Floréal
[4-5 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast weather at first, but it then fined up and the moderate breeze abated. The *Naturaliste* moved away during the morning, and at noon was one league distant.

(11)

15-16 Floréal
[5-6 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, becoming overcast at daybreak; sea calm but with a light swell, light breeze increasing to fresh as it veered ahead. Changed tack at 9h00 in the morning.

(12)

16-17 Floréal
[6-7 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, squally weather, fresh and gusty breeze, rough sea. Rigged two mainmast backstays and the foresail preventer braces. Sighted several albatrosses and a Cape pigeon.

(13)

17-18 Floréal
[7-8 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, light swell, fresh breeze.

(14)

18-19 Floréal
[8-9 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, calm sea, moderate breeze.

(15)

19-20 Floréal
[9-10 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Variable wind at first, freshening to strong with frequent squalls; sea running a swell, weather dark and rainy. We unrigged the topgallants and took the three reefs in the topsails.

(16)

20-21 Floréal
[10-11 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Sky overcast, almost continual rain, strong and gusty wind and a rough sea.

(17)

21-22 Floréal
[11-12 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, strong wind, rough sea. Lost the *Naturaliste* during the night but sighted it again at daybreak, a long way astern of us. At 11h00 in the morning we went close-hauled, to ease the strain on the masts.

(18)

22-23 Floréal
[12-13 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, sea running a swell, moderate breeze. The *Naturaliste* signalled longitude 77°21′ and latitude 33°38.′ We responded with longitude 77°17′ and latitude 33°40.′ The *Naturaliste* remained within a mile of us.

(19)

23-24 Floréal
[13-14 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, swell running; we had almost 12 hours of calm. We were forced to go close-hauled to ease the strain on the masts. When the breeze freshened we resumed our course.

(20)

24-25 Floréal
[14-15 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Weather a little overcast, but fine, sea a little rough, fresh breeze. The *Naturaliste* very close by over the 24 hours.

(21)

25-26 Floréal
[15-16 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fresh breeze, gradually slackening up to noon when it was flat calm. Fine weather, with the swell increasing as the wind died away. The *Naturaliste* constantly very close by. At 8h30 it

sent over its dinghy; its two chronometers had stopped because they had not been rewound. They were rewound on board, their rates being adjusted to our own.

(22)

26-27 Floréal
[16-17 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

[Blank]

(23)

27-28 Floréal
[17-18 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, though somewhat overcast, calm sea, moderate breeze.

(24)

28-29 Floréal
[18-19 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, calm sea, fresh breeze. We frequently had to wait for the *Naturaliste*, which was a lot slower.

(25)

29-30 Floréal
[19-20 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, very heavy atmosphere, sea reasonably calm, strong wind. At 8h00 in the morning we set a course E¼SE and signalled it to our consort.

(26)

30 Floréal-1 Prairial
[20-21 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

[Blank]

(27)

1-2 Prairial
[21-22 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

[Blank]

(28)

2-3 Prairial
[22-23 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

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(29)

3-4 Prairial
[23-24 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

[Blank]

(30)

4-5 Prairial
[24-25 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

[Blank]

(31)

5-6 Prairial
[25-26 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather and calm sea over the 24 hours, with a moderate breeze. Went on the starboard tack at noon, then back to port at 10h00. At that time the course was ESE. Frequently needed to wait for the *Naturaliste* during the night so we could sail together, but at daybreak the Commander signalled a course E¼SE and we put on full sail. We are getting close to the coast of New Holland and it would not be prudent to proceed at night; it seems that in order not to lose way the Commander wishes to make as much headway as possible during the day and heave to at night to wait for the *Naturaliste*.

(32)

6-7 Prairial
[26-27 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, clear sky, moderate breeze, sea slightly rough. Continued to make sail, although we furled the topgallants because of the swell. Sounded at midnight, but had no ground with 200 fathoms. The *Naturaliste* a long way behind. We sent up rockets and shortened sail, and it joined up before daybreak. At dawn we crowded sail and at 7h30 we sighted land stretching E¼SE – NNE.

At noon the easternmost point in sight bore	E22°N
The northernmost point bore	E35°N
The easternmost point of land to the north of the previous point bore	E40°N
The northern point of the same land bore	E47°N

(33)

7-8 Prairial
[27-28 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, very calm sea, the breeze calm at first, freshening to light.
At noon we had ground of coral and sand at 104 fathoms, and at 6h00 sand and decomposed shells at 87 fathoms.
We hove to for the night; the commander of the *Naturaliste* came aboard to compare chronometers. Took soundings from time to time.
At 8h00 we had ground with 97 fathoms, bottom of sand.
At 10h00, ground of coral and decomposed shells at 72 fathoms.
At midnight, ground of white coral sand at 100 fathoms.
At 2h00, ground of sand and coral at 102 fathoms.
At 4h00 same at 103 fathoms.
Put out the seine on two occasions during the night. It brought in marine plants, coral, madrepores, sponges etc, which will serve to enrich the collection of natural history specimens.
At midnight the land bore N15°E.
At daybreak it was no longer visible from on deck, and at 7h00 the following bearings were taken from the masthead:

the northern headland at N¼NE;
the middle point of the land at NNE;
the easternmost headland at NE6°E.

During the night the current had driven us more than [blank] miles to the south-east.
At 6h00 we sounded and had ground with 110 fathoms, sand and coral.
At 7h00 we put on all sail.
At noon we had ground of sand with 105 fathoms, with the land bearing as follows:

the easternmost point at N38°E;
the northernmost point at N33°E.

(34)

8-9 Prairial
[28-29 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea. Spent the remainder of the 8th standing in for the coast; hove to at night and noted from our bearings that we were drifting to the north-west.
Filled the sails at daybreak and crowded sail to close with the land, which we then skirted at a distance of approximately six miles, taking frequent soundings and bearings. This entire coast is raised some 60-120 *toises*[1] above sea level, and we saw no spot where it would have been possible to put ashore.
Over the 24 hours the soundings returned as follows:

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At 5h00 in the evening, ground	of white sand at	45 fathoms
At 6h00 and 8h00	sand and coral at	33 fathoms
At 9h00	rocks at	33 fathoms
At 9h30	sand and coral at	36 fathoms
At 10h00	white sand at	33 fathoms
At 10h30	decomposed coral at	36 fathoms
At 11h00	ditto at	38 fathoms
At midnight	rocks at	43 fathoms
At 12h30	coral	43 fathoms
At 1h00	coral and fine sand at	48 fathoms
At 1h30	fine coral and white sand at	44 fathoms
At 2h00	coral, madrepores and grey sand at	48 fathoms
At 2h30	ditto at	65 fathoms
At 3h00	ditto at	65 fathoms
At 4h30	sand and coral at	90 fathoms
At 5h00	ditto at	83 fathoms
At 5h30	white sand	78 fathoms
At 8h30	sand and coral	40 fathoms
At 9h30	ditto at	23 fathoms
At10h30	ditto at	33 fathoms
At 11h30	rocks	34 fathoms

Bearings were as follows:

At 5h00 in the evening	northernmost headland	N11°E
	southernmost headland	E22°N
	small island	E11°30′N
At midnight	southernmost point	E¼SE
	white headland, taken to be Cape Leeuwin	NE5°E, distant 4 miles
At 2h00	southernmost point	E¼SE
	white headland	NNE
At 8h00	northernmost point	NE¼E
	easternmost point	E

[1] Toise = old French unit of length. One toise was equivalent to approximately two metres.

At noon	easternmost point	E45°S
	middle of the white mountain	E11°15'S
	northernmost point	N20°E

We have since discovered that what is called the small island is only an extension of the land, from which at a distance it seemed separated.

(35)

9-10 Prairial
[29-30 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, clear sky, calm sea, moderate breeze over the 24 hours. From noon to 4h00 we skirted the coast, standing off approximately 4 miles and steering NE-N¼NE. At 4h00 the land bore approximately NNW-SSE and we steered N¼NE, continuing to run down the coast at the same distance. The shore presented an unbroken line of reefs, with no opportunity for the boats to land and no rivers running into the sea. We had judged the coast to be uninhabited, but towards evening the foremast lookout sighted several quite large animals coming and going in a wooded area close to the shore, and at night we saw a fire ashore. At 7h30 we were 2½ leagues offshore; we bore away towards the end of the watch.
At midnight we were beginning to lose sight of land, and set a course E25°N.
At 6h00 we changed tack and steered S2°E. Went about again at 8h00 and stood in for the land, which we skirted at a distance of 1 league until we had arrived at the northernmost headland and it seemed to continue in an east-south-easterly and south-easterly direction.
At 10h30 we sighted thick smoke bearing S27°E; at the time we were at about 5 leagues from the southern headland and the land seemed to form a very large bay to the south-east.

Soundings over the 24 hours:

From noon to 4h00	39, 33 and 33 fathoms	bottom of sand and coarse coral
4h00	32 fathoms	red and grey sand
4h30	31	coral and rocks
5h00	32	ditto
5h30	ditto	ditto
7h00	35	ditto
8h00	36	rocks
8h30	35	rocks and coral
9h30	37	ditto
10h00	43	ditto
11h00	47	ditto
11h30	56	ditto
From midnight to 2h00	60 fathoms	no ground
At 2h00	34	fine sand
2h30	46	ditto
3h00	30	rocks
3h30	38	ditto
4h00	35	ditto
4h30	33	fine sand
5h00	ditto	coral
5h30	33	rocks

9h30	33	red coral
10h00	33	ditto
12h00	30	fine grey sand

Bearings:

At 4h00	a headland bearing S5°E – another at N5°E
At sunset	a headland bearing N¼NE, another at S5°E
	the middle point of the land at E5°N
At midnight	a headland bearing SE¼E, another at E¼NE
At 3h00	a headland bearing E9°S, another at S27°E
At 8h00	a headland bearing N72°E, another at S5°E
	Cape Leeuwin at S9°E.
At 9h45	A headland bearingS5°W, another at S45°E
At noon	a headland bearing S38°W, with its eastern extension bearing S5°E and the easternmost part at E5°S.

(36)

10-11 Prairial
[30-31 May 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze. At 1h00 the *Naturaliste* signalled danger bearing NNW. At 1h30 we changed tack to stand in for the land, which in this area forms a very deep bay. At 5h00 we dropped anchor in 25 fathoms over a bottom of grey sand mixed with mud, and veered out 45 fathoms of cable. At that time one of the headlands forming the entrance to the bay bore W3°45′N, distant approximately six leagues, and the land on the other side, as far as we could see it, bore S14°15′E.

At 7h40 the *Naturaliste* dropped anchor nearby, on our starboard bow. The small dinghy was immediately hoisted out and despatched to take soundings at the buoy and around the ship. The same depth and bottom were encountered everywhere. At 11h00 in the evening the ship dragged its anchor; we immediately furled the mizzen topsail and paid out some cable until the ship held its own.

At 5h00 in the morning the small dinghy was sent ashore, commanded by Mr Freycinet who was accompanied by Messrs Depuch, the mineralogist, and Riedley, the botanist-gardener. It landed approximately a league and a half from the ship, bearing SW¼W from it. Towards 9h00 the longboat was hoisted out and armed with two blunderbusses, pistols and swords. The command was given to Mr Picquet, who was ordered to reconnoitre the headland bearing W3°45′N from us and forming the bay entrance, and to put the astronomer and geographer ashore there so they could determine its exact position.

(37)

11-12 Prairial
[31 May-1 June 1801]

Fine weather, calm sea, winds from ESE and SSE over the 24 hours. ~~As soon as it was morning the longboat was hoisted out and armed with two blunderbusses, pistols and swords. The command was given to Mr Picquet, who was ordered to reconnoitre the headland bearing W3°45′N from us and forming the bay entrance, and to put the astronomer and geographer ashore there so they could determine its exact position.~~ At 12h15 the small dinghy was back

alongside; the officer in charge had taken soundings along the coast closest to us and had found the depth to be consistently greater than 20 fathoms, with excellent ground up to a cable's length offshore. He had put the mineralogist, the gardener-botanist and one of his mates ashore and had also disembarked himself. He had found no sign of inhabitants, and no water. Landing had been difficult: they had needed to get into the ~~water~~ sea up to their waists. They had discovered numerous tracks and droppings on the sand, left by an herbivorous, cleft-footed quadruped that they considered must have been about as large as a ~~bullock~~ stag. Further inland the ground had been dug up as if by rabbits, and from this they deduced that kangaroos were to be found on this coast. They saw black herons and some small grey birds. Mr Dupuch brought back several varieties of granite, some iron that he said was present in abundance on the ground and also a variety of resin produced by a very common tree; it is fragrant and transparent (two essential qualities), is friable, red-brown in colour and sticks strongly to objects (even metal) if applied hot. However it seemed to me a little dry. Citizen Riedley brought back samples of the shrubs that are plentiful on the coast. The wooded areas generally consist of slow-growing, straggling vegetation, with trees being twisted and less than 30 feet in height. However, one should not judge the inland vegetation by what we saw on the coast, because the onshore winds, and the various gases they carry, generally burn the first coasts they cross. I believe, on the contrary, that one might form a more flattering view of this continent by considering the vegetation to be found 100 *toises* or so inland – sometimes even less. There the soil is blackish and seems suitable for agriculture.

(38)

Continuation of 11-12 Prairial
[31 May-1 June 1801]

At about 12h30 in the afternoon we lost sight of the longboat. We assumed that it had attempted to round the promontory so as to approach it from the lee side, but that it had been taken by the current. We kept a light on the mainmast all night and kept a lookout posted, but all this was in vain and we did not sight the boat. During the rest of the day and night the weather was fine, with a calm sea and light, gusty breeze varying from ESE to SSE. Every day since first sighting land we have observed a very strange mirage effect – we seem to be surrounded by ~~land~~ islands and reefs, but they retreat from us as we approach them. At 6h30 we began to come apeak the anchor and to hoist the topsails; the longboat was in sight and by 7h30 it was alongside. The officer in charge had not found any place to put ashore, and consequently the astronomer and the geographer had remained at sea, unable to do [illegible] anything and with a swell that made them ill. They had spent the night at anchor because the boat was drifting in the current.

(39)

12-13 Prairial
[1-2 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, light breeze.
At 12h30 in the afternoon we went on the port tack.
At 5h30, with the breeze slackening and the current driving us away from land, we prepared to drop the starboard anchor.
At 6h00 it was almost calm. We dropped anchor in 23 fathoms over a bottom of fine sand, with 55 fathoms of cable veered out. At 7h00 we sighted a fire on the coast, bearing SW¼W.

During the night the breeze varied from SE to E, constantly gusty. As usual we put out the seine and brought in a good haul of new natural history specimens.
At 7h00 in the morning we came apeak the anchor. The longboat was despatched under Mr Bonnefoy's command to take soundings ahead of the ship and along the coast, though without putting in. It signalled having found consistently good anchorage possibilities.
By 8h00 we were under sail.
At 10h00 we sighted a column of smoke on the coast, bearing W5°S. At noon we went on the starboard tack, and at that time took the following bearings:

The westernmost headland:	N66°W	
The easternmost headland:	N57°E	
Soundings were as follows:		
At 9h00:	22 fathoms	fine sand
At 10h00	25	ditto
At 1100	19	ditto
At 11h30	15	ditto
At noon	20	ditto

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13-14 Prairial
[2-3 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, light and gusty breeze. At 2h30 we went on the other tack. At 3h15 the wind suddenly veered SSE, the sails backed and we went on the starboard tack. The longboat came alongside at 4h00. Mr Bonnefoy had found consistently good anchorages and a coast free from rocks and shoals up to a cable's length from shore. He had seen nothing to suggest the presence of inhabitants. On a rock close to shore he had sighted a prodigious number of birds of the species we have seen every day since arriving in this area; they have replaced albatrosses and are somewhat similar to them in plumage and shape, although they are smaller and not so majestic in flight – they are more like geese in this respect.
The longboat had almost succeeded in bringing back an enormous turtle that had been swimming on the surface and that the boat had been able to get very close to. It had also sighted a whale ~~and a swordfish engaged in a fight~~.
At 4h00 we took the following bearings:
the northwesternmost headland at W12°N
the far reaches of the bay due south.
At 5h00 the bay's entrance headland on the southern side bore W8°N, with the middle of the far reaches of the bay at E¼SE.
We took soundings every half hour from 4h00 to 6h00, having a consistent bottom of muddy grey sand at 20 fathoms.
From 6h00 to 8h00 we sounded on the quarter hour, finding the same depth and bottom.
Dropped anchor at 8h00 in 18 fathoms water, over coarse sand, with 60 fathoms of cable veered out.
The night was very fine, with the breeze varying from S¼SE to SE.
At 8h30 the small dingy was hoisted on to the gangway for recaulking. We then got under way, casting to port. By 9h00 we were under sail.
At noon the bay's south-westerly headland bore S56°W and the north-easterly headland bore E33°45N.

At that time we estimated that the closest land was 14 miles distant, bearing ENE. We sighted three fires in the far reaches of the bay, bearing E30°S.

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14-15 Prairial
[3-4 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, light breeze. Went on the other tack at 1h00 and skirted the coast inside the bay. At 4h00 we were approximately three leagues off, and at that time we took the following bearings:

The southernmost headland, appearing to form the entrance to another bay	E24°S
Another headland to the north, closest to the ship	N55°E
The northernmost land in sight	N30°E
The westernmost headland in sight	W3°S

We took soundings on the quarter hour, consistently having 20-18 fathoms, bottom of coarse red sand.

We dropped anchor at 5h30 in 12 fathoms water, over a bottom of fine sand, and veered out 60 fathoms of cable. Took the following bearings:

Westernmost headland at	W¼SW
Northernmost point at	NE

The wind varied from E to N over the 24 hours.

The longboat set off at 4h30 on the morning of the 15th, under the command of a midshipman, with orders to take soundings along the coast. An hour later the small dinghy was despatched under a midshipman to cut and load grass, and at 8h30 the Commander went ashore for the first time, accompanied by the astronomer, the geographer, the mineralogist, the gardener-botanist and the zoologist Mauger. He took command of his dinghy himself.

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15-16 Prairial
[4-5 June 1801]

Breeze constantly variable from E-N, fine weather, calm sea. Sighted a number of fires on the shore during the afternoon. Some fish were caught on lines and several sharks passed alongside.

All of the boats were back alongside by 5h00. Mr de Bougainville had found the coast free of rocks and shoals, with 7-8 fathoms water close inshore. Mr le Breton had been unable to cut any grass: only reeds and rushes grew in the sandy, marshy ground on this part of the continent. The Commander had seen some natives, but had been unable to communicate with them. He had come across no sign of fresh water. Captain Hamelin had also sent two boats ashore and one of them, under Mr L'Herisson's command, had made landfall well downwind from the locations we had visited up to then. L'Herisson had reported sighting a river, which however he had been unable to explore as he was separated from it by a sort of lake. Neither had he seen its mouth, despite having covered over a league and a half on foot in the direction he judged it to lie. These gentlemen had brought back samples of a sort of samphire and some wild celery that they reported having seen in great abundance. In light of this information the Commander decided to conduct a survey of this river, so at 3h00 on the morning of the 16th the longboat, armed, set off, under the command of Commander Le Bas

and with Messrs Depuch, Peron, Leschenaut, Riedley, Lesueur, Barbe, l'Haridon and myself on board. We went alongside the *Naturaliste.* Captain Hamelin boarded his dinghy along with the two officers who had surveyed the area the day before, and set the course for this small expedition. The weather was fine, but the north-easterly wind was starting to blow strongly. It continued to freshen, creating a swell that forced the ship to unrig its topgallants at 10h30. We landed without difficulty at dawn and it was decided to follow the shore in search of the mouth of the river that we could see running parallel to the coast, about half a league inland. Mr Lesueur and I headed in the same direction, but at one or two rifle-shots' distance inland, hoping to find some game. About half an hour after leaving the group we heard several rifle shots, leading us to believe that the group had changed direction and had headed straight for the river. We headed in that direction and came across an officer and some scientists from the *Naturaliste,* who had come ashore in another boat. We thus found ourselves separated from our own group. Over the 24 hours the barometer readings were 28.64 – 28.7 – 28.65 and the thermometer 12.0 – 11.5 – 10.5 – 12.0 –.

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16-17 Prairial
[5-6 June 1801]

We had reached the river bank when we realised that we had taken the wrong direction. I thought that in these circumstances the best way of reuniting with our company was to follow the river down to its mouth; this could be a lengthy undertaking because of the river's twists and turns and would be difficult because the river bank was one vast marshland. However I kept to my decision and walked over two leagues through the marsh, which was covered almost everywhere with a sort of samphire and sometimes with rushes and reeds, often in water up to my calves. I saw many water birds, especially ducks, teals, a multitude of black swans, pelicans and herons. I came across tracks used by the natives, who no doubt fish in these areas. I often needed to cross channels dug into the ground; they had a narrow point where the water ran clear and I realised from the tracks leading to these points and from the more trampled ground that this was where the natives waited for the fish so they could spear them as they passed. But one thing that surprised me more was a sort of levee separating two quite deep pools. It was clearly made somewhat artlessly, but I nevertheless I walked across it – it was about 12 feet wide <and 10 long> and I would have had to make a long detour to get to the other side, or else wade through water up to my waist. Mr Lesueur followed the same route as I, but away from the marsh. After having walked for several hours in this fashion we met up with people from our crew who informed us that all our companions had embarked in Mr Hamelin's small dinghy in order to travel upstream and that it was so full that there would be no place for us. It was past noon and we needed to think about getting back to where we had disembarked, so we retraced our steps along with those we had encountered and with Mr Riedley who had continued to follow the woods alongside the marsh. This time I too took to the woods, where we saw many quail; they are darker in colour than those in Europe, which they nevertheless greatly resemble. We also saw several species of small birds, none of which seemed to me to have rich plumage, and many budgerigars. Everywhere the ground had been dug up, as if by rabbits, by a small quadruped the size of a large rat. Feeling out one of the holes with my rifle barrel I managed to make one come out, but I was unable to get a good look at it. The soil is sandy and produces only bushes, except however for a single sort of tree with hard, brittle wood and close-knit fibres. It could provide curved wood for sailors, but not for planking. It grows up to 5 feet in girth and reaches a height of 40-50 feet. We also found some examples...

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16-17 Prairial
[5-6 June 1801]
contd

… of the resin tree. Its foliage is similar to that of the vacoua tree; the trunk ends in a large tuft of leaves shaped like small reeds, its bark is black, as if burnt, and is nothing like the bark of known trees, being made up of a great number of scales similar to those of pine cones. A sort of stick protrudes from the top, similar to those found in reeds and 7-8 feet in length. Our group, consisting of Messrs Riedley, Lesueur and me along with three crewmembers whom we had come across during our walk, finally reached the shore at about 2h30. We came across Mr St Cricq with his dinghy and all those who had been with him, but no-one from our party had yet arrived. Mr Peron arrived half an hour later and I saw with some astonishment that the longboat was under sail, a long way downwind. We were exhausted and had no supplies. Mr St Cricq shared with us the very small amount he had left, and prepared to get under way. At that moment we sighted two natives on the shore, far away but coming in our direction and each armed only with a stick which they used to help them walk. They stopped when they saw us. Mr St Cricq went towards them along the shore, and I ran behind the dunes and into the bushes to cut off their escape. One of them got away, and when we reached the other we saw that it was a woman, heavily pregnant. She was petrified with fear and had fallen down in the sand in a very unusual position. She was bent back exactly like a frog, with her head and body resting on the ground. Her arms, legs and thighs were folded under her, but a little to the side so they did not prevent her head and entire upper body from resting directly on the sand. In this position she had something of the supplicant about her – I do not know if it was solely the result of her fear. I noticed that two tears had rolled down her cheeks. We thought she had fainted, and since we were unable to provide any assistance we moved away. The *Naturaliste's* doctor had put his finger in her mouth and had ascertained that she had her two incisors. I had placed a small mirror and a knife in front of her, others gave her a bottle, a small chain, etc. When I was twenty paces away I saw our native woman raise her head and look at us. This gave me hope that she might become used to us, and I went back towards her,

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16-17 Prairial
[5-6 June 1801]
Contd

but she immediately let her head fall back into the sand. I had her lifted up but she did not wish to stand and pretended to be unconscious. That is when I saw that she was pregnant. This woman had a small, round face, with pronounced features that seemed to me similar to those found in Bengali women. Her skin was very black and she had fine hair – not frizzy but short and slightly wavy, exactly as if she had been given a perfect Titus cut. She was small in stature but her body was well-proportioned. Her limbs were thin. Her feet were small, as were her hands – the skin of which was very hard. I judged from her breasts that she had had several children, even though she appeared to be no more than 20 or 22 years of age. On her shoulders she wore a hide about the size of a fox skin. Its fur, which in colour was a cross between a rabbit and a hare, was turned inside, against the woman's skin, and it was attached to her neck by a cord of two or three strips of the same material. A pouch of the same hide was sewn on the outside, by means of similar strips and also with the fur turned inside. The

inside was lined with bark, which was supple like tinder fungus. Inside the pouch we found two or three small onions of the [blank] species, about the size of an acorn, which I assume the natives eat. I judged that this pouch was for carrying the woman's child after it had been born. Her stick was of knotty wood, fire-hardened and sharpened to a point at the lower end. In the end, since this woman persisted in giving no sign of life we left her, but before we had gone thirty paces we saw her crawling on hands and knees into the bushes. She had left behind our gifts and her own stick, but I believe that she came back for them afterwards. All of the gentlemen who saw her are convinced that the native who fled was her husband, but I believe that it was another woman who, being quicker or more courageous had not waited for us. I base this opinion on the fact that the two were of similar build, neither was armed and one might presume that a woman's husband would have made some effort either to take her with him or to defend her.

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16-17 Prairial
[5-6 June 1801]
Contd

I forgot to mention that during my walk I came across three native huts. They were situated some 15-20 paces apart from each other. The bases were a part ellipse in shape [sketch of an ellipse], with the entrance facing north. They were about four and a half feet deep, with an opening of about 30-33 inches. Their only framework consisted of small pieces of wood, stuck into the ground and converging at a height of about ~~4½~~ 4 feet. They were covered either by dried grass or by the fine, flexible bark of which I spoke earlier. The remains of fireplaces, used for cooking shellfish, could be seen two or three paces from the entrance to each hut. I picked a ~~fish~~ species of puffer fish, very dried out, from the ashes of one of these fireplaces.
Towards evening we saw Mr Hamelin coming back towards us, together with Mr Le Bas and their accompanying party. They had discovered the mouth of the so-called river. Navigation was hampered by a large sandbar, but they had succeeded in entering it and some of the party had waded across. When they reached the other bank, which was covered with immensely tall and thick trees, they met some armed natives who had threatened them: neither gifts nor signs of friendship had been able to win them over. Our men had retreated in order not to have to engage them in action. The natives were armed with two spears and an axe. They were able to repeat very clearly the words that were spoken to them – "friend," "yes," etc, but when the word "pourra" was uttered they cried out "pourra" and waved their spears. When first seen they had been unarmed and were followed by dogs similar to shepherd dogs. Soon afterwards, however, seven of them reappeared, armed and without their dogs.
When our gentlemen met up with us it was beginning to get dark; the boats were far away downwind and we were all exhausted, hungry and cold. We lit < a fire, although> not without difficulty because we lacked combustible material; we made a sort of flare by moistening some powder, then lit a piece of paper which caught when we blew on it; some dry brushwood …

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16-17 Prairial
[5-6 June 1801]
Contd

did the rest. Mr Hamelin's dinghy arrived as were seated around this fire. We were preparing to eat some crows and oyster-catchers we had shot, but had to await the longboat to have some biscuit and water. The dinghy crew told us that they had left it bringing up the rear, but over half an hour later, as we anxiously scanned the horizon, the crew told us that the dinghy had run aground and had had to be refloated and that the longboat had done the same, which was probably what was holding it up. They nevertheless believed that it was now afloat. On hearing this news we made our way – or rather scurried – towards the place where the longboat was thought to be, and after an hour's walk we arrived to find the crew drying themselves around a large fire. The longboat was aground and submerged, lying abeam the shore with the waves breaking over it and having already almost completely filled it with sand. The first thing to do was to dismast it, but we could not pull the mainmast which was stuck in the silt, and the surf was such that there were fears for the safety of the men we sent aboard. The longboat's stern was a little further inshore than the bow, and my hope was that the surf might swing it even further up the beach and would consequently make it easier to tow it ashore if enough purchase could be had. This is why I refrained from suggesting that the grapnel rope be cut. By then nothing could be saved; we found our biscuit ashore, soaked with sea water as was our powder and watch-coats, which we were unable to wear for 24 hours. Mr Hamelin set off immediately, promising help by morning and leaving us with some arms and ammunition. We spent the night by the fire, but even so were chilled to the bone because we had neither shelter nor warm clothing. We waited impatiently for dawn to break. It came all too slowly for us, but daylight finally arrived, although without any sign that thought was being given to saving us. We were unable to do anything on our own: an effort of over fifteen tonnes was required to haul the longboat onshore, and we were just 19 men, without a block and tackle or any scrap of rope. I was concerned that the required equipment would arrive too late. The morning passed in this manner, although I was reassured to see that the longboat was not taking in much more sand. The ship had kept a light burning all night, but the sea had risen and the wind had increased to the point where the topgallant masts had had to be housed. The barometer over the 24 hours had been at 28.6, 28.7 and 28.6 and the thermometer at 13.0, 12.3 and 11.5.

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17-18 Prairial
[6-7 June 1801]

Our situation remained unaltered over the rest of the 17th: all we had was our terrible, sea-soaked biscuit, a little rice and no fresh water. Even these supplies were diminishing rapidly, despite the fact that all we had was a meal of soup, which we augmented with some samphire. Some water had been found in a hole dug by the natives, which contained the equivalent of about a barrel. The water was brackish, but we drank it and considered ourselves fortunate to have it. We did not have two cooks available, so officers and crew all shared the same small pot, some digging into it with their swords, others with a piece of broken plate, others with a piece of wood flattened into the shape of a spoon, and still others with a shell picked up on the shore. We were still unable to foresee when our ordeal would end. The weather, which in the morning had been too stormy to allow the boats to be hoisted out, had fined up towards noon but there was still no sign of anything coming for us. I heard a gun fired from the ship, which

caused me some concern on Captain Hamelin's account – <a concern> that was heightened when some oars, hoods, a stocking, fenders <etc> were found on the beach and recognised as belonging to the *Naturaliste*. However, I hid my fear because it would have been all too readily shared by everyone else, and it was essential not to diminish hope and courage among our companions in misfortune. Moreover, the only things we had to fear were fatigue and privation: it was certain that the Commander would not abandon us on this shore, and if I may be allowed to view misfortune from a favourable angle I might add that we should not regret the accident we suffered because it proved the Commander's attachment to us and the concern he shows in preserving us. He did not eat for three days, even neglected to wind up his chronometers and was often seen with tears in his eyes. Those who know him will appreciate that these were not tears of weakness, but of concern. This event should attach us to him even more strongly, and is certainly reassuring and encouraging for the remainder of the voyage. Mr Hamelin finally arrived alongside the ship at 7h30 on the evening of the 17th, after having spent 26 hours at sea and been exposed to quite some danger. He reported immediately to the Commander…

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17-18 Prairial
[6-7 June 1801]
contd

…and provided him with an account of our situation. We were unaware of what was happening on board, and our concerns were mounting. We had set about sheltering ourselves from the weather. We rigged a tent using the longboat's sails, covered with branches, and spent the night there with three sentries constantly on guard. We were up before dawn to observe what the ship was doing, but we saw nothing. Several members of the party set off for a spot 3 or 4 leagues away, lit a large fire just opposite the ship and hoisted a flag to show that we required assistance. Since we did not know when help would arrive, we set about clearing some ground around the camp so we could guard against any surprises from the natives. We were unaware that at 3h30 the Commander had had his dinghy hoisted out, but that the weather had forced him to hoist it in again, or that at 7h30 he had signalled to the *Naturaliste* to get under way promptly. That ship had responded to the effect that it was unable to execute the order, and when it was repeated Captain Hamelin requested permission to veer out his cable to the end. The *Géographe* finally got under way at 8h30, under fore and mizzen staysails and after having taken the second reef in the topsails. We observed this manoeuvre, which reassured us somewhat as to our own fate. The ship held its course for about three hours and then dropped anchor in 8 fathoms over a bottom of fine sand and paid out 80 fathoms of cable. At that stage it was bearing NNW of us and had sighted four of our men on the shore.
While on this course the ship had taken soundings on the quarter hour. It had found the bottom to be consistent, but the depth had decreased from 11 to 8 fathoms. When at anchor it had taken the following bearings:
The bay entrance headland W5°N
The northernmost visible point NE¼N
Over the 24 hours the barometer readings were 28.6-28.65-28.6-28.5-28.5-28.45, and the thermometer 12.5-11.9-11.9-11.5-12.5.
[+ table and nautical information on the lower left of the page]

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18-19 Prairial
[7-8 June 1801]

At noon we were still waiting, some of us fetching water and others cutting wood for the fire, when we heard a gun from the ship and saw a boat set out towards us. It brought us a cable, two winding tackles, some biscuit and a container of arrack, but no water - we still had only the brackish water that needed to be fetched from almost a league away. We were camped on a stretch of sandy ground, no more than 100 paces wide. Behind us was a sort of saltwater lake, over two leagues long and approximately 150 *toises* wide. It was full of fish, and a single drag of the seine would have produced enough to feed the *Géographe's* entire crew for several days, but we lacked any means of catching anything. At about 2h30 the dinghy dropped anchor close by. Although the breeze and the sea had dropped considerably, the surf was still too rough to allow the dinghy to come in, so it stood off and our men waded out to fetch what it had brought for us. This took place more than a quarter of a league from the longboat, and we needed to offload the jack, grappling anchor, supplies, winding tackle and cable by hand. It was night before everything had been disembarked, but we set up the apparatus, only putting off fixing the swifter until morning. The dinghy had set off again immediately and was back alongside the ship at 8h00. Citizen Peron, who was exhausted and ill, had gone with it. We spent ~~part of~~ the remainder of the night taking a much-needed rest. Our spirits were in good shape: we knew that Mr Hamelin was back on board and we could see our ships close by. However, our physical strength was diminished. We again posted sentries at night. Towards 10h00 Mr L'Haridon saw a dog walking along the shore and took aim at it, but missed. At daybreak, while I was escorting the men to fetch water I followed this dog's tracks and saw clearly that it had been with a native; both had fled inland. We then saw the dinghies from both ships coming back towards us. We waited for low tide, which was due between 10h00 and 11h00, to begin work. During the morning we killed a seal on the coast. The two dinghies were at anchor by 9h00. We offloaded what they had had brought and were preparing to get to work when Mr Le Bas was handed an order from the Commander for us to return to the ships. He informed us of its contents, which were sufficiently clear that we all felt we had to get into the dinghies and abandon the longboat. We quickly returned the gear we had disembarked to the *Naturaliste's* dinghy, which set off with some of our party, and set about loading what remained into the *Géographe's* dinghy. Barometer 28.3-28.4-28.4-28.2-28.2-28.27, thermometer 12.6°-12.6-11.7-11.9-11.8-12.0 Winds from N¼NE to ENE over the 24 hours.

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19-20 Prairial
[8-9 June 1801]

At noon we were still loading our equipment, but the dinghy was beginning to sit very low in the water. As Mr Le Bas had decided to embark all personnel in this craft, it was necessary to sacrifice some of our effects in order to save the men. We left many things ashore – almost all of the longboat's equipment as well as arms, grappling anchors, clamps, a jack, etc. etc. I regretted having to abandon all of this material; perhaps it would have been better to begin by leaving the 100 pound iron ballast bars ashore so we could have taken on other equipment. I was especially saddened to see two tackles thrown overboard as I was about to embark. Finally, at about 1h00, we got under way to return to the ship. The sea was very rough, and since the dinghy was equipped with wretched oars – not its own - we had great difficulty battling the wind and waves. The sea came in both fore and aft, but we finally arrived

alongside at 5h00, most of us shoeless, some without trousers and all of us soaked through since we had had to wade into the sea up to our necks in order to board the dinghy.
This completes the story of our shipwreck. Had we been two hours later we would have been unable to return to the ship and would have been forced to return ashore, or perhaps spend a night on the high seas.
As soon as we had arrived alongside the dinghy was unloaded and hoisted in. A gale was brewing, and the sea was already very rough. At 8h00 one of the *Naturaliste's* dinghies came alongside. It had come from the coast, where one of its men had perished in the surf just as he was about to board.
The weather continued to close in, the sea was still rising and the atmosphere showed that we were in for a storm. At 9h00 the Commander decided to get under way and by 10h00 we were under sail. We had two hours of rainy calm, and then the gale came on. We shortened sail progressively and the rest of the day was spent making very little way, close to the wind or even hove to, first on one tack and then on the other.
The *Naturaliste*, embayed downwind, was also standing off and on to try to clear the bay. Soundings returned 8-10 fathoms between 10h00 and midnight, and 12-16 fathoms between midnight and 2h00.
At 3h30, sandy bottom at 22 fathoms
From 4h00 to 6h00, ditto with fine gravel, 25-23 fathoms
From 6h00 to 8h00, fine sand at 20 fathoms
At 9h00 18 fathoms; at 10h00 15 fathoms; at 11h30 22 fathoms and at noon 20 fathoms, muddy bottom
At that time there was a break in the weather, during which the southern entrance headland to the bay bore W5°N, distant 5 leagues.
[+ table and nautical information on the lower left of the page]

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20-21 Prairial
[9-10 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast, with a rough sea and strong and gusty wind over the 24 hours.
Since the gale persisted we set very short sail and manoeuvred to head for the open sea, without however getting too far from the bay, which the Commander intended to revisit.
Soundings were as follows:
Between noon and 4h00, fine sand at 20-21 fathoms
From 4h00 to 8h00, ditto at 22-23 and 26 fathoms
From 8h00 to 12h00, ditto at 25-18, 28, 23, 16, 17 and 20 fathoms
From 12h00 to 4h00, ditto at 20, 21, 28, 28 and 30 fathoms
From 4h00 to 8h00, ditto at 32 and 33 fathoms.
Bearings were as follows:

At 4h00 the southern headland to the bay bore W8°S, distant approximately 4 leagues
At 3h00 in the morning the same headland bore SW, and at 4h00 it was SSW.

The *Naturaliste* disappeared during the watch from midnight to 4h00, and was not in sight at daybreak.
A very large whale was sighted during the morning.
The wind varied from NE to N over the 24 hours.

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21-22 Prairial
[10-11 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Sky still overcast, strong and gusty wind varying from N-NW, rough sea. The gale subsided only for very brief periods, and then returned with increasing violence. Heavy rain fell in squalls from time to time.
From noon to 4h00 we had no ground with 80 fathoms.
From 4h00 to 8h00 the bottom was rocky at 30, 48, 46 and 35 fathoms
From 8h00 to midnight, coarse sand at 27, 28, 35 and 45 fathoms
From midnight to 4h00, no ground with 70 fathoms
From 4h00 to 8h00, no ground with 60 fathoms.
At 1h00 in the afternoon the southern headland to the bay bore NE5°E and the southernmost headland from the ship bore SE4°S.
At 8h00 in the morning land was visible from SE to NE¼E and NNE, distant approximately 6 leagues.
At noon the eastern cape was sighted at approximately 9 miles and the land near the headland to the bay bore N15°E.

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22-23 Prairial
[11-12 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Same weather as the previous day during the entire 24 hours, with a constantly rough sea and a strong, gusty west-north-westerly wind. We stayed hove to for most of the time, on alternating tacks.
From noon to 4h00 the sound returned 35-45 fathoms, rocky bottom
From 4h00 to 8h00, 37 and 50 fathoms, sand and coral
From 8h00 to 12h00, no ground with 70 fathoms
Ditto from midnight to 4h00
From 4h00 to 8h00, broken shells at 55 fathoms, rocks at 40 fathoms, sand and coral at 36 fathoms, then coral at 36 fathoms.
Bearings

At 4h00 in the evening:	Easternmost headland	E22°30′S
	Cape	N25°E
	Northernmost headland	N11°15′E
	Distant approximately 4 leagues	
At 5h00:	Easternmost headland	E22°30′S
At 8h00 in the morning:	Easternmost headland	E ¼NE
	Small island	E11 °15 ′S
	Cape Leeuwin	N11 °15 ′E
	Northernmost headland	N

(55)

23-24 Prairial
[12-13 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Same weather for the rest of the day and during the night. No land in sight, and we had no ground with 75-80 and 90 fathoms.
The wind slackened at daybreak, although there was still a swell. We sighted land, then took a sounding and had ground with 85 fathoms, fine red sand.
At 8h00 the easternmost headland from us bore N15°E, with the westernmost at N22-30W.

At noon, the small island bore	E22.30N
The easternmost headland	E33.45N
Cape Leeuwin	N7°E
Northernmost point	N3°W

(56)

24-25 Prairial
[13-14 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Reasonably fine weather for the rest of the day, with a moderate breeze, the sea running a swell and the sky a little cloudy.
The clouds increased during the night, the wind strengthened and turned squally. At dawn, with the weather having cleared again, we swayed up the topgallant masts and set a course east.
Soundings were as follows:
From noon and 4h00, 33-40 fathoms over a bottom of sand and coral, then white sand.
From 4h00 to 6h00, coarse red sand
At 7h00, sand and rocks, 50 fathoms
From 8h00 to midnight, no ground with 90 fathoms
From 12h00 to 4h00, ditto with 60 fathoms
From 4h00 to 8h00, ditto
At noon, white sand at 35 fathoms

Bearings

At 4h00 in the afternoon:	Southern headland	E22.30S
	Middle of the white cape	E22 °N
	Northernmost headland	N12 °E

We reckoned we were 5 leagues from the closest land.

At 4h45:	Cape Leeuwin	SE5 °E, distant 22 miles.

(57)

25-26 Prairial
[14-15 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather up to nightfall, with a calm sea and moderate breeze. Towards 8h00 in the evening the wind changed to fresh and gusty, with squalls becoming increasingly frequent during the night. Rain fell and the sea turned rough; we shortened sail and stood off from the coast.
At 2h00 in the afternoon we had ground at 25 fathoms, small gravel
At 3h30, ditto with sand at 20 fathoms
From 4h00 to 6h00, 20-18 fathoms, grey sand
From 6h00 to 8h00, 18-17 fathoms, ditto
From 8h00 to 11h00, 19 fathoms
From 11h00 to midnight, 21-20 fathoms
From midnight to 4h00, 21-20 fathoms, grey sand
At 8h00, 18 fathoms, coarse gravel
From 8h00 to 12h00, 18 and 20 fathoms, reddish sand

Bearings

At 4h00 in the evening	Geographe headland	W17°S
	Northernmost headland	N55E
At 5h00 ditto	Land seeming to take a NE direction, northernmost headland bearing NE¼E from the ship	
At 8h00 in the morning	Land running SE-NNE, seeming to form a bay to ENE, closest land reckoned to be six leagues at this time	
At 11h00 ditto	Abeam of a headland bearing E, distant 4 leagues; land to the south running SSE and land to the north running N¼NE	

(58)

26-27 Prairial
15-16 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather continued to be bad, with a fresh and gusty breeze and rough sea ~~during the day~~ up to evening and during the night. At daybreak the sky cleared a little and the breeze slackened. We crowded sail and stood in for the land.
From noon to 4h00 we took soundings on the half hour and had ground with 19 and 25 fathoms, coarse reddish gravel.
From 4h00 to 6h00, ditto with 26 and 30 fathoms
From 6h00 to 8h00, ditto with rocks, 31 fathoms
From 8h00 to 12h00, ditto with 28 fathoms
From midnight to 4h00, ditto with coarse sand, 25 fathoms
From 4h00 to 8h00, fine sand at 30-23 fathoms
At 8h00, rocks at 22 fathoms
At 10h00, rocks and coral at 15 fathoms
At 11h00, sand and coral at 15 fathoms

At 4h00 we sighted land from the topgallant crosstrees, with the northernmost part in sight bearing N22-20E.

At 8h00 in the morning the southernmost headland bore S33.45E and the northernmost E34°N.
At 10h45 we were 4 miles from land running NNE-SSW. In the distance and bearing NW could be seen some land that was much higher than the surrounding territory.
At noon the northernmost headland bore N34°E, apparent distance 10 miles, and the southernmost headland bore S22°E, apparent distance 25 miles. Middle of the closest land to the east was 4 miles distant.

(59)

27-28 Prairial
[16-17 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather continued fine over the 24 hours. The breeze dropped away completely and we had a period of calm, although the sea was still running a light swell. We took advantage of the calm to haul the seine, which brought in new specimens of natural history.
From noon to 4h00 we took soundings on the half hour and had ground with 17 and 19 fathoms, fine sand.
From 4h00 to 6h00, ditto with sand and coral, 18 and 19 fathoms
From 6h00 to 8h00, ditto with coral, 22 fathoms
From 8h00 to 12h00, ditto with 22-25 fathoms
From midnight to 4h00, ditto with red sand, 25-19 fathoms
From 4h00 to 8h00, fine sand at 30-23 fathoms
From 8h00 to 10h00, ditto with coral, 8-10 fathoms
At 11h00, rocks and coral at 13 fathoms
At noon, coral at 24 fathoms

At 8h00 in the morning the southernmost land in sight bore south, with the large mountain at E55°S.
At 10h00 we became aware that we were headed for some reefs, and immediately went on the other tack. Up until then we had been skirting the coast at a distance of approximately one mile. At noon the southernmost point bore S40°E and the northernmost E22°30′N.

(60)

28-29 Prairial
[17-18 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The sky clouded over in the afternoon, and squally weather accompanied by strong <and gusty> winds whipped up the sea. We shortened sail and stood off from the coast. We remained hove to for most of the 24 hours.
Between noon and 4h00 soundings returned 25 fathoms, grey sand.
From 4h00 to 8h00, same bottom, 25 and 30 fathoms
From 8h00 to 12h00, ditto at 28 and 26 fathoms
From midnight to 4h00, ditto at 26 and 24 fathoms
From 4h00 to 8h00, ditto at 23 and 26 fathoms

From 8h00 to noon, reddish sand at 35 fathoms
At noon the closest land bore E ¼NE, far in the distance.

(61)

29-30 Prairial
[18-19 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

With the blow continuing, we spent the day and night almost constantly hove to. At 9h00 in the evening the depth suddenly decreased from 21 fathoms to less than 10; we went about and the depth increased as quickly as it had decreased. There was a lot of rain during the night, accompanied by hail. At daybreak the Commander abandoned his plan to revisit the bay: we had been battling against the winds since the 20th so we could keep close by, without having had even 24 hours of fine weather. We thus set a course to the north-west.

Soundings were as follows:
From noon to 4h00, sand and coral at 29 and 28 fathoms
From 4h00 to 8h00, grey sand at 25 fathoms
~~From~~ At 8h00 ~~to midnight~~, ditto at 21 fathoms
At 8h30, ditto at 21 fathoms
At 9h00, ditto at 10 fathoms
From 9h00 to midnight, ditto at 15-24 fathoms
From midnight to 4h00, ditto at 25-31 fathoms
From 4h00 to 8hoo, ditto at 32 fathoms, then no ground with 32 fathoms

At 5h00 in the evening we took the following bearings:
Easternmost headland E11°N
Northernmost headland N45E, distant approximately 6 leagues
The next day land was out of sight.

(62)

30 Prairial – 1 Messidor
[19-20 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fresh breeze, squally weather, swell running; we steered a course NW¼N, heading for Swan River. Towards noon on the 1st the weather fined up and the sea flattened out. No sign of land over the 24 hours.

(63)

1-2 Messidor
[20-21 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather over the 24 hours, with a swell running and a moderate and gusty breeze. At dawn the weather clouded over and fog set in. We continued on course, without sighting land.

(64)

2-3 Messidor
[21-22 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather continuing to fine up, with a calm sea and changeable breeze. No sign of land during the rest of the day, but at 7h00 in the morning land was sighted to the NE and E. We then set a course NE¼N. During the night we had no ground with 70 fathoms.
At about 10h00 we sighted some tide-ways and the sea was covered with gulfweed.
At noon, we took the following bearings:
The northernmost land in sight bearing N19°E
And the easternmost at E10°S.

(65)

3-4 Messidor
[22-23 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours, with a calm sea and variable breeze.
During the rest of the day we manoeuvred closer the coast, skirting it at a distance of approximately 12 miles. At night we drifted in the current, and at daybreak the coast was no longer in sight. We stood in for it again, sighting it at 8h00. Held our course until noon, at which time we were about 10 miles offshore. The coast appeared similar to the one seen the day before.
Between 3h00 and 7h00 in the evening we had no ground with 50 fathoms…
From 9h00 to 11h00, 55 and 52 fathoms, sandy bottom
At 1h00 in the morning, 75 fathoms, rocks
At 4h00 in the morning, no ground with 90 fathoms.

At 4h00 in the evening the southernmost land bore S33.45E and the northernmost land bore N11.15.4.
At 6h00 the land we were skirting at a distance of 12 miles ran S¼SE-N¼NW. At that time the northernmost headland bore N4°W and the southernmost in sight bore S33°E.
At noon the southernmost land bore SE¼E, the northernmost bore N¼NE and another headland bore E¼SE. Closest land to the ship bore E5E, distant 9-10 miles.

(66)

4-5 Messidor
[23-24 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze. We skirted the western coast of Dirk Hartog Island, standing off approximately 12 miles. Towards 1h00 the ship passed through a tide-way running north-south. We manoeuvred up to nightfall to keep the coast in sight, surveying the coast, and at 7h00 a northerly course was set. Brought to during the night and took soundings every hour. At daybreak we once again manoeuvred to stand in for land.

From noon to 8h00 in the evening we had no ground with 40 fathoms
At 8h00, grey sand at 52 fathoms
From 8h00 to midnight, ditto at 50-46 and 50 fathoms
From 12h00 to 4h00, ditto at 52 fathoms
From 4h00 to 8h00, ditto

At sunset the western headland of Dirk Hartog Island bore S22°W and the northern headland of that island bore S12°S.
An island was visible from N30°E – N40°E.
At 7h00 in the evening the southern headland of the largest of the Sterile Islands bore E5°N and the northernmost visible headland of the island bore NE5°E.

(67)

5-6 Messidor
[24-25 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather continued fine during the afternoon, with a calm sea and almost no breeze. The land far in the distance. The sky clouded over at night. At 2h00, having sighted land bearing ENE, we shortened sail and steered to the north. At daybreak we put on full sail to stand in for the land, but as the sun rose and the breeze freshened and became squally we progressively shortened sail. By 11h00 we were hove to.

Soundings from 4h00 to 8h00 in the evening returned fine sand at 40 fathoms. Same bottom until morning and at 10h00 in the morning there was fine sand at 50 fathoms.

At sunset the northernmost land bore ENE, with the eastern extremity at E5°N, far in the distance.
At dawn land was sighted bearing E¼SE – SE.
At 8h00 the northern headland bore ESE, distant approximately 6 leagues.
At noon land bore ESE, distant approximately ten miles.

(68)

6-7 Messidor
[25-26 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

For the rest of the day the weather was overcast and rainy, with a swell running. The sea flattened during the night and the breeze dropped away to calm. At daybreak the sky was a little overcast, with fine weather nevertheless, very calm sea and a moderate breeze.

At 7h00 in the evening the sound returned white sand at 39 fathoms.
From 9h00 to midnight, same bottom at 63, 65 and 66 fathoms.
From 12h00 to 4h00, same bottom at 70, 72 and 70 fathoms.
From 4h00 to ~~8~~6h00, 80 fathoms and at noon 40 fathoms.

At 4h30 the island's northern headland bore E22°S, distant 21 miles, and the southern headland bore S45°E, distant 27 miles.
A very large column of smoke was sighted on one of the Sterile Islands, bearing E18°S.
At daybreak land was sighted from the mizzen topgallant cross-trees.
At noon we were heading towards the headland taken to be the entrance to Shark Bay.
The southernmost headland in sight bore S12°E and the easternmost bore E10°N.

(69)

7-8 Messidor
[26-27 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather for the rest of the day. We coasted along, sailing around the land to the north of Shark Bay. In the afternoon we held our course, with the breeze continuing to slacken, and at 7h30 we dropped anchor in 34 fathoms water, over a sandy bottom. At that time the following bearings were taken:

A large cape: N33°45′E
The entrance headland: N55°E
The bay's southern headland: S45°E

At 9h30, with the ship dragging its anchor despite the light breeze, we made ready to get under way and at 10h00 we were under sail and followed the coast, steering NW and N, without losing sight of the land. At dawn we changed course to S¼SE to enter the bay.

From noon to 4h00 soundings returned fine sand at 30 fathoms
From 4h00 to 7h30, ditto at 31 and 33 fathoms
From 10h00 to midnight, ditto at 35-32 and 30 fathoms
From midnight to 4h00, ditto at 30 and 27 fathoms
From 4h00 to 8h00, ditto at a constant 31 fathoms
From 8h00 to noon, ditto at 30 and 15 fathoms

At 8h00 in the evening the northernmost visible headland bore N40°E. The land abeam of us bore S18°E and the southernmost visible headland bore S.
At 7h00 in the morning the northernmost land bore N25°E, the large cape bore N65°E and the southernmost visible land bore S10°E.

At noon the southernmost headland of the Sterile Islands bore S51°W, the northernmost headland of the continent bore N25°E and the easternmost headland bore S7°E.

(70)

8-9 Messidor
[27-28 June 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze. At 2h30 we dropped anchor in 26 fathoms, muddy sand, and veered out 70 fathoms of cable.

Mooring bearings:

Northernmost headland of the Sterile Islands:	W16°N
Southernmost headland of the Sterile Islands:	W45°S
Northernmost headland from the ship:	N56°E

At 4h00 the large dinghy was despatched to survey the coast and to locate a landing place on the closest of the Sterile Islands. In the evening we measured the speed of the current, which was determined to be 1 knot, setting NW.
The flood was observed to begin at 8h10.
The dinghy was back alongside by 2h30; it had succeeded in putting ashore.
Light airs over the 24 hours, varying from SSE to NNE.

9-10 Messidor
[28-29 June 1801]

Very fine weather over the 24 hours, with a calm sea. Light west-south-westerly airs during the day, veering S and SSE at night. At daybreak the Commander went ashore, accompanied by the naturalists. They found the island to be a desert, with sandy soil unsuited to vegetation. It contains secondary-era limestone rocks and is covered with various species of bushes. One of them produces a small nut whose shell, encased in tender shoots, contains a pleasant-tasting almond.
There is no water on this island, but firewood is available – there are ample quantities of a vine-like climbing bush that has extremely hard and reasonably thick wood. A small species of kangaroo was seen, along with several sea birds, some small eagles and a variety of [blank] with very beautiful plumage. The coast, which is edged with rocks in a number of places, provides large quantities of crabs and shellfish, including sabots and clams. This island is the northernmost of the Dorre Islands. From dusk until the time the Commander returned (at 9h40) we alternately lit flares and sent up rockets. The small dinghy remained ashore to wait for Mr Peron, who had become lost. It spent the night there, and was seen making its way to the ship in the morning.

(71)

10-11 Messidor
[29-30 June 1801]

The small dinghy was back alongside at 1h00. The boats were immediately hoisted in and the rest of the day and night passed without notable events. Steady light south-south-easterly airs. In this bay, as in our ports in France, there are six hours of flood tide followed by six hours of ebb. The tide delay is the same. We continued line fishing, which over the previous two days had been so successful that, having eaten their fill, the crew salted some of the fish. We took no less than 100-150 fish per day, each weighing 4-6 pounds. It was a species of redfish, notable for the large bump on the top of its head, and we found it excellent eating. Our naturalists call it [blank]. We also caught several dogfish and some rock salmon. We got under way at 7h00 on the morning of the 11th, and were under sail by 7h30. Fine weather, calm sea, light breeze. We proceeded deep into the bay, approaching land situated to the north. We took regular soundings, and a dinghy ahead of the ship signalled the depths it encountered. The dinghy had between 10 and 15 fathoms up to noon, while on board our soundings showed that the depth decreased progressively from 16 fathoms to 13.5. We saw a great number of whales and a turtle.
[+ nautical information and table, lower left]

(72)

11-12 Messidor
[30 June – 1 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather and calm sea. We dropped anchor at 1h00 in 9 fathoms water, over a sandy bottom. The northernmost tip of the Sterile Islands bore W11°15'N, while the easternmost land in sight, which was part of the mainland, was at E22°30'S.
The small dinghy was immediately despatched to survey the coast and to find a place to go ashore. We lit flares every quarter hour until it returned half an hour after midnight. It had encountered heavy surf on the shore, and had not been able to land. However, since this coast is marked on the map as being clear of rocks and shoals, we should perhaps not give up following this first attempt, made at night. Line fishing continued from the ship as on the preceding days, but we no longer took the same species of fish; instead, much smaller fish were caught, named [blank] by our naturalists. They are very good to eat, but are not as abundant.
We got under way at 6h00 in the morning, in very fine weather and with a light to moderate north-easterly breeze. We steered S¼SE and south, sighting many whales. Soundings consistently returned from 10 to 13 fathoms.
At noon the visible part of the mainland bore E20°N.

(73)

12-13 Messidor
[1-2 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather continued to be very fine, and the sea calm. Saw many whales. Soundings consistently returned a bottom of grey sand and depths of 12-13 fathoms. At 4h00 we dropped anchor in 13 fathoms, veering out 35 fathoms of cable. At that time some low-lying land was in full view to the south-west, and the second of the Sterile Islands bore W5°N.
The night was very fine. We did some fishing, but without catching anything. A light breeze sprang up from the south-east at 10h30, veering thereafter as far as ENE. We got under way at 6h00 and steered south, taking soundings ahead of the ship.
On board we consistently had 11 and 12 fathoms, but the dinghy crossed a sandbank where it had only 3 fathoms. At noon the easternmost headland of the mainland in sight bore E19°N and the northernmost visible headland bore N13°E.

(74)

13-14 Messidor
[2-3 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, sea very calm and almost no breeze. We had a consistent 11½ fathoms of water and a bottom of white sand mixed with broken shells up to about 2h00, when we dropped anchor at this depth and veered out 30 fathoms of cable. The land in sight - Middle Island – stretched from E40°S to S5°E.
We lit flares until the dinghy returned at 9h30, and at 7h00 we fired two guns to determine whether the *Naturaliste* was in the far reaches of the bay. Same weather all night. We sent a dinghy out again at 6h00 to take soundings, and at 7h00 we got under sail. We steered a southerly course until 9h30, when we dropped anchor in 7 fathoms water, sand mixed with shell debris, approximately two leagues off the coast. The northern headland of Middle Island bore S42°E, with the southern headland at S6°W and an outcrop on the island at S24°E.
We despatched the dinghy immediately to reconnoitre the coast and to find a place to land. Our plan was to set up the observatory on this island, on which some splendid patches of greenery could be seen.
The topgallants were unrigged.

(75)

14-15 Messidor
[3-4 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather was still fine, but the breeze was freshening and the falling barometer foreshadowed some bad weather. We were anchored quite close to the coast, and the wind was blowing onshore. This island has a more pleasant appearance than the Dorre Islands. The coast is steep in several places and the soil is of a very deep red colour, though dotted from time to time with white sand beaches. The heavy surf pounding on to the beach prevented the dinghy from putting in, and it came back alongside at 1h00. Our gentlemen had glimpsed some trees.

We got under way at 2h00, with the breeze freshening and the sea rising. We were drifting towards the shore and the depth was decreasing. We steered a north-easterly course until 3h00, when we missed stays and were forced to wear ship. We had 6 fathoms water, were a league from shore and there was a sandbank very close ahead. We had to change tack again at 4h10. Another sandbank was hindering us westward, so we made very short boards between the two banks. We continued in this way, taking steady soundings and never having more than 10 fathoms or less than 6 – we went about as soon as the lead returned 6 fathoms.
At 8h00 we had 11½ fathoms and the depth then stayed steady 11h00, when it suddenly decreased to 9 fathoms; we then set a course ~~W~~SSW.
During the rest of the night we had 11-12 fathoms.
At daybreak the weather fined up and the sea fell.
At 7h00, with the depth having decreased gradually to 8 fathoms, we bore away NE¼N.
Between 4h00 and noon we had 11½ fathoms, then 10, 9, 10, 11, 12 and 15.
At 7h00 part of Dorre Island bore due west from us, and we could see the island stretching northward.
Towards 10h00 we crowded sail, and at noon the middle of the northernmost Sterile Island bore W23°S, with the northern headland of the mainland at N22°E.

(76)

15-16 Messidor
[4-5 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, moderate swell at first, settling thereafter. We continued taking regular soundings; at noon we had 15 fathoms water and an hour later only 6, <so we immediately went on the other tack>. At 2h00 we had 10 fathoms and at 4h00 we had 35, black sandy bottom.
At 11h00 we noticed that the sea amidships was turning white near the lee side davit, so we immediately went on the other tack. However, the soundings consistently returned readings of 32, 30, 29 and 25 fathoms, grey sand. The depth gradually decreased, reaching 17 fathoms at 4h00 in the morning.
At 5h30 we sighted Sterile Island bearing WSW, and at 7h00 we steered SW for the anchorage. At 8h00 we dropped anchor in 13 fathoms water, grey sand, and veered out 35 fathoms of cable.
Mooring bearings:

Southern extremity of the second of the Sterile Islands:	S22°30W
Southern extremity of the first of the Sterile Islands:	SW5°S
Northern extremity of the first of the Steriles:	N33.45W
Small island to the north of the Steriles:	
Small outcrop on the coast of the first of the Steriles:	W¼SW5°S.

We immediately hoisted out the two dinghies and the Commander went ashore, accompanied by the naturalists, taking tents to set up camp and all the necessary implements and astronomical instruments.

(77)

16-21 Messidor
[5-10 July 1801]

On the afternoon of the 16th we hoisted out a flat-bottom to do some fishing, but it did not catch anything. We housed the topgallant masts and bent a cable to the sheet-anchor. The beginning of the flood-tide was observed at 4h00. During the day the boats made several trips ashore.
Light south-easterly airs during the night.
The breeze freshened a little at daybreak on the 17th, veering from ESE to SE. The weather was very fine. We inspected all of the rigging and worked at repairing the sails and other damage suffered at sea. The dinghies kept up their trips ashore. At noon the barometer stood at 28.35 and the thermometer at 15°.
In the afternoon we continued the work begun in the morning and also screened several bags of wheat that was so full of weevils that it will produce very little flour. During the night the weather was very fine and the sea calm. A very light breeze blew from S¼SE; the barometer read from 28.4 to 28.35 and the thermometer was at 15.5°.
The large dinghy set off at dawn on the 18th, under Mr Freycinet's command and with supplies for a week, to determine the position of the southern headland of the large Sterile Island and to take soundings in the various channels. Work continued on board. At noon the barometer was at 28.35 and the thermometer was at 15.6°. There was constant communication with the camp. During the afternoon the small dinghy returned with a load of wood. The night was fine and calm, with light south-easterly airs, the barometer from 28.4 to 28.35 and the thermometer <from 15.5 to 16.5.> On the 19th the boats continued to come and go between ship and shore. There was a light SSW breeze, which in the afternoon settled in the SW and freshened. A light swell sprang up. During the night the breeze continued to be moderate, varying from SSE to SE. We lit flares and kept a light at the gaff since the two dinghies were at sea. The barometer was at 28.4, 28.45 and 28.38 and the thermometer from 16.6 to 13.6.
The large dinghy came back alongside at 10h00 on the 20th. It had completed part of its mission, and had put ashore because of the bad weather. At 12h30 we sighted the small dinghy, anchored far in the distance and flying a red flag. The large dinghy was despatched to tow it, but since the current got hold of both of them we despatched a jolly-boat to provide them with a cable, attached to several others. The wind varied from ESE-SSE, blowing less strongly than on the previous day. The barometer remained at 28.3 and 28.4 and the thermometer at 14.5 during the day, decreasing to 14 at night. We set up the mill during the day and brought it into immediate operation.
On the morning of the 21st fishing began to be successful; we caught a good number of redfish. Work continued on board. The weather was fine, the sea calm and there was a very light breeze.

(78)

21-23 Messidor
[10-12 July 1801]

Work continued on board during the afternoon of the 21st. The current was observed to be setting NNW at 1.6 knots. At night the breeze varied from ESE-SSE. <The barometer was at 28 inches and the thermometer at 15.4 during the day and 14 at night.>
During the morning of the 22nd the breeze shifted to NNW. The camp was struck. The boats made several trips, and at 5h00 in the afternoon the Commander returned aboard,

accompanied by the naturalists. The weather continued to be very fine and the sea calm, with light airs from N and NNE. The barometer fell from 28.4 to 28.3, while the thermometer remained at 17° throughout the day and night.
At 6h00 on the morning of the 23rd we secured the sheet-anchor and unbent its cable. At 9h00 the small bower anchor was weighed and at 11h30 we were under sail.

(79)

23-24 Messidor
[12-13 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

In the afternoon the sky was overcast, the sea calm and a moderate breeze blew from NNE, that is to say exactly contrary to the course the ship needed to follow to clear the bay. We thus needed to keep tacking and plying to windward up to dawn on the 24th. The weather became increasing foggy and at night we had occasional rainfall. At 7h00 in the morning the wind veered SSW. Continual rain up to noon and the horizon was not a cannon-shot distant. However, we managed to clear the bay with the help of the sounding lead, which returned:
14 fathoms steadily from noon to 4h00
15, 14 and 12½ fathoms from 4h00 to 7h00
14 fathoms from 7h00 to 8h00
14-17 fathoms from 8h00 to 10h00
17-12 fathoms from 10h00 to 11h00
12-17 fathoms from 11h00 to midnight
20-17-20-19-15 and 17½ fathoms from midnight to 4h00
16-1514-13-15 fathoms from 4h00 to 8h00
15 fathoms from 8h00 to 9h00
15-18 fathoms from 9h00 to 10h00
18-32 fathoms from 10h00 to 12h00

At 4h45 the northern headland of the northernmost of the Sterile Islands bore N40°W.

(80)

24-25 Messidor
[13-14 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, calm sea, light airs and sometimes flat calm. During a clear patch toward noon we sighted land stretching from south to east.
The rain did not let up during the evening and night. We stood off and on to avoid losing the land, but did not stand in too close.
The weather cleared up at daybreak, after the wind had shifted NNW and WNW. We put on sail and stood in for the land, which was no longer in sight. The Commander's intention was to determine the latitude of the headland at the entrance to the bay on the mainland.
Soundings were as follows:
From noon to 4h00, 34 and 35 fathoms
From 4h00 to 8h00, 35-43 fathoms

From 8h00 in the evening to 8h00 in the morning, no ground with 43 fathoms
At 11h00 we had ground at 45 fathoms.
At 10h30 we were to the west of the entrance to Shark Bay. We hove to, waiting for noon, at which time the large headland at the entrance to the bay bore E17°N, with the northernmost headland at E46°N.

(81)

25-26 Messidor
[14-15 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather and calm sea, with a moderate breeze varying from W¼NW-WSW. We took soundings on the hour through the night, but had no ground with 50 fathoms.
At 4h00 we took the following bearings:

The northernmost mainland in sight	E12°S
A white hill	E30°S
The southernmost land	E55°S

At sunset we took the following bearings:

The northernmost land in sight	E26S
The white hill	E47S
The southernmost land in sight	S32°E

(82)

26-27 Messidor
[15-16 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, strong breeze varying from SSW to SE.
At 8h00 in the evening our dead reckoning put us abreast of the continent's NW cape. We hove to up to 4h00 in the morning and then stood in for the land. We took soundings on the hour through the night, but had no ground with 120 fathoms.
At 3h30 in the afternoon we sighted land to the east, and at 4h00 it stretched from ESE to E¼NE, in full sight. At 6h00 it was visible from the deck, bearing E25°S.

(83)

27-28 Messidor
[16-17 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, with a calm sea and breeze very variable from SE-WSW. Flat calm for part of the time, but at daybreak on the 28th the breeze settled in the SSE. The land not in sight.

(84)

28-29 Messidor
[17-18 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours, with a calm sea and light breeze, variable from ESE to W by the south. Took soundings from 8h00, and between then and midnight we had 30-55 fathoms, coarse gravel.
From midnight to 3h00, 60-30 fathoms
From 3h00 to 4h00, 30-50 fathoms
From 4h00 to 8h00, 31 fathoms
From 8h00 to noon, 31 to 27 fathoms, consistently fine sand.
At 9h30 a small island bore E12°N, distant 12 miles.
At noon, the same island bore N66°E
Another island stretched from E53°S to E71°S.
More land at S40°W.

(85)

29-30 Messidor
[18-19 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours, with a calm sea and light breeze, variable from W to E by the south. For the past three days the wind has been in the east and south during the day and between south and west at night.
Soundings:
From noon to 4h00, 30-35 fathoms, muddy grey sand
At 5h00, 30 fathoms, also muddy grey sand
From 6h00 to 8h00, no ground with 60 fathoms
From 8h00 to 12h00, ditto
At half past midnight, 46 fathoms
From 1h00 to 4h00, 60-75 fathoms
From 4h00 to 8h00, no ground with 60 fathoms
From 8h00 to noon, ditto with 60 and 35 fathoms.

At 6h00 in the morning land was sighted from the masthead, bearing south and SSE.
At noon one of the islands in sight bore E28°S, distant 15 miles.

Another was at	S56°E	13 miles
~~The part of the land taken to be the mainland~~		
Another	S48°E	12 miles
Another	S41°E	10 miles
Another	S14°E	7 miles
Another	S40°W	8 miles

The land taken to be the mainland bore S59°W, distant 14 miles.[2]

[2] The manuscript and transcription include "environ 6°" at this point. It is unclear what this refers to.

(86)

30 Messidor-1 Thermidor, Year 9
[19-20 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, squally weather with rain in the afternoon. Moderate breeze and rising sea. The falling barometer indicated bad weather approaching. We stood out to sea, standing off and on so that we did not get too far away.
We took soundings on the hour between 6h00 in the evening and 6h00 in the morning, but had no ground with 90 fathoms.
As the wind turned further south the weather fined up, although there was still a light swell. We missed stays and did not stand in for the land. At noon the mainland bore S50°W, distant 15 miles. An island bore SE5°E-SE¼S, distant 15 miles and a small island to the south was at the same distance.

(87)

1-2 Thermidor
[20-21 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather continuing to fine up, with a moderate breeze and swell.
We spent the night standing off and on, and at daybreak stood in for the land.
During the night we took soundings every two hours, but had no ground with 90 fathoms.
At 4h00 in the afternoon land was sighted from the masthead, bearing south.
At daybreak, land was in sight stretching SE¼S-S¼SW.
At 8h00 the easternmost land in sight bore E25°S, stretching to S10°E.
At noon the easternmost visible part of the mainland bore S5°E, with the westernmost at S15°W.

(88)

2-3 Thermidor
[21-22 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, light swell, moderate breeze. We took soundings up to morning, without having ground with 60-100 fathoms. At 9h30 we had ground with 35 fathoms, sand and rocks, and at 10h00 with 55 fathoms, sand and mud.
At 10h00 we were abeam of the continent's NW headland, and hove to so we could take a noon fix.
At sunset (5h30), the southernmost land in sight bore S4°E, distant 31 miles, with the land closest to the ship at S33°E, distant 18 miles and the easternmost land in sight at E34°S, distant 24 miles.
At noon: [no text]

(89)

3-4 Thermidor
[22-23 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze. We took soundings without having ground up to midnight, when we had ground with 56 fathoms, coarse sand. We hove to until dawn. At about 10h00 <in the morning>, with the wind freshening and the sea rising, we furled the topgallants.
Between midnight and 6h00 we had ground with 55 and 50 fathoms, grey sand.
At 8h00, same bottom with 39 fathoms.
Ditto at 9h00, with 46 fathoms.
And ditto at noon, with 50 fathoms.
At 6h30 in the morning land was sighted from the topgallant crosstrees, bearing SE.
At 8h00 the lookouts sighted land from the crosstrees, stretching SE-E¼SE.

(90)

4-5 Thermidor
[23-24 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, moderate breeze.
No sign of land over the 24 hours. We took soundings from 9h00 in the evening until noon without having ground with a line of 90-100 fathoms.
At 8h00 in the evening we had ground with 82 fathoms, grey sand.

(91)

5-6 Thermidor
[24-25 July 1801]

Observations

Very fine weather over the 24 hours, with a calm sea and moderate breeze, gradually slackening. No sign of land. We took soundings and at 8h00 in the evening had ground with 90 fathoms, grey sand. Then no ground with 100 fathoms.

(92)

6-7 Thermidor
[25-26 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours, with a calm sea and light breeze, and with occasional periods of calm. No sign of land.
No ground with 60 fathoms up to midnight, but then found a bottom of sand and mud with 80 fathoms.

At 6h00, same bottom with 72, 80 and 87 fathoms.

(93)

7-8 Thermidor
[26-27 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze.
At 5h00 in the morning land was sighted to the south, and at 6h30 we stood in for it.
At 6h30 in the evening the lead showed ground at 32 fathoms, grey sand mixed with red gravel and shell debris. We continued to take soundings on the half hour, with the depth decreasing progressively and fairly uniformly by a fathom each half hour. At midnight we had 25 fathoms, at 7h00 20 fathoms and at 8h00 12 fathoms. At 8h45 we dropped anchor in 10 fathoms, over a bottom of red sand.
At 8h00 in the morning we sighted the western headland of what seemed to be an island bearing S10°W, with its eastern headland bearing south. The mainland was in full sight as far as S45°E.
While at anchor we fixed the western headland of the island at S10°W.
The same island's eastern headland bore S3°W.
We estimated that we were five leagues off the island.
The mainland appeared on several points of the horizon and seemed to form a series of islands, because we could not see the low-lying land joining the different parts. We fixed several of these raised points: one was at S5°30′E, a second at S12°E, a third at S19°30E, a fourth at S28°E, a fifth at S30°E and finally a sixth at S60°E.
The Commander ordered me to embark in the large dinghy and to survey this part of the land, to put in on the eastern headland and to see if it joined the mainland at this point.

(94)

8-9 Thermidor
[27-28 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

At noon we got under way under the fore staysail in order to retrieve the small dinghy. It had been sent to take soundings a league downwind but had been unable to battle the current. The anchor was dropped after we had come alongside. While under way we had found an uneven bottom from 9-13 fathoms, with 10 fathoms at the anchorage. From this second anchorage the western headland of the island bore S21°W and a hill that was judged to be the island's eastern headland, but which in fact belonged to the mainland, bore S17°30E. A neighbouring hill bore south, with the hill behind it at S9°E and the highest land to the east at S20°E.
During the night we lit flares every hour. It was noticed that the sea fell by 11-12 feet between 9h00 in the evening and 3h00 in the morning.

(95)

9-10 Thermidor
[28-29 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, the breeze almost calm at first, then light to moderate. Soundings returned 10-13 fathoms, and at 8h00 we dropped anchor in 10 fathoms over a bottom of grey sand.
At 4h00 the island's western headland bore S33°W, with the eastern headland at S24°W and some low-lying land stretching from S15°W to E22°30′S. Columns of smoke were sighted in several places on the coast.
At 5h30 the middle of the island bore W56°S, with another small island at S1°W and the low-lying part of the mainland stretching from S1°E to S50°E. At this anchorage the current was observed to be setting west to east at 1½ knots. Over the six hours the sea rose some two fathoms. At daybreak we took the following bearings from the anchorage:

The easternmost land in sight	E33°S
The middle of this stretch of land	S16°E
The westernmost point	S22°W

We got under way at 7h00. The weather was very fine, with the sea running a light swell. At 11h30 we sighted a column of smoke, but the land was no longer in view.

(96)

10-11 Thermidor
[29-30 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather; the breeze slackened and the sea became very calm.
No sign of land.
Soundings were as follows:
From noon to 4h00, 17, 19, 21 and 23 fathoms
From 4h00 to 8h00, 23-25 fathoms
From 8h00 to midnight, 25-29 fathoms, reddish sand
From midnight to 4h00, 28-30 fathoms, same bottom
From 4h00 to 8h30, 40 fathoms, grey sand
From 8h00 to 12h00, 38-21 fathoms, same bottom

(97)

11-12 Thermidor
[30-31 July 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, the breeze slackening in the afternoon and freshening again ~~in~~ before daylight.

At 2h00 we sighted some very low-lying land, seemingly isolated, bearing S75°E at a distance of 3 leagues. A moment later we sighted reefs ahead, on both the starboard and port bows, and immediately changed tack. At sunset that same land bore SE¼E, seen from the crosstrees. At 6h00 in the morning some land, seemingly isolated, was sighted from the maintop, bearing S5°W.
Soundings were as follows:
From noon to 1h00, 20-13 fathoms
From 1h00 to 4h00, 11-13 fathoms
From 4h00 to 8h00, 14-20 fathoms, reddish sand
From 8h00 to midnight, 20-25 fathoms
From midnight to 4h00, 25-28 fathoms, gravel and coral
From 4h00 to 8h00, 29-35 fathoms, same bottom
At 8h30, 39 fathoms
At 9h30, 33 fathoms
At midday, 40 fathoms

(98)

12-13 Thermidor
[31 July-1 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea until morning when it rose a little as the wind freshened. Not a cloud in the sky.
At sunset the easternmost part of the mainland in sight bore E55°S, with the middle section bearing south and the westernmost visible part at S33°W.
Soundings were as follows:
At 2h30, 34 fathoms
From 5h30 to 6h00, 16-19 fathoms
From 6h00 to 8h00, 11-21 fathoms
From 8h00 to midnight, 21-32 fathoms
From midnight to 6h00, 32-36 fathoms
Then no ground with 40 fathoms, and at noon fine grey sand at 39 fathoms

(99)

13-14 Thermidor
[1-2 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, light swell flattening out at noon and staying that way to moonrise, when the breeze freshened and the sea rose a little.
No sign of land. We took soundings and found:
From noon to 8h00, 40 and 45 fathoms, grey sand
From 8h00 to midnight, 45-38 fathoms, same bottom
From midnight to 4h00, 38-40 fathoms, same bottom
And from 8h00 to noon, 42 and 44 fathoms

(100)

14-15 Thermidor
[2-3 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, clear sky, calm sea, fresh and gusty breeze.
No sign of land over the 24 hours.
Soundings from 4h00 to 8h00 returned 35 and 30 fathoms
From 8h00 to midnight, 29 and 31 fathoms
From midnight to 4h00, from 31-35 fathoms
From 4h00 to noon, 35 fathoms

(101)

15-16 Thermidor
[3-4 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, sea a little rough, moderate breeze. At 8h15 in the evening we sighted a large fire. No sign of land during the day. At 7h15 in the morning land was sighted from the topgallant crosstrees, bearing E and ENE.
At noon, it bore E26°S.
The closest land to the ship bore E10°S at a distance of 10 leagues*. From the masthead it was seen stretching away to the ENE.
Soundings:
From noon to 4h00, 37-35 fathoms, grey sand
From 4h00 to 8h00, 35-30 fathoms
From 8h00 to midnight, 24-30 fathoms
From midnight to 4h00, 30-35 fathoms
From 4h00 to 8h00, 35-39 and 35 fathoms
From 8h00 to 12h00, 34-14 fathoms

*[The word “miles” appears, in pencil, as a correction]

(102)

16-17 Thermidor
[4-5 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, light breeze. From noon to 6h00 we skirted the coast, sighting a large number of fires. Dropped anchor at 6h00 hours, in 9½ fathoms, coarse sand and broken shells. We took continual soundings.
From noon to 2h00, 15 fathoms
From 2h00 to 4h00, 15-10 fathoms
From 4h00 to 6h00, 10 and 9½ fathoms

At 4h00 we sighted a small white hill on the closest land to the south, bearing S22°30E, distant approximately 12 miles.
The middle of another white cliff bore E34°S, distant 8 miles.
Low-lying wooded land forming a bay bore E5°S.
And the northernmost land in sight bore E35°30′N, as far as could be seen.
From the anchorage, we took the following bearings:
The northernmost land in sight: N57°E
The middle point of this land: S68°E
The southernmost point: S5°E
Very fine weather during the night, with the sea neither rising nor falling.
We got under way at 6h30 and set a course NE.
At 8h00 we had 15 fathoms water. From then up to noon we skirted a sandbank, with the depth varying considerably. At each sounding it diminished by a fathom, even though we were heaving the lead continuously, and when we got to below 10 fathoms, at each sounding we bore away a quarter. Despite this the depth continued to decrease, and so rapidly that soon we were at 5 fathoms water. At this point we steered west and the depth increased. We attempted to sail close-hauled, but continually needed to bear away. We were unable to steer northwards, and between 11h00 and noon we did not come to windward of NW. We often went from 11 to 15 fathoms from one sounding to the next.
At 8h00 the northern cape of the mainland bore E17°N.
The southern headland of the mainland, appearing to be an island because of the bay in that area and beyond which some high mountains can be seen far in the distance, bore E11°S.
The southern coast of this headland appeared to run NNW-SSE.
At 10h00 the headland bore …

(103)

17-18 Thermidor
[5-6 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

16-17 contd
The southern headland, already fixed, bore S45°E.
The northernmost headland bore E23°S.
A hill, appearing to be an island but which may possibly be part of the mainland bore E39°30N, distant 18 miles. Another hill, determined to be a small island, bore E53°N, distant 10 miles, and finally a third hill in the same direction as the first one, bore E77°N, distant 18 miles.

17-18
Very fine weather, calm sea, light airs, humid atmosphere. Lost sight of land at 1h30, and it was not in sight at dawn on the following day.
At noon the depth was 15 fathoms. We took constant soundings – the depth ~~passed~~ varied successively from 10-7-8-9-10-11-13-14-15 fathoms.
At 3h00 it decreased from 15 to 9 fathoms and the 8½, then it increased just as rapidly and at 3h30 we had 20 fathoms, at 4h00 22 fathoms, at 8h00 30 fathoms, at 9h00 29 fathoms, at 10h00 and 11h00 27 fathoms and at midnight 23 fathoms. From midnight to 4h00 we had 25-36 fathoms, at 5h00 40 fathoms, at 10h00 40 fathoms and at noon 28 fathoms.

(104)

18-19 Thermidor
[6-7 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours, sky clear and the sea calm. No sign of land. Soundings returned at 1h00 35 fathoms, at 3h00 40 fathoms, at 4h00 31 fathoms, at 6h00 30 fathoms, at 8h00 30 fathoms, at 10h00 ditto, at midnight ditto, at 1h00 40 fathoms, at 2h00 35 fathoms, at 4h00 43 fathoms, at 5h00 50 fathoms, at 8h00 42 fathoms, at 11h00 34 fathoms and at noon 30 fathoms.

(105)

19-20 Thermidor
[7-8 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours, although the atmosphere was very humid. Breeze generally light and variable from SE¼S-SW.
At noon we began to sight land, assumed to be part of the mainland, bearing north.
At 3h00 a headland on the mainland bore N16°W. To the south of this headland the land formed a sort of bay, the lower reaches of which seemed to lie ENE from the ship.
To the north of the headland, the land seemed to run NNW, and another reasonably prominent headland bore N21°W.
At 7h00 in the morning we sighted land bearing E16°S and E26°S. I assume that these are the two headlands from the previous bearing – I had forgotten to estimate the distances. At 8h30 in the morning we sighted a sand bank between wind and water, just ahead of the ship. We bore away to the north and came back from the wind after we had skirted it. We then sighted some low-lying land to the south-east, pounded by heavy surf. At 10h00 it was no longer in sight. At 10h30 we sighted a sandbank lying E62°S, distant approximately 2 miles.
Soundings gave the following results:
From noon to 4h00, 20-25 fathoms
From 5h00 to 7h00, 32 fathoms
At 7h30, 40 fathoms
At 8h00, 32 fathoms
From 8h00 to midnight we had ground of sand and broken coral mixed with madrepore remains at 33-29 and 33 fathoms
From midnight to 4h00, ditto at 33, 34, 35 and 45 fathoms
From 4h00 to 6h00, 44 fathoms
And at noon 45 fathoms.

(106)

20-21 Thermidor
[8-9 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours, with a calm sea and light airs.
We spent the night hove to.
Between 6h00 and 9h00 we had ground with 45 fathoms, fine grey sand then sand and coral.
From 10h00 to midnight, 40 fathoms
From midnight to 2h00, 48 fathoms
From 2h00 to 4h00, 40 fathoms
At 5h00, 35 fathoms
At 6h00, 40
And at 8h00 and 10h00, 35 fathoms, muddy sand

(107)

21-22 Thermidor
[9-10 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, light airs – often flat calm. At 12h15 in the afternoon the current began to set NW at 1 knot.
At 7h15 in the evening we crossed a tidal race that seemed to be moving quickly.
From 8h00 to noon the current carried the ship E18°S a distance of approximately 4 miles.
Over the 24 hours the bottom was mud, at depths of 30, 34, 37 and 40 fathoms.
At sunset the northernmost land in sight bore E3°N.
A small white island bore E5°S.
The middle of some land close to this island, taken to be the mainland, bore E27°S.
A small island resembling a rock bore E60°S.
The southernmost land in sight, taken to be the mainland, bore E87°S.
At 8h10 a fire was seen, bearing E33°15′S.
At 8h00 in the morning the southernmost land in sight bore S34°W.
Another small island lay south of this one's extremity.
Reefs stretched out as far as S12°W.
A headland on the mainland was visible at S11.15.E.
A small island bore S85°E and another bore the 4′ east of the same bearing
At noon the small island fixed to the south at 8h00 bore W55°S, distant approximately 6 miles
Another small island bore E50°S and third bore E46°S
A fourth bore E52°S and a fifth bore E10°S
Finally, a sixth bore E2°30′S

(108)

22-23 Thermidor
[10-11 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, the sea very calm, light airs.
We dropped a kedge anchor at midnight, in 24 fathoms over soft mud. The current was setting N¼NE at 1½ knots.
Low tide was at 7h00, with 20 fathoms. The turn took place at 7h20, with the depth already having increased by a foot at that time.
At 7h30 the dinghy set off to reconnoitre the coast. It returned at 9h30, without having been able to put in because of the surf encountered everywhere.
Between 6h00 and midnight, we had between 34 and 24 fathoms.
At sunset a small island was sighted bearing E70°S, with another at E63.30S.
The southern headland of a large island bore E30°S, with its other headland at E13°S.
Finally, the southern headland of another island bore E6°S, with its other headland at E3°S.
At daybreak a fix was taken of the anchorage, which was near a chain of small islands stretching from S36°W-S70.30E.
The closest island to the ship bore S51°E, distant approximately 4 miles.

(109)

23-24 Thermidor
[11-12 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, light and variable breeze.
At 4h30 the lookout sighted a reef bearing ENE-NE¼E, stretching approximately NW-SE, distant approximately 5 miles. We initially steered north, but as the depth gradually increased we came back successively to NE¼N.
Between noon and midnight the depth increased from 30 to 38 fathoms. At 10h00 we dropped anchor at this last depth, over a bottom of mud. At 5h00 some very low-lying land was sighted, seemingly a small island, bearing E3°S. The southern tip of some land appearing to be an island bore east. The northern tip of this land bore E13°N and the northernmost headland in sight, which we assumed to be part of the mainland, bore E21°N. At 8h00 we sighted a fire bearing SSE. At 10h30 the current was setting SSE at 1½ knots. At about 6h00 the current was setting north at 0.9 knots. The sea was slack and we had only 34½ fathoms water.
We got under way at 7h00 and at noon, with a depth of 38 fathoms, bottom of mud, we sighted the westernmost headland of the islands bearing E23°S. The easternmost headland of the second island was at E5°S and the same point of the third island was at E1°S.

(110)

24-25 Thermidor
[12-13 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, light and variable breeze. At 2h00, as we were skirting the coast, we sighted a reef inshore of the ship, seeming to run NW-SE. At 2h30 its southern extremity was fixed at S16°E and the northern extremity at W60°S. We came a point to the

wind and at 3h30, when the lookout sighted another reef bearing ENE, we set a course NE. At 4h30 the reefs stretched E5°N-E22°30′N and we once again came a point to the wind. At 5h30 we resumed our course, and at 8h00 we dropped a kedge anchor in 35 fathom, muddy bottom.
At sunset the easternmost land in sight lay due east.
The easternmost small island bore E70°S, the western headland of the second small island bore S11°E and the westernmost headland of a third island bore S5°W. Between 8h00 and midnight the sea rose three fathoms. The current seemed to be setting SSW up to 9h30 and then south up to midnight, at 1 knot. At that time we had 38 fathoms water, and at 6h30 we had 35. At 7h00 the eastern tip of a reef was sighted from the anchorage, bearing N87°E, with some high land behind the reef at E11°S and the reef extremity at E15°S.
The extremity of the islands fixed at sunset yesterday bore E81°S, with the western extremity at S11°W.
At 7h45 we were under sail.
At 8h00 a reef was sighted between ship and shore, stretching quite a way out to sea. At noon its centre bore approximately SE¼S and we took the following other bearings:
The middle of the westernmost visible island: S26°W
Western headland of another island: S15°W
Eastern headland of the same island: S8W
Middle of another small island: S6.30W
A hummock far in the distance, assumed to be part of the mainland: S44.30E
Another similar hummock: S47.30E
The middle of the easternmost visible island: S68E
The easternmost visible extremity of distant land, assumed to be the mainland: S73°E
Land was visible from the masthead, bearing E¼NE.

(111)

25-26 Thermidor
[13-13 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Same weather, same sea, steady light breeze. Between noon and 8h00 we had 38 and 35 fathoms, muddy bottom. We dropped anchor at 8h00 this last depth, over a bottom of mud and sand.
Between 4h00 and 8h00 a chain of islands was in sight. The northernmost island bore ENE, with the closest one to the ship at E25°S and the southernmost at S11°15′W.
Between 8h00 and midnight the current set SSW, first at 1½ knots and from 11h00 at 0.9 knots. The depth decreased by 1½ fathoms during the watch from midnight to 4h00. The current set NNE at the same speed. We had 36 fathoms during the watch. We got under way at 6h30. At 8h30, having sighted some shallows ahead, we bore away to E33°45N. At 10h00 we set a course east. At 11h00 we sighted a chain of reefs stretching from dead ahead to abeam the ship. We altered course to E22.30N and then E33.45N.
At 8h00 the middle of the westernmost small island in sight lay to our south. Several small hummocks in the distance, presumed to be part of the mainland, bore S7°E-S24°E.
The western headland of the easternmost island in sight bore S29°E.
The eastern headland of the same island: S40°E
A reef near the preceding headland: S42E

At noon the< northwestern> headland of the closest island bore W43°S and the eastern headland of the same island boreW52S
The island fixed to the south at 8h00 bore W59°S
Several hummocks forming part of the mainland and yet seeming to be separated from it bore S23°W – S3°W.
A line of reefs stretched from S8°E to E32°N
The mainland bore E23S to E33S, with a small island at E5°N.

(112)

26-27 Thermidor
[14-15 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Same weather, same sea.
At noon we had reefs to starboard and ahead, forcing us to bear away to NNE and then to NNW. At 2h30 the calm forced us to drop a kedge anchor in 32 fathoms, over a bottom of mud. The current was carrying us towards the reefs. We veered out 60 fathoms of cable. At sunset the reef extremity bore E18°N of us. A sandy island on the reef bore S62°E, the westernmost tip of the island closest to the ship bore W65°S and the easternmost tip was at W68°S.
At 6h00 the current was setting NNE at 1 knot.
At 7h30 the sea was slack. At 10h00 and midnight the current was setting SSW. At midnight it was down to only 0.3 knots. At 1h15 the tide turned and the current set NE¼N at 1¼ knots. The depth seemed not to have increased or decreased by more than a fathom. At 6h30 we got under way and at 7h00 set a course to the north-east. At 8h30 the colour of the sea suggested that we were over shallows, even though we had 29 fathoms water. A moment later we were down to 20; the Commander had us bear away two points, but the depth decreased even more rapidly. In order to determine where the shallowest point lay, the Commander brought us a point closer to the wind: we were at 11 fathoms. We immediately steered WNW, on the port tack; the depth increased as quickly as it had decreased, so that soon afterwards we had 15 and then 25 fathoms.
At 9h30, as we were steering north to skirt the sandbank, we sighted two white patches ahead on the port bow, which were taken to be two small sandbanks. We had the wind astern, so it was difficult to backtrack. We set a course N¼NE and since the depth did not decrease we passed between the large sandbank and the two small ones. After having passed these latter two we came progressively on to a north-easterly heading, when the lookout sighted 3 chains of reefs ahead, stretching NE¼N-E¼NE. We were forced to revert to a NW¼W heading in order to skirt them. At noon one end of the reef bore N50°E, distant approximately 6 miles. To the north of this point the reef seemed to run in a north-easterly direction, while to the south it formed a large bay before heading off in a south-westerly direction.

(113)

27-28 Thermidor
[15-16 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, the breeze very variable and almost calm.
Soundings returned 39 fathoms at 2h00, 41 fathoms at 3h00, 39 fathoms at 4h00, 36 fathoms at 5h00, 33 fathoms at 6h00 and 32 fathoms at 7h00.
At 12h30 in the afternoon the headland that was taken to be the northernmost part of the sandbank bore N22°30′.
At 7h00 we dropped the kedge anchor in 32 fathoms water.
At 8h30 the ship swung NE, head to the current which at the time was setting SW. At about 2h30 we swung again, head to the current which set NE up to 8h00 when the sea appeared slack, without having turned. The current was setting at 1½ knots at its strongest.
We were unable to ascertain how far the sea rises, or indeed if it rises.
The Commander wished to get under way at daybreak, but the calm prevented him from doing so.
At 9h30 a breeze had sprung up, so we got under sail.
Between 9h30 and noon the depth was 35 fathoms.

114

28-29 Thermidor
[16-17 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, the breeze very variable, almost calm.
At 1h00 the sea was thought to be seen breaking abeam of us to starboard. As the depth had decreased considerably between 6h00 and 9h00, we dropped the bower anchor at 9h30 in 24 fathoms water over a sandy bottom.
Soundings were as follows: 1h00 35 fathoms
Soundings returned:
At 1h00, 35 fathoms
At 6h00, no ground with 50 fathoms
At 8h00, sand and coral at 29 fathoms
At 9h00, same bottom at 21 fathoms
From 9h00 to 9h30, sand at 25, 19, 20 and 24 fathoms
At 1h55 in the morning the sea was slack, then at 2h00 the tide turned and the ship swung head to SW, into the wind.
By 6h30 we were under sail: the buoy and buoy rope were lost. The depth increased rapidly and at 7h00 we had no ground with 40 fathoms.

(115)

29-30 Thermidor
[17-18 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, fresh breeze, swell running.
During the day the fore staysail, fore topsail and main staysail all needed repair. The work was not substantial and the sails were quickly reset.
Soundings were as follows:
At 1h00, 48 fathoms
At 2h00, 45 fathoms
At 6h00, 53 fathoms
At 8h00, 46 fathoms
At 9h00, 54 fathoms
At 10h00, 55 fathoms
At 12h00, 54 fathoms
At 2h30, 40 fathoms
From 4h00 to noon, no ground with 45 fathoms
At noon, 40 fathoms

(116)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather over the 24 hours, fresh breeze and the sea a little rough.
Soundings were as follows:
At 1h00, muddy sand at 40 fathoms
From 4h00 to midnight, no ground with 50 fathoms
From midnight to 4h00, coarse gravel at 42 and 46 fathoms
At 5h00, muddy sand at 42 fathoms
At 8h00, ditto at 45 fathoms
At 10h00 the Commander ordered a northerly course set.

(117)

1 – 2 Fructidor
[19-20 August]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, moderate breeze.
Sky overcast and the atmosphere humid. A light swell was running during the night. We hove to from 2h00 to 6h00 in the morning.
We had no ground with 100 and 120 fathoms.
The sun came out at noon.

(118)

2-3 Fructidor
[20-21 August]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze, overcast sky. At 3h50 we sighted Timor, stretching N¼NE-WNW.

At sunset the westernmost headland in sight bore W10°N, with the northernmost point at N36°E. The land closest to the ship bore N42°W, distant 7-8 miles at most. During the night we went close-hauled on successive tacks, making little progress. At 4h00 we turned north to stand in for the land. By daybreak it was very near. We ran down the coast, standing off about 1 mile. This is a very safe coast. At 6h00 we put on sail and at 10h00 we sighted the island of Roti, bearing SW¼W. At 11h30 we went close-hauled on the starboard tack to enter the Semau Strait, which was abeam of us.

At noon, we took the following bearings:

The southernmost point of Timor: E66°S
The southernmost point of Semau: W20°S
The northernmost point of Semau: E71°N
The northernmost point of Roti: S2°E

(119)

3-4 Fructidor
[21-22 August 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, very calm sea in the channel. At 12h45 in the afternoon we dropped anchor in 28 fathoms, sand and mud.

At 1h00 the dinghy, under Citizen Freycinet's command, set off for Timor.

We took the following bearings from the anchorage:

The entrance headland, forming the channel entrance: W33°S
The opposite headland of the entrance: S10°W
A headland in the channel: N15°E
The extremity of a reef at the channel entrance: S25°W

The weather continued fine during the rest of the day and at night, although it was very humid. The breeze very light and variable. During the flood tide the ship swung head to the current, facing NNE then N and as far as N¼NW. At 3h30 in the morning we had slack water.

At 8h30 the jolly-boat was sent ashore near the ship, carrying the engineer-geographer.

(120)

4-6 Fructidor
[22-24 August 1801]

At 1h30 the large dinghy was back alongside, having brought the Dutch pilot with it. We got under way with the aid of a light south-westerly breeze, very variable to the west, and made for the anchorage in Coupang Bay. The starboard cable had chafed, so we shortened it by six fathoms. At 9h45 we dropped the anchor in 24 fathoms water, bottom of mud.

Mooring bearings:

The westernmost headland of Timor:	W28°S
Concorde fort:	W81°S
The northernmost point of Timor:	E88°N
Turtle Island:	N10°30′W-N16°30′W
Northern extremity of Semau:	N71°W

The night was fine, with a light easterly breeze. The Commander went ashore at 9h00 in the morning. We did not salute the fort: the Governor had asked the Commander not to fire, because when three guns or more are heard in the island all the natives descend upon Coupang, with their weapons.
Barometer 28-1.5 to 28-1.7. Thermometer 19.5 to 20.5.

5-6 Fructidor
[23-24 August 1801]

In the afternoon a canoe delivered some firewood, of which we were in short supply, and in the evening a buffalo and two sheep were received for the crew.
At 4h00 we dropped a kedge anchor in the west and moored the ship E-W at its anchorage. The Commander returned on board at 7h00 in the evening. The night was fine. In the morning the Commander went ashore with all the naturalists and the men from the sick bay, including me. After that, the sails were unbent and water was sent for. The wind was from ESE over the 24h hours.
The barometer was between 28.17 and 28.15, and the thermometer 20.5, 19.4, 20.0 and 20.5.

(121)

6-9 Fructidor
[24-27 August 1801]

6-7
[24-25 August 1801]

Unbent the sails, housed the topgallant and topmasts and struck the lower yards. Unstowed the water casks and repaired the sails. The night was fine, with a breeze from ESE up to the evening, an easterly at night, an east-south-easterly up to 9h00 and then an easterly up to noon.
The barometer was at 28.2 and the thermometer at 20.6.

7-8
[25-26 August 1801]

Continued the same work. Dropped the large anchor and completed the daily water. Dropped the seine, though without catching any fish. There has been an outbreak of dysentery among the crew. Sent the brewing equipment ashore.
The barometer was at 28.2 and the thermometer at 20.8, 19.6 and 20.8.

8-9
[26-27 August 1801]

At 1h00 in the afternoon the carpenters took their tools ashore to begin construction of a new longboat. Continued the various jobs on board; also continued fishing but had no better luck than the day before. During the evening cannon fire was thought to be heard to the north-west. At 4h00 in the morning, Mr Bonnefoy set off in the large dinghy with orders to take the NW channel and to reconnoitre the ships that people in Coupang claimed were anchored

behind Semau. On the 8th, Mr Picquet, a sub-lieutenant who had been suspended from duty during the passage, went ashore for a discussion with the Commander which resulted in ~~his receiving an order to proceed~~ his being confined to quarters when he returned to the ship. At 9h00 on the 9th, the Commander came aboard and had Mr Picquet and his effects transferred to Concorde fort. He was provided with rations. At 11.00 the Commander went ashore again. The winds were from ESE until 11h00 in the evening, then from NNW until 5h00 in the morning and then variable from E-ESE until noon.
The barometer was steady at 28.2 and the thermometer varied between 20.5, 19.9 and 20.4.

(122)

9-14 Fructidor
[27 August – 1 September 1801]

9-10
[27-28 August 1801]

Citizen Bonnefoy returned at 2h30, without having sighted any ships. At 3h00 on the morning of the 10th I set off in the small dinghy, along with the master carpenter and a soldier from the Company as guide, to visit the coast of Timor three leagues south of Coupang, in search of wood suitable for the longboat's framework. There was plenty available, and I was able to choose very quickly. The master carpenter is to return with workmen to cut it down and a boat to transport it. On board the ship we set about completing our water. The winds, which were from the SSE in the afternoon, veered ENE during the night and E in the morning.
The barometer was at 28.2 and the thermometer at 20.5, 19.2 and 20.0.

10-11
[28-29 August 1801]

There was a fresh breeze in the afternoon. We continued watering and working on the rigging. The night was calm and the morning fine, so we inspected the ~~two~~ <east> cable, which was found to be in good repair. The carpenters set off in a local boat with some slaves from the Company to cut and bring back the wood for the longboat.
Easterly winds in the afternoon veered ENE at night and NNE at dawn.
The barometer showed 28.2, 28.15 and 28.18. The thermometer showed 20.0, 19.5 and 20.7.

11-12
[29-30 August 1801]

Continued the watering. On the morning of the 12th we inspected the east cable, which was found to be in good repair. The other work continued. The wind was NNW in the afternoon, veering easterly during the night and then back to NNW at daybreak. The barometer was at 28.17 and the thermometer 20.6, 19.8 and 20.8.

12-13
[30-31 August 1801]

The same work continued; a start was made on painting inside the quarterdeck. Wind was NNW during the evening, veering easterly at night.
Barometer 28.2, thermometer 20.1, 19.7 and 20.2.

13-14
[31 August-1 September]

Same work on board; some fishing was attempted, but without success. The coast is lined with coral in many places. Wind from ESE over the 24 hours.
Barometer 28.18, 28.21 and 28.18, thermometer 21.5, 20.2 and 21.4.

(123)

14-21 Fructidor
[1-8 September 1801]

14-15
[1-2 September 1801]

Same work on board. Two fishing expeditions were sent out, and both returned with enough fish for all of the crew. A small turtle was also caught, amongst other things. Wind from ESE.
The barometer was at 28.1 and the thermometer at 20.3, 19.5 and 21.

15-16
[2-3 September 1801]

Same work on board. Fished with the seine and caught enough for the crew. Barometer at 28.1 over the 24 hours, and the thermometer at 21.0, 20.6 and 21.0.

16-17
[3-4 September 1801]

Some barrel hoops had been stolen ashore – the coopers went ashore to return them. A local vessel delivered some wood. Work continued as on the preceding days. Wind was NNE during the evening and veered ESE at night.
The barometer was at 28.15 and the thermometer at 21.0, 19.9 and 21.0.

17-18
[4-5 September 1801]

Same work as on the preceding days. Nothing special to report. Wind from NNW in the afternoon.
Barometer 28.15 and the thermometer at 21.0, 19.9 and 18.9.

18-19
[5-6 September 1801]

Same work. Continued to offload the supply barrels, and since some had previously been stolen we had the fort sergeant guard them. Northerly breeze in the afternoon, veering easterly at night.
Barometer 28.2-28.17 and the thermometer 21.4, 19.5 and 21.3.

19-20
[6-7 September 1801]

Continued the watering. The lack of a longboat made this a lengthy task. At 4h00 in the morning, Citizen Freycinet set off for the Semau Strait, where there were said to be several English ships. He was carrying the passports and a letter from the Commander. During the day we loaded 21 casks and 9 barrels of water.
The barometer was at 28.1-28.15 and the thermometer at 21.2, 19.1 and 21.3.

20-21
[7-8 September 1801]

The large dinghy returned at noon: Mr Freycinet had encountered nothing. During the morning of the 21st we inspected the east cable, and sent 45 bags of wheat ashore to be winnowed.
The barometer was at 28.17 and the thermometer at 21.3, 20.1 and 19.3.

(124)

21-28 Fructidor
[8-15 September 1801]

21-22
[8-9 September 1801]

Continued working in the hold. Low tide was at 5h40. At 4h30 in the morning we dropped a kedge anchor to the SW. We inspected the west cable after having veered out the east. Resumed the previous lengths and weighed the kedge anchor at 8h00. Sent 49 bags of wheat ashore to be winnowed. A local vessel delivered some water, but it was found to be brackish and was rejected. During the night the breeze was an east-south-easterly, almost calm; at daybreak it was a moderate north-north-westerly.
The barometer at 28.15 and the thermometer at 21.0.

22-23
[9-10 September 1801]

Work continued in the hold and on the rigging, as well as on completing our water. Light breeze from ESE during the evening and at night.
Barometer at 28.15 and thermometer 21.0, 21.0 and 20.8.

23-24
[10-11 September 1801]

At 3h00 we swayed up the topmasts. During the evening we veered the western cable fully out so it could be cleared. The night was fine. Resumed daily work on board in the morning. The wind from the ESE veered easterly at daybreak.
Barometer at 28.17 and the thermometer at 22, 21.5 and 19.9.

24-25
[11-12 September 1801]

During the afternoon we loaded 5 casks and 18 barrels of water. The night was fine. In the morning we resumed daily work on board. Easterly wind up to evening, then ESE during the night and NNE at daybreak.
Barometer at 28.2, 28.22 and 28.12, and the thermometer at 20.9, 20.9 and 21.2.

25-26
[12-13 September 1801]

Seven casks of water were delivered. Swayed up the mizzen topmast. Continued work on the rigging and in the hold. Winds easterly over the 24 hours.
The barometer was at 28.2 and the thermometer at 21.1, 20.1 and 21.4.

26-27
[13-14 September 1801]

Seven casks of water were delivered, the same work continued.

The barometer was at 28.2 and the thermometer at 21.2, 20.1 and 20.2.

27-28
[14-15 September 1801]

Swayed up the topmasts. Received a load of firewood. The muster showed that 10 casks had been stolen ashore. At 10h00 in the morning we pointed the ~~three~~ topgallant and mizzen topgallant masts. Wind was E-ESE over the 24 hours.
The barometer was at 28.2 and the thermometer at 21.6, 20.2 and 19.9.

(125)

28 Fructidor – 3 Complementary
[15-20 September 1801]

28-29
[15-16 September 1801]

One barrel and five casks of water were delivered. Swayed up the topgallant and mizzen topgallant masts. Normal work continued on board. Offloaded three iron bars.
Wind from NNE and E.
The barometer was at 28.12, 28.2 and 28.19 and the thermometer at 22.2, 20 and 19.8.

29-30
[16-17 September 1801]

Hoisted the lower yards and continued daily work. Wind NNE during the evening, veering easterly at night and ESE at daybreak.
The barometer was at 28.1, 28.15 and 28.19 and the thermometer at 22.1, 20.6 and 19.9.

30-1Complementary
[17-18 September 1801]

Work ~~continued~~ was suspended. The night was fine. In the morning the master gunner went ashore to retrieve two men who had missed muster the previous evening. Once back on board they declared that the Governor had ordered them to present themselves at his quarters at 11h00. Wind from the NNW in the afternoon, veering easterly at night. The barometer was at 28.12, 28.2 and 28.15 and the thermometer at 21, 19.7 and 21.6.

1-2
[18-19 September 1801]

Continued the same work. Commander Le Bas inspected a spring that produced better water than the river. However he was not able to water the ship there... Northerly winds during the evening, veering easterly at night and NNW at daybreak. Barometer at 28.1 and 28.15 and the thermometer at 21, 19.1 and 18.9.

2-3 Complementary
[19-20 September 1801]

Cleared the cables by veering out the western cable to the end. Put the boats on buoys in order to avoid the desertions we had been warned about. Inspected the eastern cable in the morning, after having dropped a kedge anchor. The wind shifted from NNW-E during the night, swinging back north in the morning.
The barometer was at 28.05, 28.18 and 28.1, and the thermometer at 20.5, 19.9 and 20.0.

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3-4 Complementary
[20-21 September 1801]

3-4 Complementary

Continued the same work. The night was fine. At 5h00 in the morning we sighted a ship to the NNW, and hoisted the recognition signal. At 6h15 we recognised the ship as the *Naturaliste*, which we had not seen since Geographe Bay. We immediately despatched the large dinghy, under Mr Freycinet's command, to go to meet it. It arrived in the harbour at noon and saluted the Commander with six guns. Commander Le Bas replied with five. Mr Hamelin was not aware of the problems that could arise from this gunfire. The Commander was very annoyed that it had taken place, and even more annoyed that the *Géographe* had returned the salute because on board that ship it was known that the Governor had asked the Commander, on arrival, to refrain from firing since three guns constitute an alarm signal that brings all the natives from their villages into Coupang, where they are more to be feared than any enemy. The Governor complained bitterly to the Commander about this failure to follow the conventions, and requested that the officer who had given the order to fire on board the *Géographe* be punished, if he had not himself received an order to do so. He immediately despatched orderlies on horseback to advise the Rajahs not to send in their militia, but in spite of this precaution we noticed over 600 natives in Coupang that evening, well armed and ready for battle. We began painting the ship's exterior. Took on board 32 casks and 7 barrels of water. The wind was a northerly during the evening, veering NNW at night and NNE at daybreak.
Barometer at 28.08, 28.18 and 28.15 and the thermometer at 20.6, 19.9 and 20.0

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4 Complementary – 3 Vendémiaire, Year 10
[21-25 September 1801]

4-5 Complementary
[21-22 September 1801]

At 1h00 the *Naturaliste* dropped anchor two cable lengths from the *Géographe*, lying N40°W from it. It moored immediately. The night was fine. At daybreak we set about holystoning the deck. Twenty casks and 21 barrels of water were loaded. Northerly wind in the afternoon, veering NNW at night and then ENE at daybreak. Barometer at 28.15 and the thermometer at 20.5, 19.1 and 19.5.

5 Complementary, Year 9 – 1 Vendémiaire, Year 10
[22-23 September 1801]

Loaded 20 barrels of water in the afternoon, and another 20 at night. Dressed the ship at daybreak and gave the crew double rations all day, which is no longer normal. These days the Navy prefers to give double rations once a day over three days, rather than three lots of double rations on the same day. This way, drunkenness can be avoided. In the morning 45 barrels of water were loaded. Wind from NNW in the afternoon, turning easterly at night and ENE at daybreak.
The barometer was at 28.18 and the thermometer at 20.5, 19.8 and 19.9.

1-2 Vendémiaire
[23-24 September 1801]

In the ~~morning~~ evening 12 barrels of water were loaded. The night was fine. High tide at approximately 11h15 at night.
In the morning we loaded 45 casks of water. The *Naturaliste* sent across a longboat grappling anchor that it had managed to save from the shipwreck in Geographe Bay.
Easterly winds during the evening, turning north-westerly during the night and ESE in the morning.
Barometer at 28.13 and thermometer at 21.2, 20.2 and 20.0.

2-3
[24-25 September 1801]

A load of sand was collected in the afternoon. Loaded 12 barrels of water at night, and then 10 casks in the morning. Wind veered from ESE-NW during the night, then NNE at daybreak.
Barometer 28.05, 28.1 and 28.1, and thermometer 22.1, 20.7 and 20.2.

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3-6 Vendémiaire
[25-28 September 1801]

3-4
[25-26 September 1801]

The *Naturaliste* loaned its longboat to help us complete our water. We loaded 35 barrels during the afternoon, which filled all of the water casks in the hold. The night was fine.
Continued to send boats ashore to take on supplies. One sheep and some chickens were purchased for the crew. I do not know why the sheep was chosen, since it is the most expensive meat in Coupang. For the equivalent of less than six pounds we could have had a pig that would have weighed three times as much. But, like many other things, ~~all~~ this was done without the order coming from the Commander. Winds from ENE during the evening, calm during the night and from ESE at daybreak.
Barometer 28.05 and 28.14, thermometer 21.9, 20.0 and 21.4.

4-5 Vendémiaire
[26-27 September 1801]

Fifty-eight empty barrels were sent ashore in the afternoon, together with a marine to guard them. There only remained light work to complete on board.
A sailor named J Wortman had been missing for two days. Poultry was purchased for the crew. Wind ESE during the evening, then NW during the night and north at daybreak.
Barometer 28.2, 28.1 and 28.2, and thermometer 22.0, 20.2 and 20.4.

5-6 Vendémiaire
[27-28 September 1801]

Overcast sky during the afternoon, with stormy weather and the sea running a swell. We loaded firewood and the large dinghy was sent fishing. It was successful and went out again in the morning, with similar success. Part of the crew goes ashore every day. -Wind veered from NNW-E during the night, then NW at daybreak. Barometer 28.18 and thermometer 21.8, 19.9 and 21.5.

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6-11 Vendémiaire
[28 September-3 October 1801]

6-7
[29-29 September 1801]

In the afternoon, during an inspection of the crew's effects, Commander Le Bas found that 17 pairs of woollen hose had been eaten by rats, while 13 white and 8 blue shirts, 6 jackets, 2 waistcoats and three pairs of trousers were unusable. He did not make a formal record of his findings, but merely noted the fact on the ship's log. I was not a witness to his findings. We veered out the western cable to the end in order to clear it. The night was fine. In the morning we sent 6 men ashore to load 60 barrels of supplies. A sailor named Modeste has deserted. Wind NW during the evening, then ESE during the night and westerly in the morning.
The barometer was at 28.1 and the thermometer 21.8, 19.8 and 19.9.

7-8
[29-30 September 1801]

Painting the ship was completed. Buffalo skins were placed on the yards, winnowing the wheat was completed, some fish were caught and the shrouds were hauled taut. Wind veered from NW-E during the night, then NNW at daybreak.
Barometer 21.1, thermometer 21.8, 19.8 and 19.9.

8-9
[30 September-1 October 1801]

Continued hauling the rigging taut. The night was fine and the fishing good. The wind passed from NNW-E<SE> in the night, then E at daybreak.
Barometer 28.17, thermometer 19.8, 19 and 20.

9-10
[1-2 October 1801]

Nothing new. Loaded some firewood. North-westerly wind, veering easterly at night and ENE at daybreak.
Barometer 28.15, thermometer 21.6, 20 and 19.8.

10-11
[2-3 October 1801]

Set the running rigging; inspected the western cable and prepared to bend the sails. Letters for France were sent to the Commander's quarters. Wind ENE during the afternoon, then easterly during the night and NNW in the morning.
Barometer 28.15, thermometer 21.3, 20 and 19.9.

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11-16 Vendémiaire
[3-8 October 1801]

11-12
[3-4 October 1801]

Braced the sails. A small amount of fish was caught. The wind shifted from N to NNE during the night, then easterly in the morning.
Barometer 28.13, thermometer 21.4 – 20.9 – 21

12-13
[4-5 October 1801]

Work continued on stowing the hold. The night was fine. At daybreak the three topsails were bent. Easterly wind during the evening, then NW at night and NNW in the morning.
Barometer 28.15 – 28.2, thermometer 22 – 20 – 20.2

13-14
[5-6 October 1801]

Loaded some wood and cleared an elbow in the cables. In the morning we cut some timber for the hold and reassembled two pig pens. Winds from NNW during the evening, then ENE at night and ESE in the morning.
Barometer 28.2, thermometer 22 – 19.9 – 20.

14-15
[6-7 October 1801]

The *Naturaliste's* longboat and the *Géographe's* large dinghy delivered 27 barrels or casks of water. Work continued in the hold. Wind NNE in the afternoon, veering easterly at night and then back to northerly in the morning.
Barometer 28.17, thermometer 22 – 20 – 20.2

15-16
[7-8 October 1801]

Continued work in the hold. At 3h00 a Dutch snow and a Malay prau set off for Java, and from there to Batavia. Citizen Picquet embarked in the snow. On the previous morning the Commander had ordered me to accompany the Governor, who was to return Citizen Picquet's weapons to him, and to inform this officer on the Commander's behalf that he was authorised to leave the fort and to bid farewell to whomever he wished. He took advantage of this permission. I also had orders to ask for his journal and papers...

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16-18 Vendémiaire
[8-10 October 1801]

…relating to the expedition. My orders, should he refuse, were to record it ~~the refusal~~ in writing, which is what I did. Citizen Picquet remained in possession of his journals. He embarked on the evening of the 14th. On the morning of the 16th the Commander sent Citizen Bonnefoy to Middle Island, accompanied by the geographer, ~~and~~ the gardener and the engineer. Winds were north-westerly in the afternoon, veering ESE during the night and ENE in the morning.
Barometer 28.15, thermometer 22 – 19.9 – 19.9

16-17
[8-9 October 1801]

In the evening we embarked some wood and 27 casks of water. The night was fine. In the morning a fishing expedition was dispatched. Westerly winds in the evening, passing SE at night and SSE in the morning.
Barometer 28.2, thermometer 21.8, 20, 20

17-18
[9-10 October 1801]

Citizen Bonnefoy returned to the ship in the evening, having completed his mission. On the morning of the 18th the galley was moved for inspection, and its base was found to be completely destroyed. The Commander sent me to assess its state and to give orders for its repair. I found the workmen already on the job, having received an order from Commander Le Bas to remove what remained of the galley's base and to place an 8-inch brick platform flat on the deck. I changed these arrangements, which would inevitably have led to the ship's catching fire. I ordered the construction of two new bases, the lower one of which was to be three inches above the deck, on which I planned to place a sheet of lead covered by another of copper. I reported this to the Commander, who explicitly ordered me…

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18-21 Vendémiaire
[10-13 October 1801]

…to have this plan carried out. The galley ~~is~~ will be now safer from fire than it has ever been, since water can be sluiced underneath whenever required. Winds were west south-westerly in the evening, veering ESE during the night and ENE in the morning.
Barometer 28.2, thermometer 21.8 – 20.0 – 20.0

18-19
[10-11 October 1801]

Work continued on the galley and in the hold. Seven casks of water were loaded. Winds WNW in the evening, ESE during the night and NNW in the morning.
Barometer 28.2, thermometer 21.8 – 20 – 20.2

19-20
[11-12 October 1801]

Reloaded the wheat that had been sent ashore. Cleared two elbows in the cables. The wind shifted SW-S-SE in the evening and E-ENE during the night. In the morning it veered N, NW, E, W and finally WSW.
Barometer 28.2, thermometer at 21.4 – 20.1 – 20.5

20-21
[12-13 October 1801]

In the afternoon the Commander ordered senior officers of the two ships not to go ashore without being in uniform. This order, which came about following a fight between men of the two crews, means that officers will always be able to restore order, as they should, when they are present. In the afternoon we lost Frantz, a gunner. Last respects were paid to him <at 9h00> in the morning. An armed detachment accompanied the body and fired a small-arms

volley in salute. The Commander, accompanied by several of the naturalists and by me, honoured the procession with his presence.
Barometer 28.1, thermometer 21.7 – 19.8 – 20

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21-26 Vendémiaire
[13-18 October 1801]

21-22
[13-14 October 1801]

Nothing new to report. Cleared an elbow in the cables. The crew was given a day's leave. In the evening the breeze varied between WNW-WSW. At midnight it was ESE, at 6h00 in the morning it was an easterly and by noon it was a south-easterly.
Barometer 28.05 – 28.1, thermometer 21.5 – 19.2 – 19.4

22-23
[14-15 October 1801]

The galley was put back in place. Some fishing was done, and a few fish caught. The crew was given another day's leave. Winds were SSE in the evening, veering ESE during the night and WSW in the morning.
Barometer 28.1, thermometer 21.4 – 20.0 – 19.7

23-24
[15-16 October 1801]

Cleared an elbow in the cables. The seine was dropped and a few fish caught. Frantz's effects were auctioned off, and raised 96 pounds 10 shillings. Ninety hens were loaded, 30 of which went to the masters and 40 to the mates. In the evening the breeze varied between W-WSW. It was an easterly during the night, then in the morning varied E-ENE.
Barometer 28.05 – 28.1 – 28.2, thermometer 21.4 – 20.1 – 19.5

24-25
[16-17 October 1801]

The two dinghies each made two trips to fetch firewood. Three hundred coconuts were loaded and placed in the storeroom. The *Naturaliste* gave us 1500# of wheat and a cask of syrup. Winds were west to west north-westerly in the evening, veering ESE during the night and from ENE-NE and east in the morning.
Barometer 28.1 – 28.15, thermometer 21.1 – 20 – 19

25-26
[17-18 October 1801]

Cleared an elbow in the cables. At 5h00 in the evening J-F Felix Poulet, an apprentice seaman from Le Havre, died in hospital. I had him buried at 5h00 in the morning on the 26th. Captain Hamelin ordered that this be done without ceremony so that the Commander - whose own condition was of concern - did not become aware of it. Fearing repercussions, the doctor requested that the event be kept quiet.
The breeze WSW in the evening, veering SE during the night.
Barometer 28.1, thermometer 21.6 – 20 – 19.5

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26-30 Vendémiaire
[18-22 October 1801]

26-27
[18-19 October 1801]

The crew had a rest day on the 26th. Four guns and a large millstone were placed in the hold. An inventory was made of Poulet's effects, which were passed to Pierre Guillaume Retz, except for some that were auctioned off for a total of 44 pounds 12 shillings and 6 pence. Wind WSW during the evening, veering easterly at night.
Barometer 28.1, thermometer 21.6 – 21 – 20

27-28
[19-20 October 1801]

Cleared an elbow in the cables. Aired the topsails. Wind from the WSW in the afternoon, veering easterly then south-easterly at night.
Barometer 28.1 – 28.2, thermometer 22 – 20 – 20.9

28-29
[20-21 October 1801]

Seven pigs and 23 kid goats were loaded, as well as some firewood. The exchange goods that the Commander had asked me, the previous evening, to request from the ship were sent ashore. There was no despatch note, but as soon as they arrived at the Commander's residence I made an inventory of them, in his presence. In the morning we bent the courses and loaded some firewood. Wind from the WSW in the afternoon, veering easterly at night. Calm in the morning.
Barometer 28.17 – 28.16 – 28.1, thermometer 21.4 – 21.3 – 21.0

29-30
[21-22 October 1801]

Loaded wood, 16 bags of maize and 106 hens, 15 of which were dead. In the afternoon, Citizen Anselme Riedley, the expedition's head gardener died. It would be difficult for the expedition to have suffered a greater loss, and the death was sorely felt by the Commander and his officers. ~~On the morning of the 30th~~ Both ships aligned their yards and from 6h00 to 9h00 on the 30th a gun was fired every half hour. Senior officers and a detachment of troops from both ships were mustered. The funeral procession gathered at the Commander's lodgings at ~~9~~8h00, and from there proceeded under Captain Hamelin's orders, accompanied…

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30 Vendémiaire – 2 Brumaire, Year 10
[22-24 October 1801]

…by the Governor and the colony's leading citizens. The Commander, who was seriously ill in bed, was denied the consolation of paying his last personal respects to a man he held in particularly high esteem. He ordered that Riedley have the same honours as would be due to himself. The body was carried by 12 Dutch soldiers and the shroud was held by two officers and two naturalists. He was saluted with several rounds of small arms fire.

30 Vendémiaire – 1 Brumaire
[22-23 October 1801]

We took on various provisions which, added to what had previously been loaded, made a total of 2000# maize 1250# [illegible, possibly "*nelis*"[3]], 1000# vegetables, 200# coffee, 30# pepper, 200 hens, 23 kid goats and 7 pigs.
A 2505# anchor, with its [illegible, possibly "*joual*"[4]], was sent over to the *Naturaliste*. At 10h00 in the morning, Citizen Bonnefoy set off to investigate a ship that was in sight to the north. He had with him the English passports and orders to board the ship.
Barometer 28.1, thermometer 22.2 – 21 – 20.2

1-2
[23-24 October 1801]

The ship, which hoisted its ensign, was recognised as an English frigate. Citizen Bonnefoy had a discussion with the captain, who informed him that the ship was the *Virginie*. The captain told him that he had no hostile designs on the fort, and had only come to capture the two ships moored in the harbour. After this piece of boasting he initialled the passports and put out to sea. Citizen Bonnefoy noted that many of the *Virginie's* crew were ill. In the morning of the 2nd we loaded 230 hens and 3 pigs.
Barometer 28.03, thermometer 22.3
The prevailing winds over the 24 hours were not recorded in the log.

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2-5 Brumaire
[24-27 October 1801]

2-3
[24-25 October 1801]

Daily water and wood supplies were loaded. The night was fine. In the morning the Commander made an unexpected visit to the ship. As Commander Le Bas was ashore, the Commander came to see me to seek an explanation, following which he went ashore again. I do not know whether this visit explains why Commander Le Bas was unable to record the daily barometer and thermometer readings and wind details. Since putting into Timor he has insisted on being the only one to write up the log – which is against regulations and about which he has not informed the Commander.

3-4
[25-26 October 1801]

Nothing new to report; the preventer stays were rigged. At 5h00 in the morning Commander Le Bas went ashore and has not returned aboard. At 10h00 Mr Hamelin, at the Commander's instruction, sought me out and ordered me confined to quarters. I obeyed immediately.

4-5
[26-27 October 1801]

Squally weather, with storms. It rained all afternoon and part of the night. Winds very variable. Seven pigs were loaded. At 7h00 in the morning the Commander came aboard for a promotion parade. He withdrew the order confining me to quarters. Mr Freycinet and I were promoted to lieutenant and Mr Bonnefoy to sub-lieutenant. Mr Bougainville and Mr Maurouard, a helmsman, were promoted to midshipmen first class. The Commander then

[3] Unknown
[4] Unknown

proceeded aboard the *Naturaliste* for a similar parade. I accompanied him, and subsequently went ashore with him. I was still needed for the longboat, which had not yet been finished. On board a cask of liqueur was opened.

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5-9 Brumaire
[27-31 October 1801]

5-6
[27-28 October 1801]

Fine weather, very calm sea, moderate breeze during the afternoon, calm at night and in the morning. Towards noon the breeze freshened from the north-west. The boats were kept busy returning to the ship various effects that had been ashore, including the astronomical instruments which were back on board by 6h00 in the morning. Citizen Leschenaut, the botanist, transferred his effects aboard the *Naturaliste*. It had been decided some time ago that he would transfer to that ship. Winds from NW and N¼NE during the evening, then very light southerly airs at night and in the morning. At 11h30 a north-westerly breeze sprang up.
Barometer 28.15, thermometer 21° – 22.4

6-7
[28-29 October 1801]

Fine weather, calm sea; some lightning during the night in the west and south-west. Moderate north-westerly breeze during the evening, almost calm at night and in the morning. A north-westerly breeze sprang up at 10h00. Citizen Bonnefoy was recognised and presented to the crew as sub-lieutenant, and Citizen Maurouard was similarly recognised as midshipman.
Barometer 28.2, thermometer 21.5

7-8
[29-30 October 1801]

Continued to convey various effects to the personnel remaining ashore. Fine weather, light west-north-westerly breeze in the evening, calm at night. The breeze freshened from the north-west at 8h00. The ship's draught was measured – stern 13 feet 9 inches, head 12 feet 2 inches.
Barometer 28.2, thermometer 21.5

8-9
[30-31 October 1801]

The boats continued making trips ashore, and brought us 140 chickens and 10 pigs. The night was fine. In the morning an elbow in the cables was cleared. The boats made several trips ashore, returning with five pigs. Moderate north-westerly breeze in the evening. From there it shifted south and then west, almost calm. At 10h00 in the morning it freshened from the north-west, and soon afterwards settled in the W¼NW.
Barometer 27.16 – 28.02, thermometer 22.7 – 22.4

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9-12 Brumaire
[31 October – 3 November 1801]

9-10
[31 October-1 November 1801]

Fine weather, light swell during the evening, then calm; some cloud about. West to west-south-westerly wind, moderate during the evening, then calm at night. Light westerly breeze in the morning. Cleared an elbow in the cables; the boats continued their trips ashore. On the Commander's orders an inventory was made of the effects kept in the crates in the great cabin.

10-11
[1-2 November 1801]

Very fine weather, light swell, moderate north-westerly breeze in the afternoon, calm at night. Four casks were sent ashore to be filled with rice, and a cask of oil was sent aboard the *Naturaliste*. Twelve bags of rice were loaded, and twelve adzes were sent ashore. On the Commander's orders an inventory was made of all exchange items and of two crates of provisions.
Barometer 28.05, thermometer 22.0

11-12
[2-3 November 1801]

Overcast weather during the evening, with a swell running and a moderate easterly breeze. At 5h00 in the evening a dinghy was despatched with trunks and effects for Mr Le Bas; the consignment consisted of three trunks, two saucepans, a crate of sea biscuit, a pot, two firedogs and two baskets full of earthenware. Towards 8h00 a storm hit and the wind veered to the NE. Almost calm during the night, with the breeze very variable from NE to SE. We shared with the *Naturaliste* the spare surgical kit we were carrying. Fine weather in the morning, with a moderate north-easterly breeze, varying ENE. Commander Le Bas wrote to the Commander seeking permission to come aboard. The Commander replied in the negative, but Mr Le Bas had not waited for permission to be granted, and had set off. A moment after arriving he was ordered to leave, and Midshipman Baudin was confined to quarters for not having informed the Commander that he was to bring Mr Le Bas aboard.
Barometer 28.1 – 28.05, thermometer 22.6 – 23.4

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12-16 Brumaire
[3-7 November 1801]

12-13
[3-4 November 1801]

Fine weather, calm sea, light and variable easterly to northerly winds during the evening, turning north to easterly during the night, then moderate and gusty easterly during the morning. The longboat's framework having been completed, work commenced on caulking. The Commander came aboard in the morning and went ashore again shortly afterwards. Two pigs were loaded.

13-14
[4-5 November 1801]

Fresh and gusty breeze in the evening, variable E-NNE. Offloaded and delivered to Citizen Le Bas two trunks, three small crates, a tin box containing cards and a small trunk made of black cloth. Loaded 21 bags of premium quality rice. Flat calm during the night. Fine weather in the morning, with a light breeze variable from E-N. Some honey and sugar were loaded, along with various effects belonging to the Commander.
Barometer 28.1, thermometer 22.3

14-15
[5-6 November 1801]

Fine weather in the evening, with a swell running and a moderate breeze, variable from E-NW. A storm hit. Eight kid goats and 4 pigs were loaded. Offloaded and delivered to Mr Le Bas two trunks, a chair, an armchair, a suitcase, several atlases and 20 hens. Calm during the night. In the morning the breeze freshened from the north. Cleared an elbow in the cables. Loaded four casks of premium quality rice. A hut was dismantled on each side of the fore bulkhead to make room for plant tubs. The boats continued transporting the Commander's effects.
Barometer 28.05, thermometer 22.4

15-16
[6-7 November 1801]

Fine weather, cloudy sky, calm sea. Winds moderate and <variable from NW-N,> slackening at sunset. Almost calm during the night, then a south-easterly breeze. The longboat was launched in the morning. Light north-westerly airs.
Barometer 28.15, thermometer 22.0

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16-19 Brumaire
[7-10 November 1801]

16-17
[7-8 November 1801]

Fine weather, calm sea, winds moderate and variable from NE–E and SW. The longboat arrived alongside, towed by the large dinghy, and was immediately hoisted in. A pig and a kid goat died. The night was fine and calm. Light breeze in the morning, variable from E-NE. It then settled in the north, shifting NE towards noon. Sick crewmembers were returned to the ship and the hospital was set up on board. The sheets and tacks were rigged on the courses. One of the flat-bottoms was sent ashore for recaulking.
Barometer 28.15, thermometer 22.5

17-18
[8-9 November 1801]

Clear sky, calm sea, moderate north-easterly breeze. Same weather at night, then calm up to noon. Continued loading the effects still ashore, including several crates of mineralogical and zoological specimens.
Barometer 28.12, thermometer 21.6

18-19
[9-10 November 1801]

Fine weather, with a calm sea and breeze very variable from NW-SE by the north, <moderate> but slackening at sunset. Fifteen tubs of plants were loaded, plus several crates of natural history specimens, hay for the animals and various personal effects. The night was fine and calm. A light easterly breeze sprang up in the morning, variable ENE. Six kid goats were embarked, three of which were for the midshipmen, plus 28 hens for the senior officers, some coconuts, bamboo and various personal effects. Additionally, five pigs, six kid goats, one nanny-goat, 18 sheep and 15 hens were loaded for the senior officers and 180 hens for the Commander, as well as the senior officers' kitchenware…

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19-21 Brumaire
[10-12 November 1801]

…and crates of botanical and zoological specimens and the remaining effects belonging to personnel who had been billeted ashore. The ship's draught was measured: head 12 feet, 2 inches; stern 14 feet 0 inches.
Barometer 28.15, thermometer 22.0

19-20
[10-11 November 1801]

The boats continued their trips ashore. The Commander came aboard at 8h30 in the evening and took up residence. I accompanied him, and had nothing left ashore. Fine weather during the afternoon, with moderate easterly winds, varying northerly. Calm during the night. In the morning we secured the sheet-anchor, but did not unbend the cable. The wind shifted to a light westerly.
Barometer 28.15, thermometer 22.5

20-21
[11-12 November 1801]

Fine weather during the afternoon, moderate south-westerly breeze, variable S. The poultry, pigs and kid goats were shared out. The senior officers received 71 hens, 6 goats and 8 pigs. However a considerable shortfall was discovered in the supplies, preventing each group from obtaining its full quota. In addition, the senior officers received 28 hens, out of 60 that I had personally sent aboard. The rest had been stolen or wasted. I embarked 4 pigs, a goat and a sheep for my own consumption. There was a goat and a sheep for Mr Depuch and a sheep each for Messrs Freycinet and Peron. The large dinghy was hoisted in during the evening. Same weather at night. In the morning the breeze was light, shifting north-westerly. The Commander went ashore and had two sailors (Jacob and Gustafson) retrieved from the fort; the former was being held there for having deserted twice and the latter for having plotted the desertion of part of the crew. The Commander returned at 11h30, accompanied by the Dutch Secretary, who was to dine with him. Mr Hamelin and I were also invited.
Barometer 28.07, thermometer 22.0.

(142)

21-22 Brumaire
[12-13 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea. At 6h30 the Commander, accompanied by all the naturalists as well as by Mr Hamelin and myself, went to bid farewell to the Governor. The crew began hauling on the eastern anchor at 7h00. The resistance was such that the messenger and messenger strop both failed. A new messenger was broken out and doubled, and by 10h00 it was fished and the western cable was hauled taut. At 10h30 the Commander was back on board, together with all those who had been ashore with him. At 4h00 in the morning the topsails were hoisted, the topgallants were rigged and the crew heaved at the capstan. At 6h30 all the topsails and jibs were set and we laid a course NW, increasing sail as we went. The port anchor was housed and the starboard one cleared for running. We steered a course to clear the bay through the passage to the north of Semau. At 10h30 a sounding was taken but there was no ground with 52 fathoms. At 11h00 we went on the port tack.

Bearings:

At 8h00

The westernmost visible headland of Timor	N5°E
Concorde fort	E22°S
The entrance to Semau Strait	W58°S
The northernmost visible headland of Semau	W18°N

At noon

Concorde fort	S45°E
Turtle Island	S72°W
The northernmost visible headland of Semau	S54°W

(143)

22-23 Brumaire
[13-14 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, light breeze. At 5h30 we laid the main topsail aback and hove to so the small dinghy could be hoisted in. Went on the starboard tack at midnight, then back to port at 3h30. A south-westerly course was set, then south at 7h30. In the morning the mizzen topgallant mast was unrigged.

Bearings:

At sunset

The northernmost headland of Roti	S5°E
The southernmost visible headland of Timor	S10°E
The northernmost headland of Semau	S16°E
The northernmost visible headland of Timor	N25°W

At 8h00 in the morning

Northern extremity of Semau	N63°E
Southern extremity of Semau	S80°E
Northern extremity of Roti	S30°E

At noon, land bore SSE as far as could be seen.

(144)

23-24 Brumaire
[14-15 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Calm sea, slightly overcast sky, light airs variable WSW-S. The *Naturaliste* constantly in sight, very close by.

(145)

24-25 Brumaire
[15-16 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, very light breeze variable between east and south.
We often needed to bear away to stay with the *Naturaliste*, which makes a lot of leeway.
Sautier, the apprentice gardener, died at 4h00 in the afternoon. At 7h00 we informed the *Naturaliste* of his death, using signal flag no.19.
At 11h50 the *Naturaliste* hailed us to say that land was in sight to the south. During the morning an inventory was made of Sautier's effects.
Bearings:
At noon land was in sight bearing S3°E, with a further headland bearing S12°E, far in the distance.

(146)

25-26 Brumaire
[16-17 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, with a choppy sea and changeable winds. At noon the course was signalled S¼SW. At 4h00 in the morning a fire was sighted bearing SE, and at daybreak Bonjour Island was sighted, with Greater Savu behind it, far off in the distance. Soon afterwards Lesser Savu was sighted, bearing SSW; we bore away SW¼S. We skirted this coast, standing close inshore, and at 8h45, having rounded the southern headland, we kept to the wind.
Bearings:

At 4h00 in the evening	
The westernmost visible headland of Savu	S5°E
The easternmost visible headland [of Savu]	S45°E
The western headland of Bonjour Island	S12°W
The eastern headland of [Bonjour Island]	S8°W
At 6h00 in the evening	
The western headland of Bonjour Island	S14°W
The easternmost visible headland of Greater Savu	S56°E
The apparent middle of the channel between these two islands	S

At daybreak

The southernmost headland of Bonjour Island	S89°E
The northern headland of [Bonjour Island]	N78°E
A part of Greater Savu	N76°E
Land presumed to be Lesser Savu	S28°W
At 11h30	
The northernmost visible land of New Savu	N30°E

(147)

26-27 Brumaire
[17-18 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Weather fine although a little stormy, sky overcast, sea calm, light and changeable airs. At 8h00 the course was set S¼SW.
At 7h45 in the evening François Couroyer, a sailor from Dieppe, passed away. An inventory of his effects was taken on the morning of the 27th.

(148)

27-28 Brumaire
[18-19 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Weather fine, sky overcast, sea calm, light and changeable airs, variable SSE-SW. At 6h00 on the evening of the 27th we signalled the death of a man on the previous day, using flag no. 19.

(149)

28-29 Brumaire
[19-20 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Clear sky, calm sea, light airs.
At 7h15 Poussin, a seaman from Dieppe, passed away.
Went on the starboard tack at 8h00 in the morning.

(150)

29-30 Brumaire
[20-21 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, swell running, very light airs. Still sailing in company with the *Naturaliste.*

(151)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, the sea falling; light and variable winds. At 7h45 in the morning Mantel, a gunner, passed away. During the morning an inventory of his effects was drawn up.

(152)

1-2 Frimaire
[22-23 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze.
Saw many flying fish. We often needed to bear away in order to stay with the *Naturaliste*, which was becoming embayed downwind.
In the morning Mantel's death was signalled to our consort, using flag no. 19.

(153)

2-3 Frimaire
[23-24 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, variable winds moderate during the day and very light at night.

(154)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, clear sky, the breeze light, fluky and variable. Sailed in company with the *Naturaliste*, setting our sails to suit its speed. Saw some Tropic birds.

(155)

4-5 Frimaire
[25-26 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea; some clouds appeared on the horizon and a light south-south-westerly swell began to set.

Very light, variable and fluky winds.
Still keeping the *Naturaliste* close by.

(156)

5-6 Frimaire
[26-27 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, light breeze. Calm during the night, which was very humid. Took an inventory of Citizen Riedley's effects.

(157)

6-7 Frimaire
[27-28 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, the breeze <light> and very variable and fluky. The *Naturaliste* always in sight. It makes a lot of leeway and we need to bear away constantly to keep close to it.

(158)

7-8 Frimaire
[28-29 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, the breeze very fluky and variable from WSW-S. We manoeuvred constantly, sometimes waiting for the *Naturaliste* and sometimes closing with it.

(159)

8-9 Frimaire
[29-30 November 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, clear sky; some clouds on the horizon. Moderate and steady breeze at first, becoming light and variable during the night and then strengthening again towards 8h00. Sailed in company with the *Naturaliste*.

(160)

9-10 Frimaire
[30 November – 1 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate and steady breeze.
In the morning one of the *Naturaliste's* dinghies brought us a side of veal.
Towards the middle of the day a light swell developed and the weather turned squally. We shortened sail. The main-jib sheet failed and was hauled down.

(161)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, light swell running, sky overcast at first but then clear, winds variable and fluky.

(162)

11-12 Frimaire
[2-3 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, the sea calm at first but with a swell developing at night; light, fluky and variable winds.
From today the hygrometer readings are being entered into the log. This is because Mr Peron has given up noting these observations since they required him to get out of bed at night. The Commander has had the instrument placed in the binnacle. I will not record the results in my journal because I consider them to be inaccurate - the hygrometer is no longer properly calibrated. To repair it, Citizen Peron cut the hair, which had become stretched, and has held it in place with some soft wax. It has not been tested at extremes of dryness or moisture. The reason why the hair became stretched is not known. It could be the result either of being pulled – in which case the hair is now useless – or else of a lessening of the wheel friction – in which case the total arc is considerably increased. Finally, the hair may have moved in the clips holding it in place; in this case the total arc is not changed, assuming the hair has been put back in its proper place and that calibration was done at saturation point. In summary, this instrument, which could be of major assistance for the theory of refraction, requires a great deal of care and attention. Lack of foresight in these matters has meant that not one of the three instruments on board can be counted on. I would go further and say that I consider all of the results recorded since our departure from France to be unreliable in the extreme ~~it should~~ because the time at which the failure occurred – and it must have been gradual and imperceptible – is not known. ~~Instruments~~ Means of carrying out checks should have been brought along and should have been in frequent use. We should perhaps also have had spare

hairs, and have foreseen the mechanical changes that have occurred, if they are indeed the reason why the hygrometer is no longer properly calibrated.

(163)

12-13 Frimaire
[3-4 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, swell running, fresh breeze; clear sky during the evening but becoming a little overcast during the night, when the breeze turned very fluky and variable.

(164)

13-14 Frimaire
[4-5 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Cloudy sky, swell running, light and gusty breeze. Citizen Riedley's effects were auctioned off.

(165)

14-15 Frimaire
[5-6 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine but squally weather, cloudy sky, swell running, light and fluky breeze. Continued the sale of Citizen Riedley's effects.

(166)

15-16 Frimaire
[6-7 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, swell running, moderate breeze. Manoeuvred to stay with the *Naturaliste*. Sold off the effects belonging to Frantz, Couroyer, Poussin and Mantel, all deceased.

(167)

16-17 Frimaire
[7-8 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, swell running, fresh breeze. At 2h30 the second reef was taken in the topsails. At 3h30 course was signalled SSW. During the morning the mainsail was repaired and a cask of wine was opened for the men in the sick bay.

(168)

17-18 Frimaire
[8-9 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, rough sea, fresh breeze. At 1h00 the topgallants were unrigged. Manoeuvred to stay in company with the *Naturaliste*.

(169)

18-19 Frimaire
[9-10 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, swell running; the breeze fresh, gusty and fluky.

(170)

19-20 Frimaire
[10-11 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, rough sea and gusty and fluky breeze, fresh at times.

(171)

20-21 Frimaire
[11-12 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, light swell running, moderate but very fluky breeze. We often needed to sail off the wind to stay with the *Naturaliste*.

(172)

21-22 Frimaire
[12-13 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, very calm sea, light breeze.

At 12h30 in the morning the master sail maker Michel, from Le Havre, passed away. His effects were auctioned off during the morning. Changed the main topsail tye.

(173)

22-23 Frimaire
[13-14 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze.

(174)

23-24 Frimaire
[14-15 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, calm sea, moderate breeze. Throughout the night we needed to sail more than a point off the wind, and sometimes two and even three, in order not to lose the *Naturaliste*. At times, however, it happens that the *Naturaliste* holds the wind just as well as the *Géographe*, and at those times we need to choose our helmsmen carefully and watch them constantly to ensure we do not lose the advantage of the wind. But it must be said that while we are doing this the *Naturaliste* invariably begins to lose way.

(175)

24-25 Frimaire
[15-16 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, calm sea, the breeze very fluky and variable.
At 2h00 Captain Hamelin requested that Messrs L'haridon and Peron go aboard the *Naturaliste* to examine Mr Levilain, who was ill. They did so, and were gone for almost two hours.

(176)

25-26 Frimaire
[16-17 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, calm sea; light airs, variable SE¼E-SSE and changeable in strength. The ship has been very slack since leaving Timor, and is not in proper trim.

(177)

26-27 Frimaire
[17-18 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather at first, becoming overcast during the night. The sea was calm at first but a swell developed in the morning. Light airs in the evening, freshening to moderate during the night and fresh in the morning.

(178)

27-28 Frimaire
[18-19 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, rough sea, fresh and gusty breeze.

(179)

28-29 Frimaire
[19-20 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, light and gusty airs. A heavy and very uncomfortable swell. The studding sails were set so we could catch up with the *Naturaliste*, which was ahead. These sails had not seen the light of day since Isle-de-France, and would not have been needed if the topgallants had been rigged.

(180)

29-30 Frimaire
[20-21 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea though with a light swell, light airs during the evening, becoming moderate at night and in the morning. At daybreak the *Naturaliste* was sighted ahead, far in the distance to windward. We crowded sail to catch up. Tightened the backstays and cat-harpings.

(181)

30 Frimaire - 1 Nivose
[21-22 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine but squally weather, with some drops of rain in the afternoon. The sea was calm at first but rose later; strong and gusty wind. In the morning we unrigged the topgallants. Course was set SE*. We began to appreciate that the ship's sailing gear is no longer new; parts of the running rigging are failing from time to time. The main jib halyard and downhaul failed. The former was replaced and the latter spliced. The standing rigging, on the other hand, is as it was on day one.

* At 3h00 in the afternoon.

(182)

1-2 Nivose
[22-23 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, squally weather, rough sea, wind very variable from S¼SE [= S¼SW] -S ¼SE and gusty. We manoeuvred to keep close to the *Naturaliste*. At 6h30 in the morning, that ship signalled [blank]. At 8h00 the mainsail was unbent and replaced with a new one.

(183)

2-3 Nivose
[23-24 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, squally and humid weather, rough sea, fresh and gusty breeze. Wore ship on to the port tack at 8h00 in the morning.

(184)

3-4 Nivose
[24-25 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, sky overcast, sea a little rough, moderate breeze. At 6h30 the course was given ~~S¼~~ SE¼S. The *Naturaliste* was out of sight during the night, and at daybreak it was far in the distance to leeward.

(185)

4-5 Nivose
[25-26 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, clear sky at first but becoming overcast towards evening, light airs then moderate and very variable breeze. The sea calm. Went on the other tack at 4h00 <in the morning.> A squall produced a little rain towards noon.

(186)

5-6 Nivose
[26-27 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, humid and squally weather, light to moderate and gusty breeze. We signalled to the *Naturaliste* that the course would be set to SSE if the wind veered aft during the night.

(187)

6-7 Nivose
[27-28 December 1801]

Fine but overcast weather, swell running, breeze very variable from light to moderate and fresh and gusty.

(188)

7-8 Nivose
[28-29 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather at first, but becoming foggy. Occasional rain and calm; very light and variable breeze.
Advantage was taken of the calm to tighten the main topmast shrouds and backstays.

(189)

8-9 Nivose
[29-30 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours. Continued on course towards the southern cape of Van Diemen's Land.

(190)

9-10 Nivose
[30-31 December 1801]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The sky became overcast, the wind turned gusty and a light swell developed.

(191)

10-11 Nivose
[31 December 1801-1 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Sky overcast, breeze variable and changeable in strength and direction. Sailed close-hauled over the 24 hours, since the wind did not allow us to stay on course.

(192)

11-12 Nivose
[1-2 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Same weather, light breeze, course SE.

(193)

12-13 Nivose
[2-3 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, clear sky and calm sea. Very light airs, with periods of calm. Stayed on course during the morning.

(194)

13-14 Nivose
[3-4 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The sky clouded over and the breeze freshened. We shortened sail. Some squalls, with the sea becoming rough. In the morning the course was set E¼SE.

(195)

14-15 Nivose
[4-5 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Strong wind, rough sea, squally weather. Continued on course, steering SE again towards evening.

(196)

15-16 Nivose
[5-6 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Strong wind. We furled the mizzen topsail and put the foremast topsail on the cross trees.
The weather fined up towards evening and we were able to make sail and continue on a south-easterly course.

(197)

16-17 Nivose
[6-7 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, calm sea, fresh breeze.

(198)

17-18 Nivose
[7-8 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, fresh breeze.
Some light rain squalls in the morning.

(199)

18-19 Nivose
[8-9 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, rough sea, fresh breeze.

(200)

19-20 Nivose
[9-10 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, overcast sky, rough sea, fresh breeze.

(201)

20-21 Nivose
[10-11 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, rough sea, strong breeze.
Course was set E¼SE at noon, and signalled to our consort.

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21-22 Nivose
[11-12 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Same weather as the previous day. At 1h00 course was set E¼NE.
The weather fined up in the morning. Bent the cables and frapped the mast winding tackle.

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22-23 Nivose
[12-13 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, with rain and hail and a swell running.
At daybreak we sighted the SW Cape of Van Diemen's Land. Rounded South Cape in the morning, pushing south of Mewstone Rock [~~The *Naturaliste* - illegible~~] and north of the White Rocks.
Bearings at 8h00 in the morning:

SW Cape	N10°W, distant approximately 8 miles
A group of small islands	ENE, distant 9 miles
Mewstone	East, distant 7 miles
At noon:	
Mewstone	S68°W, distant 6 leagues
South Cape	N47°45′E, distant 2½ leagues
White Rocks	S45°E, as far as could be seen.

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23-24 Nivose
[13-14 January 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, calm sea, moderate breeze.
At 12h30 in the afternoon the Commander ordered the *Naturaliste* to proceed ahead of us. It entered Recherche Bay and we followed, but a moment later it found itself over rocks which

seemed to bar the channel, and it had barely the time to turn to windward, going on the starboard tack. We followed suit. After we had rounded the rocks to the south of the Sterile Islands we set sail for Cape Bruny, and stood into the channel. While these various manoeuvres were taking place we were exposed to strong squalls which forced us to unrig the topgallants and take reefs in the topsails. At 4h35 we dropped anchor in Great Bay in 23 fathoms, muddy bottom, and veered out 60 fathoms of cable. The *Naturaliste* bore N81°W from us.

The entrance headland of the Huon River bore	N19°W
The entrance to Port Esperance	N48°W, N58°W
The northern part of Partridge Island	S88°30′W
The southern part of that island	S35°W
Ventenat Point	N29°E

During the rest of the day and at night the winds varied SW-S. Squally weather brought some rain. The carpenters worked all night fitting out the longboat. It set off at 7h00 in the morning, under Mr Freycinet's command and with two days' provisions. Citizens Peron, Lesueur and Barbe were also present. The mission was to reconnoitre the Huon River and Port Cygnet, to search for a suitable watering place and to bring back some black swans. At 8h30 I set off <in the small dinghy>, with orders to go alongside the *Naturaliste* and then to follow the Commander who was to take the large dinghy and reconnoitre Partridge Island. Mr Hamelin came with us, in his dinghy. The soil of this island consists of plant residue, lying on a basalt base. The island is some 25 *toises* above sea level. It is very difficult to negotiate because of a forest of large trees and almost unrelieved bushy undergrowth. The fallen trees – the result of old age or fire – that are encountered…

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24-25 Nivose
[14-15 January 1802]

…at every step make walking even more difficult. Partridge Island is uninhabited but the natives visit it in search of shellfish – although these seemed to us limited in their variety. The only thing we came across very frequently was a very large abalone, but we were unable to find any living specimens. As we were walking along the shore, three natives came up to us without any sign of mistrust. We gave them gifts. These people have short, shiny hair. Some of them put a sort of reddish paste on their heads, which adheres to their hair and forms a multitude of small oblong pods, such as can be seen in sheep's wool when the animal has been rolling in the dirt. Others have merely a narrow crown of hair, with the rest of the head shaved. They have little in the way of a beard, a slightly protruding belly, thin legs and thighs, and very long foreskins. Their noses are flat and they have very large mouths with remarkably white, broad teeth. Their lower foreheads are prominent, which makes their small eyes appear very sunken. Their lips are thick. They smear their faces with charcoal dust, and some of them wear tattoos. They invited us to follow them, saying "tangara, tangara." As we were walking with them, I made to take aim at a sea bird that was within range, but they made it clear that they did not want me to fire. This happened a second time, with another bird, and again I agreed not to fire. At that moment one of the natives picked up a stone and threw it so near to the bird, even though it was on the wing, that I was left in no doubt that these men are exceptionally adept at this exercise, and that they can throw as far as our rifles can shoot. When we had arrived in the south-eastern part of the island, just near the strait, they sat down and we did the same. A moment later one of them took off and we saw him wade across to the other side. The others soon followed, and we saw no more of them. Their only clothing was a kangaroo skin over their shoulders.

Over the 24 hours the barometer varied 28.15 – 28.1 and the thermometer ~~18~~ 10.8 – 10.5.

24-25 Nivose
[14-15 January 1802]

We were back on board the ship by about 4h00 – the Commander, Captain Hamelin and I all returned in our dinghy. Fresh and gusty breeze in the evening, blowing S¼SE - S¼SW. The night was fine. In the morning the large dinghy and a flat-bottom went off fishing, and the small dinghy took the astronomer ashore. Winds from S¼SW.
Barometer at noon 28.0 and the thermometer 10.3.

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25-27 Nivose
[15-17 January 1802]

25-26
[15-16 January 1802]

At 1h00 the large dinghy, under Mr Rançonnet's command, was back alongside. The small dinghy, commanded by Mr Bonnefoy, did not arrive until 4h00. It had gone aground. The crew had had a long discussion with many natives – both male and female – and just as they were making a move to set off again Mr Maurouard had received a spear in the shoulder, near his neck. It had penetrated his clothes through to the flesh above the shoulder and come out through his clothing on the other side, where it had remained embedded. It had been pulled out immediately, and the wound was not serious. This weapon is simply a pole made from knotty, flexible hardwood. It has a diameter of approximately 6-8 *lignes*[5] at the broader end, is sharpened and appears to have been fire-hardened. It is some 8-10 feet long. Winds were gusty from SW¼S, veering south. Almost calm in the evening, then S¼SE during the night and light at daybreak, N¼NE. Mr Freycinet returned from his expedition to the Huon River at 2h00 in the morning. He had not found any watering place, and did not bring back any black swans for the zoologists. He had had occasion to meet a family of natives, who had received him very well. At 10h00 I took command of the longboats from both ships for a firewood expedition to Partridge Island. At noon the barometer stood at 27.10 and the thermometer at 10.3.

26-27
[16-17 January 1802]

In the afternoon the weather closed in and produced quite a heavy storm, with a lot of rain. The breeze, which had been NNE up to 6h00, veered westerly and then west-north-westerly, blowing in strong gusts. I returned to the ship at 6h00, the longboat loaded with wood. I had not seen any natives. I brought back <the drawing of> a sort of myrtle that I had come across on the island. The wood that I had collected consists of three varieties of eucalyptus and two of casuarina. The night was fine, although the sky was slightly cloudy. At daybreak, with the wind in the west, we got under way. We were obliged to clap a messenger on the cable. By 7h00 we were under topsails, jibs and mizzen. The winds were very variable from WNW-NW, which required us to set several different courses in the channel. After having rounded Ventenat Point we skirted the coast of the mainland. We were half way through the channel, abreast of Cape Riche, and at noon we…

[5] A "ligne" was an old French measurement of distance. 1 ligne = 2.256 mm.

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27-29 Nivose
[17-19 January 1802]

…were very close to Green Island. At that time the thermometer was reading 12.0 and the barometer 27.65. At noon, the southern headland of Green Island bore N70°E, with the northern headland at N48°E and Cape Le Grand at N9°30′W. The depth was steady at 9-10 fathoms.

27-28
[17-18 January 1802]

At 1h45 the wind had dropped to the point where the ship would not steer and the current was driving us on to the coast downwind from Cape Le Grand, so we dropped anchor in 9 fathoms water, over a muddy bottom. From the anchorage, the hill on the southern entrance to Adventure Bay bore S29°E, with Green Island at S10°W and Cape Le Grand at N63°W. The Commander went ashore, returning in the evening. Winds variable from W-WSW during the night, with intermittent rain. Same weather in the morning, with the winds shifting WNW. The astronomer went ashore to make some observations on Cape Le Grand, and Citizens Freycinet and Bonnefoy went ashore to look about. They did not come across the natives whom the Commander had met the day before, who were the same ones seen in Great Bay. The Commander had had drawings done of several men, women and children. One of the women was giving the breast to two children, which they carry on their shoulders in their kangaroo skin. When the Commander left this family – on which he had showered gifts – they threw a stone at him. This scuffle probably resulted from an exchange with the artist, following which there had been an attempt to snatch away his paper. He had retrieved it immediately but the native, who was unhappy that his necklace had been taken away (perhaps he had not been in agreement when the exchange took place), and having been unable to exact vengeance through stealing the drawing, had first attempted to take hold of a piece of wood, and shortly afterwards had thrown a stone which hit the Commander in the thigh. Over the 24 hours the barometer varied 27.65 – 27.6 and the thermometer 12.0 – 13.0 – 10.8 – 12.0 – 13.0.

28-29
[18-19 January 1802]

Squally weather in the afternoon, light breeze accompanied by gusts from WNW, variable to WSW. At 3h30 the ship dragged its anchor during a squall. We dropped the small bower, but at 4h30 both anchors dragged before the ship held it own with 80 and 60 fathoms of cable. At 8h00 in the evening the small bower was secured back on board, and Messrs Freycinet and Bonnefoy were back alongside. The night was fine. At 6h00 in the morning we were under sail and on course to round Cape Le Grand. This was accomplished by 7h45 and we went on the port tack. Winds from N and NNE, very light and continuing to slacken, becoming more variable from N-NW and W. We missed stays twice and needed to wear ship. At 10h00 we dropped anchor. At that time Cape Le Grand bore S85°E, Green Island S51°E, Cape Riche S32°E and the hill at the entrance to Adventure Bay S36°30′E. At 11h00, with the wind having settled in the west, we got under way and proceeded into the channel on the port tack. Soundings were steady at 11-12 fathoms, muddy bottom. At noon Green Island and the hill at Adventure Bay both bore S26°E. At 4h00 in the evening the barometer had dropped to 27.55; it then rose progressively and at noon it was at 27.85. The thermometer varied 13.2 – 11.3 – 10 – 10.2 – 11– 12.6.

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29 Nivose – 1 Pluviose, Year 10
[19-21 January 1802]

29-30
[19-20 January 1802]

Continued to beat up the channel, making for the anchorage at North West Port. At 1h30 we skirted the northern headland of Cape Le Grand, standing off about a pistol shot in distance, and at 6h10 we dropped anchor in 13 fathoms water over a muddy bottom, the headland [unfinished sentence].

The *Naturaliste* had arrived there the previous day and was anchored further into the bay. Captain Hamelin came aboard, and I went to dine with him. I set off in the large dinghy at 3h30 in the morning, with written orders from the Commander to visit North West Port to obtain some black swans, of which we had no specimens on board. I had supplies for two days and my orders mentioned that Mr Hamelin, whose men had visited the bay, was satisfied that no water was to be had in this season and that, on another point, the charts drawn up during Mr d'Entrecasteaux's expedition were very precise. There was thus, the orders said, no need for me to do any further research into these two matters. The day passed without my being able to get close to any of the birds I was to collect. I put ashore in several places, hoping to be able to surprise them in one of the coves, but this was in vain. However in the furthest reaches of the bay I did come across a small but very freely flowing fresh-water river. I brought a cask of its water back to the ship. I also had occasion to observe that the chart of that part of the port does not include all of its details. The river that I discovered is further north than the fresh water stream shown on the chart. I did in fact find that stream, but it was dry. The ground, which was covered with the same type of eucalyptus and casuarinas that we had come across everywhere in the channel, showed frequent traces left by inhabitants, whose food seems particularly to include oysters and abalone. One frequently comes across enormous mounds of the remains of these shellfish. We camped for the night and at daybreak put to sea again to continue our hunt.

The weather was rainy over the 24 hours and the winds blew from all quarters, particularly however from WNW-WSW. Several of the gentlemen went ashore. We sent a boat to the *Naturaliste* to obtain some charcoal for the fire.

The barometer fell from 27.8 to 27.65 and then rose again to 27.7. The thermometer was at 13 – 13.6 during the evening, and 11 at night.

30-1
[20-21 January 1802]

In the afternoon we moored on a kedge anchor that was dropped in the south-east. Several of the gentlemen went ashore; a flat-bottom was sent fishing but returned without any fish. The night was reasonably fine. At daybreak the longboat was despatched under Mr Bonnefoy's command to take soundings in the channel. It returned during the afternoon. The winds over the 24 hours were very variable from the north and west. The barometer rose from 27.8 to 28.1; the thermometer was at 11.5 in the evening, then 10.0 at midnight and 13.5 at noon.

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1-2 [Pluviose]
[21-22 January 1802]

Fishing was successful in the afternoon, with the small dinghy returning with a full load. I came back alongside at 6h00 with two black swans and three of their young, one of which

was alive, as well as some ducks and small birds. I had seen some partridge, but had been unable to shoot any. I reported to the Commander on what I had seen. I presented him with the river water, but was unable to say for sure whether there was a channel leading to the river. I assumed so, however, because I had climbed on to a reasonably high cliff at low tide and had seen water between the sandbanks, but since this was not the object of my mission I had not pursued my research sufficiently far to be able to be categorical on the matter. The night was fine. At daybreak the astronomers from the two ships went ashore at Cape Gicquel, where it had been decided to set up the observatory. In the morning we warped into the bay and dropped anchor in 12 fathoms, muddy bottom. Winds variable W-NW. The barometer rose from 28 to 28.2 over the 24 hours; the thermometer was at 11.5° in the evening, and 15° at noon.

2-3 [Pluviose]
[22-23 January 1802]

Got under way at noon by veering out the mooring cable, and proceeded under staysails inside North West Port. At 2h00 the wind died away, so the anchor was dropped in 14 fathoms. A party was sent to raise the kedge. The Commander ordered me to take the small dinghy and a flat-bottom and to mark the channel to the river I had discovered. I skirted the sandbank marked on the chart, deep within the port, and by staying very close to the northern coast I came across a channel, between the coast and the sandbank, that was sufficiently wide to make it possible to get very close to the port's far reaches. I ran the small dinghy onto the beach and disembarked, but some two hundred *toises* to the north of the river – from which I was separated by the large sandbank that is uncovered at low tide – I discovered the passage where I had seen water the previous day, separating the large sandbank from the coast. I took the flat-bottom and proceeded into this small channel, marking it as I went. The tide was fully out at the time, and before I had gone half way the boat hit bottom. I kept up the work...

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…by having men get into the water, and I got in myself. We followed the channel, marking it as we went, until we reached the river mouth. We had about six inches of water throughout, with a muddy bottom in which we sank up to our knees. The mud contained great quantities of a type of winkle, making it even more difficult to walk over the sandbank. When we reached the river mouth I saw that it divided into two arms around a small island that hides the entrance. I backtracked over the large sandbank to determine whether the water reached the port at low tide, but after having crossed the highest part of the bank, which is solid sand, I again found myself in mud. I immediately sank up to my waist, and was forced to wait for others to pull me out. I returned to the flat-bottom, which had water under it again, and made my way back to my dinghy. Since my orders were to return to the ship that day, it was by then too late to investigate the other part of the river mouth. I got under way immediately, and was back alongside by 8h00 in the evening. I reported to the Commander. I told him that at low tide there was 6 inches of water in the channel I had marked, and since we had ascertained that in other parts of the channel where we had anchored there was at least 3-4 feet of water, he had no hesitation ordering that casks be loaded into the longboat in readiness for a watering expedition the next day. The night was almost calm, with light airs varying N-NNW. At 3h00 in the morning, Mr Freycinet set off in the large dinghy with orders to proceed up the North River, and at 4h00 the longboat, under Mr Ransonnet's command, made for the far reaches of the bay to do the watering. At 7h00 the Commander in his dinghy and Mr Hamelin, in his, went to visit the watering place. On board the ship, the spare sails were inspected. Several of them were found to have been damaged, and were kept dry so they

could be repaired later. During the evening the light winds shifted from NE to ESE and WSW. At night they were variable N-NNW, almost calm, and in the morning we had flat calm. At midnight the barometer was at 28.1 and at noon 28.0. The thermometer was at 14° at midnight and 14.5° at noon.

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3-4 [Pluviose]
[23-24 January 1802]

During the afternoon the spare sails were inspected and repaired. The Commander returned at 4h30. He had decided to set up the observatory on the small island at the river mouth, so at 4h00 in the morning the astronomer made his way there with his instruments and tents. At the same time, planks and ropes were sent via the longboat so that rafts could be constructed. The longboat had been unable to reach the river through the channel I had marked, and had proceeded through the channel that I had been unable to reconnoitre. However, it had been forced to drop anchor about 100 *toises* from the river mouth and the Commander, with Captain Hamelin's agreement, had decided to ferry the casks across on rafts. At 9h20 the ship dragged the large bower, and continued to do so after more cable had been veered out. The small bower was dropped and the ship held with 40 fathoms of cable on the small bower and 80 on the large, in 15½ fathoms water, muddy bottom. At the time, Cape Gicquel bore S15°E, Pierson's Point N55°E and the middle of the port N28°W. The breeze remained light – almost calm – from ESE until midnight, then shifted NW until 8h00 in the morning when it freshened to strong and gusty, variable SW-NW.

4-5 [Pluviose]
[24-25 January 1802]

Fine in the afternoon, although with a cloudy sky. Strong and gusty wind, variable ESE-S-SW. and finally WSW. Fine at night, almost calm, light west-north-westerly and west-south-westerly airs. At 5h00 in the morning the longboat arrived with 15 barrels and 5 casks of water. The Commander ordered it to set off again immediately. I was convinced that if the longboat had been unable to navigate the channel I had marked, it was because the channel had not been located. I informed the Commander of my desire to join the party, and he gave me command of the task. For his part, he set off for the same spot at 8h00, in his dinghy. After reaching the first marker I had put down, I accepted that there was not enough water in the channel for the longboat. I had tagged this marker 5 feet above the low tide level, and since then there had been a rise of no more than one foot.

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However, the Commander's opinion was that the tide was coming in, so I had no hesitation in entering the channel. Very soon afterwards we touched bottom but I did not attempt to get off, waiting for more water so I could go further. I waited for three hours like this, without knowing whether the tide was coming in or going out, although I could see a distinct difference of three inches in the water level. Over this short period the sea rose two or three inches on some twenty occasions, only to fall by the same amount. Consequently at noon I was stranded in the longboat, with the Commander ashore. The weather was very fine, with light airs from W-WSW all morning.

5-6 [Pluviose]
[25-26 January 1802]

After three hours of uncertainty I saw the sea fall, exposing the sandbank and leaving me no more than 5-6 inches of water in the channel. I took advantage of this moment to pay a visit to the observatory, where the gentlemen were observing and timing the tidal rise and fall. I learned that on this day the tide had not risen even one foot, and that it was high when I had entered the channel. The night tide was usually higher and I could probably have taken the longboat through at that time, but once it was clear that the longboat could not enter and leave fully loaded irrespective of the tides, the channel was of no use to us. Consequently, at around 10h00 in the evening, when the tide was beginning to rise, I pulled back the same way I had come and went to search out the other channel. The Commander had returned to the ship before nightfall. For my part, I arrived on the shore opposite the river at about midnight. I had the raft prepared immediately, and at 4h00 in the morning it crossed to the other side. The casks were filled straight away and after much hard work I was ready by noon to make for the open sea again. However a further obstacle arose in that there was insufficient water to float the *Naturaliste's* raft, which was ahead of ours, and we needed once again to wait for the following night. The wind was easterly, variable NE, over the 24 hours. It was light in the evening, then calm at night and light again in the morning. The ship sent boats out fishing, which proved to be successful. The barometer at noon was 27.15, and the thermometer 15.0.

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6-7 [Pluviose]
[26-27 January 1802]

At 7h00 in the evening the large dinghy arrived from North River. Mr Freycinet had been able to proceed several leagues upstream from where Mr d'Entrecasteaux's boats had stopped, but he had been unable to do so in the dinghy since some shallows had obstructed the entrance. Fresh water is only accessible beyond the shallows.
I arrived in the longboat at 6h00 in the morning, with 20 casks of water. Citizen Bonnefoy was immediately put in charge, and the boat set off again. An elbow was cleared in the cables, and the mainmast top-ropes were reeved. Winds fresh and gusty in the evening, variable ENE-NE; foggy weather. Almost calm during the night. Winds fresh and gusty in the evening, variable NW-W; foggy weather. The barometer fell progressively from 27.85 to 27.45. The thermometer was at 15 during the day and 14.0 at night.

7-8 [Pluviose]
[27-28 January 1802]

Fine weather over the 24 hours, with sometimes very strong gusts. The carpenters, who had been sent ashore to cut timber, returned aboard at 6h00 in the evening. The longboat arrived with a load of water at 4h00 in the morning and set off again at 6h00. At 7h00 the Commander went ashore with the carpenters. Westerly winds during the evening, veering northerly at midnight and back to westerly at daybreak. Barometer was at 27.6 at midnight and 28.0 at noon. Thermometer steady at 15.

8-9 [Pluviose]
[28-29 January 1802]

The wind WNW over the 24 hours, fresh with violent gusts during the day, slackening at night and in the morning. At 1h00 in the afternoon, with the Commander ashore, the lower yards were struck. This manoeuvre, which is appropriate in a harbour where one cannot get under way quickly should the cables fail, was perhaps not quite so suitable in North West

Port, which can be cleared to either the north or the south. The manoeuvre deprived us of all sails and consequently of any means of standing off the coast. The Commander arrived at 4h00 in the evening; at 3h30 in the morning the longboat delivered 11 casks of water and immediately set off again. The barometer rose from 27.6 to 27.8. Thermometer steady at 15°.

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9-10 [Pluviose]
[29-30 January 1802]

Fishing on Bruny Island was successful. At 10h00 in the morning Captain Hamelin called on the Commander and they set off together, accompanied by the doctor. These gentlemen were back by 3h00 in the afternoon. ~~They had seen natives on Bruny Island and, after having given them gifts, the Commander had been kicked.~~
On the 11th [31 January 1802], Captain Hamelin came to fetch me for a trip ashore. The Commander asked that on the next occasion he take his walks alone. The water we received on this day was brackish, and was thrown overboard.
On the 12th [1 February 1802] both anchors were weighed and dropped again. Pierson's Point bore N33°45E′, Cape Gicquel S12°E and the middle of the port N33°W. The longboat returned with a load of water. At 11h00 the Commander went ashore with Citizens Petit and Peron. He returned at 6h00.
Fishing was successful on the 13th [2 February 1802] and we gave <some fish> to the *Naturaliste*. At 6h00 the *Naturaliste's* large dinghy returned from its expedition to Frederick Henry Bay.
Water was loaded on the morning <of the 14th> [3 February 1802]. I went ashore with Captain Hamelin. The observatory was struck in the afternoon.
Embarked another load of water on the 15th [4 February 1802] and prepared to get under way.
On the morning of the 16th [5 February 1802] the bower anchor ~~and we remained~~ was weighed and we remained on the kedge. The topsails were hoisted to the masthead, but as the winds had freshened during the night the ship dragged its anchor, forcing us to drop the bower once more.
The weather continued violent and gusty on the 17th [6 February 1802] we dropped the small bower again…

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…then weighed the kedge. The wind whipped up a large number of fires on the coast, which appeared to be generally alight.
The Commander went ashore with Mr Hamelin on the morning of the 18th [7 February 1802], returning at 4h00.
He went ashore again on the 20th [9 February 1802] and this time I accompanied him. We returned to the ship four hours later. We had gone ashore on Pierson's Point with the intention of shooting some partridges, but had found none.
We got under way at 5h00 on the 25th [14 February 1802], but the wind failed; we were forced to drop anchor once again near Bruny Island and to warp ourselves off the coast.
On the 26th [15 February 1802] I went ashore with Captain Hamelin. He remained with the seine whilst I inspected a short spur of land to the west of the cape.
We got under way again on the morning of the 27th [16 February 1802] but after only a few moments the calm forced us to drop anchor once again. Finally, at 7h30 in the evening, we cleared the channel and dropped anchor to the west of Williams Island.

Got under sail on the morning of the 28th [17 February 1802] and stood off and on between Bruny Island and the Abel Tasman Peninsula.

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea; rounded Cape Raoul at 5h00 in the morning and by 7h00 we were abeam of the small Tasman Island. Steered a course to pass between the mainland and Hipployte Rocks, and were abeam of them by 9h00.

Bearings at 5h30:	
Cape Raoul	N48°W
The western headland of Mussel Island	N3°W
The eastern headland of [Mussel Island]	N3°E
Cape Pillar	N55°E
The northernmost headland of the small Tasman Island	N57°E
The southernmost headland of [the small Tasman Island]	N65°E
At 8h00:	
Cape Pillar	S70°W
Hipployte Rocks	N25°W
At noon:	
The largest of the Hipployte Rocks	S19°E
Cape Frederick Hendrick	N42°W
Small island off [Cape Frederick Hendrick]	N39°W

The Commander kept the watch from 8h00 to midnight, having withdrawn it from Midshipman Bougainville.

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings.]

Observations

Fine weather, calm sea, moderate breeze. We continued on a northerly course into the strait between the mainland and Maria Island, dropping anchor off Oyster Bay at 3h15 in 9 fathoms water, bottom of muddy sand.

The boats were hoisted out. On the morning of the 30th, Citizen Boulanger was sent off in the large dinghy to survey the island. The Commander went ashore in the small dinghy. He was back on board in the evening. He believed he had come across the mouth of a small river, so the next day at 4h00 in the morning I set off in a flat-bottom to follow this river upstream to its source.

On the same day Mr Freycinet set off for Frederick Henry Bay, which Mr Hamelin had visited the day before. I returned alongside in the evening, not having located any river but having seen some natives and having spent two hours with them and their family.
On the morning of 2 Ventose [21 February 1802] I went ashore with the Commander to pay our last respects to Citizen Mauger, who had died the previous day. The yards were aligned and all the swivel guns (we had no cannons mounted at the time) fired a three-gun salute. Captain Hamelin and two of his officers went ashore for the burial. The body was buried at the foot of a tree, to which was affixed an epitaph engraved on a lead plaque.

(218)
The Commander returned to the ship immediately after the ceremony. I remained ashore with some of the gentlemen and we spent part of the afternoon with the natives. The dinghy that had been sent off to circumnavigate the island returned alongside.
On the morning of the 3rd [Ventose, 22 February 1802] the Commander went ashore. Fishing was done each day and many fish – as well as many lobsters – were caught. On the 3rd the Commander ordered us to mount the night watch.
On the morning of the 5th [Ventose, 24 February 1802], the strong breeze and choppy sea caused the ship to drag its anchor. We were obliged to drop the mooring anchor so the ship could hold its own. We also dropped the sheet anchor.
On the 7th [Ventose, 26 February 1802] Mr Freycinet returned from Frederick Henry Bay and preparations were made to get under way. By evening all the boats had been hoisted in.
We got under way on the morning of the 8th [Ventose, 27 February 1802] and set a course to clear the channel, rounding Maria Island to the south.

[10 pages blank, not numbered]

(219)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Bearings at noon:	
Cape Sarcelles	S85°W
Cape Frederick Hendrick	S13°30′E
Southern headland of Maria Island, forming the entrance to the channel	N80°E
Fine weather, light swell, moderate breeze.	
Bearings at 6h00 in the evening:	
Cape Pillar	S43°W
Large cape, easternmost part of Maria Island	N42°W

We sailed in company with the *Naturaliste*.

(220)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather during the day and at night. Gusty winds, rising sea. At daybreak the wind was less strong and the sea calm; rainy weather. We beat into the wind to make our way northwards.

(221)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Humid weather, reasonably fine, moderate breeze.

(222)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, foggy weather, very humid, choppy sea; moderate breeze, steady from the north.

(223)

12-13 Ventose, Year 10
[3-4 March 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Almost calm during the afternoon, but in the evening the breeze settled in the south-east, enabling us to set a northerly course. We went close-hauled at night to avoid making too much way.
Dark weather in the morning – very humid, with a thick fog and occasional fine rain.

(224)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Cloudy sky, reasonably fine weather, calm sea, breeze very variable.
In the afternoon an eclipse of the sun was observed, but the sky clouded over and we were unable to see the final phase.

(225)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea. We were within sight of land and thought we recognised Cape St Patrick.
In the morning a dinghy was hoisted out and sent off with orders to put in at a large headland named Bald Cape, to proceed north from there to survey a large cove, and to be back alongside before nightfall. It set off at 10h45.
Bearings at noon:

Bald Cape	W12°S
The southernmost point in sight	S30°W
The northernmost point in sight	N22°W

Took soundings throughout the night and had ground with 45 and 48 fathoms.

(226)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Reasonably fine weather in the afternoon, with a fresh breeze. We soon lost sight of our dinghy. We stood off and on, and then towards evening we made for the northern headland of the bay that the dinghy had been ordered to survey. However there was no sign of the boat, even though we stood quite close in to shore. The southernmost land bore S20°30′E, and the northernmost in sight bore N20°30′W. At 6h30 we stood out to sea again, heaving to when we were a little offshore.
A rocket was launched and a swivel gun fired alternately on the half hour.
At 8h30 the *Naturaliste* passed astern while we were hove to. I hailed it and ordered that it copy the Commander's signals. As it was coming back off the wind too quickly, the *Naturaliste's* foresails lost the wind, it griped and ran foul of us. Our spritsail yard and its crossjack-yard were broken; it hauled off, failed to make the signals, and we did not see it again.
We made several tacks during the morning, without sighting the dinghy. At noon the southernmost land bore S1°E, and the northernmost N23°W. Bald Cape bore W57°S.

(227)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The breeze slackened towards 4h00, shifting W¼NW. It then freshened again from WSW and the weather turned bad, with a rough sea. We hove to, firing a gun on the quarter hour. During the night a light was sighted in the south-east, then another in the south-west. We thought they were from the *Naturaliste*. By daybreak the weather had fined up, so we made sail and stood in for the coast.

At 5h15 the following bearings were taken:

Southernmost visible land	S20°W
Northernmost [visible] land	N25°W
Bald Cape	S45°W
At 7h25:	
A light on the coast	N85°W
At daybreak:	
Southernmost visible land	S10°W
Northernmost [visible] land	N30°W
Bald Cape	S25°W
At noon:	
Southernmost visible land	S6°E
Northernmost [visible] land	N27°W

(228)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

At noon the longboat was hoisted out, provided with a week's provisions, arms and tackle, and sent off to search for our dinghy. The ship itself skirted the coast, standing quite close inshore but without entering the bay and without losing sight of the longboat, which arrived back alongside at 7h30 without having encountered anything and without having seen any indication of a shipwreck. The weather was fine, but the sea was rising and the breeze freshening. At 5h00 in the evening we sighted the *Naturaliste* and signalled to it to join up, but it continued on its northerly run, and we lost sight of it at nightfall.

We remained within sight of land all night.

Bearings:

At 4h00:	
The southernmost visible headland	S5°E
The northernmost [visible headland]	N25°E
At sunset:	
Northernmost land	N15°W
Southernmost	S7°E
Bald Cape	S2°E
Another, north of [Bald Cape]	N25°W
At 4h00 in the morning:	
The southernmost visible headland	S5°W, distant about 2 miles
At 8h00:	
Southernmost visible land	S14°W
Northernmost [visible land]	N43°W

Bald Cape	S40°W
At noon:	
Southernmost visible land	S4°W
Northernmost [visible land]	N30°W
Bald Cape	S21°W

(229)

18-19 Ventose, Year 10
[9-10 March 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, moderate swell, strong and gusty wind. Squalls during the night.
At 7h00 in the evening the senior officers assembled, on the Commander's orders, and requested that we head south again to look for our dinghy.
At daybreak we sighted an English schooner from Port Jackson. The captain came aboard at 6h30, and left again soon afterwards.
At 4h00 <in the afternoon> we took the following bearings:

Southernmost visible land	S8°E
Northernmost [visible] land	N10°W
Two rocks on a headland	N64°W
At 8h00:	
A light	SW ¼W

At 8h00 in the morning, the land in sight stretched S65°W – N88°W.
At 8h00 in the evening we had ground with 63 fathoms.

(230)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, swell running, the breeze fluky and variable.
At daybreak we stood in for the coast, heading for Bald Cape until 10h00. We were then very close, so we bore away and skirted the coast, very close inshore, until we reached the southern headland of Schouten Island.
Bearings at 8h00 in the morning:

Bald Cape	S13°W
Land stretching	S70°E to N45°W
At noon:	
Southern extremity of Schouten Island	S2°W
The northernmost land	N16°W

(231)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

In the afternoon the breeze freshened and the sea rose. Towards noon the Commander again assembled the senior officers, who were unanimously of the view that the search had convinced everyone that our unfortunate companions had perished at sea. Following this declaration, we sailed close-hauled to make our way north. Overcast sky, rough sea, fresh and gusty breeze during the morning.

(232)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Weather fining up; swell running at first, but a calm sea thereafter. Fluky breeze.

(233)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Dark and humid weather, fluky and variable breeze. Squally weather and fresh breeze in the morning.

(234)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, rough sea, fresh breeze, some lightning during the night. Land in sight before sunset and at daybreak.
In the morning a storm brought continuous rain and some violent claps of thunder.

(235)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Rainy weather, fresh and gusty breeze, choppy sea.
During the morning land was sighted to the west.

(236)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast weather, light swell, intermittent rain.
At 2h00 land stretched S36°W to S85°W.
At noon:
Van Diemen's Land was visible from S10°W to S55°W.
An island, taken to be Swan Island, bore S59°W.
The Furneaux Group stretched N45°W to N56°W.

(237)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Cloudy sky, calm sea, moderate breeze. We stood into Banks Strait.

At 4h00:		
The Furneaux Group stretched		N60°W to N14°W
A rock bore		N10°W
Van Diemen's Land stretched		S12°E to S53°15′W.
At 5h45:		
The northernmost visible part of the Furneaux Group		N36°W
Cape Portland		S36°30′W
The middle Swan Island		S9°30′E
At 8h00 in the morning:		
Cape Portland		E12°N
South-west headland of Waterhouse Island		E6°N
A small island		S7°W
The westernmost land in sight		S10°W
Soundings:		
5h30	35 fathoms	coral
8h30	24 fathoms	sand and coral
From 8h00 to 12h00	25–28–34 fathoms	
From 12h00 to 4h00	36–33 fathoms	

(238)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, overcast sky, fluky breeze.
Bearings:

At 6h00 in the evening:	
Land to the south-east	
A small island	S¼SW
The westernmost land	S30°W
At 8h00 in the morning:	
Land stretching S40°W to S75°E	
The middle of an island	S61°30′W
At 12h20:	
The northernmost land of the Furneaux Group	N34°E
Cape Portland	N88°30′E
The northernmost headland of Waterhouse Island	S59°30′E
The westernmost land in sight	S41°30′W
The small island	S59°30′W

Soundings:

Noon	38 fathoms
3h00	39 fathoms
6h00	35 fathoms
From 8h00 to midnight	35 fathoms
From midnight to 4h00	33 fathoms
From 4h00 to 8h00	33–31 fathoms

(239)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, moderate breeze. At 1h00 we rounded the eastern headland of Waterhouse Island. At 2h30, when we entered the bay, the channel between this island and the mainland was completely open and we were able to ascertain that the *Naturaliste* was not at the anchorage assigned to it by the Commander in case of separation.
Bearings:

At 6h00 in the evening:	
Northern extremity of land	N3°W
At 10h00:	
A small island	N56°E
At midnight:	

The same small island	N28°E
At 4h45:	
The small island to the north of the Furneaux Group	N7°E
Another [small island]	N25E
The southern headland of another island in the same group	N89°E
Thereafter, land stretching from	S56°E to S17°W
At noon:	
Land stretching	S20°W to S22°E
An island close to the mainland	S35°E to S64°E
Another island stretched from	S85°30′E to N87°E
A group of rocks stretched from	N70°E to N60°E
A small island	N42°30′E

Soundings

At 8h00	34 fathoms
From 8h00 to noon, from	38 to 34 fathoms

(240)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather during the afternoon, becoming squally at night. At 6h00 in the morning the mizzen topsail was carried away as it was being clewed up.

Bearings:

At 4h00:	
The northernmost visible small island	N10°E
Cape Franklin	N60°E
The southernmost visible land	S19°30′E
At sunset:	
The northernmost visible island	N29°E
The southernmost visible land	S10°E
An island seemingly closest to the ship	N87°E

Soundings:

From 2h00 to 4h00	40 fathoms	
8h00	42 fathoms	mud
9h00	45 fathoms	
1h00	55 fathoms	sand and shells
2h00	58 fathoms	ditto
3h00	52 fathoms	ditto
4h00	51 fathoms	ditto
5h00	52 fathoms	
7h00	45 fathoms	

(241)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, rough sea, strong and gusty breeze.
In the evening a reef was taken in the foresail.
In the morning we cleared Bass Strait, rounding to the north of the Kent Group.
Bearings:

At daybreak land was in sight from	SE to NE¼N
At 8h30:	
The Pyramid	W
The Kent Group	N¼NW
The large Furneaux Island	E¼NE

At 10h00 we bore away for the small island to the north of the Pyramid.
At 10h30 it bore west and the western headland of the Kent Group was at ENE.
At noon
The easternmost headland of the Kent Group bore ESE.
Soundings:

From noon to 4h00	46 and 48 fathoms
6h00, 7h00, 8h00	45 fathoms
9h00, 10h00	43 fathoms
11h00	42 fathoms
Midnight	41 fathoms
1h00	35 fathoms

(242)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, rough sea, strong and gusty breeze.
At 4h00 in the afternoon the extremity of the northernmost island in the Furneaux Group bore south.
Soundings:

6h00	40 fathoms
8h00	32 fathoms
9h00	20 fathoms
11h00 no ground with	30 fathoms
12h00 [no ground] with	75 fathoms

(243)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather cleared up and the sea flattened out, but the wind prevented us from standing back into the strait.
Saw many dolphins on this day.

(244)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather worsened, with the wind in gusts and the sea rising. We hove to at night and remained that way during the day. No sign of land.

(245)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather fined up, still a slight swell running and the breeze very fluky and variable.
No sign of land.

(246)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Sky overcast and rainy, breeze very fluky and variable. At 8h00 in the evening we had no ground with 90 fathoms, but at 9h00 we had it with 43 fathoms; we went close hauled.
Soundings were as follows:

At 10h00 and 11h00	43 fathoms
Midnight	47 fathoms
1h00	41 fathoms
2h00, 3h00, 4h00 and 5h00	45 fathoms
10h30	38 fathoms

At 5h00 in the morning, land was sighted from the masthead stretching from north to NE¼N.

At 10h00 it was sighted to the south-southwest and at noon the middle of this stretch of land bore S24°W.

(247)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, moderate breeze. We steered a course to re-enter the strait via the channel to the south of the Kent Group.

Bearings:

At 4h00:

Eastern part of the most easterly island in the Kent Group	W31°N
Southern part of a small island to the west of the Group	W16°S
Another small island visible on the horizon	W4°S
The Pyramid	S17°W
Another rock in the middle of the channel between the Furneaux and Kent Groups	E45°S

At 6h00:

The rock just mentioned	N51°E
Another rock near the Furneaux Group	N59°E
The Pyramid	S10°E
Kent Group stretching	N6°E to N16°30′E
A small island to the west of the Group	N37°W
An island in the distance to the west	N66W
The Kent Group channel	N2°E

At 6h35:

The Pyramid	S63°E

At 8h00 in the morning:

A small island, assumed to be close to the promontory	N25°E
A rock in the same group	N26°E

At noon:

A large rock	S85°30′E
Two others, smaller and to the south of the one just mentioned	S78°15′E and S74°20′E
Three small islands or rocks to the north of the first one	N27°E, N40°35′E and N36°20′E
The peak of a small island forming the eastern extremity of the land	N17°50′E
A rock in the middle of the land	N5°15′W
The western extremity of land	N21°50′W

Soundings:

From 8h00 to midnight	47–45–49 fathoms
From midnight to 4h00	50 and 52 fathoms

(248)

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

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather. Followed the coast and continued our survey work.

(249)

[Left side of the page contains a table showing the course: times, corrected headings, longitude differences, etc]

(250)

8-9 Germinal
[29-30 March 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather. Continued to skirt the coast. Towards 3h00 we sighted the entrance to Western Port.
From 8h00 to 10h00 we stood into a large bay.
Went on the other tack at 10h45 in order to round the headland forming the western entrance.

(251)

[Left side of the page contains a table showing the course: times, corrected headings, longitude differences, etc]

(252)

9-10 Germinal
[30-31 March 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The coast in sight offers no shelter at all. Few beaches are visible, and there is heavy surf all along the coast.
Skirted close inshore in the morning.

(253)

[In pencil, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

The difference in latitude obtained by observation is 0°19′53" and by dead reckoning it is 0°21′25".
This error is too small to be taken into consideration.
As the longitude was not observed on the 9th we were unable to work out the dead reckoning error, but assuming yesterday's longitude to have been 142°4′30" this [illegible] would be 1°8′6" of difference and the error would only be 47′15".
An error of 13′ for each day has been assumed, which makes almost 0.5 miles per hour.

(254)

10-11 Germinal
[31 March – 1 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Continued skirting close to the coast in the afternoon, in very fine weather. In the morning we found ourselves becalmed near a small island in a large bay.

(255)

[In pencil, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column, in ink:]

The difference in latitude obtained by observation is 0°24′49" and by dead reckoning 0°20′4".
The difference in longitude by observation is 0°4′30" and by dead reckoning 0°59′12".
The error is thus 11′18" in 24 hours, which assumes a current of about 0.4 miles per hour, setting west – which is in accordance with the observations made on the previous two days.
As for the error in latitude, it is too small to warrant a correction.

(256)

11-12 Germinal
[1-2 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

In the afternoon we continued to skirt the coast, standing close in to shore; same weather.

(257)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Difference in latitude by observation 0°9′35", and by dead reckoning 0°9′50".
There was no observation of longitude.
Difference in longitude by dead reckoning 0°42′1".

(258)

12-13 Germinal
[2-3 April 1802]

[(First half of the page), on the left: nautical information: times, winds, courses, speed, drift, soundings) in a table]

Observations

Very fine weather. At 3h45, after the lookout had alerted us to reefs in the bay, we altered course to SW.
We were far from land in the morning, standing in for it.
Barometer 28.54–5–[5]–[5]–[5]–6
Thermometer 14.5 – 14 – 14 – 12.5 – 12.7 – 14.9

[At the bottom right, in ink and another hand:]

Observed latitude	37°52′20"
[Latitude] by dead reckoning	37°57′39"
True longitude	137°50′3"
Estimated longitude	138°15′16"

[(Second half of the page: in ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc), then in the right-hand column:]

The difference between the dead reckoning and observed results is 5′19", with the latter placing us further to the north.
In the case of longitude, the difference has been 25′13" over the past two days, which makes a daily error of almost 19′, the same as on previous days.

(259)

13-14 Germinal
[3-4 April 1802]

[(First half of the page), on the left: nautical information: times, winds, courses, speed, drift, soundings) in a table]

Observations

Continuing fine weather, almost calm.

Barometer	28.6-4.5-4-3-4.5-4
Thermometer	14.5-14.9-14-13-12.2-14.5

[Below, on the right, in ink and in another hand:]

Observed latitude	37°56′18"
Ditto by dead reckoning	37°56′39"
True longitude	138°18′37"
Longitude by dead reckoning	138°18′20"

[(Second half of the page: in ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc), then in the right-hand column:]

Observations

There is no difference between the observed and estimated latitudes today.
Similarly, the difference in longitude ~~is only 3′, so dead reckoning places us further east~~ is absolutely zero. It is unfortunate that no bearings were taken on a day when the dead reckoning was so precise.

(260)

14-15 Germinal
[4-5 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather all day, with light airs.
Skirted the coast in the afternoon, and at 5h30 we sailed close-hauled to avoid some reefs bearing WSW.
At daybreak land was sighted, stretching ENE-N.

(261)

[In pencil, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Observations

There were no latitude or longitude observations today.

(262)

15-16 Germinal
[5-6 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast and rainy weather, with a fluky and variable breeze. At daybreak we stood in for the land and surveyed it.

(263)

[In pencil, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

No latitude observations today, but longitude was observed[6] and also calculated from observed latitude.
Estimated longitude gives an error of only 9′ for the two days, or 4.5′ per 24 hours, which is very little. It should be noted that the difference is consistently to the west.

[6] The context suggests that "il y" in the manuscript should be "il y a." This notation, along with others relating to latitude and longitude, is in a different handwriting. Some elements are difficult to decipher and may be incomplete – hence the apparent contradiction in the sentence under consideration here.

(264)

16-17 Germinal
[6-7 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Continued, in very fine weather, to skirt the coast at close range up to nightfall. The shore appears to be lined with reefs. At daybreak we stood in for the land up to 9h30, when we sighted the points we had surveyed on the previous day, and then bore up a little and made for the headland. Soon afterwards the depth decreased to 10 and then 6 fathoms, so we went close-hauled. Immediately after this a rock was sighted between wind and water, well to seaward of the headland and seemingly attached to it by a chain of reefs. As we had 15 fathoms water, we bore up and skirted the rock.

(265)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column:]

(266)

17-18 Germinal
[7-8 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

In the afternoon, and still in the best possible weather conditions, we stood into a deep bay and coasted around it, 1-2 miles offshore, up to nightfall. We shortened sail; a light swell sprang up. By daybreak there was a strong wind, but it eased during the morning. The coast we were skirting was low-lying, sandy, and devoid of any sign of vegetation. We were very close in; the coastline is very straight and heavy surf pounds the sandy beach all the way along.

(267)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Dead reckoning showed only one minute’s difference in longitude, to the west.
But the latitude estimate is very inaccurate, putting us 13′ further south than the observed latitude.

(268)

18-19 Germinal
[8-9 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, with a calm sea and a fluky and variable breeze.
In the afternoon we continued skirting close to the same coast, which has no notable features.
At 3h00 the lookout alerted us to land in the west, but we nevertheless continued on course to inspect the bay ahead of us. We sighted many porpoises and caught five of them.
At 5h00 in the evening we sighted a ship bearing west. We closed and at 6h10 Captain Flinders came aboard. We spent the night sailing in company and at daybreak Captain Flinders came on board once again. We then parted company.

(269)

[In ink and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column.]

(270)

19-20 Germinal
[9-10 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Towards noon we were coasting along an elevated coastline, devoid of any vegetation. A storm struck during the night. At daybreak we sighted the land seen the previous day; Cape Encounter bore north. We set a course <west>, heading towards the small islands off Kangaroo Island.
At noon, we took the following bearings:

One of the small islands near Kangaroo Island	S50°W
Another	S57°W
The westernmost visible headland	N71°W

(271)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column.]

(272)

20-21 Germinal
[10-11 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, calm sea, light breeze.
Steered a course between the small islands and the mainland. We passed quite close to several of them, since the channel was not very wide. After having doubled the small islands we set a course for the eastern part of Kangaroo Island, intending to anchor there. As the depth decreased in the channel we were only able to drop anchor at 9h15, in 26 fathoms water. However, as the depth continued to vary up to 28 fathoms and the current prevented us from coming head to wind, we got under way again at 11h45. In the morning we skirted the northern coast of Kangaroo Island, standing off a ~~moderate~~ <short> distance.
At 11h45, with 5.5 fathoms under the ship, we went on the other tack.

(273)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Observations

There is only 2 minutes' difference between today's observed and estimated latitudes. There was no observation for the longitude.
We dropped anchor at 9h00 on the evening of the 20th.

(274)

21-22 Germinal
[11-12 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

The sky clouded over in the afternoon, bringing several squalls. The wind was very variable, finally settling in the NW.
At 9h30 land was sighted bearing SSW.
There was a further sighting at 2h00, this time bearing NW.
At 6h00 in the morning some low-lying land was sighted stretching N-WSW, with higher land stretching E-S. We stood in for this latter landmass.

(275)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Observations

No difference between observed and estimated latitude.
No longitude observation.

(276)

22-23 Germinal
[12-13 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather up to 2h00 at night.
Sailed close-hauled to skirt the coast, and at 2h30 we went on the other tack; very close in to shore it was quite calm.
We then resumed our course NNE and skirted the coast, close in, until 8h00.
The breeze freshened between 2h00 and 3h00 and there were some strong squalls, accompanied by rain.
The wind continued fresh in the morning. By 10h00 we had come inshore, and we then skirted the coast.

(277)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Observations

Today the dead reckoning and observation readings are very close, despite the fact that for the past 9 days we have had no longitude observations to allow corrections to be made to the dead reckoning.

(278)

23-24 Germinal
[13-14 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

In the afternoon we skirted a very low-lying coast, overlooked by mountains in the interior. The shallowness of the water prevented us from visiting the bay's far reaches. We stood off and on all night, over very variable shallows. At daybreak we sighted the land surveyed the previous day. It bore east, with other land visible to the west and the bay's far reaches extending northwards.
At noon the visible extremity of Kangaroo Island bore SSE, with the <southernmost> visible headland of the bay at W¼SW.
Barometer 28.4-4.5-5-5-5-6.5
Thermometer 13-13-13.3-12.5-12.5-13

(279)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Observations

No astronomical observations today to determine latitude or longitude.

(280)

24-25 Germinal
[14-15 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, calm sea, gusty and fluky breeze.
In the morning we skirted the northern ~~extremity~~ part of Kangaroo Island, proceeding west and standing off about 3 miles.

(281)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column.]

(282)

25-26 Germinal
[15-16 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

In the afternoon we continued to skirt the northern coast of Kangaroo Island.
We spent the night standing off and on between it and a small island.
We lost a sailor named Cauvin. At daybreak we set a ~~N5°E~~ northerly course and sighted the ~~western~~ eastern coast of the large gulf.

(283)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, then in the right-hand column:]

Observations

Correction of ⅔ of a mile per hour for longitude.

(284)

26-27 Germinal
[16-17 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Becalmed during part of the first watch, then the breeze freshened and we steered north, under easy sail.
At daybreak land was sighted bearing SE. We set an easterly course to stand in for it. At 8h00 it was visible from SSW- E¼SE.

(285)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column.]

(286)

27-28 Germinal
[17-18 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, light and variable breeze.
From 4h00 to 6h00 we skirted the western coast of a low-lying island, standing off some 4 miles. The land finishes to the north in a smaller island and a long chain of reefs. The mainland was visible behind the island, some 4 leagues from the ship.
At noon, land appeared to stretch from N57°30′E to S38°E. It was visible to the northwest, far in the distance.

(287)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column.]

(288)

28-29 Germinal, Year 10
[18-19 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

At 2h10 we went close-hauled, having sighted reefs to the north.
At sunrise land was sighted from the masthead, bearing ENE and NNW.
Squally weather in the morning, with the sea a little rough and a fresh and gusty breeze.
At 11h00 land was sighted from the masthead, bearing S¼SE.

(289)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column.]

(290)

29-30 Germinal, Year 10
[19-20 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, rough sea, strong breeze.
At daybreak land was sighted, bearing ENE.
At noon it stretched from N22°E – S45°E.
A small island bore S12°W.

(291)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc; no observations in the right-hand column.]

(292)

30 Germinal-1Floréal, Year 10
[20-21 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally and rainy weather, fresh breeze.
Land was sighted at 6h00, with a hill – seemingly a small island – bearing S50°W. Another small island was at S78°45′W.
High land, taken to be part of the mainland, bore N5°W.
At noon land was visible from the masthead, seemingly islands, stretching SE - WSW.
Barometer 28.25-2.8-2.0-2-3-3
Thermometer 12.5-10.5-11.2-11-11.5-12

[Right-hand page facing 292 is blank.]

(293)

1-2 Floréal, Year 10
[21-22 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally and rainy weather, gusty breeze.
At sunset land was visible stretching WSW – NW.
Stormy weather during the night and morning.
Barometer 28.2.5-ditto-ditto-1-2-1
Thermometer 11.7-12-11.5-11.8-11.5

[Right-hand page facing 293 is blank.]

(294)

2-3 Floréal, Year 10
[22-23 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, clearing.
At 5h30 in the evening land was visible stretching SSW - S.50°E.
At daybreak land was sighted, stretching S – ESE.
At 8h the following bearings were taken:

Land assumed to be part of the mainland	S69°E - S40°E
A small, elevated island	S37°W
Another, smaller island	S71°W

Went on the other tack at 10h30 to avoid a cluster of rocks between wind and water, bearing W¼NW from us and quite close.
Further away in the same quarter some land was visible, which from the masthead could be seen to stretch WSW –WNW.
At noon, the small elevated island bore S20°W.
The other one was hidden in the fog.

Barometer	28.2-2-3-2.7-3.5-4
Thermometer	12-11.6-11.5-11.5-11.6-12

[Right-hand page facing 294 is blank.]

(295)

3-4 Floréal, Year 10
[23-24 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

At 12h30 in the afternoon land was sighted to the SE, and at 6h04 the extremities of an island bore S27°30′W – S31°W, with another island bearing S72°40′W – S77°30′W. The southernmost headland of some more visible land to the east bore S50°E.
During the morning, and in very fine weather, we cleared the gulf through the same channel as we had entered, and surveyed the area.

Barometer	28.4-4-5-5-6-6
Thermometer	12-11.8-11.5-12-12-12.5

(296)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, along with latitude and longitude calculations.]

(297)

4-5 Floréal, Year 10
[24-25 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

Reasonably fine weather, fluky and variable breeze.
Sailed close-hauled in the afternoon to skirt the western part of Kangaroo Island, and on the morning of the 5th we reached the northern part.
In the morning Fleury, the purser's steward, passed away.
Barometer 28.6-ditto-ditto-7-7.5-7.5
Thermometer 11.6-12.2-11.5-12-12-12

(298)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, along with latitude and longitude calculations.]

(299)

5-6 Floréal, Year 10
[25-26 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc.]

Observations

We skirted a coastline on which a number of islands were visible, and stood as close inshore as was possible in light of the reefs apparent in several places.
At daybreak we stood in for the same land, and during the morning we entered a channel between several small islands and the mainland.
Barometer 28.7-6-6-6-7-6.5
Thermometer 12.6-12-12-11.7-12.5-14

(300)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, along with latitude and longitude calculations.]

(301)

6-7 Floréal, Year 10
[26-27 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift and soundings, plus observations on latitude, longitude, temperature etc. No observations in the right-hand column.]

(302)

[In ink, and in another hand, a table showing the course: times, corrected headings, longitude differences, etc, along with latitude and longitude calculations.]

(303)

7-8 Floréal, Year 10
[27-28 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, light breeze. We stood close in to shore, passing a group of small islands to our west. At 7h30 we dropped anchor between them and the mainland in 33 fathoms water, bottom of sand and shells.
These small islands are, in fact, merely rocks. Further west we sighted some very low-lying land, where I was able to take two bearings. It was an island, which seemed to me sandy and devoid of any vegetation.
The mainland coast is quite indented in this part, and a conspicuous peak is visible. At 6h30 we got under sail, although with contrary winds for the course we wished to steer.
Our crew was quite weak by now. Mr Freycinet sought permission from the Commander to order the masters' mates to take turns at the helm during his watch. The Commander having replied that he could ask them to do so, the officer replied that while he was on duty he needed only to give orders. The Commander called for the ship's log and wrote the following order:

From today, 8 Floréal, Year 10, all officers in command of a watch will ensure that each midshipman under their orders does a turn of one and a half hours at the helm.
Signed, the Commander, Baudin.

(304)

[Left side of the page contains a table relating to the course (time, corrected course, longitude differences, etc) along with latitude and longitude calculations. The right-hand column has the following observations, in Ronsard's handwriting:]

The chart for the 5th to the 6th and for the 7th, as drawn up, seems to suggest that the latitude given for the 7th is too low. That is why I have noted another observation, which differs by about 10′. This requires checking.

(305)

8-9 Floréal, Year 10
[28-29 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Stood off and on from noon to 3h30, in very fine and almost calm weather, between a headland on the mainland and a highset island.
Sailed close-hauled at 5h10 because of a rock island situated to the west of the northern visible headland on the mainland; the latter bore N8°E at 5h00.
The extremities of the island closest to this headland stretched N6°45′E - N5°15′E. The rock off this island bore N15°W.
A large hill, the northernmost visible of the small islands to our west, bore N63°45′W. This hill was in line with the northern headland of a nearby large island, the southern headland of which bore S88°30′W.
A small island further south bore S61°45′W.
A rock bore S59°30′W.
Same weather from 6h00 to 8h00, the breeze slackening. We took soundings and had ground with 30 and 32 fathoms. The depth remained steady at 33 fathoms up to midnight. By then the breeze had freshened to the point where we were making too much way, so we shortened sail. At daybreak we continued on course, in very fine weather, but the winds were contrary and we sailed close-hauled, leaving the land astern. Bearings at 6h15 in the morning:

The large hill	S57°E
A small island	N8°E
A rock on the eastern headland of this island	N20°E

(306)

[Table showing the course: times, corrected headings, longitude differences, etc.]

(307)

9-10 Floréal, Year 10
[29-30 April 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

At noon the land was not in sight. Overcast sky, light swell, light breeze.
At 4h00 land was sighted to the north-east and the lookouts could also see land bearing NNW.
At 8h30 a northerly course was set, and at 4h00 in the morning I sighted land stretching NE – ESE. At 4h30 I heard loud breakers, which I reported to the Commander. He ordered me to change course to NW. We hove to at 5h00 and at daybreak we sighted an indented coast, with sheer cliffs and violent surf pounding the shore. We were at the time within sight of a deep bay in which I could see enormous breakers.

(308)

[Table showing the course: times, corrected headings, longitude differences, etc.]

(309)

10-11 Floréal, Year 10
[30 April – 1 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, cloudy sky, calm sea, light airs. We skirted the coast, standing close inshore. We sighted a small island quite close to the mainland; it was very clearly visible, and since we were in all probability not far the St Francis Islands, the Commander named it the Postilion. The land to the north of this small island is very low-lying and forms large inlets. We spent the night hove-to and at daybreak land was in sight, bearing NW¼N. These were the St Francis Islands; we took some bearings, but from a great distance.
At 5h30 in the evening the lookouts had land in sight right around to the west.

(310)

[Table showing the course: times, corrected headings, longitude differences, etc.]

(311)

11-12 Floréal, Year 10
[1-2 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

In the afternoon we skirted the St Francis Islands chain. The sky was overcast, the sea reasonably calm and the wind fluky. These islands, which are not very elevated, are covered in greenery but I did not see any trees.
At noon on the 12th the St Francis Islands bore WNW, with two other quite large islands bearing N¼NE and NE¼N. The Commander wished to proceed between these islands and the mainland, but the weather did not permit us to do so.

(312)

[Table showing the course: times, corrected headings, longitude differences, etc.]

(313)

12-13 Floréal, Year 10
[2-3 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather up to 4h00, with a swell running and a fresh breeze. At 4h00 we lost sight of the islands we had surveyed in the morning.
The weather then turned squally, with rain and a rising sea. At daybreak the sky filled with thick clouds. Land was then in sight from the crosstrees, bearing NNE. At noon it was no longer in sight.
Latitude on the 13th 33°1′39"
True longitude 131°11′42"

(314)

[Table showing the course: times, corrected headings, longitude differences, etc.]

(315)

13-14 Floréal, Year 10
[3-4 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather during the afternoon, sky overcast and a swell running. At 1h00 land was sighted from the crosstrees, bearing NW.
Calm during the night.
The sky was clear at daybreak, with less of a swell running. The breeze freshened and shifted progressively to N¼NE. At sunrise we sighted the St Francis Islands, bearing NW. At noon they bore N33°45′E, with a small island to the west of the group bearing north.
Latitude on the 14th 32°46'12"
True longitude 130°49′40"

[Right-hand page facing page 315 is blank.]

(316)

14-15 Floréal, Year 10
[4-5 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

During the afternoon we continued on a northerly course, with the St Francis Islands constantly in sight and bearing east from us. Spent the night hove to and at daybreak we continued tracking north up to 10h00.
At 8h00 land was sighted to the north and by 10h00 we had entered a bay. Land stretched from W-SE by the north, with the closest land to the ship bearing north, distant some 4 leagues. The weather was fine, with a fresh and steady breeze. However, as we prepared to go about – and indeed precisely at the moment when we were head to wind – a gust hit us with enough force to take our staysail and force us to furl our 3 topsails, which were then

immediately taken in, together with the spanker. We remained under the two courses, the fore staysail and the mizzen staysail. The wind continued to blow very strongly, and the sea began to rise.
Observed latitude 32°22′11"

[Right-hand page facing page 316 is blank.]

(317)

15-16 Floréal, Year 10
[5-6 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, with a rough sea and strong and gusty wind.
At 3h00 land was sighted, bearing ENE. At 4h00 <more> land was sighted bearing E10°S, and then at 5h15 more was in sight at N56°15′E.
Continued tracking south all night, with depths between 40 and 50 fathoms.
The weather cleared during the morning. No more land in sight. At noon we had ground with 40 fathoms.

(318)

16-17 Floréal, Year 10
[6-7 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Sky overcast, sea less rough, wind progressively slackening.
At 1h00 an island was in sight from the crosstrees, bearing SE¼E. We went about and set a westerly course.
At 9h30 in the morning land was sighted from the crosstrees, bearing NE¼E. At 10h30 it was no longer in sight.
Soundings:

8h00 in the evening	38 fathoms
10h00 and 12h00	36 fathoms
1h00	36 fathoms
2h00	38 fathoms
3h00 and 4h00	40 fathoms

(319)

17-18 Floréal, Year 10
[7-8 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally and dark weather. ~~Fresh~~ light breeze, sea running a swell. No sign of land, but at 9h00 in the morning reefs were sighted in the NE.
Soundings were as follows:

1230	42 fathoms
4h00	50 fathoms
6h00	45 fathoms
8h00	45 fathoms
10h00	50 fathoms
12h00	52 fathoms
2h00 and 4h00	50 fathoms
9h00	48 fathoms

(320)

18-19 Floréal, Year 10
[8-9 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Sky overcast, weather dark and squally, intermittent light rain, the sea rising.
At 2h00 land was sighted stretching N-NNE, and at 4h00 it was in full view.
At 5h30 it was visible from E- NW¼N.
Three small islands were visible, bearing E¼SE and ESE.
At 5h30 we left the coast behind and set a southerly course, to round the South Cape of Van Diemen's Land.

(321)

19-20 Floréal, Year 10
[9-10 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather during the afternoon, with a cloudy sky, fresh breeze and rough sea. The wind slackened progressively during the night, the sky cleared a little and the sea fell.
Reasonably fine weather at daybreak, with the breeze very light and variable. We put on sail.

(322)

20-21 Floréal, Year 10
[10-11 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Reasonably fine weather; overcast sky, light airs and the sea falling. The night was very humid, with occasional light rain and some squalls.

(323)

21-22 Floréal, Year 10
[11-12 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, swell running; the breeze very light up to 9h00, then light and subsequently moderate.
At daybreak we rigged a fore lower studding sail and two topsail studding sails.

(324)

22-23 Floréal, Year 10
[12-13 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine and very humid weather, overcast sky, swell running and fresh breeze.
Saw some petrels and cape pigeons.

(325)

23-24 Floréal, Year 10
[13-14 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather during the afternoon, a swell running, the breeze fluky and variable. Overcast and rainy weather in the morning, with the same breeze.
At noon on the 23rd we set a course to the south-east.

(326)

24-25 Floréal, Year 10
[14-15 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast weather during the afternoon, with continuous rain and a light and fluky breeze.
The wind freshened during the night; rainy weather.
The wind was fresh at daybreak, with the ~~wind~~ weather fining up but the sea rising.

(327)

25-26 Floréal, Year 10
[15-16 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, strong breeze and a swell running. The breeze slackened during the afternoon and became light and variable.

(328)

26-27 Floréal, Year 10
[16-17 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, overcast sky, calm sea, moderate breeze.

(329)

27-28 Floréal, Year 10
[17-18 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, humid and squally weather, occasional light rain, choppy sea.
Variable wind after midnight.

(330)

28-29 Floréal, Year 10
[18-19 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Humid and rainy weather, overcast sky, a swell running and a fresh breeze.
At 8h15 on the morning of the 29th Van Diemen's Land was sighted in the ENE. We stood in for it up to noon and rounded it by the south. As the Commander had given me joint responsibility (with Mr Bernier) for surveying this area, I took a number of bearings ~~but~~ the bad weather prevented me from taking more and, perhaps, from being as accurate as might be desirable in this task.
It is an elevated, sheer coast, very indented and with a wooded hinterland.

(331)

29-30 Floréal, Year 10
[19-20 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Strong wind and rough sea between noon and 3h00. The breeze slackened at 3h00, and by 5h00 we were becalmed. The breeze freshened again at 6h00. We hove to at 8h00 and remained that way all night, on alternate tacks and with a variable, very fluky breeze.
We filled the sails at 7h00 in the morning and headed northwards towards the anchorage. The weather was rainy, with a swell running and a strong and gusty wind. At 9h00 the large bower was dropped in Adventure Bay, in 18 fathoms water.
The boats were immediately hoisted out and I was despatched in the longboat to collect firewood, which had been in short supply for over two months.
Mooring bearings:

Fluted Cape	S33°E
Cape Trobriant	N10°E
The isthmus in the far reaches of the bay	N30°W
The easternmost visible part of the Tasman peninsula	N64°E

(332)

30 Floréal - 1 Prairial, Year 10
[20-21 May 1802]

Some rains squalls in the afternoon, with a moderate south-south-westerly breeze, progressively slackening. I coasted along the western coast of Fluted Cape, beginning at Penguin Island which at low tide is joined by rocks to the headland. Although the sea was calm in the bay it broke ~~heavily~~ on the shore, which was lined with rocks at most points. I crossed some seaweed beds attached to the bottom, which is deep enough to be out of sight at

a gunshot's distance from the shore. When I had reached approximately the spot where Mr d'Entrecasteaux had dropped anchor I discovered a bay to the east and a sandy beach running for some three hundred *toises*. The surf was too strong for us to be able to land at that spot, but some twenty-five paces to the north we were able to put in quite comfortably against some rocks. The small dinghy was following close behind, with the astronomer on board. I took its crew and in a few hours the longboat was full of firewood, much of it quite dry. The trees on this part of Bruny Island, as in the channel, are eucalyptus and casuarinas. The latter tree was in flower, even though it was still carrying its green fruit. The vegetation in a small valley behind the sandy beach was of a quite different nature. The trees were much greener and more robust, which from a distance suggested to me that they were of a different species, but when I got closer I saw that indeed they were eucalyptus trees. The ground in which they are growing is currently a sort of marshland and most trees have their roots under water. The marsh is crossed by a ravine, in which water was flowing so that it appeared in fact to be a stream. The water reaches the sea to the north of the sandy beach after having meandered through the small valley and left furrows in several places.

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There are many similar ravines around the bay, all of them feeding rainwater – which I believe to be considerable in the mountains - into the sea. Several ravines were dry, but there was water in a number of others - often enough to make them impassable other than by using very long tree trunks. Nevertheless, I noticed that their mouths were always very narrow. Near our landing place we found a number of tree trunks that had been felled with axes, and even some logs split and cut to stowage length. I did not know which navigator had left these traces of his visit to Adventure Bay, until I discovered the name of the *Recherche, 1793,* on several trunks, along with the names of some of the sailors who had been on that ship. Our people followed suit by carving their own names and that of the *Géographe, 1802*. We did not see any natives, even though they inhabit this area. Here, as in other parts, their fires have destroyed most of the trees. The numerous fireplaces that one comes across suggest that, as on the channel coast, they live on abalone and other shellfish. We found two of their huts, the larger one of which could hold at least fifteen persons and had recently been occupied. A giant kangaroo had recently been gutted there and we came across many spear shavings, confirming the view that one of these people's major occupations is kangaroo hunting, the meat from which is used for food. Their huts are similar to others seen elsewhere in Van Diemen's Land. The branches supporting the bark are held together with rushes, tied in a flat knot. However the short time that I spent ashore, and the work assigned to me for this trip, did not allow…

(334)

… me to venture very far or, consequently, to carry out more extensive research. I was back on board by 4h15 with approximately 4 cords of excellent firewood, which had been very easy to collect and had been loaded without the need for anyone to get wet, using a flying bridge made from saplings. I reported what I had seen to the Commander, and on the basis of my assessment that the ship could be watered where I had put ashore, he decided to embark 20 casks of water once we had completed another load of firewood. Consequently he ordered me to set off again at midnight, taking the longboat and small dinghy, once again accompanied by Midshipman Baudin. During his explorations, Dr L'haridon had come across a watering place where he thought water could be collected using a hose, without the need to unload casks from the longboat. As it was an enormous advantage in terms of both time gained and crew effort saved to be able to load our water in this way, Mr L'haridon agreed to

come with me that night. We arrived at the landing place at about 1h00. The night was very fine, with light airs varying W-WSW. The tide was out a long way, and continued to fall further up to about 3h00. Our first consideration was to light a large fire, and soon afterwards we got to work. Towards 8h00 I thought we had enough wood to fill the longboat, and I set all hands to transporting it to the boat. Mr Baudin supervised this work while I went with Mr L'haridon to inspect the watering place he had discovered. Indeed we found, some 45-50 feet from the low tide mark, a small stream where water could easily be collected in a hose and where the slope was sufficient to carry the water to an anchored longboat. I estimated that the water flow could fill at least three casks per hour. At the time a light and gusty breeze was blowing, variable NNW-NW, and there was a slight swell. However since the hold is excellent in this bay I decided to anchor the longboat on its grappling anchor, securing it with two shore lines. The hose was to be carried on planks or spars, supported by poles driven into the shingle. I returned to the longboat where the firewood was being loaded, but I had miscalculated the quantity. The cut wood provided only about two thirds of a load, so we needed to cut some more and despite the promptness with which we set about this task (which was becoming increasingly difficult because the closest wood had already been cut, and also because the tools were no longer sharp and the men were tired after 24 hours of hard work), it was…

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… impossible for the longboat to be back alongside by 10h00, which was when the Commander was expecting it. Midshipman Baudin set off in the longboat towards 1h30, and I had the small dinghy fitted out for hauling the seine while we waited for the longboat to return with the water casks. However, at 2h00 a round from the swivel gun called the boats back alongside. I took this signal as being for me since I assumed the longboat was by then far enough out to sea to be seen from the ship (which was not actually the case). The crew members who had remained ashore reboarded and Mr L'haridon and I made our way back to the ship, rather sad to have to abandon our watering place; the poles for carrying the hose had already been erected and our water could have been completed without any effort whatsoever. This watering place was much closer to the ship than the spot at which we had landed. It is downstream from a ravine which, in its upper reaches, is very close to Fluted Cape. It is the first one encountered after that Cape, as one enters the bay. I am surprised that rainfall on this small tongue of land forming Fluted Cape can provide continuously flowing water. It seems certain to me that it rains frequently in these mountains, because there remain many of these streams despite the existence of an infinite number of channels, up and down the coast, through which water could be evacuated. However, I also have no doubt that a few months of drought would be enough to make them all disappear. Whatever the case, there would appear to be no need to worry about running short of fresh water on Van Diemen's Land, should some settlement be planned for this area. It would always be possible, and cheap, to dig ponds to conserve as much water as required. I cannot speak about animals in the area, since we saw none. The first sound that came to my attention when we landed at night was the croaking of a large number of…

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… frogs, with which the marsh is filled. I saw many bush tracks and some droppings from the giant kangaroo, which seems to me to live in the most densely wooded places, that is to say in the undergrowth. We also came across some enormous bones. Were they the remains of some marine monster? That is possible, but I was immediately reminded of the sort of howling that I heard every night – and even frequently during the day - while I was in the upper reaches of North West Port. As for the vegetation, it seemed to me vigorous. I believe

that the trees do not lose their leaves. The eucalyptus and casuarina that we had cut in the channel in the month of Nivose were in full sap. The samples I had taken split in such a way that they were of no use for anything. This will certainly also be the case with the wood cut at the beginning of Prairial. This is perhaps what made Mr Flinders say that eucalyptus is good only for firewood. However I do not share that opinion; it seems to me rather that it <this wood> requires only a little care when it is being cut. But as I have said elsewhere it provides little twisted wood and its roots provide only small amounts of curved wood – they are creeping roots, somewhat reminiscent of our poplars. The casuarina has a crown of no more than 3 feet in diameter, for a tree with a circumference of 24 inches. So it is rare to walk 200 paces without coming across one of these trees knocked over by the wind. The soil coverage seemed to me very thin, and I believe that the base on which the soil rests is of granite rock – at least all the rocks and the shingle brought up in our soundings are granite, as is Fluted Cape itself. I recognised the prismatic shape, colour and sound of basalt. If this is the case everywhere in Van Diemen's Land, then it is not surprising that there are no rivers to be found. On the morning of the 1st, the wind was variable from W-NW, then variable NW-WNW in the afternoon and south-westerly overnight. The boats were hoisted in as soon as they arrived alongside, and by 7h00 we were under sail. The Commander's head steward, Mercier, died during the morning.
Over the two days the barometer varied from 28.2 to 28.2.5, while the thermometer was at 9° during the day and 8° at night.

At the bottom left, a small table of nautical information, the:]
Bearings:
At 8h00

Fluted Cape	S16°W
Cape Trobriant	N3°E
Cape Pillar	N80°E
The middle of Tasman Island	N75°E

At noon

The southern headland of Tasman Island	N55°E
Cape Pillar	N40°E
Cape Raoul	N33°W
Fluted Cape	S76°W
Cape Tasman	S50°W

(337)

2-3 Prairial
[22-23 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather over the 24 hours. A swell running in the afternoon, calm afterwards; the breeze light and fluky during the night.
At 4h00, we took the following bearings:

Cape Pillar	E23°N
Cape Raoul	E2°30′S
The largest of the Hipployte Rocks	E69°45′N

Cape Frederick Hendrick	E70°30′N
The middle of Maria Island	E82°30′N
At midnight	
Maria Island	N30°0′W
Small Tasman Island	S55°0′W
At 8h00 in the morning	
The extremities of Maria Island	N76°15′W
	N82°15′W
Schouten Island	N50°0′W
The land nearby this island and northernmost land in sight	N44°0′W
Extremity of the southernmost visible land	S62°0′W
At noon	
The middle of Maria Island	S69°0′W
Bald Cape	S87°0′W

(338)

3-4 Prairial
[23-24 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, overcast sky, variable and fluky breeze.
At noon, we took the following bearings:

The southernmost visible part of Van Diemen's Land	S21°0′W
The northernmost visible part [of Van Diemen's Land]	N37°30′W
Bald Cape	S38°30′W

(339)

4-5 Prairial, Year 10
[24-25 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast weather, swell running, variable and very fluky breeze.
At 5h15 land was sighted, stretching N32°W - S4°W, with Bald Cape at S13°W. Calm all night. Sounded at 1h00 but had no ground with 90 fathoms. At daybreak we stood in for the coast and skirted it at medium range from 8h00 to noon. I surveyed it. At noon, Bald Cape bore N80°W.

(340)

5-6 Prairial, Year 10
[25-26 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Continued skirting the coast from noon to 3h00, as far as the group of rocks to the south of Schouten Island. We then went close-hauled. The weather at the time was very fine, with a fresh breeze. During the night the sea rose and the weather turned squally, with a cloudy sky. Continued standing off until 8h00, then stood inshore. Land was clearly visible to the WNW. The sea fell during the morning – very fortunately, because at 10h00 the helmsman Bonnet, who had been convicted of stealing a large quantity of hooks and sentenced to a lashing, threw himself overboard. We hove to and the stern dinghy pulled him out at 10h20.

(341)

6-7 Prairial, Year 10
[26-27 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast and squally weather during the night and morning, with a rough sea and strong and gusty wind. We hove to at 1h30 in the morning.
At 4h45 in the evening Bald Cape bore S73°30′W and the middle of Maria Island S41°30′W.
The wind did not allow us to stand in for the coast during the morning, and land was not sighted.

(342)

7-8 Prairial, Year 10
[27-28 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, humid and squally weather, rough sea, fresh breeze.

(343)

8-9 Prairial, Year 10
[28-29 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather though fining up, rough sea, fresh breeze. At night the sky was clear but there was still a swell running and a moderate breeze. Same weather during the morning.

(344)

9-10 Prairial, Year 10
[29-30 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast weather, occasional rain, swell running, light airs. Calm at night.

(345)

10-11 Prairial, Year 10
[30-31 May 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Fine weather, calm sea, light breeze.
Stood in for the coast when possible, since we wished to continue our surveying. Mercier's effects were auctioned off.

(346)

11-12 Prairial, Year 10
[31 May – 1 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, occasional rain, calm sea, light and very variable breeze. Stood in for the coast, which was sighted at 5h00 in the evening. Shortened sail at night, continuing to stand in for the land. At daybreak land was again sighted to the west, but soon afterwards the horizon became hazy in this direction and the weather turned to rain and squalls. The coast was lost, and was not in sight at noon.

(347)

12-13 Prairial, Year 10
[1-2 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather continued to produce occasional rain in the afternoon. Land was clearly in sight. Sounded at 2h00, but had no ground with 72 fathoms. The sea was calm and the breeze light. At sunset, during a fine patch, land was sighted stretching N47°30′W - S9°30′W, with Cape St Helen at N60°W and Cape St Patrick at S23°15′W. Immediately afterwards the weather turned stormy, with strong squalls accompanied by rain. The wind then dropped right away and we had strong, continuous rain. At 2h00 we had ground with 65 fathoms, and at 4h00 with 78 fathoms. The same continuous rain at daybreak. The breeze that had sprung up at about 3h00 was blowing in strong gusts by 6h00 and we were obliged to shorten sail. Some strong thunder claps and hail during the morning.

(348)

13-14 Prairial
[2-3 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Dark and squally weather over the 24 hours, with a rough sea and strong and gusty wind. Prevailing winds constantly from the east. We put on sail so we could haul off the coast.

(349)

14-15 Prairial, Year 10
[3-4 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, rough sea, strong breeze. Took a reef in the courses, but as the foresail was being reset it came apart from top to bottom in one of its widths. It was immediately clewed up again and the fore topsail was set.

During the watch from midnight to 4h00, which I was commanding, a heavy sea took away all of the leeward railing, breaking all of the stanchions. When it was light we saved some remnants that were being towed along behind. The weather fined up a little during the morning and we changed the foresail.

(350)

15-16 Prairial, Year 10
[4-5 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

A new foresail was bent and a reef taken in it. We were then obliged to be careful with the sail settings as we had no crew to work the changes. I even found myself on deck during my watch and obliged to set to the tackle to brace the sails.
Squally weather, with a rough sea and strong and gusty wind.

(351)

16-17 Prairial, Year 10
[5-6 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

The weather still squally although fining up a little. Still a swell running, but the wind was less strong.

(352)

17-18 Prairial, Year 10
[6-7 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Reasonably fine weather; overcast sky, swell running, moderate breeze, some light rain squalls.

(353)

18-19 Prairial, Year 10
[7-8 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, the sea rising and the wind strengthening.
During the night Racine, the hold master's mate, died of scurvy.
The wind eased a little towards noon.

(354)

19-20 Prairial, Year 10
[8-9 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, strong and gusty wind, rough sea. At daybreak, with the wind having veered to the south-east, varying slightly south, the swell became less strong. We set a course to the south-west and put on sail.

(355)

20-21 Prairial, Year 10
[9-10 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, overcast sky, swell running, fresh breeze. Stood in for the coast until nightfall, then headed out to sea until daybreak, when we stood in again. At 9h30 land was sighted and at 11h00 we went on the other tack, about two leagues off the coast. The weather was beginning to worsen, and at noon we had to take in the mizzen topsail.

(356)

21-22 Prairial, Year 10
[10-11 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Squally weather, dark and rainy with a swell running and the wind strong during the squalls.
At 3h15, during a fine patch, we sighted land which seemed to stretch from WSW - NW¼N.
During the night the weather was occasionally fine.
At daybreak land was sighted in the west, and at noon it stretched SW-NW.

(357)

22-23 Prairial, Year 10
[11-12 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, squally weather, occasional rain, light swell, fresh and gusty breeze in the blows, moderating somewhat.
At 5h15, during a fine patch, we sighted the mainland bearing WSW.
At noon it was visible from SW¼W- NW¼N.
During the night the foresail bumpkin failed; the sail was tacked to the davit.

(358)

23-24 Prairial, Year 10
[12-13 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

During the afternoon, in fine weather and with a moderate breeze and choppy sea, we continued to beat to windward to track southwards. We shook out the reefs in the courses and secured the yards. At 4h00 land was visible from N66°W - S64°W.
The sky covered over at daybreak, the wind veered SSW and there was strong breeze during the squalls.

(359)

24-25 Prairial, Year 10
[13-14 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast during the afternoon, with a fresh breeze and a swell running. Very fine weather during the night. In the morning we stood in for the land, which was visible in the far distance. The breeze progressively slackening.

(360)

25-26 Prairial, Year 10
[14-15 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather during the afternoon, with light airs and a calm sea. At 4h45 land stretched from N17°W - S59°W. This is a somewhat elevated and indented coastline. At 10h00 and at midnight we had ground with 75 fathoms.
At 2h00 in the morning a violent storm brought wind, rain, hail and some strong claps of thunder. The weather fined up after that.

At noon, land stretched N20°W - S65°W. In the north it appeared quite high, but to the south it was very low-lying.

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26-27 Prairial, Year 10
[15-16 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Very fine weather, although stormy and with a light south-easterly swell – almost calm.
At 2h30 we sighted Broken Bay and the small island at its entrance, bearing WNW and distant 4-5 leagues.
At 6h00 we had ground with 75 fathoms.
Very stormy all night, with some squalls. The sky was very black to the east.
At 2h00 we had no ground with 100 fathoms.
At noon, land stretched N10°W - S40°W.

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27-28 Prairial, Year 10
[16-17 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast sky, light airs, calm sea. At nightfall land was visible from NNW to SW¼W. The night was fine.
At daybreak land was sighted to the north-west. The breeze became very strong, and we shortened sail. At 7h30 we sighted a vessel making its way towards us, and at 10h00 its captain came aboard. It was an English ship, coming from Port Jackson and bound for the coast of New Zealand to fish. The captain informed us of the peace and gave us news of the *Naturaliste* and of our small dinghy, which we had lost in Van Diemen's Land. He presented a chart of the port entrance to the Commander, then continued on his way.

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28-29 Prairial, Year 10
[17-18 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Clear sky, fine weather, strong breeze and a swell running. At 4h50 land was visible from S55°W to N26°W. At 11h00 in the morning we went on the other tack about two leagues to the north-east of Broken Bay.

During the night the helmsman Beaumont died of scurvy.

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29-30 Prairial, Year 10
[18-19 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Cloudy sky, swell running, fresh breeze. At 4h35 land was visible from N18°W to S35°W. It remained visible for part of the night, but then the weather closed in. At 8h00 we estimated that we were south of the entrance to Port Jackson so we bore away to the NNW. As we approached land, however, we sighted an opening bearing SW¼W and soon afterwards, on the southern hill, a flagpole and pyramid were visible. We went about and sailed close-hauled. At noon the entrance to Port Jackson bore S60°W.

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30 Prairial – 1 Messidor, Year 10
[19-20 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Overcast and squally weather, with a rough sea and fresh breeze.
At 4h00 the port entrance bore WSW from us, and at 5h00 it was at S70°W. We continued to stand off and on all night and throughout the morning. At 10h30 we hove to so we could pick up a pilot. Since the weather was unsettled, we hoisted in his dinghy.

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1 Messidor, Year 10
[20 June 1802]

[Left side of the page contains a table with nautical information relating to time, wind, course, speed, drift, soundings and sail settings, plus observations on latitude, longitude, temperature etc.]

Observations

Continued beating up until 4h00 so we could enter the port, then bore away progressively, rounding South Head without standing in too close because of the reef lining the shore. At 5h45 we dropped the starboard anchor in 4½ fathoms water, over a bottom of fine sand.
Bearings taken at that time were:

North Head	N62°E
South Head	N81°E
Middle Cape	N2°W
Pyramid	S75°E
Middle Reef	S35°E

I went ashore in the small dinghy at 6h30 to seek permission from the Governor to anchor in the port and to present the Commander's excuses regarding the formal salute – our guns were not mounted. I reached Sydney at about 8h30 and presented myself to Mr King, who received me very well. He speaks our language perfectly and lacks none of the French urbanity. He offered to put all available resources at the Commander's disposal and said that the Commander could choose whichever mooring suited him best, either in Sydney Cove or in Neutral Bay – although he would recommend the latter, because it would make it easier to manage his crew. Mr King invited me to dine with him, which I willingly accepted. He presented to me to Mrs King, informing me that she was on her second voyage around the world. Mr King gave me news of the *Naturaliste*, which had put into the colony and had left again some two weeks before our arrival. However it was thought probable that it would put in again. Mr Milius had remained in Sydney because he was ill, but he was now much better and was currently travelling up-country. At dinner, I ate…

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2 Messidor, Year 10
[21 June 1802]

…enough for four persons. It had been almost three months since we had had fresh bread, and we had been reduced to powdered sea biscuit. I apologised for such a voracious appetite but Mr King told me that, having himself travelled around the world, he had more than once found himself in a similar situation. I left at about 10h30, armed with provisions for the Commander and the senior officers. I arrived back alongside at 1h00 in the morning. The night was very fine, with a light breeze varying from SSW to W. At daybreak the longboat was hoisted out and as the harbourmaster, Mr Harris, had arrived with a number of boats ~~from the port~~ to provide a tow, the anchor was weighed and we drifted with the current and with the help of the boats until 10h00, when the breeze strengthened a little and we got under sail to beat up into the channel. We dropped the large bower in Neutral Bay at 4h00, in 11 fathoms water. Bearings from the large bower:

Hangman's Island	S
Pavilion fort	WSW
Observatory Point	SW
Sydney Tower	SW¼S

The Commander went ashore at 5h00 and was back on board by 8h00. The night was very fine, with light airs variable SW-W. In the morning we moored on the bower anchor and paid out 50 fathoms on each cable.
Bearings from the small bower anchor:

Hangman's Island	S¼SE
Sydney Tower	SSW

The Commander went ashore at 11h00. At 11h30 Mr Bareiller [Barallier] from Toulon, an officer in the Regiment, came aboard. Without speculating about the reasons for which this officer had left France, we were very happy to come across a compatriot in…

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3 Messidor, Year 10
[22 June 1802]

… such a faraway country, where we had few expectations of meeting any.

Before going ashore, the Commander passed to me the following regulations, with orders to read them to the officers and crew. I did so, and also entered them into the ship's log:

Rules to be observed by the French ship during its stopover in Port Jackson:

by His Excellency Philip Gidley King, Esq., Captain, His Majesty's Governor in New South Wales and dependencies, etc, etc.

No-one shall be permitted on board (except officers who shall be recognisable by their regimental uniforms) without a pass from the Governor or Lieutenant Governor.
All boats proceeding ashore to obtain stores or to embark or disembark officers shall land at the Governor's quay.
No boat shall have permission to remain ashore after sunset, except those that are transporting officers to or from the ship, in which case the duty officer must be informed and the French officers must send their boats back to the ship before 8h00 in the evening.
Officers on shore will provide information as to where the French ship can complete its wood and water.
No-one shall proceed further into the port than the ship's moorings, and no-one shall travel inland without permission from the Governor.
Naval police officers are ordered to arrest and confine to the ship any person who, after 8h00 in the evening, is unable to produce a signed pass. The ship's captain is requested to promulgate similar orders on board the ship, and officers are asked to request a civilian or military officer to accompany them after the stated hour.
All commanders of English vessels are ordered to prohibit the provision of credit to their crews, and the Governor recommends to the captain of the *Géographe* that he…

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3 Messidor, Year 10 [22 June 1802]

…follow the same procedure.
The Governor requires from the captain of the French ship his word of honour that, during his stay here or as he departs, he will allow nobody to be received on board without the Governor's permission.

The Commander added the following orders to these regulations:
No officer shall be allowed to proceed ashore without being in full uniform.
All personnel shall act in accordance with these regulations or else shall be detained on board the ship by the officer who is on duty at the time.
Two officers are to remain on board at all times. Those who proceed ashore shall not remain there after the hours stated in the Governor's regulations, nor shall they retain boats there at their discretion.
All boats proceeding ashore or elsewhere shall fly a national pennant on their foremasts. The crewmember commanding the boat shall be provided with a pass from the duty officer, which shall contain the names of all those on board and the reason for which they are proceeding ashore.
No boat engaged in fishing shall proceed to the west of the ship, but only to the east. Fishing shall be permitted in any bay to the north or south. In the latter case, it shall be expressly forbidden to go ashore without written, signed permission from the Governor, which shall state the areas where landing is permitted.
An area shall be designated for laundry duty and for collecting firewood.

If anyone (other than those on the sick list) wishes to be quartered ashore he shall make a written request to do so, which shall be addressed to the Governor.
Anyone whose conduct or incautious curiosity results in a reprimand shall be sent back to the ship and confined to quarters.
All personnel are warned that a prohibition against extending credit to any person whatsoever has been promulgated ashore.
The watch or duty officer shall read these regulations to the assembled crew, to ensure that no-one is unaware of their content.

Signed, the Commander, N Baudin

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3 Messidor, Year 10
[22 June 1802]

Governor King's regulations and the French expedition Commander's accompanying order were read to the assembled senior officers in the council room, and subsequently to the full crew on the quarterdeck.

Morning of 3 Messidor, Year 10 of the French Republic.
Signed, Ronsard

If I may be allowed to say here what I think of these regulations, I confess that they were not to my liking - I find them somewhat acerbic. I feel that the tone is too much that of a master, as if one were addressing a merchant captain rather than the commander of an expedition. "No-one shall be permitted on board…," "the ship's captain is requested to…, "the Governor recommends that the captain of the *Géographe*...," "the Governor requires from the captain…," etc: all of these expressions seem to me less than tactful on Mr King's part, both in respect of Mr Baudin who is superior in rank to him in the Navy, and in respect of the French Government that he represents. I admit that the Governor of Port Jackson had the right to say everything that he said; it is not the substance that gives me difficulty but rather the form – which in politics often does more harm than the content. Mr King's regulations could have no direct application to the expedition's senior officers and crews and thus could only have been meant for the Commander, and this is why I find that a set of regulations, termed such and written on letterhead bearing the author's full style and titles, has too much the appearance of an order given to someone who should only receive orders from our side. I know that we were guests of the English and that everyone has the right to make his own laws at home, but the fact that one has a right does not automatically mean that one should assert that right, especially when it is not contested. I believe that a simple letter from the Governor asking the Commander to ensure that his ship's regulations while in port were not in conflict with the local regulations he had considered appropriate to enforce, would have sufficed. Moreover there was another way of handling this that would have avoided offence to anyone – namely to send the Commander a copy of the local and port law and order regulations. ~~Be that as it may~~, I may be mistaken but, be that as it may, if I had received a similar order…

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3-9 Messidor, Year 10
[22-28 June 1802]

… I would certainly not have given it any publicity.

On the afternoon of the 3rd twenty men on the sick list were sent ashore. Two of them died after a few days, but the others recovered. I went to reconnoitre the watering place, which I

found very convenient since water can be piped directly into the longboat. The Commander came on board at 11h30 in the evening.
On the morning of the 4th [Messidor, 23 June 1802] our rigged longboat was put at the Governor's disposal. At 8h00 the Commander received a visit from Mr Milius, and at 10h00 he received Captain Flinders. Continued to unbend the sails. At 2h00 I accompanied the Commander ashore. I paid visits to the Governor (with whom I dined) and Colonel Paterson. We were back on board at 8h00 in the evening.
On 5 Messidor [24 June 1802] [blank]
On 6 Messidor [25 June 1802] the topmasts were housed and the running rigging was struck down. A tent was set up onshore for the sail makers, and two others for the observatory. The instruments were sent ashore. The Commander went to take up residence ashore. An English three-master entered the port.
On the 7th [Messidor, 26 June 1802] two other English ships came into port. Work continued on the ship.
Nothing new to report on the 8th [Messidor, 27 June 1802].
On the morning of the 9th [Messidor, 28 June 1802] the plants were removed from the gun deck and sent ashore to the sail makers' tent, where all the empty casks are also to be stored. At 2h00 one of the *Naturaliste's* dinghies arrived, bringing back Mr Boulanger, Midshipman Maurouard and the dinghy's six crewmen. The officer in charge of the dinghy went immediately to report to the Commander ashore.

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10-17 Messidor, Year 10
[29 June – 6 July 1802]

On the 10th [Messidor, 29 June 1802] two casks of Madeira wine were received from the American ship *Arthur*. Midshipman Brue transferred to the *Naturaliste*.
Nothing new to report for the 11th, 12th and 13th [Messidor, 30 June- 1 and 2 July 1802]. Continued to clear the ship.
On the 14th [Messidor, 3 July 1802] the *Naturaliste*, which had dropped anchor in the channel outside the reef, came into port and anchored beside us.
Continued to clear the forward part of the ship on the 15th, 16th and 17th [Messidor, 4, 5 and 6 July 1802] Messidor so the sheathing could be repaired.
On the 17th [Messidor, 6 July 1802] the following order (dated the 15th) was received from the Commander:
Citizen Ronsard will be personally responsible for stowing the hold and orlop, and for placing any equipment already on board or to be embarked. This includes all trunks, crates and boxes belonging to officers, naturalists or other persons.
Citizen Freycinet will be in charge of all aspects of the ship's running and standing rigging. As mess officer he will ensure that the great cabin and the area comprising officers' and scientists' accommodation will under no circumstances remain in the state that has prevailed to date; he will ensure strict cleanliness in those areas. The two cupboards in the great cabin have not been provided for the sole convenience of Messrs Taillefer and Bougainville, and even less have they been provided as bathrooms. Consequently, all personal effects belonging to these two persons are to be removed from the cupboards.

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17-19 Messidor, Year 10
[6-8 July 1802]

Citizen Bonnefoy will inspect the ship both internally and externally every day and will ensure that it is kept clean and well maintained. He will also be responsible for supervising the work of the sail makers and of any other workers who are sent ashore.
Citizen Ransonnet will take particular care that the gun deck is always clean and as dry as possible. He will be responsible for inspecting the hammocks and will advise when they need to be washed. Inspection of the crew's laundry will also be his responsibility.
Each duty officer will provide a written report of what has been done on board during his period of duty. These daily reports are to be signed and sent to the expedition Commander for his information. Details relating to the ship's provisioning are to be attended to on a daily basis. Water and wood are the first items to be attended to and done without delay.
Port Jackson, 15 Messidor, Year 10 of the French Republic.
Signed, N Baudin.
On the 18th [Messidor, 7 July 1802] I reported to the Commander that the damage to the ship's sheathing extended too far down to be repaired without heaving the ship down or at least beaching it – and in the latter case the full extent of the damage may still not be within reach if the bottom were too soft.
On the 19th [Messidor, 8 July 1802] the Commander came aboard to see for himself. Bearing in mind that Governor King had told him, in my presence, that the harbour was worm-infested and that the ship's planking would certainly be riddled with holes within two months if it remained unsheathed, the Commander…

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20-27 Messidor, Year 10
[9-16 July 1802]

…decided to beach the ship in the far reaches of Sydney Cove, where the bottom is very steep and would enable the ship's bow to beach on a sandbank while the stern remained afloat.
On the 20th, 21st and 22nd [Messidor, 9, 10 and 11 July 1802] the ship's cables, sails, anchors, iron, chains, shifting ballast, gunpowder etc were unloaded and transferred to the *Naturaliste*.
On the 23rd [Messidor, 12 July 1802] we warped into the far reaches of the cove and made fast both to the slipway and onshore, ready to beach on the morning tide of the 24th.
At 7h00 on the 24th [Messidor, 13 July 1802] the ship was beached in soft mud, with 10 feet of water at the bow and 18 feet astern. The topmasts were positioned as supports, but since the tide only fell three feet and the tear in the copper was found to extend right down to the keel, it was acknowledged that it would be impossible to repair the sheathing without careening the ship. A fresh attempt was nevertheless made to move the ship further up the beach on the afternoon high tide, but this was unsuccessful and on the evening of the 26th [Messidor, 15 July 1802], after having waited for another two days in the hope that the tide might rise enough to make the work possible, it was decided to refloat the ship. The Commander then made the decision to heave the ship down. On the morning of the 27th [Messidor, 16 July 1802] it was brought alongside the wharf, and after two anchors had been dropped seaward and four lines fixed ashore, work began on emptying it out completely.
On the night of 26-27 Messidor master gunners Klein, from the *Géographe*, and David, from the *Naturaliste*, together with gunner Barbier, were arrested ashore on the Commander's orders. They had been caught selling...

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27 Messidor - 1 Thermidor, Year 10
[16-20 July 1802]

…sail cloth. In the morning the Commander instructed me to carry out a thorough search of the ship for any cloth or gunpowder that might be hidden on board. I made this search together with the sub-purser, the boatswain and his mate and the master gunner's mate. I prepared a report, which was submitted to the Commander, noting that we had discovered two lengths of cloth and a 35-pound barrel of gunpowder.
On the 28th [Messidor, 17 July 1802] tents were erected ashore to store the equipment unloaded from the ship.
On 1 Thermidor [20 July 1802] the following letter was received from the Commander, addressed to the senior officers of the *Géographe*:
Citizens
In light of the abuses occurring daily on board – and which are all the more remarkable in that they result from the excessively lax manner in which you have chosen to perform your duty – I warn you again, but for the last time, that if they continue I shall prepare a full and detailed report on the conduct of each officer attached to the expedition.
Paying no regard to written orders which were read in public and of which a personal copy was handed to you prior to my departure to be billeted ashore, where I am needed for resupply and other business which I alone can handle, you prefer fleeting pleasures to your real and obligatory duties. These pleasures compromise the Government's interests and the security of its property, but you pay no heed to consequences which should however concern you closely, if only greater experience had taught you the probable...

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1 Thermidor, Year 10
[20 July 1802]

…results.
Some of you, using as a pretext the rank of lieutenant that I (no doubt mistakenly) helped to confer, believe they are exempt from the duties required by the circumstances. Others, increasingly arrogant since I promoted them to the rank of sub-lieutenant, find reasons (good or bad, according to their whim) to avoid obeying orders given to them and thus contrive to be useless without fear of any penalty. All of this must cease, and I have made a firm decision to take advantage of the fortunate opportunity that presents itself if I cannot ensure that the officers under my command carry out their duties not as they wish but rather in the manner that I consider in the best interests of proper control, good order, the security of government property and the success of the expedition for which I am responsible.
The Government's intentions are too well known to me, and set out too clearly, to be subject to any misunderstanding. The task for which I am responsible is not that of a warship, where port stopovers are occasions for pleasure and amusement. On the contrary, it is a task requiring even more active and unstinting work than normal sea duty. Consequently, I am not subject to the provisions relating to excess introduced by the law of 3 Brumaire and various subsequent regulations, covering duties to be performed by naval officers.
To believe, as you do, that in a voyage such as ours an officer is entitled to three days without doing any useful work for the expedition, simply because he has been on duty for 24 hours (which in reality would be reduced to very little if one subtracted the night hours – during which…

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1 Thermidor, Year 10
[20 July 1802]

…time no lookout is kept – and most of the day, which is spent in frivolous entertainment or absent from the deck, as I have frequently observed) is a conception of duty that I can no longer tolerate. Far from adopting your views on the matter, I have on the contrary decided no longer to allow the time between watches to be spent in passing amusements that are of use neither to the person who indulges in them nor to the Government, which pays too high a price for their consequences.

In accordance with these principles, and not wishing to deserve any personal reproach, I bring to your attention that as of 1 Thermidor, Year 10, no officer is to be absent from the ship or the tents either during the day or at night without having obtained written permission. In this way, having received advance warning, I will be able to replace that officer's vigilance by that of another. The opportunities for misbehaviour are too numerous and too readily available, in the place and state in which the ship finds itself at present, for any other course of action to be taken.

Citizen Ronsard, as previously instructed, is to supervise work in the hold and will also be in charge of work on the hull.

In addition to work on rigging and unrigging, Citizen Freycinet is to be in charge of unloading the effects that need to be placed in the tents or elsewhere. He is to submit a report on the resources he believes will be required to safeguard these effects. Citizen Bonnefoy will be his deputy for this part of his duties. Citizen Ransonnet is to see to the placement of all…

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1 Thermidor, Year 10
[20 July 1802]

…effects unloaded from the ship and will have them stowed in such a way that there will be no concern for their safety or location.

Citizens Freycinet and Ronsard are to give their subordinates, Citizens Ransonnet and Bonnefoy, such orders as they consider appropriate to the duties to be performed or as required by the circumstances of the time, and are to report to me on how these orders have been executed. It is no longer to be tolerated that a sub-lieutenant should consider himself entitled to inform a lieutenant – who in all circumstances remains his superior officer – that he only receives written orders.

Two officers are to be available at all times to be on watch, to supervise the crew and see to the security of the ship's remaining stores and munitions.

The keys to the gun room are to be handed to Midshipman First Class Maurouard, who shall be in charge of them until further notice. This will not prevent him from sharing duties with Midshipman Baudin when I do not consider it appropriate for such duties to be carried out by an officer. As long as parts of the ship's rigging or stores remain on board, officers not on duty will take turns in inspecting the areas where they are stowed. Such inspections are to take place three times a day during daylight hours - shortly after sunrise in the morning, before noon and at 5h30 in the afternoon. At night they will take place every two hours. The same is to occur when the effects have been in part or completely transferred ashore.

The duty officer will be responsible, both during the day and at night, for any effects that may be stolen. The gun room and gun deck ports and the great cabin shutters are always to be closed half an hour before sunset. The same is to apply to the…

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1 Thermidor, Year 10
[20 July 1802]

…storeroom ports.
As soon as rations have been distributed, the duty officer is to take possession of the storeroom keys; the storeroom must no longer, under any circumstances, remain open during the day or at night. A midshipman, or in his absence a reliable helmsman's mate, is always to be present during rations distribution.
The chief surgeon is advised that any sick personnel who are sent to hospital without my having ~~signed~~ initialled their movement order will be there at their own expense.
Any officer who finds these procedures unsuitable can request his return to France, without fear of refusal.

Greetings
Signed N. Baudin

I shall not allow myself any comment on this letter, which I was sorry to see appear in the ship's log. Besides, it cannot in any way apply to me and I do not take it as directed at me. I was already a mature man when I joined Mr Baudin's ship. Consequently, lesson-giving and threats such as one might make to children are not appropriate in my case, and I am able to prove that, in Port Jackson as elsewhere, my conduct was that of an officer determined to do his duty and a man of honour scrupulously sensitive in his choice of entertainment.
At 10h00 in the morning of the same day, Captain Hamelin came aboard to constitute the panel and council of justice. The harbour master arrived soon afterwards with the witnesses and defendants. I was chairman of the panel, which unanimously found Klein and Barbier guilty of having stolen four lengths of cloth, while David and Menou were found not guilty. As a consequence of this finding the council of justice discharged David and Menou and, declaring that it was not competent to impose any further sanction, referred Klein and Barbier to a court martial.

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2-14 Thermidor, Year 10
[21 July -2 August 1802]

The following days were spent clearing out the ship. The topsides were caulked and the carpenters constructed a crab-capstan for use in careening the ship.
On the 10th [29 July 1802] work began on the tackle. The shrouds were hauled tight, the topmasts were set up as mast outriggers with one end on the forecastle (which I had shored up, along with the gun deck), derricks were prepared and a topmast was positioned for righting the ship.
On the 11th [30 July 1802] careening tackles were positioned ashore. Two mooring rings were already embedded in the rock and had been placed there for just this purpose, but they were not strong enough for heaving down the *Géographe*. Besides, they were too close together and only one was of any use. I chose the one that could be used with the mainmast tackle, whose pulley was lashed to this ring and to the cross-beams of a platform weighted with 30-40 casks of iron ballast, anchors and chains. The pulley on the foremast was similarly lashed to a platform weighted down in the same way.
Careening took place, keel-out, at 8h00 on the morning of the 14th [2 August 1802] and repairs were made to the copper sheathing, which was badly damaged at the bows. I inspected the sheathing and had replacement pieces fitted wherever necessary. Work was completed towards noon, and I had the ship righted. The tackles were changed immediately.

Before I had passed command of the ship to the duty officer, and indeed while I was still ashore, I saw the lines cast off and the ship begin to swing, without my having said anything. It went alongside the wharf again (which was unnecessary since we could not careen on the other side the next day) and then made fast.

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15 Thermidor, Year 10
[3 August 1802]

The next day (15th) I was to come on duty and when I awoke, a little before dawn, I noticed that the ship had grounded. I got up immediately, sent for Mr Ransonnet and asked if he intended to hand the ship to me in this condition and if he imagined that I would accept it in such a situation. However, I had no desire to punish Mr Ransonnet for having assumed control the previous evening without requesting my permission to do so, and for having moved the ship without informing me. It seemed to me that having grounded the ship was sufficient punishment, and I even wished to spare him any reprimand from the Commander. As the tide was rising, I had a line end placed ashore and at the bows, then mounted the two cables on the two capstans and heaved as the sea rose. The Commander arrived soon afterwards and was very displeased that he had not been informed, but since I was not the one responsible for running aground the only thing he could hold against me was having taken over control of the ship in the condition in which I had found it. The ship did not refloat that morning, because one of the two forward cables broke and the other pulled its anchor. Since the tide had been rising when I began preparing, I had not had time to use other resources. On the evening tide I had four cables veered out forward, hoisted the longboat under the bowsprit and weighted the ship's bows with water. By 9h00 it was afloat – about an hour before high tide. During this grounding the ship had not been in trouble even for a moment. Some 4-5 feet of its heel had been grounded, but everything else had been afloat.

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16-26 Thermidor, Year 10
[4-14 August 1802]

On the 16th [4 August 1802] the careening tackle for the foremast was again positioned onshore.
On the 17th [5 August 1802] the tackles were heaved, the ship was careened and the sheathing was repaired. It was necessary to remove the first five sheets up from the keel-rabbet. At 11h00 I righted the ship and had it immediately hauled out into deep water and swung. The tackles were disassembled, the careening pumps (which had not been used during the operation) were removed and secured and the ship was readied to receive its ballast. This was on board by the evening of the 19th [7 August 1802], and the crew had a rest day on the 20th.
The Commander came on board on the 21st [9 August 1802]. He inspected the interior of the ship and gave me orders concerning its equipping and fit-out. The following days were entirely given over to reshipping all of the effects that had been sent ashore.
On the 24th [12 August 1802] the Commander set out for Parramatta, leaving Captain Hamelin in command of the division during his absence. On the same day some cash arrived for the crew, and with Captain Hamelin's agreement I deferred payment until all of the ship's effects had been reshipped.
By the 26th [14 August 1802] everything was on board, so I had the cash distributed to the crew. The anchors, however, were still ashore and the track remained intact, but it was impossible to do anything once the sailors had some money. This justified my earlier

decision to defer payment. By evening the entire crew was drunk and the hold master's mate, Pierre Retz, was killed when he fell from the catwalk onto the gun deck at 9h30 at night.

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On the 27th [Thermidor, 15 August 1802] we hauled further out and prepared to warp into Neutral Bay the following day.
On the 28th [16 August 1802], I asked Captain Hamelin to defer taking the ship to its moorings until the following day, because we still had many men ashore. He agreed.
On the 29th [17 August 1802] the pilot came aboard and took the ship back to its moorings. We retrieved our cables, which had been with the *Naturaliste*, and were moored for the night.
On the 30th [18 August 1802] we commenced taking on water and wood. The Commander returned from Parramatta.
On the 4th [Fructidor, 22 August 1802] the first tier of water was completed and the hold stowed. Over the following days work was done on the rigging, and the various effects that had been transferred aboard the *Naturaliste* were reshipped.
On the 7th [25 August 1802] we loaded 37 barrels of salted meat.
On the 8th [26 August 1802] we loaned our careening tackle to the American ship *Fanny*. The crew had attempted to heave it down using only the mainmast, but since that had been insufficiently stayed it had broken into three pieces.
~~On the 9th we loaded 36 barrels of salted meat and three casks of rum.~~
It will be seen from the ship's log that on the 8th I had the quartermaster, Gosselin, released from irons. He had remained ashore one night and I had come across him during the day and had sent him back to the ship, promising that he would not be punished. When I arrived on board I found him in irons, so I asked Mr Bonnefoy, who was duty officer, to release him on the grounds that I had pardoned him. Mr Bonnefoy replied that I could release him myself, so I immediately gave an order to that effect.
On the 9th [27 August 1802] we loaded 36 barrels of salted meat and three casks of rum.
On the 10th [28 August 1802] we loaded 8 barrels of salted meat and various effects from the *Naturaliste*.

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On the 12th [30 August 1802] the topmasts were swayed up.
On the 13th [31 August 1802] the *Naturaliste* moored in a nearby cove so it could be fumigated to destroy the rats it had on board.
On the 16th [3 September 1802] the ship was remoored because it had dragged its anchors on the ~~day~~ night of the 13th – 14th.
On the 20th [7 September 1802] the full casks were loaded and stowed on the second tier. The topgallant masts were rigged.
<u>On the afternoon of the 22nd [9 September 1802] a schooner flying the French flag came into port.</u> It was commanded by Citizen Le Corps [Lecorre]. It had come from Isle de France and was bound for Bass Strait to ~~fish~~ hunt for pelts for the fur trade.
An ~~order~~ explicit prohibition was received from the Commander against carrying out punishments on board except on his express orders. The reason for this measure was that the previous day a negro, Hervé, who had struck and bloodied a child, had been strung up in the shrouds for two hours.
On the first Complementary Day, Year 10 [18 September 1802] a start was made on painting the ship. At 8h00 in the evening a large fire broke out on the coast and the wind drove it towards our tent and the *Naturaliste's* shore effects. Captain Hamelin and I left town and

returned to our ships. I immediately despatched the longboat to strike the tent at the watering place and to reship all of its contents. I sent all the other boats alongside the *Naturaliste*. They were back by 11h00: the wind had changed direction and the fire had turned away. The bakery was still producing our sea biscuit, but this work was proceeding at a very slow pace.

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On 1 Vendémiaire, Year 11 [23 September 1802] the ship was dressed overall and shore leave was granted. I had been responsible for the placement of national flags for this display, and had assigned the starboard side of the mainyard to the British flag. This was criticised on board, with the officers all claiming that such a placement should only be given to the French flag. This was not my view, because when a ship is dressed overall in a friendly foreign country, I believe that the place of honour should be given to that nation. This is in no way an acknowledgement of any superiority over our own nation. However the next day, 2 Vendémiaire [24 September 1802] I received the following letter from the Commander, addressed to the officers of the *Géographe*:

His Excellency the Governor has just asked me officially, through Mr Harris, why, in dressing the ship yesterday, we seem to have wished to place the English flag in the least visible part of the ship. Please let me have your response to this question so that I may be in a position to provide a satisfactory reply or explain what your intentions were.

Greetings
Signed, N. Baudin

Messrs Freycinet and Ransonnet replied to the Commander, ~~and~~ for my part I sent the following letter:

Citizen Commander

For the full period during which the ship was dressed overall yesterday, the English flag was flown on the starboard side of the mainyard. I was responsible for assigning this place, which is the place of honour according to French naval practice – indeed it is considered to be so much the place of honour that in French harbours it is normally reserved for the French flag only. However I had no hesitation in assigning this place to the English flag on this occasion, because I was certain that this would have been your intention.

Greetings and respects
Signed, Ronsard

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I delivered this response to the Commander in person. After having read it, he instructed me to take it to His Excellency the Governor, on his behalf. I did so, and was able to convince him fully that, not only had we had no intention of insulting the English nation, but we had even paid it the highest honour we could. He thanked me, expressed his regret at the letter the Commander had written to us on this matter and told me that in the English navy the King's colours are flown at the head of the mainmast and those of the nation to be honoured are flown at the head of the foremast or mizzenmast. Not only are other places not used in instances where a nation is to be honoured, but they are even considered to be humiliating. Accordingly, not knowing our practice and having seen the English flag flown on the mainyard, he had complained to the Commander.

On ~~the morning of~~ the 3rd [Vendémiaire, 25 September 1802], another incident – of a quite different nature – occurred. Mr Bonnefoy had an argument with Mr Freycinet, during which Mr Freycinet ordered him confined to quarters. Mr Bonnefoy at first complied but

subsequently decided not to remain confined; he left his quarters and formally refused to obey the command. Mr Freycinet left immediately to report this incident to the Commander, who wrote forthwith to Mr Bonnefoy informing him that he was being demoted to his former rank of midshipman first class, and ordering him to proceed to the boatswain's store room.
The next day, the 4th [Vendémiaire, 26 September 1802], I received the following letter from the Commander:
Citizen
Further to the letter from Mr Bonnefoy that I am forwarding to you, please submit to me a detailed report on everything that occurred on board yesterday between him and Mr Freycinet. I should add that I am surprised that, as duty officer, you did not restrain these two gentlemen so as to avoid the scandalous and public scene that took place.
In the unlikely circumstances that you did not personally…

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…witness this scene, you should ensure that you gather sufficient information to enable you to carry out with justice and equity the task I am giving you. Please ensure that no bias enters into your considerations.
Please also inform Mr Freycinet that he should forward to me a copy, or better still the original, of the note Mr Bonnefoy will have sent to him.

Greetings
Signed, N. Baudin

You are to release Mr Bonnefoy from the boatswain's store room and confine him to quarters, without duty, until further notice.
I sent the following report to the Commander:
When he entered the great cabin to dine, Mr Freycinet said: "Gentlemen, I must inform you of an impudent action." Without allowing Mr Freycinet to proceed any further, Mr Bonnefoy said: "By Jove, you are no doubt referring to something done by that peasant Péron, your corporal." Mr Freycinet replied that "a corporal such as he is worth ten thousand officers such as you. I am attached to him and will have you know that I will not allow anything to be said about him." Mr Bonnefoy replied that "Mr Péron is capable of defending himself, and nothing will prevent me from saying that he has been impertinent to me and that he is a pig." "You are the one who is a pig," replied Mr Freycinet (this expression is denied by Mr Freycinet, and it is not impossible that it was not clearly heard) (I wrote this note in the margin of my report.), and I order you to be quiet. As Mr Bonnefoy continued his insulting comments on Citizen Péron, Mr Freycinet stood up angrily and approached Mr Bonnefoy; he hesitated a moment and then said "Mr Bonnefoy, I hereby order you to go to your cabin." Mr Bonnefoy immediately left his meal and withdrew, saying "I have not responded to the personal remarks you have made in relation to me…

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…You do not have the right to punish me for a matter that does not relate to my duties, and you will never prevent me from saying what I think about Péron." He then went immediately to his cabin. A moment later he returned and said to Mr Freycinet "I hope, sir, that you will inform the Commander of the reasons for which you have punished me." Mr Freycinet replied, "Go to your cabin, sir." He did so. A few moments later a note arrived from Mr Bonnefoy, again requesting to be informed of the reasons for his being punished. Shortly thereafter, not having received a reply, he appeared and said to Mr Freycinet: "Sir, I am informing you that I shall not confine myself to my cabin if you do not tell me why you have

taken this measure." Mr Freycinet said to him: "I have nothing to explain to you. Go to your cabin." "I will not do so," replied Mr Bonnefoy. "In that case," rejoined Mr Freycinet, "let me have your refusal in writing." Mr Bonnefoy replied, "Let me have in writing the order to confine myself to my cabin and I will see what I have to do." "You have nothing to demand from me," replied Mr Freycinet. "Go to your cabin." "I shall not do so," said Mr Bonnefoy. Thereafter, following a long time spent attempting to persuade Mr Bonnefoy that he should obey without comment, and warning how much he was exposed if he did not do so, Mr Freycinet decided to report in person to the Commander. Mr Bonnefoy confined himself to saying, "I am well aware of what can happen to me, but I am determined not to return to my quarters without knowing why you are confining me. I wish to be able to make a complaint, and if unable to do this I will only accede if ordered to do so by the Commander."

Signed, Ronsard

After having written this report, I passed it to Messrs Boulanger and Ransonnet, who had been present. They…

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…found it to be an accurate reflection of what had taken place, and at my request they signed it along with me.

The next day, 5 Vendémiaire [27 September 1802] I received the following reply from the Commander:

Citizen

In light of the detailed report that you provided to me yesterday in reply to my letter of the same day, informing me of the reasons for the disagreement that occurred between Citizens Freycinet and Bonnefoy, it is clear to me that each is almost equally at fault. However I note also, with regret, that I have as much cause to be dissatisfied with your own conduct in this matter as with theirs. As duty officer (a fact of which I was unaware when I wrote to you), your duty – and you are well aware of this – was to impose silence on both officers, or at least to have them go elsewhere than the great cabin to discuss a question that has nothing whatsoever to do with the running of the ship and is a matter of pure personal opinion. Had you acted in this way then it is my belief that whichever officer had the greater good sense – though I do not know which it would have been - would have been sensible enough to obey the order of the officer who was in charge at the time and would have deferred settling the difference that you so indulgently witnessed. However, since things have turned out otherwise and I see that I am obliged to become the mediator in an affair in which I did not need to be involved, and of which I was informed by an officer other than the duty officer, you are to confine yourself to your cabin for 24 hours, to confine Citizen Freycinet for 48 hours for having been involved in a disagreement on board, and Citizen Bonnefoy for six days as from the 3rd of the month, to teach him to know how to hold his tongue and not to leave his quarters once he has been confined there.

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You are to ask Citizen Bonnefoy for the letter that I sent to him and which I am hereby cancelling for this time, since I am convinced that he will reflect seriously on his future behaviour.

Your fellow citizen

Signed, N. Baudin

Although I was very far from agreeing that I had deserved being confined to quarters in this affair, I was nevertheless very pleased with the Commander's decision to avoid the need for punishment. I was not close to Mr Bonnefoy, who had always – and always dishonestly –

sought to elude the authority that I exercised over him by virtue of my rank. However, he was unhappy and thus, in the issue under discussion, had gone so far and so quickly that it was difficult for the Commander to ignore the matter. There needed to be a guilty party, and a sentence shared among three individuals became a small burden for the person who truly deserved it and was not onerous for the two others. For this reason I thanked the Commander for his decision and willingly remained confined to my cabin for 24 hours. In accordance with the order I had received the previous day I had Mr Bonnefoy released from the boatswain's store room and gladly reinstated him, ordering him to be confined to his cabin for six days.
On the 5th [Vendémiaire, 27 September 1802] we sent a working party of eight topmen over to the *Naturaliste*, where they remained during the ship's entire fit-out. On the same day I received an order from the Commander to allow Mr Barbe ashore only when the Commander sent for him. I recorded this in the ship's log.
On 9 Vendémiaire [1 October 1802] the schooner from Isle de France, Captain Lecore, left Port Jackson bound for Bass Strait. At 6h30 in the evening the ship *Perseus*, under full sail, was taken aback during a squall and dropped anchor in some disarray, close to us. We were forced to veer out some cable in order to avoid a collision. We sent a boat to the assistance of one of its dinghies, which had capsized at the same time. No-one was lost, and the next morning…

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…one of our boats retrieved the dinghy and we returned it to the ship. Sea-biscuit making continued, but at a very slow pace. No more than 500-600 pounds a day are produced, and sometimes none at all if there is no wind for the mill. It is rare that 1000 pounds can be produced in a day.
The *Perseus* got under way at 6h00 on the morning of the 16th [Vendémiaire, 8 October 1802]. At 8h00 I had a gun fired to summon all of the division's officers. When they were assembled in the Commander's poop cabin (which he let me use while he was ashore) I read to them Mr Kemp's letter to the Commander, of which a translation follows:
Sir
It is true that, in a discussion relating to the officers of the French ships that you have the honour to command, I spoke about the sale of spirits. However, this was during general conversation and I had not the least intention of accusing them in any way whatsoever. I can assure you that I was not the first person to mention this matter to the Governor, and that all I did was to repeat what I had heard from Chapman. 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. This is as far from my wishes as it is contrary to the opinion that I have of them all. I believe that I have proved this by my conduct towards those among them whom I have had the honour of knowing.
My brother officers of the garrison require of me that I inform you that they will not cease to have all the esteem for the French officers that those officers inspired upon their arrival and during their stay in the colony. I remain, Sir, your very humble and obedient servant.
Signed, Kemp, Captain in the New South Wales Corps.

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The following note from the Governor was written at the foot of Mr Kemp's letter:
I consider the written apology to be very honourable for the officers of the New South Wales Corps, who required that it be sent. This appears to me to be an adequate apology to the

officers who considered themselves insulted, as set out in the French Commander's letter to me of the 4th of this month.

Signed, P.G. King

After this letter had been read out the senior officers of the three ships jointly decided that Captain Kemp's excuses would be accepted. I reported the outcome to the Commander in the following letter:

Citizen Commander

In compliance with your orders I assembled all of the division's officers, reinforcing my signal with a gun, and read to them the letter sent to you by Mr Kemp, a captain in the New South Wales Corps.

All of the French officers, convinced that Mr Kemp had been the first to have voiced the false accusation brought against them and had used all his means to substantiate it, had been all the more sensitive to the dishonesty of this procedure in that they least expected it of an English officer. They were pleased to note that Mr Kemp had never had the intention of impugning their honour. They accept his assurances on this point because on principle they never doubt the word of an officer.

They would have preferred Mr Kemp to have been more aware of French officers' sensitivities and not to have substantiated the words of an insignificant person, words that would never have reached the Governor's ear, nor our own, if they had not been repeated by someone who was in a position to give them some plausibility.

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The officers of the French expedition of discovery are grateful for the esteem expressed by the officers of the New South Wales Corps, and assure them that this sentiment is reciprocated and could not be affected by any individual's wrongdoing.

Greetings and respects

Signed, Ronsard, maritime engineer and lieutenant

The Commander passed this letter to the Governor, who had it translated into English by the Judge Advocate of Sydney and then transmitted the text and translation to Colonel Paterson so he could bring it to the attention of the officers and of Mr Kemp.

In order to understand this affair one needs to be aware that in Sydney there is no - or very little - cash, which for the purpose of daily requirements is most usually replaced by spirits, the price of which has been set by the Governor at between 16 and 20 shillings per gallon, or 4 bottles. Officers of the regiment formerly had the exclusive right to buy any available spirits from ships, but Mr King had withdrawn this privilege, or rather prohibited this commerce – which, it might be said in passing, did not endear him to these gentlemen. During our stay in Sydney, Mr King ordered one merchant captain, who I believe had behaved badly, to leave the port and to take the rum he had brought with him. Commander Baudin, however, was free to purchase from him the spirits required for the continuation of our expedition. The officers of the regiment sought to buy the remainder, but this was not permitted. Mr Kemp knew that a deportee named Chapman had purchased a few bottles of rum from French sailors – several of our seamen had saved their rations and, unbeknown to us, had sold them to this individual when they had accumulated one or two bottles. As may be imagined…

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…the amounts involved were very small, but nonetheless it did happen. This individual, who was one of Sydney's merchants, also supplied vegetables to the *Naturaliste's* senior officers, and on several occasions the mess officer had paid him in surplus rum. All of this was

enough to have the officers of the regiment claim that Mr King was refusing to them what he had allowed to the French officers, since the latter had purchased rum from the *Atlas* ~~that they~~ and were selling it ashore. Mr Kemp brought this Chapman to his house where – apparently after having hidden two of his colleagues beforehand – he had him recount everything that I have just written. It was immediately decided to make new representations to Mr King and that, should these be rejected, he would be denounced to the Government. However the Governor became aware of their scheme and did not lose a moment in foiling it prior to our departure - otherwise it would have been too late. He approached the Commander who assured him that it could not be true, although he nevertheless made some enquiries.
At about this time I heard talk of rum supposedly sold off by some of the officers. I thought that officers had been supposed capable of stealing rum from their ship and of selling it, and since I was solely in charge of liquor on board the *Géographe*, I considered myself slighted and asked the Commander for details on the rumours being put about to the effect that French officers had sold rum. Without offering any explanation, the Commander replied: "Would you be very surprised if it were true?" I confess that this response disconcerted me, as I did not imagine that jokes could be made on a subject that strikes at personal honour. For him to speak to me in this way the Commander needed to be sure, and I responded that "if it is indeed true, Commander, then I request and indeed require from you that the perpetrator be punished in an exemplary way. I am not the sort of person who would have a knave for companion." The Commander did not reply, but in fact he knew that no officer had sold rum from the ship, and that this was not at all what the English officers had meant.

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He even knew that no officer had sold off his personal rations and that only the mess officer had used some liquor to pay for vegetables, poultry, etc – which was not at all dishonourable since liquor was the currency of the colony; the Governor, all the officers in the regiment and even the Commander himself purchased their supplies in this way. As I said, the Commander was aware of all of this and wrote to the Governor that it was untrue that French officers had received any rum from him apart from daily ship's rations, or that they had sold any ashore, and that the officers on the French ships were outraged by this accusation. I even became aware that in a private conversation the Commander went as far as telling the Governor he was fearful of the consequences, since on matters such as this his officers did not always have the coolest heads possible.
However it was not long before I learned that the officers had never sought to accuse us of selling the ship's official liquor stores; they had understood that we had been given liquor for private consumption, as part of our salary or wages - and in saying this they had in no way offended us.
I saw, therefore, that we had only been brought into play as a means by which Mr King could exact some degree of revenge following the officers' base machinations against him. For my part, I was resolved to support the gamble. I was attached to Mr King, who always acted in a praiseworthy manner. I was convinced of his extreme probity and indeed of his administrative talents and I was disgusted to hear officers under his command daily denigrate him because he would not let them live shamefully as the colony's shopkeepers and monopolists. Furthermore Mr Kemp had been particularly rude to me, in the following manner. I was invited to dine at his house one day, and arrived five minutes after the time he had given me only to find that all the guests were already seated. I decided forthwith that I would never again set foot in his house, and I was not unhappy to be able to humiliate him when the occasion presented itself. Consequently I thought it a very good thing to have him make a public apology…

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…in the rum affair. This matter was widely talked about in the town, and for our part feelings rose and Mr Kemp became rather afraid – each one of us seemed a hired killer to him. Colonel Paterson had to become involved and the officers of the regiment, whom he assembled at his house, forced Mr Kemp to write the apology referred to above. The apology had to be accepted – some amongst us in fact proposed rejecting it, but this was unsound advice and was not followed. Mr Bareiller, who is French, told me that when the letter I had written to the Commander was read out to the assembled officers of the regiment, several of his colleagues asked him what he thought of it. He replied that it was a "dashed noble" letter, but very respectful of the officers. "However," he said, "I would not wish to be in Captain Kemp's shoes." And I believe that he was right.

Our affair was over, but the Governor's was not yet finished. He demanded an apology for having been accused of doing for the French officers something that he had refused to do for the English officers. Colonel Paterson, who is a respectable man and whose only fault, if he as one, is perhaps to be too kind, probably felt that it would be humiliating for his officers to have to go from apology to apology in this way, and was opposed to any further such action. As the Governor insisted, the Colonel requested that all officers who had spoken about this matter be court martialled. This was done, and the proceedings lasted for several days. I do not know what transpired, but I am aware that as a result the relationship between the Governor and the Colonel remained frosty, that the chief surgeon was prohibited from performing the duties of harbour master and that Mr Bareiller was similarly barred from the duties of engineer. (Each continued to carry out these duties, however, although they did not receive any salary supplement for doing so.) Mr King did not get his apology, and in future saw very few of the officers. Thus the officers of the New South Wales Corps were prepared to offer an apology to the French officers, when an apology was not really due since all that would have been required would have been to say that "we thought that, instead of cash you had been given rum and that you had used it...

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…for your normal requirements - as we do on a daily basis for ours. That is not offensive, we were mistaken and our error cannot be taken as an insult." But they refused this same apology to their Governor, when in my view this would not have been humiliating since he is the colony's senior officer and when an apology was in fact due, since they had thought him capable of treating foreigners more favourably than his countrymen, and of having breached on their behalf the laws that he had himself promulgated.

One might be tempted to think that, after everything that ~~I have~~ had transpired, poor Captain Kemp could consider himself about even with us. Not at all, however. He took it into his head to say that he regretted having made an apology and that he would have preferred to fight the matter out. At least, whether he said so or not, that is what we were told. Immediately, Mr Kemp could have chosen any one of ten or more opponents, each of us claiming the right to fight the duel. For my part, I said – and asked that it be reported to Mr Kemp - that I was the one who had called together the assembly of our gentlemen, that I had replied to his letter, and that in this reply he could find a respectable pretext for repairing his honour by informing me that he did not take lessons and that I had purported to give him one for having repeated and given plausibility to the remarks of an insignificant individual. Messrs de St Cricq and Freycinet said that, since they were the ones named by Mr Kemp, they should also be the first ones to settle this affair. However Mr L'Herisson, who did not have

the same stake in the matter since he had never seen Mr Kemp and was not known to him, came up with a strategy that, I admit, should have been successful for him. He concocted and had the artist execute a cartoon depicting Mr Kemp. This idea was a success, and everyone agreed on it. Mr Kemp was portrayed in uniform with his sword at his side - with an enormous padlock on the hilt and the key hanging on a wall with the motto "qui gladium accipieit, gladio peribit." His head was crowned with an enormous deer's antler. (Mr Kemp had married during our stopover in…

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…Port Jackson, and his wife – whose life up to then, he no doubt informed her, had been time lost for happiness - wished to make up for time lost. Perhaps her natural feelings had led her to believe that God created women to give us being and not to make us languish, and that the virtue which enables women to make one person happy but at the same times forces them to make a thousand persons unhappy is a virtue that makes for society's misfortune. Having admitted this principle, she did not scorn the numerous courtesies paid to her, and rumour has it that a number were repaid. This explains the antlers, proudly spreading their numerous branches above her husband's head.) A leg protruding from a cloud was visible behind Mr Kemp, whose open coat-tails allowed this celestial traveller to give his backside a gentle tap. This is an allusion to an incident involving this officer at Colonel Paterson's home, when he had insulted another officer and had received a similar "gentle tap." In another corner of the picture a carriage was being pulled along by two nags, galloping towards a hay rack. Above the carriage were placed the words "have you seen my carriage?" and above the barn was written "is it not a fine place?" To understand this, one needs to know that when anyone went to see Mr Kemp his first greeting was "hello," his second "have you seen my carriage?" and his third - on showing the visitor his house - "is it not a fine place?" He found these questions so useful for filling conversational voids that he made the same remarks even if he had ten or more visitors in succession – he often repeated them to me two or three times during a single visit.
This cartoon made the rounds of the town and was well received. It was even shown to Mr Kemp, who was outraged – though he did not dare seek any revenge. There were two copies in town, one provided by Mr L'Herisson and the other…

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…by me. One day when I arrived in a hurry at the Governor's with my copy in my pocket and very keen to show it off, I found that it was already known. I had to surrender my copy, however, since there were few available, and I gave it to another peddler who (and I must acknowledge his industry) certainly did not hide it under a bushel.
This practical joke resulted in my having a rather amusing discussion. Mr Belassis, who had been an officer in Bombay and had been deported to Port Jackson for having killed his adversary in a duel, was one of the partisans of the lovely Mrs Kemp. The public talked about it, and word had even reached her husband's ears. Mr Belassis took me aside one day to ask me if it was true that he featured in the cartoon of Mr Kemp. I replied in the negative. He asked me whether the ornamentation which had been placed on Mr Kemp's head was not a reference to him. Up to that point Mr Belassis and I had always understood each other very well, even though he spoke in English and I in French, but I felt that in order to reply to his question I needed all the resources of my language. Consequently, I replied in very correct French - at which point we could no longer understand each other and were obliged to ask a third person (who was French, I believe) to act as interpreter for us. I told Mr Belassis that

the French officers had nothing but praise for him and were incapable of having wished to see him share in Mr Kemp's foolishness. They were all well aware of the manner in which Mr Belassis conducted himself in affairs of honour – ~~and~~ indeed this was one reason for our esteem. Even if we had had occasion to be dissatisfied with him (which was not the case), our sense of decorum would have led us to forgive much more in the case of a man of honour where the contest was uneven - since in the unfortunate circumstance in which he found himself he could not seek to right any wrongs against him without being totally destroyed. "But why then," he replied, "have you placed antlers on his head?" "Because," I said, "we have reasons for thinking that his wife is not a vestal virgin, and ~~that he deserves them~~ you will agree that they suit him marvellously well and that his bearing is ready made…

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…for them." At that point we began to laugh. "So the antlers were not for me then?" "But why do you persist in believing that by giving him antlers we were thinking of no-one except you? Is your name on the cartoon?" "No, Mr Kemp told me that the antlers referred to me." "That is because he believes you are his wife's happy lover. If that is the case, so much the better for you, and I congratulate you." He took this with a laugh and we shook hands and parted as good friends. I considered that I was not obliged to explain to Mr Belassis the reasons for which we had placed such ornamentation on Mr Kemp's head – his self-esteem led him to believe it concerned him and him alone, whereas in fact he had only a minor role in the matter. Moreover, Mr Belassis had a wife who, while younger, was neither less vivacious nor less annoying than Mrs Kemp. One of our gentlemen embellished her court, and several others followed more or less closely this beauty's brilliant chariot to the temple of happiness, happy to pick up the roses she made bloom as she passed. As for me, I do not propose to wait for ladies under the porch of the temple of the Venus of Babylon. But this is no doubt too much detail regarding an adventure that can be of no interest to those who will read it ~~but~~ it is my hope that this honour will never be done to my journal, thereby saving much tedium and folly.

Let us now return to the continuation of our stopover in Port Jackson. On 19 Vendémiaire [11 October 1802] Mr Bonnefoy, who on the third of that month had been demoted from his officer's rank by the Commander for an act of insubordination to Mr Freycinet, as I have related above, did the same to me sixteen days later, and in a way that could perhaps be less tolerated since it related to naval duties.

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This is what happened. At 4h00 in the afternoon I took delivery of 6500 pounds of sea biscuit that I intended to have stowed in the hold before nightfall, and for this purpose I used the crew from the storeroom. About half an hour later the baker, who was put out by these arrangements and who probably wanted to go ashore, came to ask me if he could go to the bakery. I forbade him to leave the work I had assigned to him and ordered him to inform Mr Ransonnet that he would not be going to the bakery on that day. He did so. Mr Ransonnet came looking for me and I told him that I would take responsibility that day for failing to execute the Commander's order that there should be a daily visit to the bakery, because I had a pressing need on board for all of the storeroom crew. Mr Ransonnet withdrew, but at about 7h00 in the evening the baker, half drunk, came into the poop cabin to inform me that he was back. "Back from where?" I asked. "From shore," was the reply. "What do you mean, from shore? I had forbidden you to go ashore." "That is true, but Mr Bonnefoy ordered me to go." "Did you not tell him that I had forbidden it?" "Excuse me, sir, I told him but he replied that

he, for his part, was ordering me to go." On hearing this I left the poop cabin and went on deck to find Mr Bonnefoy. I asked him on whose orders he had sent the baker ashore, and he replied that it was pursuant to a general request from Mr Ransonnet that he be sent ashore every evening to inspect the production of sea biscuit.

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"Did not this man tell you," I replied, "that I had forbidden him to go ashore today?" "He told me, but I must not have believed him." "Well, sir, you should have made certain by asking me before giving an order that was contrary to mine." To this, Mr Bonnefoy responded that "I, sir, do not have to come and find you. You should come and find me when you have orders to give me." I put an end to the discussion by telling Mr Bonnefoy that "such, sir, is not at all the way duty is to be performed, and I shall teach you to do it otherwise." I then sought out the baker and told him that in future I would punish him severely if he failed to carry out my orders on any account whatsoever.
In the morning of the next day, 20th [Vendémiaire, 12 October 1802], Mr Bonnefoy went to see the Commander and when he returned on board I learned indirectly that he had made a complaint, that the Commander had taken his side and that I was to be severely reprimanded. I was disgusted by this news and decided to go to have this matter out as soon as I had handed over duty the next day. I did so. After some minutes, and seeing that the Commander did not raise it, I broached the topic and he then went even further than I had expected, uttering the sharpest of words in respect of both Mr Freycinet me. At that moment I made up my mind to leave the expedition…

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…and on the same day I wrote the following letter to the Commander:
Citizen Commander
You are about to put to sea again to resume a voyage which appears destined for glorious success. The desire to share your work up to its completion had led me to put aside my own interests, until a particular incident ~~brought them back uppermost to my mind~~ and criticisms that I believe unwarranted brought them back uppermost to my mind.
As you know, Citizen Commander, the regulations obliging me to serve on board ships require that I do so for six months before being appointed sub-lieutenant, one year before becoming a lieutenant and 18 months prior to having the rank of commander. You appointed me to the first two ranks after six months and one year of service at sea, respectively, and you did it in such an obliging way that I was as grateful as if the law had made no provisions in my case.
As events have transpired I have found myself in competition with a lieutenant to whom you gave a commission at the same time as me. I have not considered it appropriate to recognise him as senior to me, for the following reasons:
Firstly, because my seniority as lieutenant should date from the date of my commission as sub-engineer first class, which I received in the month Brumaire, Year 2 [October-November 1793];
Secondly, because, irrespective of my service as engineer, prior to joining your ship I had served for four months on board the frigate *Carmagnolle*, under the orders of Rear-Admiral Lesseigues. It had been agreed with the Minister that this service would be counted, and consequently in terms of the law I had the rank of lieutenant four months before the commission which you gave to me, and thus I was by law senior to Mr Freycinet;

And thirdly because I have held the rank of engineer since 1 Nivose Year 8 [22 December 1799] and have served at sea for over 18 months, which is the time provided by law for me to have the rank of commander, and consequently

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I cannot be junior to young lieutenants.
You have not seen fit, Citizen Commander, to take a position in respect of these claims and you have left Mr Freycinet and me on an equal footing, while making us independent of each other. A number of very young persons whom you have promoted to the officer ranks have taken advantage of this situation to instil insubordination on board the ship, to the point where not a day passes without their making impertinent remarks. And yet you complain that Mr Freycinet and I are fostering disorder on your ship, that the orders given by one of us are contradicted by the other, that between us we are making service hard for the sub-lieutenants and that we will end up making them do foolish things. I have only one thing to say in response to this, and that is that no matter how difficult the position in which Mr Freycinet and I have found ourselves, we have never failed to observe correct procedures and have remained good neighbours even though we have pursued claims and interests that are diametrically opposed. And as for the sub-lieutenants, I confess to you that I fear I may one day lose the self control that to date has made me overlook a great number of instances of impertinent behaviour. I am very conscious that order on board is not as it should be. Some sacrifice is required if it is to be re-established, and I am prepared to make it. It is all the more up to me to provide it in that my personal interests dictate it. I am now in my thirty-third year and it is high time for me to begin thinking about my career. I do not wish to spend my service life in the lower ranks; I have more than the time required at sea for me to hold the rank of commander, but I cannot progress without having served on ships of the line, so two years spent on this second part…

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…of the expedition that you are about to undertake would be entirely given over to my education, but not to my promotion. I no longer even have any hope of obtaining the rank to which I have a claim, since you have assured me that you would never have on board a second-in-command who would be able to take charge in your absence. I would have respected your silence and requested nothing of you if circumstances had not provided an opportunity for you to speak to me about your decision. However the idea of the disorder that would ensue if, during the voyage, some unforeseen disaster took you from us, is enough to make any thinking man shudder. Following mature reflection on all these matters I have decided to seek your agreement to my return to France. I do not seek to use my health as a pretext, because I am incapable of lying. If the Government finds it appropriate to punish me for having made a request that I consider as useful to the expedition as it is in accordance with my personal interest, then I shall abandon the fruits that I could have expected from the sacrifice of the best years of my life. I shall retire to my home and will live independently there, not in opulence but at least sheltered from need.
Please be assured, Citizen Commander, that I shall take with me the regret of not accompanying you and a grateful memory of what you have done for me. I hope that you will not refuse to give me a certificate attesting to my conduct during the two years I have spent under your command. I would value that as one values the opinion of a man whom one respects and to whom one is attached, and I would be ashamed to have to present myself in France without it.

If, contrary to my expectation, you did not consider it possible to send me back to France on board the *Naturaliste*…

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…I would confine myself purely and simply to requesting that I leave the ship. I would be able to support the resulting poverty, and would prefer it to shame. I remain, with respect, etc.

On the 23rd [Vendémiaire, 15 October 1802], I received the following reply from the Commander:

Citizen, I have received the letter that you sent to me. It is rather too extensive for me to have the leisure to respond as fully as would be necessary to explain how different your view of events is from my own, etc. I do not know what the Minister for the Navy might have promised you on your departure, but I have not forgotten what he said to me when speaking of you, and even less have I forgotten what he wrote to me – especially as I have his letter in my hands at present. That letter says that you are to be promoted to sub-lieutenant six months after the commencement of the voyage, and to lieutenant after one year, but it also adds "<u>if you consider it appropriate</u>." These five words lead me to believe that he did not seek to require me to act in accordance with regulations from which the First Consul saw fit to exempt me.

As for your other comments, I do not wish to respond. Although anarchy has reigned on board while I have been ashore, this will not be the case when I put to sea... Thus, and in summary, you may take whichever course of action suits you. I have known for some time that you were seeking a pretext (either good or bad) to transfer to the *Naturaliste.* To you this has seemed a good opportunity to do so and you are taking advantage of it – that is all very well and good. However you should know that I never bend to the will or whims of others when they are incompatible with my duty or with the interest I take in those who might be compromised by unthinking actions.

Signed, N. Baudin

In my letter to the Commander I had avoided making the criticisms to which I felt entitled following the harsh comments he had made to me, and which were the only reason for my writing. I had confined myself to requesting my return to France, supporting this request with considerations relating both to my…

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…personal interest and to the advantages for the expedition. In reply, he says that he is unaware of what the Minister might have promised me, that he was to promote me to sub-lieutenant only after six months and lieutenant after a year, but that he is not obliged to follow any regulations, that he does not choose to reply to my observations, etc. But I was responding to observations that he had made to me – in the harshest terms possible. He had told me that Mr Freycinet and I were creating disorder on board, that the orders given by one of us were countermanded by the other, that we were making duty difficult for the sub-lieutenants and that we would end up having them do foolish things, etc. Thus he was indeed the one – not I – who was making observations. He was the one who was the complainant on 1 Thermidor when he wrote a letter to all of us, the tone of which was such that no officer could have remained on the ship had we been in France. I might go even further: did I complain when I was twice confined to quarters, once for having failed to prevent an officer from going ashore in civilian clothing - the same Mr Bonnefoy whose life, according to the Commander, I was making so difficult? I had warned him, but did not wish to use my

authority to prevent him – and I was confined to quarters for it. The second time it was for having failed to silence an officer of equal rank to me, in a situation where the Commander had never wished to commit himself on the question of seniority. Consequently it was not a matter of making observations when I told the Commander that, if order on board was not as he would have wished, it was because no-one was in command. But as for what the Commander has said regarding the orders he had received in respect of me, I know that at the Ministry I had sighted a letter which said that when I had completed six months at sea I would be promoted to sub-lieutenant, and to lieutenant after one year.

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But to say "when I had completed six months at sea" is not to say "when I had completed six months of a voyage on the *Géographe*:" on the contrary, it implies that sea time spent elsewhere needs to be counted in these six months. I know that the Commander is exempted from the execution of all laws and regulations, and consequently those relating to me as well as to others. It is true that I believe he needs to justify why he acted outside those laws and regulations, and I do not believe he has had any reason to do so as concerns me. Be that as it may, any accounting for his actions is between him and the Government, not me, and this is why I requested nothing except to be disembarked. And indeed, frankly speaking, I had only requested this in a moment of pique, because whatever the Commander may say, irrespective of how close I was to Captain Hamelin and how much I wished to be with him, and despite the real pleasure that I would have had in seeing my homeland again, I had always viewed the *Naturaliste's* return to France without thinking of leaving the expedition. At all events, I do not consider that the honest, affectionate letter I had written to the Commander should have provoked the response it received. I have transcribed both letters into my journal only because all of the naturalists, who were with the Commander on the 23rd, were made aware by him of his reply even before I had received it. Mr Péron, to who the Commander read a copy, told me that he had seen in it the sentence "and if you desire it so much, you may take this letter as an order." This was not in the copy that came to me. Since the affair had become public, everyone could speak about it in their own way, which is why I have decided…

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…to put it into my journal, notwithstanding my reluctance to report discussions that could suggest hateful sentiments that I certainly do not harbour. If I am conscious of any injustice I keep my complaints to myself and try to hide them from others. I try to convince myself that they arise from differences in the ways people see things, and not from any desire to do me harm.

But to return to my disembarkation; I took my letter to Captain Hamelin, who told me that it did not provide sufficient authority for him to take me on board his ship, and that he needed a direct order - which he considered I would not obtain. I went to the Commander's quarters with the intention of requesting such an order, and at the same time I took him the written report of my disagreement with Mr Bonnefoy, which he had not allowed me time to explain three days earlier. He read it, then said that he had not known any of this and that I should have confined Mr Bonnefoy to his cabin, that he was not about to allow such insubordination, etc etc. I dined with the Commander, and gave no further thought to leaving the expedition. During this discussion, the two sub-lieutenants who had complained of having been obliged to wait for the boats at our disposal – and who since Mr Bonnefoy's discussion with the Commander had sent them off when they arrived, leaving Mr Freycinet and me stranded ashore - sent to inform me that they were about to push off. The Commander somewhat

testily had the word passed to them that the dinghy was at my disposal and that they would leave when it suited me. When it had been decided that I would remain ashore to dine, I had the word passed to them. I had reason at that time to believe that I would no longer be forced to suffer daily impertinence from young persons who felt they could attack us with impunity.

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On the 24th [Vendémiaire, 16 October1802], the ships *Alexander* and *Buffalo*, from England, came into port. Governor King commands the latter, which is a storeship, and has a captain under his command. He told me that this was the only example in England of a ship having two captains.
Over the following days we continued to load our stores, including sea biscuit, flour, some salted meat and fresh supplies.
On the 30th [Vendémiaire, 22 October 1802], Mr Ransonnet, the duty sub-lieutenant, complained that I had released a man from irons without having informed him, and accused me of dishonesty. A few lines later he officially accused Mr Freycinet of having contravened an order from the Commander – although he quoted the order incorrectly, giving it a meaning that had not been intended. Finally, in the same day he had a tussle with and received some blows from a drunken seaman, who at the time may very well have mistaken him for one of his colleagues since Ransonnet was not in uniform and was no better dressed than the seaman. In truth this was all very sad. I forgot to say that Mr Ransonnet had also claimed in his log entry that I had gone ashore with Mr Freycinet. That would have been in breach of the Commander's order that the two of us should never leave the ship together – but it was also totally untrue. I had boarded the dinghy, telling Mr Ransonnet that I was going to test out its new sails by running two boards, that I was not going ashore and that I would be back shortly. Mr Ransonnet knew very well…

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…that in saying what he did he was a liar.
However, all of these reports went to the Commander who, instead of punishing Mr Ransonnet to teach him to pay greater respect to superior officers and not to seek to have them disciplined through his accusations, took the matter in quite a different way and the next day, 1 Brumaire [23 October 1802] wrote the following letter to the duty officer:
The duty officer is hereby given notice that if there is a second occurrence of his failing to conform strictly to the order I have given for no boat to leave or to return to the ship after lights out, then he shall be held personally responsible for this act of disobedience.
No-one on board, irrespective of rank or pretensions, has the right to change the regulations I have established. Officers who remain ashore after lights out may sleep there if they wish, but it is forbidden to wait for them or to have them picked up at night if they have not returned by the stipulated time. It was through an excess of indulgence that the duty officer left a boat ashore until midnight yesterday, and not the result of the insignificant order, so contrary to proper controls, given by Citizen Freycinet. A copy of this note is to be entered into the ship's log so that all personnel are aware of it.

Greetings
Signed, N. Baudin

Thus, once again, the duty sub-lieutenant or even the duty midshipman is relieved of following orders from a lieutenant, despite the clearly-enunciated determination…

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…expressed in the letter of 1 Thermidor, Year 10 [20 July 1802]. And once again the sub-lieutenants have been authorised to leave us ashore if we have not returned to the slipway prior to the last drumbeat of the recall. This is despite the fact that on 23 <Vendémiaire> [15 October 1802] the Commander himself had them informed that the boats were under the command of the lieutenants and that sub-lieutenants had to wait for them, and that on that day he had said to me in no uncertain terms that he did not want sub-lieutenants to put a foot in the large dinghy and that they should use only the flat-bottoms.
Under the terms of this letter, if a lieutenant considered it essential to send off a boat during the night, for example because of a fire or for some other reason, he would no longer be able to do so since the duty sub-lieutenant would say that he was responsible for the boats and that he would not agree to their leaving the ship. This letter encourages sub-lieutenants to all manner of such petty accusations, because they can be certain that they will always be in the right. How, after that, can one expect that there will be proper control on board?
Unfortunately, Mr Baudin does not have sufficient respect for his officers. From the first to the last day of the voyage, he has always eagerly seized any opportunity to humiliate them. If Mr Baudin was not prepared to give his officers more respect, the Government made an error in assigning to him men who have so much more merit than he does, because it is very difficult to behave properly towards men and make them happy if you do not respect them. If Mr Freycinet had been in the wrong in the situation that gave rise to this letter, he should have been called before the Commander and reprimanded in private, not humiliated in public: French officers act out of a sense of honour…

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…and the Government, whose interest it is to maintain military morale, has no interest in exposing them to humiliation. Officers who endured humiliation without complaining would become contemptible in its eyes. It was in accordance with this principle and in this spirit that the 65 regulation provided that a captain who failed to show the respect and honesty towards his officers that should always prevail between members of the military was declared incapable of commanding one of the King's ships.
The same day, 1 Brumaire Year 11 [23 October 1802] I received the following letter from the Commander:
Citizen, yesterday at nine o'clock in the evening I received a letter from you, probably, and another from Citizen Ransonnet dated 26 Vendémiaire, Year 11 [18 October 1802]. I do not know whether the scene mentioned in these letters took place yesterday or at another time. Setting aside this oversight in following procedures that are important in the current circumstances, you are to convene a panel and a council of justice today, in accordance with Article 5 of the naval laws, to pronounce sentence on Ginne Billiorre following the complaint submitted by Citizen Ransonnet.
If the accused is found guilty and if the punishment to be imposed is within the council's competence, that punishment is to be administered immediately.
You are to execute the sentence with all the appropriate military ceremony, with the marines armed and in full uniform.

Greetings
Signed, N. Baudin

I must admit, in respect of this letter, that in reporting to the Commander on an event that had just occurred on board, and having done so in haste, I had omitted the date. However…

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…there can have been no misunderstanding, because I was reporting the event as it occurred and I had despatched a midshipman to hand-deliver the letter to the Commander. Be that as it may, I submitted to the Commander that the law did not give me the right to nominate the members of the panel, who needed to be appointed by the captain of the ship. In light of what the Commander had said to me, I took it that I was the first officer on board the ship, but I could not arrogate to myself the captain's rights. Despite this the Commander ordered me to appoint the panel myself – perhaps because he wished to make the point that, while he commanded the expedition, I was to be in sole charge of the ship during the port visit, or perhaps because, by paying no regard to the powers that legitimise all his actions, his intention was to introduce some procedural defect that could render the whole process null and void. I thus convened the panel and the council of justice and appointed their members. The man was declared guilty and sent before a court martial.

I mentioned above that I had to consider myself to be the first officer on the ship, following what the Commander had said to me. This is what happened: one evening as we were being entertained by Mr King, I was speaking to the Commander about the ship and during the conversation he told me privately that he had been determined not to have a first officer on board, but that since I absolutely wished this to occur, it needed to be done. "Commander," I said, "I do not wish to make you do something that is distasteful to you, and I seek nothing from you." "Oh no," he said, "my opinion is not hard and fast; I can quite see that you need to have authority on board the ship, and I am determined to bring it about." "Commander," I replied, "I shall do everything in my power to justify your confidence." Then we moved on to other topics.

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Since then, all of the Commander's orders had been addressed to me, and it was well-known on board that I acted in his stead.

On 12 Brumaire [3 November 1802] the Commander came on board for a parade, and on that occasion several crew members were promoted. Citizen Fortin, the master helmsman, received a sub-lieutenant's commission (which was withdrawn the very same day following a disagreement he had with the master caulker). The Commander then went on board the *Naturaliste* for a similar parade, but there was not a single promotion amongst the senior officers of either ship.

<u>On the evening of the 17th [Brumaire, 8 November 1802], the Commander sent me the following letter:</u>

I am alerting you, Citizen, to the fact that a substantial group of persons will come aboard tomorrow morning, headed by the colony's commanding officer.

Please ensure that the ship is clean, the gun deck clear and the guns primed to fire a nine-gun salute.

The quarterdeck and the area containing our plants should be cleaned, etc.

In accordance with this instruction I had the ship cleaned prepared, a gangway installed and the halyards reeved so the ship could be dressed. At about 10h00 the Commander came on board with Colonel Paterson. He was received with the guard at attention and the drums beating. Soon afterwards Mr King arrived, accompanied by all of the colony's notable persons and by the captain of the *Buffalo*. As he boarded, the ship was dressed overall and immediately afterwards a nine-gun salute was fired in his honour. Mrs King, Mrs Paterson, Mrs Kent, Mrs Bellassis and a number of others graced the occasion.

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The guests dined with the Commander, although since the poop cabin was too small most of the men dined with the senior officers. Colonel and Mrs Paterson left towards the end of the dinner. I accompanied the Colonel to the gangway with the same ceremony as on his arrival. The dinghy that took him ashore returned with the regimental band, and the ladies were invited to dance. At sunset the bunting came down and was immediately placed under the awning as decoration, lit up by all of the ship's lanterns.
The Commander had expected only to host a luncheon, but as a ball was now in progress he was obliged to add a dinner which, not having been planned for, could not be everything he might have wished for. I arranged in some haste for a fireworks display at night, but the fireworks we had taken on in France were past their best and the show was a complete flop. The only piece that worked was Mr King's display, which consisted of flares. The foreign guests left at 10h00 in the evening, and the Commander disembarked with them.
The next day Mr King thanked me for the trouble I had taken to receive him on board, and amongst other agreeable things told me that the proper courtesies had been well observed and that everyone had gone away very happy.
On 19 Brumaire [10 November 1802], I received the following letter from the Commander:
Citizen Fortin's conduct up to the day of the recent parade had earned him his promotion and my respect. However the unfortunate incident in which he was involved…

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…on the 14th of this month [5 November 1802] persuaded me to have him transferred to the *Naturaliste*. I would have maintained this decision if the representations that he subsequently made had not convinced me that he is extremely sorry to have acted as he did towards Le Bret.
Since he prefers above all else to continue the voyage, please receive him on board at his previous rank of master helmsman and have him resume the duties he was performing. He has no doubt been sufficiently punished on this occasion by not receiving the promotion I would have given him had this incident not occurred.

Greetings
Signed, N. Baudin

This letter, taken together with all of the others in my possession, amply proves that at this time Mr Baudin considered me to be his first officer.
Finally, on evening of the 24th [Brumaire, 15 November 1802], I received the following letter from the Commander:
Sir, please make it known on board that no-one – be they naturalists or others – is to go ashore from now on. Everyone has had sufficient time to see to his business, and if any more were to be undertaken we would never finish. So the plank is to be considered withdrawn and no-one is to go ashore.
Tomorrow afternoon the ship is to be unmoored if the weather is not inclement. As soon as the *Naturaliste's* sea biscuit has been loaded the large dinghy is to be hoisted in and secured. The two others should also be hoisted in and placed…

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…on the gratings – that is to say, our own small dinghy and that belonging to the *Casuarina*. At 7h00 in the evening my dinghy should be sent for me, with five men including the cox.

You should have received twenty-five barrels of lard, five of which should have been transferred to the *Naturaliste*.
Do not forget, tonight, that the ship should be unmoored tomorrow if the weather is fine.
Do not forget that no-one is to go ashore except the cox and crew of the large dinghy, which must be ashore by 8h00 at the latest – in the morning, obviously.
Do not forget to inform me that the seine has been secured on board.
Do not forget that the ship must be completely ready to get under way.
You should know that it is certain that a woman and two men have been stowed away aboard for the last two days. According to my information, they were brought aboard by Gustavson. If they cannot be found – although it seems to me that this should be easy enough to do – these three persons will be disembarked at King Island, and the person who brought them aboard will have done them no favours at all.
Finally, do not forget that everything must be absolutely ready for departure: this is mandatory.

Greetings
Signed, N. Baudin

This letter, it must be admitted, is indeed the sort that a captain writes to his first officer, and consequently I was at the time really the first lieutenant on board the *Géographe*.
Consequently, I prohibited any communication with the shore, and unmoored the ship.
I made a thorough search of the ship and found one woman and eleven men, whom I sent ashore that night.
The Commander came aboard at 9h30 on the evening of 25 Brumaire [16 November 1802].

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This journal has been suspended at this point.
The continuation is to be found on another register.
[Signed, Ronsard]

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[Table of variations]

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[Table of variations]

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Submitted to the Commander of the expedition
17 Thermidor, Year 11
[5 August 1803]
[Signed, Ronsard]

In submitting my journals to the Commander I requested a receipt, which he promised to let me have. However on morning of the 18th [Thermidor, 6 August 1803] he sent his secretary to inform me that he would not give me a receipt and that I could take my papers back if I so desired. I went to see the Commander, who once again refused to let me have a receipt. Soon afterwards he sent to inform me of a note he had placed in the ship's log, stating that everyone had submitted their papers to him, and he asked if that satisfied me. I replied that since I might return to France separately from the *Géographe* I was requesting a personal receipt that I could use in dealings with the Government, and which I could even use to seek the return of

my papers if necessary. A quarter of an hour later a helmsman returned my papers to me – they had only been with the Commander for about twenty hours.
18 Thermidor, Year 11[6 August 1803]
[Signed, Ronsard]