

anchored in twenty fathoms water, nearly on the same spot as in the year 1778. We moored with the other anchor in twenty-six fathoms water. The high bluff, on the south end of the island, bore E. S. E.; the north point of the road, N. $\frac{1}{2}$ E; and a bluff head to the south of it, N. E. by N. During the night, we had a strong gale from the eastward; and, in the morning of the 9th, found the ship had driven a whole cable's length, and brought both anchors almost ahead. We shortened in the best bower-cable; but the wind blowing too fresh to unmoor, we were obliged to remain this and the two following days with the anchors still ahead.

On the 12th, the weather being moderate, the master was sent to the north-west side of the island, to look for a more convenient place for anchoring. He returned in the evening, having found, close round the west point of the road where we now lay, which is also the westernmost point of the island, a fine bay, with good anchorage, in eighteen fathoms water, a clear sandy bottom, not a mile from the beach, on which the surf beats, but not so as to hinder landing. The direction of the points of the bay were N. by E., and S. by W.; and, in that line, the soundings seven, eight, and nine fathoms. On the north side of the bay was a small village; and a quarter of a mile to the eastward were four small wells of good water; the road to them level, and fit for rolling casks. Mr Bligh went afterward so far to the north as to satisfy himself, that Oreehoua was a separate island from Onecheow, and that there was a passage between them, which before we only conjectured to exist.

In the afternoon we hoisted in all the boats, and made ready for going to sea in the morning.

END OF VOLUME SIXTEENTH.

EDINBURGH:

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