

and in the west rises almost horizontally from the sea: it is covered with a rich green verdure, and offers a delightful prospect to the navigator. We saw near the shore a quantity of large and small fish sporting in the water, which prove that the island has also a plentiful supply; even flying-fish are here numerous, several having accompanied us from Cape Verd, and we had some daily falling upon, or flying over, the deck; one flew so near the officer on the watch, that it struck his nose with its wing.

On the 13th of November, under lat.  $9^{\circ} 52'$  and long.  $20^{\circ} 54'$ , we lost the trade-wind; and we were now under changeable winds, which delayed us for several days together, with calms, rains, thunder-storms, and violent squalls. Notwithstanding, our crew were in good health, having none on the sick list.

On the 16th, in lat.  $70^{\circ} 31'$ , long.  $20^{\circ} 82'$ , we saw three cranes; one of them was so exhausted that she fell in the water, the two others fluttered round her, and thus lost themselves. On the same day, a small land-bird perched on the ship. The nearest land lay  $5\frac{1}{2}^{\circ}$  from us, and it is astonishing how so small a bird could perform so long a journey: we may conclude from it that we cannot always calculate upon a near land from seeing such a bird.

On the 18th, in lat.  $6^{\circ} 48'$ , long.  $20^{\circ} 28'$ , we had the real S.E. trade-wind, yet so much from the south that we were obliged to keep a very westerly course.

From the island of Cape Verd, the current had driven us daily for several miles to the S.E.; to-day it changed its direction, driving the ship forcibly towards the west. We also sailed over the spot where Warleis-bank is said to be situate, without perceiving any thing extraordinary; which makes me doubt its existence. On the 21st we spoke to the East-India-man *Bombay*, coming from Bombay to England. Two officers came on-board of us, and we compared the longitudes of our chronometers, and found only 2' difference: the English having begun theirs at St. Helena, there could be little variation from the true latitude.

On the 23d, at eight o'clock in the evening, we crossed the equator. In the morning we commenced our preparations for the solemnity of the day. Towards the evening, after the ship had been well scoured and every thing put in order, she was profusely illuminated; the officers and men put themselves in their best dresses, and the passage from one hemisphere into the other was waited for in solemn silence: on the stroke of eight, the flag flew up, the southern hemisphere was saluted with eight shots, and we drank to a prosperous voyage in our best