

rienced that distressing complaint, so common to young seamen.

25th, at 6 A. M. Made sail towards Falmouth; shortly after, the convoy made signal for the fleet to lay to; when, about 10 A. M. we were joined by a frigate and sloop of war. We then pursued our course down channel with pleasant weather and the wind fair. At 6 P. M. the Lands-end bore north distance about 5 leagues: night coming on, we soon lost sight of our native shores, and on the part of the writer, not without sincere regret.

29th. Wind fair, and pleasant weather, in company with the convoy, sailing about 6 knots. This day a hawk was caught by the writer on the main-top-gallant stay, being about 500 miles from the nearest land. Almost as soon as it had pitched, it was asleep, consequently was easily secured.

30th. Fresh breezes and pleasant weather: in company with the convoy. Lat. at noon $44^{\circ} 51' N$. At 1 P. M. hoisted our ensign as signal to the Commodore for quitting the fleet: the convoy answered by doing the same. Whilst in company with the fleet our progress was much retarded by several dull sailing vessels therein. Frequently we were abreast of the Commodore under three topsails only, while many were far astern under all sail; therefore we were not sorry at the arrival of this period. Crowded all sail, and stood from the fleet, as did also two other vessels, supposed bound to the West Indies. At 8 P. M. no vessels in sight: all sails set, with fresh and pleasant breezes.