

deg. S. lat. and in long. 106 deg. 12 min. They lie nearly N. and S. from each other, encompassed by a reef of coral rocks. At noon, we had sight of the island of Java; and about four in the afternoon, we perceived two vessels in the straits of Sunda; one of which lay at anchor near the mid-channel island, the other nearer the shore of Java. On the 8th, about eight o'clock in the morning, we weighed, and proceeded through the straits of Sunda. On Wednesday the 9th, between ten and eleven, Captain King was ordered by the Commodore to make sail towards a Dutch vessel, that now came in sight to the southward, which we imagined was from Europe; and, according to the nature of the information that might be obtained from her, either join him at Cracatoa, or to proceed to the south-eastern extremity of Prince's island, and there provide a supply of water, and wait for him. In compliance with these instructions Captain King bore down towards the Dutchman; and on the 10th, in the morning, Mr. Williamson went on board her; where he was informed, that she had been seven months from Europe, and three from the Cape of Good Hope; that, before her departure, the kings of France and Spain had declared war against his Britannic Majesty; and that she had left Sir Edward Hughes at the Cape with a squadron of men of war, and also a fleet of East India ships. On the return of Mr. Williamson, Captain King took the advantage of a fair breeze, and made sail towards the island of Cracatoa, where he soon after perceived the *Resolution* at anchor, and immediately dispatched a boat to communicate to Captain Gore the intelligence procured by Mr. Williamson. When we saw our consort preparing, at the distance of near two leagues, to come to, we fired our guns, and displayed the signal for leading a-head, by hoisting an English jack at the ensign staff. This was intended to prevent the *Discovery's* anchoring, on account of the foul ground, which the maps on board our ship placed in this situation. However, as Captain King met with none, but, on the contrary, found a muddy bottom, and good anchoring ground, at the depth of 60 fathoms, he remained fast till the return of the boat, which brought him orders to proceed to Prince's Island the ensuing morning.

Cracatoa is the southernmost of a cluster of islands lying in the entrance of the straits of Sunda. It has a lofty peaked hill at its southern extremity, situated in lat. 6 deg. 9 min. S. and in long. 105 deg. 15 min. E. The whole circumference of the island does not exceed nine miles. The island of Sambouricou, or Tamarin, which stands 12 miles to the northward of Cracatoa, may easily be mistaken for the latter, since it has a hill of nearly the same figure and dimensions, situate likewise near its south end. The lat. of the road where we cast anchor is 8 deg. 6 min. S. long, by observation, 105 deg. 36 min. E. It is high water on the full and change days, at seven o'clock in the morning; and the water rises three feet two inches perpendicular.

On Friday, the 11th, at three o'clock, A. M. the *Discovery* weighed anchor, and steered for Prince's Island; and, at noon, she came to, and moored off its eastern extremity. On Monday, the 14th, at day break, we desisted our consort, and, at two o'clock P. M. we anchored close by her. By the 16th, both ships started their casks, and had replenished them with fresh water. In the evening the decks were cleared, and we prepared for sea. On Saturday, the 19th, being favoured with a westerly breeze, we broke ground, to our extreme satisfaction, for the last time in the straits of Sunda; and on the 20th, we had totally lost sight of Prince's Island. If Mr. Lanyon had not been with us, we should probably have met with some difficulty in finding the watering place: it may, therefore, not be improper to give a particular description of its situation, for the benefit of subsequent navigators. The peaked hill on the island bears N. W. by N. from it. A remarkable tree, which grows on a coral reef, and is entirely detached from the adjacent shrubs, stands just to the north of it; and a small plot of reedy grass, may be seen close by it. These marks will indicate the place where the pool dis-

charges itself into the sea; but the water here, as well as that which is in the pool, being in general salt, the casks must be filled about 50 yards higher up; where, in dry seasons, the fresh water which descends from the hills, is in great measure, lost among the leaves, and must therefore be searched for by clearing them away. The lat. of the anchoring-place at Prince's Island, is 6 deg. 36 min. 15 sec. S. and its long. 105 deg. 17 min. 30 sec. E.

On Friday, the 25th, we were attacked with a violent storm, attended with thunder, lightning, and heavy rain. From the 26th to the 28th of March, we had a regular trade wind from the S. E. to E. by S. accompanied with fine weather; and as we failed in an old beaten track, no incident worthy of notice occurred. It had hitherto been Captain Gore's intention to proceed directly to St. Helena, without stopping at the Cape, but our rudder having been for some time complaining, and, on being examined, reported to be in a dangerous state, he resolved to steer directly for the Cape, as the most eligible place, both for the recovery of the sick, and for procuring a new main piece for the rudder.

Monday, the 10th of April, a snow was seen bearing down, which proved to be an English East India packet, that had left Table Bay three days before, and was cruising with orders for the China fleet, and other India ships. She told us, that, about three weeks before, Monf. Trongollar's squadron, consisting of six ships, had failed from the Cape, and was gone to cruize off St. Helena, for the English East Indiamen. The next morning we stood into Simon's Bay. At eight o'clock, we came to anchor, at the distance of one third of a mile from the nearest shore; the S. E. point of the bay bearing S. by E. and Table Mountain N. E. half N. The Nassau and Southampton East Indiamen were here, in expectation of a convoy from Europe. We saluted the fort with eleven guns, and were complimented with an equal number in return. As soon as we had cast anchor, Mr. Brandt, the governor of this place, favoured us with a visit. This gentleman had the highest regard for Captain Cook, who had been his constant guest, whenever he had touched at the Cape; and though he had, some time before, received intelligence of his untimely fate, he was extremely affected at the sight of our vessels returning without their old Commander. He was greatly surpris'd at seeing most of our people in so healthy a state, as the Dutch ship which had quitted Macao, at the time of our arrival there, and had afterwards stopped at the Cape, reported, that we were in a most wretched condition, there being only 15 hands left on board the *Resolution*, and seven in the *Discovery*. It is difficult to conceive what could have induced these people to propagate so infamous a falsehood.

On Saturday the 15th, Captain King accompanied our Commodore to Cape Town; and the next day, in the morning, they waited on Baron Plettenberg, the Governor, who received them with every possible indication of civility and politeness. He entertained a great personal esteem for Captain Cook, and professed the highest admiration of his character, and on hearing the recital of his affecting catastrophe, broke forth into many expressions of unassisted sorrow. In one of the principal apartments of the Baron's house, he shew'd our gentlemen two pictures, one of De Ruyter, the other of Van Tromp, with a vacant space left between them, which, he said, he intended to fill up with the portrait of Captain Cook; and for this purpose he requested that they would endeavour to procure one for him, on their arrival in Great Britain, at any price. During our continuance at the Cape, we met with the most friendly treatment, not only from the Governor, but also from the other principal persons of the place, as well Africans as Europeans.

Falfe Bay lies to the eastward of the Cape; and at the distance of about 12 miles from the latter, on the western side is Simon's Bay, the only commodious station for shipping to lie in. To the N. N. eastward of this bay, there are some others, from which, however, it may with ease be distinguished, by a remarkable sandy way to the N. of the town, which forms a conspicuous