

state and condition of the vessels, and health of their crews, the route I had taken to this station, and the discoveries we had made.

Kendall's chronometer, agreeably to its error and rate of going as ascertained at Otaheite, agreed so well on our arrival at Owhyhee, that I was not at all solicitous for any further investigation. Our observations in Whymea road made its latitude  $21^{\circ} 57\frac{1}{2}'$ , and its longitude, by the chronometer,  $200^{\circ} 18' 15''$ , varying  $5' 15''$  to the eastward of Captain Cook's, and  $1' 45''$  to the westward of Captain King's assigned true longitude of the roadsted; whence I concluded its rate of going very correct. The Portsmouth rate shewed  $201^{\circ} 40' 45''$ . Mr. Arnold's chronometer, on board the Chatham, made the longitude of Whymea, according to its Otaheitean rate,  $199^{\circ} 58' 30''$ . Our anchorage at Onehow, by observation, was in latitude  $21^{\circ} 46' 30''$ , the longitude, by the chronometer,  $199^{\circ} 40'$ . This station is to the E. S. E. of the spot where the Resolution anchored, and which is laid down by Captain Cook in latitude  $21^{\circ} 50'$ , longitude  $199^{\circ} 45'$ ; consequently, our observations place the south point of Onehow nearly in the same latitude, though  $8'$  further to the westward, and two leagues further distant from Whymea. The Portsmouth rate shewed the longitude to be  $201^{\circ} 5'$ ; but Mr. Ar-