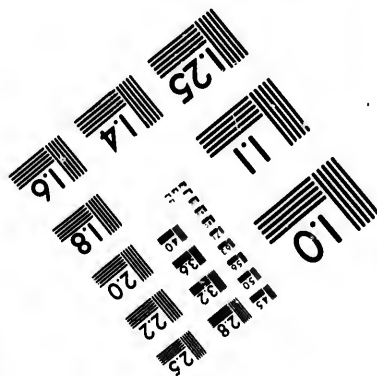
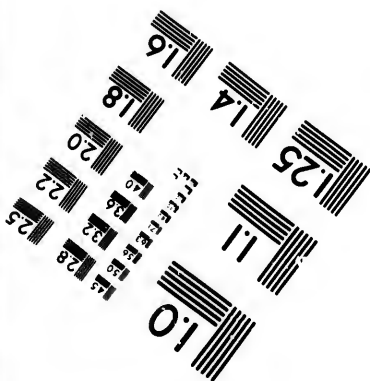
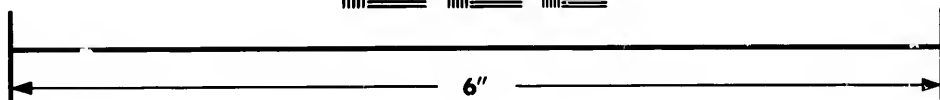
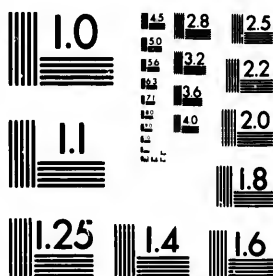


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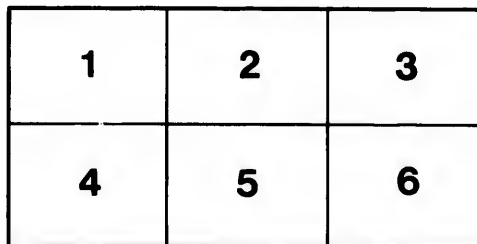
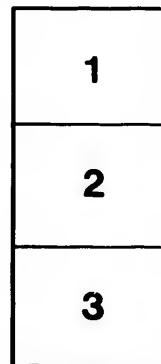
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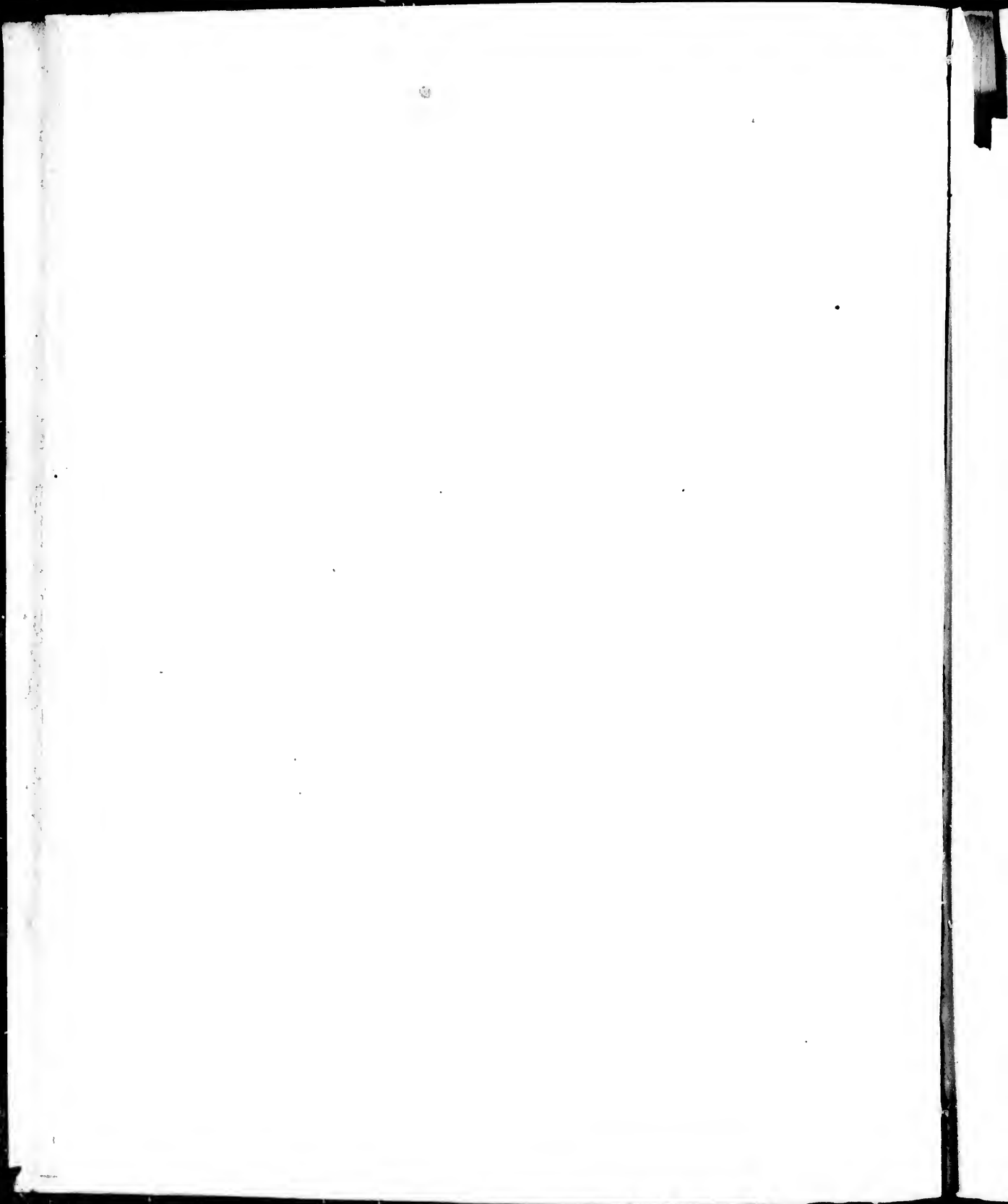
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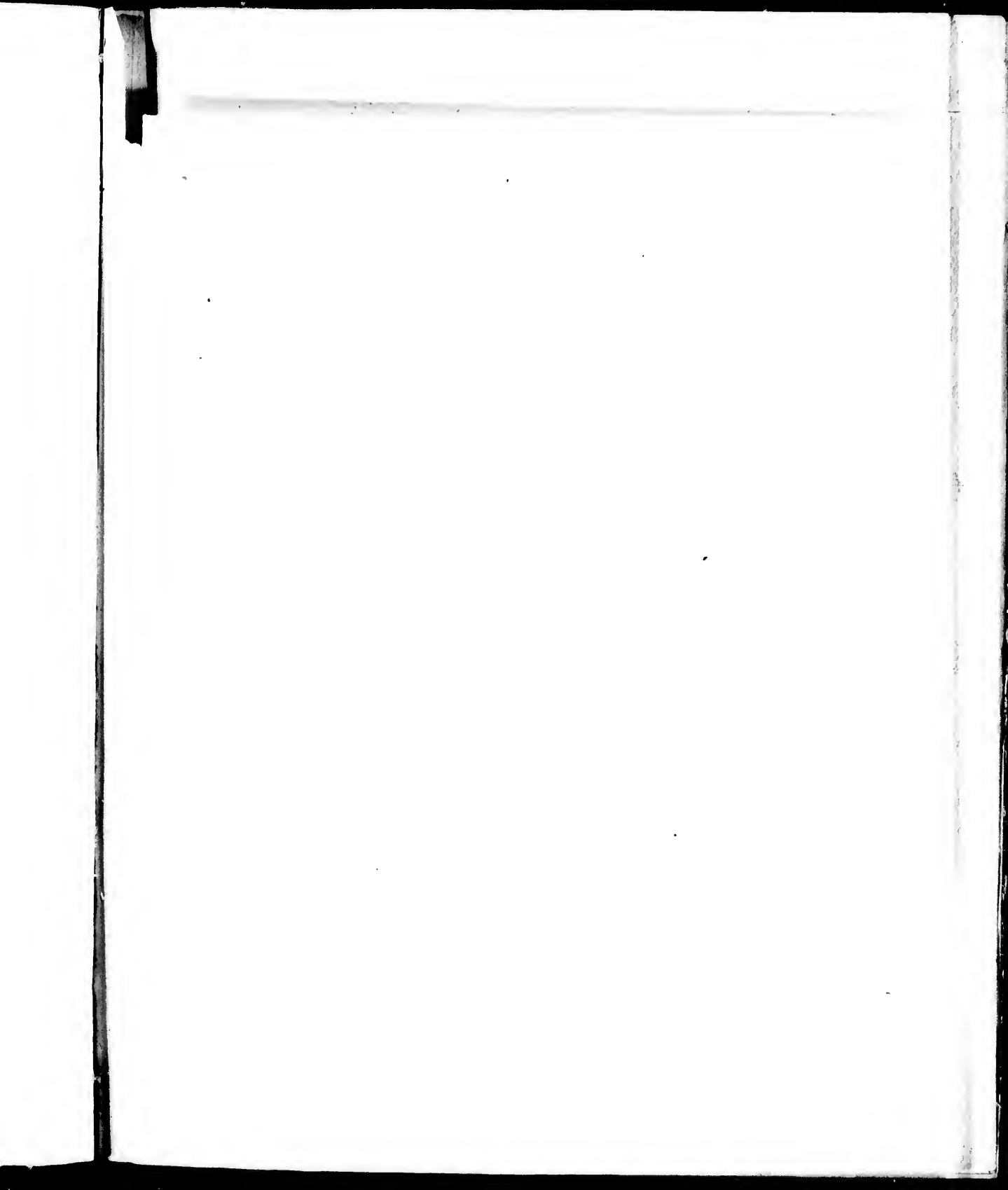
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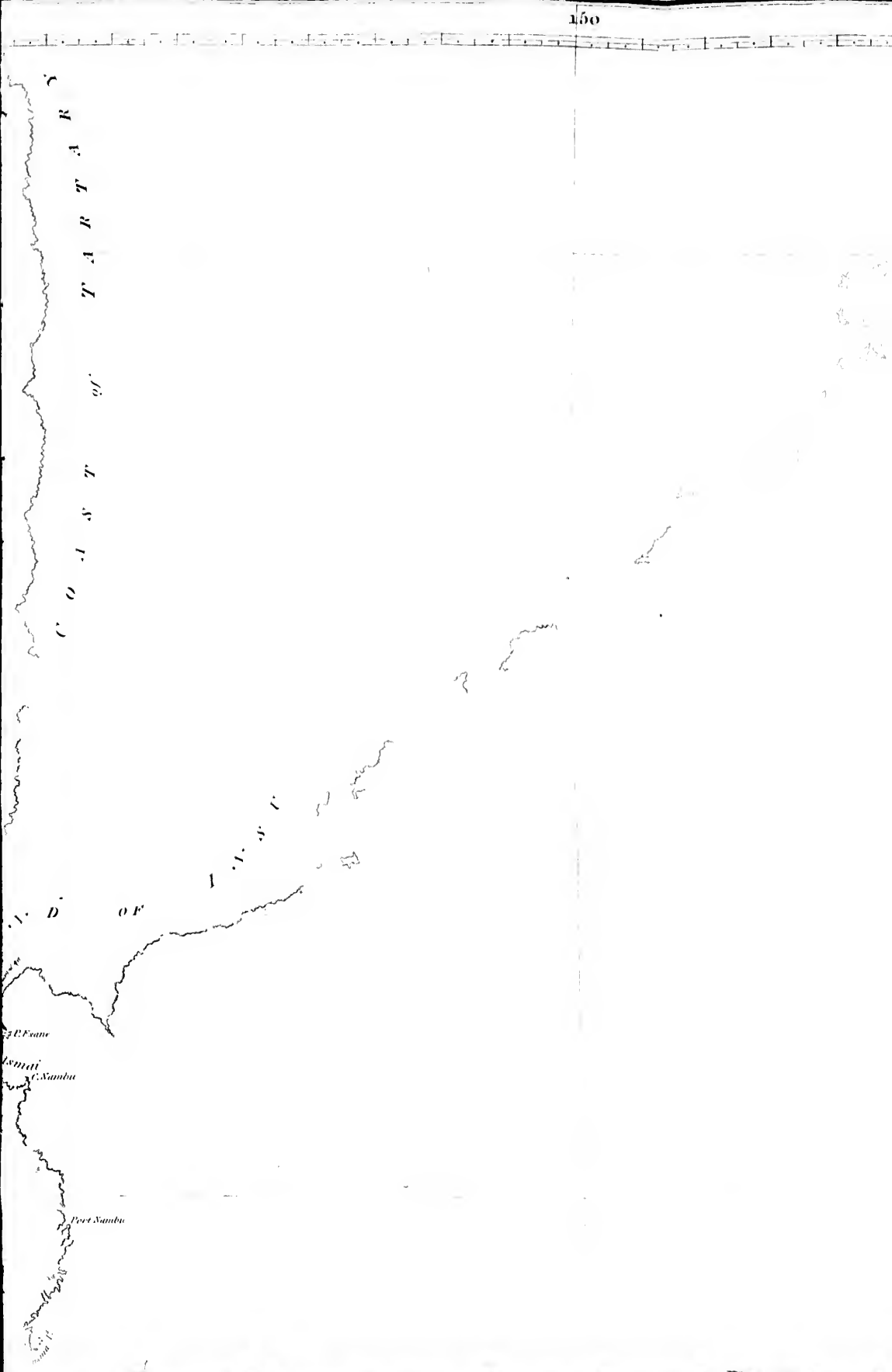




*Chart*  
of the  
N. E. COAST OF ASIA,  
and  
*JAPANESE ISLES*  
*With the Track of His Majesty's Ship Providence*  
*and her Tender in 1796 and 1797*  
under the Command of  
*W<sup>ROB<sup>T</sup></sup>* BROUGHTON ESQ<sup>R</sup>

*F. G. Vashon Delin.*





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5

40

BAY OF NANKING

30

COAST OF CHINA

FORMOSA

FORMOSA

Track of the Schooner in 1797

The ship was lost here the 17<sup>th</sup> of May 1797.

Is. of Madjicoremb

Piennduree

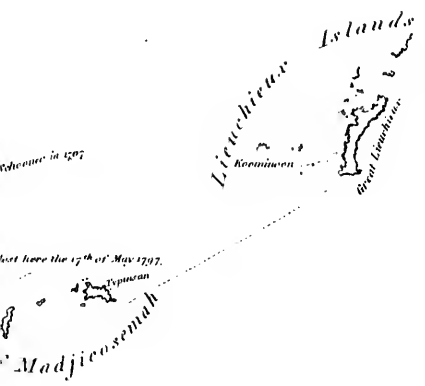
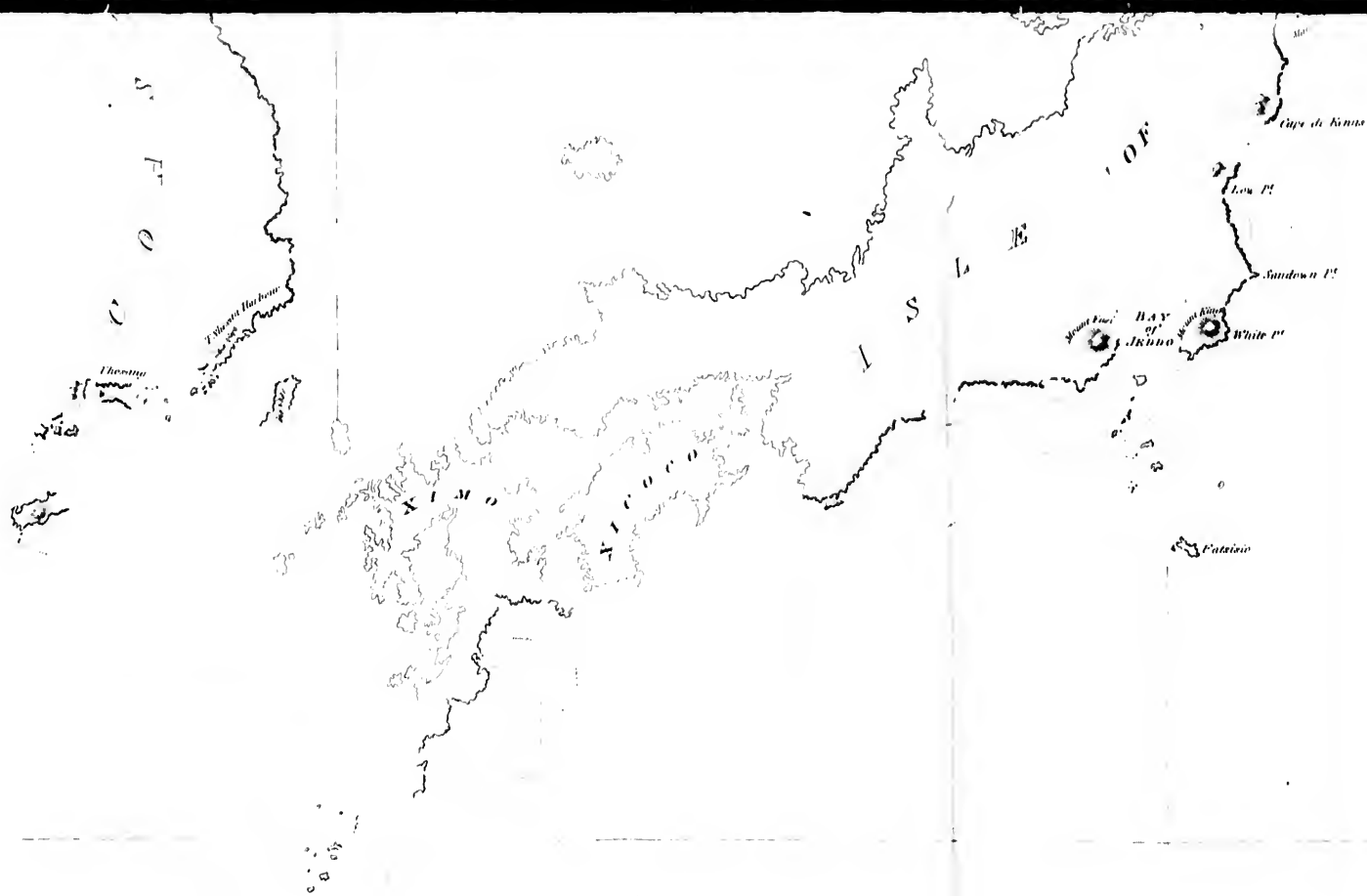
Boile Tobago

Vele Rete

110

120

East Longitude from Greenwich.







30

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*S*  
*N. E. C.*

*Let*  
*With the Turkey*  
*and to*

*1770*

*COAST OF CALIFORNIA*

*C A S T*

*Sir Sidney Smith*  
568

A  
VOYAGE OF DISCOVERY  
TO THE  
NORTH PACIFIC OCEAN:

IN WHICH  
THE COAST OF ASIA, FROM THE LAT. OF 35° NORTH  
TO THE LAT. OF 52° NORTH,  
THE ISLAND OF INSU,  
(COMMONLY KNOWN UNDER THE NAME OF THE LAND OF JESSO,)  
THE NORTH, SOUTH, AND EAST COASTS OF JAPAN,  
THE LIEUCHIEUX AND THE ADJACENT ISLES,  
AS WELL AS THE COAST OF COREA,  
HAVE BEEN EXAMINED AND SURVEYED.

PERFORMED  
IN HIS MAJESTY'S SLOOP PROVIDENCE,  
AND HER TENDER,  
IN THE YEARS 1795, 1796, 1797, 1798.

---

BY WILLIAM ROBERT BROUGHTON.

---

LONDON:

PRINTED FOR T. CADELL AND W. DAVIES IN THE STRAND.

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1804.

Printed by A. Strahan,  
New-Street Square.

## P R E F A C E.

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V OYAGES of Discovery justly claim the public attention, because they open new sources of knowledge and trade, and consequently are interesting to a scientific and commercial people: but it would be unnecessary at any length to expatiate upon the utility of such expeditions, since that has been so ingeniously and convincingly displayed in the Introduction to Cook's third voyage.

Highly pre-eminent in the scale of Europe, not only for her military character but for her celebrity also in the arts of peace, Great Britain has long maintained her envied superiority among the nations, from the encouragement she has given to such enterprises, and for the many illustrious navigators she has produced. The persevering researches and unwearied  
A 2 activity

activity of our immortal Cooke advanced her reputation for such voyages far beyond those of his predecessors; and had not his unfortunate death deprived the world of his abilities, or the advanced season of the year prevented one of his successors in command, \* Captain King, from such an attempt, there would have been little opportunity perhaps for the detail of the following journal, or the most important part of the voyage of La Pérouse. It should be remembered that, in the third volume of Cooke's last work, Captain King observes that the navigation of the sea between Japan and China afforded the largest field for discovery: and the survey of this unknown part of the North Pacific Ocean was particularly recommended by the Honourable Daines † Barrington in his Miscellanies, where he says, "The coast of Corea, the northern part of Japan, and Lieuchieux Islands, should be explored." Captain ‡ Vancouver remarks, "that the Asiatic coast, from about the latitude of 35° to 52° North, is at present very ill defined; and the American coast, from about the latitude of 44° South to the southern extremity of Terra del Fuego, is very little known."

\* See Vol. III. of Cooke's last voyage, page 383.

† See page 8th of the Preface.

‡ See his 3d Vol. page 489.

## P R E F A C E.

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Such suggestions and observations as these would naturally have their due weight with a navigator who was zealous to extend the bounds of geography, and who was well aware that little was to be done in any other part of the Pacific Ocean except that of settling the position of some few islands, in themselves of little consequence. He might indeed have hesitated to which survey he should give the preference, either that of the Asiatic coast from  $35^{\circ}$  to  $52^{\circ}$  N. latitude, or of the American coast about  $44^{\circ}$  S. latitude to Terra del Fuego, had he not been convinced that Captain Vancouver would have completed the last by his returning to England round Cape Horn. Yet here the cursory and fastidious reader may observe, that however laudable the design of the following journal may have been, yet it can claim no merit from the novelty of its discoveries, as that is already pre-occupied by La Pérouse. In answer to such an observation, it is to be hoped that a little attention to this work would convince him of his mistake, and induce him to allow, that although the same seas may have been explored by the two navigators, yet their separate discoveries and surveys stamp a peculiar and characteristic difference between the voyages. Even had the same track been followed entirely, great advantage might have arisen by it to the interests of science



science and geography : the errors of the former, if any, might have been corrected by the latter navigator ; and the merit of his discoveries have been more completely established by later observations tending to confirm their authenticity. This advantage, it is presumed, may be found in the present work ; and as the English commander could not possibly have known the instructions given to *La Pérouse* by the French Government, he is perfectly clear of the charge of imitation. If however the idea should still prevail, that *La Pérouse's* voyage has superseded the necessity of this present publication, perhaps a brief statement of the discoveries or surveys made by both navigators in the same seas may remove such ill-founded prejudices, and ascertain the degree of merit due to each voyage separately.

The French editor remarks, that “ the examination of the eastern coast of Tartary, and the discovery, as it may be called, of one of the most extensive \* islands on the globe, separated from the continent by a strait, which was traversed in all directions, give *La Pérouse's* voyage importance and individuality ;” but here it may be observed without any undue presumption, that the eastern coast of Tartary has been examined also

\* Tchoka, or Sagaleen.

P R E F A C E.

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by the English commander, and that the survey of the extensive island of Tchoka or Sagaleen is not superior in point of general interest to that which has been made by him of Chica, Jessö, or Infu, to the South of it; an island indeed of less extent, but more an object of curiosity to Europeans. The cause of geography, in respect to these hitherto undefined parts, seems to have been equally benefited by the two navigators; for their separate surveys will mutually correct the errors relative to these two islands, which have been laid down with such little attention to accuracy in former maps of the world.

By the passage of La Pérouse through the straits which bear his name, the insularity of Tchoka was determined; as that of Chica or Infu was also, by the sailing of the Providence through the straits of Sangaar. The western coast of Infu was surveyed by the Providence, which La Pérouse omitted by going through his own straits. And in their progress to 52° N. latitude, the boat of the English vessel went fifteen miles further than those of La Pérouse; nor did its crew relax from their surveys till they were in two fathom water, and the shoals, together with the nearness of the surrounding shores, prevented any further advance. As to their respective surveys of the  
Kurile

Kurile Islands, Marikan seems to have been the boundary of both.

So far it has been thought proper to introduce this brief statement: but the surveys of the north, south, and east coasts of Japan, the Lieuchieux and the adjacent isles of Madgicofemah, together with the examination of the coast of Corea, belong exclusively to the following Journal; for La Pérouse, when he left Kamtschatka, gave up the idea of exploring any more the gulph of Tartary or the Japanese seas, but pursued his course to Maoïna, one of the Navigator islands.

The loss of La Pérouse will ever be a source of regret, and his exertions insure to his memory the admiration of all civilized nations. The respect he shows for our immortal Cooke, and other navigators who preceded him in his honourable employment, sufficiently prove the candour of his mind and superiority to national prejudices. Nor, while this just tribute of applause is paid to his liberality, should we, as Englishmen, forget the interest which his Government took in the success of Captain Cooke's voyage. The benevolent will ever with pleasure recollect, that, even amidst the horrors of war, an exemption from them was allowed in favour of an enterprize which was intended

P R E F A C E.

ix

tended to promote a further knowledge of the globe, to soften the ferocity of our unenlightened fellow-creatures, enlarge the intercourse of mankind, and bind together the remotest nations by the connections of commerce. The extreme caution of the Japanese, and their inflexible obstinacy in excluding any foreigners, except the Dutch, from landing on their territories, are sufficient apologies for the want of knowledge of that empire, observable in the voyages of both the French and English navigators. And if La Pérouse was fearful of intruding upon their coasts, though commanding two frigates furnished with every requisite for defence, and manned with numerous crews, the apprehensions of the English are more allowable, when it is recollected that, after the wreck of the Providence sloop, her tender had but thirty-five men as her compliment, and might, from the smallness of her size, have been mistaken by the Japanese for a pirate. The same unremitting jealousy of foreigners seems to have pervaded every place in those seas where the Providence touched at; and although the desires of the crew for wood and water were readily complied with, yet any wish of exploring the interior of the country, and of gaining a more perfect knowledge of its government, produce, and manners, was invariably and pertinaciously resisted.

a

Kæmpfer,

## P R E F A C E.

Kæmpfer, in his description of Japan, dwells much upon the stormy nature of the seas which surround it; and they have been proverbially reckoned the most dangerous in the world. La Pérouse, though he made his voyage in the midst of summer, in two large frigates full of boats, and furnished with every necessary for such voyages, complains much of the thick fogs and bad weather, and of the danger of being embayed before his return. After the loss of the Providence sloop, the English navigator had only a schooner of 80 tons, with one small boat, to encounter such perils, and that not in the summer season, but in the midst of equinoctial gales, and the most unfavourable time of the year.

After this short summary of what it has done for the promotion of geography and navigation, the following voyage is submitted to the public. It is a true unexaggerated statement of nautical occurrences; nor are there any inserted which are not founded on fact, and the strictest regard to veracity. If the reader only looks for amusement he will probably be disappointed; but it is presumed that he may gain some nautical information. Such voyages, as those in the collection of Prevost for instance, are defective by their omission of astronomical and nautical remarks,

P R E F A C E.

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which, though they may be detailed with dry, minute, and scrupulous accuracy, are never failing sources of instruction to the navigator and man of science.

The Providence sloop of war was of 400 tons in burthen, carried 16 guns, and her compliment was 115 men. On her leaving England she was supplied with provisions for two years, and every necessary article that was required. Every thing, which in similar voyages had been found of utility, was liberally granted by the Admiralty, in regard to articles of barter, and the preservation of the seamens' health; and it is only to be lamented that the unfortunate shipwreck of the Providence, by the loss of so many irretrievable requisites for such a voyage, should have rendered it in any degree incomplete. The ship's company consisted entirely of young men, who were universally sober, attentive, and well-behaved; and here it is melancholy to relate, how very few of them ever revisited their native country, as may be seen by the following list of their names and fate.

A  
LIST OF THE NAMES

OF THE

Officers, Sailors, and Marines, embarked on board H. M. Sloop  
Providence, under the Command of Captain BROUGHTON.

<i>Names and Qualities.</i>	<i>Time when and Place where discharged, &amp;c.</i>
Willm. Robt. Broughton, Commander,	28th May 1798, Discharged at Trincomalee to return home
Zachary Mudge, 1st Lieutenant,	10th June 1797, Went home with leave from China
G. J. F. Young, 2d Lieutenant,	11th June 1797, Ditto
James G. Vahon, 3d Lieutenant,	23d May 1798, Discharged per sentence of Court-Martial
William Chapman, Master,	28th May 1798, Discharged to H. M. Ship Trident
John Floud, Surgeon,	28th May 1798, Discharged to H. M. Ship Orpheus
George Young, Lieutenant of marines,	10th June 1797, Went home with leave from China
John Crosley, Astronomer,	10th June 1797, Discharged at China
William Mitchell, Boatswain,	13th ——— Went home with leave from China
William Forster, Carpenter,	28th May 1798, Discharged at Trincomalee
John Cawley, Master's mate,	28th May 1798, Discharged to H. M. Ship Suffolk
John J. Haywood, Midshipman,	28th May 1798, Discharged to H. M. Ship La Sybille
Reginald B. Hopkins, ditto,	28th May 1798, Discharged to H. M. Ship Victorious
James B. Boyde, ditto,	10th June 1797, Went home with leave from China
Lord George Stuart, ditto,	10th June 1797, Ditto
Honourable Alexander Jones, ditto,	11th ——— Ditto
T. Coulston, Carpenter, Surg. 2d mate,	10th ——— Ditto

Stephen

A LIST OF THE NAMES, &c.

<i>Names and Qualities.</i>	<i>Time when and Place where discharged, &amp;c.</i>
Stephen Bones, Clerk,	28th May 1798, Discharged at Trincomalee
John Dining, Master at arms,	10th June 1797, Discharged at China
George Raudal, Carpenter's mate,	28th May 1798, Discharged at Trincomalee to H. M. Ship Suffolk
Edward Miller, ditto,	28th May 1798, Ditto ditto
Thomas Belcher, Boatswain's mate,	———— Ditto ditto
Martin Neal, ditto,	———— Ditto ditto
Joseph Mott, ditto,	———— Ditto ditto
Thomas Morrison, Gunner's mate,	———— Ditto ditto
Robert Miller, ship's Corporal,	———— Ditto ditto
Charles Bruce, Sail-maker's mate,	———— Ditto ditto
John Oldroyd, able Seaman,	———— Ditto ditto
David Henderfon, ditto,	———— Ditto ditto
James Steel, ditto,	———— Ditto ditto
John Graham, ditto,	———— Ditto ditto
William Bryan, ditto,	———— Ditto ditto
Andrew Mitchell, ditto,	———— Ditto ditto
John Williams, ditto,	———— Ditto ditto
John Wilfon, ditto,	———— Ditto ditto
Matthew Leonard, ditto,	———— Ditto ditto
Thomas French, ditto,	———— Ditto ditto
James Edwards, ditto,	———— Ditto to His Majesty's
	Schooner Providence
Thomas Stevens, ditto,	28th May 1798, Ditto ditto
Nathaniel Ireland, ditto,	———— Ditto ditto
John Hopkins, ditto,	———— Ditto to return home
James Donald, ditto,	———— Ditto ditto
Samuel Redriff, ditto,	25th March 1795, Died at sea
Hugh M'Donald, ditto,	16th June 1795, Killed by falling from the main-topfail yard
Patrick Sherry, Landfman,	6th June 1796, Killed by falling from the mizen top
Daniel Dell, private Marine,	30th July 1796, Killed by the natives of Onew
Jonathan Bird, ditto,	30th July 1796, Ditto ditto
Hans Oldfon, able Seaman,	Sept. 29th, Killed by accident at Infu
Robert Ogilvy, Master's mate,	June 1797, Lost in H. M. Ship Swift
John Delahoyde, ditto,	———— Ditto ditto

Robert



## A LIST OF THE NAMES, &amp;c.

<i>Names and Qualities.</i>	<i>Time when and Place where discharged, &amp;c.</i>
Robert Mearns, Midshipman,	June 1797, Died on board
Francis Cousins, Surgeon's first mate,	Loft in H. M. Ship Swift
William Clerk, Captain's mate,	Ditto ditto
George Cadman, Carpenter's crew,	Ditto ditto
David Starke, ditto,	Ditto ditto
George Allen, Gunner's mate,	Ditto ditto
John Thomson, Quarter-master,	Ditto ditto
Henry Jones, ditto,	Ditto ditto
Peter Swords, ditto,	Ditto ditto
William Owen, ditto,	Ditto ditto
Robert Gamble, ditto,	Ditto ditto
William Coleman, able Seaman,	Ditto ditto
Thomas Capper, ditto,	Ditto ditto
Henry Shewman, ditto,	Ditto ditto
Abraham Graves, ditto,	Ditto ditto
David Stevens, ditto,	Ditto ditto
Robert Burn, ditto,	Ditto ditto
Alexander Graham, ditto,	Ditto ditto
James Clerke, ditto,	Ditto ditto
William Dring, ditto,	Ditto ditto
Peter Murry, ditto,	Ditto ditto
John Davis, ditto,	Ditto ditto
Joseph Kennedy, ditto,	Ditto ditto
John Moon, ditto,	Ditto ditto
Alexander Ducas, ditto,	Ditto ditto
James Butcher, ditto,	Ditto ditto
Benjamin Braid, Corporal of marines,	Ditto ditto
John Cook, Drummer,	Ditto ditto
James Wilkie, private Marine,	Ditto ditto
Joseph Whiles, ditto,	Ditto ditto
Francis Clerk, ditto,	Ditto ditto
William Julford, ditto,	Ditto ditto
John Loyde, ditto,	Ditto ditto
William Hertekoal, ditto,	Ditto ditto
Peter Johnson, ditto,	Ditto ditto
John Haiton, ditto,	Ditto ditto
John Bacon, ditto,	Ditto ditto
William Bacon, ditto,	Ditto ditto
Thomas Westwood, ditto,	Ditto ditto

A LIST OF THE NAMES, &c.

<i>Names and Qualities.</i>	<i>Time when and Place where discharged, &amp;c.</i>
John Pickwick, Marine,	June 1797. Lost in H. M. Ship Swift
William Thomas, ditto,	———— Ditto ditto
Thomas Horn, ditto,	July 14th, Died at sea on board the Schooner
William Walker, Carpenter's crew,	Killed by accident at China on board the Glatton
Thomas Mullen, Gunner,	Killed by accident on his passage from China to England
Alexander Bishop, Cook,	1798, Died in the hospital at the Cape of Good Hope
John Garland, Quarter-master,	13th June 1797, Discharged at China to the True Briton, Indiaman
John Outridge, Armourer,	3d Jan. 1798, Discharged at China to H. M. Ship Sybille
Joseph Grimshire, Cook's mate,	14th June 1797, Discharged at China to the Carnatic Indiaman
James Long, able Seaman,	14th June 1767, Ditto ditto
John Martin, ditto,	———— Ditto ditto
Samuel Hudson, ditto,	10th ——— Ditto to the Crescent Packet
William Anderson, ditto,	10th June 1797, Ditto to the Glatton Indiaman
William Eastwood, ditto,	10th June 1797, Ditto ditto
Edward Carpenter, ditto,	———— Ditto ditto
William Smith, ditto,	———— Ditto ditto
William Hurvart, ditto,	———— Ditto ditto
Miles Kimber, ditto,	———— Ditto ditto
Solomon Pollock, ditto,	———— Ditto ditto
Samuel Reed, ditto,	———— Ditto ditto
Thomas Allen, ditto,	———— Ditto ditto
Robert Shaw, Landfman,	———— Ditto ditto
Joseph Bernard, ditto,	———— Ditto ditto
Joseph Ashton, ditto,	———— Ditto ditto
John Lawfon, able Seaman,	21st ——— Run from the Schooner at Macao
Thomas Graham, ditto,	21st June 1797, Ditto ditto.

## COMPLEMENT OF THE PROVIDENCE.

Captain,	1
Lieutenants,	3
Master,	1
Boatswain,	1
Carpenter,	1
Surgeon,	1
Gunner,	1
Master's Mates,	3
Midshipmen,	6
Surgeon's Mates,	2
Captain's Clerk,	1
Master at Arms,	1
Corporal,	1
Armourer,	1
Sail-maker,	1
Boatswain's Mates,	3
Carpenter's ditto,	3
Gunner's ditto,	2
Carpenter's Crew,	3
Cook,	1
Cook's Mate,	1
Quarter-Masters,	6
Able Seamen,	47
Landsmen,	4
<i>Marines.</i>	
Lieutena .,	1
Corporal,	1
Drummer,	1
Privates,	16
	<hr/>
	114
Astronomer,	1
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# C O N T E N T S.

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## BOOK I.

Transactions from the beginning of the Voyage  
till our first Arrival at Macao in China.

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Preparations for the Voyage.—Passage to the Canary Islands.—De-  
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VOYAGE OF DISCOVERY  
TO THE  
NORTH PACIFIC OCEAN.

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BOOK I.

Transactions from the Beginning of the Voyage  
till our first Arrival at Macao in China.

CHAP. I.

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on the Coast of New Holland.—Astronomical Observations.—  
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nomical Observations.*

THE Navy-board recommended his Majesty's ship  
Providence for the voyage on which I was to be em-  
ployed. She had been commanded by Captain Bligh,  
and had lately returned from the West Indies after

BOOK I.  
CHAP. I.  
1793.

B

having



BOOK

I.

1793.

having conveyed the bread-fruit there from Otaheite. This ship had been originally intended for the West-India trade, and was purchased by Government on the stocks, for the express purpose of bringing the bread-fruit trees from the South Seas, in which service she had been engaged for two years. She was river-built, of about 420 tons in burthen, and was singly sheathed with copper, though I think it would be proper, that all ships employed in distant voyages should be sheathed with wood, and coppered over the sheathing. The Providence was taken into dock at Deptford for one tide, and thence transported to Woolwich, at which yard she was ordered to be fitted. On the 3d October 1793, I received my appointment to command her, and the same day commissioned the ship. The fitting her out detained us at Woolwich the remainder of the year; and early in 1794, the ship being ready, we dropped down to Gravesend, as a more convenient place for entering seamen. Here we remained till the end of March, when we proceeded to the Nore, saluting Vice-Admiral Dalrymple, whose flag was flying on board the Sandwich. During the month of April we completed our complement with volunteers from the Sandwich; and having orders to proceed to Spithead, we accordingly

1794.

failed with a convoy of merchantmen under our protection. During the night, in passing through the Gull Stream, the pilot run the ship upon the Brake Sand: we were not able to heave off till the morning's tide, when, soon after, we anchored in the Downs, the ship appearing to have received no damage. Vice-Admiral Peyton's flag was flying on board the Leopard, which we saluted; and in the evening, our ship and the convoy worked through the Downs to the westward, with a light westerly wind. In the night the wind drew round to the eastward, and we made all sail at day-light, repeating signals for the convoy to do the same. We passed through the grand fleet lying in Sand-down Bay, under the command of Lord Howe; and anchored at Spithead, having saluted Admiral Sir Peter Parker, whose flag was flying on board the Royal William. During the month of May the ship was docked, but had received no damage in her passage to the Downs: she continued in every respect ready for sea; and the ship's company, as well as the officers, were paid their wages to the end of July. In this month his Majesty visited Portsmouth, to view the grand fleet after the action of the 1st of June; and every captain had the honour of being presented to him.

CHAP.

I.

1794.

BOOK

I.

1794.  
October  
2d.

I received my orders, which were secret, with an additional one to put myself under the command of Captain Drury, of his Majesty's ship *Trusty*, and to proceed to sea with his convoy, then bound for the Mediterranean; nor was I to separate as long as our courses were the same.

21st.

We sailed from St. Helen's with a fine breeze from the eastward. After clearing the Channel the wind veered to the N. W. when the *Trusty* ordered us to proceed to Falmouth. In the night we separated from the men of war, and reached Falmouth; when, not seeing the *Trusty*, we sailed for Plymouth Sound, where we found her and the convoy at anchor. Vice-Admiral M'Bride's flag was flying on board the *Minotaur*, and Rear-Admiral Cotton's flag on board the *Cambridge* in the harbour.

November.

During this month, the gales were strong and the weather variable; and as we were anchored in Cawfand Bay, we could not have joined the convoy, had they gone to sea from the Sound with an easterly wind: we therefore endeavoured to work into the Sound; but the ship missing stays off Red Point, we came to with both bows all standing in foul ground, not the length of two cables from the shore. In this unpleasant situation

TO THE NORTH PACIFIC OCEAN.

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ation we were prevented moving by strong easterly winds, till the master-attendant, Mr. Hemmings, brought an anchor lighter to windward of us, and, sending the end of a cable on board, we were enabled to heave off in safety, and run in between Duke's Island and the Main.

CHAP.  
I.

1794.  
November.  
23d.

We continued in this station till the following month, when we run into the Soand. During January 1795, the weather was cold, with frequent gales. Rear-Admiral Parker, in his Majesty's ship Raifonable, made the signal for failing.

1795.  
January  
29th.

In the night we had a strong gale from W. N. W. parted our best bower cable, drove on board a transport, sprung the cathead, and damaged the main channels. Moderate weather, the next day, enabled us to recover the anchor and splice the cable. We again moored the ship, as there was no probability of failing till the wind came to the N. E. ; when the signal was made for unmooring, and for all officers to repair on board.

February  
5th.

The whole fleet was under way ; nor could any wind have been more favourable than this from the North, as it enabled every ship from Hamoaze and  
Catwater

15th.

BOOK  
 1.  
 1795.  
 February.

Catwater to proceed to sea, amounting to more than 400 sail, which had been detained equally with ourselves since October. As we stood out to sea, we observed the grand fleet under the command of Lord Howe waiting for the convoy.

- 16th. The wind and weather were favourable; the Lizard Point at noon bore from us W. by S.; our observed lat.  $50^{\circ} 13' 30''$  N. The convoy from Falmouth joined us.
- 19th. In the evening the grand fleet, consisting of 34 sail of the line and seven frigates, parted company with us. The convoy for Portugal separated also the next morning, with the Trusty and Fly sloop. We continued with the West-India convoy, consisting of the Raifonable, Medusa, Iris, Cormorant, the Dromedary store-ship, and 200 sail of merchant vessels.
- 21st. Fresh gales from the S. W. obliged us to reduce our sails, and dispersed the merchant ships.
- 22d. The wind kept increasing, and veered to the N. W.
- 24th. The gales were strong and variable from the S. W. : the following day it was calm; but on the next to that,

TO THE NORTH PACIFIC OCEAN.

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that, the gale commenced again from the West and N. W. This bad weather separated half the convoy.

CHAP.

1.

1795.

We parted company with Admiral Parker's fleet, failing with the Iris frigate, Reliance, and Supply. We generally found our ship sail as well as the merchantmen.

March  
1st.

With a fine breeze from the eastward, we pursued our course to the south.

2d.

Early in the morning, saw the Canary Islands; at noon, the Peak of Teneriffe bore N. 88° 30' W. Baffling winds prevented our anchoring till the morning of the 6th, when we came to off Santa Cruz in 35 fathoms; the Church bearing West, Punta de Nago E. by N. As our stay was likely to be short, we did not moor. In paying our respects to the Governor, he made some trifling excuse for not inviting us to his table; we however met with that civility, and many others, from Mr. Rooney, an Irishman, who had been settled here some years. The contractor, Mr. Callaghan, supplied us with excellent wine for the ship's company, and beef daily. We also took some live cattle on board. Vegetables were in great plenty: onions and potatoes were the most salutary and useful  
for

5th.

BOOK

I.

1795.  
March.

for sea-store. The soil of the country, as far as I could perceive, is rocky, very scarce, and covered with stones; yet vegetables grow here with a considerable degree of vigour and luxuriance, principally arising from the fertile quality of the volcanic mould. Fresh water is good here, and may be procured in great quantities for shipping. Landing is often difficult, on account of the surf that breaks on the shore. Some few days before we made this island, the flying-fish first appeared. Owing to the very heavy surf, there was little communication with the shore.

8th. The Iris and her convoy failed.

13th. We failed from Teneriffe with light airs from the S. W. quarter, baffling at times in every direction; nor did we lose sight of the Peak till the 16th, when at noon the wind veered to the northward, and continued a steady breeze. The Reliance and Supply were our inseparable companions. The island of Gomera bore from N. 20° E. to N. 60° E., and the island of Ferro N. 50° W. distant 10 or 12 leagues.

21st. In the forenoon we made St. Anthony, one of the Cape de Verd Islands: at noon the south-west point bore S. 8° E. five or six leagues. Its lat. 17° 0' 46" N.  
long.

TO THE NORTH PACIFIC OCEAN.

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long.  $25^{\circ} 16' 26''$  W. The steady fresh trade-wind soon carried us out of sight of this island, and we pursued a S. S. E. course.

CHAP.  
I.  
1795.  
March.

Died Samuel Redriffe, a fine young lad of 18 years of age: a fever of only three days' continuance was the cause of his death.

25th.

Sultry weather. The wind variable from N. to N. W. Frequent calms impeded our progress: at intervals the squalls were heavy, with thunder, lightning, and rain.

29th.

We crossed the equator with gentle breezes from the S. E.

April 8th.

The trade-wind became fresh and steady; our course S. S. W. a very good one.

11th.

Wind more easterly, and continued E. S. E. when to southward of  $10^{\circ}$  S. latitude.

15th.

Made the island of Trinidad; at noon it bore of us S.  $41^{\circ}$  E. Observed lat. of this island  $21^{\circ} 21' 41''$  S. long.  $29^{\circ} 29'$  E. of Greenwich.

22d.

We lost sight of the land in the afternoon; next day had light airs from the N. E. The wind soon veered

23d.

c

to



BOOK I.  
 1795.  
 April 29th. to the East, and became steady. As we purposed to reach Rio Janeiro, we steered more to the westward, and in lat. of  $23^{\circ}$  S. shaped our course due West, in search of an island said to lie in that parallel.

May 1st. Variable winds in all directions. At day-light five strange ships were discovered: they proved to be Brazil merchantmen bound to Lisbon, and had left Rio Janeiro five days before.

2d. Early this morning the land was seen, and at noon Cape Frio bore N. by W. eight or nine leagues; at the same time, we founded in 70 fathoms fine sand. By our observations we place this Cape in the lat. of  $22^{\circ} 59' 41''$  S. long.  $41^{\circ} 53' 12''$  E.

5th. The variableness of the weather prevented our reaching the entrance of Rio Janeiro harbour before this day, when we came to an anchor in 28 fathoms sandy bottom. Round Island S.  $88^{\circ}$  W.; Sugar-loaf Hill N.  $55^{\circ}$  W.; extremes of Brazil coast from N.  $64^{\circ}$  E. to S.  $64^{\circ}$  E. The weather was now calm.

6th. In the afternoon a pilot came off, and we got under weigh; but calm weather obliged us to anchor in the entrance of the harbour. The next day we

were more fortunate, coming to an anchor within the island of Cobras in 5½ fathoms. There were lying here a Portuguese frigate, and several merchant ships of different nations. The Reliance, Captain Hunter, saluted us coming in, which we returned with an equal number of guns.

CHAP.  
I.  
1795.  
May.

We remained at Rio Janeiro till this day, having employed ourselves in overhauling the rigging, caulking the ship, and preparing for sea in every other respect. The ship's crew were constantly supplied with fresh provisions; and we purchased at a reasonable rate wine, rum, and sugar. In the procuring of those articles we had every indulgence we could wish for; but we had also the mortification to be watched by guard-boats day and night; nor could any officer land unless he was attended by a Portuguese officer of equal rank. These restrictions were so unreasonably suspicious, that I went but once on shore, except with Governor Hunter to pay our respects to the Viceroy. The soil about Rio Janeiro is generally good, producing great crops of oranges, pine-apples, melons, sugar-canes, and other tropical plants. There is a great variety of birds; such as parrots, cockatoos, sea-fowl, tropic and men-of-war birds. There are several kinds of the monkey tribe; one remarkably small, called

24th.

BOOK

I.

1795.  
May.

the weſt, ſcarcely ſeven inches in length. As Captain Hunter's ſhips were not ready I proceeded to ſea alone, taking his orders for Port Jackſon; as I intended, in conſequence of the lateneſs of the ſeaſon, to proceed to the South Seas by Van Diemen's land. The ſituation of Rio Janeiro is in lat.  $22^{\circ} 53' 17''$  S. and long.  $42^{\circ} 51' 16''$  E.

- 25th. A breeze ſpringing up from the north-eaſtward, we ſoon loſt ſight of the Brazil' coaſt.
- 26th. A fine gale carried us to the ſouthward rapidly; and in the latitude of  $31^{\circ}$  S. the wind veered to N. and N. W. We ſhaped our courſe S. E., reducing our ſails as the gale increaſed.
- 29th.
- June 2d. We had a large following ſea, the wind increaſing to a ſtrong gale at S. W.
- 5th. A ſtrong breeze at N. W. with continual rain. In the latitude of  $40^{\circ}$  S. we ſteered Eaſt, intending to make Gough's Iſland, and fix its ſituation. A heavy gale from the N. N. W. obliged us to bring the ſhip to the wind in the morning. After laying to under a balanced mizen four hours, we again bore away as the violence of the gale ſubſided.

The

The gale from the West returned with redoubled violence; and as the ship had not sufficient velocity through the water to escape the sea, we again brought to under a mizen stay-fail. In the evening the weather became more moderate, and we bore away.

CHAP.

I.

1795.  
June.

At 1½ past noon, we discovered Gough's Island bearing East five or six miles. Our observation at noon made the lat. 40° 19' S., which was indifferent. The gale increased; yet being desirous of making further remarks upon the island, at 1½ past 3 we brought to the wind under the lee of it, bearing from us N. N. W. The sea was irregular and confused; during the night the gale subsided; our soundings were at 155 fathoms. No observation at noon.

10th.

The following day we were equally unlucky, the weather being rainy and hazy; and as there was no chance of its clearing, we resumed our course to the eastward. The breezes were strong at N. N. W. and the rain constant. Gough's Island is high and much broken, not more than two or three miles in circumference or extent. We could not perceive the least sign of vegetation; but as the weather prevented landing, we could not make the remarks we wished, and our idea of its circuit is even doubtful. By our time-

11th.

BOOK  
I.  
1795.  
June.

time-pieces we place it in the lat.  $40^{\circ} 19' S.$  and long.  $9^{\circ} 27' W.$ ; which may err two or three miles, as the horizon was very confused.

12th. Strong breezes from the N. N. W. We steered to the East, preserving nearly the parallel of lat.  $41^{\circ} 30' S.$  although we could not get an observation more than once in three days. The weather became more moderate, with the wind variable to the S. W. after we got into east longitude.

16th. The wind again returned to its old quarter with increasing violence: in reefing the main-top-sail, Hugh MacDonald fell off the yard upon the deck, and was most unfortunately killed on the spot. About this time we had the first appearance of the albatross, and the beautiful bird called the pintado or Cape pigeon; also great numbers of sea-gulls, shearwaters, &c.

July 1st. The breeze was variable at East and S. E., with foggy weather. Several seals came about the ship, and we passed some rock-weed. A very severe gale from the N. and N. W. attacked us; and in the forenoon, to avoid the sea, we furled the fore-sail, and brought the ship to the wind under a storm stay-sail, it blowing tremendously hard from the N. W. quarter, and  
raining

TO THE NORTH PACIFIC OCEAN.

15

raining violently. In the night we carried away the tiller.

CHAP.  
I.

1795.  
July 14th.

Wind veered to the West: squally and cold.

Light breezes and cloudy weather induced us to get up the top-gallant masts and yards; and we set all our small sails, which had been of very little use during this turbulent passage.

19th.

Wind at S. S. E. increased to a strong gale; ship was under storm staysails; squalls, always attended with rain.

28th.

Fresh breezes and cloudy weather; lat.  $44^{\circ} 18' S$ . At 1 P. M. we saw Van Diemen's land generally covered with snow; it bore N. by E., the wind at N. N. E.: at noon the extremes bore from N.  $5^{\circ} W$ . to  $62^{\circ} W$ .; lat.  $44^{\circ} 5' S$ .

August 2d.

3d.

In the evening the land bore from N.  $54^{\circ} W$ . to  $71^{\circ} W$ .; and the wind remaining at North prevented us seeing any more of it, as we had only to keep our wind to the eastward. We steered N. N. W., intending to make Furneaux Isle, and explore the unknown space between it and Cape Howe, if the wind permitted.

4th.

6th.

Strong

BOOK  
I.

1795.  
August  
12th.

Strong gales from the East; by which we continued our course to the North, not having been able to make Furneaux's Island. At sunset we saw the land, and altered our course to N. N. E. in consequence; the next morning we had the mortification to find ourselves deceived, as we had clear weather, and nothing to prove that we were near the coast of New Holland: lat.  $34^{\circ} 50' S$ .

13th. The wind from the N. W. blew direct from the land. We were to the North of Port Jackson.

14th. At day-light made the land to the N. W. of us; at noon we had clear fine weather, and Cape Hawke bore N.  $88^{\circ} W$ . The extremes of coast from S.  $22^{\circ} 30' W$ . to N.  $2^{\circ} E$ . Observed lat.  $32^{\circ} 11' S$ .

15th. We kept plying to the windward; at noon Cape Hawke bore N.  $25^{\circ} W$ . Islands off Port Stephens S.  $71^{\circ} W$ . Lat.  $32^{\circ} 38' S$ .

18th. The wind still remaining fixed in the S. W. quarter, I found there was no chance of beating to the southward: I therefore determined to enter the port which was in our power. We entered in safety Port Stephens, and anchored in  $5\frac{1}{2}$  fathoms sandy bottom.

Points

Points of entrance were open from S. 19° E. to 85° E. We steadied the ship with the stream anchor, and sent the boats in search of water. We remained here one week, and completed our watering from a lake on the northern shore with great facility. During our stay, we had frequent intercourse with the natives. They were the same race of people as those described to inhabit Port Jackson and Van Diemen's land. They were inoffensive, quiet, and docile; and whenever we approached them, removed their women and children. We found here residing with the natives four Englishmen, who had deserted in a boat from Port Jackson five years before. Five came originally, but one had died; those that remained were miserable half-starved objects, depending on the hospitality of the natives for their subsistence, who occasionally supplied them with a part of their provisions, at all times in no great abundance with the inhabitants. Notwithstanding the wretched state in which they existed, the man who had enticed them to desert refused to come on board. We collected some articles to leave with him to make his situation more comfortable; but in the meanwhile, being assured he should be well treated, and probably not suffer for his former conduct, he agreed to come off with the others. One or two of these men were married, and left their wives and children with little regret.

CHAP.  
I.  
1795.  
August.



BOOK  
I.1795.  
August.

regret. The soil round Port Stephens is composed chiefly of sand and decayed vegetables, though in the swamps it is rather of a better kind; but upon the whole the nature of the place is very barren, and unfit for any great degree of cultivation. The sea produces a good variety of fish; such as mullet, toad-fish, a kind of torpedo, flounders, &c. In the woods, were several species of beautiful paroquets; and a small bird of a brown plumage, somewhat resembling the Java sparrow. The quadrupeds that we saw were the kangaroo, dogs, &c. On the beach we observed a variety of curiously marked shells; such as the buccinum or whelk, limpets, muscles, oysters, and beautiful specimens of the Venus shell. The natives live chiefly upon fish, fern roots, dog's flesh; and should a dead whale happen to drift upon the shore, it forms a most delicious repast for them. The astronomer made the following observations on shore at the watering place abreast of the ship:

Lat. by mean of 4 merid. alt. of the ☉	- -	32° 41' 33" S.
Long. by mean 4 time-keepers	- -	151° 44' 44" E.
Long. by mean 12 sets of lunar distances	-	152° 4' 47"
Long. by mean diff. of long. between this place and Port Jackson, taking the longitude of Port Jackson at 151° 10' 3" E. that being the mean between Sign. Mallepina and Mr. Crosley, and the diff. by the 4 watches in long. at 33° 46' W.	} }	151° 43' 49"

At

At noon we hoisted in the boats, and made sail to the southward with the wind easterly. Port Stephens bore N.  $70^{\circ}$  W. and the extremes of land N.  $24^{\circ}$  E. to S.  $75^{\circ}$  W. : lat.  $32^{\circ} 51'$  S. At midnight we tacked to the northward till daylight, when we again steered to the South and S. S. W. as the wind permitted. We had 70 fathoms water: the forenoon was hazy, the weather rainy, and wind increasing, with every prospect of a gale from the S. E. which blew directly upon the land. We carried all sail to secure our port before dark. At noon the signal-house on the South head of Port Jackson harbour bore S.  $32^{\circ}$  W., and we weathered the North head half a mile by carrying a press of sail;  $\frac{1}{2}$  past noon we were in the entrance of the harbour, and at 1 P. M. in running up, a pilot came on board. In the afternoon we moored with our bower cables in Sydney Cove, and struck yards and topmasts. In the night, the gale (as predicted) increased to a perfect hurricane, and continued the next day with extreme violence; nor could we send a boat on shore. We could not be too thankful for our safety: for had we remained at sea, most probably the ship never would have cleared the land; as at no time from our run here, were we more than two leagues from the coast. We found Major Paterfon, commanding the New South Wales corps, acting as gover-

CHAP.

I.

1795.  
August  
26th.

27th.

BOOK  
I.1795.  
August.

nor; who received us in the most welcome manner, shewing us every civility and attention in his power. Indeed I in particular cannot sufficiently express my gratitude for the hospitality shewn to me both by Major Paterfon and his lady during our long stay here. We immediately commenced refitting the ship, caulking her within and without, together with overhauling the rigging, &c., and landed tents at Cattle Point for the astronomer to ascertain the rates of the time-pieces. The hauling the seine was continually in use for supplying the ship's company with fish; and by order of Major Paterfon, we daily and amply received vegetables for our people by sending a boat to Garden Island.

September  
8th.

Governor Hunter arrived with his ships, having been 97 days from Rio de Janeiro.

12th.

We saluted his excellency Governor Hunter with 13 guns, on reading his commission that appointed him Captain General of New South Wales, &c. &c.

October  
6th.

The ship being ready for sea we unmoored and shifted our birth to the Fair Way, cheering the Reliance as we left the Cove.

We

We took our final leave of Port Jackson in the morning: at noon the south head of Broken Bay bore N. 34° W., lat. 33° 50' S.; North head, Port Jackson, S. 88° W. During our stay we entered several good seamen from merchant ships and the colony to complete our complement: our ship's company was in perfect health. We abstained from following the example of other ships that have touched at this colony, by not taking away any of the convicts: a practice very general in merchant ships, which has tended to corrupt the morals of the South Sea islanders; for in the voyages of the traders to the north-west coast of America, these men have generally deserted by the way, stopping either at the Society or Sandwich Isles. The soil round Port Jackson is light and sandy generally; though, in the more inland parts of the country, it is much better, and produces good crops of corn and other vegetables. Tropical fruits do not answer well here, it being too cold in the winter season; such as have arrived from the Cape grow luxuriantly. The bread-fruit and cocoa-nut have lately been brought here, but did not succeed. Plantains and the sugar-cane have done better, but in all probability will never arrive to any great degree of perfection. There are several kinds of other fruits and vegetables which might deserve a trial here; such as gooseberries

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I.

1795.  
October  
13th.

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I.  
1795.  
October.

and currants, a greater variety of apples, pears, plums, limes, peaches, &c. Experiments might also be made of the tarro root, yams, and sweet potatoes. Annual and perennial flowers are still desiderata here. The birds of this place are of several kinds; such as the black and white cockatoo, variety of paroquets, crows, gulls, snags, &c. The emu is a bird belonging to the genus of the cassowary, grows to a large size, and like the rest of the genus is unable to fly. Quadrupeds are chiefly the kangaroo of two kinds, opossums, flying squirrels, mice, kangaroo rats, and a species of ferret. Reptiles are snakes, some of a large size, guianoes, lizards, frogs, &c. The bays are well-stored with fish; such as salmon, eels, mullet, the leather jacket, flounders, &c. The shores contain oysters, muscles, conchs, and other shell-fish. Sharks are sometimes caught here of a large size, which produce the only oil the people have to use.

The following astronomical observations were made on shore at Cattle Point; one of those forming Sydney Cove, and where the Spaniards had before fixed their observatory:

Lat.

TO THE NORTH PACIFIC OCEAN.

23

Lat. by mean of merid. alt. of the ☉	-	-	33° 51' 47½" S.	CHAP. I. 1795. October.
Long. from mean of 90 sets 45° to the East	-	151° 9' 48" E.		
and 45° to the West of D				
Variations by compass	-	-	1° 9' East.	

The flag-staff on the South head bearing by compass  
N. 73° 45' E. ; distant seven miles.

## CHAP. II.

*Passage to Otaheite.—Remarks there.—Arrival at the Sandwich Islands—at Mowee.—Its wretched State.—At Wobakoo.—Visit of Tamaabmaah.—Account of the Wars and Ambition of that Chief.—Anchor in Tam Bay.—Onehow.*

BOOK

I.

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October  
14th.

WE directed our course to the North of New Zealand, intending to touch at Otaheite in our route to Nootka Sound. At 3 P. M. the land extended from N. W.  $\frac{1}{4}$  West to West, and we soon after lost sight of the coast.

19th.

In lat.  $33^{\circ} 10'$  S. and long.  $169^{\circ}$  E. the S. W. wind changed to a gale from the N. E. quarter. It was of no continuance; for on the following day it veered to N. W., and we again pursued our eastern course.

24th.

In  $32^{\circ} 51'$  S. and  $175^{\circ}$  E. the winds were northerly, with moderate weather, continuing at N. E. till this day, when the wind again veered to the N. W. with a strong breeze.

Wind

Wind now altered to the N. N. E. ; our lat.  $34^{\circ} 15'$  S. and long.  $189^{\circ} 35'$  E. by the time-piece agreeing with our accounted longitude.

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1795.  
October  
28th.

We stood to the Northward, as the wind became more easterly ; lat.  $35^{\circ} 45'$  S. and long.  $192^{\circ} 30'$  E.

30th.

It blew so hard as to oblige us to lay to under the main-sail. The gale moderated : we wore ship at noon and stood to the S. E. in lat.  $32^{\circ} 46'$  and  $192^{\circ} 25'$  long.

November  
2d.  
3d.

In  $30^{\circ} 33'$  S. and  $197^{\circ} 53'$  E. we stood to the S. E., having had no observations since the 9th for the lat. ; we found ourselves  $1^{\circ} 30'$  further north than we expected, in which direction only we had experienced any current : bar.  $7^{\circ} 49'$  E. In the night we stood to the Northward ; lat.  $31^{\circ} 27'$  S. and long.  $197^{\circ} 27'$  E. The wind grew more favourable for our course, and on this day at noon, in the lat. of  $28^{\circ} 33'$  S. and long. by watch  $201^{\circ} 27'$  E., we observed distances  $\odot$  and  $\oslash$  making the longitude agree nearly with the watch.

13th.

18th.

19th.

At 2 hours 40 minutes after midnight we made the island of Ohetorea bearing N. E.  $6^{\circ}$  N., which as it was in our course we stood off for two hours, and again

25th.

E

tacking



BOOK tacking made fail towards it. At noon it bore from  
 1. S.  $3^{\circ}$  E. to S.  $3^{\circ}$  W. Our latitude was indifferent; it  
 1795. made  $22^{\circ} 0' 54''$  S. and long.  $203^{\circ} 32' 48''$  E.  
 November.

28th. Fresh breezes from the Eastward brought us in sight of the island of Otaheite, bearing to the N. N. E. At 11 A. M. we tacked ship, East-point of the land bearing N. N. E.; Low-point, in the centre of the island, N.  $\frac{1}{2}$  W. off shore; Tiarraboo east point, N.  $74^{\circ} 10'$ . Lat. observed  $17^{\circ} 47' 32''$  S. long.  $210^{\circ} 44' 20''$  E. Account  $208^{\circ} 53'$  E.

29th. The wind soon after noon sprung up favourably for our course, and we made all sail. As we passed Ohitepehah Bay we were surrounded by canoes. In the evening at 5 we anchored in 5 fathoms, in Matavai Bay at 8 fathoms; and the next morning, warped into good anchorage. In so doing, we swept an iron stocked anchor, which had belonged to the Bounty, when she cut her cables, and went to sea from the Bay with the remaining mutineers. In the course of the day we raised our tents in Point Venus, to ascertain the rates of the time-pieces, and compleating our water. The natives afforded us every assistance in our various pursuits, and amply supplied us with provisions and vegetables.

We left Otaheite with moderate breezes and pleasant weather. At noon, Point Venus bore E.  $\frac{1}{2}$  N. three or four miles : we hove to, to hoist our boats in, and take leave of our friends. As it gave the natives pleasure, I saluted them with four guns on our departure. Not a man was unwell among the crew, and the decks were full of hogs and vegetables : many of these hogs weighed more than 200 wt. Otaheite, and the manners of its inhabitants, have been so amply described by preceding navigators, that any further account might be deemed unnecessary. A few observations may therefore be sufficient. The soil of the island is excellent, consisting of a reddish argillaceous loam, sometimes sandy and of a black colour. The inner part of the country being mountainous, its soil is worse than nearer the sea. Here are various species of trees ; and universally over the island, abundance of springs and rivulets. There are great quantities of crustaceous and testaceous fish ; different species of birds and sea-fowl. Geese are naturalized here ; but no European cattle, as far as I could learn, have multiplied at Otaheite excepting goats. The natives consider dogs and cats as proper to be eaten.

At 4 P. M. Point Venus bore S.  $53^{\circ}$  E. 12 miles ;  
at 5 A. M. we saw the island of Tethwroa bearing

BOOK  
1.  
1795.  
December.  
Variations.  
p. N<sup>o</sup> 3. the  
11th P. M.  
4<sup>o</sup> 19' E.  
Adams 3<sup>o</sup> 7'  
E.

from S. 74° E. to S. 60° E. four or five leagues; the body of Otaheite island, S. 20° E.; and the island of Eimeo, S. 4° E. The wind continued moderate from the N. E. quarter, and at noon we had no sight of land.

At  $\frac{1}{2}$  past 4, P. M. N<sup>o</sup> 1. made the long. 210° 12' 03", when Point Venus bore S. 53° E. 12 or 13 miles; which will make its longitude 210° 32' E., the same as by Captain Cooke. On the 28th it agreed within 3' of the longitude of Ohitepeha Bay, the day after we made the island, the elapsed time being only 12 days: of course we had no reason to suppose it had altered its rate since our leaving Port Jackson, and made us the less regret that the astronomer could make no observations on Point Venus, where he was prevented by the tumbling motion of the quicksilver, caused by the striking of the surf which affected the point of land where his tent was raised.

16th

Weather moderate, with slight squalls at intervals. At  $\frac{1}{2}$  past 9 we saw an island upon our weather-beam, bearing N. 78° E.; at  $\frac{1}{2}$  past 11 we tacked towards it, and it bore from us at noon E. to E. 19° S., just in sight from the main-top. I estimated its distance to be 5 or 6 leagues. The southern extremity was the highest

highest part, covered with trees, most probably cocconut from their appearance, as they stood in detached clumps along the shore. These bearings will place it in the latitude of  $9^{\circ} 57'$  S. and long.  $209^{\circ} 55'$  E. ; but it should be recollected, that they were taken by a small compass from the mast-head, the angle subtended by a quadrant.

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1795.  
December.  
Variations.  
16th A. M. }  
N<sup>o</sup> 3. 4° 35' } East.  
Adams 5° 48' }  
Walker 5° 37' }  
Inspection 5° }

The island bore from E.  $\frac{1}{4}$  S. to S. E. by E.  $2^{\circ}$  E. about five leagues ; it appeared to be low, and covered with trees, and if I am right in its estimated distance, its length will be about five miles in a north and south direction. I named it Carolina Island in compliment to the daughter of Sir P. Stephens of the Admiralty.

17th.

We had a swell from the N. E. which was not experienced before, and which I attributed to the low islands that extend in a parallel towards the Marquesas. The Pacific Ocean is covered in some parts with low islands, and as the wind blows from them it causes the water to be smooth, for when there is no impediment of land the swell is observed to increase according to the wind.

18th.

We

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1795.  
December.

19th.

We had several birds about us this day, particularly boobies. By the carelessness of my servant the barometer was rendered useless this morning, as unluckily he had broke the glass tube, a misfortune we could not remedy.

24th.  
Variations. }  
N<sup>o</sup> 3, 5° 29' }  
Adams 6° 28' } East.  
Walker 6° 38' }  
Inspect. 5° }

Strong trade wind and very pleasant weather, which continued till the 1<sup>st</sup> January, 1796, when we came off the Sandwich Islands.

January 1<sup>st</sup>,  
1796.

We experienced strong breezes and squally weather, with a swell from the East. At 2 A. M. we saw the land distinctly. On approaching the western side of Owyhee, we lost the trade wind, and the weather became variable with light airs in every direction.

2d. Calm and cloudy weather continued during the evening, enabling several canoes from the shore to furnish us with pigs and vegetables. At 10 P. M. a light air sprung up from the land: we steered along the shore till day-light, experiencing a strong current to the N. W. At 7 o'clock we saw a sail in the N. W. quarter. The natives informed us it was an English

English brig which had failed from the bay in the night.

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1796.  
January

3d.

Light and variable airs prevented our reaching the bay ; I therefore dispatched an officer in the pinnace to gain information respecting Captain Vancouver, as we understood there was an American vessel which could give us intelligence of him. The pinnace on her return confirmed what we had before heard, that Captain Vancouver with the *Discovery* and *Chatham* had failed for England. This intelligence was procured from the English brig, who reported that they failed from Valparaíso in July or August 1795 for England, by the way of Cape Horn. We stood to the S. S. W. all night, and at 7 A. M. drifted to the N. W.

Notwithstanding we had run in for the land 5 leagues by the log, we did not seem to have approached it, and our distance prevented any communication. Light airs and calms alternately prevented us from reaching the shore till the 8th.

4th.

The wind varied to the North, and with the assistance of boats we anchored in the bay. Here an American brig, the *Lady Washington*, saluted us with seven guns,

8th.

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I.  
1796.  
January.

guns, which we returned with five. Our ship was instantly furrounded with canoes filled with women, fruit, and vegetables. In the afternoon we moored with the stream-anchor in 18 fathoms, the points forming Karakaakooa bay bore from S. 7° W. to W. 3° N. : off shore 150 fathoms.

11th.

Our tent was pitched in a field adjoining the Morai, for the astronomer to ascertain the rates of the watches. Lieutenant Young of the Marines, with a corporal and seven privates commanded the party for their protection. The ground being taboo'd, no persons were permitted to come within the limits, besides the priests of the Morai : a more retired situation for the purpose could not have been found.

Since we crossed the equator, the ship had made from two to four inches water per hour, we therefore took this opportunity of finding out the cause, by unfowing the holds and heeling the ship, &c. ; all our efforts however proved unsuccessful. The bread room was also cleared, that the weevils might be destroyed by fire, and we were mortified that this could only be effected in some slight degree.

We

We fired a salute in honour of her Majesty's birthday. The weather became more favourable for the astronomer's observations, and on the 20th he got equal altitudes for the first time. From the 26th to the 31st the weather prevented any observations: on the evening of that day he had corresponding altitudes. The tents were immediately struck, and with the assistance of double canoes (for our boats could not land) we got every thing from the shore, and sailed from the bay at 4 A.M. with the land-wind. During our anchorage in this bay for three weeks, we experienced constant land-winds during the night, which gradually died away by 8 A.M.; and during the day very light airs and breezes prevailed from the sea. The surf seldom permitted our own boats to land, which put us to no great inconvenience, as the natives readily offered their canoes, which were safer conveyances. I had every reason to be satisfied with our reception, and the general behaviour of the natives. No theft of consequence was committed, nor any interruption given to our pursuits. Though nearly the whole of the ship's company were at different times on shore, yet they were never insulted, but treated with uniform good-will and kindness. Ample supplies of hogs for our daily consumption were sent to us from 'Ta-maah-maah, by the influence

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1796.  
January.



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 January.

a British seaman had over him. This man (whose name was John Young) had been resident in the island for six years. Tamaahuaah, with all his chiefs, and sixteen thousand men, had been absent on an expedition against the islands to the leeward, all of which he had conquered but Atooi. We could not therefore buy any hogs, as these chiefs had taboo'd all their property. A blind chief, whose name was Mahoa, carried on the executive power of the state under the superintendance of Young, and conducted himself with every attention to our wants. The priests at the Morai were also particularly kind to the gentlemen stationed there, and the people in general spoke very highly of Captain Vancouver. From the good impression his conduct made upon them, and the favourable sentiments inculcated by Europeans who have or now do live here, I am led to believe that any vessel may now touch at this island in safety, and be amply supplied with refreshments; as every article of European manufacture is considerably fallen in value. The cattle left here by Captain Vancouver had bred and were in excellent order: it is probable they will stock the island, as a taboo is placed upon them for ten years. The goats multiply prodigiously; I added a male and female to their number, leaving them under the care of Young,  
 with

with a breed of geese and ducks: the first lieutenant also spared them his pigeons. Some grape-vines from Port Jackson and vegetable seeds were planted and sown during our stay. Pumpkins and melons were in no great plenty, though we had excellent cabbages weighing near 2 lbs. They had been cultivated at some distance, and were brought as a present.

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January.

The thermometer on board the ship varied from  $74^{\circ}$  to  $78^{\circ}$ ; at the tents on shore it was from  $79^{\circ}$  to  $86^{\circ}$ . On the 20th January, No. 1. made the longitude of Karakakooa  $203^{\circ} 46' 45''$ , which differs only 11' from the true longitude, as settled by Captain King and Mr. Bayley; an error only of 11' in 108 days, being the time since her rate was settled by Mr. Crosley at Port Jackson.

On the 31st January at noon, N<sup>o</sup> 1. was slow for mean time at Karakakooa Bay 14 h. 31, 29, 19, and losing  $6''.594$  per day on mean time.

The variation on board ship, mean of 3 compasses,  $8^{\circ} 15' E.$

Do. on shore at the tents, by Adam's large do. -  $9^{\circ} 12' E.$

N <sup>o</sup> 1,	} East by time-keepers. Observations by the astronomer.
Pocket 2,	
Box A, 56,	
Box E, 48,	

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January.

The above account will shew what the different watches made the longitude of the Bay, by the rate that was given at Port Jackson. Arnold's box time-piece keeps so uncertain a rate as to render it usefess.

Long. of Bay  $203^{\circ} 57' 45''$  E. by King and Bayley.

Lat. of Karakakooa Bay, mean of 6 merid. alt. of sun,  $19^{\circ} 28' 9''$ . 5 N.

Mean of 13 distances of Aldebaran west of moon,  $204^{\circ} 27' 30''$  E.

February  
1st.

With a light wind from the land we run out of the Bay, leaving the American ship at anchor. By 8 A. M. it was calm, and we experienced a current setting us to the N. W. At noon we made the latitude  $19^{\circ} 31'$  N.; when the north point of Karakakooa Bay bore S.  $72^{\circ}$  E. five or six miles.

3d.

Variable winds prevented our reaching the S. W. part of Mowee before sunset, when we came to anchor off the village of Rahina, in 20 fathoms sandy bottom, distant from the shore about a mile.

As this place seemed a favourable one for procuring fruits and vegetables, we remained here till the 6th, having moderate and light winds, with a strong current setting to the N. W. The village extends two miles along the shore. Off the western point is a small reef in the direction of the village, which affords a  
landing

landing for boats or canoes within it. At each end is an excellent stream of water; but that to the west is the most convenient for ships, as they can anchor to the West of it in a fine bay with clear ground, at 5 fathoms close in. Our excursions on shore were frequent, and the natives civil. The cultivation was excellent; and the extent of ground made use of for that purpose reminded us of the scenery of our native country. There were the various productions of Tarro, sweet potatoes, melons, sugar-canes, gourds, and pumpkins, amidst groves of the bread-fruit trees and coconuts, which universally afforded us shady walking. As this village was the residence of a Chief, since dead, it had been entirely destroyed on the arrival of Tamaahmaah, and presented a spectacle of wretched hovels which sheltered the inhabitants, who occasionally lived there, till the conqueror had made a distribution of the island among his followers. No hogs were to be seen; and our supplies were in all respects inferior to our expectations. The anchorage in the bay, abreast of the river, is from 10 to 7 fathoms, in a clear sandy bottom: and ships may water here with great convenience. The ground is so clear, that it may be seen in 20 fathoms; and there are several spots within the reefs well adapted for hauling the seine. I should, from its local advantages, prefer

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fer this anchorage to any other in the Sandwich  
Islands.

6th.

At day-light we got under way, with a light air from the land; by 10 A. M. we were in the passage between Morotoi and Mowee; and  $\frac{1}{2}$  past 10, we met the strong trade-wind setting in from the East. At noon we had a fresh gale and clear weather, when the west point of Morotoi bore N.  $74^{\circ} 10'$  ten or twelve miles.

7th.

At 2 o'clock P. M. we passed the west point of Morotoi, and steered W. by N. for Wohahoo. At 5 P. M. we were abreast of the east point of that island; and at  $\frac{1}{2}$  past 6 came to an anchor in Whyttee Bay. Tamaahmaah sent off to know if he should fire his great guns in honour of our arrival; but I advised him to save his powder. In the morning he paid us a visit, attended by all his chiefs, dressed for the occasion in cloaks and helmet caps. He himself wore European clothes, with a beautiful cloak composed of yellow feathers, which nearly covered him. He made me a present of one of his dresses, and liberally offered supplies of provision and water: neither would he trouble us to send our boats, but made use of his own canoes for the purpose. We received from him

twenty

twenty hogs, and some cocoa-nuts; but roots and vegetables we could not procure.

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11th.

In the morning we got under way, and came to an anchor abreast of a small harbour called Fair Haven, in 16 fathoms sandy bottom. As my only motive for anchoring here was to make a sketch of the harbour, we employed the boats in that service for three days. It was discovered by a Mr. Brown, commander of the merchant ship Butterworth, in 1794. On the 1st of January 1795, he laid at anchor in this harbour, with the merchant vessels, named the Jackall and Prince Lee Boo, which were under his direction: the Butterworth had been previously sent home. These vessels were left in a defenceless state, as the crews were on shore salting hogs, &c.; and Mr. Brown implicitly confided in the natives, because he relied on their gratitude to him for his assisting them in their wars. The natives were fully aware of the unprotected state of the vessels, and boarded them with numerous canoes. They killed the commanders, Brown and Gordon, wounded several, and took possession of the ships. They then took them out of this harbour into Whyttee bay, where the remaining part of the crews that were on shore surprised the natives who had taken possession of the vessels, drove them overboard,

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overboard, and regained the ships, which then sailed for China. Many reasons have been given for this unhappy event; but the principals concerned in the deed having since lost their lives, there is no ascertaining the truth of it. The harbour, though of small extent, is safe and convenient, with 5 fathoms sandy bottom within the spits. It is formed by an opening through the reefs, with a clear channel, in a N. N. E. direction. The wind generally blows fresh out of the harbour, rendering it necessary to warp in, as there is not room for working. A fine stream of fresh water empties itself at the head. It bears S. 57° E. from Whytete bluff five or six miles.

14th.

Having completed taking in our water, we got under way, parting with our numerous visitors who came to us from Whytete the day after the taboo ceased. Indeed there was no inducement, as we could not procure refreshments. The situation of the natives was miserable, as they were nearly starving; and, as an additional grievance, universally infected with the itch. No cultivation was to be seen on shore; and, consequently, little prospect of their future subsistence. The attention of Ta-maah-maah was entirely engrossed by the vessel which the English carpenters were constructing for him. She was just planking

planking in the harbour as we failed, and was about 40 tons burthen. In this vessel and his boats it was his intention to proceed to Atooi, and to complete his conquests by the reduction of that island. In the valley above the harbour the decisive battle was fought, that secured to Tamaahmaah the possession of Wohahoo. Tianna was killed in the contest, with 300 of his party, who, though they came with Tamaahmaah, afterwards joined the people of Wohahoo in defence of their country. Trytooboony and Korokrahee, his brother, were the principal chiefs of Wohahoo who had escaped to Atooi. This Trytooboony was the chief who, by the assistance of the unfortunate Mr. Brown's crew, had defeated Tayo, the supreme chief of Atooi and brother to the former chief of Wohahoo. Titerec, dead some time since, was chief of Mowee, and succeeded by his son Korokrahee. I endeavoured but in vain to dissuade Tamaahmaah from his expedition. His subjects will severely lament his ambition, as it is impossible that they can ever return to the islands to the windward. It will be their fate to carry famine and disease to the territories they may conquer, where they must remain. European vessels have furnished this chief with so large a supply of muskets and ammunition, together with some 3 and 4 pounders for his boats, that he presumes his force is equal to any

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attempt; particularly as he has sixteen Europeans with him. His intention was, after the reduction of Atooi, to proceed to Bola Bola, one of the Society islands. An American vessel had left with him three natives of Bola Bola, by whose suggestions, most probably, he had resolved upon the enterprize. During our stay, excepting the taboo day, he resided on board. His wants were very great; he requested his vessel to be rigged, fitted for sea, and made proper in every respect. I assisted him as much as was in my power, but, am afraid, ineffectually. From the best information I could collect, it appeared that Tamaahmaah professed a great friendship for the English, and seemed to speak with abhorrence of the different murders which had been committed without his knowledge; and expressed his determination to prevent them in future, or punish their perpetrators. He mentioned also, that one of the men who had been accessory to the murders of Mr. Gooch and Lieutenant Hergest had been put to death by his people, and that another had escaped to Mowee. He also explained, that the men who were executed alongside the Discovery had not committed those murders, but were unfortunate beings whom the chief selected to satisfy Captain Vancouver. Tamal-moto, who had taken an American vessel some time since, was always refused

refused admission into our ship. This man openly avows he will take the first vessel he can; though he has been cautioned to avoid those of America, lest he should fall a victim to their vengeance. The other chiefs came frequently on board; and by themselves, or deputies, bartered pearls and trinkets: many were purchased, but few of any quality. The attendants of Tamaahmaah did the same. The object of all seemed to be the acquirement of every thing that was useful; and the liberality of that chief and others, so handsomely recorded by Captain Vancouver, seems to be forgotten in their present eagerness for conquest and dominion.

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The entrance of the harbour is situated in lat.  $21^{\circ} 18' N.$   
 Long. per watch, N<sup>o</sup> 1, - - -  $202^{\circ} 0' 30'' E.$   
 Variation of the compass, - - -  $9^{\circ} 40' 40'' E.$  mean  
 3 compasses.  
 Flows full and change at 3 h. rise of tide  $4\frac{1}{2}$  feet.

At noon we observed in the latitude of  $21^{\circ} 16' 45'' N.$  The mean of two meridian altitudes of the sun in Whytete bay made the lat.  $21^{\circ} 15' 35'' N.$ , and the long. per No. 1.  $202^{\circ} 3' 30'' E.$

15th.

I saluted Tamaahmaah with four guns, on his leaving us; and we made sail to the westward with a

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February.

fine breeze from the N. E. quarter. It was singular we had not discovered this harbour of Fair Haven, when we anchored here in 1792, in the Chatham with the Discovery, Captain Vancouver: we did not indeed search for one, though I remember a break was noticed in the reef as we sailed through Whyttee bay. At 6 P. M. the east point of Wohahoo bore N. 9° E. three or four miles, and we steered N. W. by W.  $\frac{1}{2}$  W. for Atooi. After running 58 miles in that course, we saw the island bearing N. W. by W. to W. three or four leagues distance. We hauled our wind to the North till 7 A. M., when the extremes of land bore from N. 27° W. to S. 30° W. off shore three miles. After passing some high rocky land, we steered more to the westward. Just to the N. E. of this land there was a small opening, seemingly favourable for anchorage, but the entrance was exposed to the trade-wind. We had 13 fathoms, after rounding the eastern point, which shoals gradually to within  $\frac{1}{4}$  of a mile of the shore. Soon after noon we came to an anchor in 29 fathoms, sandy and muddy bottom. Unfortunately for us the island was in a state of war. A chief from Wohahoo, named Taava, had taken up arms against Tamoeric, the son of Tayo, and at present possessed the district about Wymoa. The Europeans of his party came to us; and by their assistance in employ-

ing the natives, we completed our watering, which we could not effect at Wohahoo. Taava sent us a great abundance of vegetables, and forty hogs of various sizes. He himself paid us a visit, and I made him a suitable return for his attentions. We perceived several canoes under sail, coming round the east point of the Bay. These, we understood, contained the opposite party, intending to pay us a visit also. Taava instantly left us, with his attendants, on perceiving them. I sent the first Lieutenant to meet Tamoorie, who came on board in the pinnace, followed by his squadron: in one of its vessels a swivel was mounted. This young chief presented me with a small feathered cloak, and remained on board all night: in consequence, we had not any more visitors from Wymoa.

CHAP.  
II.  
1796.  
February.

We got under way with a moderate land wind, succeeded by a light sea air, on which we plied to windward. As the wind A.M. came from the North, we steered to the island of Onehow. The young chief Tamoorie and his party now left us, seemingly gratified with their presents and reception. He was very anxious to have some powder, but I resisted every application for that article during my stay among these islands. I endeavoured, but in vain, to reconcile  
the

18th.

BOOK the contending parties.—Lat. at anchor, mean of  
 I. 2 merid. alt.  $21^{\circ} 56' 18''$  N. Long. No. 1.  $200^{\circ} 12'$   
 1796. 48" E.  
 February.

19th. We passed the S. E. point of Onelhow in 35 fathoms; observed in the latitude of  $21^{\circ} 45' 50''$  N., when the S. E. point bore N.  $77^{\circ} 30'$  E. two or three miles, the extremes to the N.  $10^{\circ}$  W. We steered along shore, and at length came to in Yam Bay at 2 P. M. in 29 fathoms, coarse, sandy bottom. Some canoes came off the next day bartering yams, potatoes, water-melons, and pumpkins: our boat also in the evening arrived laden with roots. The weather from the South occasioned a great swell in the Bay, and prevented us from receiving the supplies we had been promised. However the boat went on shore with the European who had accompanied us from Atooi for the purpose of collecting yams. But nothing being ready, we got under way and stood out to sea. The wind increased, and we had rain with strong squalls that split the main-topfail. After hoisting in the boats and securing the anchor, we stood in shore and bent another main-topfail. The European returned on board, saying every thing was ready; but the surf was so great that canoes could not reach us without risque. I therefore gave up  
 the

the idea of anchoring, as there was no probability of doing so while this wind continued, which seemed likely to be the case. The European now left us in his canoe with some recompense for his attentions: this man had been transported to Botany Bay, and came from thence in an American brig called the Mercury; he deserted from her at this island, and is much courted by Taava, whose cause he has preferred to that of the young chief Tamoerrie.

CHAP.  
II.  
1796.  
February.

The lat. at anchor in Yam bay was  $21^{\circ} 51' 28''$  N. mean of 2 sextants.

Long. at do. per N<sup>o</sup> 1, -  $199^{\circ} 37' 24''$  E.

Variation of the compass, -  $10^{\circ} 54' 29''$  mean of Adam's and N<sup>o</sup> 3.

Walker's compass could not stand steady, on account of the ship's motion.

## CHAP. III.

*Departure for Nootka Sound.—Search for the Island of Donna Maria Lajara.—Maquina's Visit at Nootka.—Intelligence of Captain Vancouver.—Stage raised on Shore by the Carpenters, for repairing the Ship.—Excursion to Ship Cove.—At Anchor in Juan de Fuca's Inlet.—Sir Francis Drake's Station 1579.—Arrival at Monterey.—Plan adopted for the Voyage.*

BOOK  
I.  
1796.  
February.  
22d.

**W**E sailed for Nootka Sound. The ship's crew was generally healthy, excepting those who were infected with the venereal disease, contracted at the Sandwich Islands. The symptoms of this disorder were not very violent.

25th. We altered our course to the West, intending to search for an island called Donna Maria Lajara, said to be discovered by a Spanish ship, the Hercules, in 1781; and laid down in Arrowsmith's charts, from the authority of Mr. Dalrymple. The centre of it is situated in 28° 30' N., and in long. 202° 30' E. By the chart it is of considerable extent, in a north and south direction. The afternoon sights for the watch made

our

our long. at noon  $204^{\circ} 1' 30''$  E.; and we could see half a degree to the East. There was a large swell in that direction, but no indication that could induce us to suppose there was land in that quarter. Captain Cooke's track, on his return to the Sandwich Islands, was in  $206^{\circ}$  E.

CHAP.  
III.  
1796.  
February.

We had now run and seen  $5^{\circ}$  of long. nearly from  $200^{\circ}$  East to near  $205^{\circ}$  E., in the parallel of  $28^{\circ} 30'$  N.: the situation of this island must therefore be to the East or West of the above longitude; most probably to the East of  $206^{\circ}$  E., as Captain Cook passed the parallel in the long. of  $200^{\circ} 15'$  E., and many other navigators to the westward of that longitude. I therefore did not think it necessary to cross their tracks, but altered our course to North with a fine breeze at E. S. E.

26th.

Variations.  
P. M.  
 $N^{\circ} 3. 10^{\circ} 39'$   
E. Adams  
 $13^{\circ} 1'$  E.

We steered N. E. by N.; the wind at South. A large swell from the S. E. quarter obliged us to pump the ship every two hours. At midnight the wind shifted to the N. W., and moderated gradually, bringing on fine weather.

27th.  
Variations.  
A. M.  
Azimuth  $N^{\circ}$   
 $3. 12^{\circ} 56'$   
Adams  $14^{\circ}$   
 $48'$  E. Infp.  
 $13^{\circ} 30'$  E.

After a succession of variable, and latterly of very damp weather from the 26th ult., we tried for found-

March  
15th.

“

ings



BOOK  
I.  
1796.  
March.

ings with 100 fathoms of line; and at 8 A. M. saw the land about Nootka bearing N. N. E. When we observed in  $49^{\circ} 9' 42''$  N.; lat. account  $49^{\circ} 22'$  N. long. ditto  $233^{\circ} 17'$  E. Point breakers N.  $8^{\circ} 10'$  four leagues, and the extremes of land from N.  $28^{\circ}$  W. to N.  $58^{\circ}$  E. Port San Raphael N.  $35^{\circ}$  E.

The wind fixing at N. N. E. we anchored in 34 fathoms. The whole country being covered with snow, had a most desolate appearance. I sent an officer into the cove for intelligence, who returned at noon, and reported there were no vessels in it; and that the spot on which the Spanish settlement formerly stood was now occupied by an Indian village.

17th.

The wind shifting to the West we got under way, and anchored in the Sound at 50 fathoms. Macquina, the chief of Nootka, paid us a visit here: he and Clupanutch, another chief, brought me several letters, dated March 1795, which informed me that Captain Vancouver sailed from Monterey the 1st December 1794, for England; and that the Spaniards had delivered up the port of Nootka, &c. to Lieutenant Pierce of the Marines, agreeably to the mode of restitution settled between the two Courts. A letter from the Spanish officer, Brigadier Alava, informed me of  
 2 their

their sailing in March 1795, from hence. In the evening we had calm weather, affording us good shelter between an islot and the shore of Nootka, where the ship was made steady with lawfers, and laid in 7 fathoms water. On an examination of the harbour, we found the beach perfectly convenient for laying the ship on shore; we therefore shifted our birth, and warped into Mawince harbour. At low water we had  $3\frac{1}{2}$  fathoms, and were protected from all winds.

CHAP.  
III.  
1796.  
March.

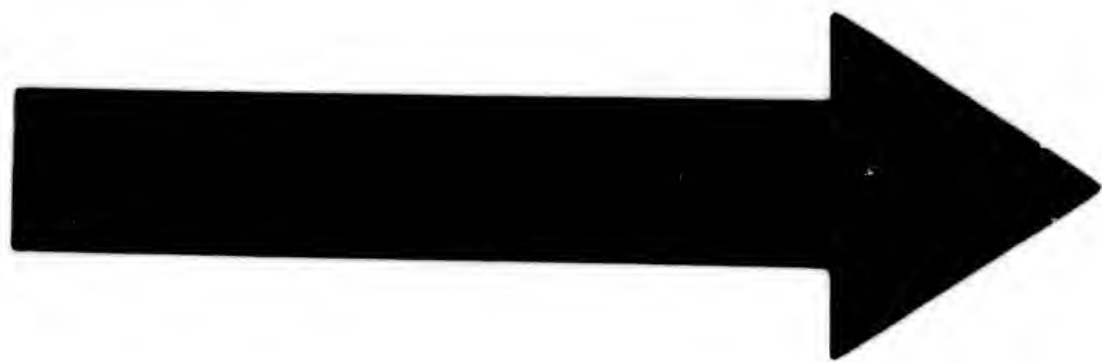
Our tents were fixed opposite the ship, and provisions sent there with a guard. In the course of the week our anchors, cables, and 14 guns, were also landed on a convenient siage, which the carpenters had made for that purpose.

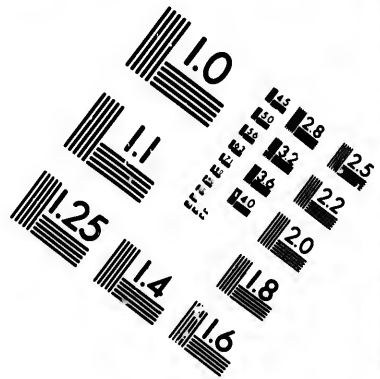
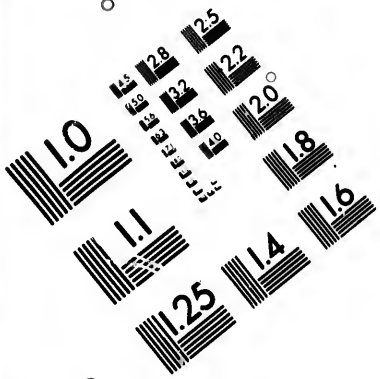
22d.

We visited the Sound to the eastward, while another party went to Nootka, where they met with the Lady Washington brig. She had been out 31 days from the Sandwich Islands, and she arrived at this place with the intention of repairing her leaks. Her appearance gave us great pleasure, as we could mutually assist each other.

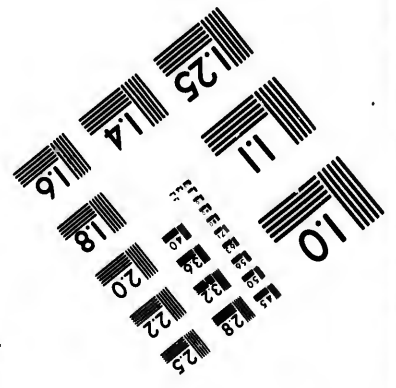
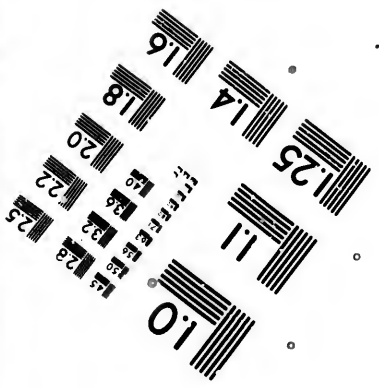
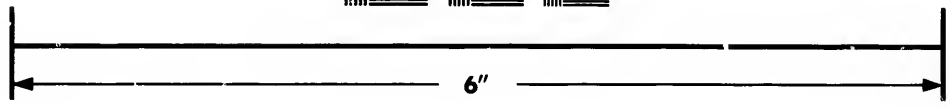
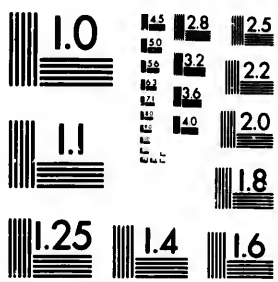
April 10th.

*Friendly Cove*





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14557  
(716) 872-4503

1.5 1.28  
1.8 1.25  
2.0 1.22  
2.2 1.18  
2.5 1.15

1.0

BOOK  
I.  
1796.  
April 14th.

Fine weather enabled us to prepare the ship for heaving down, as it was impossible to get at the leak which had troubled us so long by any other means.

16th. The Lady Washington came along-side; into her we put our spirits, hops, and perishable stores, fitting our capstern on board of her.

18th. The carpenters completed a wharf, ninety feet in length and twelve in height, from which was suspended a stage forty feet in length, for the purpose of relading the ship.

20th. We had fine weather, which enabled us to clear the ship of the coals and shingle ballast.

We hove out the larboard side as low as the garboard streak, found 14 feet of the false keel carried away, and plugged up a bolt-hole in the streak, whence the leak was supposed to proceed. In the carpenter's opinion, no bolt had ever been drove through the planking to the floor timber, as the augur hole boring remained perfect; nor was there any appearance of decayed iron. The thinness of the copper which covered it had  
cracked

cracked round the hole, and by that means the water was admitted. It was also exactly in the same place the carpenters had supposed, on examining the timbers, and whence the coming in of the water was perceived. Indeed there was no other part of the bottom of the ship that appeared to be bad: the copper looked well, though in some parts much worn. Another bolt below the forechains, was decayed through the planking; and that part which remained indicated that it had been corroded by the copper. The ship was righted; and four pumps continually worked for three hours, besides bailing with buckets, to free her from the water that had flowed in through her upper works, whilst lying down on the careen. Her draught of water was 9 feet 3 inches forward, and 10 feet 3 inches abaft. When the ship was hove out, only 15 chaldrons of coal and one ton of bread were left in her. The stage was taken in from the wharf, the vessel cleaned throughout, and the store-rooms and magazines well dried. Windy and rainy weather for several days impeded our operations, though in time we received our iron, ballast, &c. Soon after we cleared the Lady Washington brig, and she hauled from us.

CHAP.

III.

1796

April.

We

BOOK  
 1.  
 1796.  
 May 1st.

We made an excursion to Ship Cove where Captain Cook remained on his first entering the Sound during the month of April; we seemed to have experienced similar or rather worse weather at the same time of the year. We could discover no vestiges to prove that any ship had ever been there since. During a succession of uncertain weather for some time, at another of favourable days till the 21st inst., we reladed our ship and completed our watering: when we left Nootka where we had an opportunity of examining the state of the ship, repairing the leak, and making her in every respect better fitted for the voyage.

The soil of Nootka is generally of a thin consistence, chiefly composed of a stratum of coarse gravel, and over that another of decayed vegetables. The country is covered with large trees, with a considerable quantity of brush-wood growing below, producing wild raspberries, &c. Of quadrupeds there are the sea and land otters, grey foxes, bears, deer, and the lynx, together with raccoons, squirrels, &c.: the wild fowl abound in vast quantities. The *corvus iristatus*, which I believe is only found in North America, is also to be met with here. Whales are frequent-



TO THE NORTH PACIFIC OCEAN.

55

frequently seen on the coast, and of common fish there are salmon, cod, flounders, &c. On fish the natives chiefly exist, and on vegetables.

CHAP.  
III.  
1796.  
May.

We observed in lat.  $49^{\circ} 19' N.$ , Point Breakers bore  $N. 33^{\circ} E.$  three or four miles. The point of Nootka Cove, together with a wooded one to the N. W. of Point Breakers bore  $N. 28^{\circ} W.$  five leagues. This estimation will place Point Breaker in lat.  $49^{\circ} 21' 35'' N.$  mean of two sextants. The astronomer made the lat. of the observatory  $49^{\circ} 39' 39''.7 N.$  long. from 90 distances on each side of the moon  $233^{\circ} 25' 11'' E.$

21ft.

At anchor in the bay of Nunez Gaona; inlet of Juan de Fuca. The ship was surrounded with numerous canoes laden with halibut and cod, which abound on a bank that bears about W. by N. three or four leagues from Tatouche Island. By having less swell at that time, I rather suppose we had passed over the southern part of it, as several canoes still remained fishing to the North. We run in three miles, hoisted the boat out, and hauled our wind to the southward, but the flood-tide setting in very strong, caused overfalls through the passage. The boat got 13 fathoms within

23d. *Peak is*

BOOK

I.

1796.

May.

within 50 feet of the rock, but further from it there was no bottom with 50 fathoms. This rock is in the same bearing with the centre of Tatouche Island and Cape Claffet N.  $56^{\circ}$  W., and S.  $56^{\circ}$  E. about  $\frac{1}{4}$  a mile, and bears from the island of Nunez Gaona S.  $80^{\circ}$  E. about six miles or a little more. We passed within a mile of the Claffet shore, and at 4 P.M. came to an anchor in the entrance of the bay at 12 fathoms. The western extreme towards the Cape bore S.  $80^{\circ}$  W., and the north point of the island which forms the bay N.  $70^{\circ}$  E., off shore nearly a mile. It was in this bay that a Spanish ship remained 4 months, 1792. There is good anchorage in it, plenty of wood and water, with an extensive beach for hauling the seine. Off the island are several reefs of rocks showing themselves by the weeds, with a good passage between them and the main carrying  $5\frac{1}{2}$  fathoms. The N. W. part of the island is in lat.  $48^{\circ} 22' 43''$  N., and long.  $235^{\circ} 15' 45''$  E.; var. per amp.  $22^{\circ} 34'$  E. If Duncan's rock is kept well on the Claffet shore, and the island open with it, there is a clean passage to the northward of it, where the bay may be entered with safety, and the anchorage chosen at pleasure. It flows at full and change 1h. 30m., rise and fall of the tide about 10 feet. There is little or no tide in the bay,

but

1177<sup>th</sup>

but without it runs strong, and causes a rippling which breaks when it blows fresh against the stream.

CHAP.  
III.

1796.  
May  
24th.

In the morning we weighed with the ebb, and at noon Tatouche Island bore S. 30° E. two or three leagues.

At  $\frac{1}{2}$  past 5 P.M. we stood towards the island, which at 6 P.M. bore S. 5° W.; at 8 P.M. it bore S. 7° 10' off the north shore three or four miles. On approaching the island we had no ground with 100 fathoms. At 4 A.M. Tatouche Island bore S. 25° E. three leagues, we had 65 fathoms, and 56, 53, and 37 to 8 fathoms when Cape Claffet bore S. 43° E.: N. extreme N. 58° W. At noon the weather was thick and calm: three or four miles from the shore.

25th.

A light breeze from the S. W. quarter carried us to the S. E. nine miles, when the island of Nunez Gaona bore S. 85° E.; Cape Claffet S. 65° W. and Tatouche Island S. 77° E. three miles: we had no soundings. When the Cape bore S. S. E.  $\frac{1}{2}$  E. the pinnacle rock without it appeared very remarkable. At 8 o'clock we tacked, and having run  $4\frac{1}{2}$  miles N. W. by N. we had 43 fathoms coarse gravel and coarse sand, but as we shoaled our water the coarse ground decreased.

26th.

BOOK

1.

1796.

May 27th.

Our soundings were at 34 fathoms, and our distance from the north shore about five miles. At 8 P. M. the Cape bore S.  $46^{\circ}$  E., and the N. extreme towards Berkeley Sound N.  $64^{\circ}$  W. At 8 A. M. the Cape bore S.  $56^{\circ}$  E., and the N. extreme N.  $65^{\circ}$  W. At  $\frac{1}{2}$  past nine we were five or six miles from the shore, increasing our soundings from 34 to 35, 48 and 42 fathoms: small stones in the former, in the latter shells intermixed with stones. At noon the observation made the lat.  $48^{\circ} 32' 10''$ ; the meridional altitude being  $62^{\circ} 38'$ . Cape Classet bore S.  $70^{\circ}$  E. about four leagues: island of Nunez Gaona S.  $82^{\circ} 30'$  E. Extreme of the land towards Berkeley Sound N.  $62^{\circ}$  W.

28th.

By keeping the island open with the Classet shore, there is a good mark for being on the bank; and soundings may be carried close home to the north shore.

June 4th.

We steer'd S. E. by E. and E. S. E.; half past 9, saw Punto de los Reyes in that direction. We passed within a mile of it, carrying regular soundings. At  $\frac{3}{4}$  past 7 we came to an anchor in 15 fathoms, when the Punto de los Reyes was just shut in with the S. E. point of Sir Francis Drake's Bay, bearing S.  $81^{\circ}$  W.; River entrance, N. by W.; and the extreme, towards  
Port

Port Francisco, bore S.  $81^{\circ}$  E., our distance from the point of bay being about a mile and a half. At noon, observed latitude was  $37^{\circ} 58' 46''$  N. With two boats we explored the shore, where I conceive the place is in which Sir Francis Drake anchored 1579. We explored it to a remarkable sandy patch, bearing N.  $60^{\circ}$  E., from the ship four or five miles, and found no opening except the river. A bar broke entirely across; we had no more than 9 feet in passing it, and it did not appear safe even to venture a boat there. Herds of deer were seen feeding on the hills and in the vallies; and a communication commenced between us and the natives, who were walking on the shore. The surf prevented our landing; but one of the sailors swam to land, presenting them with knives, trinkets, &c. with which they were highly gratified. They were stout well made men, darkly coloured, and perfectly naked. The women were in some degree clothed.

This bay affords good shelter, except from the easterly winds; but the sea cannot be very great even with them, as they blow over the land about San Francisco. There is anchorage here, when the south point of the bay bears S.  $50^{\circ}$  E. off shore.

CHAP.

III.

1796.

June.

BOOK  
I.  
1796.  
June 5th.

At 1 P. M. we got under way, and steer'd S. E.  
At 6 P. M. we were within two leagues of the land,  
to the south of Port Francisco; but we could not see  
the entrance, on account of the haze or the rocks  
which lie to leeward, called Farillones. At half past  
7 P. M. the extremes of the land bore from N. 21° E.  
to S. 76° E., off shore about nine miles.

About 9 P. M. we had the misfortune to lose  
Patrick Sherry, seaman: by accident he fell from the  
mizen-top upon the deck, and was killed instantly.  
This was the second casualty of the same kind that  
had happened to us since we left England. He was  
the only man who did not volunteer for the service, as  
he was sent on board the flag-ship at Plymouth by the  
civil power, whence he came to us.

At half past 1 A. M. it blew strong, with a great  
swell of sea; at half past 4 A. M. we wore and steer'd  
E. N. E. for the land; at 6, we saw it bearing N. 48°  
E. five or six leagues. At 9, being well in with the  
land about Punto Nuovo, we stood to the S. W. in  
hopes of an observation, as I did not think it right to  
run into the bay with the wind blowing hard at N. W.;  
and I could not distinguish Point Pinos. We ob-  
served

ferred in latitude  $36^{\circ} 45' 32''$ , alt.  $75^{\circ} 38' 40''$ , and saw the point bearing S.  $73^{\circ}$  E. four or five leagues. We steered east for the bay of Monterey; at 3 P. M. came to an anchor in 11 fathoms, and moored ship, after saluting the fort with 11 guns, which was returned with an equal number. Presidio bore S.  $13^{\circ}$  E.; and the flag-staff on the fort, S.  $30^{\circ}$  W. half a mile from shore.

CHAP.

III.

1796.

June.

We remained here a fortnight, and were most amply supplied with excellent fresh beef, mutton, vegetables, and milk. The crew was also served with spruce beer. The Governor, Signor Don Diego Bricca, a colonel of cavalry in the Spanish army, was absent on our first arrival; but he returned two days after, when I requested of him to erect a tent for the astronomer, for settling the rates of the watches, which he refused to grant, saying, that his orders were to relieve our absolute want of necessaries, but in no other instance were they allowed to assist us. We were prevented either from riding or walking into the country; nor did we receive the least civility or attention from any officer in the settlement. There was no intercourse between us scarcely: they did not visit our ship, or we intrude on their society. So unfocial was their conduct, that I thought myself justified in not saluting the

BOOK  
I.  
1796.  
June.

the fort on our sailing, though it was evident that they expected the compliment, from the preparations they made there. Excepting this fort, which is very incomplete, there being only eleven guns mounted en barbet twelve-pounders, I saw no difference in the place since I was here in 1793. They complained much of the dryness of the season, which was very evident from the arid state of the country. The water we procured was obliged to be rolled down near half a mile, which gave us much trouble. We bought some bushels of Indian corn: they had no flour; and, exclusive of their cattle and sheep, the other articles we purchased were very expensive: vegetables alone, during our stay, cost 40 dollars. The weather was continually foggy; the wind westerly, but generally fell during the night.

Although in the midst of summer the air was generally cool, and skies pleasant both morning and evening, the sun seldom appeared to enliven the scenes of beauty which the surrounding country presented. I received one present of a bullock with vegetables, from the Fathers at the mission of St. Carmelo; but the rigid conduct of the Governor prevented them from sending any more. They were the same hospitable priests whom I met with in 1792. Several species



species of fruit, such as peaches, nectarines, plums, apples, and grapes, abound here. The country is pleasingly diversified; though, except in the vallies where the gardens are cultivated, the soil is rather dry and sandy. The inhabitants are stout and well made, stupid in look, and of a dark colour like those of New Holland. They are excellent marksmen with the bow and arrow; and their basket-work shews no small share of ingenuity. The watches shewed the longitude of Monterey as follows:

CHAP.  
III.  
1796.  
June.

N° 1,—238° 49' 6"	} True long. is 238° 25' E. by Capt. Vancouver.
2,—238° 30' 36"	
56,—237° 26' 16"	
248,—238° 25' 27"	

N° 1, flow for mean time at Monterey, June 17th at noon,  $16^{\circ} 30' 35''.78$ , and gaining from five days rate  $6''.582$  per day on mean time. N° 248, flow for mean time at Monterey, June 17th at noon,  $1^{\circ} 39' 4''.73$ , and gaining from five days rate  $14''.625$  per day on mean time.

The other watches, N° 2 and 56, I delivered to the Governor, with some nautical instruments, &c. who was authorized to receive them by Don Juan de la Bodega y Quadra, my late much valued and la-

BOOK

I.

1796.  
June.

mented friend. I most sincerely regretted his loss, and was much hurt to deliver to his executor what I hoped to have done to him in person.

It was now necessary I should come to some determination respecting my future proceedings. My orders from the Admiralty were, that I should survey the southern coast of the south-west part of South America, upon the idea that Captain Vancouver, who had similar orders, would not be able to fulfil them. But as I now had certain intelligence that he had left this port eighteen months before, and that both the ships, Discovery and Chatham, under his command, were in a good condition, I had not the smallest doubt of his ability to comply with his instructions; particularly as I had information of his sailing from Val. Paraiso, in lat. 33° S. for that purpose. As this was the case, my proceedings in future depended upon my own discretion; and I wished to employ his Majesty's sloop, under my command, in such a manner as might be deemed most eligible for the improvement of geography and navigation. I therefore demanded of the officers their sentiments in writing, respecting the manner in which these discretionary powers allowed to me might most effectually be employed. The result of their

their opinions, I was happy to find, coincided with my own, which was to survey the coast of Asia, commencing at the island of Sakhalin, situated in 52° N. lat., in the southern part of the sea of Ochotz, and ending at the Nanking river in 30° N. lat. My intention was also to complete the survey of the adjacent islands, viz. the Kuriles, and those of Jeso and Japan, left unfinished in Captain Cook's last voyage. I thought such a survey would be very acceptable to geographers; for the limits of both the continents of Asia and America would then be known as far as navigation was practicable, and a knowledge of the Northern Pacific Ocean would be completed. Another reason for my undertaking this voyage was, that as yet the astronomer had met with no opportunity of complying with his instructions from the board of longitude, in making observations and ascertaining unknown places, our line of navigation having hitherto led us to follow the track of Captain Vancouver. In any other part of the Northern Pacific Ocean there appeared little to be done, except that of settling the position of a few islands, in themselves of little consequence; but a survey of the coast of Asia and the adjacent islands, promised to be of more service to the science of geography than

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that of any islands left unexplored in these seas. As this survey could not probably be completed before the middle of the year 1798, I proposed spending my time in that pursuit till Christmas, then to go to Canton for stores and provisions, and to continue the survey early in the year.

## CHAP. IV.

*Passage from Monterey to Owyhee.—Arrival at Wobahoo.—At Wymoa Bay, Atooi.—At Onehow.—Inhuman Murder of two Marines by the Natives of the last Island.—Departure for Japan.—Visited by some Inhabitants of I-su.—Anchor in Volcano Bay.*

ON the 20th June we sailed from Monterey bay in California, having left to the care of the commanding officer there, a packet of letters containing an account of our proceedings since we sailed from Port Jackson in October 1795. This packet was addressed to Evan Nepean, Esq. Secretary to the Admiralty. In our route to the Sandwich Islands, we searched for the islands of Paxaros or Bird Island, and that of Donna Maria Lazara unsuccessfully, and on the 6th of July after a favourable passage, anchored in Karakakooa bay.

My inducement for stopping here was to ascertain the rate of the time-pieces, and to complete taking in our water till we departed for the coast of Japan.

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On our arrival the taboo had existed for four days, and continued to the 10th; when our tents were pitched in their old situation near the Morai. We commenced our different employments for the completion of our water, and the regulation of the time-pieces. The ship was soon surrounded by numerous visitors, who were much rejoiced at our return; and it being Sunday, after divine service was performed, our people had permission to amuse themselves on shore. The following day we began filling water, which was brought in calabashes by the natives from the hills distant four or five miles, for which they were paid 100 nails per hoghead: this mode of procuring water soon became too expensive for our stock, and we were unable to complete it. Owing to the cloudiness of the atmosphere, the astronomer could seldom see the sun, and as we were contented with the altitudes he had already made, we did not wish to be detained any longer, and therefore struck the tents on the 22d. In the mean time the ship had been painted and fitted for sea: we sailed out of the bay the same evening. We experienced during our stay in the bay the same kind attentions as before, and were amply supplied with hogs and vegetables. In return we gave them sheets of copper, iron hoops, and  
and

and nails. The ducks we left had bred, and the cattle left by Captain Vancouver had much increased in number. The garden seeds had failed through inattention; some roots of horse-radish were in high vegetation, and the cabbages were reported to us as flourishing considerably in the interior, together with some other plants; but we did not extend our walks far enough to see them. Goats were in great plenty, and many of the sheep had bred. The English seaman, John Young, who went with me to the island of Wohahoo, had returned, but Tamaahmaah and all the chiefs were still to the leeward. Their absence had much increased the power of a chief named Naametchaw (Tianna's brother), who was in a state of revolt, and acquiring by degrees the whole island. He now possessed four out of its six districts, and was approaching near to Karakakooa, where there was little chance of resistance, as the people were averse to fighting, having no chief in whom they confided to lead them on: indeed the only person of that rank was Mahooa, who had lost his eye-sight. He wished much to go with us to Wohahow, that he might explain what had happened to Tamaahmaah, but the people, having no other chief, would not permit him.

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In the last skirmish with the rebels an European was killed, and their leader vowed vengeance against the four who still remained on the side of Mahooa. It appeared extraordinary that Tamaahmaah should neglect his own island, and leave it exposed to any usurper; but it was still more singular, that while a chief of Atooi was taking possession of Owyhee, he was preparing to invade the very island from whence this usurper and his brother Tianna came. Such was the absurd conduct of this chief; who was ruining himself and his friends by his ambition, yet, at the same time, afraid to send any of them to Owyhee, lest they also should side with the revolters. A constant jealousy of each other's power seems to be universal amongst the South-Sea Islands. No vessel had been in the bay since we left it: every thing was plentiful. The people were generally affected with the itch, but triflingly so with venereal complaints.

It was on the morning of the 25th that we arrived at Wohahoo, and waited in Whytete bay for Tamaahmaah to come on board. At noon he was with us, attended by several chiefs, in a large sailing boat from the harbour of Fair Haven. This boat was built by the Europeans living in this island, and was intended for the attack of Atooi; but as that scheme



for the present was given up, the chiefs determined to return to Owyhee. They had, however, endeavoured to reach Atooi, but the weather was too boisterous for their canoes; and the revolt at Owyhee caused an alteration in their plans for the present. The island, in respect to provisions, was worse than ever, for all the hogs had been destroyed when the inhabitants left it to go to Atooi; and we could procure no vegetables, as they had perished through neglect of cultivation. This scarcity had caused the destruction of many of the unfortunate natives, who, through absolute want, had been induced to steal whatever came in their way. For these thefts they were murdered by the chiefs in the most barbarous manner, and many were burnt alive. It was computed that Tamaahmaah had lost six thousand of his people by the conquest of this island, and subsequent calamities. As the vessel built in the harbour by the Europeans was not quite complete, Tamaahmaah was very anxious I should leave with him every necessary article for her equipment, even to guns and powder. I presented him with several things much more useful; and we parted in the most friendly manner, with his permission to make a settlement on any of the islands I pleased.

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Wohahoo seems most favourable for a first establishment, on account of the harbour; and in Whytete bay, to the westward of Fair Haven, is another which is formed in a large basin when the reefs are passed. Pearls of a good quality and size are collected in this basin. The island of Owyhee has also two or three harbours, but they can only receive small vessels. The best of them is in the district of Ahudo, on the east side of the island, of which the entrance is formed by a reef that, Captain Cook says, in some degree endangered his ship.

25th. In the afternoon we parted with our friends, making sail for the island of Atooi, where I purposed to complete our water. On the following day we anchored in Wymoa bay, in 23 fathoms; the extremes bearing from S. 60° E. to N. 72° W., off shore 1½ mile.

26th. Early in the morning we commenced taking in our water; but the natives strongly maintained it was private property, and that we should not take any away unless we paid for it with powder. When their resolution was reported to me, I sent an armed force to protect the watering party, and to convince the natives that I was determined to take what they would  
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not grant voluntarily. In consequence of this measure no further objection was made: some of the inhabitants, who assisted us in filling and rolling the casks, were paid for their trouble; and our watering was completed in twenty-four hours.

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This island, since we last touched here, had been entirely conquered by a chief, named Teavce, grandson to Peroranec. The deposed king, Timoree, lived with him, divested of all power. We saw nothing of them, as they were on the other side of the island, under some restrictions of the taboo: but we understood, orders had been sent over to prevent the selling of any article, unless we paid for it either by musquets or powder; of course we made no purchases. A ship from Bristol, called the Ruby, had bought hogs at this price, and was the only vessel that had touched here since our departure, except the Lady Washington brig. On the evening of the 27th, an European came on board, who said, a person would come the next day from the Chief, with directions to supply us with provisions, who had no objection when he knew it was our ship which had arrived. As I did not believe this man's account, I thought it useless to wait; but desired him to follow us to Onchow with whatever provisions he could procure.

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In the morning we got under way, and made sail for the island of Onchow, where we anchored in the afternoon at Yam bay, in 15 fathoms sandy bottom; the extremes bearing from N. 29° E. to S. 10° E., one mile and a half from the shore. As I intended to remain here but 48 hours, for the purpose of procuring yams, I sent the boat on shore after breakfast, with a small tent, and three armed marines to protect the articles they might procure, which I thought would be abundant, as we had purchased but few on board. In the evening I landed, and was sorry to find so small a collection: willing, therefore, to make it larger, I walked to some of the plantations, but was told there was a general scarcity over the island. On my return, I met with a party which had just come from Atooi, and with them Tupararo, the man who was directed to follow us, that he might supply us with provisions. I enquired after Hughes, the European. Tupararo assured me he would join us in the morning, when we should have plenty of yams and potatoes; begging me at that time to come on shore, and to bring with me, as a present to him, some red cloth. I told him, the boat would be on shore to bring off the tent, &c. when he might come on board to receive his presents. The midshipman went on board at sunset, and I walked along shore to the South, where the pinnace waited

waited for me about one mile distant. Only one of the natives accompanied me ; and I walked unmolested, meeting several of the inhabitants, till I reached the boat, which was further off than I had imagined. As I had visited this island twice before, and many of the officers had made shooting parties in the interior without any interruption, I had not the least fear for my own safety ; but the unhappy event which took place the next day will shew my fortunate escape.

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In the forenoon I received some yams from an elderly man, who, it was said, was father to Teavee : I also received some provisions from Tupararo, who left the ship with a design, as he said, of sending me more. The cutter was ordered to bring whatever he might have to send ; and the mate was commanded to go on shore with two marines properly armed, another man to barter, and the boat's crew with a midshipman to remain off at a grapnel. They were stationed so as to assist in case of need, to be upon their guard, and, if any thing occurred, to make a signal. They had not been gone an hour when I was acquainted by the officer on deck, that most of the canoes were gone on shore. I therefore gave directions for the boat's signal to be made : it was then eleven o'clock ; we saw them strike the tent, and im-

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mediately after heard a firing from the boat. As no signal was made, I thought this firing was intended to recall those who were absent; but soon after, the signal was hoisted for the pinnace, when I sent an officer with marines to their assistance. On the return of one of the boats, I heard with much concern that the two marines were killed; and that the mate, with the botanist, who went to barter, had escaped with the greatest difficulty. The pinnace remained on shore to protect the dead bodies from the natives, who seemed anxious to get them, though they were sunk below the surf. As this unhappy transaction took place without the smallest provocation on our part, I consulted with the officers on the measures necessary to be pursued. Their advice was, at all events to prevent the natives from getting the bodies, and for us to proceed to Atooi, where, by getting some of the chiefs in our power, we might oblige them to deliver up Tugararo, and the other principals in these horrid murders: we also thought it necessary to make some example on the spot. The boats were therefore manned, and directions given that the marines should burn every house, canoe, and plantation, within a mile from the beach where the boats were, and should return before sunset. As they went we heard some firing from the pinnace, which occasioned the boats to land without

without resistance. The natives took care to keep out of the reach of the shot; or if they were near, to drop down on seeing the flash, and then to run away. The houses were soon in flames, and sixteen canoes on the beach were burnt or destroyed. All this time the natives assembled in great numbers, armed with spears: two of them had the ill-fated marines' muskets and accoutrements. As our people advanced they fled, and so prevented any personal atonement for their treachery. In the mean while, the bodies were found in about 9 feet water. At 3 P. M. Mr. Mudge returned, when the natives immediately rushed into the water, searching for the bodies, and found the grapnel our people had lost in the attack.

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Of all the murders that have been committed in these islands, this seems as unprovoked as any. The cause of it I cannot account for; but the manner of committing it was related to me in the following manner, by Mr. Cowley, the mate, and the botanist, Alexander Bishop, who escaped. The mate, on seeing the signal, ordered the boat in, and struck the tent. The marines unfix'd their bayonets; and one of them gave his firelock to the botanist, while he put the tent in the bag. At this instant, while they suspected no danger, the botanist was knocked down from behind; and Tupararo run  
away

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away with the musket, which the botanist had dropped. The marines were served in the same manner. After they recovered themselves, there was not time to fire the remaining musket, as the natives pressed upon them with the greatest eagerness on their retreat to the surf. The mate reached the boat in safety, and the botanist escaped by stabbing a man in the water who had seized him; but the ill-fated marines, incumbered by their accoutrements, were murdered in the water by the savages. On examining their bodies, one appeared to have received several stabs with his own bayonet; the other, who could not swim, had got a violent contusion on his head, and seemed to have been drowned. They were taken up perfectly naked, excepting some few fragments of their trowsers.

During the time of the massacre the boat, by the midshipman's account, was within fifty yards of the shore, and her crew were pulling in, whilst a part of them were keeping up a constant fire with two muskets; nevertheless they could not save these poor fellows from the fury of the natives, and only wounded one man out of twenty who followed them into the water. I am afraid they were in too great a confusion, and the boat too far from the shore to

give



give the assistance that was necessary on such an unfortunate occasion. Had the boat been placed as I directed, about one hundred yards from the tent placed on an eminence, it would have been a certain resource; for had the natives rushed down the bank, they would have been exposed to its fire. It is therefore most probable the boat was farther distant; for the mate, though he could swim very well, called to them that if they did not pull in more he should be drowned, and when he reached the boat the grapnel rope was then cut having 25 fathoms out, and the wind was from the land. He found them in confusion, and desired the signal to be made to the ship, which the midshipman had neglected doing. The natives fired some musquets at the pinnace, whose balls went through her; but a shot or two from her swivel dispersed the crowd, and all was quiet. It was extraordinary that the two women, Rahina and Timarro (whom Captain Vancouver brought from the N. W. coast) should have come with us from Atooi, when Tupararo was the husband of the first, and whose child had been sent on board that we might see him. They were much alarmed, and desired to be sent on shore; which request we complied with, giving each a letter, begging they would entrust them to the first vessel that arrived there, but upon

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no account to let them be seen by the Europeans at Atooi.

We were anxious to reach Atooi before the melancholy news could arrive there, but the wind being East was directly opposite to our course. This was unlucky, for we could not suppose those at Atooi who were privy to the transaction, would trust themselves on board, it being our opinion that the scheme was concerted at that island, and Hughes the European had knowledge of it by his not coming with Tupararo. I was therefore obliged to give up the idea for the present, intending to take the chance of a favourable wind, should it have happened in a few days, and in the meanwhile to settle the situation of Bird and Montague Islands. We therefore made sail for that purpose, steering W. by S. The island of Orehoua is in lat.  $22^{\circ} 02' N.$ ; long.  $199^{\circ} 50' E.$

August 1st. At 6 P. M. we saw a small island bearing S.  $65^{\circ} W.$  about twelve leagues. At 10 we hauled our wind, and remained plying under our topsails till day-light, when the island bore S.  $62^{\circ} W.$  seven or eight leagues. We made sail in that direction, at noon we passed it within two miles, when it bore from

S. 23° E. to S. 41° E., and we had 25 fathoms sandy bottom. It is not more than a mile in extent in any direction, rising abruptly to a considerable elevation at each extreme, and low in the middle. It appeared inaccessible to boats, and inhabited only by various sea-birds, who made their nests in its perpendicular cliffs.

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This island was seen in 1789, and is well described and placed by Captain Douglas. The charts make two islands near this situation; we could only see one with a clear horizon. Bird Island we place in 23° 8' 50" N.; long. 197° 54' E. by No. 1.

At 6 P. M. the island bore S. 32° E. nine or ten leagues: many birds in sight. 2d.

As the wind kept invariably fixed to the eastward, I found there was no prospect of again seeing Atooi, without too great a delay; I therefore gave up the idea, and made sail to the Westward, meaning to keep in the parallel of 28° 30' N.; a tract we had no reason to imagine had ever been crossed before, and which might lead us to some new discoveries. As we had not found the island of Donna Maria Lagara to the East, I also thought it probable we might still fall in

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in with it during our run. We saw no birds this day, or any indication of land.

In the forenoon a turtle was seen, and many tropic birds continued the whole day about the ship.

At 20h. 45m. I made the long. mean of 3 sets $\odot$	}	190° 50' 30" E.
west of D		
Mr. Chapman mean of 5 sets	- -	191° 3' 36" E.
Mr. Crofley mean of 4 do.		
N° 1. same time	- - -	190° 52' 30" E.

14th. As we had consumed the fresh provisions procured at Owyhee, our people were served with salt meat, and a proportion of four-kroust and portable soup boiled with pease. On opening the cask we found our mustard-seed entirely spoiled, the air having got into it.

17th. Several sharks about the ship. We hoisted a boat out to try if there was any current, but could find none.

22d. At 2 P. M. we steered more to the North, passing about 30 leagues to the N. of Captain Clerke's track in this situation. A bird like a plover, with flying fish and tropic birds, were seen in the forenoon.

Being

Being in the parallel of latitude of an island called Rica de Plata, but to the East  $2^{\circ}$  of its supposed situation, we steered W. by S. to fall in with it. The weather was cooler than we had experienced for some time, though we had never found the heat oppressive, as the smoothness of the sea enabled us to carry our ports up both day and night. We ought to have seen this island at noon had it been rightly placed in Captain Cook's chart, notwithstanding we had been set  $16'$  to the South of our estimation by a current.

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As we had run  $7^{\circ}$  to the West of the situation in which Rica de Plata is placed, without observing the least indication of the vicinity of land, we altered, at 7 P. M., our course to the West. A current seemed to have set us strongly to the N. E. these 24 hours.

29th.

On an examination of the store-rooms, we found several stops and some of our new sails damaged. The constant heat had occasioned a dampness in every part of the ship, and the humidity of the air increased it. After burning fires in the fore cockpit, we got rid of the foul air by the extractor. The thermometer generally in the cockpit stood at  $85^{\circ}$  and  $87^{\circ}$ . A current this day to the N. W.

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We kept our wind to the westward, that we might make sure of the north part of Japan.

Passed several trees floating on the water, and spermaceti whales of a large size.

We kept our wind to the westward, in hopes of seeing the land, should the haze have cleared away. The sudden fall of the barometer foretold a change of weather. At 5 the breeze increased, and we took in three reefs in the topfails, getting the top-gallant yards down. At 6 the wind veered to South, with a hard gale, when we close-reefed the topfails, and hauled up the mainfail to sound. Before we could try for soundings, the forefail and fore-topmast stayfail were split; and the squalls increasing in violence, we furled the mainfail, during which time the fore-topfail blew fairly away from the roping. The main-topfail shared the same fate, by a sudden shifting of the wind from S. to N. W. This was our second best fail, and only bent the day before. The ship's carcen was so great, and the wind blew so tremendously, that we were afraid of losing our masts; and having no fail to set, we were left entirely to the mercy of the weather, in the hollow of the sea. The waves went over us with such force, that we could not stand their violence: luckily

we experienced no other misfortune than the total loss of our sails, which in our situation was much to be regretted. In no instance have I experienced so uncommon a gale, for the hour it lasted, though unattended with lightning, thunder, or rain. At 8 P. M. it gradually abated to a steady breeze from the N. W. quarter, and the night was fine. At day-light we descried the land of Japan, bearing from W. by N. to S. W., seven or eight leagues distant; and at noon we observed in  $39^{\circ} 55' N.$ , with the following bearings: Extremes from N.  $69^{\circ} W.$  to S.  $46^{\circ} W.$ ; an inlet with an island in its entrance, supposed to be Nambu, S.  $52^{\circ} W.$ , off shore five or six leagues: Our situation will be in the long. of  $142^{\circ} 50' E.$ , by Captain King's chart of this coast, which is nearly the mean of the watches. Our distance from the land prevented any further remarks; but we perceived by the observation, and the alteration of our situation, that a current set us strongly to the South.

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We employed ourselves in fitting up the rigging, and repairing our other defects occasioned by the late hurricane. The extremes at 6 h. bore from N  $40^{\circ} W.$  to S.  $40^{\circ} W.$ , five or six leagues off shore. We frequently tried for soundings with 120 fathoms of line, during the night, without ever reaching the bottom.

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The extremes at noon bore from N.  $42^{\circ}$  W. to S.  $16^{\circ}$  W.; the entrance to Port Nambu S.  $35^{\circ}$  W., three or four leagues. Instead of being to the N. N. W. thirty miles, as we expected by our account, we found ourselves more to the S. W. than we were yesterday; the current setting along the shore in that direction.

At 4 h. the wind veering to the S. E. we made sail to the northward. Port Nambu still preserved the same bearing, about seven or eight miles distant. It appeared extensive and capacious; but the gloominess of the weather prevented our seeing any thing distinctly. The barometer also falling, made us apprehensive of bad weather. At  $6\frac{1}{2}$  the extremes of Japan bore N.  $50^{\circ}$  W., six or eight leagues. The wind suddenly shifted, and soon increased to a fresh gale, with cool weather. At 17 h. 30 m., we could just discern the land of Japan bearing S.  $30^{\circ}$  W., ten or twelve leagues.

The situation of Cape Nambu, by Captain King's chart, is  $39^{\circ} 47'$  N. lat., and  $142^{\circ} 30'$  E. long., from whence I take a new departure. The watch, N<sup>o</sup> 1, makes it 58' more to the West. The current set us to the S. W. about 15 miles.

At



At 15 h. we saw land bearing North; and at day-light it bore from N. 5° W. to N. 40° W., about five leagues. The North point was low; but to the Southward, it was of considerable elevation. The shores were bold and rocky. The land at noon bore from N. 12° W. to N. 40° W, about six leagues. The current set us to the S. W. by the land, from which we gradually increased our distance. In the afternoon we had tried and found the current run to the South, at the rate of 3 miles per hour. The whole day we tried for soundings with 100 fathoms of line.

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In the evening a light air from the westward carried us towards the land; at midnight it veered to N. N. E.; and at day-light we were near the S. E. point of the land. At 20 h. the extremes bore from N. 23° E. to N. 43° W.; a rocky point N. 50° E., two or three miles; and we had 22 fathoms, small stones and sand. After passing this point we steered N. 50° W., which was nearly the direction of this side of the land. The point was low and flat, and several rocks above water projected from it to seaward; two of them resemble ass's ears: they bear N. 15° E. and S. 15° W., from the N. E. side of the land. Within them, to the North, the coast forms a small bay. From the point the low land continues two or three leagues

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leagues to a sandy beach, when the country rises gradually from the shore to a great height, in various ridges, clothed with wood, presenting a pleasing prospect. Several houses were scattered along the shore, and boats upon the beach. We also remarked several people fishing. At noon the Point bore S. 73° E., about three leagues : water at 30 fathoms.

12th.

In the afternoon we were visited by three fishing boats. The people in them were of a light copper colour, with dark hair, very thick and cut short behind. All of them had long beards, and expressive good-natured countenances. They were of a middling stature, and clothed in gowns woven from the barks of trees, and edged at the cuffs and collars with blue linen. A piece of cloth was tied round their waists, similar to the Maros at Owyhee. They wore silver earrings ; and each of them had a knife in a sheath hanging from their middles. They did not come on board the ship till they had previously saluted us in a solemn respectful manner, agreeable to the Oriental courtesy of salams. We presented them with beads and trinkets, with which they seemed much pleased ; but we could not understand each other. I should imagine, from their behaviour, that they had never seen a ship before, as they seemed alarmed, and sat down close

to the gangway, where they entered without uttering a word. We enquired of them, if the island was called Matfmai, which they univcrfally pointed to be to the Weft; and, as we could gather from their pronuncia- tion, called their own land *Infu* \*. Having remained with

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\* *Infu* is the famous land of Jefo, only known to Europeans before this and La Peroufe's voyage, by the journals of the *Castricom* and *Brefkes*. The following extract is quoted from Rheinhold Fofter's voy- ages to the North. " In 1643, the Dutch East Company gave orders for two fhips to be fent from India to the North, in order to explore the route from Japan northward, and even to go as far as to North America, and to feek for the paffage there. In confequence of thefe orders, the two fhips fet fail together from the harbour of the ifland of Ternate: their names were the *Castricom*, commanded by Captain Martin Herizoom Van Vriez, and the *Brefkes*, under the command of Captain Hendrick Cornelius Shaep. On the 14th of May, the two fhips were feparated by a ftorm, at the diftance of 56 leagues from Jeddo, the capital of Japan; and both faw the land of Jefo. The *Brefkes* failed through the ftraits of Sangaar, in  $41^{\circ} 50'$  N. lat., and in long.  $164^{\circ} 18'$  East of Teneriffe, *i. e.*  $148^{\circ} 0'$  East of Greenwich. They faw land again in  $43^{\circ} 4'$  latitude. In  $44^{\circ} 4'$  lat. fome boats came off from fhore to the fhip. In lat.  $43^{\circ} 45'$  they defcried land again, as alfo in the lat. of  $44^{\circ} 12'$ , and long.  $167^{\circ} 21'$  E. In  $45^{\circ} 12'$  N. and  $169^{\circ} 36'$  E., the land appeared at a diftance like a great number of iflands; but on coming nearer, it appeared one continued tract of country. In lat.  $46^{\circ} 15'$  and  $172^{\circ} 16'$  E., as alfo in long.  $172^{\circ} 53'$  E., they had fight of fome high mountains: they alfo faw ftill more land in lat.  $47^{\circ} 8'$  N. and  $173^{\circ} 53'$  E. We fee from this relation, as well as from that of the *Castricom*, that the land of Jefo contains in fact a quan-

tity

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with us an hour they took their leave, saluting us in the same ceremonious way as before, till they were at some distance. Their boats, like canoes, were hollowed out of a tree, with upper streaks sewed on round them, increasing their width aloft, and spreading fore and aft, being

tity of islands, at present known to the Russians under the name of the Kuriles. The Dutch imagined they had discerned in Jesso a large extensive country; and in the latest accounts we have from the Russians, this description is likewise given of the land of Matzmai, in which the Dutch mention there is a place named Acquis, which the Russians call Atkis.

“ The strait between Matzmai and Japan is about 60 versts, or 34 geographical miles broad, and has a very strong current, as have almost all the straits between the Kurile islands.

“ This country seems to have got the name of Jesso or Yesso, from the hairiness of its inhabitants. Eso in Dutch has the same signification as Esau.”

On this extract the following observations may be made :

It does not seem to be the fact that the *Breskes* ever passed the Straits of Sangaar, as she was cast away on the north part of Japan attempting it. Jesso or Insu, instead of being parcelled out into small islands, is one connected land, divided from Japan by the Straits of Sangaar, and from the island Sagaleen to the North by the straits of La Perouse.

The Kuriles, instead of being comprehended under Jesso, are distinct islands, extending from the N.E. part of Jesso to Kamshatscha.

In *Les Decouvertes faites par les Russes* by Muller, tom. i, page 362, is the journal of the *Breskes*, published by Witzer. A striking similarity may be observed in the description it gives of Jesso, and in that of the present publication : it says—

“ Le

being of the same shape both ends. They were pulled in the same manner the passage boats at Plymouth are, one person making use of a pair of skullers. They did not make use of their oars together, but first with one hand, then with the other: this mode prevented their

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“ Le vaisseau le *Bryker* avoit été envoyé l’an 1645 avec la *Caytricom* à la decouverte de la Tartarie. Près de la coté orientale du Japon ils furent séparés par la tempête, et le *Brekes* decouvrit de son coté aussi la terre de Jeso. Ce fut au mois de Juin qu’il fit voile par le detroit qui separe la terre de Jeso du Japon à 41° 50’ de latitude & à 164° 48’ long. La pointe qu’on decouvrit la première se faisoit remarquer par 8 au 10 rochers semblables à des voiles, et delà s’étendoit une chaîne d’écueils jusqu’à mille en mer. On vit là des petits batimens. Les rameurs avoient une rame à chaque main qu’ils tiroient tour à tour. Ils alloient extrêmement vite. Ce peuple paroissoit avoir d’intelligence. Leurs barbes étoient longues, noires, & fortes. Ils avoient le teint brun & la tete rasé, à la reserve d’une touffe de cheveux de deux doigts de large qui restoit sur le devant de la tête. On remarque qu’ils joignoient les mains par dessus la tete en signe de reconnoissance. Ils étoient vetus de peaux d’ours, et armés d’arcs et des fleches. De là le vaisseau angla alléz avant à l’Est. Les matelots prirent beaucoup des cabeliaux. A la hauteur de 43° 4’ ils virent terre. A 44° 4’ ils furent abordés par des barques: ceux qui les montoient étoient d’une bonne taille, robustes, et montroient de l’intelligence. Les femmes qui les accompagnoient avoient le teint brun, les levres, et les mains peintes en bleu, les cheveux coupés tout à l’entour de la tête, à trois doigts environ au dessous de l’oreille. On les auroit pris pour les jeunes hommes. L’eau de vie étoit fort de leur gout à tous. Quelques-uns portoient aussi des habits à la Japonnoise. D’autres avoient des croix

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their going in a ftrait line, yet they went very fast. During the night we plied to the westward. The S. E. Point at noon bore N. 65° E., and the other extreme N. 28° W., eight or ten leagues.

13th.

We stood within two miles of the shore, and tacked in 42 fathoms; the extremes bearing N. 61° W. to S. 62° E. Two large boats were riding at anchor; they had each one mast, rigged a midship's, on which they made use of a square sail of cloth or canvass: they were similar to a small Chinese junk in shape,

sur le dos. Outre l'arc et la fleche ils avoient encore des sabres faits comme ceux du Japon, dont la poignée étoit incrustée d'or, la garde entourée d'un bord d'argent, et le fourreau ouvragé à ramage. Leurs baudriers étoient brodés en argent. Ils portoient aux oreilles des anneaux, et des pendans de verotterie de Nurembourg. Ils avoient avec eux des peaux de chiens de mer et de castors, et quelques étoffes des Indes. Leur bateaux étoient des troncs d'arbres creusés, et sans ailes. A 43° 45' de latitude on vit encore terre, mais on n'y descendit point. Cette est située 120° plus à l'Est que la pointe orientale du Japon, qui est à 38° 4'. Différence en latitude 9° 38'. Direction, Nord Est quart d'Est, & Sud Ouest quart d'Ouest."

Spanberg, the Russian navigator, landed, he says, in a great island from 43° to 50° lat., speaks of the uncommon hairiness of the natives, and of their wearing rings of silver in their ears. In the instructions given to La Perouse, he is desired to consult the various accounts for the land of Jesso collected by Phillip Buache in his Considerations géographiques et physiques. Page 75.

but

but we were not near enough to observe them particularly. At day-light we saw more land, bearing from N.  $15^{\circ}$  W. to N.  $50^{\circ}$  W.; and a very conspicuous head-land bore S.  $70^{\circ}$  W., apparently unconnected with each other. We had no soundings with all our line.

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At  $\frac{1}{2}$  past 6 we tacked in 42 fathoms, within four or five miles of the land, which bore from N.  $22^{\circ}$  W. to N.  $70^{\circ}$  E., and from N.  $35^{\circ}$  W. to N.  $75^{\circ}$  W.; the land to the North apparently joined by the lowness of the shores. During the night we kept plying under easy sail, having soundings from 48 to 56 fathoms. At day-light the land of Infu bore from N.  $7^{\circ}$  W. to S.  $78^{\circ}$  E., and the western shore N.  $22^{\circ}$  W. to N.  $87^{\circ}$  W., Bluff Point S.  $38^{\circ}$  W.: we were nearly in the centre of the bay, the shores being distant five leagues each way. From the rigging we could just discern the low land forming the head of the bay to the North. We steered to the West; and at noon a point of land made like an island S.  $80^{\circ}$  W., Bluff Point S.  $18^{\circ}$  W., seven or eight leagues. Extreme of Infu East, and a volcanic mountain S.  $63^{\circ}$  W.

14th.

At 6 P. M. we weathered the land, set at noon S.  $8^{\circ}$  W.; and at 9 P. M. we were well up with the volcano.

15th.

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In the morning we found ourselves in a spacious bay, the volcanic mountain bearing S. 10° E., and the apparent isle N. 64° E. five leagues; the extreme towards the Bluff Point S. 48° E. A great quantity of smoke issued from the north side of the mountain, from which we were distant three or four miles. To the westward were several houses scattered along shore; and before noon several of the inhabitants paid us a visit. They were the same kind of men we had before seen, besides some who resembled the Chinese, excepting in their hair, which was long on the sides, and tied up behind, much greased with oil, while the crown and forehead were shaved. They had all a pipe and tobacco box, and seemed much pleased with the internal part of the ship; but a breeze springing up they soon left us, and we stood over to the north side of the bay, with a gentle wind from the sea. At noon the apparent island bore N. 87° E.; and the extremes towards the Bluff Point S. 50° E., distant from the volcanic mountain about four leagues. Our watches this day differed so considerably, that we could place no dependence upon them. Having run N. E. 14 miles, we were abreast of a village: a junk was at anchor off it, in the entrance of a small opening. A reef of rocks extended to the N. W.: we tacked in 10 fathoms to avoid them; and sending a  
boat



boat ahead, bore up to the westward for a bay that promised good anchorage. At 4 h. we came to in 7 fathoms water, muddy bottom, about  $\frac{3}{4}$  of a mile from the shore, and opposite an extensive village. The outer part of the reef bore South, and the volcano  $5^{\circ}$  to the West of it, about 10 leagues distant.

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We had several visitors from the village, and soon after a Japanese, who immediately sent away our Infu friends. We attempted to converse with our new acquaintance, but to no purpose: before dark he left us.

## CHAP. V.

*Remarks on the Country and Inhabitants round Volcano Bay.—  
Courtesy of the Japanese.—Description of the Harbour of En-  
dermo.—Observations on the Natives—their Dress—Ornaments—  
Habitations—Food—Boats—Articles of Commerce—Agriculture.—  
Remarks on the Soil—Trees—Plants—Birds—Fish—Quadrupeds.  
—Astronomical Observations.—Range along the Coast of Insu.—  
Spanberg's Island.*

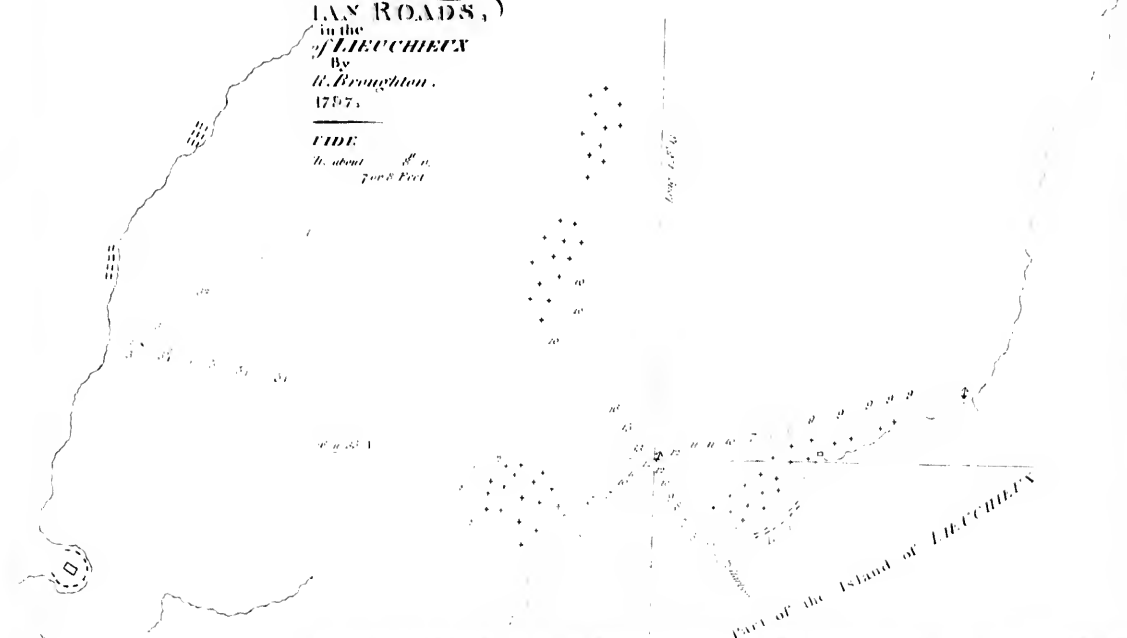
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16th.

AT sunrise the boats were sent in search of water, which was found opposite our situation; and the Japanese who attended, signified it was very good. Several of the natives accompanied us; but the jealousy of this man would not let them approach within a certain distance. They spread mats on the beach, while we were filling water; and entered into conversation with us, smoking small pipes of tobacco at the same time. Their inquiries seemed to allude to our departure, and to shew their anxiety for our going away. On our proceeding towards the village they strongly objected; and to avoid any difference, we gave up the point.

We

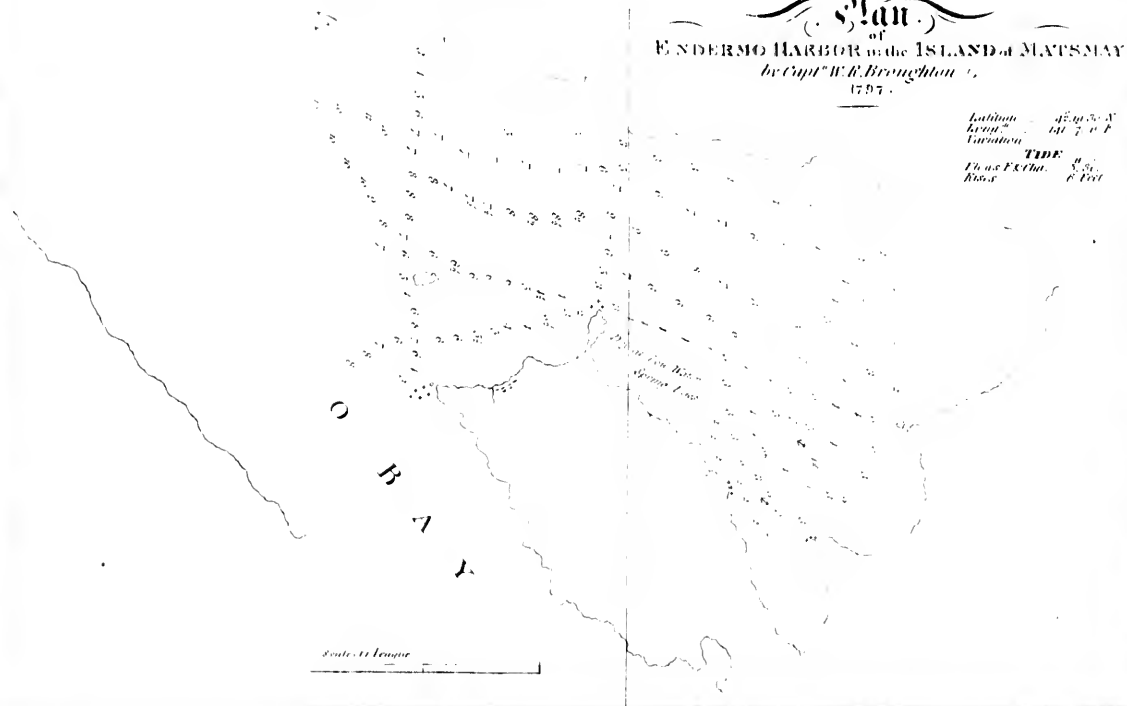
*Sketch*  
 of  
**LAN ROADS,**  
 in the  
**of LIEUCHEUX**  
 By  
*H. Broughton,*  
 1797.

**TIDE**  
 H. about 8 ft.  
 7 or 8 Feet



*Sketch*  
 of  
**ENDERMO HARBOR** in the **ISLAND of MATSMAI**  
 by *Capt. W. R. Broughton,*  
 1797.

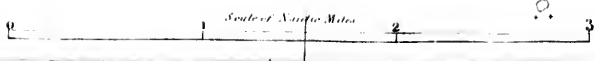
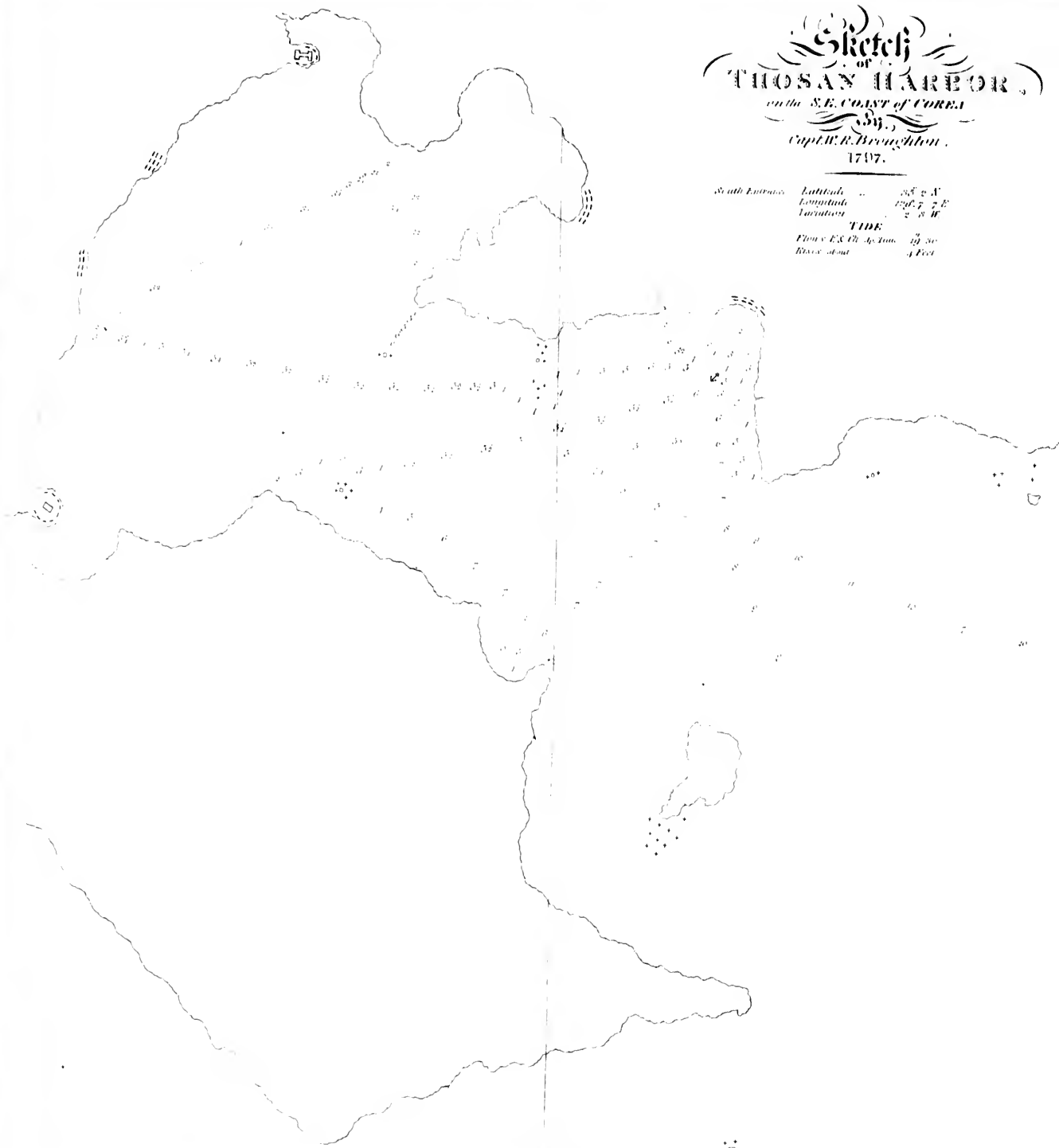
**TIDE**  
 High as E. Ch. 8 ft.  
 Low 6 Feet



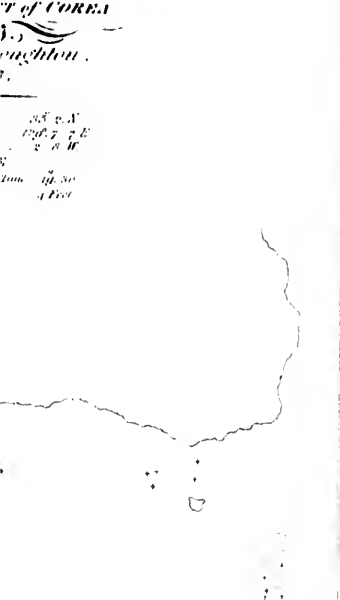
Scale of League

  
**Sketch**  
 of  
**THOSAN HARBOR**  
 on the S.E. COAST of COREA  
 By  
 CAPT. W. R. Broughton.  
 1797.

South Entrance Latitude .. 35° 2' N  
 Longitude .. 126° 7' 7" E  
 Inclination .. 2° 30' W  
**TIDE**  
 Flows E & On 4<sup>th</sup> Tides .. 29 30  
 Runs about .. 4 Feet



*Sketch*  
**HARBOR**  
 of **COREA**

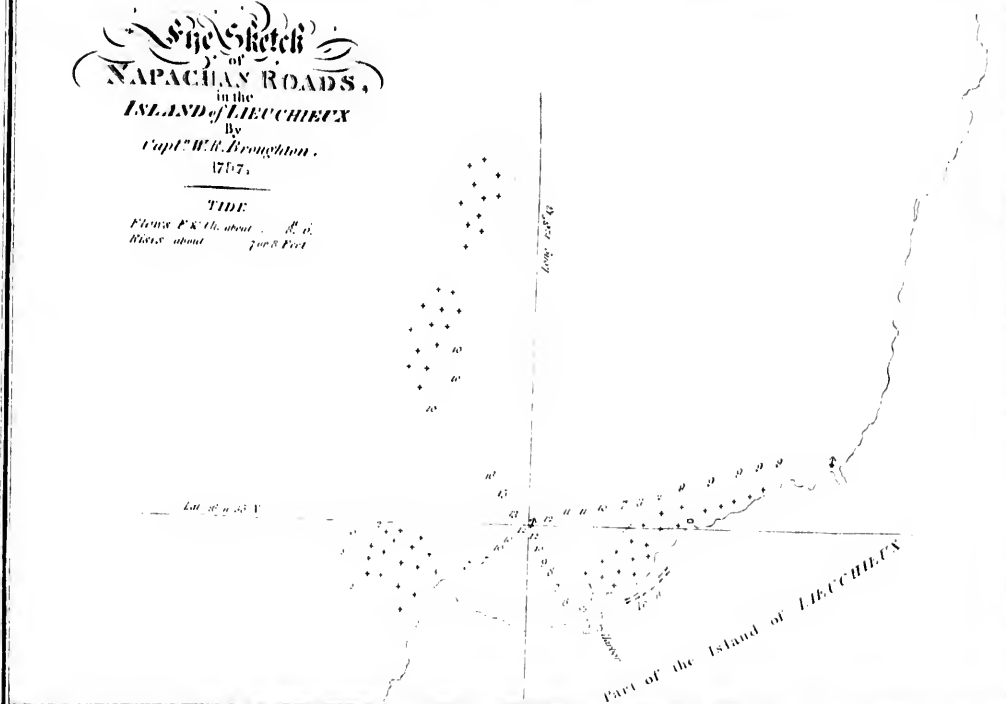


1854  
 1857  
 1858  
 1859  
 1860  
 1861

*Sketch*  
 of  
**NAPACHAN ROADS**  
 in the  
**ISLAND of LIEUCHIEUX**

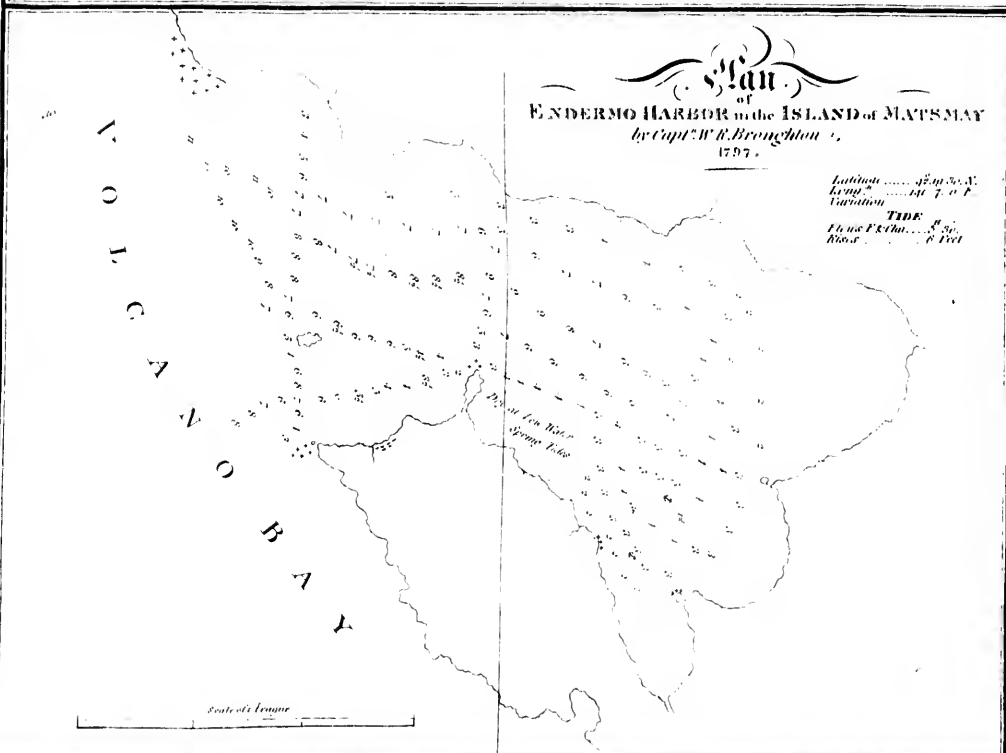
By  
 Capt. W. E. Broughton,  
 1797.

**TIDE**  
 Flood F&O about 10 ft.  
 Rise about 700 Feet

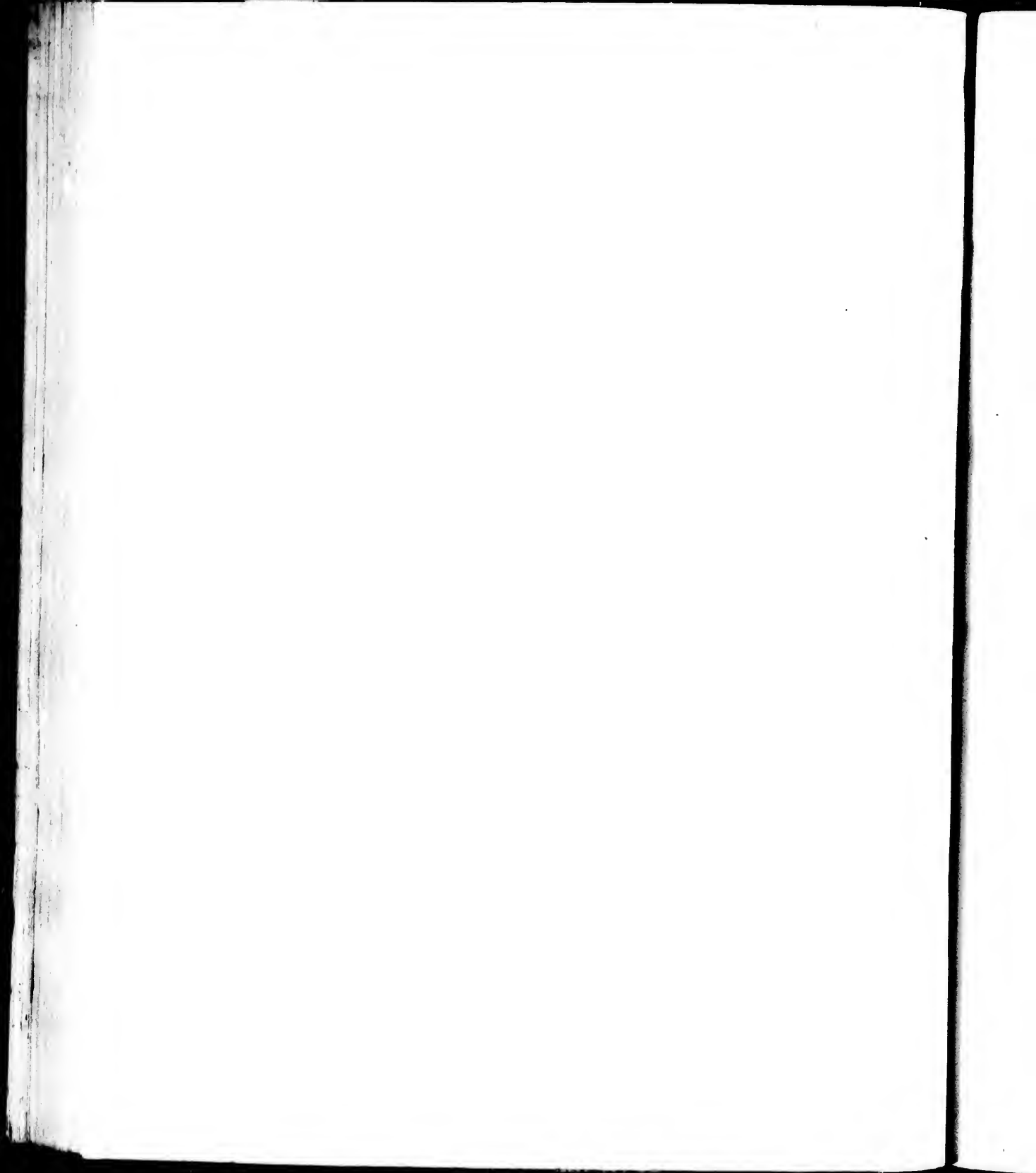


*Sketch*  
**ENDERMO HARBOR** in the **ISLAND of MATSMAY**  
 by Capt. W. E. Broughton,  
 1797.

Latitude ..... 32° 41' 30" N.  
 Longitude ..... 141° 7' 0" E.  
**TIDE**  
 Flood F&O about 8 ft.  
 Rise ..... 6 Feet



Scale of Length



We rowed along the beach to the westward about two miles; the country gradually rose in sloping hills, covered with verdure and interspersed with wood. We came to a fine stream of water near some houses; on our landing, the natives with great humility brought us mats to sit upon, and fortunately there was no Japanese present to interrupt their civility. This part of the coast being more convenient for taking in water and wood, I determined to move the ship towards it; and after observing the sun's meridional altitude, we returned on board. During my absence several Japanese had arrived at the village with horses carrying merchandize; in the afternoon they came on board, with some degree of ceremony, to pay us a visit. They were clothed in dark-coloured cottons, with silk sashes round their waists; and each of them wore two sabres richly ornamented with gold and silver, whose scabbards were highly japanned: their sandals were of straw and wood matted. They also carried their pipes and fans with them. They were very particular in enquiring what nation we belonged to, and what our intentions were in coming among them; and as they seemed to comprehend our answers they immediately noted them, having like the Chinese, Indian ink for that purpose. After smooching out their pipes,

o

and

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I.

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and taking some refreshment they returned on shore.

In the evening a junk anchored near us: she was laden with sea-weed (*fucus saccharinus*), and sailed the same night.

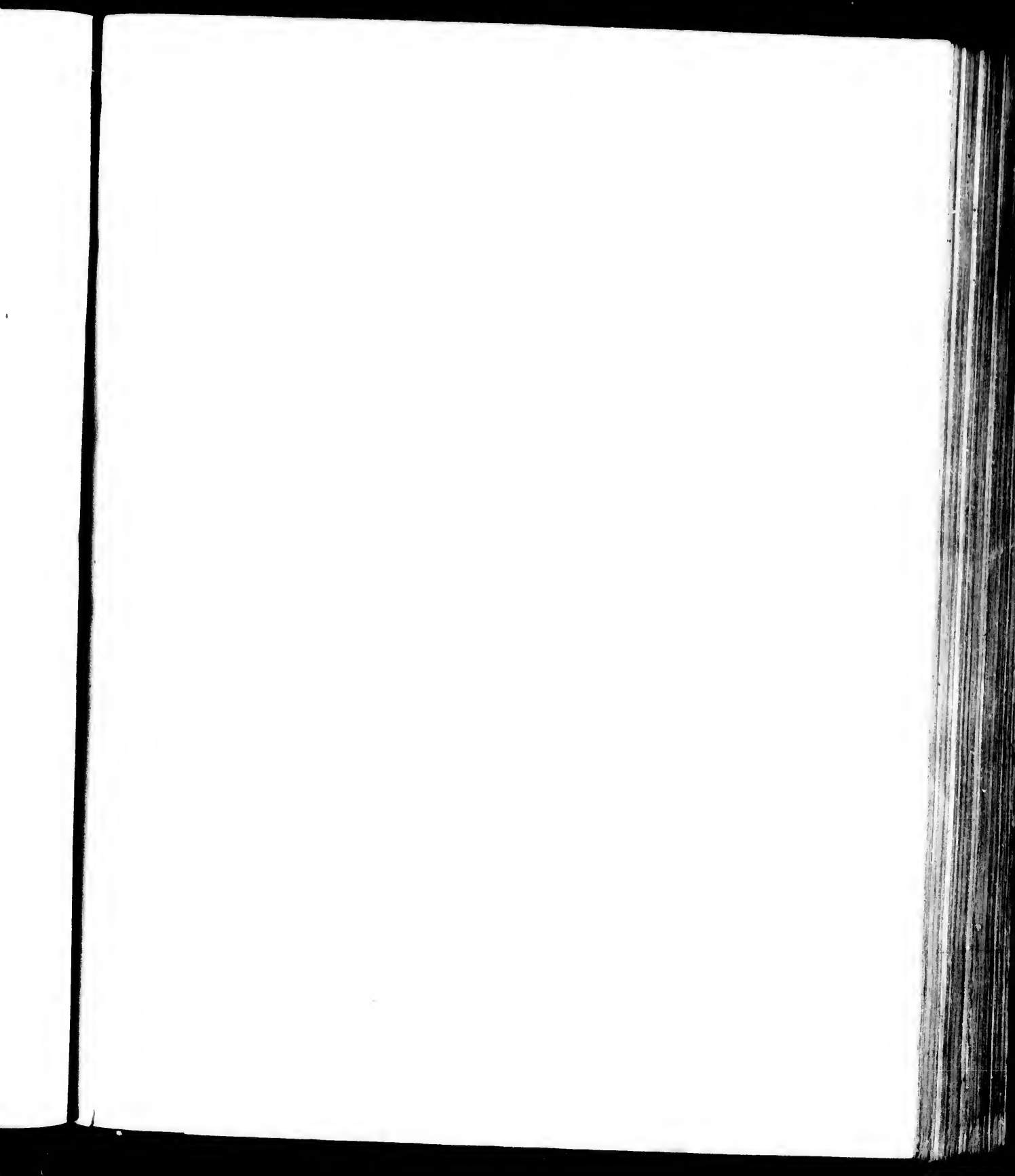
17th.

This morning we hauled the seine with indifferent success, and were also employed in wooding and watering. I visited the opening we had perceived coming in, which proved to be a small harbour having within it 3 fathoms, and the entrance to it was between some rocks above water. It is a very convenient port for small vessels, and surrounded with houses; one of a larger kind was inhabited by some Japanese, with a garden producing French beans and turnip raddishes. On our return we landed at the large village, and met our Japanese acquaintance, who appeared very uneasy in seeing us so near their habitations, and strongly pressed us to return to the ship: we however walked to the watering place, where we embarked to their great satisfaction.

18th.

In the morning we moored the ship nearer the watering place, and for the first time saw some women. They were fishing with the men and assisting them in rowing. Their hair was cut very short, close round







*A Man & Woman of Soloway Bay.*

Published May 1<sup>st</sup> 1804 by Collett & Dunster Strand.

round their heads; their lips were punctured with a blue colour, and their clothing seemed in every respect similar to the men's.

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September

Through the whole day we were employed in wooding and watering.

19th.

In the morning we proceeded to examine the north-west side of the bay. After rowing three miles we came to a small village situated at the mouth of a rivulet; this for some distance we traced along the beach. It appeared to flow from the North, and we imagined its source to be at a considerable distance, from the depth of the water and the rapidity of the stream. The country through which it meandered presented a very beautiful autumnal prospect; the hills were clothed with verdure, which was varied with clumps of trees disposed in the manner of an English park, and appearing as if arranged by the hand of art. The inhabitants of this small village received us with great civility, but in no part did we see any cultivation.

20th.

We returned on board in the afternoon against a strong wind from the S. E. quarter; occasioning a large swell, and increasing in the night.

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1796.  
September  
21<sup>st</sup>.

The same wind and weather continued, and the surf on the beach was so high we could not get off either wood or water.

22<sup>d</sup>.

The surf on the beach remained so high, that our parties could not land till Saturday; when the winds both from sea and land became moderate, and enabled us to complete our taking in wood and water. The natives constantly attended our people on shore, bartering grapes for buttons; and sometimes we were able to persuade the fishermen as they passed by the ship, to sell us some fish; but this we could but seldom obtain.

25<sup>th</sup>.

The master was sent to examine the shore between the ship and the apparent island. In the morning we were visited by a new party of Japanese, superior to the others in dress, and equally so in behaviour. We derived not only pleasure, but information also, from their society. They shewed us a chart of the world, which appeared to have been constructed in Russia; and having a book with them in which were drawn the arms of different countries, they immediately pointed out those of Great Britain, to which country they supposed us to belong. They had also a Russian alphabet, and by what I could understand,

understand, one of them had been at Peterburgh. We had on board a seaman of that country, who conversed with them in his native language. They permitted me to copy a large chart of the islands to the North of Japan, and promised me to bring one of their own doing the next day. After mutual civilities they went on shore. The master returned in the evening, having found a very good harbour in the N. E. corner of the bay, formed by the apparent island, which he discovered to be a peninsula.

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1796.  
September.

Fine weather enabled us to get every thing from the shore, and we prepared for going to sea. Our Japanese friends joined our party at dinner, and presented me with a chart of their own doing; in return I gave them Captain Cook's general chart of the world, which gratified them extremely. They were curious in making remarks on whatever they saw; and what they could not comprehend, they immediately represented in India ink drawings. They seemed highly pleased to hear that we intended to depart shortly.

26th.

The astronomer on this day completed his observations for the regulation of the time-pieces,  
and

27th.

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28th.

and in every respect the ship was ready for sea.

At day-light we got under way, and with the sea-wind plied to the south-eastward. Latitude at noon was  $42^{\circ} 18' 20''$  N.; the extreme, forming the south entrance of the harbour, bore N.  $89^{\circ}$  E. four leagues; and the southern volcano S.  $2^{\circ}$  W.; northern volcano N.  $50^{\circ}$  E. Before dark we came to anchor in 11 fathoms, muddy bottom, about two miles off the entrance of the harbour. The sea being open from S.  $22^{\circ}$  E. to S.  $27^{\circ}$  E.; the southern volcano S.  $25^{\circ}$  W.; a small island on with a village S.  $37^{\circ}$  E.; the head of the harbour E. S. E., one mile off the north shore. Throughout the night it blew strong from the S. E. quarter.

29th.

I examined the harbour: it affords good shelter from all winds, bringing the bluff on the extreme part of the isthmus (which forms the starboard point coming in) to bear N. W. In this situation we found four or five fathoms; and the larboard entry point on the north shore was on with the bluff. In running for the harbour, the island must be kept open with the starboard entry point till within  $\frac{1}{2}$  a mile of a small

inlet (which is only so at half tide), and then you must steer in to the S. W. where your water will be shoaled, and any birth taken you may prefer. The soundings gradually decrease from 10 to 2 fathoms, soft bottom. A few houses are scattered on the south side of the harbour; and towards the head the shores are low and flat, so much so as to prevent boats landing within one hundred yards. In all other parts wood and water are procured with the utmost convenience.

CHAP.  
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This morning Hans Oldson, seaman, died. He was a Dane by birth; and his death unhappily occasioned by a tree falling upon him. After lingering in torments for some days, a mortification took place; and we had the misfortune of losing a very willing and well-behaved man. He was buried in the small island, to which, in consequence of the event, I gave his name.

30th.

The harbour is called Endermo by the natives. It is situated on the N. E. corner of the bay, formed by the apparent island which is an extensive peninsula of a circular figure.

Latitude of the entrance, 42° 19' 29" N.  
Longitude, - - 141° 7' 36" E.

High

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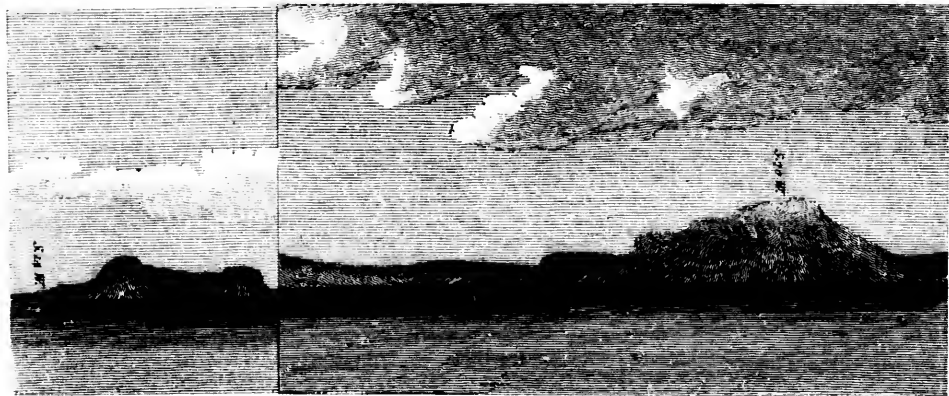
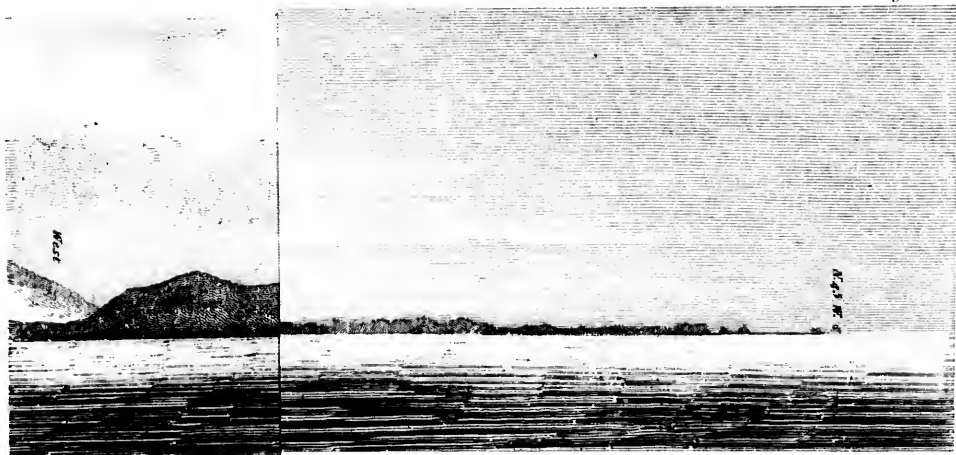
High water, full and change of the moon, 5 h. 30' apparent time ; rise and fall 6 feet.

The entrance into this extensive bay is formed by the land, making the harbour, which the natives call Endermo, and the fourth point of entrance, which they named Esarmi. They bear from each other N. 17° W. and S. 17° E. eleven leagues. There are no less than three volcanoes in the bay, which induced me to call it by that name. There are 50 fathoms of water in the centre, and the soundings gradually decrease on the approach to either shore : but the sketch to which I refer will best explain, though it has no pretensions to any great accuracy.

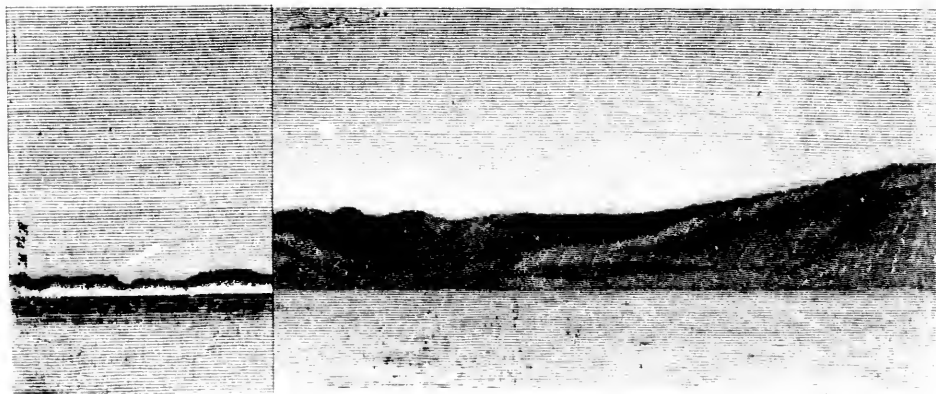
During our stay, at the period of the equinoxes, we experienced generally very fine weather, with gentle land and sea winds from the N. W. and S. E., and no swell to prevent a ship riding in safety even in the bay ; and the harbour of Endermo is perfectly sheltered from all bad weather.

I have seen few lands that bear a finer aspect than the northern side of Volcano bay. It presents an agreeable diversity of rising grounds, and a most pleasing





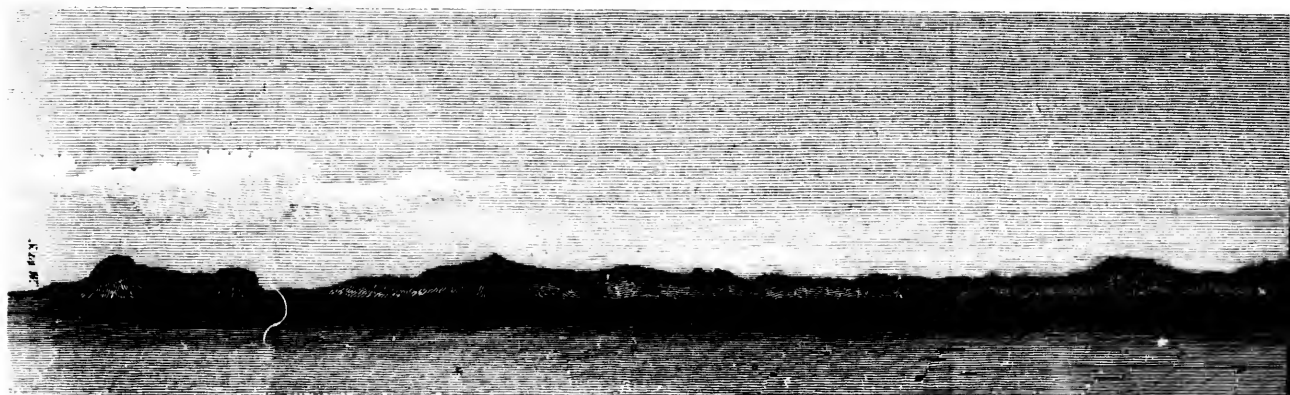
10.1 11<sup>th</sup> A.M.



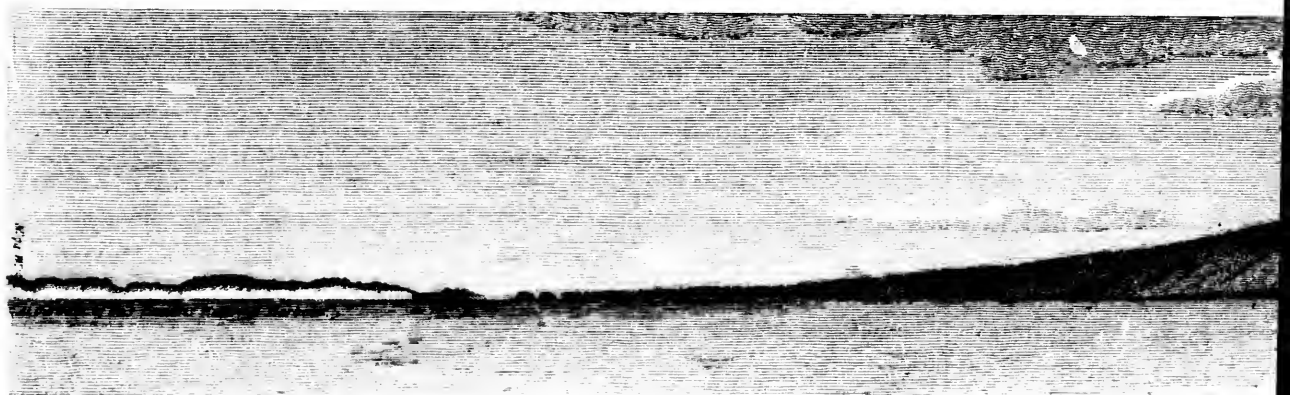
View to S. Strait



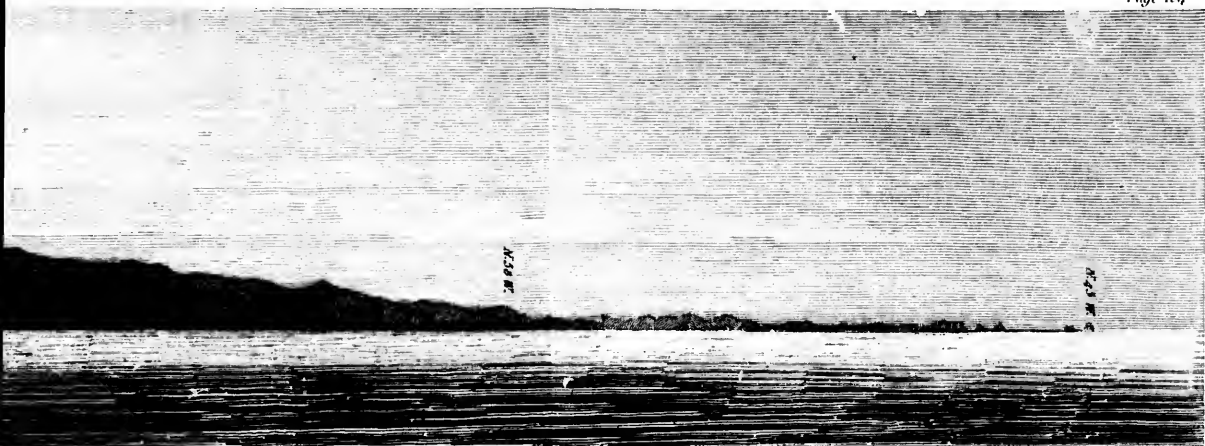
*N. E. point of Vifion — 7 P.M.*



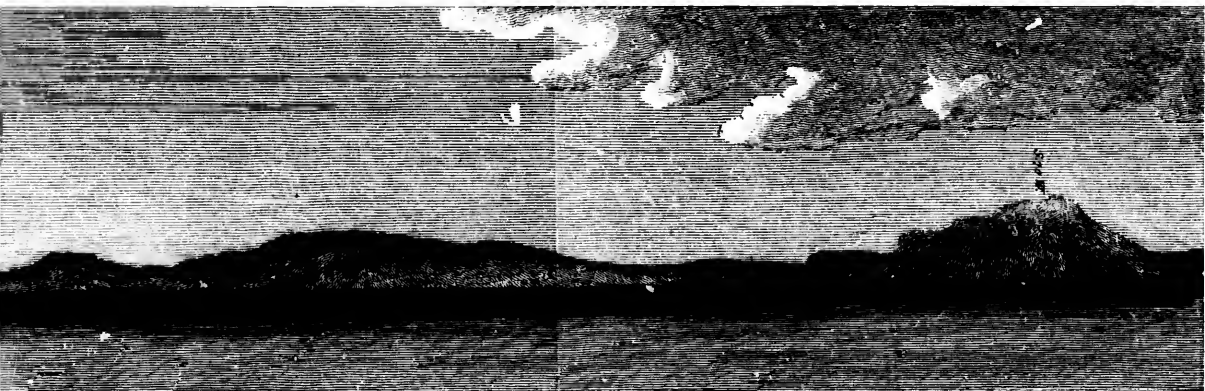
*Southern shore of Volcano Bay from Point Esmerle to*



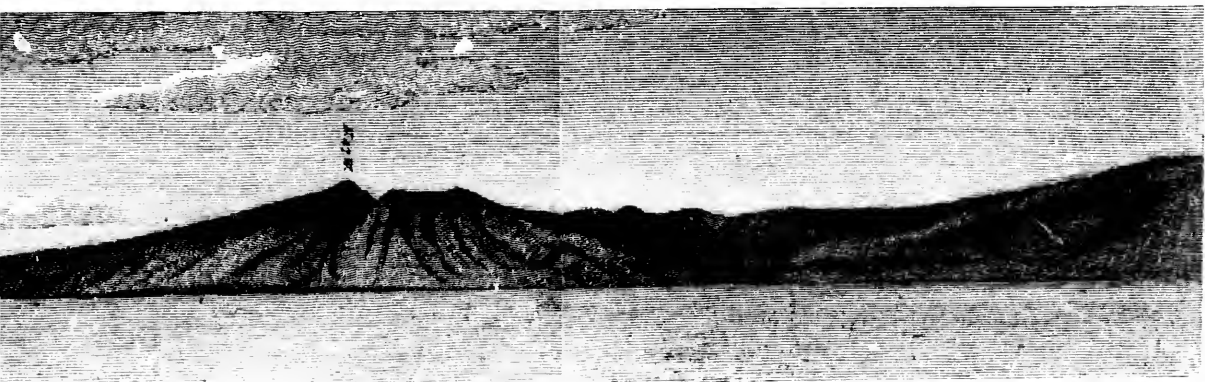
*land forming Endeavour Harbour, and to the East*



Open — 7 P.M. August 10, 1897.



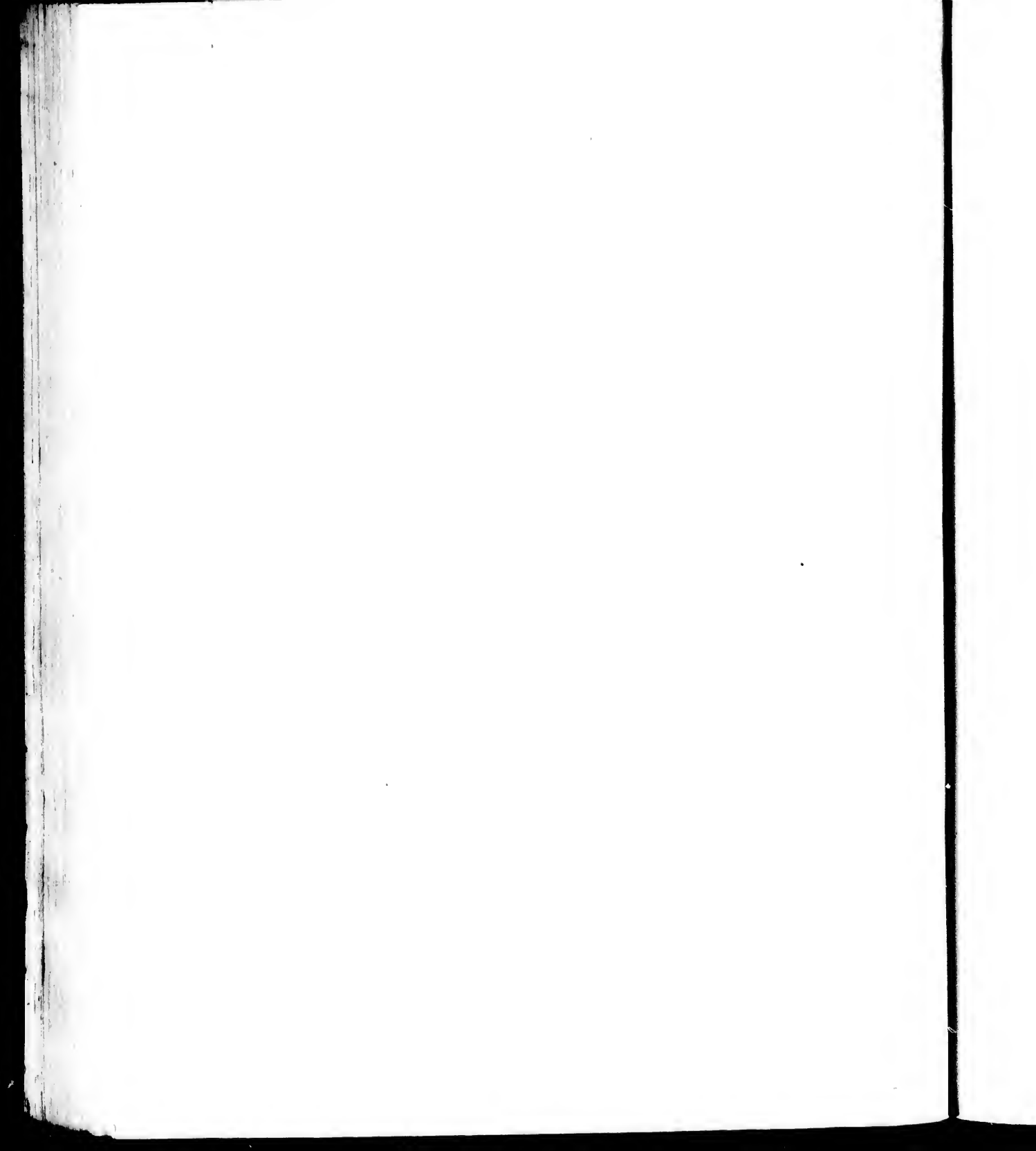
Point Curme to the large Volcano. ♀ August 11<sup>th</sup> A.M.



View to the Eastward of it ♀ August 11 A.M.

Photographed by Capt. & Davies Strand.

View to the Strand.



ing variety of deciduous trees shedding at this time their summer foliage.

CHAP.  
V.  
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The natives seemed to answer to the description given by Spanberg, the Russian navigator, who visited an island in 43° 50' N. The men in general were of a short stature, their legs inclining to bend outwards, and their arms rather short in proportion to their bodies. Their beards were thick and large, covering the greatest part of the face, and inclining to curl. The hair of the head was very bushy, which they cut short before on the forehead, and below the ears: behind it was cut short. Their bodies were almost universally covered with long black hair; and even in some young children we observed the same appearance. The women have their hair cut short round their heads, but much longer than the men: the back of their hands and forehead were tattooed, as well as round the mouth. They had strings of glass beads round their necks, and other ornaments. The dress of the men consists of a loose gown, made of the inner bark of the lime tree; it reaches down to their knees, and is fastened round the middle by a belt, in which they carry a tobacco-box, pipe, and knife. Some of them had silver rings in their ears, with beads

r hanging

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hanging from them. Their dress is only worn in cold weather, which they slip off and on as may be most convenient: in the hot season they only wear a piece of linen round their waists. The female dress differs little from that of the men, except that their gowns reach to the middle of their legs: some of them were formed of seal or deer skins, adorned with pieces of blue cloth. The features of the women were pleasing, though much disfigured by the mode of cutting their hair. Their behaviour was modest, reserved, and becoming their sex. The children went entirely naked. The men saluted us in the most humble manner, sitting down cross-legged, stroaking their beards after stretching forth their hands, and bowing nearly to the ground.

Their houses were built of wood, and the walls formed of reeds, as well as the thatch. In the centre was the fire-place, and small openings at each end of the roof to carry off the smoke. Over the fire-place copper sauce-pans for cooking were suspended, and a slight scaffolding for drying fish and grain. A platform was raised above the ground, covered with skins and mats, on which they slept. Their dwellings were generally of an oblong form.

Their

Their food consists chiefly of dried fish, boiled with sea-weed, and mixed with a little oil made from the liver of the sun-fish. They also feed upon several kinds of fruits and vegetables, such as grapes, winter berries, the fruit of the bramble, and others, with millet seed, &c. At the villages they kept young bears and eagles in cages, probably for food, as we could not prevail upon them to part with any. Indeed their poverty seemed to allow little in the way of barter; for even fish we could seldom procure, though it was their constant employment to catch them. Wild grapes were plentiful, and a species of garlic or chives. Their boats were built chiefly of fir, with upper streaks, increasing their width aloft, and continuing fore and aft, making them sharp at each end. They were sewed together with twisted willows, and the seams filled up with moss. In pulling they made use of skullers; but instead of pulling them together, they moved one after the other, which prevented them from going in a strait line. Their nets were made of the twisted bark of the lime tree, dyed with oak bark. Their hooks, harpoons, &c. were procured from the Japanese. The repairing of their boats seems their chief employment, added to their collecting and drying the sea-weed, of which a large quantity is exported

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to Japan, as a valuable article of food. Birch bark is also an article of commerce.

The women are employed in weaving cloth for garments, and other necessary domestic work. The smoking tobacco is a favourite amusement with both sexes.

These people of Infu were tributary, and in great subjection to the Japanese, who prevented them as much as they could from having any intercourse with us; for whenever they appeared, the Japanese drove them away. They appeared a most harmless inoffensive race of men; and we regretted much the jealousy of the Japanese, which entirely prevented us from acquiring the information we wished concerning their customs and manners. They speak in a slow timid manner; and their language contains many Japanese words. There were some trifling plantations of Indian corn and millet, but few other signs of cultivation. This we the more wondered at, as their diet seemed very scanty and precarious; and the ground produced abundance of vegetables, as we observed in the gardens belonging to the Japanese.

We



We saw no other animals but horses, dogs, deer, bears, foxes, and rabbits; but from the dress of the natives, it would appear that the island is not deficient in various kinds of peltry.

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The soil is good, and the produce luxuriant. The woods produce elm, oak, ash, maypole, birch, beach, lime, yew, silver fir, pines, poplars, hornbeam, and the sassafras tree, with a great variety of shrubs. There are few plants that grow spontaneously in England which are not to be found here.

Birds were few in number, such as eagles, crows, a yellow bird of the linnet kind, doves, wild geese, ducks, shags, herons, sand-pipers, sea-gulls, &c. The fish were more numerous, such as whales, turtle, porpoises, cod, sword fish, sun and star fish, and many species of crustaceous fish.

The astronomer made the following observations on shore, opposite the anchorage, for the longitude, &c. &c.

Mean of observed latitudes,	-	42° 33' 11" N.
Longitude deduced from many observations,		140° 50' 32" E.
Variation on shore by 3 compasses,	-	0° 16' 30" W.
Ditto on board by all the compasses	-	1° 27' 20" E.

High

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 September. High water at the full and change of the moon at 4 h. 30' apparent time; rise and fall between four and five feet. We experienced no tide at anchor.

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 1st.

Fresh breezes and squally weather. In the afternoon, the wind being steady and blowing strong, we got under way, carrying two reefs in the topfails, and made sail for Point Esarme. At 5 h. 7' the south point of Endomo harbour bore East three miles, and at 6 h. 30' it bore N. N. W., the volcano S. 78° W. It was now dark, which prevented any remarks towards Point Esarme: we therefore, at 8 h., altered our course, steering for Infu, purposing to explore it to the northward. At 18 h. we saw the land bearing from N. to N. 75° E. six or seven leagues.

2d.

Strong breezes and cloudy weather. At 2 h. 30' we rounded the rocks off the point, and shaped our course in the direction of the shore, at two or three miles distant. At 6 h. the S. E. point of Infu bore S. 25° W. five or six leagues; and the extreme to the North, N. 25° E. to 30° E.; and we had 20 fathoms. The night was moderate, and we kept plying under easy sail, having regular soundings from 20 to 46 fathoms. We were much in the same situation at day-light: to the South, the land was high and rocky; and

and to the north-west, it became low and clifty. At a considerable distance over the low land, we saw very mountainous land entirely covered with snow. In general, the coast was very indifferently wooded.

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October.

Extremes from S. 37° W. to N. 30° E., three leagues off shore.

The breeze came in from the sea, and we steered along the shore, which continued low and level. To the N. W. appeared the entrance of a river, or a deep bay, closed by low land; but I rather think the former. At sunset we had very little wind, and the extremes bore from N. 62° E. to S. 36° W.; an opening, N. 30° E.; and we were off shore three or four leagues.

3d.

At 7 h. we were taken aback with the wind from the land.

At day-light the extremes bore from N. 40° E. to N. 62° W. seven or eight leagues.

At noon the extremes N. 70° E. to S. 76° W.; starboard point of an opening in the land N. 21° W., off shore four or five leagues; Peaked Hill N. 9° W.

At

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October  
4th.

At 2 P. M. the opening bore off us N. N. W., on with the peaked hill; it appeared to be closed by low land. From it the coast tended to the eastward, very flat and steep clayish cliffs. At 7 h. we were abreast of an opening promising good shelter: an island lay in the centre, with an hummock on its east extreme. A smaller isle was to the West of it, on which the sea broke. At sunset the north extreme bore N. 50° E.; island, N. 35° E.; and the south extreme, N. 80° W. At 8 h. we hauled our wind for the night, and in the morning steered N. E. At day-light the island bore N. 84° W., five leagues; and the extreme, N. 30° E. Some low flat islands appeared between us and the shore; but we could not positively ascertain them, for the hazy weather over the land. The coast presented a bare prospect, with a few scattered trees, &c. of very little elevation.

At noon the extremes bore from N. 40° E. to S. 74° W., three leagues off shore. Light breezes and fair weather.

5th. We steered in the direction of the land, about two leagues distant. At sunset we had passed two islands near the main, bearing from W. to N. 41° W.; and the extremes from N. 55° E. to S. 64° W., five or six miles.

miles. At 7 h. we hauled off under easy sail, having 25 fathoms sandy bottom. At 18 h. the extremes made like islands, bearing from N. 11° E. to N. 34° W. By 20 h. we were well up with them. To the West, we saw the continuation of the flat land which we supposed the main. The islands presented a barren surface, with rocks above and under water, projecting from their extremes to a considerable distance, covered with oceanic birds. We also saw a good many whales.

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At 21 h. we saw high land to the north-eastward; and at noon we were nearly abreast of some rocks detached from the flat land, but seemingly connected by a reef: they bore North to N. 34° W. three or four miles, and we had 45 fathoms. To the North we saw high land; and an island bore from N. 15° E. to N. 40° E.

At 3 h. we were abreast of the extreme set, N. 15° E. as an island; and we lost the continuation of coast, which tended to the N. W. At 5 h. the wind shifted to the N. E. quarter, with gloomy weather. The island, at 6 h., bore from N. 25° E. to N. 60° W. four or five miles; and the rocks set at noon S. 70° W. We stood to the S. E. during the night.

6th.

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October.

Thick foggy weather prevented our seeing the island distinctly till near noon. At noon it bore from N.  $12^{\circ}$  W. to N.  $42^{\circ}$  E. four or five miles, and the rocks from S.  $67^{\circ}$  W. to S.  $80^{\circ}$  W.; by which it appears we had been set to the W. S. W.

We steered to pass to the westward of the islands, which afforded rather a barren prospect of a moderate elevation. They were very rocky towards the sea; but in the hollow ridges formed by the hills we saw some trees; and as we passed the south point we perceived a small village. At sunset the island bore S.  $5^{\circ}$  E. to N.  $74^{\circ}$  E. four or five miles; and we had 37 fathoms, fine sandy bottom.

After midnight we preserved our situation, making short boards till day-light, when the island bore from S.  $22^{\circ}$  E. to S.  $42^{\circ}$  W. five or six miles. In the morning we had the wind from the S. W., and we plied to windward. We saw land to the N. N. E. and N. W., but indistinctly.

At 20 h. we passed the north side of the islands; and before noon we sent a boat on shore. On their return, they reported they had seen springs of good

water, and the land covered with coarse grass; the soil a rich mould, composed of decayed vegetables. They found abundance of crow-berries and huckleberries, with a species of cranberry, and great quantities of the fabina. At noon the N. W. point bore N. 80° W. three or four miles; and the other extreme S. 23° W.

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October.

The crew of the boat found a species of juniper, some yew trees, and the silver pine. The shores abounded with wild fowl; and they saw many paths, as they supposed, of animals.

8th.

This is most probably the same island visited by Spanberg: *vide* Cook's 3d voyage, Vol. III. p. 388; see also Muller, *Voyages et Decouvertes*, &c. p. 210, and seq. After noon we steered N. N. E. for the land, bearing in that direction. At sunset it bore N. 10° E., and a remarkable peaked mountain covered with snow N. 65° W. Spanberg's Island from S. 30° W. to S. 50° W. about five leagues. At daylight we were nearly in the same situation, and we steered N. N. W. for a passage which appeared to divide the peaked hill land from the other to the N. E. We tried for soundings in the passage unsuccessfully, and passed through several strong ripplings. At 21 h. the peak bore West. At noon we were well clear

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 1.  
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 October.

9th.

of the straits, which are four or five leagues wide ; and we brought to the wind, having 45 fathoms, to observe the latitude, having the following bearings : Spanberg's Island S. 17° E. 41 miles ; a rocky point which forms the west entrance of the passage, and from which extends a reef some distance S. 20° W. 5 or 6 miles. Peaked hill S. 52° W., and the extreme of the same land S. 82° W. The high land making like an island from N. 48° E. to 61° E.

Conceiving the peaked hill land to be the N. E. part of Infu, as it plainly took a direction to the westward, and the wind being fixed at S. W., we embraced the opportunity of proceeding to the N. E. in the further exploring of the islands. In the bearing of the peaked hill the coast formed a bay, with a fine sandy beach ; and the mountain, which in this point of view formed a saddle hill, presented a very magnificent appearance from its great height, and extensive base.

Our course lay in the direction of the island which was broken and elevated, and at 4 h. we were abreast of a hill which rose from the sea shore, with a steep ascent to a considerable elevation of a conical shape, and evidently volcanic : we passed within two miles of it,



it, and plainly perceived it covered with stones and cinders down to its base, as if an eruption had lately happened. Round the crater it presented ragged and mishapen points; and some small shrubs were growing on the S. W. side very low down. This abrupt hill was connected with the island by a low isthmus, which receded from it on each side, so as to form circular bays; and the land continued low to some distance. At sunset the extremes bore from N. 55° E. to the volcano S. 24° W. two leagues.

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October.

10th.

Throughout the night we had very squally weather; and at 16 h. we stood in for the island, which at daylight we saw to the E. N. E., very indistinctly from the obscurity of the weather, which was squally and rainy, preventing any meridional observation. At noon the extremes were from S. 5° E. to N. 8° E. three or four leagues.

It threatened to blow hard; at 4 h. it increased to a strong gale with constant rain: the island then bore of us S. E. two or three leagues the N. extreme, and we had 95 fathoms water when we furled the topsails. At midnight it was more moderate, and at daylight we made sail. In the morning the wind shifted to the N. W., and we saw the land bearing from us S. 61° E.

to

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October.

to S. 27° E. : a low point S. 8° W., off shore four or five leagues. The weather soon became thick and hazy, and we lost sight of land very soon after seeing it; and the wind increasing without any prospect of its clearing away, we close-reefed the topsails, and stood to the N. N. E. with dark, gloomy, and uncertain weather.

11th.

Strong breezes, and very dark gloomy weather with an increasing gale in the evening, obliged us to reduce our sail, and strike the top-gallant masts.

At daylight we saw land bearing from S. 5° W. to S. 22° E. eight or ten leagues; but the gale continuing, we wore ship and stood to the N. E. We saw this island very indistinctly from the state of the weather.

12th.

Towards midnight the weather became more moderate, and at 11 h. we wore ship. At daylight we saw more land, extending from S. 80° E to a low point S. 30° E.; and at the same time the island seen yesterday bore from S. 20° W. to S. 37° W., and soon after a third appeared; this we conjectured to be the same we passed on Sunday. We stood towards them till 8 A. M. to convince ourselves they were not connected with each other, when we altered our course to N. E. with a gentle wind, which induced us to get up the top-gallant

top-gallant masts and make fail. At noon we were 12 miles South of our estimation, when the extremes of the northernmost island bore from N. 70° E. to S. three or four leagues; it appeared very high, and broken land in parts with projecting rocks, and in general very bare. We also observed snow in the cavities of the hills.

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October.

The other island was equally high and barren: it bore from S. 32° W. to S. 46° W. seven or eight leagues, but was of very little extent. The other island was not in sight.

13th.

The extremes preserved nearly the noon bearings, the head swell having impeded our progress. No soundings.

At daylight we saw more land to the N. E., but a thick fog-bank from the horizon upwards prevented our remarking its connection with the other land, which at noon bore from S. 20° W., to S. 40° W. six or eight leagues; outer land making an island N. 63° E. By an indifferent observation we were 15 miles North of account. Dark and very gloomy weather. No soundings with 115 fathoms.

## CHAP. VI.

*Passage to Marikan, one of the Kurile Islands—through the Straits of De Vries.—Company's Land.—Staten Island.—Unfavourable Weather prevented our going through the Straits of Sangaar.—Range the Eastern Coast of Japan.—Bay of Jeddo.—Japanese Boats.—Fatsjio Islands.*

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October  
14th.

At  $\frac{1}{2}$  past 4 h. a fresh wind sprung up from the S. E. quarter, and we made sail for the easternmost land, which at 5 h. bore N.  $67^{\circ}$  E. : founded frequently without reaching the bottom. At  $\frac{1}{4}$  past 9 h., being well up as we imagined with the land, we tacked, and continued plying under easy sails. At midnight we had heavy squalls of wind ; and at 14 h. we stood to the eastward under close-reefed topsails. At day-light we perceived plainly the outer land to be an island high and round and very small ; it bore East from us. The same weather still continued, and it was so very hazy we could not discern any other land. At 22 h. 30 m. we had nearly lost sight of the round island, bearing S.  $6^{\circ}$  W. four or five leagues.

The

The same unfavourable weather, with a cold damp air. At noon we had no land in sight, and we tacked to the S. W. The hazy atmosphere prevented any observation.

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1796.  
October.

Fresh breezes and squally weather, with a dark and hazy atmosphere. At 3 h. we fetched well up with Round Island, and again stood to the eastward, under easy sail, expecting the weather to clear up, to admit our making some remarks upon the islands we had hitherto imperfectly seen. In the evening the wind moderated, and we had heavy showers of rain.

15th.

At sunrise Round Island bore S. by W. four or five leagues; and we discovered new land to the eastward. We kept upon a wind to the S. E.; and at noon the Round isle bore S. 60° W. five or six leagues; another island S. 24° W.; and the land discovered in the morning bore from S. 84° E. to N. 56° E.; and we had no soundings.

The wind not permitting our passing South of the island to the N. E. of us, at 3 h. we made sail in the direction of it. The southern part of it was very high, sloping gradually from its elevation, and terminating in broken ridges at the base. A neck of low

16th.

R

land

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land connected this isthmus with the other part of the island. At sunset it bore from S. 36° E. to N. 50° E.; and Round Island S. 63° W. The night was a fine moon-light night, and we run along shore till 10h., when we plied as usual, having no soundings with 100 fathoms. At day-light the island bore from S. 9° E. to N. 75° E. four or five leagues; a hill of a circular form, nearly in the centre of the island, S. 77° E. The morning was squally, with variable weather; and at noon we had passed the north extremity of the island, and hauled up for a passage that divided it from another island: unfortunately we had no observation. A small opening bore S. 48° E. three miles; the island (supposed Maruchan) from S. 25° W. to S. 59° E.; the northern island N. 47° E. to N. 67° E. three or four leagues.

17th.

At 1 h. 30. the entrance of a small opening bore S. S. W. two miles, and we had 55 fathoms. As I conjectured this to be the harbour which is mentioned by Captain Cook to be situated on the N. E. side of the island of Maruchan, and where the Russians are said to have a settlement, in  $47\frac{1}{2}^{\circ}$  N. lat., we hove to and sent a boat on shore. At sunset the entrance bore S. 5° W. three miles; and we opened the S. W. point of Maruchan on with the N. W. point, making

them in one bearing N. 40° E. and S. 40° W. The N. W. point fell abruptly to the sea, with some rocks scattered off it; and the N. E. point bore S. 30° E. four or five miles. The other island bore from S. 36° E. to S. 66° E. three or four leagues. The eastern point runs out into low land, but the western point formed a high rugged bluff head. The passage between these islands is perfectly clear to all appearance, but the absence of the boat prevented our proving it. At 7 h. 30' we had the pleasure to see her returning, and we kept our wind to the N. W. The night was calm; and in the morning we had the wind at S. S. E., with thick, hazy, threatening weather, which induced me to stand to the S. W. At 21 h. 30' Marukan south point bore S. 26° E.

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October.

Strong breezes, with foggy and threatening weather, made us expect another gale, in which we were not deceived. At 3 h. 30' we saw Round Island, bearing S. 10° W.; and the gale increasing, we passed it at 5 h. 30' to the eastward, leaving another small island to the East, bearing from Round Island S. 45° E., which makes in two hummocks.

18th.

At 7 h. 30' being clear of the islands, we furled the forefail, and brought to under the storm stay-fails, in

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a very hard gale of wind, with continued rain. At 9 h. from the motion of the ship I fell down upon the quarter-deck, by which unlucky accident I had the misfortune to fracture my right arm above the elbow. The gale gradually, at 15 h., began to moderate; and by the next hour it veered round to the W. N. W., leaving a confused sea. At day-light we saw Round Island, and we made sail to the North. At 20 h. it bore S. 70° E., and Hummock Island S. 36° E.

At noon we had light breezes and a large swell from the East, Round Island bearing S. 40° W. to S. 64° W. three or four miles.

The winter season being now set in we proceeded to the South, intending to explore the east side of the Kurile Islands, if possible.

The officer reported the harbour in the island of Maruchan to be only calculated for small vessels, having a bar in the entrance with no more than two fathoms water; but within the bar it formed a spacious basin, with regular soundings of five and seven fathoms.

The settlement of the Russians he found abandoned; but there still remained crosses erected in different



ferent places, and the Russian arms carved and painted. The natives were similar to those in Volcano Bay, but spoke apparently a different language. They were clothed in bear skins, and wore boots of Russian manufacture, and cotton handkerchiefs round their heads.

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October.

These people were equally gentle in their manners, and in appearance possessed the same degree of poverty in their manner of living, and the construction of their habitations, as those we had before remarked at Infu.

The land was covered with long grass and moss, some trees of the dwarf pine, alder, bill, and crow berries.

There were many seals, and abundance of sea eggs.

It is to be remembered, we had traced the land of Infu or Jessô from Volcano Bay, to the N. E. point of what we conceived to be one island, extending from  $41^{\circ} 49' N.$  to  $44^{\circ} 30' N.$ , and from  $140^{\circ} 30' E.$  to  $146^{\circ} 22' E.$ , an extent of 100 leagues of its S. E. coast; which agrees very well with the account of De Vries's voyage, supposing he made the land in the same situation we did about the S. E. point. Captain King,  
in

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in the notes to Cook's 3d voyage, page 377, remarks, that in this part Captain Spanberg's discoveries place the island of Matimai, Kunashir, and Zellany; and that probably the mistake of De Vries in supposing it one land was owing to the foggy weather. I am of a different opinion; for we saw no island of any size till we came to one in  $43^{\circ} 50'$  N. and  $146^{\circ} 50'$  E., and which I suppose to be the same Spanberg watered at, and is called in Cook's voyage Nadeegsda.

In October the 12th we were in the latitude of  $46^{\circ} 1'$  N. and  $148^{\circ} 45'$  E., which is nearly the situation of the straits of De Vries; and we conjectured the northern land to be what he calls the Company's land, and the southern land Staten Island, but which is named Nadeegsda in the above voyage and chart. Captain King supposes the Company's land to be Oorooop and Nadeegsda of the Russians. As we sailed round this island, it is most likely to be Oorooop, in which it is said there is a good harbour; and Staten Island I imagine to be the Nadeegsda of the same nation. The violent gales we met with, after leaving Marukan, prevented our examination of the east side of these islands, and passing, as I intended, through the straits which divide the land of Insu from the coast of Nipon or Japan. Captain King also imagines Staten Island,

seen

seen by the Catricon, to be the Three Sisters; and for which reason, as he explains in the voyage, they are so placed in the chart. Vide Vol. III. p. 391, &c. of Cook's 3d voyage.

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October.

The island of Maruchan W., at midnight bore E.  $\frac{1}{2}^{\circ}$  N. Round Island, West. 19th.

At 20 h. the Round Island bore from S.  $65^{\circ}$  W. to W. Hummock Island S.  $5^{\circ}$  E.

At noon Hummock Point S.  $14^{\circ}$  W.; Round Island from West to N.  $80^{\circ}$  W.; and the large island to the South from S.  $34\frac{1}{2}^{\circ}$  W. to S.  $41^{\circ}$  W.

Light winds and clear weather, with the appearance of a strong southerly current. 20th.

15 h. Passed the Hummock Island, which we now plainly perceived was two islands; bore S.  $75^{\circ}$  W. and N.  $85^{\circ}$  W. five leagues.

Centre of Marukan southern part N.  $38^{\circ}$  E., and Round Island N.  $40^{\circ}$  W.

Sounded throughout the night without reaching the bottom.

Hummock

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I.

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October.

21st.

Hummock or Saddle Island N. W. by W.  $\frac{1}{2}$  past  
18 h. : tacked.

At sunset the southernmost island bore from S.  $66^{\circ}$  W.  
to N.  $84^{\circ}$  W. eight or ten leagues; Saddle or Hum-  
mock Island N. W.  $\frac{1}{2}$  N.; and the south extreme of  
Maruchan N.  $27^{\circ}$  W. : nearest land seven leagues. At  
8 h. thick foggy weather.

The wind suddenly shifted to the westward, and  
blew strong, with clear weather.

22d. 13 h. Variable, with light airs of wind gradually  
veering to the southward.

18 h. Made sail.

24 h. Fresh breezes and fine weather.

23d. 1 h. Fresh breezes and fine weather.

4 h. Strong breeze, and hazy, shortened sail.

6 h. Hauled upon a wind under easy sail.

9 h. Dark cloudy weather, with heavy rain. Wore  
ship.

12 h. Strong squalls. Struck the top-gallant masts.

16 h. Moderate breezes and variable, thick fog  
and heavy rain, with a large southern swell.

23 h. Light airs. Out reefs, and made sail.

24 h.

24 h. The same fog still continued.

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October  
24th.

1 h. Fresh breezes and very hazy weather, with a southern swell.

3 h. Thick foggy weather. Tacked ship.

6 h. Shortened sail for the night, with moderate and foggy weather.

8 h. Wind veered to the westward, and increased to a fresh breeze, with very hazy weather at 10 h., and we close-reefed the topfails.

12 h. Wore ship, and struck top-gallant masts. Very heavy squalls. At 13 h. furled the topfails and courses, and brought to under the storm stay-fails. Heavy gales of wind, attended with hail, at 15 h., laying to under a mizen storm stay-sail.

19 h. Got the jib-boom in, and lowered down the gaff.

24 h. Strong gales and fair, with a large sea.

1 h. Strong gales and fine weather, with a large sea.

3 h. Set the foresail reefed.

25th.

9 h. More moderate. Set the main-topfail close reefed.

12 h. Fresh gales and fine weather. Set the fore-topfail

15 h.

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15 h. The gale gradually decreasing.

18 h. Light airs. Made fail. Very clear weather.

21 h. Variable and squally weather, which increased towards noon, with rain, as the wind veered to the southward.

24 h. Fresh breezes, with rainy weather.

26th. 1 h. Strong breezes and dark cloudy weather, with rain. Half past 2 h., the wind suddenly shifted to the W. N. W., with heavy squalls, which obliged us to close-reef the topails.

In the afternoon several flocks of gulls were seen, and two land birds came into the ship.

12 h. Dark cloudy weather, with showers of hail.

18 h. Fresh breezes and squally weather. Made more fail.

24 h. Fresh breezes and clear weather. 41' south of account since last observation.

27th. 1 h. Fresh breezes and cloudy weather. Made fail.

4 h. A small land bird, of the colour of a chaffinch, was caught on board; and a spermaceti whale passed close to the ship.

12 h. Light breezes and clear weather.

19 h.

19 h. Fresh breezes and clear weather from the S. W. quarter; and we made sail to the W. N. W.

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VI.

24 h. Ditto weather, with an increase of wind. Barometer falling.

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1 h. Strong breezes and fine weather. In second reefs. 28th.

3 h. A number of porpoises about the ship.

5 h. Fresh gales and dark cloudy weather. Close-reefed topfails, and struck top-gallant masts. At 5½ h. wore ship.

10 h. Furled the fore and mizen topfails.

12 h. Heavy squalls of wind and rain, with lightning.

20 h. Fresh gales and strong squalls, which obliged us to clew up the main topfail at times, and to reef the forefail. At 23 h. it became more moderate, with fair weather, and the wind veered to the N. W. Heavy swell from the S. W. quarter.

1 h. Moderate breezes and cloudy, with a great head sea. Made more sail. Barometer rising fast. 29th.

6 h. Fresh breezes and cloudy weather.

12 h. Clear weather, with an increase of wind.

18 h. Strong breezes and dark cloudy weather.

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Close-reefed the topfails, and furled the fore and mizen ditto, and struck top-gallant masts.

22 h. Barometer fluctuating this morning.

24 h. Fresh gales of wind, with showers of sleet.

30th.

1 h. Fresh gales and very hazy weather, with a large sea. Hauled our wind to the southward, under main-topfail and forefail. Got the jib-boom in and spritfail yard.

8 h. Thick foggy weather, with the gale moderating. Set the topfails. The barometer, during the night, fell considerably.

12 h. Moderate breeze, with drizzling rain. Tried for foundings during the night. Sea considerably gone down. At 12½ h. the wind veered to the southward, and the same fog remained.

18 h. Got the top-gallant masts up, jib-boom and spritfail yard out, and made sail. Heavy rain at 20 h. with thunder and lightning. Wore ship. It soon after was calm, and we had continual rain.

24 h. Calm and cloudy, with a southern swell.

31st.

1 h. Variable weather, with a confused sea. Several land birds about; two of them were taken, and a wild duck was shot: we were also accompanied by sheerwaters,



waters, peterels, and albatrosses. At 4 h. the wind increased, and we tacked. At 5 h. we had strong gulls of wind from the western quarter, which soon obliged us to reduce our sails; and at 6 h. to furl the fore and mizen topails.

11 h. The gale again setting in from W. and N. W., gave us no hopes of passing through straits that divide Japan from Matzmai; and the advanced season rendered it very likely we should not succeed after further perseverance: added to which, my confinement, owing to my broken arm, precluded any satisfactory remarks even were we to succeed. I therefore gave up the idea for the present year, and we shaped our course in the direction of the Japanese coast, purposing to make the land about White Point, and continue the coast to the south, as the weather admitted.

24 h. Fresh gales and cloudy weather, with a large following sea.

1 h. Fresh gales and squally weather, with a heavy swell from the N. W. quarter. Barometer gradually rising.

4 h. Squally, with showers of hail.

6 h. Heavy rain, with variable weather but more moderate.

17 h. Light breezes, with less swell;  $\frac{1}{2}$  past we were

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were taken aback by the wind shifting suddenly to West. Made all sail.

24 h. Light airs with fine clear temperate weather, and smooth water.

2d.

1 h. Light airs and calms, with fine weather.

12 h. Cloudy weather.

16 h. Moderate breeze, with rain.

24 h. Fresh breezes and continual heavy rain, with smooth water.

3d.

1 h. Strong breezes and squally weather, with rain.

7 h. No bottom with 70 fathoms. In two reefs.

12 h. Squally weather, with showers of rain.

19 h. Made sail. Unfortunately the time-piece N° 1. was neglected to have been wound up this day at noon, and remained useless to us for the present; much to be regretted, on account of the strong currents.

24 h. Fresh breezes, with frequent squalls and heavy rain.

4th.

1 h. Fresh breezes and cloudy weather, with frequent squalls of wind and rain; at noon we stood West to make the land before night.

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5 h. In third reefs, and hauled our wind under easy  
sail.

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9 h. Tried for soundings with 100 fathoms of line.

11 h. Moderate, with continual rain.

14 h. Light airs.

17 h. Calm and variable. Light showers of rain.

20 h. Swell from the eastward. Barometer station-  
ary there 24 hours. A tropic bird and a duck seen in  
the morning. Small rain.

23 h. Heavy showers brought the wind to the North,  
and we made sail to the W. N. W. to make the land of  
Nipon.

1 h. Strong breezes and squally, with dark, cloudy  
weather. 5th.

6 h. Moderate and fine weather.

8 h. Tried for soundings.

10 h. Wore ship, and kept our wind : easy sail for  
the night.

12 h. Cloudy weather, with showers of rain.

14 h. Wore ship, and stood to the westward.

18 h. Made sail.

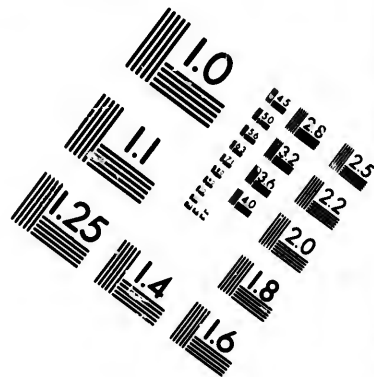
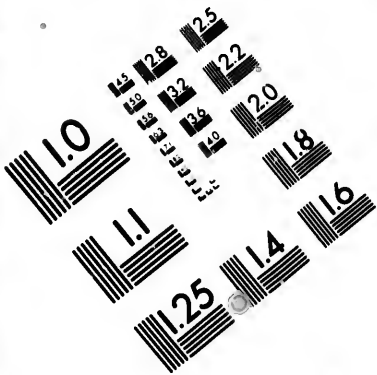
24 h. Fresh breezes and very clear weather. A swell  
from the northward.

1 h. Moderate breezes and fine weather.

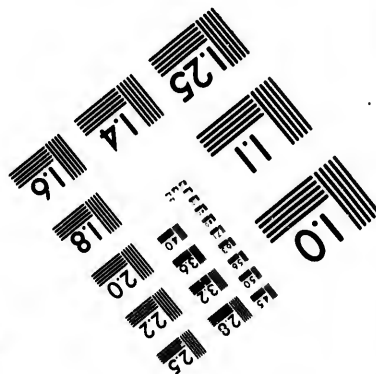
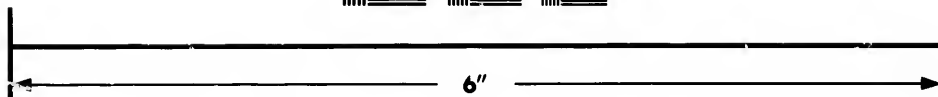
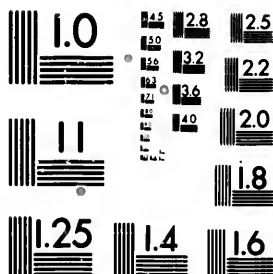
6th.

8 h. Light





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

115 128  
134 125  
122  
120

10

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I.  
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8 h. Light winds.

12 h. Hazy, with rain; wore ship, and tried for soundings.

15 h. Wore ship: drizzling rains.

18 h. Continual rain. Passed several patches of seaweed. Many land birds about the ship. One of them (a dove) was taken.

21 h. Variable weather, and very unsettled during this morning. Barometer very low.

24 h. The wind suddenly shifted to the N. W., and brought clear weather.

7th.

1 h. Moderate breezes and cloudy weather. Various land birds and many butterflies with other insects about the ship.

4 h. Every appearance of a strong northerly current.

7 h. The wind shifted in a violent squall, and soon increased to a hard gale, which obliged us to hand the topfails and strike the top-gallant mast. At 9 h. it blew a very strong gale, when we furled the courses and brought to under a storm stay-sail. At 10  $\frac{1}{2}$  h. wore ship.

At 14 h. 30 m. the gale moderating, set the forefail, and topfails close-reefed. Very clear weather, when the wind veered to the W. N. W.

At

At 17 h. 30 m. wore ship, and made sail with a strong breeze and clear weather. The barometer rising fast.

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22 h.  $1^{\circ} 14'$  North of account since last observation.

24 h. Ditto weather. Under courses, and double-reefed topfails.

1 h. Moderate breezes and fair weather. Made more sail. Many whales about the ship of the spermaceti kind.

5th.

6 h. Light winds and clear, with a swell from the N. W. quarter.

12 h. Ditto weather.

16 h. Fresh breezes and fine clear weather.

24 h. Ditto weather; 36 miles to the North of account.

1 h. Fresh breezes and fine weather. At 2 h. we saw the land of Japan or Nipon to the westward from the mast-head.

9th.

5 h. Extremes of land from S.  $80^{\circ}$  W. to N.  $40^{\circ}$  W. four or five leagues. We also saw a sail to the west, supposed to be a junk. Shortened sail, and steered to the S. W. with a gentle breeze.

12 h. Light breezes, and cloudy.

18 h. Made all sail.

T

At



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November.

At 17 h. the land from N. 42° W. to N. 80° W. five or six leagues.

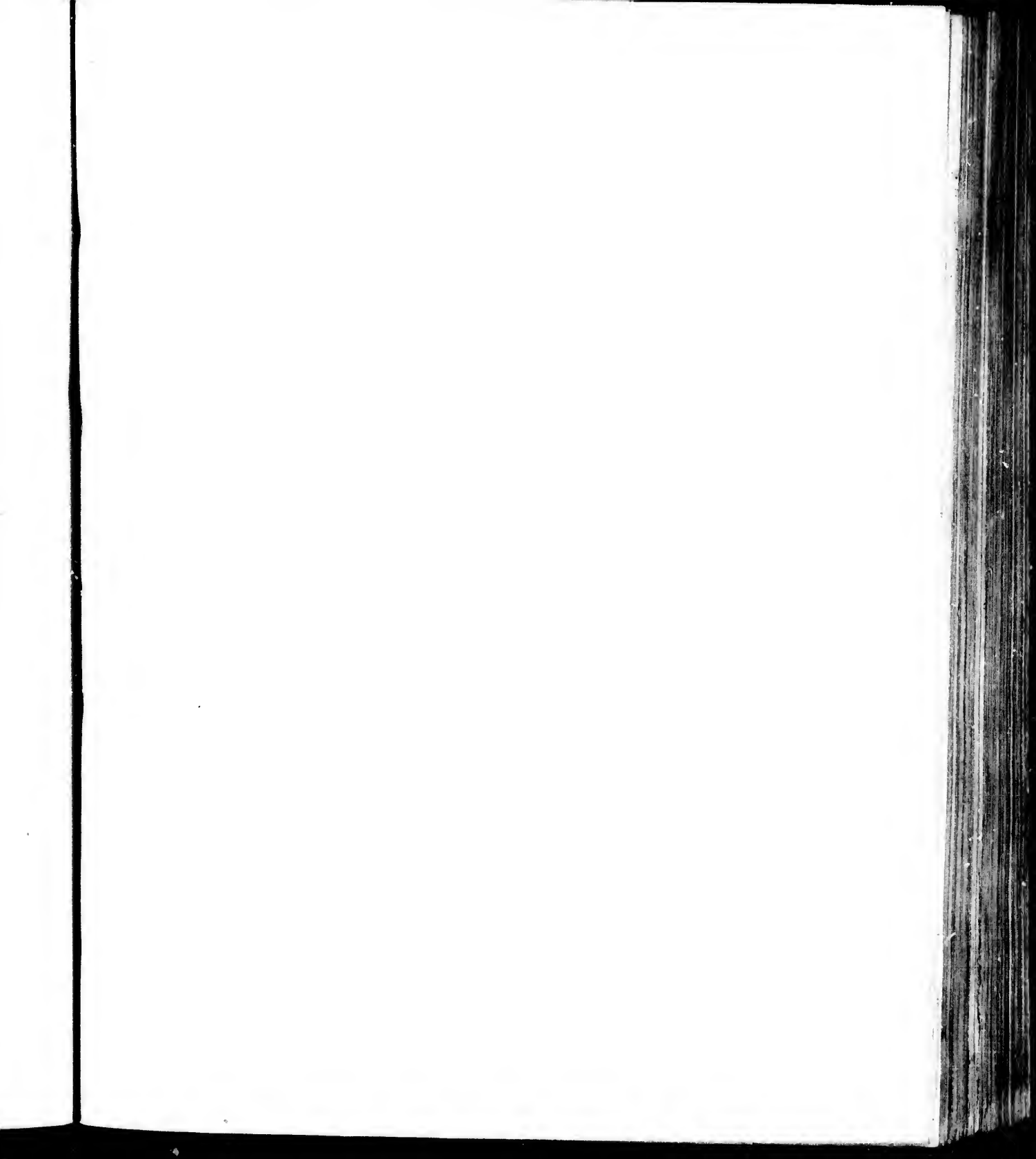
22 h. Dark, cloudy weather, and variable, with small rain.

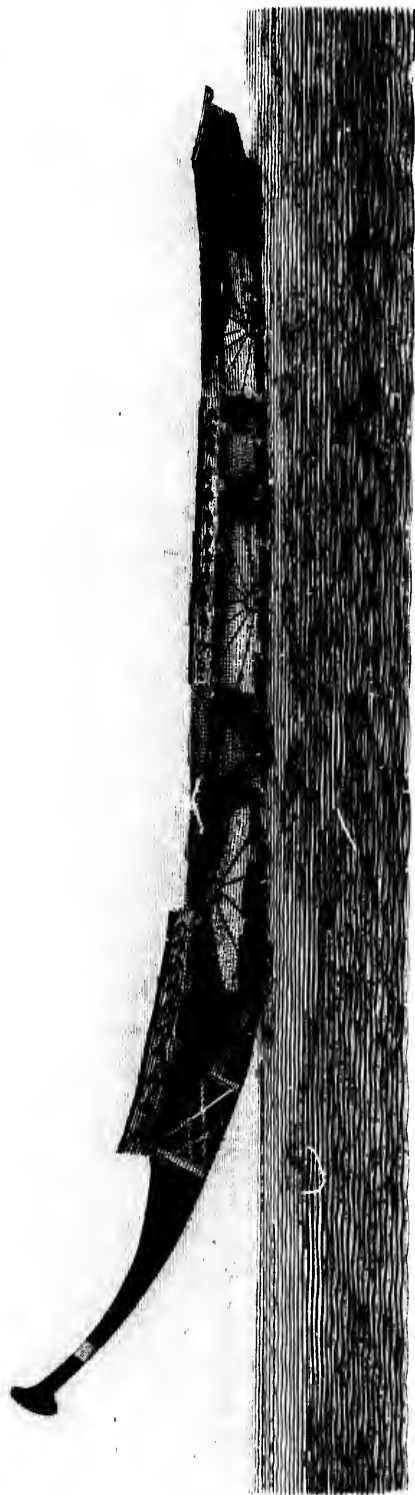
24 h. Continual rain, and very gloomy weather.

10th.

Variable and dark cloudy weather, with continued rain till 6 h., when it was calm. After 8 h. a breeze sprung up from the N. W., and we stood in shore. At 13 h. we wore and stood off; and at 3 we again stood in shore. At 6 h. 30' A. M. the land bore from N. 47° W. to 85° W.; a remarkable hill N. 82° W.; and we made sail. At 21 h. 20' the S. E. point of Japan bore N. 3° E., on with a distant hummock. Allowing its longitude to be right 140° 40' E., as settled in Captain Cook's voyage, we set the watch, N° 1, a-going, allowing its rate to be the same as before.

The shore from White Point tended to the S. W. It was of moderate elevation, with chalky cliffs to an opening, from whence came many fishing boats; and from thence it continued bare of wood and destitute of verdure. We steered nearly in the direction of the coast, with fine clear weather, and at the distance of two leagues; and at noon we were abreast of an ex-





tenfive town. The land about it appeared richly cultivated, in ridges rising above one another in the sides of the hills. The tops of these hills were steep and craggy; and in the hollows between them we saw some wood, but in no quantity, To the N. E. of the town the coast was indented. The extreme, South of the town, S. 79° W. 10'; opening, or river, N. 9° W.; land about White Point, making north extreme, N. 34° E.; Round Mountain, N. 58° W., 4 or 5 leagues off shore.

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November.

Moderate breezes and very fine weather. We saw several islands between the South and West; and at 5 h. we were abreast of the south extreme, which bore N. 30° W. six miles. This point forms the eastern entrance into the bay of Jeddo. The Outer Island bore S. 20° W., ten or twelve leagues. In the afternoon we were visited by many fishing boats. They were 36 feet long, 8½ wide, and 2½ deep, very neatly built of oak, elm, and fir, very sharp forward, and with a rising stern, which projected beyond the real stern, being a continuation of the sides. They have a false bottom, where they contain their fish; and in every respect they were most ingeniously constructed. They were steered in the Chinese manner; and each boat carried one mast, with a square cotton sail.

11th.

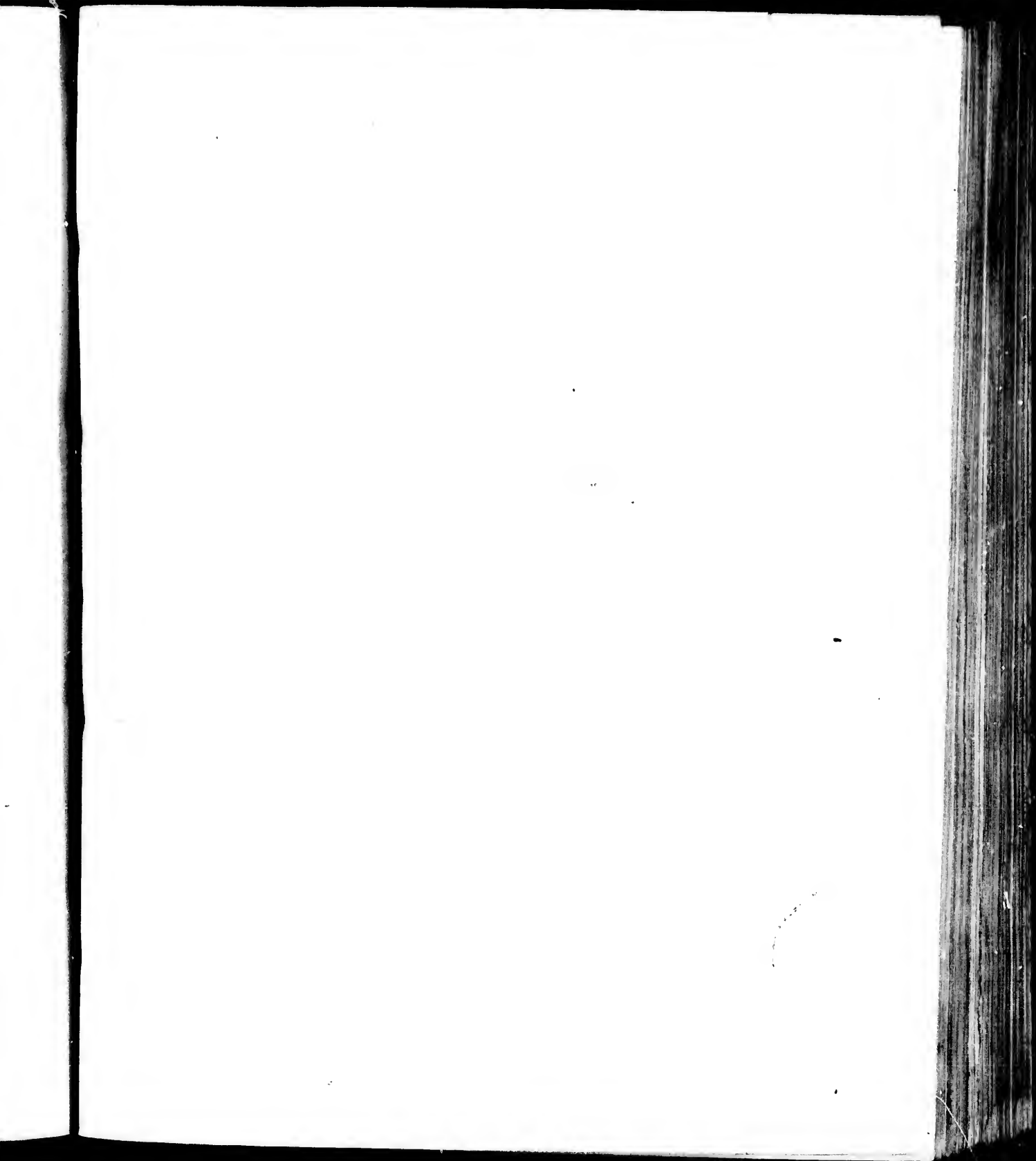
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November.

They very liberally supplied us with fish, without seeming to expect any return; and having satisfied their curiosity, we parted mutually entertained. There were twelve men in each boat, and they made use of skulls instead of oars.

The night was calm; and at day-light we had a strong northerly wind, with squally weather, which prevented our seeing the land till 19 h., when we discovered the outer island bearing S. 59° W.; to our surprize, a strong current having set us to the eastward in the night. At noon the south point of Outer Island, S. 8° W., five miles; south extreme of Volcano Isle, on with rocks, S. 88° W.; distant high mountains open, with a hummock, N. 32° W.

12th.

Strong breezes and squally weather. After noon we bore up for the passage between Volcano and Outer Isle, which was clear of all danger. Off the west point of Volcano Isle are some detached black rocks, at two or three miles distance; and in the direction of S. by E. from Outer Island we saw another island, ten or twelve leagues; and another small cluster of rocks, bearing from Outer Island S. W. five or six leagues. After clearing the passage we hauled up to the W. N. W., to examine the northern islands. The  
night





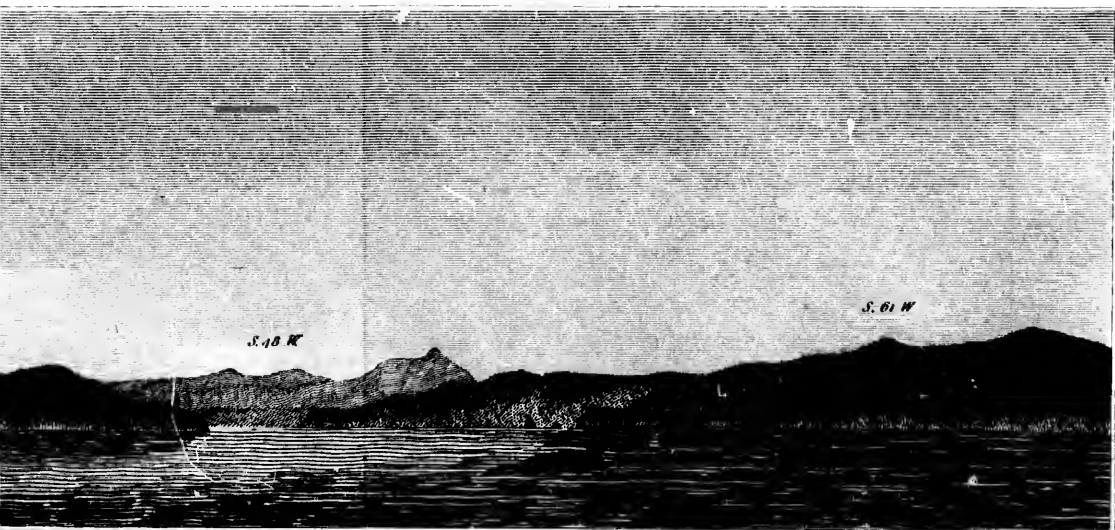
*In Island to the Southward of the entrance up to fjells seen to emit Clouds of smoke on July 31 at 7 P. M.*



*Supposed to be Cape St. Peter's Nambin on July 31 at 7 P. M.*



to emit 2 founts of smoke at the intervals of about an hour between each 29 inches  
 on July 31 at 7 P. M. 1797



W. A. Numbur on August 1<sup>st</sup> 1797 at 10 A.M.

Arch. sculp. 575 Steudt.

of the 1<sup>st</sup> of Aug by Capt H. A. Davis. Numbur





*To Island to the Southward of the*



*early 1821. Mount.*

night was moderate, but we had no soundings throughout. At 18 h. the northern islands bore from N. E. to S.  $79^{\circ}$  E., and we steered N. W. for the coast. Some of these islands were of little extent, forming round hummocks: the centre ones long and narrow, with white cliffs, and connected by low isthmuses. The largest was the Volcano, which afforded a pleasing prospect, being cultivated and clothed with verdure towards the peak, which rose gradually to a considerable height. We saw no smoke issue from the crater, which appeared much broken.

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1796.  
November.

At noon the north extreme, which I conceive forms the western point of entrance to Jeddo bay, bore N.  $57^{\circ}$  E.; and the coast extended from thence to W. by N., off shore five or six leagues, of moderate elevation.

Moderate breezes and variable weather, and very hazy, which prevented our observing the main land distinctly. Near the sea it appeared low and level, with very high double land to the N. W., rising to mountains. To the North the shore was much broken and indented, and appeared to form an opening. At 5 h. 20' a low point, making the nearest land, bore N.  $\frac{1}{2}$  E. five leagues; and we had very dark, gloomy, threatening

13th.

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November.

threatening weather: barometer falling. At 12 h. the wind increased; and at 16 h. we were under courses and main-top-sail. At 19 h. we had squally weather, with a great deal of rain, and a large sea; and soon after we saw the rocks which are situated to the S. W. of Outer Island. At first we took them for a vessel under low sail, till the islands appearing discovered our mistake. At 20 h. 30' they bore S. 50° E. three leagues, when we wore ship. At 21 h. 10' the wind suddenly shifted to W. N. W., and blew very strong, and the weather began to clear away: we shaped our course to pass to the North of Volcano Island, between it and an island that appeared much broken by the inequality of its form. At noon the rocks off the east extreme of Volcano Island bore N. 70° E., two or three miles; Broken Island N. 15° W. to N. 29° W., ten miles: very high mountain N. 22° W. Mount Fusi\*.

14th. Fresh gales and clear weather, with heavy squalls of wind. We found the passage five or six leagues wide

\* Thunberg, in his voyage to Japan, says, Vol. III. p. 158, "At Josiwaru we were nearer than any where else to the mountain of Fusi. The Japanese reckon the height of it, in the ascent from the foot to the top, to be six leagues. In shape it resembles a sugar loaf; its top reaches above the clouds, and is discernible at many leagues' distance.

betwixt

betwixt these islands, and no dangers. The north point of Broken Island is rather high, with perpendicular whitish cliffs. Off the S. W. part is a large detached rock, with several small ones about it. Its greatest extent is in a N. E. and S. W. direction, four or five miles. To the N. E. of it are two more islands: the first is low and flat, but the northernmost is more extended, of moderate height, and connected in parts by low land, which makes it appear at a distance like separate islands, with a conspicuous white mark on the southern one, and a rock laying off it to the westward. Directly North of this island, at four or five miles' distance, are the two hummocks before mentioned: the northern one is the largest. In the afternoon we had a fine view of the famous Mount Fuji, towering above the high land, and covered with snow. At 5 h. 30' it bore N. 48° W.; and a large island from N. 38° W. to N. 50° W., four or five leagues. Land to the W. N. W. seen indistinctly. The wind preventing our entering Jeddo bay, we bore up to the South, to explore the islands to the South of Outer Island, with a strong gale at West. At 18 h. 30' we saw the islands to the southward; and at noon they bore from N. 20° E. to S. 80° E., four or five miles. Variable weather.

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1796.  
November.

Fresh

BOOK

I.

1796.  
November  
15th.

Fresh breezes and dark threatening weather prevented our having a meridian observation for the latitude: and the few remarks we were able to make on these islands were incomplete, on account of the weather which prevented our having any communication with them; and we plainly saw they were inhabited. I supposed them to be the islands of Fatfiso, so called in the charts. The largest bears from what I distinguish as Outer Island N. by W. and S. by E., 13 or 14 leagues. The westernmost one is only a high peaked hill, not more than one league in circuit; and if it had not been inhabited I should have imagined it to be inaccessible. On the north point the houses were surrounded with cultivations, laid out in ridges on the acclivity of the hill, as before remarked on Nipon. This island is two or three miles to the south-west of the other, and between them appeared a clear channel. After passing without the peaked isle, we hauled up to examine the other; but the wind veering to East, we could not approach within three or four leagues. It extends N. W. and S. E. three or four leagues, and presented a very fertile appearance. The higher parts were obscured by the haze: its lat.  $33^{\circ} 6' E.$ , and  $140^{\circ} E.$  long. The appearance of the weather gave us no hopes of a change; we therefore steered

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steered to the westward, having strong gales with a great deal of rain.

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November.

16th

Strong gales of wind, with thick and rainy weather.

5 h. The same weather, with continual rain; and we brought to the wind under a close-reefed mainsail and forefail, with our head to the eastward. Barometer still falling.

12 h. Heavy squalls, and a large sea from the eastward.

18 h. Ditto weather, with frequent squalls and heavy rain from the S. E. which broke up the gale; and soon after it became calm, with a confused sea and constant rain. Set the topfails.

23 h. Barometer very low.

24 h. Light breezes from the north-west, and the appearance of fair weather.

The wind soon increased to a fresh gale, with very heavy squalls; and soon after their violence obliged us to furl the topfails. We kept our wind under courses, in hopes of seeing the land; which we discovered at 3 h. 30' to the westward, three or four leagues from us. We then wore ship, and tried for soundings. The weather presented a most threatening appearance in the western quarter, and we hauled up the courses

17th.

U

to

BOOK  
I.  
1796.  
November.

to receive it. It was not so heavy as we expected, but shifted in a violent squall off the land to W. N. W., which clearing away the haze, we had a more distinct view of the land at sunset. It extended from N. N. E., ending in a low flat point, which bore West. It blew strong with clear weather all night, and we carried close-reefed topsails till midnight, when the gale increasing, with a head sea, we took in the fore and mizen topsails. At 12 the land bore from N. by E. to N. N. W.; but at day-light, to our surprize, we could not discern it, although the weather was so clear as to admit our seeing a great distance. I conjectured the land we had seen to be the south point of Japan.

## CHAP. VII.

*Passage to the Lienquieux Islands.—Off Formosa.—Arrival at the Tyta, Macao.—Purchase of a Schooner.—Preparations for the further Prosecution of the Voyage.—Nautical Observations in the Tyta.*

**M**ODERATE breezes and cloudy weather. Out all reefs and made sail, keeping our head to the westward, clofe upon a wind.

6 h. Light airs inclining to calm, with dark cloudy weather.

12 h. Light airs:  $\frac{1}{2}$  past, tacked ship. Clear and light night.

19 h. By the observations the current has fet us S.  $18^{\circ}$  E., 31 miles these 24 hours.

24 h. Calm and cloudy weather.

Very clear weather, with light airs of wind at times. 19th.

13 h. Light airs from the westward. Made sail.

17 h. Exercised great guns and small arms.

20 h. Current S.  $18^{\circ}$  E. 27 miles.

24 h. Very fine weather and smooth sea.



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I.  
1796.  
November  
20th.

Light breezes and fine clear weather.

5 h. As the wind veered round to the N. E. we had dark and hazy weather.

18 h. Out all reefs and made sail.

21 h. Current S. 83° W. 25 miles.

24 h. Breeze increasing, with fine weather and smooth water.

21st. Moderate breezes and fine weather.

8 h. Dark cloudy weather, with lightning in the S. W. quarter.

10 h. At 10 h. 30' no bottom with 115 fathoms; and we had squally weather, with thunder, lightning, and continual rain. Close-reefed the topsails, and brought to the wind, as we could not see one mile a-head.

16 h. The weather more moderate and clear: bore up and pursued our former course. At 18 h. tried for soundings: no bottom 100 fathoms. Hazy showers of rain and squally weather.

24 h. Moderate and cloudy weather.

22d. Moderate breezes and squally weather, with heavy showers of rain. At 4 h. 30' saw land to the W. N. W.; and at 5 h. 30' the extremes extended from S. 61° W. to N. 55° W., five or six leagues. It appeared of moderate

derate elevation ; but we observed it indistinctly from the gloominess of the weather. At 8 h. we hauled our wind for the night, which continued moderate, with frequent showers of rain ; and we could not reach the bottom with 115 fathoms of line.

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VII.  
1796.  
November.

13 h. Calm and cloudy at daylight : the land bore off us W.S.W., ten or twelve leagues ; the current having set us to the eastward during the night. Towards noon a breeze sprung up, and we made sail in for land. This morning we were fortunate in having good observations for the latitude and longitude, which determined our situation at noon very exactly, and we had the following bearings : a faddle hill N. 24° E., and the extremes from N. 40° E. to W. by N., appearing at intervals part of the land, made us conjecture the whole to be connected. The land to the W.S.W. we did not see.

Fresh breezes and cloudy weather, and we stood in for the land. At 4 hours it was squally with rain, which obscured it from our view. At 5 h. we tacked within two or three leagues of a bluff point, which bore from us N. 12° W., but we had no soundings with 80 fathoms. To the N. E. of the point the land appeared to recede considerably, leaving the prospect of an opening ; but the imperfect view we had,  
owing

23d.

BOOK

I.

1796.  
November.

owing to the badness of the weather, prevented our making any satisfactory observations. We had strong breezes, with a head sea all night; and at daylight we had the wind to the North of West, with fine clear weather; and at 19 h. 30' we saw the land extending from N. 40° W. to N. 65° W. from the deck. Made all sail.

23 h. Current N. 70° E. 30 miles.

24 h. Strong breezes and clear. Land seen bearing N. 60° W. 12 or 13 leagues.

24th.

Strong breezes and fine weather. At 4 h. 20' the extremes of land from N. 55° W. to West, just visible from the deck. At 15 h. the land extended from N. 70° W. to N. 63° W. We judged these lands to be the continuation of coast; but the strong wind from the N. W. prevented our nearer approach. They appeared to be very high in detached parts.

We tried for soundings all night unsuccessfully, and the breeze was now moderate. At 19 h. 30' we were well up with the extreme southern land seen last night, bearing S. 80° W., and the north extreme N. 12° W.; and we saw high distant land to the S. W., apparently unconnected with the other. We steered towards a deep bay; and at noon we were three or four

four leagues from the shore, which appeared high and rugged, much broken into ridges; in general bare of wood and rocky, but some of the hills were clothed with wood up to their summits. The extremes bore from N.  $75^{\circ}$  W. to N.  $1^{\circ}$  W.; starboard point of bay N.  $53^{\circ}$  W., two or three leagues; Volcano Mountain N.  $65^{\circ}$  W.; high distant land S. W., ten or twelve leagues.

CHAP.  
VII.  
1796.  
November.

Light breezes and variable weather. The volcano, which is situated in the interior parts of the bay, emitted vast columns of smoke; and we observed several boats fishing in shore, and a junk standing into the bay. At 5 h. the extremes bore from N.  $18^{\circ}$  E. to S.  $75^{\circ}$  W.; centre of bay N.  $40^{\circ}$  W., five or six miles; low land, just visible from the deck, S.  $68^{\circ}$  W.; distant land S.  $42^{\circ}$  W.; and more low land, seemingly connected with it, S.  $25^{\circ}$  W. We steered to the southward and eastward upon a wind. At daylight or 19 h. we saw the low land bearing S.  $67^{\circ}$  W.: the same set last evening S.  $27^{\circ}$  W.; the extremes, North of the bay, N.  $27^{\circ}$  W. We stood in shore for the low land, which was five or six leagues, having moderate winds and cloudy weather. At noon the extreme, North of the bay, N.  $15^{\circ}$  W., and south extreme N.  $72^{\circ}$  W.;  
and

25th.

BOOK  
I.

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November.

and the same distant high land S. 58° W. ; the other extreme, on with centre of low land, five or six leagues. The volcanic bay seemed to be capacious, and most probably terminated with good shelter, for, after taking a northerly direction, it turned to the eastward. Current north 25 miles. Moderate and variable winds from the S. E. No soundings.

26th.

Moderate breezes and fine weather, with smooth water. As we approached the shore, more low land appeared ; and at 5 h. we were within four or five miles of it, when it extended from S. 20° W. to N. 75° W., of little elevation, with a sandy shore, and covered with scattered trees. The distant high land still appeared over it, in the direction of S. 50° W., at a considerable distance. The extremes, North of the low land, bore from N. 68° W. to N. 17° E., near the north point of the bay ; and we had 45 fathoms. In this situation we could not determine the connection of the low land with the distant high land over it, which is most probably the case : but the opening to the North of N. 75° W. was so much contracted, and making in low points from each shore, I conceived the whole to be joined, leaving in this indented part some harbour we could not perceive, and which we were

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prevented determining by the wind in the morning veering to the S. W. As we could not fetch the same land again, at 5 P. M. we stood to the eastward.

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November.

Fresh breezes and squally threatening weather.  
21' N. of account.

Fresh breezes and cloudy weather.

27th.

Moderate breezes, fine weather, and smooth water.

Clear star-light. In Arrowsmith's chart of 1791 are many islands laid down, nearly in our present situation at noon, said to be discovered by the Spaniards. We saw nothing to lead us to suppose we were in the vicinity of any current since our last observations, for the time-piece (being the interval of three days) N. 68° E. 38 miles.

28th.

22 h. Ventilated the ship with the foul-air extractor.

24 h. Ditto weather. Tropic birds and flying fish seen.

6 h. Dark and gloomy appearance in the N. W. quarter, which soon produced a change of wind, and

29th.

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November.

we stood to the westward. Lat.  $28^{\circ} 10' N.$ , and long.  $135^{\circ} 15' E.$  at the time.

30th.

Fresh breezes and cloudy weather.

6 h. Shortened sail.

12 h. Tried for foundings in the night.

18 h. Dark cloudy weather, with showers of rain.

We steered to the westward, to fall in with the island of Great Lieuchieux.

24 h. Ditto weather. A small land bird and a hawk seen.

December  
1st.

Fresh breezes and cloudy weather.

6 h. Shortened sail, and founded hourly during the night. No bottom.

12 h. Very cloudy weather: at daylight we made sail; and at 22 h. 30 m. we saw the island of Lieuchieux. At noon we had squally and rainy weather, and we hauled up to the S. W. being five or six leagues off. From the unfavourable weather, we could discern very little. The shore appeared low and even, the western point falling abruptly to the sea. It extended from S.  $76^{\circ} W.$  to West; and we had no foundings with 105 fathoms.

24 h. Fresh breezes, with cloudy and squally weather.

Fresh

Fresh breezes and cloudy weather, with frequent squalls attended with rain, which at times obscured the land. It appeared broken, the higher parts connected by low land; and to the South it was well cultivated and diversified by woods: towards the sea it rose in clayey cliffs of a bright yellow with sandy breaches. We kept upon a wind to the S. W., and at 5 h. 15 m. the extremes extended from S. 80° W. to N. 24° W. four or five leagues distant. The coast still presented the same level appearance in general, very low. At 12 h. we were in the lat. of 26° N., and as I supposed near the southern part of the island. We plied under easy sail till daylight. The night was moderate, with some rain; and at 16 h. the wind suddenly shifted to the N. W. quarter, with squally, unsettled weather. At 19 h. the nearest land bore N. 30° W. three leagues, and the extremes from N. 10° E. to N. 67° W. We saw no other land in any direction, although the charts lay down some islands in this situation. At 20 h. we saw several islands to the W. N. W.: the outer one, forming like a gunner's quoin W. by N. at 21 hours.

At noon the fourth part of the island Lieuchieux N. 46° E. to N. 68° E. six or seven leagues. A low island, North eight leagues; from whence they ex-



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December.

tended to the Quoin N. 34° W. in Number 5. : we supposed them to be the Matchi Islands. Very hazy weather.

3d. Fresh gales and dark weather prevented our making any other remarks on Great Lieuchieux and the Madjicofemah Islands, but we steered a course to fall in with some other islands between them and Formosa. At 2h. 15' we lost sight of the Gunner's Quoin, bearing N. by E. The gale increased with heavy squalls of wind and rain, yet the barometer continued stationary.

At 9 h. we hauled upon a wind under a foresail and close-reefed main-topfail. In the morning it was more moderate, with a large sea from the northward; and we bore away at 16 h. 15', having clear weather. At 21 hours we saw low land to the westward, and at 23 h. 40' rounded a reef which extends to the eastward of the S. E. point of this island, composed of rocks above and under water; and we had 60 fathoms coral bottom. From the mast-head an island supposed to be seen bearing North from the reef, and another to the N. W. : and a hummock on with S. E. point N. 37° W. probably joined with the island. Just within the point to the westward is a sandy bay, and above it we discovered a village scattered amongst the trees,

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trees, with some cultivated spots near it. At noon the S. E. extreme N.  $9^{\circ}$  W. two or three miles. The other extreme N.  $85^{\circ}$  W. very low. The reef N.  $22^{\circ}$  E. 45 fathoms corally bottom. Strong breezes and very squally, but clear and pleasant weather.

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1796.  
December

Strong breezes and fair, with heavy squalls from the land, that prevented our risking any communication with the shore: we therefore ranged the south side at the distance of two or three miles. This island is universally low. On the tops of the rising grounds were some groves of trees, but the country in general was covered with heath or coarse grass, and several habitations were scattered along shore; we also observed smoke arising in several parts. At 2 h. we had run the extent of the island, and were abreast of a small islet which is off the west point; between it and the shore was a small reef, and between North and N.  $28^{\circ}$  W. we saw more land. An extensive reef was situated between these lands, as we saw the water frequently break; and we had 18 fathoms corally bottom. At 5 h. 15' we were within five or six miles of a small island, bearing from N.  $65^{\circ}$  W. to N.  $85^{\circ}$  W., and high land to the W. S. W. At 18 h. 45' the small island bore N.  $66^{\circ}$  W. four or five leagues, and the other island from N. N. E. to E. S. E.; and the  
high

4th.

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December.

high land extended from S.  $70^{\circ}$  W. to N.  $87^{\circ}$  W., for which we steered. At 22 h. we lost sight of the small island, and at noon we were three or four miles off the high land, which appeared in general well clothed with wood, and much broken; the hills being connected by sandy isthmuses. The S. E. point was low.

5th.

Very fine weather enabled us to range the shore at a little distance; it lies in the direction of N. N. E. and S. S. W., and near the S. E. extreme we observed an extensive village. A small reef lies off the point, and as we opened we discovered another island bearing S.  $75^{\circ}$  W. from it, and falling abruptly to the sea. At 2 h. 30 m. this head bore S.  $88^{\circ}$  W.; the village point N. E.; opening to sea between the island N.  $7^{\circ}$  E.; and we perceived two rocks in the midst of breakers N.  $86^{\circ}$  W. and S.  $75^{\circ}$  W. three or four miles, and we had no bottom with 100 fathoms. We bore up and passed without them, and soon after we saw several low, flat islands, extending from the large islands, connected with each other by coral reefs; at least so much so in appearance as to preclude any clear passage between them. At 5 h. 50' we approached an island of no elevation, bearing from S.  $50^{\circ}$  to S.  $56^{\circ}$  W. two or three leagues. The abrupt head N.  $65^{\circ}$  W., and in  
the

the passage between two small hummocks bearing N. 85° W. The low islands from N. 6° W. to N. 40° W. three or four miles; and from N. 18° E. to N. 40° E., on with the land about Village Point. At 18 h. 30 m. the island set to S. W. last night, now bore N. N. W.  $\frac{1}{2}$  W., but squally and hazy weather prevented seeing the high land till 19 h. 45, when the head bore North about five leagues, and the same land extended to N. 34° E.; a small opening N. 15° E. Low Island N. 45° E. to N. 6° E. five or six miles. The hummocks N. 27° W.; at 20 h. 30 m. they bore North, and we lost sight of the land.

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December.

Fresh gales, with dark, cloudy weather and continual rain, prevented our seeing more than three or four leagues in any direction; and the wind kept increasing to a strong gale. At 15 h. we furled the topsails, and brought to the wind under a forefail and mizen-stayfail till daylight.

6th.

Bore away, and set the topsails; very squally weather, with showers of rain, which at times entirely obscured the horizon. At 21 h. 30' through the haze, we saw the land of Formosa two or three leagues, rising abruptly from the sea to a prodigious height. An uncommon fall of water descending  
7 from

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I.  
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December.

from the mountains in a perpendicular direction, pointed out our vicinity to the land before we saw it.

7th. As we steered in the direction of the coast, the high land of Formosa appeared at intervals, when the squalls cleared away; and at 40h. 30m. the southern part bore S. 65° W., four or six leagues: to the North it continued entirely obscured. The gale still continued with little variation, when being by estimation, at 8 h. 30 m., in the latitude of 22° 45' N., we brought to the wind under low sail for the night. At 12 h. wore ship; and at 18h. 30m. the extremes of Formosa extended from N. N. W. to West; an island of moderate elevation S. 80° W., four leagues; and the island of Botol Tobago Zima S. 6° W., ten or twelve leagues. The gale had considerably abated; and we made fail to pass between Botol Tobago and the land of Formosa, which we could scarcely discern for the thick haze over the high land. At 21 h. the Low Island bore N. 50° W., four leagues; extremes of Botol Tobago S. 23° W. to S. 27° W. These islands bore nearly N. by E. and S. by E. of each other. At noon the extremes of Botol Tobago South to S. 23° E., eight or ten miles; Low Island North, on with Formosa; extreme point of Formosa land, making low, S. 70° W.  
Soon

Soon after we observed the island of Little Tobago bearing from the east point of the great island S. 26° E., which is nearly the direction of the north side.

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December.

At 1 h. 15' Little Tobago open with south extreme S. 41° E. At 3 h. 15' the north extreme of Great Botol Tobago bore East to the other extreme S. 80° E.; Formosa from North to S. 60° W. At 5 h. 30' the centre of Botol Tobago Zima N. 75° E.; and the south extreme of Formosa S. 78° W., two or three miles: and at 5 h. 45' it bore N. 80° W., on with a distant point. At 6 h. it bore W. N. W.  $\frac{1}{2}$  West, two or three miles. It was fine moon-light; and as we had not seen the Vele Rete Rocks before dark, we shaped our courses (as per log) to pass between them and Formosa, founding, as per column, under our double-reefed topsails. At 7 h. 30' we had 35 fathoms, gravelly bottom: the extremes of Formosa E. N. E. to N. by W., three or four miles off shore. At 8 h. the land from N.  $\frac{1}{4}$  E. to E. by N.; and we hauled up to the N. W., plying under sail till day-light, when the extremes of Formosa extended from N. 10° E. to N. 60° E.; a very high round mountain N. 10° E., off shore three or four leagues. The wind increased with heavy squalls, and we stood to the S. E., expecting to see the Vele Rete Rocks; but at 20 h. the gale had

8th.

BOOK reduced us to courses and main-topfail, and seeing  
 I. nothing of them, we stood to the N. W. with a strong  
 1796. gale. At noon the extremes bore from N. 20° E. to  
 December. N. 70° E., about six or eight leagues.

9th. Strong breezes and cloudy weather, with showers  
 of rain.

3 h. More moderate. Set the topfails.

At 4 h. 30' the extremes of Formosa bore from  
 N. 50° E. to N. 75° E.; and we saw no more of it,  
 owing to the gloomy weather.

12 h. Fresh breezes and cloudy. No bottom with  
 100 fathoms. Strong breeze and dark cloudy weather.  
 Swell from the northward.

10th. Strong breezes and cloudy weather.

16 h. We passed several Chinese fishing-boats;  
 and for fear of running over them we carried easy sail  
 till day-light, and a light at the bowsprit. At 18 h.  
 strong breezes and hazy: made sail. At 22 h. 30' we  
 saw Pedro Blanco bearing N. 63° W.

24 h. Fresh breezes and very hazy. Pedro Blanco  
 N. 23° E., three or four miles.

11th. 4 h. Saw the Lima islands to the westward.

5 h. Dark hazy weather. Double-reefed the top-  
 1. fails,

fails, and prepared for anchoring. At 7 h. we came to in 20 fathoms, clayey bottom, between the island of Poo Tory and the Grand Lima, bearing from N. E. to S. E.; the passage to the sea being open in that angle from Poo Tory  $1\frac{1}{2}$  miles.

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1796.  
December.

12 h. The wind gradually increased to a strong gale, but we rode very easy with a whole cable out. In the forenoon it was more moderate, with cool and pleasant weather.

After mustering the ship's company, the officers and seamen were informed that it was necessary they should deliver up to me their journals, remarks, or whatever drawings, &c. that related to our proceedings since the first of September ult., and enjoining them also to secrecy since that period.

Several China boats were failing among the islands, notwithstanding the gale, which induced us to make the signal for a pilot.

Soon after noon a Chinese boat came on board, and agreed to pilot the ship to Macao for 40 dollars. At 1 h. we got under way, and made sail to the westward. At 6 h. we were well up with the passage between the island of Lantoe and Laf-fammu; and we came to an

12 h.



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 I.  
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 December.

anchor in 13 fathoms, muddy bottom. The night was moderate, and in the morning at day-light we had strong breezes from the North. We worked through the passage with some difficulty, having got under way at day-light for that purpose; but the violence of the squalls occasioned the ship to refuse stays twice, and we were obliged to wear. Our pilot in these cases was of little use, for he did not seem any way acquainted with our movements, only requesting to anchor immediately. This channel from the Lima islands is clear of all danger; and, if necessary, you can always bring up in less than 20 fathoms. It is universally frequented in the N. E. monsoon.

After weathering Laf-fammu, which bears nearly West of Macao, we made a strait course; and at 22 h. we came to in the roads in 4 fathoms, soft muddy bottom: the fort bearing N. 65° W., and Cabrita point S. 20° W., off shore two or three miles. We found the Crescent, Company's packet, riding here, having arrived very lately from England with dispatches. By her we had the satisfaction of being informed of the principal events which had occurred since our leaving Europe. Having been absent from thence twenty-two months, our curiosity was highly gratified.

gratified by the communication. Our people were in perfect health; and we had only to lament the loss of one man by sickness since we sailed from Plymouth Sound.

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VII.  
1796.  
December.

On our arrival I sent an officer to wait upon the Governor. In the afternoon the officer returned from the Governor, who politely offered us every civility in his power; and the following day he sent off the master of the port to carry the ship into the harbour of the Typa. On getting under way we saluted the fort with eleven guns, and they returned an equal number. At sunset we came to in the harbour; and the next morning moored the ship, with her stream anchor to the westward, in  $4\frac{1}{2}$  fathoms. The town of Macao just open to us; and the harbour N.  $25^{\circ}$  W., two or three miles.

It was the end of the month before I had sufficiently recovered the use of my arm to leave the ship, when hearing there was a small vessel in Lark's bay for sale, I thought it would be highly advantageous to the voyage to purchase her; and on an examination, finding she was very well calculated for the purpose, I made the agreement on the spot, and gave the master L. 1500 sterling for her. She was schooner-rigged,

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I.  
1796.  
December.

rigged, and registered at 87 tons. On the 30th joined us in the *Typa*; on which day arrived Rear-Admiral Rainer, in his Majesty's ship *Susfolk*, with the *Swift* sloop of war from *Amboyna*, having come from thence through *Gilolo* passage, and bound to *Madras* on the coast of *Coromandel*. Four homeward-bound *Indiamen* joined them in *Macao* roads from *Canton*, and sailed under their convoy on the 7th of *January* 1797.

1797.  
January.

The weather throughout the last month was cold and pleasant, varying in the night, the wind from North to N. E. in the day, with fine weather, but very hazy, and generally blowing strong from sunrise till sunset, when it usually moderated. The carpenters were busily employed caulking the ship, and repairing our other defects where most necessary.

Throughout this month we were employed repairing our rigging, and in other respects refitting the ship, and repairing the defects of the schooner, altering the step of her main-mast, and making new sails both for her and the ship.

On the 18th fired 21 guns in compliment to her Majesty's birth day. The 20th and 21st were very squally,

squally, with rain; and at times foggy weather. An English brig, called the Experiment, was nearly lost in the late blowing weather, and only saved by the assistance of our boats. The winds were very regular from the N. E. quarter, and we had, with very little variation, constant dry and cool weather.

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1797.  
January.

Having completed the caulking of the ship, the carpenters were employed in repairing the copper under water, and other necessary avocations. Chinese painters were engaged painting the ship and boats; and the ship's company completing the rigging, and receiving some provisions from Macao, viz. biscuit, callivances, rice, and arrack; sailmakers at work on shore, opposite the ship, where we pitched some tents for their conveniency, and others for the astronomer to regulate the going of a time-piece we had upon a trial. Winds and weather continued much the same; and at intervals when the wind was variable, we had some showers of rain.

February.

The Governor of Macao, with several gentlemen, dined on board. His Excellency was saluted with eleven guns.

The month set in with variable and squally weather, attended with frequent rain. The schooner, on the 8th,

March.

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I.  
1797.  
March.

8th, went up to the Boca Tigris, to bring us down some stores and salt provisions, which she was to receive there by a chop boat from the East India ships lying in Canton river, with orders by no means to enter the Bogue, for fear of giving offence to the Chinese government. Several officers took this opportunity of visiting Canton for a few days.

13th. A Spanish brig arrived from Manilla, and went into Macao harbour. As the weather permitted, we completed the watering; and in other respects prepared for sea. In the morning of the 18th the schooner returned from Bocca Tigris; and we received by her cordage, canvas, pitch, tar, &c. with salt provisions, and 20 chests of tea. The middle and latter parts of the month the wind was chiefly from the S. E. quarter, with rain. On the 26th sailed a small cutter, called the Dragon, for the N. W. coast of America. The following days we had a great deal of bad weather, with thunder and lightning; and we parted our stream cable. Wind at South and S. S. W.

April. The ship and schooner being perfectly ready for sea, we only waited favourable winds to proceed out of the Typa, and to receive some more naval stores from the East Indianmen lately arrived, for which I  
was

was again obliged to send the schooner up to Anson's bay.

CHAP.  
VII.

1797.

April.

The weather continued moderate and pleasant from the N. E. quarter ; and on the 10th we warped out of the Typa, and came to in the entrance, in 5 fathoms; Macao fort upon the hill bearing N. 45° W., and Cabarita point S. 10° W. two miles : the bar fort being just shut in with the point which forms the starboard entrance into the Typa. This anchorage appeared to me most eligible for the conveniency of communicating with the town, and for running into the harbour when necessary ; and if you lay two miles more to the eastward, you have no more water. In this situation you may water your ship with great ease on either of the islands going in, attending to the tides.

We had on board fifteen months' provisions between the vessels, and considered ourselves perfectly well equipped for the prosecution of the voyage : our crew being in perfect health, as when we arrived. During our long residence we had been constantly supplied with fresh beef or pork, and plenty of vegetables. The people had also bread baked for them every day. Having brought out a copper oven with us for that

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purpose,

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I.

1797.  
April.

purpose, it was now made use of, being set up on shore, where the tents were pitched. The Chinese who resided on the island gave us no molestation: on the contrary, they were of great service to us, by lending us the use of their rope walks, and assisting us to make cordage at a reasonable consideration.

The last three months I resided chiefly on shore, completing a general survey of the Kerule islands, and transmitting a copy of them, with my proceedings and future intentions, for the information of their Lordships.

I should be extremely remiss were I to neglect expressing the particular politeness and marked attention I received from Mr. Drummond and Mr. Arthur, two gentlemen of the English factory; and to acknowledge, in the highest terms, the respectful good conduct of the Governor, Signor Don de Ponto.

The following nautical observations were made here by Mr. Crosley, the astronomer, who had a tent pitched in a small bay, at the back of the village near Rocky Head in the Typa.

Latitude by meridian observations,  $22^{\circ} 9' 40''$  N.

Longitude mean of observed distances,  $113^{\circ} 32' 8''$  E.

By,

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By single altitudes of the sun, taken by Mr. Crofley, N° 45, box time-piece (made by Mr. Arnold), was slow for mean time 7 h. 32' 42".11, on the 8th of April at noon, and gaining on mean time 0".419 per day.

CHAP.  
VII.  
1797.  
April.

The tides were so variable between 9 h. and 11 h., full and change, there was no absolutely fixing the time of high water.

Pleasant breezes, and fair weather from the northward. In the morning we got under way, and saluted the fort with 11 guns; they returned an equal number. We made sail to the eastward, towards the Lantoe passage; but the ebb tide having made strong, we could not weather the small island of Chang-cheou, and were obliged to bring up close to it in  $4\frac{1}{2}$  fathoms within half a mile of its northern point; Macao bearing West, and Linting Island N.  $15^{\circ}$  E. In the evening, with a light air from the southward, we weighed, and soon after came to in five fathoms. At day-light Ling-ting bore N.  $27^{\circ}$  E., and the south point of Lantoe S.  $60^{\circ}$  E. In this situation we waited the return of the schooner, with the wind south-easterly. Variable weather, with heavy rains from the South, and light winds.

11th.

12th.

13th.



BOOK

I.

1797.  
April 14th.

Same weather. In the night the schooner arrived, and in the forenoon we got under way in company with her; having light airs, but trifling, which obliged us to anchor.

15th.

Light breezes, and fair wind at S. E. With the ebb tide in the afternoon we got under way, and worked through the passage of Lantoe. In the night we came to, and heaving up the next morning, we broke the iron stock of the anchor. At 8 A. M. we came to in ten fathoms; Lantoe Point N. 46° W. three or four leagues.

16th.

Fresh breezes and hazy weather from the eastward. With the tide in the afternoon we got under way, and turned to windward. At dark we came to. A large swell came in from the eastward; and in the morning the schooner having parted her cable, we remained at anchor till they recovered theirs.

A  
VOYAGE OF DISCOVERY  
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BOOK II.

Transactions during our Second Expedition to  
the North through the Straits of Sangaar, and  
on our Return home by the Coast of Corea and  
the Yellow Sea to Madras.

CHAP. I.

*Delay of the Voyage arising from the Prevalence of Easterly Winds.—  
Island of Lamay.—Off Formosa.—Land at the Island of Pa-chu-  
san.—Observations on it.—The Ship unfortunately wrecked on a  
Coral Reef near the Island of Typinsan.*

A LIGHT air from the West on the 19th. carried us  
in sight of Poo-tory. At dark it failed us, and we an-  
chored in 14 fathoms.

BOOK II.  
CHAP. I.  
1797.  
April 19th.

Moderate

BOOK

II.

1797.  
April 20th.

Moderate breezes and hazy weather, which soon increased to a thick fog; and we had the wind easterly. Having weighed soon after noon, we stood over the Lima Islands, and tacked close in the passage which divides the outer islands; and before dark we came to an anchor near Poo-tory in 13 fathoms.

21st. The same weather still continued from the E. N. E., and so foggy as to prevent our seeing the points which form the passage to sea between Poo-tory and the Grand Lima. I most sincerely lamented this delay

22d. so contrary to my expectations. Nor had we the least prospect of a change of wind to permit our getting to sea, the breeze and fog still continuing as before.

On Sunday we got under way, the fog having dispersed; and we fetched well up with the east extreme of the Great Lima, tacking close in with a small bay to the West of the point, where are several houses. As we stood for Poo-tory we had squally and thick weather from the N. E. quarter; and seeing no prospect of clearing the passage before dark, we bore up, and came to an anchor in 15 fathoms; extreme point of Poo-tory bearing N. 80° E. one mile, and the extreme of Grand Lima S. 45° E. It blew strong in the night, and we had a large swell which

which still continued, notwithstanding the wind moderated the following day. As the wind kept invariably fixed in the eastern quarter, we employed the boats watering at the head of a small bay, within a rocky islet on the western part of Poo-tory. Many fishing-boats took shelter in it for the same purpose, as they found good anchorage, and protection from the easterly winds; the soundings were regular from five to two fathoms.

CHAP.  
I.  
1797.  
April.

Fresh breezes and clear weather, with the wind at N. N. E., induced me to get under way, notwithstanding the heavy swell against us. We plied to the eastward ineffectually all the afternoon, and finding we could not weather the Grand Lima before night, and the anchorage being ineligible for the schooner, we were once more necessitated to bear up for our former birth, and came to in 12 fathoms; the point of Poo-tory E. S. E. three or four miles. Throughout the night we had constant lightning from the westward. The morning was calm, with pleasant weather; and soon after noon a breeze of wind springing up from the S. W. quarter, we immediately got under way, and made sail to the eastward, with the ebb tide in our favour. The schooner not being able to weather Poo-tory, she passed to the North of it, and

26th.

27th.

BOOK

II.

1797.  
April.

South of Way-loang, having a clear passage, and no soundings with 13 or 14 fathoms, and before dark joined us in the offing.

I believe it is universally acknowledged the change of the monsoon takes place in these seas in April, or at least the winds are variable; but in no one instance have we experienced the observation, having had a regular easterly wind without the smallest variation, to our great mortification and disappointment: for it in the first place very much retarded our voyage to the North; and in the next by the prevalence of the easterly winds and foggy weather, which concurred materially to have affected the health of our people, who were universally afflicted with the dysentery, and some of them in a violent degree. We could only attribute it to the hazy and confined state of the atmosphere, which seldom permitted the sun to appear. Yet there were some who suspected our complaints to proceed from the water we took on board in the Typa. Be that as it may, I never saw better water in my life, or more care taken in procuring it. In respect to our stock, we were more at a loss to conjecture the cause of their malady, and in consequence not being able to afford them any relief; we lost the whole of our pigs, that had been  
our

our constant stock since leaving Otaheite, and accustomed to their diet.

CHAP.  
I.

1797.  
April  
28th.

Light breezes and fair weather; standing out to sea between Poo-tory and the Great Lema.

At 4 h. 30 m. the east point of the Great Lema bore South three or four miles, and we steered East to go South of Pedro Blanco.

12 h. Moderate weather, with lightning to the northward.

18 h. Very little wind: at 6 A.M. we saw Pedro Blanco, bearing N.  $18^{\circ}$  E. three or four miles; having run 39 miles from the time the Great Lema bore South. Dark cloudy weather, and squally; the wind suddenly shifted to the eastward. At 22 h. tacked, and stood to the northward.

24 h. Moderate breezes, and very hazy weather prevented our seeing Pedro.

Fresh breezes and dark cloudy weather. At 2 h. we saw Pedro Blanco N.  $15^{\circ}$  W.; and at 4 h. we passed on the east side of it, within half a mile, and we had 22 fathoms, fine grey sand. We stood in shore three leagues, but the gloomy weather prevented our seeing the land. At 6 h. we tacked, having 14 fathoms.

A A

thoms.

29th.

BOOK

II.

1797.

April.

thoms. At 7 h. the rock bore off us South, four or five miles.

12 h. Squally and variable, with frequent rain.

20 h. Tacked and stood to the North.

24 h. Thick weather. Pedro Blanco N. 52° W., three or four leagues.

30th. Moderate breezes and hazy weather. At 1 h. 30 m. we saw the coast of China to the N. W.; and at 2 h. Pedro Blanco bore West, three or four leagues.

6 h. The land extended from N. 33° W. to E. N. E., four or five leagues; and we had 13 fathoms water.

At 6 h. 30 m. tacked with a very light air of wind.

23 h. Fresh breezes and dark gloomy weather. At 22 h. 30 m. tacked in 36 fathoms, sandy bottom. No sun visible this morning.

May 1st. Fresh breezes and very hazy weather. Our soundings gradually decreased as we approached the land.

The coast of China bore from N. 40° E. to West, which extreme made a small island. At  $\frac{1}{2}$  past we tacked in 14 fathoms, four or five leagues from the shore.

17 h. Tacked ship; and at 20 h. we saw the land indistinctly through the haze: and at noon we tacked in

in the centre of a large bay; the points forming it N. 72° E. and S. 72° W.: an entrance to a river, or opening for boats, bore N. 35° E. We had 10 fathoms, two miles off shore. Off each extreme we observed a reef of rocks above water.

CHAP.  
I.  
1797.  
May.

24 h. Very hazy weather. The surface of the sea was covered with innumerable fishing-boats that went out of this sandy bay.

Fresh breezes and thick hazy weather, with rain.

2d.

17 h. Strong breezes, with heavy rain. Tacked ship, and double-reefed the topfails.

24 h. Ditto weather. Close-reefed the topfails.

Fresh gales and thick hazy weather, with continual rain.

3d.

6 h. The haze cleared away for a short time, which gave us an indistinct view of the land to the northward, three or four leagues. Half past, we wore ship and stood to the S. E.

12 h. Ditto gales, with thunder, lightning, and very heavy rain, and a confused head sea, obliged us to take in the fore and mizen topfails. Half past, wore ship; and the wind was moderated and variable. Set the topfails; the gale, to all appearance, having broke up.



BOOK  
II.

1797.  
May 4th.

24 h. Dark and threatening weather.

Fresh breezes and dark hazy weather, with the appearance of heavy squalls round the horizon, which produced incessant rain and a calm for a few hours.

7 h. Light airs, with rain. Tacked ship.

9 h. Tacked ship.

16 h. The wind suddenly increased to a strong gale from the southward, which reduced us to our courses and main-top-sail; the schooner being pressed with sail to keep way with us. Towards noon it gradually cleared away to the North and West, and we had more moderate weather. This agreeable change admitted our observing the latitude, for the first time since our departure from Macao. Sounded 25 fathoms, fine sand.

5th. The wind left us suddenly, and we had clear pleasant weather. At 9 h. a gentle breeze from the S. W. permitted our course to the eastward; and we had 26 fathoms, fine sand and broken shells.

Throughout the night we had a great deal of lightning, with frequent claps of thunder, and incessant heavy rain. At day-light we made sail, having a moderate breeze, with dark and rainy weather. Our  
foundings

foundings were 24 fathoms. At 22 h. we passed over strong riplings, with the appearance of shoal water; and our foundings had decreased to 15, and 10 fathoms, coarse gravel and broken shells. We hove to while the schooner went a-head of us, and afterwards followed her under a sail. Till noon we continued the same irregular foundings, varying every cast of the lead five or six fathoms.

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I.  
1797.  
May.

24 h. Moderate breezes, with rain.

Variable weather, with continual hard rain. Our foundings were unequal from 18 to 17 fathoms, gravelly bottom. The schooner kept a-head of us, and in the night she carried a light.

6th.

7 h. Light winds, with a great deal of lightning and rain. At 7 h. we steered N. E.

13 h. Variable winds, with heavy rain.

16 h. Strong breezes. Close-reefed the topfails.

20 h.  $\frac{1}{2}$  past, we had no bottom with 30 fathoms.

24 h. Black sand. The wind more moderate, but still incessant rain.

Moderate breezes and thick weather, with continual rain: 55, 59, and 55 fathoms, fine sand. These foundings were regular till after 7 h., when we had

7th.

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May.

60 fathoms, black sand; after which time we had no bottom with 100 fathoms.

7 h. Light airs and cloudy, with showers of rain during the night. At day-light we saw land extending from S. E. to N. E.

19 h. The breeze died away, and we had calm sultry weather, with intermitting showers of rain. At noon the higher parts of Formosa were obscured, but the extremes bore from S.  $68^{\circ}$  E. to N.  $40^{\circ}$  E., four or five leagues. In this situation we had 114 fathoms, gravelly bottom. Dark gloomy weather.

8th.

Calms and light airs, with gentle showers of rain. At 5 h. we were within two leagues of the shore: and we tacked in 23 fathoms, muddy bottom. The coast was well wooded, with sandy beaches: and we observed many habitations. After dark the weather cleared up, and we had a fine moon-light, which gave us an opportunity of observing for the latitude.

6 h. In the morning, with a light breeze we stood in shore, and fetched nearly the same situation we were in last evening, when we tacked; the extremes extending from N.  $30^{\circ}$  E. to S.  $45^{\circ}$  E.

9 h. Finding the wind again fixed in the N. E. quarter, and no probability of its changing to enable

us passing through the straits of Formosa, I thought it needless to lose any more time in the attempt, and accordingly altered our course to the southward, with a pleasant breeze and fair weather, a pleasure we had long been deprived of. As we steered along shore, we perceived several people on small floats going out a fishing. Some of them came along-side, which gave us an opportunity to remark their curious appearance. They were simply composed of bamboos lashed together, about 20 feet by 6 feet; the mast fixed in a wooden step in the centre, and they appeared to sail fast. Each float carried three men.

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I.

1797.  
May.

By mistake we lost taking the sun's altitude at noon; but the schooner being within hail, their latitude will be nearly ours: when the extremes of Formosa bore from N. 12° E. to S. 46° E.; high and ragged land, N. 35° E. to N. 75° E. four or five miles.

Over the beach we saw several junks at anchor; and the country seemed well inhabited. The island, called Lamay in the charts, S. 35° E. four or five leagues.

At 4h. 30m. the south point of the island of Lamay bore East. This island is of moderate elevation, and not more than five or six miles in circumference; distant  
from

9th.

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from Formosa three or four leagues. It was cultivated and inhabited, as we saw many houses: we also observed cattle feeding on several parts. By our run since noon, I make its latitude  $22^{\circ} 22'$  N.; and it bears from the land set at noon, near Fort Zealand, N.  $18^{\circ}$  W. and S.  $18^{\circ}$  E.

At sunset we had no soundings; and the extremes of Formosa bore from N.  $10^{\circ}$  W. to S.  $50^{\circ}$  E.; the island of Lamay, N.  $10^{\circ}$  W. to N.  $7^{\circ}$  E., off shore four or five leagues. This night was very light; air and calms; and we had no bottom with 120 fathoms of line. At day-light Formosa extended from N.  $20^{\circ}$  W. to S.  $70^{\circ}$  E., five or six leagues distant. We steered more to the eastward, for the south point of Formosa, without gaining any soundings; and at 21 h. 30 m. we saw the Vele Rete Rocks from the mast-head. By noon we were between them and the south part of Formosa, with fine clear weather, and a gentle breeze from the westward. A good observation made the latitude  $21^{\circ} 50'$  N.: the Rocks of the Vele Rete bearing S.  $34^{\circ}$  E., eight miles; south-east point of Formosa, N.  $63^{\circ}$  E.; south-west point, N.  $35^{\circ}$  W.; and we had no bottom with 75 fathoms. These two points bear from each other S.  $85^{\circ}$  E. and N.  $85^{\circ}$  W.  $12^{\circ}$ . The shore between them is low, with sandy beaches;

beaches; and at unequal distances are scattered some high black rocks. The land rose gradually from the sea, presenting a fertile appearance, interspersed with some rocky eminences: one of them very remarkable, in the shape of a friar's hood. Vele Rete Rocks bear N.  $12^{\circ}$  E. and S.  $12^{\circ}$  W. from the south-east point, distant 12 miles; and from the south-west point, N.  $34^{\circ}$  W. and S.  $34^{\circ}$  E., 15 miles. We were very fortunate in having so good an opportunity for determining the situation of the above places; as they are not laid down sufficiently correct in the charts, with respect to their latitude. In the passage we experienced a strong current setting to the eastward, with strong ripplings.

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I.

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May.

Soon after noon we saw the island of Botol Tobago Xima bearing N.  $76^{\circ}$  E., on with the south-east point of Formosa; and at 1 h. 30 m. the south-east point bore West, and we hauled up N. N. E. At 4 h. P. M. the wind suddenly died away, and we had light breezes from the northward. At sunset the south point of Formosa bore S.  $46^{\circ}$  W.; and Botol Tobago, S.  $48^{\circ}$  E. to S.  $53^{\circ}$  E.; Low Island, N.  $35^{\circ}$  E., off the high land of Formosa, four or five miles, N.  $62^{\circ}$  W. It was nearly calm throughout the night, and we found the effects of a strong current setting to the North; for at

10th.

B B

day-light

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day-light we were well up with the low island, and we had a gentle wind from the southward. The island of Botol Tobago Xima S. 4. W. to S. 12° W. At 18 h. the north extreme of the low island bore West, four or five miles. A rock is situated North of it. This island was covered with verdure, and is of little extent. At noon it bore of us S. 21° W.; and the extreme land of Formosa, North, off the nearest shore three or four leagues; and we had no soundings. Taking a departure from Formosa south point, we are 30' North of account.

The coast from the south point continues low for eight or ten leagues; and two or three leagues North of it, you have anchorage in 20 and 15 fathoms, half a mile from the shore; and several streams of water very convenient to be got at, a-breast of you. In 22° 30' N. the high land commences, rising abruptly from the sea; and the very summits of the mountains clothed with wood. These immense mountains take the direction of the island, nearly North and South.

	Lat.	Long.
South-east point of Formosa,	21° 53' 30"	120° 47'
Vele Rete Rocks, -	21° 43' 0"	120° 44' 12"
Botol Tobago Xima, { N. Point,	22° 05' 0"	121° 35' 0"
{ S. Point,	22° 0' 0"	121° 41' 0"
Low Island or Tobago, -	22° 40' 0"	121° 32' 0"
Little Botol Tobago Xima,	21° 54' 0"	121° 47' 30"

We

We fet the rigging up fore and aft. At 4 h. a breeze sprung up from the N. E., and we stood in shore till past 6, when we tacked within  $\frac{1}{2}$  a mile, having no soundings with 100 fathoms. The extremes of Formosa, seen indistinctly through the haze, bore from N.  $8^{\circ}$  E. to S.  $18^{\circ}$  W.; a small stream of water through the vallies bore S.  $18^{\circ}$  W. Our estimated latitude was  $23^{\circ} 12'$  N.; but the current still continuing, will make our situation more northerly.

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11th.

Count Benyoufky is said to have found a harbour on this part of the coast, but we saw nothing wearing that appearance. We lay to till 10 h., when the schooner having joined us, we stood to the N. E., having the wind at N. N. W. After midnight we had a steady wind from the N. E. quarter, with dark gloomy weather, and frequent showers of rain. We had sight of the sun about noon, but could not depend upon it.

This day we had the misfortune to find the fore-mast rotten, extending through the centre of the mast, from the heel upwards above the mainstays. It was discovered after the rigging had been set up, by the mast settling and renting below the wedges, opening so much as to discover the internal part to be entirely

12th.



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II.

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May.

decayed, leaving six inches diameter of found wood outside. We prepared by fishes, and wedging the mast in the upper deck, to make it do for the voyage: the carpenter thinking it practicable, as our fishes were the length of the mast; and for the present we carried very easy sail, and got the top-gallant mast down upon deck. At 9 h. we tacked, and throughout the night we had moderate weather. At 21 h. we saw an island to the northward; and at noon we were within three or four leagues of it, when it extended from North to N. 23° E. No observation.

13th.

At 4 P. M. the island bore from N. 55° E. to N. 74° E., when we tacked in hopes of getting close to it before dark, in which we were disappointed; for at 7 we were at the same distance from it, when it extended from N. 18° W. to N. 20° E. Several fires were lighted upon it immediately after dark; and we had no soundings with 100 fathoms. At midnight we tacked: at 5 A. M. the island bore from N. 38° W. to N. 53° W., five or six leagues; and we saw more islands to the eastward. The forenoon we had light airs and pleasant weather, and we stood to the North. By our observation at noon it appeared we had experienced a strong current, which had set us N. 43° E., 88 miles the first day after leaving Formosa. As the schooner,

in

in the morning of the 11th, had seen the above island, its quartered direction was N. E. and S. W., about five or six miles, of moderate elevation, falling abruptly at each extreme, with a peaked hill in the centre. At noon it bore from S. 86° W. to S. 76° W., about ten miles; Hummock Island, S. 46° E.; and another more extensive, S. 65° E. to S. 85° E., near six or seven leagues. These two we had seen last year.

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I.

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May.

Light airs continued till sunset; and throughout the night it was clear and sultry weather. At 6 h. 10 m. the western island bore from S. 32° W. to West; Hummock Island, S. 41° E.; and the eastern island, S. 64° E. to S. 88° E. At sunrise a gentle breeze permitted our steering towards the islands; and at 22 h. the Hummock Island bore of us South, eight or ten miles. It appeared broken and rocky, and of very little extent. From the main-top we could discern a sandy island, noticed last year, which now bore S. 30° E., on with the west point of the eastern island. At noon we were within three miles of this land; which was highly diversified by wood, and presented a very fertile prospect; but we could not reach the bottom with 100 fathoms. The entrances extended from South to N. 60° E.; Hummock Island, S. 22° W.; a small bay, S. 45° E.: the south point four or five

14th.

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May.

miles. We saw some canoes passing close in shore ; and the schooner was directed to keep between us and the land.

15th.

We steered in the direction of the island, at a league distance. At 4 h. we were a-breadth of a small island off the N. E. part. It was low and flat, covered with brush-wood and coarse grass. An extensive reef, partly dry, extended from each extreme. This small isle is very little distance from the larger one, which tended to the S. E. from its north extreme ; and we steered East for another island, which we had passed last year on its eastern side. We soon after discovered the range of low islands joining each other by coral reefs, that seemed to exclude any passage between the two large islands ; and yet we had no soundings. At 7 h. the islet bore from  $53^{\circ}$  W. to  $65^{\circ}$  W., four or five miles, on with the north extreme of the southern large island ; extreme of ditto, S.  $18^{\circ}$  E. ; Peaked Island among the reefs, S.  $25^{\circ}$  E. ; the other island about Village point extreme, S.  $55^{\circ}$  E., and extending to N.  $74^{\circ}$  E., five or six leagues. At 11 h. we hauled our wind, and remained plying till daylight, when the extremes extended from N.  $80^{\circ}$  E. to S.  $10^{\circ}$  W. three or four leagues off shore ; and the island we had passed in the afternoon bore from S.  $30^{\circ}$  W. to S.  $60^{\circ}$

S. 60° W. In the forenoon we had light airs and sultry weather, which prevented our approaching the land; I therefore dispatched a boat to acquire some knowledge of the inhabitants, whom we plainly discerned with our glasses. I was prevented last year from gaining any information respecting them by bad weather; and hitherto we could find no safe anchorage from the depth of water and corally bottom.

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I.  
1797.  
May.

At noon we were within four miles of the shore, abreast of a bay overrun with reefs; and we had 125 fathoms water, hard ground: the extremes bearing from N. 56° E. to S. 48° W. The island in this part was contracted to a narrow isthmus, and South of it was a conspicuous sugar-loaf hill.

Towards the evening the boat returned from the shore, having been protected by the schooner during the time they had landed. With some difficulty they found a passage through the coral reef which extends along the coast nearly half a mile off: within it the boat was well sheltered; and without the reef their soundings were irregular from fifty to five fathoms.

16th.

They

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 May.

They had the good fortune soon after disembarking to find a path-way, which soon led them to a small village, consisting of about 30 houses. On entering one of them they found an elderly man, who treated them with great civility, and offered refreshments, which they partook of. The rest of the inhabitants entirely deserted their houses, but observing the peaceable behaviour of the master (Mr. Chapman), on re-embarking they joined their party at the water's side, excepting the women who were seen at some distance in the country.

These people were different in some respects in their appearance both to the Chinese and Japanese. Their hair was rolled up to the crown of the head, and fastened with two metal pins; and they were dressed in loose linen gowns and trousers. They saluted the officers by joining their hands and lifting them to their heads in a slow manner. The houses were of one story, of a square form, and the roof meeting in a point, and thatched with coarse reeds: the inside of them were neat and clean, and covered with mats upon which they slept. The name of the island they called Patchufan, and the large one to the west of it Rocho-o-ko-ko. Their produce was the same, both islands abounding by their description in rice, millet,  
 sweet

sweet potatoes and tarro. They have also black cattle and horses, peaches and limes; and from appearances our gentlemen were led to judge they possessed many other articles which their short stay prevented their ascertaining.

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May

They appeared harmless and inoffensive in their manners; nor did they show any arms or weapons of defence.

Light airs and favourable weather. At 5 h. the boat returned, and we stood to the north-westward with a fresh breeze. At 7 h. the extremes of Patchufan bore from East to S. 20° E., and Rocho-o-ko-ko S. 10° W. to S. 42° W.

16th.

12 h. Moderate weather; wore ship.

17 h. At daylight the north extreme of Patchufan bore S. 65° E., and at noon it bore S. 14° W. six leagues. The Peaked Hill S. 30° W., and we saw no other land. The carpenters employed hooping the fishes on the foremast, and the seamen wooding the mast; which enabled us to carry the foresail reefed, and fore-top-sail close reefed.

We steered East with the intention of examining the north side of the islands we had passed to the

17th.

c c

South

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 II.  
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 May.

South last year; and the schooner's signal was made to  
 steer E. by S. At two P. M. we just discovered a  
 small sandy island from the deck, bearing S. 15° E.  
 five leagues. At 3 h. we saw another island bearing  
 East, and we hauled E. N. E.; and at 4 h. the  
 schooner's signal was made to haul her wind upon  
 the larboard tack. At  $\frac{1}{2}$  past 5 we hauled our wind,  
 and shortened sail for the schooner to come up  
 with us. At 7-P. M. an hummock making like an  
 island, beyond the extreme of the other island, bore  
 S. 60° E.; and the extreme point of land seen bearing  
 East, now bore S. 10° W. about five leagues. At  
 this time the mate of the watch from the masthead  
 reported there was no land to be seen to the East or  
 North of the Hummock Island, nor in any other  
 direction; neither was there the smallest danger in  
 view from the appearance of the coast to the S. E.  
 on our lee-beam. I therefore stood on, meaning to  
 tack at 8 hours, and ply to the windward till daylight.  
 The moon we expected to rise at midnight, and the  
 schooner was not yet up in her station. The ship  
 lay N. E.  $\frac{1}{2}$  N. going  $4\frac{1}{2}$  knots with her main tack  
 on board. Immediately after taking the bearings,  
 I left the deck to protract our situation; which I  
 found to be on the north side of the island we had  
 passed on the 3d of December last year (called by  
 the

the natives Typinfa), and which blowing weather prevented our having any communication with.

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I.

1797.

May.

About half after seven white water was seen a-head and upon each bow, and reported to the officer of the watch (Lieut. Vashon); and almost directly after, the ship struck upon a reef of coral rocks. Having felt the shock, which was not violent, I instantly went upon deck, and by the way met Mr. Vashon coming to acquaint me with the disaster. The officers and men were upon deck in a moment, and the sails directly braced aback. It appeared to me the helm was a-weather, and the ship's head about E. N. E., sails all full. Had the helm been put a-lee on seeing the danger, I think we should have escaped it.

The proper signals were made to the schooner, and the master sent to anchor her as near as possible, to heave by her. The ship soon after paid off, with her head to the eastward; and we hauled up the main-sail, shivering the other sails, to let her go round without acquiring head way: before she paid off to the southward, she again struck fore and aft, and remained fixed at last with her head due South. Breakers were then upon each bow, and we had from



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five to fifteen fathoms in the starboard chains, and only 2½ fathoms at times both a-head and a-stern. Having choked the rudder, the topmasts were struck; and we began hoisting the boats out, the lower yards having been kept up for that purpose. At this time the ship did not strike violently, and had only made 19 inches water. Unfortunately the wind freshened from the N. N. W., and the sea began to break with great force, which soon knocked the rudder off: we secured it with hawsers. It was now 9 o'clock, and we only waited the schooner's anchoring, to attempt heaving off; and in the mean time began hoisting out the long-boat: during which period the ship made water very fast; and the violent shocks she received, rendered it doubtful whether the masts would stand. The water increased so much upon the pumps, that before the long-boat was out we had seven feet water in the hold. At this time the schooner had anchored near us in 25 fathoms, and the master returned on board, when the ship suddenly changed her position, swinging round from South to North by the East, and striking more violently than ever. Before we could carry our hawsers to the schooner, the carpenter reported the water up to the orlop-deck, and the ship having bilged forward; we therefore gave up the idea of attempting to heave

off, for had we succeeded, the ship must inevitably have foundered. The spare pumps were down the fore hatchway, but the water still increasing upon the gun-deck, rendered all our exertions useless. The officers were unanimous with me in opinion, that nothing could be done to save the ship; and to cut away the masts would have no effect upon her, as she was settling fast forward from her being bilged, as we imagined, in her larboard bow. It now became highly necessary to preserve the people, and the boats were ordered ready for their reception; while they were employed trying to collect arms and ammunition, with armourers' and carpenters' tools. But the ship laying nearly on her beam ends, and the gun-deck being full of water with the washing of the bulk-heads to and fro, chests, &c. prevented their saving many. On one side of the ship we had only 6 feet water, and on the other  $3\frac{1}{2}$  fathoms. The fore part of her was immersed in the sea, and the surf breaking over the upper deck. As nothing more could be procured for the present, the ship's crew were sent into the boats, which was happily effected without any accident; and soon after 11 o'clock they reached the schooner in safety, and with the loss, both officers and men, of every thing belonging to them. The pinnace returned for myself and the remaining officers; and

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1797.

May.

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May.

and at half an hour after midnight we quitted the Providence, leaving her a perfect wreck to the mercy of the sea.

The moon rose at about 12 h., and the wind increased; but having both anchors down in foul ground, we thought it prudent to take one of them up. At 4 A. M. we parted the other cable; and fortunately casting the right way we made sail, and most happily escaped another shipwreck, which must have proved fatal to many of us. We were now doubly thankful in our present situation, miserable as our prospects were: but by comparison of what our fate had nearly been, we had every reason to be contented with our lot, and to rejoice in our preservation.

## CHAP. II.

*Singular Humanity of the Natives of Typinsan to us, in our distressed Situation.—Description of their Country, Manners, and Habitations.—Groupe of the Madjicosimah Islands tributary to those of Licuquieux.—Arrival in the Typa.—Disposal of Part of the Crew on board his Majesty's Ship Swift.—Departure from China to survey the Coasts of Tartary and Corea.*

At day-light we had fresh breezes and hazy weather; wind from the N. N. W., and the master was dispatched to the wreck of the ship, to see if any thing could be preserved for our future subsistence, and for the better equipment of the schooner. In the mean time we plied off the reef, and at noon observed in the latitude of  $25^{\circ} 2' N.$ ; the Island Hummock, S.  $35^{\circ} E.$  four leagues; extreme land, S.  $10^{\circ} W.$ ; shipwreck, two cables; outer part of the reef, N.  $40^{\circ} E.$ ; and we had 56 fathoms, rocky bottom.

In the afternoon the master returned from the wreck, with the long boat full of unwove cordage, sails, &c. which they had unbent, and the kedge anchor,

CHAP.

II.

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May.

18th.

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anchor, with a 7 inch lawfer. All these articles were of great use to us, particularly the anchor.

They found the larboard side of the ship entirely immersed in the sea, up to the hatchways, and the sea making a fair break over her. The decks were partly blown up, and the bulk-heads fore and aft entirely washed away. Every moveable article was gone: nor was there any signs of books, nautical or mathematical instruments of any kind remaining, to my great mortification and disappointment.

The officers and people were equally unfortunate: finding their property either destroyed, or below the decks where they could not get at it. In the cabin they found several stand of arms, cutlasses, &c. which, in our present state, were to us of essential consequence.

As the Master found it impossible to procure any thing more from the wreck that could be of real use, and our quantity of water being very scanty for our numbers, it became a principal consideration to procure some from the islands; as also, in the event of not getting any provisions from the ship, our existence depended upon adding to our stock in the same man-

ner:

ner : and we knew Typinfan to be inhabited, and most probably equally productive with the other islands.

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After clearing the boats we therefore made sail to the south-westward, with them in company ; and at 6 P. M. we bore up to the southward, ranging a small island, which bears E. N. E. from Hummock Island, about 12 miles the western point of it. There is a passage between it and Typinfan, but it did not appear very clear of dangers. At dark we brought to for the night, having 50 fathoms within one mile of the shore. This island was of moderate elevation, and very little extent.

At day-light we were distant three or four leagues from Typinfan ; and we steered N. E. to pass between it and the other island, in hopes of finding anchorage. As we approached the shore we had great overfalls, varying from 15 to 2 fathoms ; and in many parts the shoals were nearly dry. By frequent tacking and wearing we at last cleared them, and came to an anchor in 13 fathoms, close in with the S. E. part of the small island, where there appeared some prospect of procuring wood, water, &c. A canoe immediately came off to us, and to them we expressed our wants,

D D

which

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which they seemed to comprehend, as they left us directly, and soon after returned with water. From the vessel, we could see two large villages; and a boat, with an officer, went to each of them. They were received in the most friendly manner, and the boats returned full of water. In the afternoon they sent in canoes a much larger quantity, with some wood and large packages of canary feed, also some poultry and pigs, without asking for any thing in return, or seeming to expect it. They strongly expressed a desire for us to proceed to the eastern village, where they could more conveniently supply our wants. As the weather continued favourable, early the next morning the long-boat and cutter came, sent to the wreck of the ship in search of provisions; and at 21 h. we got under way, and turned to windward, with an easterly wind, towards the village situated in that direction at two or three leagues distant.

In our traverses we met with a succession of reefs, having deep water between them; and at last with great difficulty, and once touching upon a coral rock, we came to an anchor in  $3\frac{1}{2}$  fathoms, opposite the village, and near several small junks. Our friends made us welcome with a boat-load of wood, and three large hogs. The afternoon was rainy unpleasant weather,  
with

with a strong southerly wind ; and we had no communication with the shore. After breakfast, on the following day, we paid a visit on shore to our humane friends, who received us with the greatest civility, in a large and convenient house well adapted to the country : the floors were well matted, and every thing relating to the furniture extremely neat. On these mats we sat in the Oriental custom, and partook of the refreshments they offered, such as, tea, pipes and tobacco. Several venerable old men encircled our party, dressed in large loose gowns of fine manufacture, similar to tiffany, of various colours and different patterns. These flowing garments were tied round the middle with a sash ; and they also wore trowsers and sandals. The crown of their heads were shaved, and the hair from behind brought up to a knot on the top, and securely fastened by metal pins, in the Malay style. They made use of fans universally ; and some wore neat straw hats tied under the chin. The aged men had most respectable beards.

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The house appeared to belong to the principal people, and was situated in an elevated situation, at some little distance from the sea, environed by a square wall of stones 12 feet high, leaving a gateway to enter by, over which was a guard-house. The rooms were  
D D 2 spacious,



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spacious, opening on the sides, with projecting balconies. We found no difficulty in making them comprehend our wants; but extreme satisfaction in finding they had not only the inclination but the power of supplying them.

After taking leave we were desirous of walking about the town, which they strongly objected to; nor could all our persuasions induce them. Not wishing in our present circumstances to give any offence, we gave up the point, and proceeded in the boat some distance to the watering place, where we found the inhabitants most cheerfully assisting our people in drawing water from a stone well, that had been made for watering the adjacent plantations. They assured us, it would also answer for washing; and for drinking they would send us some better.

20th.

The afternoon was fine, and our friends sent off rice, wood, and water. The night was rainy, with unsettled weather; and in the morning we had the wind at S. W., with the prospect of fair weather, which induced me to send another boat, with a party of marines, to trace the beach opposite to the wreck, in case of any provisions coming on shore, or to assist the other boats if necessary. Strong squalls of wind soon  
put

put a stop to their expedition ; and we were obliged to let go another anchor, to prevent driving on shore. This boisterous weather continued so as to alarm us for the safety of the other boats ; but in the evening, to our great joy, they returned in safety. They had visited the wreck, but could not procure any provisions from her, or by tracing the coast, where it was naturally conjectured they would drift to. The ship remained with her starboard side just above the sea ; and they had cut her masts away, expecting they would come on shore. The master had visited Hummock Island, which, to their surprise, they found inhabited : it was inaccessible except in one part, but cultivated with potatoes, &c. In the building of the houses they observed several pieces of ship timber ; and in surrounding the island, they saw several human skulls in the caverns formed by the rocks, probably the remains of some ship more unfortunate than ourselves.

Before their arrival at the island, the inhabitants had brought them water and potatoes ; and in many other instances, during their absence, did they receive the same kind attentions. These good people were fully acquainted with our misfortune, and naturally conceived our greatest wants were the articles of life, which,

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which, such as they possessed, they parted with in a most friendly manner.

As it plainly appeared from the master's representation we had nothing to expect from the wreck of the ship, any unnecessary delay here became dangerous from the want of provisions, having a very insufficient quantity even at short allowance, considering our passage to Canton was to be made against the S. W. monsoon; and for so numerous a crew (viz. 112 souls) we could only carry three weeks' water: added to which, the smallness of the vessel prevented more than one fourth of the number being below at the same time; and we had to dread every complaint among the people, who were without clothing and destitute of every comfort, should we have to encounter bad weather. It was my idea, had we saved a sufficient quantity of provisions from the ship, to have left seventy men on the island while I prosecuted the voyage in the schooner, returning for them in the N. E. monsoon, after concluding the survey to the North: but I much fear, from the dislike the inhabitants had to our seeing the country, they would have prevented the execution of my plan, at least with their consent; and without their approbation it would not have been advisable.

In

In the morning of the 23d we received from our friends the remainder of their presents, which amounted in all to 50 bags of wheat, 20 of rice, and 3 of sweet potatoes; each bag containing 1 cwt.: also, one bullock of 3 cwt., six large hogs, and plenty of poultry. Indeed whatever we asked for they immediately sent us; but our small vessel would not admit any thing more: and what was most acceptable, they gave at last all their jars full of water, containing five gallons each, at least as many as we could stow upon deck.

In the course of the day the heel of the ship's foremast went past; also a great deal of her planking. We towed the mast on shore, and took the iron hoops from it that we had so lately put on. The mast itself was perfectly rotten.

When the schooner was ready for sailing, accompanied by the officers, we paid our last visit, carrying with us some trifling presents, the most acceptable we had. We endeavoured to make them comprehend how sensible we were of their kind attention, and I believe we succeeded, as they accepted our gifts with great satisfaction, particularly a drawing of the ship and a telescope. After partaking of their refreshments,

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ments, these venerable old men accompanied us to the beach, where the long-boat, completely rigged, fitted with sails, &c. lay at anchor, ready for their acceptance. They received her with great joy, and directly took possession. Thus did we part most amicably with these humane civilized people, not unaffected by the favours we had received from them in our distressed situation.

To the N. W. of Typinfa is a small island called Corumah, between which and Eraboo (the island where we first anchored) is a passage to the sea; but the master representing it rather intricate, we preferred the old channel we had come in by, having two boats a-head to warn us of danger. With these precautions we got under way in the morning; and at noon the rocks of Eraboo south point bore North, two or three miles; the island of Ashumah, situated to the West of the southern part of Typinfa, S. 20° E., three or four miles; the west extreme of Eraboo, N. 70° W. An indifferent observation made our latitude 24° 42' 30" N.: the wind from the S. E. quarter, with fair weather. Our soundings varied from 3 to 12 fathoms; and the clearness of the water pointed out the shoalest spots. When we brought the west point of Eraboo and the island of Ashuma in one bearing,

bearing, N. W. and S. E., we had passed the shoal water. The boats were called on board, and we made sail to the N. W., ranging Eraboo at the distance of three miles.

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May.

After rounding the west point of Eraboo, we hauled up N. N. E.; and at 4 P. M. we had sight of the wreck, and passed several planks and a cask of hops, which the boats picked up. Before the ship was seen we plainly observed the reef, the sea breaking upon it very high: yet there was no more wind, only in a different quarter, when the ship struck; and inconceivable as it may and does appear, the breakers were hardly seen before the ship was on shore. Such was our unhappy destiny, to be cast away, even when we had not or could not apprehend the least danger from appearances, or from any foresight of mine, and depending upon a good look-out to be kept after dark, agreeable to my written orders, and constant directions both day and night.

24th.

We steered N. E. from 4 to 6 P. M., when the outer breakers, within them were rocks above water, bore S. 15° E. on with Hummock Island, two or three miles distant; and we had no soundings with 100 fathoms. In this situation we saw no land to the east-

E. E.

ward

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 II.  
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 May.

ward of the Hummock. Our estimated latitude was  $25^{\circ} 13, 30''$  N., and longitude  $125^{\circ} 12'$  E. The hull of the ship was just visible, and the sea made a continual breach over her.

This groupe of islands, off which the ship was lost, consists of seventeen islands. They are of different sizes, and many of them very small and uninhabited. They extend from  $24^{\circ} 10'$  North to  $24^{\circ} 52' 30''$  N. latitude, and from  $123^{\circ} 2'$  East to  $125^{\circ} 37'$  E. longitude. The inhabitants distinguished them by the name of Madjicosemah, as we understood them: they were tributary to Great Lieuchieux, or the Liqueux Islands.

Fresh breezes and cloudy weather. At 1 h., having cleared the shoals, we made sail as per log; the boats following under sail. At 5 h. the wreck of the Providence bore S.  $31^{\circ}$  E. three or four miles. At sunset shortened sail, and took the boats in tow for the night; Hummock Island, on with the outer part of the reef, S.  $15^{\circ}$  E.; and we had no soundings with 100 fathoms; the reef distant two or three miles. Our estimated latitude  $25^{\circ} 13\frac{1}{4}'$  N., and longitude  $125^{\circ} 12'$  E. Under easy sail we steered to the westward; and during the night we had thunder, lightning, and rain.

Variable

Variable weather, with rain and a confused sea.

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II.

1797.  
May 25th.

Fresh breezes and squally weather: excessive sultry, with constant rain. The wind at last fixed to the North, and we steered to the S. W. The rain continued throughout the evening.

At half past 10 h. we saw land bearing from S. E. to S. W. by S.; and no soundings with 70 fathoms.

At daylight the extremes of Pachufan from East to S. S. W. six or eight leagues. At 22 h. 30 m. we saw the small island to the westward, which at noon bore N. 57° W.; and the south point of Rocho-o-ko-ko, S. 15° E. three or four miles: the other extreme, N. 73° E.

Soon after noon the cutter returned, having examined a small bay that afforded anchorage on the N. W. side of Rocho-o-ko-ko. A canoe brought them off water and potatoes. Surely these islands were acquainted with our misfortune. At 6 h. the extremes of Rocho-o-ko-ko extended from N. 65° E. to S. 85° E. five or six leagues; Hummock Island, S. 55° E. eight or nine miles. At 11 h. wore ship.

26th.



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Light breezes, with showers of rain. At day-light Hummock Island, S.  $73^{\circ}$  E.; Rocho-o-ko-ko, from N.  $49^{\circ}$  E. to N.  $73^{\circ}$  E; and West Island, N.  $56^{\circ}$  W.; when we tacked and made fail, the boats in company.

Light breezes and dark cloudy weather; wind increasing at noon: Hummock Island, N.  $65^{\circ}$  E. six or seven leagues.

27th.

Light breezes and cloudy weather, with showers of rain and frequent thunder and lightning, which rendered our situation truly uncomfortable from the numbers obliged to be upon deck; and below, the heat was excessive.

12 h. Light airs and variable, with incessant rain.

24 h. Squally weather, with showers of rain.

28th.

Heavy showers of rain, which brought the wind round to the westward, and we steered S. S. W.

7 h. Tack the boats in tow as usual for the night.

12 h. Fresh breezes and fine weather.

At 22 h. we saw the island of Tobago, situated near Formosa, bearing N.  $75^{\circ}$  W.; and at 23 h. 30 m. we made Botol Tobago Xima, bearing S.  $34^{\circ}$  W. At noon

noon the former extended from N. 65° W. to N. 75° W., and the latter from S. 25° W. to S. 30° W. 10 or 12 leagues.

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May.

At 4 m. past Botol Tobago Xima bore S. E. and the south point of Formosa S. W.  $\frac{1}{4}$  W. about 10 leagues. At 10 h. we were by estimation in the latitude of it, when we steered South, not intending to pass between Formosa and the Vele Rete rocks. The night was cloudy, with rain.

29th.

13 h. At daylight we had run 25 miles, when to our great surprize, the south point of Formosa bore of us S. W. by W. four or five leagues; and at noon after running S. W. 21 miles, it was still three leagues in the direction of S. 40° W. Towards noon the wind moderated, and we could make no way against the northerly currents, which occasioned a confused against the wind. Botol Tobago Xima extended from N. 84° E. to S. 88° E., and the north extreme of Formosa N. 10° E. No soundings three miles off shore.

Light airs and cloudy weather carried us insensibly towards the land, when we experienced a counter-current in our favour, which set us in the direction

30th.

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May.

of the shore to the southward. The cutter kept close in to examine the coast, which in this part is a little indented. They found good anchorage in 15 and 20 fathoms, about half a mile, with several runs of water and many herds of cattle feeding, but no signs of habitations or any cultivation.

15 h. At sunset the extremes of Formosa from S.  $25^{\circ}$  W. to N.  $5^{\circ}$  E.; centre of Botol Tobago Xima N.  $80^{\circ}$  E. The south point is low, flat, and rocky off Formosa; and at 8 h. it bore West two miles: we had no soundings. At 10 h. a strong breeze came from the North, and we hauled close round Formosa, passing N. of Vele Rete rocks. After midnight the wind moderated, but remained in the N. E. quarter. At noon the high land on the S. part of Formosa N.  $65^{\circ}$  E. 10 or 12 leagues.

31st.

Moderate breezes, gradually decreasing; at 2 h. we lost sight of Formosa.

10 h. Squally weather, with rain, which continued; the weather sultry: a great deal of thunder and lightning.

20 h. Fine and pleasant weather; breeze increasing. We frequently passed over riplings, with the appearance of a strong current setting to the westward.

Moderate

TO THE NORTH PACIFIC OCEAN.

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Moderate winds, smooth water, and very pleasant weather.

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7 h. Calm and clear weather.

11 h. Light breezes.

20 h. The longitude shewn by the watch till our arrival, is corrected for its error off Formosa, where it shewed the longitude too much by  $1^{\circ} 30'$ . It has never gone well since sailing. Light airs and variable weather.

Very light winds, inclining to calms. In the afternoon we tried, and found the current set to the westward.

2d.

4 h. Saw a Chinese fishing-boat.

6 h. Sounded in 52 fathoms; small gravelly stones and sand.

12 h. Calm and fine weather.

18 h. Light breezes; several fishing-boats in sight.

24 h. Smooth water, and very warm weather.

Fresh breezes and very pleasant weather.

3d.

4 h. 46 fathoms, muddy bottom.

7 h. 52 fathoms, ditto bottom.

12 h. 50 fathoms, ditto bottom. Light showers of rain.

22 h. At 11 h. A.M. we saw the Lema Islands  
to

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June

4th.

to the W. N. W., and we altered our course. At noon the Grand Lema N.  $47^{\circ}$  W. four or five leagues.

Fresh breezes and very hazy weather. At  $\frac{1}{2}$  past two the Great Lema bore West  $1\frac{1}{2}'$ , and by its known longitude  $114^{\circ} 26'$  E. We have been  $1^{\circ} 20'$  West of our account since leaving Formosa. By our run from noon its latitude will be  $22^{\circ} 4'$  N. We steered as per log till 8 hours and a half, when we hauled up between Lafsammu and Lantoo Point, and came to in 12 fathoms, the point bearing S. E. four miles.

11 h. At daylight we got under way with a fine breeze, and at 20 h. we were abreast of Lintin. A boat was dispatched from hence to Macao with an officer to acquaint the governor with my return, and to order provisions.

We steered N. by E.  $\frac{1}{2}$  E. for Lankeet Island carrying 10, 8, and 7 fathoms, till we came within sight of Sampanchow, and then only 5 fathoms. Within two or three miles of Lankeet we gave it a good birth to pass to the East of Sampanchow, and soon increased our water to 10 fathoms. At noon Sampanchow West one mile.

With

With a strong flood-tide we soon passed through the Boca Tigris, and discovered 13 large ships at anchor up the river. At 5 h. we were visited by several of their boats, who informed us they were homeward-bound East Indiamen. They obligingly offered us every assistance, and we pursued our course up the river, having no occasion to accept their civilities at present. At 8 h. when above the second bar, keeping too near the starboard shore, we got a-ground, and remained so till 10 h., when we hove off into the stream, and continued at anchor till day-light; at which time we got under way, and by 8 A.M. came to at Whampoa in four fathoms. Here we found two ships from Port Jackson, having laden with tea on the Company's account, the Alfred and Crescent, East India ships, going down the river.

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June.

I immediately proceeded up to Canton in the pinnace, to consult with the supercargoes in procuring provisions, and to regulate the distribution of the seamen into the India ships. About noon I reached the English factory, and waiting upon Mr. Hall, the chief, I soon arranged my business (the captains of the Indiamen being on the spot); and in the afternoon the schooner left Whampoa to remain at the Second Bar till I returned in the pinnace. The night was

F F

rainy,

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rainy, which continued at intervals during the day. Early in the morning of the 6th. arrived the first Lieutenant of the Swift sloop of war, with dispatches from Rear Admiral Rainier, which contained the intelligence of a Spanish war.

6th. In the morning I had a conference with one of the principal Hong merchants, who was deputed from the city to enquire into the particulars of my arrival, with the reasons for so doing. In the presence of Mr. Hall I explained the cause of my coming up to Whampoa; requesting at the same time the Chinese government would supply my wants before I quitted the river. He then left us to report the same.

7th. The afternoon was cool and pleasant after the rain, but the following day we had excessive heat. Not finding it necessary to remain any longer to expedite our receiving refreshments, which Mr. Hall was pleased to take upon himself, I took my leave of the gentlemen of the factory, to whom I am under great obligation for their kind attentions; and in four hours and a half I reached the Second Bar.

8th. We had fresh breezes from the northward the two following days, and we were employed in receiving  
 falt

salt provisions from the East India ships; also in distributing the officers and men who were to take their passage to England in them. In the morning we were visited by a mandarine of the first rank, who seemed very desirous to see the vessel, which being permitted, he assured us our wants should be immediately supplied, now he was convinced who and what we were; but from the report given into the city, they were in doubt, and he was obliged to come on board to satisfy himself before permission could be granted. These good intentions were of little use to us as I purposed sailing with all expedition to Macao, after receiving what we required from the East India ships.

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June.

The lieutenant of the Swift carried with him our marines, and a letter to Captain Hayward acquainting him with my intentions.

In the morning some of the East India ships sailed down the river, and in the afternoon the schooner went down to Anson's Bay to wait the arrival of the cutter from Macao. She had been so long absent I was anxious for her safety. The next day I followed in the pinnace, and very luckily met the cutter coming to me as we passed the Boca Tigris. The officer excused himself for not returning sooner owing to the strong

10th.



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II.

1797.  
June.

11th.

northerly winds, which I did not admit as a sufficient reason, but I had great pleasure in her safe arrival.

At 2 P. M. we got under way, and the wind veering to the S. E. we turned down towards Macao roads. At half past 8 A. M. we came to in five fathoms; the town bearing W.  $\frac{1}{2}$  N., and Cabarita Point S. S. W.  $\frac{1}{2}$  S. Soon after, his Majesty's sloop Swift anchored near us. The forenoon was attended with heavy squalls of wind and rain.

We remained here till the 14 h., the winds constantly from the southward, which prevented the Indiamen coming down sooner. In the morning of this day the fleet got under way, and at noon the tide having done, we came to an anchor: Cabarita Point N. W. three miles. I discharged into the Swift for the disposal of Admiral Rainier 4 petty officers, 24 able and good seamen, with 15 marines, leaving 35 officers included to complete the schooner's compliment. The remaining officers and men of the crew, amounting to 30, went home in the East India ships.

15th.

In the afternoon the Swift with 14 sail of East India men, the Crescent packet, and two ships from Port Jackson, got under way, intending to go the eastern passage

passage for Europe. We parted company with them, and made sail for the Typa.

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June.

I had great pleasure in acknowledging the kind attentions of many of the commanders of this fleet, who so obligingly accommodated several of the officers with passages to England, and in every other respect supplied our wants with great cheerfulness, as far as their means extended.

The next morning we anchored in the Typia off the watering place, having the nine islands just open, bearing N. E.  $\frac{1}{4}$  N. Macao harbour N. by W.  $\frac{1}{4}$  W. two miles. Close in with the entrance of the harbour, was a Spanish ship bound to Manilla. Seeing the Swift coming into the Typia, she run for shelter under protection of the fort. We remained here to the 26th completing our provisions, wood and water; but unfortunately we could not contain more than five months: we however filled every part of the vessel, to insure keeping the sea as long as possible in our researches to the North of Japan. The winds were variable, with frequent rain and a great deal of thunder and lightning, with strong winds from the S. E. The winds were seldom from the westward, and this I understood had been the case since our sailing in April last.

The

BOOK

II.

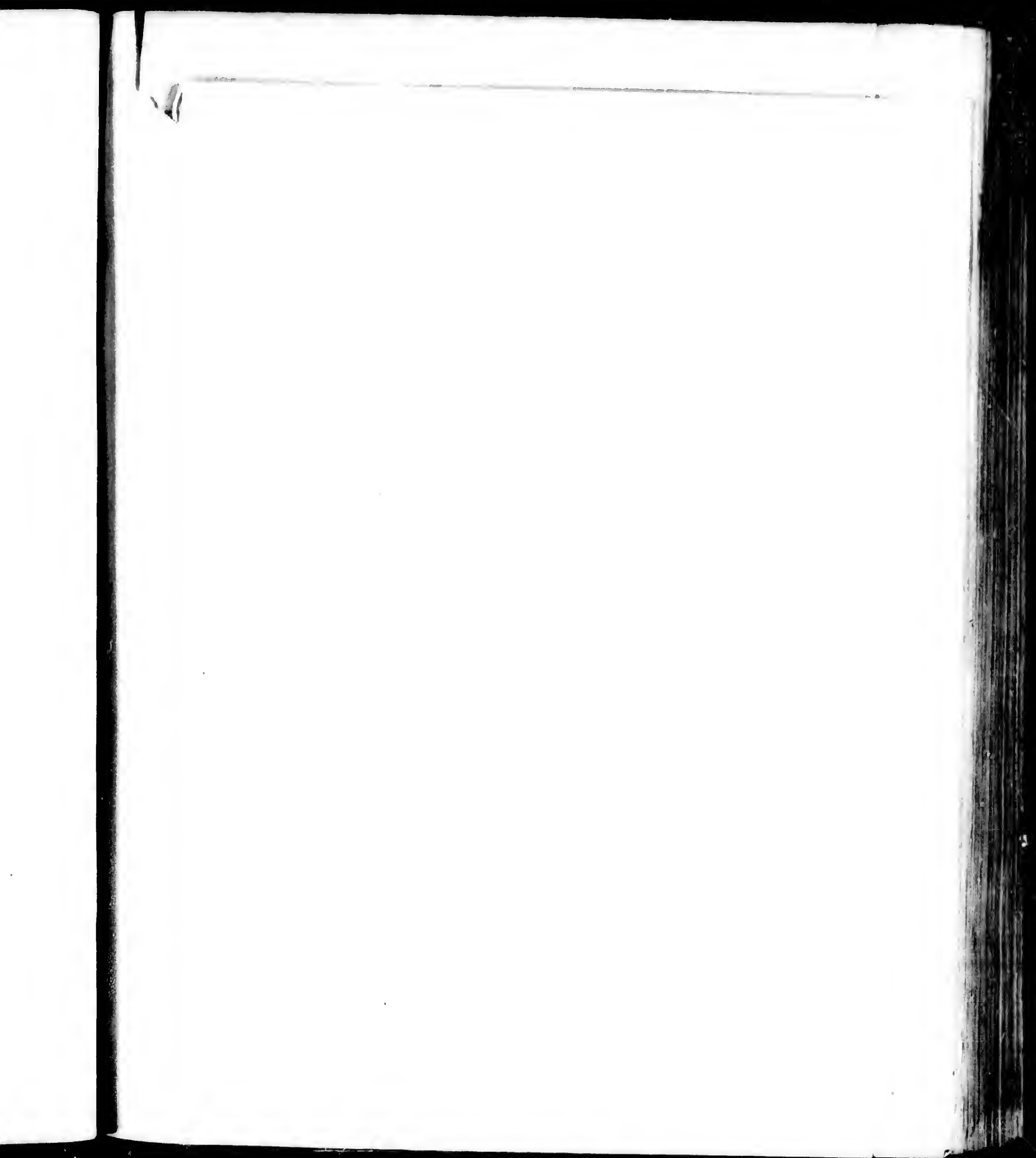
1797.

June.

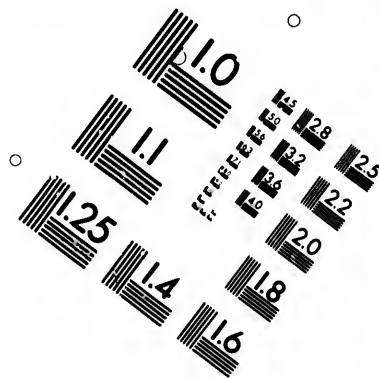
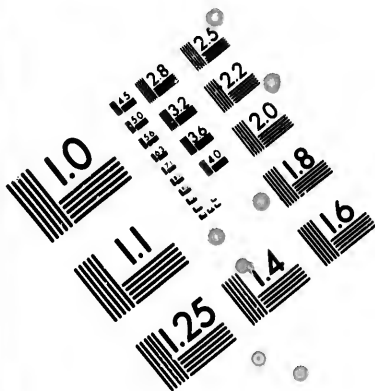
26th.

The heat on shore was excessive, and would have been insupportable if not refreshed by the rains.

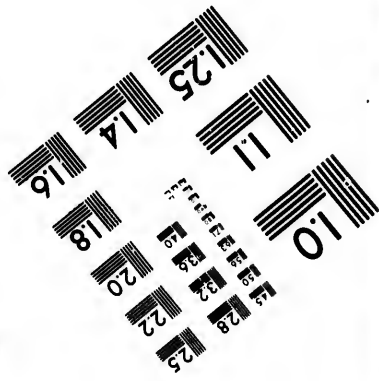
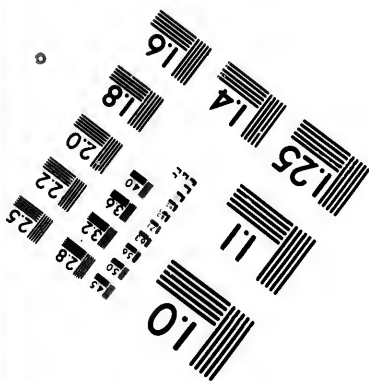
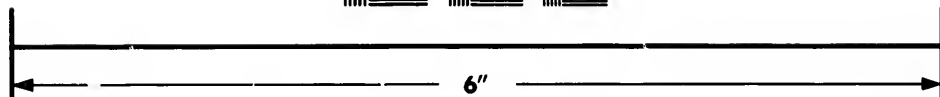
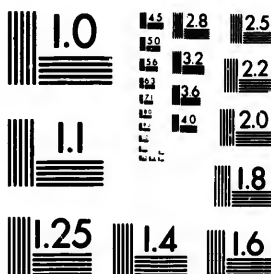
We now failed a second time in the prosecution of our voyage, not with the most flattering hopes of succeeding, from the season being so far advanced, and the vessel inadequate in many respects to the purpose. But still there was some prospect of acquiring geographical knowledge of the Tartarean and Corean coasts; and I was unwilling, even under the existing circumstances, not to use every endeavour to the utmost of my power, that could tend to the improvement of science by the exploration of unknown parts. The officers and men were equally disposed with myself to do their respective duties, and we departed in good health.







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1797

M A D J I C O S E M A U

see Edition in bottom

Ship was lost here  
17<sup>th</sup> May 1797

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Ship no. loss date  
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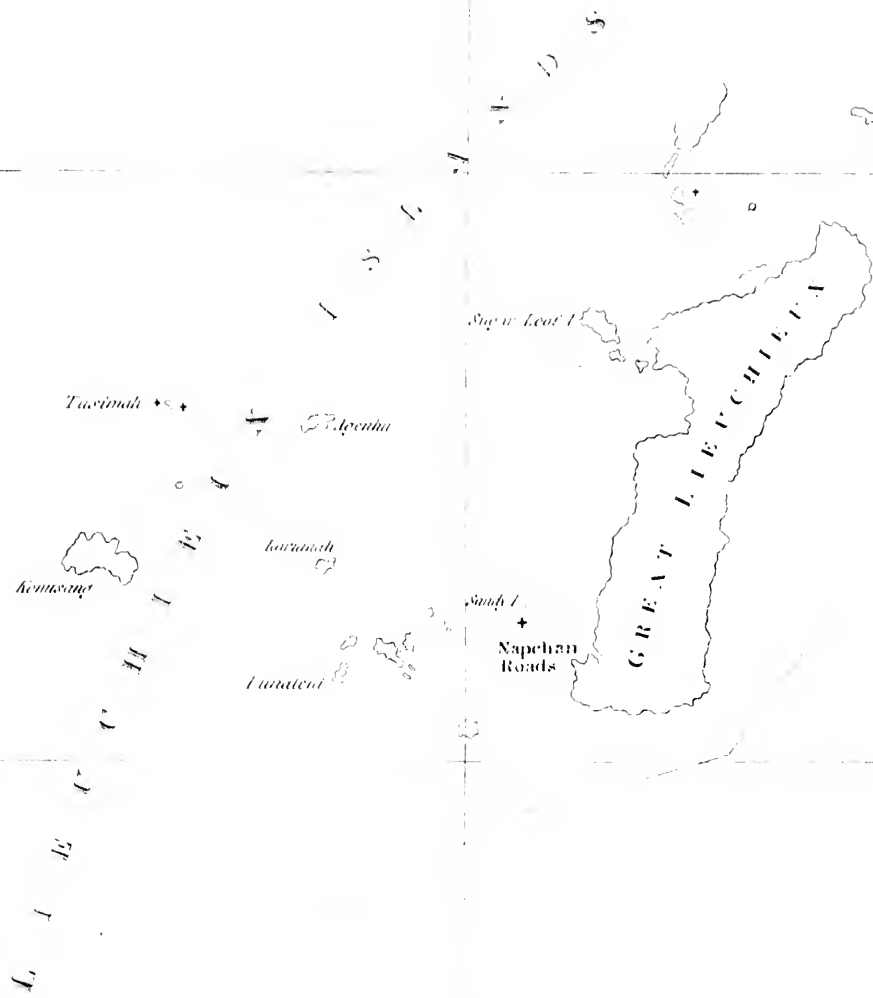
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Track in 1796



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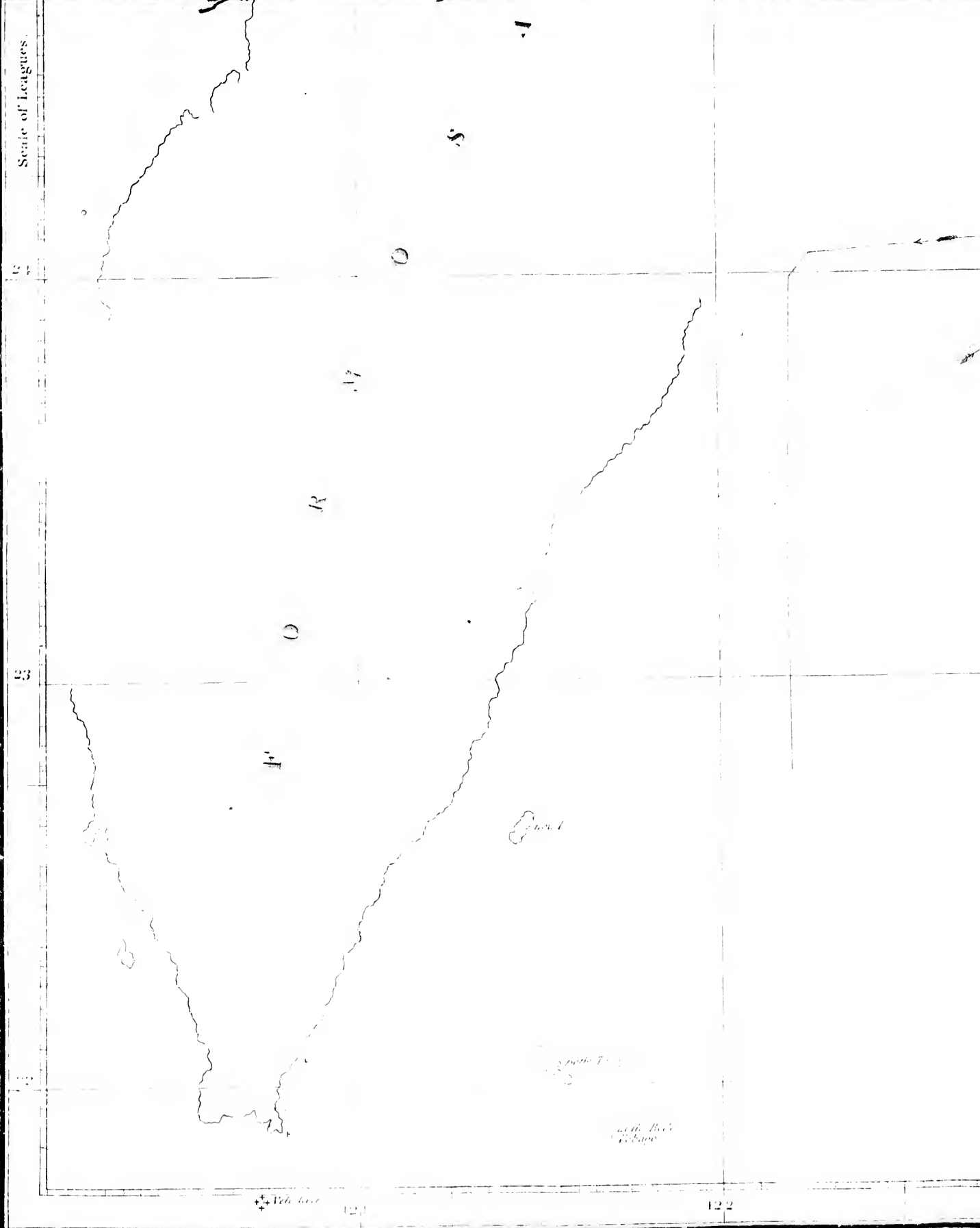
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25

Scale of Leagues

Track in 1796

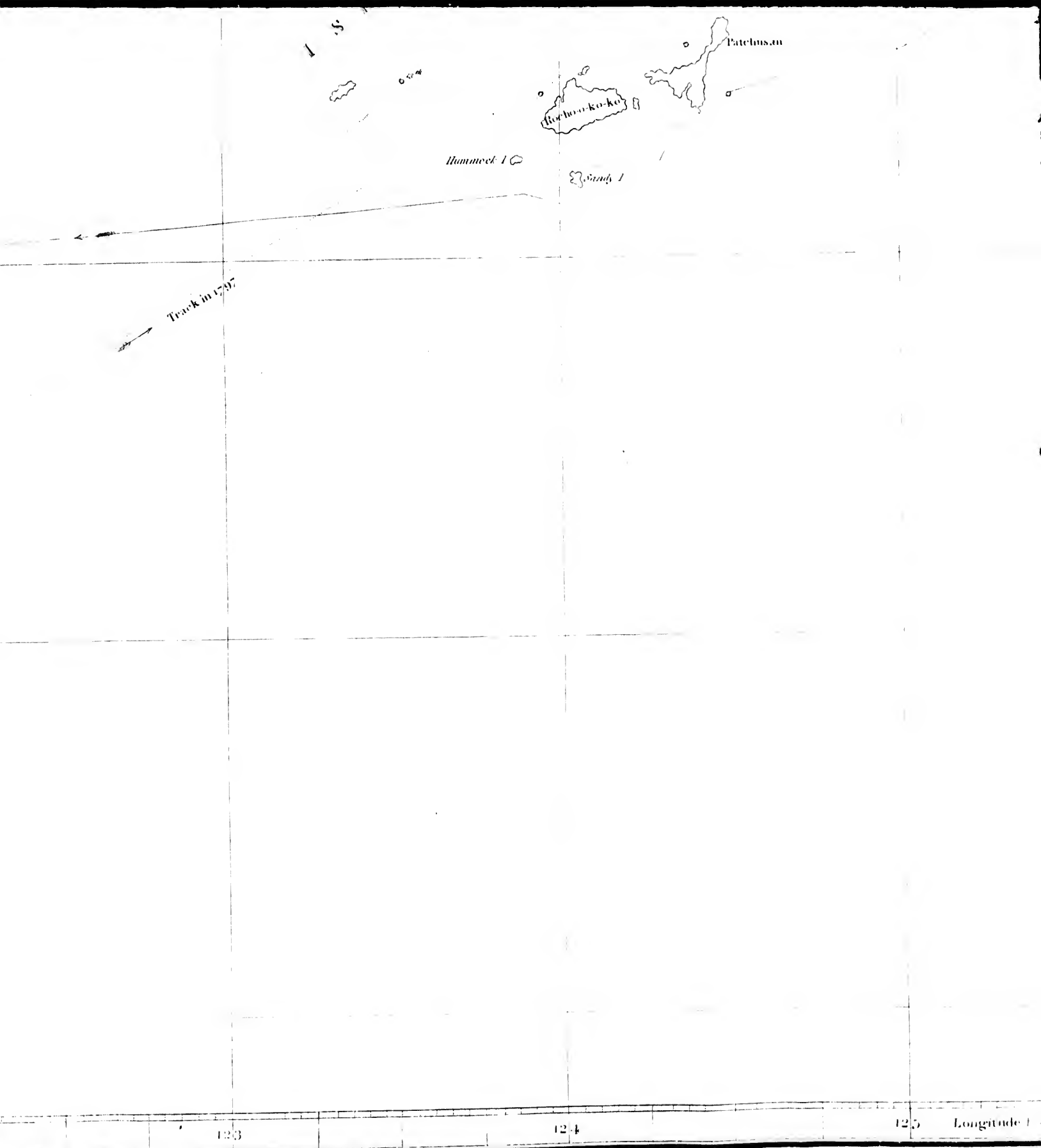
Scale of Leagues.



North Sea

121

122



Track in 1937

Rorho-o-ko-ko

Patehus.an

Hammett I

Study I

123

124

125

Longitude 1



Patehmsau

125

Longitude East from Greenwich

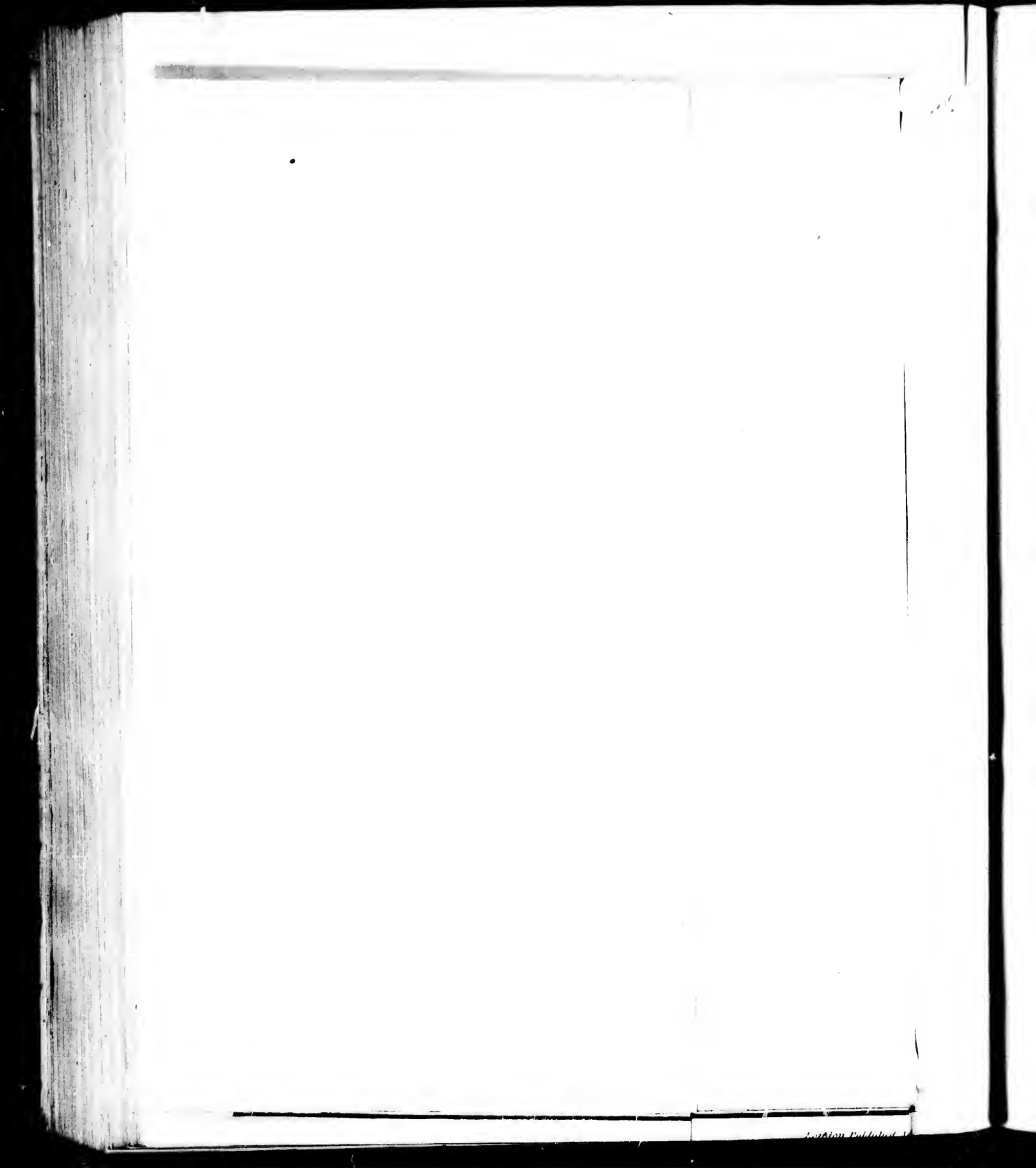
126

A Chart  
From the South Point  
of FORMOSA to  
GREAT LEEUWHEUX,  
including the Islands of  
MADJICOSEMAU  
By  
Capt. W. R. Broughton,  
1797.

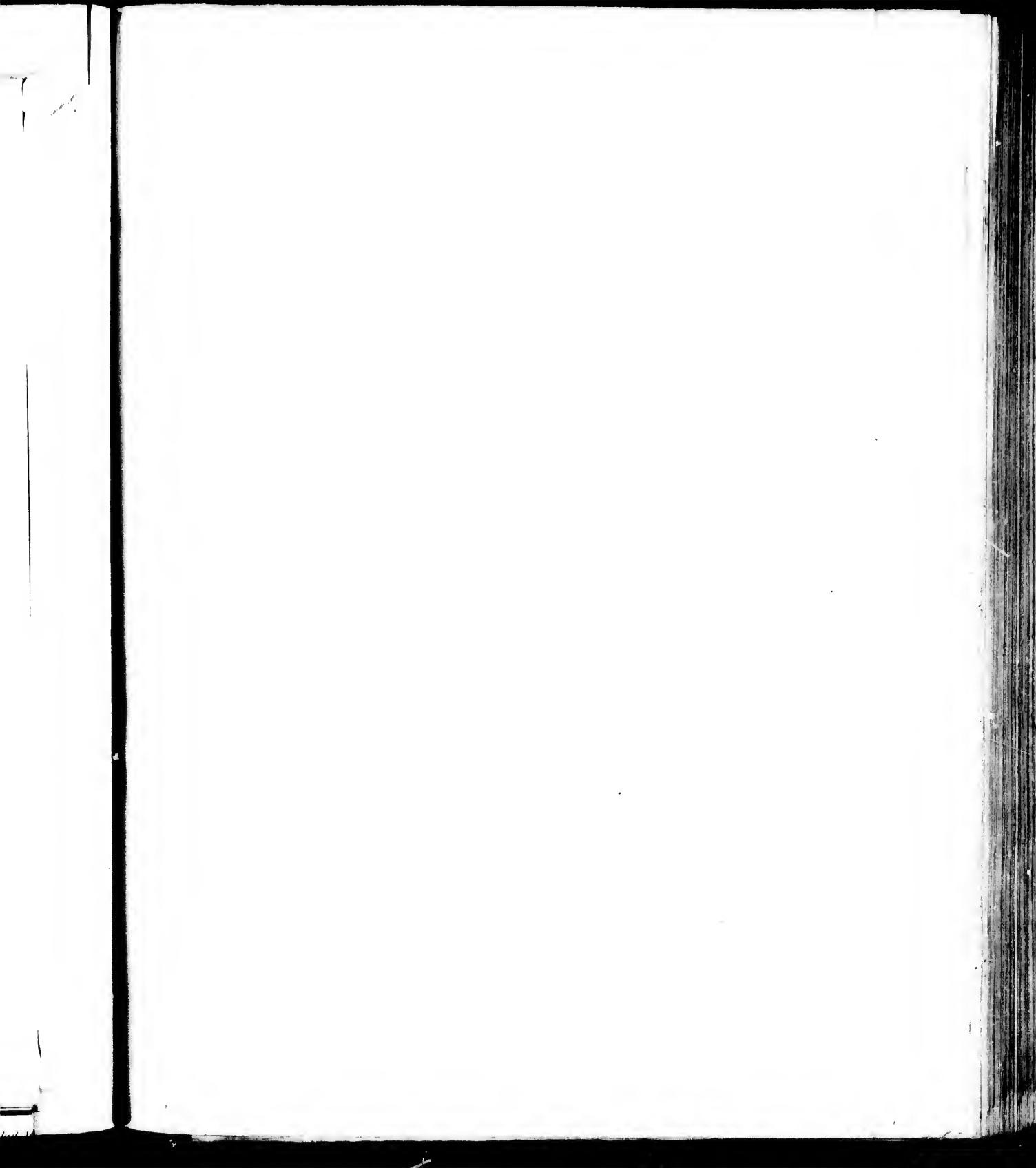
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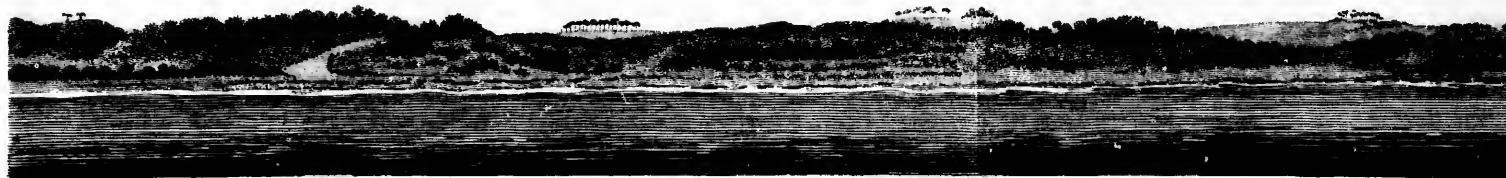
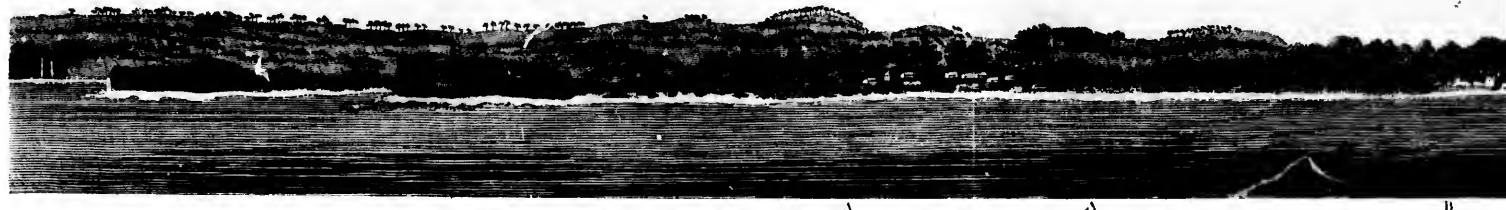
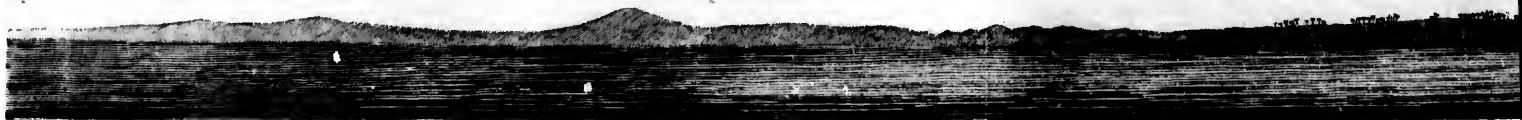
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22







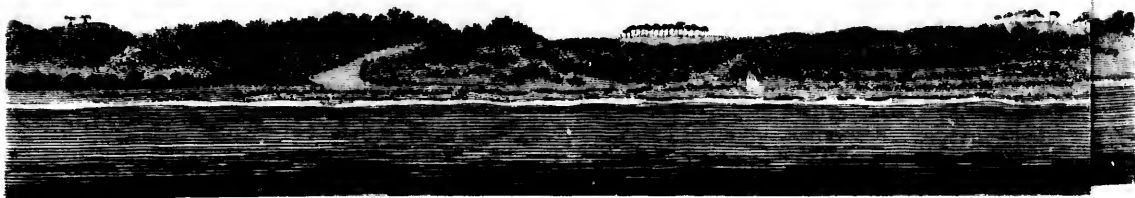
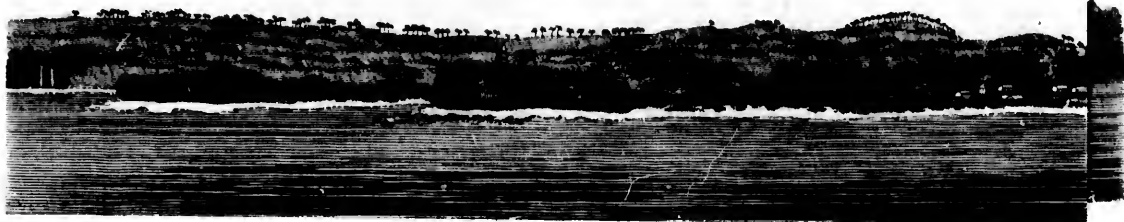




*PANORAMIC SKETCH*  
of the  
*Bay, Town & Entrance of the Harbour*  
of  
**NAPACHAN,**  
on the Island of  
*LIKEO* or *LOOCHOO*

REFERENCE

*AA. the Burial Ground BB. the Town C. the entrance of the Harbour*



## CHAP. III.

*Pescadou Islands.—In Napachan Harbour, Great Liqueux.—Description of the Inhabitants, &c.—Departure from it towards Japan.*

ON the 14th of June, as N° 45 shewed the longitude of the Typa  $115^{\circ} 19' E.$ , which is too much by  $1^{\circ} 47'$ , an error acquired in 67 days. By daily observations between the 14th and 25th June her rate was pretty regular; and on the 26th at noon, 45 was slow for mean time 7 h. 40 m. 36.1 s., and losing on mean time 6.651 s. per day. At 2 P. M. we got under way with a strong ebb tide, and at 5 P. M. we weathered Potoe within half a mile, having  $6\frac{1}{2}$  fathoms.

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June  
27th.

As we passed two or three miles West of the Grand Ladrone, we gradually increased to 12 fathoms, when the south extreme of it bore S.  $80^{\circ} E.$  on with the Afs's Ears. Mr. Dalrymple makes the Rock R. bear more southerly: it is probable therefore we did not see it. At dark we boarded an East India packet called the

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the Amazon, four months and ten days from Fal-  
mouth. She had passed the straits of Sunda without  
seeing any cruizers.

At 8 h. the Grand Ladrone bore of us N. 55° E. ;  
Potoc, N. 5° W. ; extremes of islands, E. † S., off the  
Ladrone three or four miles. We made sail, steering  
as per log.. At 21 h. Grand Ladrone, N. 32° W. ; and  
the extreme islands, N. 68° W. Grand Ladrone,  
22° 02' N. 113° 56' E., from whence I take my de-  
parture.

28th.

Fresh breezes and fine weather. At 6 h. we saw a  
fleet a-head, consisting of nine large ships upon a  
wind. Conceiving them to be a Spanish squadron  
from Manilla, cruizing for the East India fleet, at  
7 h. we steered in for the land to avoid them ; and at  
half past 12 h. we passed a ship upon our lee-beam  
that took no notice of us. At 13 h. we lost sight of  
her, when we steered more to the North.

At day-light we were within three or four leagues  
of the West of China, and abreast of Piffoang, or the  
great bay ; the extremes extending from West to  
N. 80° E. ; and we had no sight of the fleet.

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At 8 A. M. we steered nearly in the direction of the coast, which formed several bays, with scattered islands and rocks at unequal distances. At noon the extremes of the coast extended from N. 85° W. to N. 42° E., two or three leagues off shore; and we had 15 fathoms water. Fair weather but hazy.

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Fresh breezes and fair weather, with smooth water.

29th.

6 h. The extremes to the North making high bore N. 14° E. seven or eight leagues.

8 h. 20 fathoms, no bottom.

10 h. 24 ditto, fine sand. The moon having set, we hauled our wind for the night.

14 h. 35 fathoms, sand.

16 h. Made sail. No sight of the land.

22 h. 19 fathoms, sand; and at noon 20 fathoms.

24 h. Fair weather, but no observation.

In the afternoon we crossed over several small ripplings; and our soundings varied from 13 to 20 fathoms, hard bottom. At 12 h. we had three fathoms of rocky bottom; and at half past, seeing the land, we stood off and on till day-light, having soundings from 22 to 26 fathoms. At 17 h. the Pescadore Islands extended from East to N. by W. distant from the eastern one about four miles. This island was low

30th.

G G

and

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and flat. With a gentle wind we passed on the west side of the islands; and at 22 h. 50 m. we were distant two miles from an high rocky island, which is connected by reefs with two small isles that are surrounded by breakers: we had 25 fathoms. At noon the westernmost island of the groupe extended from N. 76° E. to N. 86° E. four or five miles; and we had 27 fathoms. This island is of moderate elevation, rocky and barren, of little extent, and apparently uninhabited: yet we saw several boats fishing among the reefs. High Island, in one bearing with the eastern one seen at day-light, now bore S. 48° E.

July 1st.

At 3 h. we were a-breast of Fisher's Island. On the S. W. extreme we remarked an obelisk of stones raised, I should imagine, as a land-mark for the advantage of the junks trading to these islands. In the course of the day there were many of them in sight, making their coasting voyages.

This island is of some extent, and inhabited: it appeared also to be well cultivated. As we passed, we observed many cattle feeding, and numbers of boats differently employed. At the N. E. extreme the land falls back; and within it, to the North, promised good shelter. A black rock extends a league from  
from



from the entrance, and seemed connected with reefs North of it. Indeed, in this part, the rocks and sands could not be enumerated; and the passage between them I should suppose very intricate. The large island, called Petroe, I had no opportunity of making any remarks upon; the weather being hazy, and our distance too great. At 5 h. 30 m. seeing breakers a-head, we altered our course; north extreme of Fisher's Island bearing S. E. by S.: we had 15 fathoms, rocky bottom, seven or eight miles from it. Bird Island, which is the northernmost of the whole groupe, at half past 6 h. bore S.  $58^{\circ}$  E.; and the Obelisk point, S.  $17^{\circ}$  W. These islands, called Conghou or Petroe by the Chinese, and Piscardores by the English, extend from  $23^{\circ} 10'$  N. to  $23^{\circ} 40'$  N., by our estimation; the westernmost in the longitude of  $119^{\circ} 27'$  E. They are a cluster of islands and rocks above, and even with, the water. The dangers surrounding them may be avoided by attention, as they appear to shew themselves; and you may anchor in cases of necessity. They are distant from Formosa about eight leagues; and their extent to the West nearly the same by Van Kuelen.

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July.

At midnight we hauled our wind till day-light; and at 17 h. 30 m. we saw Formosa; and at 22 h. 30 m. we

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were within three miles of it. The extreme to the South bore S. 6° E., making a low sandy point. Over the beach were several junks at anchor; and we had only seven fathoms water. At noon the extremes of Formosa extended from N. 45° E. to S. 7° E. three or four miles; and we had 11 fathoms. The land near the sea presented a barren appearance of sand hills mixed with coarse grass. At the back of the beach were some scattered trees; but more inland, the hills rose to a considerable height, richly clothed with woods.

2d.

We continued our course along the coast of Formosa, with a strong current setting us to the northward.

7 h. Calm. The extremes extended from N. 45° E. to S. 14° W.: an opening bore S. 40° E. Off the entrance were several junks at anchor. Thirty-one fathoms.

17 h. Light breezes. The extremes of Formosa, N. 58° E. to S. 18° W., off shore seven or eight miles. Towards the North the land gradually decreased in height.

22 h. At noon the extreme land, we could see, bore East, six or seven leagues.

At

At 1 h. tacked and stood in for the land; and at half past, not being able to see the land, owing to the haze, we stood off shore. At half past 6 h. we could just discern it bearing S. 40° E. three or four leagues.

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July 3d.

6 h. Very squally and threatening weather obliged us to reduce our sail.

12 h. Strong gales, with a large sea.

18 h. Throughout the forenoon it blew very strong, and we split most of our sails. We had also heavy rain, and were obliged to pump the vessel out every hour.

24 h. Heavy gales of wind, and thick hazy weather.

Strong gales of wind, with a heavy sea running, and a great deal of rain. At half past 2 h. we saw the coast of China to the W. N. W., appearing very indistinctly through the haze. We soon after wore; and the gale blowing harder, we reefed the bowsprit, and lay to under a close-reefed main-sail. Soon after bringing to we sprung a leak in the starboard quarter, which filled the cabin with water, and kept the people continually at the pumps.

4th.

In the night the wind gradually veered round to the westward with increased violence, which caused  
an

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an irregular and confused sea. Our little vessel behaved very well, shipping but little water.

In the morning the wind fixed in the S. W. quarter, and the gale broke up. At 8 A. M., the sea having considerably fallen, we bore up and made sail.

24 h. Fresh breezes and cloudy weather, with a confused swell.

5th. Fresh breezes and cloudy weather. At 2 h. we hove to, while the carpenters stopped the leak, which was found to be above water in the starboard quarter.

At 3 h. and a half we discovered the high land of Formosa bearing S. 30° E. At half past 6 h. the extremes extended from S. 28° E. to S. 23° W. five or six leagues. At 8 h. the wind moderated; and at 12 h. we saw a small island bearing S. E. by S.; and we had no soundings with 25 fathoms. We plied to the windward till day-light, when the rocky island bore S. 50° E.; the north part of Formosa extended from S. 50° W. to S. 10° E.; and two islands bearing N. 64° E. and S. 84° E. We passed between the Rocky Isle and Formosa with a gentle wind and fine weather. At noon the N. W. point of Formosa, S. 88° W.; N. E. point, S. 48° W.; extreme beyond ditto,

ditto, appearing detached, S. 22° W., four or five leagues off shore.

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Quelang Island, S. 72° W., which lays off the harbour; and the three islands to the seaward, N. 10° W., N. 13° W., and N. 55° W., four to six leagues distant. No current since last observations. 60 fathoms, no bottom.

In the direction of the island of Quelang, the main land of Formosa appeared very high; and on the larboard entrance, as you sail towards the harbour, is a conspicuous hill of a conic form, from whence the low land commences extending to the southward. Some low land also projects from the N. W. part, which is in general very elevated. The latitude of the north point of the island may err a little, supposing we did not see the extent of the low land. At 6 h. it was calm, when the N. E. part of Formosa bore S. 67° W. The night was variable, with light airs, which in the forenoon increased from the southward.

6th.

At 11 h. seeing the appearance of broken water, we tacked; but having no soundings at half past, we again resumed our course.

At

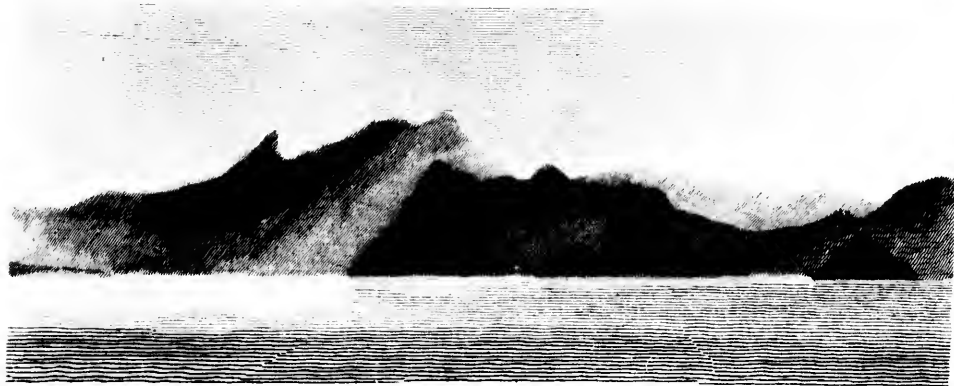
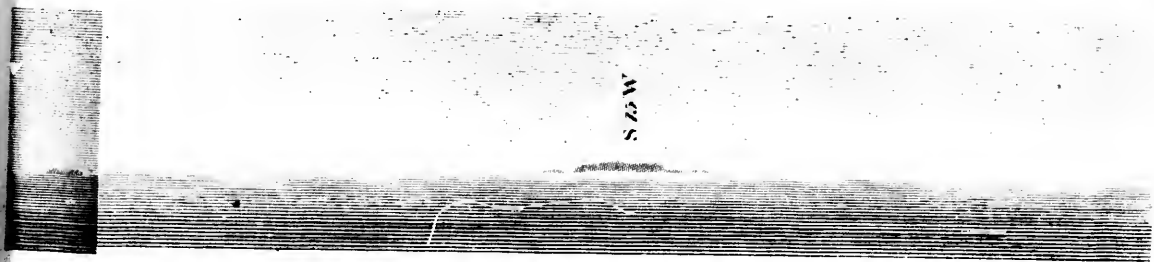
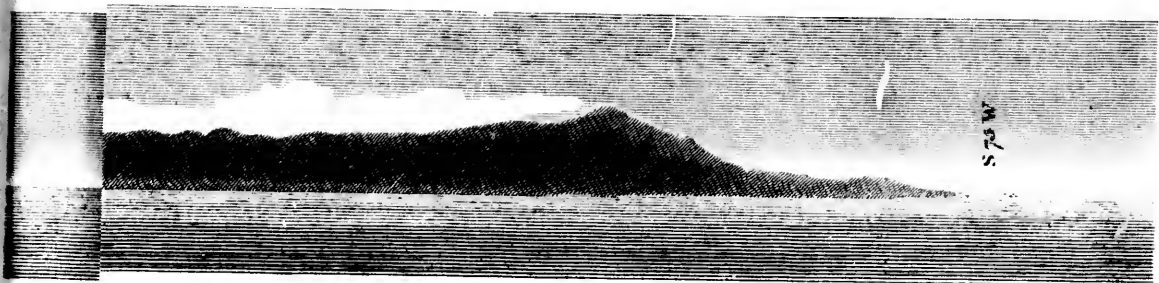
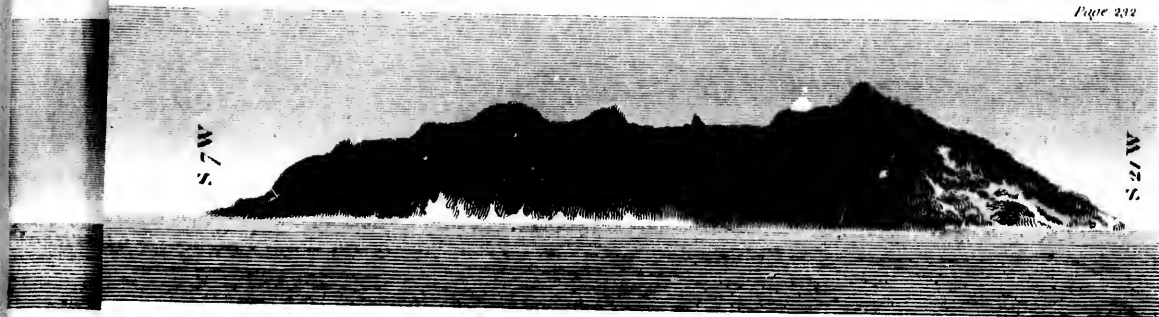
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At 15 h. we hove to for an hour. No bottom with 90 fathoms.

At 22 h. 30 m. we saw an island to the E. N. E., which at noon preserved the same bearing, five or six leagues distant.

7th. At 1 h. seeing some high peaked rocks open with the east extreme of the island: at half past, we bore up and passed to leeward of the island, ranging it within two miles, without having any soundings with 50 fathoms. The land was high, forming two peaked hills. Its greatest direction was East and West three or four miles, entirely covered with small wood up to its summit. To the N. E. of it, three or four miles, is a continued chain of rocks above and under water, seemingly connected with the peaked rocks. They bear East one mile from the island, which is situated in the latitude of  $25^{\circ} 40'$  N. and longitude  $123^{\circ} 27'$  E.

At 3 h. we saw another island bearing N.  $60^{\circ}$  E; and at 5 h. 30 m. it bore North two or three miles. It was of little extent, and of moderate elevation, and, like the other, well covered with wood, bounded by a rocky shore. We place it  $25^{\circ} 48'$  N. and  $123^{\circ} 35'$  E. At 7 h. the first island bore S.  $69^{\circ}$  W., and the





S. 40 E

S. 41 E

*Friday July 7<sup>th</sup> 5 P.M.*



S. 40 W

S. 40 W

*Island of Karamah — at 1 P.M.*

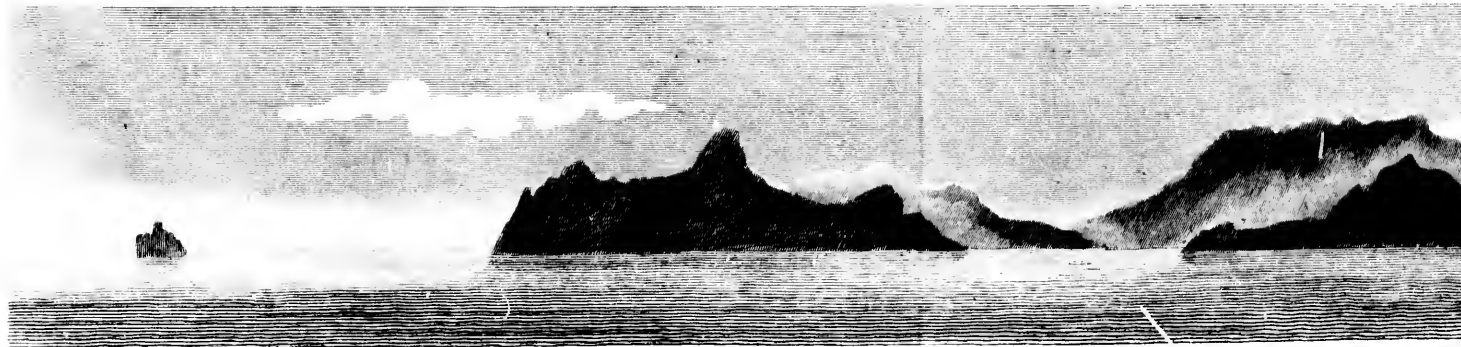


*Is. Tu Su Cha.*

S. 2 E

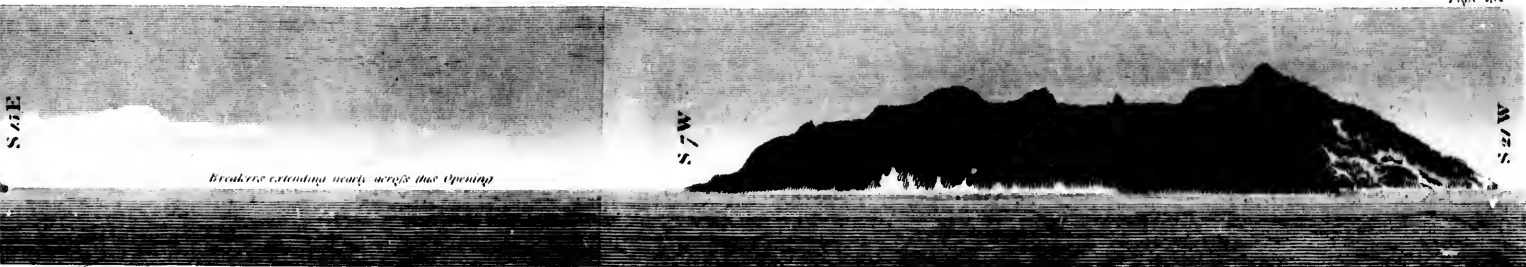
*Is. of Karamah.*

*at 2.30 P.M. July 9. 1891.*



*Entrance of the Harbour of ...*





S 41 E

Breakers extending nearly across the Opening

S 7 W

S 21 W

July 7<sup>th</sup> 4 P.M. 1891.



S 73 W

July 8<sup>th</sup> 1 P.M. 1891

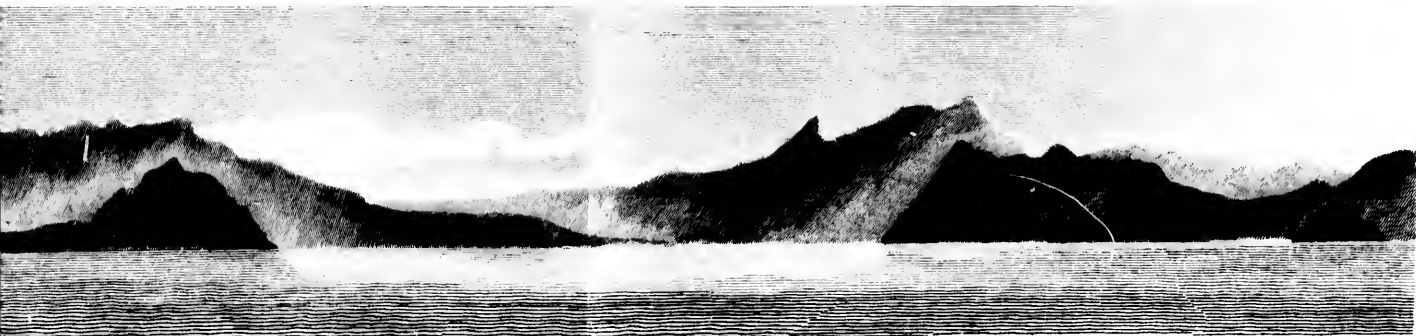


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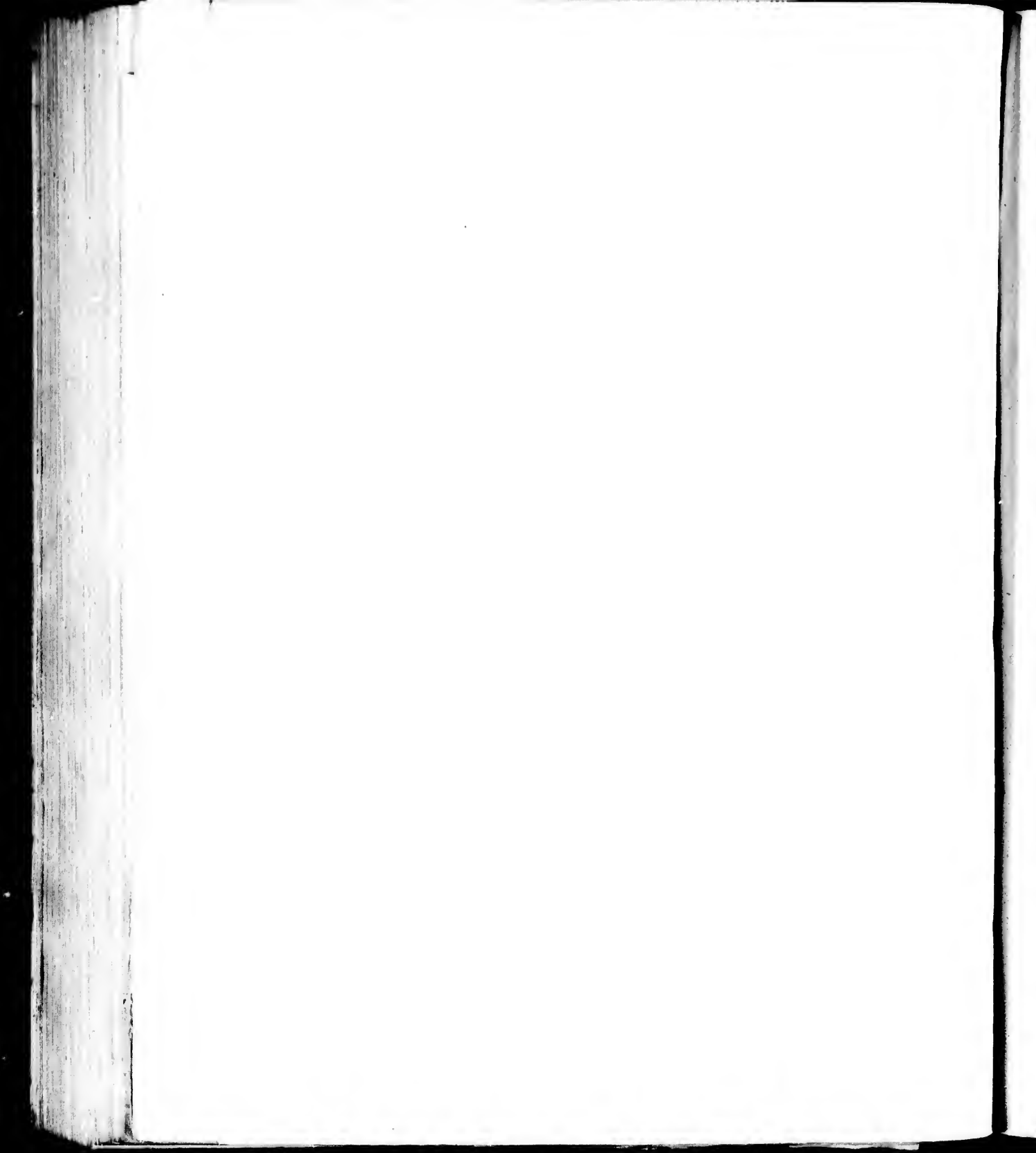
S 3 E

S 73 W

July 9<sup>th</sup> 3 P.M. 1891



Harbour of St. Chonsen



second N. 80° W. Having fine moon-light we continued our course to the eastward, sounding occasionally without reaching bottom. At 12 h. 30 m. we saw an high rock bearing E.  $\frac{1}{4}$  S. At 1 h. steering E. N. E. we passed about three miles North of it, without soundings at 50 fathoms. At 2 h. it bore South; and at 18 h., S. 87° W., just in sight: it resembled the rock called Pula Sapula, in the Chinese seas. By the observation at noon we found the current had set us to the N. E. 42 miles these 24 hours; which being allowed for, in settling the situation of the rock, its latitude will be 25° 57' N. longitude 124° 30' E., allowing the current to be regular to-day.

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At 11 h. we saw land bearing E.  $\frac{1}{4}$  S. At 17 h. it extended from S. 49° E. to 77° E. It was low in the middle of the island, but the southern part was rather high. We failed within three miles of the shore, having no soundings with 50 fathoms. From each extreme extended a long sandy spit, with a detached rock South of each. The land appeared well cultivated; and we could perceive several habitations. In the morning the natives came off to us: we found them the same race of people we had seen at Typinfan, equally docile and communicative. At 8 A. M. we

8th.

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saw more islands, of which they gave us their several names; and enquired of us if we did not come from Hollandia. The island they came from was called Koomi-fang; their cultivations up to the sides of the hills were in ridges; and above them the country was well covered with wood. At noon it bore from S. 31° W. to S. 64° W. four leagues; Tunatchi, S. 44° E. This island makes like a gunner's quoin, and as such it was remarked last to the westward of the L'atuehieux, among the Matchi Islands. Karumah, S. 69° E.; Agenhu, N. 64° E.; and a fifth, which was very small, they called Tu-fi-mah, three or four leagues.

We found the current still to set in the same direction, but not so strong.

9th.

The current still setting us to the eastward, we approached the islands very fast; and at 3 h. we kept our wind; and at 3 h. 30 m. the west point of Karumah, on with Tunatchi, S. 8° E. West of Karumah about three miles, we passed a small island. At 4 h. 30 m. Karumah and Agenhu, in one bearing, N. 3° E. and S. 3° W. These islands are five leagues apart: we sailed between them. At 7 h. the groupe called the Matchi Islands bore from S. 16° E. to S. 24°

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S.  $24^{\circ}$  W.; Tumatchi, S.  $60^{\circ}$  W.; Agenhu, N.  $58^{\circ}$  W.;  
the extremes of Great Lieuchieux, from S. E. to  
N. E. by E. seven or eight leagues.

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At 9 h. we hauled our wind, and plied to wind-ward till day-light with a fresh wind from the southward, when being distant from Lieuchieux four or five leagues, we stood for it upon a wind. At 21 h. we had sight of the harbour of Napachan, bearing from S.  $25^{\circ}$  E. four or five miles. In this direction, half a mile off was a chain of breakers. We plied to the southward till noon, when we observed off the harbour. A low sandy island bears N.  $57^{\circ}$  W., from Napachan roads seven or eight miles; between which and the north point of Lieuchieux we had soundings of 28 and 30 fathoms, corally bottom. This point bears N.  $14^{\circ}$  W., West from the south point of Lieuchieux: an hummock is on the extreme of it, and a reef projects to the westward of it some distance. At noon the outer part of this reef bore S.  $14^{\circ}$  W.: Reef point, which forms the starboard entrance into the roads, S.  $14^{\circ}$  E.; the harbour of Napachan, S.  $61^{\circ}$  E. three or four miles; Matchi Islands, from S.  $36^{\circ}$  W. to N.  $81^{\circ}$  W.; Sandy Island, N.  $45^{\circ}$  W. to N.  $68^{\circ}$  W. three or four miles; Lieuchieux north extreme, N.  $25^{\circ}$  E.; current since noon of yesterday,  $28^{\circ}$  East. Fresh breezes

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breezes and very pleasant weather from the S. W. quarter.

After noon we bore up for the roads, keeping the starboard shore on board. We had irregular soundings from 15 to  $2\frac{1}{2}$  fathoms; and seeing rocks under our bottom, we hauled out and brought to, till a boat from the town full of people came off to us. They most willingly undertook the charge of conducting the vessel; one of them taking the helm, and another directing her course from the mast-head. We passed very close to the southward of a reef, which bears S.  $20^{\circ}$  W. from the Reef point one mile and a half, having no bottom with 15 fathoms; and then steered in E. S. E. for a building situated upon some elevated black rocks, which appeared like a block-house, when the entrance of the opening of the harbour bore S. E. by South. We hauled up for it, and came to an anchor in 12 fathoms, muddy bottom, at half a mile distant, with the following bearings: the harbour, S.  $35^{\circ}$  E.; Starboard point, S.  $70^{\circ}$  W.; Low Island, N.  $57^{\circ}$  W.; and reefs extending from N.  $15^{\circ}$  W. to N.  $40^{\circ}$  W.; the islands of Matchi, N.  $60^{\circ}$  W. to  $77^{\circ}$  W. six or seven leagues; north extreme of the land of Lieuchieux, N.  $18^{\circ}$  E.

Our friends left us in the evening, with assurances of being supplied with water, wood, and refreshments, in the morning, but requested us not to go on shore. It blew strong from the S. W. throughout the morning, with frequent heavy squalls; but we rode very well sheltered. In the course of the day we received water by shore-boats; and in the evening, the weather moderating, the master was employed founding the roads. Early in the morning our friends sent us a bullock, hogs, fowls, and potatoes, with abundance of wood and water, and strongly urging our departure.

In the forenoon a junk arrived from Typinsan; and a Japanese junk sailed out of the harbour, and proceeded on her voyage towards Nipon, passing between the reefs to the northward.

The wind still blew fresh from the south, which occasioned so great a surf on the shore that no boat could land except in the harbour, which to us was inadmissible. This restriction was extremely mortifying, as I was anxious to acquire some knowledge of the manners and customs of these people; and all my endeavours had hitherto proved ineffectual: nor could my intreaties persuade them to let some of the  
officers

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officers go on shore in their boats. I therefore determined to send them in our own boat; but the principal person remaining on board would not accompany them, and seemed extremely displeas'd at their going. They were landed without any objection in the harbour, and the boat returned immediately. In the mean while, our friend had gone ashore in one of their own boats.

In about an hour we saw the officers coming off, escorted by their friends, and gave me the following account of their reception, &c. On their landing at the pier-head they were met by several of the principal people, who conducted them along the causeway leading to the town; but, after some conversation, they were shewn into a large dwelling-house, and entertained with refreshments of tea and tobacco. Here they remained, nor could they prevail upon their company to let them proceed any farther: they therefore (opposition having no effect) returned on board.

They found the entrance into the harbour very narrow; and in the fair way they had  $2\frac{1}{2}$  fathoms, just after low water; and within the port they had 7 fathoms. It took a widening direction to the S. W., and



and was of considerable extent. They counted 20 large junks at anchor, chiefly Japanese, from 200 to 300 tons burthen.

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On each side of the entrance was an apparent block-house, or place of defence, built of stones in a square form, with loop holes. The causeway leading to the town was 300 or 400 yards long, with arches underneath, to give the water a free passage; for as the tide flowed up to the town, over the coral banks which extended from it to the pier-head, it was necessary to give the water its course without any obstruction. The town extended along the shore to the North some distance; and from the number of people we saw at different times, I should suppose it very populous. The houses were of one story, and the roofs covered with a brick tiling. Trees were interspersed among the houses; and the country rising to a moderate elevation at the back of the town, variegated with cultivations and clumps of woods, equally diversified the view from the sea.

At the extreme of the town, to the North, was a burial-ground. The tomb-stones were whitened, and seemed to lay in an east and west direction. They are conspicuous as you sail into the roads.

These

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These people perfectly understood our having been at Typinfan, but could not comprehend what we had done with our men; not conceiving we had been since at China. This supposition may be some reason for their not suffering us to go on shore, as they could not also understand why we should be so soon in want of provisions: of which circumstance we only made an excuse, that we might have some communication with them. It will also prove how vessels in distress may really benefit by the humanity and liberality of these islanders, who confer favours, as far as I can judge, without expecting any return for so doing. In every other respect, except allowing us to land, they were obliging, civil, and attentive; bringing off vegetables, and some of their spirits called fakki; and at all times behaving with a degree of politeness, which rendered their company very pleasing. They were also open and unreserved in their manners. We had only to lament our ignorance of their language, which prevented our acquiring any knowledge of their government.

Every boat that came off always brought different people, seemingly to gratify their curiosity in seeing the vessel: and observing our people at their meals much excited their attention.

As

As our friends were convinced we had all our wants supplied, they seemed very anxious for our sailing; and we took our leave of them in the afternoon. We presented them with a spying-glass, the only thing they appeared desirous of, and a drawing of the vessel, with a memorandum expressing our nation and arrival.

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This island is called by the inhabitants Lieuchieux, or Loo-choo, and extends from the latitude of  $26^{\circ} 4' N.$  to  $26^{\circ} 50' N.$ , and from  $128^{\circ} 12' E.$  to  $128^{\circ} 45' E.$  Its greatest direction is N. E. and S. W., nearly about 21 leagues. The harbour of Napachan is on the S. W. side, in latitude  $26^{\circ} 11' N.$  and longitude  $128^{\circ} 13' 30'' E.$  The town adjoining the harbour is the principal on the island, and, as we understood, the seat of government. The port is convenient for commerce, and seems to be the centre of trade between Japan and the southern islands. They also trade to China and Formosa. The inhabitants are, in every respect of manners, customs, and appearances, the same with those of Typinfa; and resemble more the Japanese than the Chinese: speaking with very little variation the language of the former, and writing after their manner. They were also well acquainted with China, and shewed us several articles from that

I I

country;

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country; particularly English broad-cloth, which they seemed to value\*.

Their junks are the same with the Chinese; or at least, the difference in their construction is hardly perceptible.

\* Le Pere Gaubil, a missionary of the Jesuits at Pekin, wrote a memoir on these islands, called by the Chinese Lieou-kieou. See *Lettres Edifiantes*, tom. xxiii. p. 182. Some parts of the memoir are here translated.

“ These islands, situated between Corea, the isle of Formosa, and Japan, are thirty-six in number. The chief island is called Lieou-kieou: all the rest have particular names. The great island is in extent from South to North more than 440 Chinese furlongs, and 120 or 130 from West to East. On the south side this distance from West to East is not more than 100. The furlong mentioned here is the measure of roads used by the Chinese: two hundred of them make twenty leagues at sea, or a degree of a great circle. The king keeps his court in the western part of the island; the town is named King-ching. The palace is situated near it, with four great gates fronting the cardinal points. At ten furlongs from the western is the harbour called Napakiang, or Napachan, as named in this voyage. The longitude of this palace is  $146^{\circ} 26' 27''$ , and lat.  $26^{\circ} 2'$ . Of the 36 islands which are subject to the king of Lieou-kieou, eight are situated to the north-east of it, five to the north-west of the part of the island called Cheouli, four to the East, three to the West, seven to the South, and nine to the south-west. The names of the seven isles to the South are Tai-ping-chan (off which the Providence was wrecked), Ykima, Y-leangpa, Koulima, Tatama, Mianno, Oukomi, Pat-chong-chan, or as it is called in this voyage Pa-chu-sun, is one of the nine islands

ceptible. They make use of matted sails, and work them in the same manner. The boats they brought off water in were large and flat-floored; and they made use of skulls and oars. Their canoes were very inferior, being simply hollowed out of pine trees: they were chiefly employed fishing out at sea. Their sails were matted, and they went very fast through the water.

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At Lieuchieux they manufacture their own garments; and their linen checks appeared equal to any of ours. According to the weather, they increase or decrease their garments in number; and, like the Japanese, the appendages to their dress consist in a fan, pipe, and tobacco-box.

Not being permitted to visit the country, we can give no account of many of their productions beyond

islands to the south-west." For a further description consult the whole of Pere Gaubil's memoir.

In Lord Macartney's embassy to China, edited by Sir G. Staunton, mention is made of his intention of visiting Japan, and of the reasons which prevented him. There are also inserted some remarks on the Lieuchieux Islands, and their mode of government: the English met with some ambassadors going to China, to whom they are tributary; and there are observations on the propriety of sending an embassy from this country to those islands.—See the Embassy to China, Vol. II.

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wheat, millet, Indian corn, rice, and sweet potatoes, in which articles they seem to abound. They had horses and cattle, with hogs of a large breed, different from the Chinese, and fowls of a large growth. We did not see any geese; but we left with them two pair belonging to the schooner.

The watch, N° 45, shewed the longitude of the harbour of Napachan, by two days' observations, to be  $127^{\circ} 25' 30''$  East. As its situation, or at least the south part of the island, was pretty well fixed last year, we were apprehensive our watch must go irregularly; and yet we could not well account for it in so short a time. Four days after sailing, when our situation was well known, off the coast of Ximo, by many observations this year as well as the last, N° 45 made the longitude too little by  $47' 45''$ , with every proper correction between the interval of time; which defect being applied to the longitude shewn in Napachan roads, makes it to lie in  $128^{\circ} 13'$  East, which I take as the true longitude. And as the watch did not alter for the three days we were off and on the roads, I think there cannot be any mistake; but rather suspect, the violent motion of the vessel, in the gale of wind off Formosa, must have affected it before our arrival.

At

At half past 4 h. we got under way and stood out to sea. At 5 h. 22 m. the harbour bore S. 58° E. two or three miles, when we bore away and made sail. At 7 h. 30 m. the extreme point of Luchieux, off which were some breakers, bore N. 60° E. The land from this point tended to the East, and formed a deep bay. No soundings with 90 fathoms, two or three miles off shore.

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July 12th.

We plied under easy sail during the night; and at day-light, south extreme of Luchieux bore S. 26° W.; the bay, East; an island, with a sugar-loaf hill in the centre, N. 35° W. We stood into the bay till we saw the rocks, at last evening bearing S. 60° W., which plainly evinced we had a strong current to the N. E. Being within four or five miles of the head of the bay, we wore, seeing the south side covered with breakers; and we steered to the W. N. W. Two small islands lay between Sugar-loaf Island and Lieuchieux, with extensive reefs projecting from their extreme points.

It blew very strong in squalls, and the hazy weather prevented our seeing very distinctly, or we should have passed between the islands. At 20 h. 30 m., having rounded the Sugar-loaf Island, we hauled up; and at 21 h. we discovered more islands to the N. E. We

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still pursued the same course, to pass between them and Lieuchieux; and at 23h. we were a-breast of them. Half an hour afterwards we brought to, to observe the latitude, having a fresh gale and a good deal of sea. At noon the north point of Lieuchieux bore S. 80° E. three leagues; Sugar-loaf, just visible through the haze, S. 58° W.; extreme of Lieuchieux to the South, S. 45° W.; a small isle, to appearance near the shore, South; extremes of an high broken island, from N. 10° W. to N. 46° W., five or six leagues distant; Low Island, N. 57° W.; extremes of another island, from N. 67° W. to N. 81° W., about four leagues, of moderate elevation. The northernmost island I take to be what is called Brimstone Island in the charts; which is situated, by Van Keulen, to the East of Lieuchieux.

13th.

At 1 h. 45 m. the north point of Lieuchieux bore South, about four miles; and we saw a low island to the N. E. At 3 h. 30 m. the extreme of the northern part, from S. 25° W. to S. 67° W.; the low island, from N. 20° W. to N. 25° E. five or six miles, when we made sail to the N. E. At 4 h. 15 m. the south extreme of the low island bore West, about three leagues. It was very low at each extreme, with breakers off the points; and in the centre, of very moderate elevation.



vation. This island appeared like those we had hitherto seen, fertile in appearance.

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At 5 h. 15 m. we saw a more extensive island bearing N. by W.; and at 7 h. it extended from N. to N. W.  $\frac{1}{2}$  W., but very indistinctly for the haze: we estimated it at three or four leagues distance. Half past, we brought to for the night; and in the morning, to our surprise, we had no sight of the land.

At 4 h. an island was seen bearing N. N. E.. At 7 h. 30 m. it extended from North to N.  $50^{\circ}$  W. two or three leagues. At 8 h. we hauled our wind and plied to windward. At day-light the island preserved the same bearings; and at 18 h. 30 m. the north point bore West: and in the direction of N.  $80^{\circ}$  W. from the point, we saw another island. The first island is three or four leagues in extent, in a N. E. and S. W. line, low at each extreme, but rising abruptly from the sea on the east side to a considerable elevation, and very rocky. On the west side were several small villages scattered along shore; and a small opening afforded shelter to some junks. Behind the villages was cultivated land. At 20 h. the other island bore from West to S.  $66^{\circ}$  W. three or four leagues. It was moderately high, and diversified with uneven ground; but

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but the hills appeared rather barren. At 22 h. 10 m. we saw a rock from the main rigging, bearing S. 80° W. four or five leagues. At 23 h. we lost sight of the second island, bearing S. 22° W. seven leagues. These islands seemingly were destitute of wood.

15th. Fresh breezes and hazy weather. Buried Thomas Horne, seaman, who died the day before. He was a fine active well-behaved young man, and one of our best seamen. His complaint was a violent dysentery and bilious fever, which carried him off in five days. At 7 h. we saw two islands making very high: they bore N. 47° W. and N. 73° W. ten or twelve leagues.

Moderate winds and pleasant weather.

We saw land from N. 25° W. to S. 78° W.; and at 23 h. 20 m. the north extreme of it bore N. 73° W. seven or eight leagues.

By the noon observations we have been set N. 59° E. 53 miles.

## CHAP. IV.

*Passage along the South and Eastern Coasts of Japan.—White Point.—Arrival for the second Time in Endermo Harbour at Insu.—Suspicious Behaviour of the Japanese settled there.*

**F**RESH breezes and very lazy: seeing no land to the eastward. At 4 h. P. M. we hauled our wind; and at half past, we tacked and stood to the N. W., being convinced the land seen in the forenoon was the southern part of Ximo. At day-light the land extended from N. 10° W. to S. 64° W.; a bay, N. 80° W. Throughout the forenoon it was calm, and we had no soundings. At 20 h. we saw more land to the N. E., in which direction the current set us very fast. At noon the coast of Ximo extended from N. 46° E. to S. 77° W.; the bay, S. 60° W., six or seven leagues off shore.

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1797.  
July 16th.

Our situation was nearly the same as on the 22d of November last year, when N° 1 shewed the longitude

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tude  $132^{\circ} 42'$  E., and observed distances  $132^{\circ} 17'$  E.

N<sup>o</sup> 45 now shewed the longitude  $131^{\circ} 42'$  E.

And observed distances  $132^{\circ} 34'$  E.

which will account for our not making the land we expected, having had no opportunity before of taking lunar observations. Current these 24 hours N.  $34^{\circ}$  E. 47 miles.

17th. Light airs and hazy weather.

16 h. Calm till near noon.

22 h. At noon the land from N.  $22^{\circ}$  W. to S.  $67^{\circ}$  W. four or five leagues. Current these 24 hours N.  $50^{\circ}$  E. 31 miles.

18th. At sunset we were within two leagues of the land; and we had 38 fathoms, sandy bottom: the extremes extending from N.  $6^{\circ}$  E. to S.  $33^{\circ}$  W. Near the sea the coast was tolerably level; but the interior part was very mountainous land. During the night and forenoon it continued calm, with light airs at intervals; and our soundings varied from 21 to 60 fathoms, as we increased our distance from 5 to 12 miles off.

In the forenoon we had four large junks in company, but they took no notice of us.

At

At noon it was very hazy, when the visible extremes bore from N. by W. to S. S. W., four miles off shore. Current these 24 hours N.  $57^{\circ}$  E.  $16\frac{1}{2}$  miles. Observed distances  $\odot$  and  $\triangleright$   $132^{\circ} 03'$ .

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36 fathoms water.

At 2 h. we came to an anchor in 28 fathoms sandy bottom, three miles from the shore; the extremes bearing from N.  $15^{\circ}$  E. to S.  $15^{\circ}$  W.

19th.

A fishing-boat came on board and gave us some fish; they made use of skulls instead of oars.

With a light air we got under way; and throughout the night we had a continual fog.

Hazy and calm weather throughout the morning.

At noon the extremes from S.  $30^{\circ}$  W. to N.  $5^{\circ}$  W., off shore three or four leagues. Current these 24 hours north-easterly 18 miles.

20th.

The breeze gradually dying away to our great disappointment. The extremes at noon from N.  $5^{\circ}$  W. to S.  $70^{\circ}$  W. off shore three or four leagues. Current there 24; N. by E. 25 miles.

21st.

κ κ ε

Twenty

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 July 22d.

Twenty miles to the N. of account. Our bearings nearly the same as yesterday.

With a light breeze we stood in shore, and at 7 h. we tacked close in with the low land in 15 fathoms. The high land to the South bearing S. 4° E. three leagues. An inlet W. by S. one mile; several junks were at anchor within it: the entrance was narrow, but it seemed to afford good shelter within the points of the beach. This does not form a bay, but each extreme being bounded by very high land, makes it appear so at a distance: and in the interval is a considerable extent of low coast. The surf broke very high along the shore.

The morning was calm, and a thick haze obscured the land from our view.

Eighty fathoms water, and this day we experienced no current.

24th.

Calm till 2 h., when a steady breeze sprung up from the southward, and the haze cleared away. At 3 h. the high land set the last evening bore S. 44° W. two leagues, when we tacked and steered East: as there appeared no probability of our making our course to  
 the

the South, from the wind and current opposing each other so equally till to-day, when they both were unfavourable. Towards noon the wind came to the westward, with very hazy weather.

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July.

By our observations the current must have set us N.  $64^{\circ}$  E. 67 miles, which accounts for our not seeing the land; having been set past it at the rate of three miles an hour during the night. The part we expected to make is in  $32^{\circ} 30'$  W., and ought to have bore N. W. of us about five leagues. I imagine it to be the eastern extreme of the island Ximo.

Hauled up to make the coast of Nipon.

25th.

We could see distinctly six or seven leagues, and our estimated latitude was  $32^{\circ} 34'$ . Three junks were seen steering to the eastward, but we had no sight of the land.

Calm, with frequent riplings, but no soundings.  
Current N.  $81^{\circ}$  E. 28 miles.

Pleasant weather, but hazy round the horizon.

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July 26th.

At 5 h. we saw the land bearing North ; and at 7 h. it extended from N. 14° W. to N. 15° E. five or seven leagues. At half past 1 h. we brought to till daylight, when the land bore from N. 35° W. to N. 40° E. two or three leagues : 90 fathoms, no bottom. As the sun rose we observed many boats in shore under sail, also several junks.

After passing what appeared like an island, but proved, as far as we could judge, to be a peninsula, the distant land opened with it in the direction of N. 34° E.

On the N. E. extreme of the peninsula, which presents a level surface, are four remarkable trees, and some rocks detached from it to the eastward. In the direction of N. 30° W. from the point of the trees, was a small harbour, in which several junks were laying before a town. On the peninsula, and in the bays surrounding it, were several villages and scattered houses, with great cultivation about the country. Many boats were fishing, and an infinity of various fishes were sailing along the shore to the East and West.

The



The interior land was rather high and much broken, forming hills with sharp ridges running parallel with each other in a N. E. and S. W. direction. The sea coast was a sandy beach intermixed with rocks, and clumps of woods appeared in the hollows of the rising grounds above the shore.

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Several fishing boats came off to us in the course of the day to satisfy their curiosity. They were well shaped with projecting sterns, and finely decorated with paint, the ground-work being black. Each boat had 13 men, with five skulls of a side; and they went through the water with great velocity. They were 39 feet long,  $6\frac{1}{2}$  feet wide. At noon, light breezes and fine weather; the north extreme bore N.  $29^{\circ}$  E., and the peninsula forming the south extremes from S.  $70^{\circ}$  W. to S.  $88^{\circ}$  W. three or four leagues; our distance from the shore four or five miles: the harbour bearing N.  $82^{\circ}$  W., and we had no soundings with 90 fathoms.

It was nearly in this situation we made the land on the 17th. of November last year, in a hard gale of wind from the S. W. quarter. It is the south point of Nipon, and is situated in the latitude  $33^{\circ} 25'$  N.,  
and

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27th.

and longitude  $135^{\circ} 47' 0''$  E. The insulated appearance of the peninsula will always make it known.

The south extreme of Nipon S.  $54^{\circ}$  W. six leagues, the extreme land to the North N.  $29^{\circ}$  E. ; off shore two or three leagues.

The extremes of land from S.  $69^{\circ}$  W. to N.  $20^{\circ}$  E. ; it continued high and much broken. At noon an opening with an island in the centre of it bore N.  $54^{\circ}$  W. ; and the extremes extended from N.  $13^{\circ}$  E. to S.  $65^{\circ}$  W., off shore four leagues.

28th. Scarcely any current : the coast appeared indented by projecting points. At 4 h. the north extreme, making like an island bore N.  $21^{\circ}$  E., and to the northward the land became very low. At 7 h. the apparent island bore N.  $30^{\circ}$  W. : outer low point N.  $20^{\circ}$  E. three leagues. South extreme S.  $64^{\circ}$  W. three or four leagues from the coast abreast of us. At 9 h. we were well up with the low point, and we saw many lights on shore. After running eight miles we brought to till day-light, having no soundings with 75 fathoms. The morning was calm, hazy, and we could not distinguish the land. At 6 A.M. a breeze springing  
up,

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July.

up, we stood in for it; and at 21 h. we could just discern it bearing from W.  $\frac{1}{2}$  N. to N. W. The wind shifting we stood to the N. E., and at noon the extremes extended from W.  $\frac{1}{2}$  N. to N. E. Low land N. three or four leagues. Current N.  $75^{\circ}$  E. 35 miles.

At 2 h. we steered in the direction of the coast, which was low and sandy towards the sea; but the interior land we could not distinguish for the haze. At 7 h. the extremes we could discern from N.  $65^{\circ}$  E. to N.  $70^{\circ}$  W., our distance from the shore three or four leagues, and we had no soundings with 80 fathoms of line. Several junks were seen making their different voyages up and down the coast.

29th.

The forenoon was very hazy, which prevented our seeing the land distinctly. At noon the extreme northern points bore N.  $32^{\circ}$  E., and was the extent seemingly of the sandy shore. The coast from thence fell back to the North very considerably, as if there was some opening round it; and in which direction we saw several boats returning from sea, where they had been a fishing. The other extreme bore N.  $40^{\circ}$  W. four or five miles.

L. L.

Light

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1797.  
July 30th.

Light breezes and very hazy weather. At half past 1 h. the north extreme set at noon now bore North, four or five miles; land open with it extended to the N. E., more distant. At half past 4 h. we passed some high land, with steep clayey cliffs, which at 6 h. bore N. 50° E. about three leagues.

At day-light we were well up with the islands South of Jeddo bay, extending from N. E. to S. E. by S.; and the extreme of Nipon, N. 60° W. At 5 h. A. M. we tacked to the North. The forenoon was very hazy and calm, which prevented our seeing any distant objects; and at noon we had the following bearings: two hummocks islands in one, S. 30° E. seven or eight miles; Volcano Island, N. 82° E. to N. 83° E.; extreme of Nipon, from N. 10° W. to S. 80° W. No soundings. During the night we had thunder and lightning, with most oppressive heat. Current N. 72° E. 15 miles.

31st.

A strong current set us to the North, between Volcano islands and the western shore of Jeddo bay. At 4 h. the north part of the island bore East, two or three miles; and on the west side we observed a large village. This island was very high in the centre, rising gradually

gradually from each extreme ; and we observed several times large columns of black smoke issuing from the side of the eastern highest part of the mountain. At 7 h. the island extended from S. 5° E. to S. 40° E. three miles. In the morning at 17 h. the east entrance into Jeddo bay bore N. 5° W. to N. 20° W. The wind continued variable and calm till noon, when the city point, forming the entrance into the bay, bore S. 80° W. three leagues. Several boats came off, and bartered their fish for trifles.

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July.

We made sail for White Point, which at 4 h. bore N. 20° W. At 7 h. we were a-breast of it, bearing, in one with the round mountain, N. 87° W. We had nine fathoms water, three or four miles from the shore. White Point is remarkable, and easily known in any direction, being much higher than any land near it, and terminating abruptly towards the sea, with white cliffs capped with wood ; the land on each side receding from it. After leaving it we gradually deepened our water to 20 and 30 fathoms. The extremes to the North being very low, bore N. N. E., and towards the S. W. extreme point, S. 43° W. The night was moderate ; and in the morning at 17 h. the land extended from N. 3° E. to N. 30° W., four or six

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August.

leagues. The north extreme appeared like an island, but it is not so. I conceive it to be Sand-down Point. The coast between it and White Point is very low, falling back to the westward between the two points. We saw nothing of what Captain King (in Cook's voyages) calls Hummock Island; but I imagine what he took for it was the elevated part of Sand-down Point, which has that appearance at a distance, from its forming a projecting point, and the low land not being visible.

In the morning we had many fishing boats on board. They were much smaller than those seen off Jeddo bay, and made use of fine matted sails, except a cotton cloth in the middle. Each boat admitted water for the preservation of their fish. At noon Sand-down Point bore S. 15° W., five or six miles; and the north extreme, N. 50° W., four or five off shore. In the afternoon at 3 h., when White Point bore due North, we got some observations for the watch, which shewed the longitude 139° 46' 10" E., by Macao rate; White Point, 140° 40' 0" E., by Captain King; latitude 35° 13' N. I therefore take a new departure, allowing the point to be well fixed by the observations made in that voyage.

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We steered in the direction of the coast, five or six miles from it. At 3 h. we saw high land to the northward, and we steered towards it. By 7 h. we were at the extremity of the low land, which bore N. 70° W. three leagues; and the high land commenced with an easy ascent: the north extreme then bore of us N. 18° W. At 8 h. our estimated latitude was 36° 21' North, which is nearly the situation of Low Point. At 12 h. 50 fathoms.

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1797.  
August  
2d.

The morning was a very thick fog, which cleared away at 19 h., and we saw the high land extending from S. W. by S. to N. W. by N.; the nearest part 3 or 4 miles. At 20 h. 45 m. the fog entirely dispersed; and we steered along the shore, which was bold and cliffy. Our situation in the morning was just to the North of Cape de Kennis, but the fog prevented our seeing it. At noon the extremes of land bore from N. W. to S. by W.  $\frac{1}{4}$  W.: nearest shore five or six miles.

At 35 m. past 2 h. we saw land extending from N. 34° E. to N. 55° E. seven or eight leagues; and at 3 h. the main land, running out to a low point, bore N. 15° E., leaving the angle between the lands so small as to render the passage between them uncertain;

3d.

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August.

tain ; we therefore hauled up to weather, what I supposed to be, the islands of Matzima : the high land on the main bearing West. At half past 7 h. the north part of Peaked Island, which is not the southernmost, bore West, three or four miles ; and our latitude was  $38^{\circ} 15' N.$  This island was of small extent, and separated from the other land by a narrow channel. It presented rocky shores, but was well covered with wood, even up to the peak. Some low islands bear from it  $N. 4^{\circ} E.$ , but at no great distance. Two flat islands of some extent are five miles to the West of Peaked Island, with a clear passage seemingly between them and the other land, in the direction of  $N. 40^{\circ} W.$  When the south point of Peaked Isle bore West, the southern flat island bore  $S. 77^{\circ} W.$  ; extreme island to the North,  $N. 15^{\circ} W.$  Sounded with 90 fathoms, no bottom. At 8 h., and at  $11\frac{1}{2}$  h., we brought to for the night. In the morning we had moderate weather, and the Peaked Island bore  $S. 35^{\circ} W.$  ; north extreme,  $N. 30^{\circ} W.$  ; and we steered in for the land. At 8 h. A. M. the south point of an opening, off which are two or three high rocks, bore West three or four miles ; Peaked Isle,  $S. 10^{\circ} W.$  ; the low islands without it. At 10 h. A. M. the passage up the opening made very clear, in the direction of  $S. 65^{\circ} W.$  There are detached rocks on each side of the entrance, and the



channel appeared narrow. After running up some distance, it appeared to take a winding course.

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To the north of the opening is a small bay, with islets and scattered rocks, on which the sea broke. The northern point was richly cultivated; and on the sea-side was an extensive town.

At noon pleasant breezes and fair weather. Peaked Island, S.  $10^{\circ}$  W.; rocks off the south point of the opening, S.  $28^{\circ}$  W. nine miles; north extreme, N.  $30^{\circ}$  E., off the nearest shore three or four miles.

At 1 h. we were abreast of a deep opening, running up in a N. W. direction. On the south side are two hills: the southern one is bare, with a clump of trees upon it; the other richly clothed with wood, extending to the point which is rocky, and of moderate elevation. When to the North, this hill resembles a sugar-loaf. The north point is bare, with a conspicuous clump of trees on it; and off are two conical rocks, which are not seen when to the South. The country was well cultivated; and many houses were scattered along the shore, and numerous boats were fishing. I should imagine this harbour to afford good shelter, and to be very easy of access. No soundings with 70 fathoms.

4th.

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August.

fathoms. To the North of the harbour the land rose to a great height, forming projecting and abrupt heads towards the sea, leaving bays between them of considerable extent, in a N. W. direction. We had baffling winds and calms under the high land, which was bold and rocky; and we could not reach the bottom with all our line.

At 8 h. we were abreast of the high table mountain bearing West, when our esteemed latitude was  $39^{\circ} 16'$  N.; extremes from North to South  $55^{\circ}$ , off shore four or five miles. At day-light we had the land bearing from N.  $30^{\circ}$  W. to S.  $42^{\circ}$  W; our distance two or three leagues from the shore. We continued our course; and by 20 h. we opened a deep inlet, the points in one bearing S.  $75^{\circ}$  W. four miles: at the same time, the east entrance of Port Nambu, N.  $55^{\circ}$  W. two or three leagues. A boat came off from the inlet, and strongly pressed us to go into Nambu. Towards noon the wind died away, and we remained five or six miles from the land: the inlet bearing S.  $43^{\circ}$  W.; low point of Port Nambu, N.  $87^{\circ}$  W.  $6'$ ; extremes, from N.  $28^{\circ}$  W. to S.  $22^{\circ}$  W. Our Japanese friends not succeeding in persuading us to go into Nambu, soon after returned to the inlet.

The

The current setting to the southward, we preserved nearly the same situation. The inlet South of Nambu took a S. W. direction, and to appearance afforded good shelter. The S. E. point of entrance is very high bold land; the summit covered with trees, and is remarkable by being much more elevated than the coast to the southward. Some rocks lay off the N. W. point, which forms a projecting hummock. The forenoon was calm and mild weather; but to our surprise we saw no fishing boats, nor junks making their coasting voyages, as we had before frequently observed to the southward. Point of Nambu harbour, S. 84° W. four or five miles; Inlet, S. 38° W. nine miles; extremes, from N. 32° W. to S. 24° W. We frequently tried unsuccessfully for soundings.

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1797.  
August  
5th.

Calms and light airs still continued, attended with some rain in the morning. 6th.

The entrance to Port Nambu was well open, bearing S. 59° W.; and the inlet, S. 28° W., off the former three leagues.

At noon the inlet, S. 31° W.; and Nambu entrance, S. 68° W. seven or eight miles. Mustered the people, and read the articles of war.

M M

Light

BOOK  
II.

1797.  
August  
7th.

Light winds, calms, and variable weather. During the night we had a thick fog, which dispersed in the morning ; and we had cloudy weather, with some rain.

At noon the port of Nambu bore S. 10° W, on with low land ; extreme land near the inlet, S. 3° W. ; extremes to the North, N. 51° W., off shore five or six miles ; an opening, West.

8th. Light airs and calms, making our progress along the coast very tedious. At 7 h. the opening bore 35° West, two leagues. An island is off the north point ; and we had 55 fathoms, black sand. The north extreme bore N. 55° W., very low land ; the high land about Nambu, S. 3° E. A junk came out of the harbour, and in the night spoke to us ; but we could not understand them.

A fine morning gave us a distinct view of the land, which still extended to the W. N. W., very low. Some high land extended from S. 50° W. to S. 80° W. : it is the only elevated part between Nambu and the north point of Captain King's chart near the coast. The country was universally laid out in plantations, affording a pleasing prospect. At noon it became very

very hazy over the land, when the north extreme bore N. 75° W. ; Near Point, which projected from the high land, S. 81° W. ; a white rock close to the shore, S. 68° W. two or three leagues. Forty-five fathoms, sand and shells.

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1797.  
August.

As the haze cleared away we perceived the land still to tend to the W. N. W. ; and at 1 h. we discerned high land bearing from N. 24° W. to N. 34° W., which seemed to be a continuation of Nipon. The shore to the North of the point set at noon, S. 81° W., receded considerably, and either formed a large bay or harbour ; but probably, from the appearance of the low shores, it was the entrance of a river. The junk, having accompanied us all day, entered the opening. We altered our course for the distant land, which at 7 h. bore N. 25° W. ; high land, N. 37° W. to N. 60° W. : and the hazy weather prevented our seeing the low land any distance. South extreme, S. 50° W. In the evening the wind died away ; and throughout the night and morning we had a thick fog. At times in the forenoon it cleared away, which gave us an opportunity of seeing the high land to the N. W. By noon the fog dispersed, and we were well up with it : the outer extreme bearing N. 28° W. nine or ten

9th.

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II.

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August.

miles. This head land rose abruptly from the sea to a considerable height, bold and cliffy. Within the outer extreme the shore presented a barren appearance, but not so elevated, till it joined the high land, which was much broken : the extreme part of it extended to S. W., when the low land continued to the South as far as we could see. An extensive village was seen to the W. S. W., with the cultivations surrounding it ascending the hills, in ridges one above another. A sandy beach skirted the shore, from whence we were distant four miles. We experienced this day a southerly current of 14 miles. In the evening and morning, and during the fog, we were continually troubled with a variety of brown petercls, having the outer part of their wings tipped underneath with white. They made an unusual chattering noise, and were in great numbers.

10th.

At 7 h. we were only abreast of the outer extreme head set at noon, now bearing N. 65° W. At the extremity of the low point beyond it are some detached rocks ; they bore N. 40° W. five or six miles. Some very distant high land was observed to the W. N. W. The night was very foggy.

In

In the morning we had a fresh breeze from the S. E., which increased the fog till near noon, when it entirely dispersed.

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August.

We experienced this day 27 miles of southerly current.

At 18 h. we just got sight of the rocks, bearing West five or six miles; but we got no view of the land, the fog coming on again so immediately. We pursued our course for Volcano Bay; and at 22 h. we saw Point Esarme to the W. N. W. At noon it bore N. 80° W.; abrupt head on the N. E. point of Nipon, S. 30° W.; high mountain, S. 47° W. 8'; the extremes of Nipon very high, S. 67° W.

Soon after noon the wind shifted to the westward.

11th.

Point Esarme, S. 37° W. The shore from this point took a S. W. by W. direction. Our distance was three or four leagues off. Variable weather.

At noon Point Esarme, S. 15° W., on with the main land of Nipon; north point of Volcano bay, N. 63° W. four leagues; extremes of Infoo, from N. 15° E. to  
8 N. 80°

BOOK N. 80° E. ; fouth Volcano, S. 78° W. ; mountain in  
 II. Nipon, S. 10° W. Calm weather and fair.

1797.  
 August  
 12th.

At 6 h. 30 m. the high mountain in Nipon and Point Efarme bore S. 8° W.

Variable weather. We steered in for the bay, as wind permitted. At 7 h. 30 m. Point Efarme bore South.

The wind favouring us, we steered for the entrance of Endormo harbour ; and at 3 A. M. we came to in nine fathoms, muddy bottom : Hans Oldson Island bearing S. 77° W. two miles.

In the forenoon the boat was employed up the harbour, seeking the most convenient place for our wooding, watering, and making observations, &c. Fair and pleafant weather. Observed the latitude on fhore.

In the afternoon we got under way and run up the harbour, where we moored in three fathoms water, perfectly sheltered from every wind, and within two cables' length of the fhore, and a-breast of a fine fream of water. Several houfes were fcattered along  
 the



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the shore, inhabited by the inoffensive natives of the island, who very soon paid us a visit.

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August.

We immediately commenced our operations, but the bad weather much impeded our progress. The winds were chiefly from the S. E. quarter, with some rain; and on the 14th it blew very strong. The constant gloominess of the weather was extremely unfavourable for the regulation of our time-piece; but we embraced every opportunity of taking equal altitudes.

Two days after our arrival we were visited by some Japanese, who came from the town of Matzmai, as we understood them, on purpose to find out of what nation we were, and our intentions in coming here. And on the 18th our old friends arrived; the same we had noticed last year for their civility. They seemed much surprized at seeing us in so small a vessel, and could not well account for our coming here again. As they came expressly to look after us, and to prevent our intercourse with the natives, we had always their company either on board or on shore, where they resided opposite the vessel. They were anxious for our departure, and strongly urged it every day, but

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August.

but in a very civil manner. I had to regret we could not understand each other better, this man being equally intelligible and communicative. I acquired from him a very compleat map of the Japanese islands, with strong injunctions not to acknowledge from whom I procured it; as they explained the parting with it would bring them into disgrace and punishment, were it known.

These people informed us that the proper name of this extensive island was Insu or Insoo, and universally called so by the natives: Matzmai applying only to the town and district inhabited by the Japanese, situated opposite to the coast of Nipon, in the straits. They also informed us of the Russians trading to Ago-dad-dy, a port on the island to the N. E. of Matzmai, which they represented as a very good harbour, much superior to Endormo. There is another town in the straits belonging to the Japanese, but I did not learn the name.

The peninsula about Endormo is very thinly inhabited; and in the harbour the men seemed to have no other employment but fishing for their daily food, while those who lived on the other side of the  
isthmus,

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isthmus, open to the sea, were always found collecting the feed-weed (*fucus sacharinus*), which they dried in the sun and made up in bundles for exportation. Great quantities of this weed dries upon the shores of Volcano bay, which makes a considerable trade to Matzmai, from whence it is exported to Nipon.

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August.

## CHAP. V.

*Off the Town of Matzmai in Infa.—Proceed through the Straits of Sangaar.—Range along the Western Coast of Infa.—Peaked Island or Timofee.—Advance to 52° North Latitude.*

BOOK II.

1797.  
August  
21st.

22d.

ON Monday we had completely refitted the schooner for sea, amply provided with wood and water; and by laying her on shore we had repaired the defective copper on her bottom. The following morning we took leave of our Japanese friends, and to their great satisfaction we sailed out of the harbour. The wind blowing fresh at S. E. with dark, gloomy weather; we came to in nine fathoms off the entrance, Hans Oldson Island bearing S. 5° E. one mile.

23d.

In the morning it was moderate and fair, with the wind from the eastward. At 8 h. A. M. we got under way, and stood over for Point Esarne. The harbour at noon bore N. 37° E. nine or ten miles, where our

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elevation made the latitude  $42^{\circ} 19' 7''$  N., mer. alt.  $58' 56' 30''$ .

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August.

We had no opportunity of making any other observations for the longitude of Endormo harbour than those which were taken last year in Volcano Bay, which fix its situation to be in the latitude of  $42^{\circ} 19' 29''$  N., and  $141^{\circ} 7' 36''$  E.

By equal altitudes taken on shore between the 13th of August and the 21st, the watch No. 45, appeared very materially to have altered her rate. And on the 21st of August at noon, was slow of mean time at Greenwich 0 h. 7 m. 10 s. 59, and gaining per day 1.26s. on mean time. The watch made the longitude on our arrival  $140^{\circ} 5' 0''$  in the harbour, which is an error of  $1^{\circ} 2' 30''$  in 46 days. Thermometer from  $65^{\circ}$  to  $80^{\circ}$ .

At 2 h. 30 m. we tacked close in with the south Volcano in seven fathoms. Calm weather and very hazy, 48 fathoms. Rocky and sandy. Light airs. At noon the south Volcano bore N.  $58^{\circ}$  W. Extreme towards Matznai S.  $69^{\circ}$  W., and the main land of Nipon S.  $15^{\circ}$  E. to S.  $34^{\circ}$  W. No bottom with 50 fathoms.

24th

N X 2

The

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August.

The Volcano West, and Point Efarne  $16^{\circ}$  E. at daylight. By noon it bore West two or three miles. It forms a remarkable round head land, the upper part bare, which is occasioned by the lava that has run down it on the sides: between the drains it is covered with wood, and on the N. W. side we saw the smoke ascending from the crater.

25th.

Fresh breezes and fair weather enabled us to stretch across the straits for Nipon: at 5 h. we tacked in 70 fathoms; the N. E. point of Nipon or Cape Nambu bearing S.  $40^{\circ}$  E. two leagues; the other extreme W.  $\frac{1}{2}$  N. The high land S.  $40^{\circ}$  W. between this land and Cape Nambu is an extensive bay with a low coast between them: the bay is of no depth. We continued plying to the eastward during the night, but in the morning we found we had lost ground. At 11 h. 40 m. we had 40 fathoms, coral and stones.

At 2 h. A. M. 43 do.

At 4 h. do. 60, sand and stones.

Point Efarne, West two leagues; no ground with 80 fathoms. Within the point in Volcano bay is a small bay, and many houses scattered about it.

Calm

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Calm till 4 h. when a fine breeze springing up, we stood over for Nipon. At 7 h. Cape Nambu, S.  $10^{\circ}$  W.; and Point Efarne, N. W.; and soon after we tacked. By the altitudes taken this afternoon for the watch, she shewed the longitude of Point Efarne  $9^{\circ} 10''$  too much. The true latitude of the Point is  $41^{\circ} 49' 20''$  N., and longitude  $141^{\circ} 20' 0''$  E. By applying the Macao rate from Endormo harbour, it agrees within  $1' 30''$  of longitude.

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1797.  
August  
26th.

Moderate and cloudy weather.

At day-light we found a strong easterly current still prevented our getting to the westward; and at noon Point Efarne bore S.  $14^{\circ}$  W. one mile. No soundings, at the same time, with 90 fathoms of line.

Cape Nambu and Point Efarne bear from each other N.  $22^{\circ}$  W. and S.  $22^{\circ}$  E. nine leagues.

We kept plying in Efarne bay, which affords good anchorage close in, and well sheltered from the westerly winds. We found many junks riding here, with cargoes of sea-weed, waiting for a fair wind to prosecute

27th.

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II.

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August.

prosecute their voyage. The inhabitants paid us a visit; but only the men came into the vessel, the women remaining in the boats. A fine stream of water is at the back of the sandy beach, which is procured with great convenience. The volcano still continued burning; and the western side of the hill was entirely covered with pumice stones, appearing perfectly white. As the smoke ascended, when to leeward we experienced a strong sulphurous smell. In the evening we stood over for Nipon; and at daylight Cape Nambu bore South. At noon the Cape bore  $56^{\circ}$  E.; Point Efarne, N.  $5^{\circ}$  E.; extreme of Nipon, running out to a low point, West: and we had very little current against us.

28th.

Soon after noon we had light winds, which enabled us to keep in with the coast of Nipon and avoid the current, which we could plainly distinguish without us running with rapidity. Before we came a-breadth of the high land we passed two large towns, and observed several junks at anchor within the beach, and off the easternmost town, which is situated at the commencement of the high land to the W. S. W. of the N. E. Cape. The whole country in this part was cultivated.

Bearings



Bearings at noon: the island, S.  $37^{\circ}$  E., just in sight, three or four leagues; east point of the harbour of Agodaddy, N.  $17^{\circ}$  E., about four leagues; extremes of Nipon, S.  $2^{\circ}$  W. five leagues, making high. Hazy weather obscured the distant lands.

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August.

At 6h. the wind failed us, and we immediately came to in 11 fathoms, rocky bottom; a small island, off the north point of Nipon, bearing S.  $40^{\circ}$  W. one mile; Cape Nambu, S.  $66^{\circ}$  E; Point Efarne, N. E.; extreme towards Matzmai, S.  $75^{\circ}$  E; and ditto of Nipon, S.  $56^{\circ}$  E. At 18 h. we got under way, passing close to the island, in four fathoms, to avoid the current, which run very strong, breaking in overfalls against the wind. Moderate breezes and cloudy weather.

Light winds and hazy weather. The north point of Nipon is a low flat point, and is situated in the latitude  $41^{\circ} 31'$  N. and  $140^{\circ} 50'$  E. of Greenwich: from it the coast takes a S. W. direction. Cape Nambu bears S.  $70^{\circ}$  E., from the north point ten or eleven leagues.

29th.

Light airs and calms throughout the night; and in the morning we found the current had drifted us to  
the

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August.

the North, when the east point (which makes abruptly to the sea) of Agodaddy harbour bore N. 12° E. two or three leagues.

Our soundings during the night varied from 42 to 24 fathoms : sand and stones.

Fresh breezes and squally weather, with heavy rain, which entirely obscured the land from our view.

30th. Light airs, with heavy rain, which subsiding at 3 h. we had calm and clear weather; and our soundings were 15 fathoms, within two miles of the shore: the entrance of Agodaddy bearing N. E. On the west side we remarked several villages in the vallies formed by the rising grounds; and towards the west point of entrance the shore was well wooded. A light air carried us towards some high broken land, and we were necessitated to bring up near it in 56 fathoms, to avoid the current, when it bore S. 78° W. three miles; and a high falling point, on the coast of Nipon, bore S. 22° W.

We got under way with hazy and gloomy weather, keeping close in with Matzmai shore, which presented clayey cliffs, very elevated, and covered with a thick foliage

foliage of woods. Many runs of water were precipitated from these hills, which gave them a romantic appearance.

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August.

At 22 h. we passed an extensive village, with several junks at anchor off it. Several boats put off from the shore to visit us; but having the advantage of a fine breeze, we did not wait for them. This village was situated in a bay, the west point of it being rocky. An island opened with it in the direction of S. 85° W.; and soon after we opened the town of Matzmai: this rocky point forming the east extreme of the bay. We also opened another island to the seaward. Matzmai bay is about four miles in extent: the two points forming it bear N. 70° W. and S. 70° E. from each other. At the west extreme is a very small island, connected with the shore by a reef of rocks. A small building upon it serves as a look-out house in the day, and a light-house by night. Our soundings were regular, with six fathoms close in. A great many junks were lying along-side of each other, moored close to the shore; and on the beach were several building and repairing. At noon we observed in 41° 22' N.; the points of the bay, E. 5° N. to N. 65° W.; centre of the town, N. N. W. two miles; Nipon extremes, S. 15° E. to S. 61° E. five leagues.

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August  
31st.

The morning was so hazy we could scarcely distinguish the coast of Nipon.

Fresh breezes and hazy weather. We sailed close in along the shore to the town of Matzmai: and before we drew near we observed several horsemen, richly dressed, galloping into the town; and it should seem by their numbers, the whole of the inhabitants were collected to take notice of us.

Near the centre of the town, at a landing place, was a body of troops in regular order, with their colours flying, as if they expected us to land.

The town was of considerable magnitude, extending along the margin of the beach, and ascending gradually to some distance up the rising grounds, interspersed with trees and gardens.

The houses were of wood, with the same kind of roofing, and universally covered with stones. The superior dwellings were decorated with long pieces of coloured cloths, of various patterns, spread lengthways, which had a very chearful effect; the ground work being chiefly white. The temples or public edifices were equally adorned, and colours flying all

over the town, as if dressed for our amusement. The hills at the back rise to a good height, but were destitute of wood, and uncultivated, excepting some parts that were laid out in gardens.

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August.

The easterly wind brought in a number of junks and boats: they all kept close in shore to avoid the current, which appeared to run to the westward very strong in the offing. At 3 h. we stood to the southward. After running ten miles the N. W. point of Nipon bore S. 34° E. three leagues, and extended up the Straits to East; but we could not discern more than four leagues in that quarter for the haze. The extreme of Nipon, which the Japanese call Sangaroo, projects from some bold high rocky land, and makes in hummocks at a distance; the extreme being highest, and falling abruptly to the sea. It bears S. S. E. from Matzmai about six leagues. In the evening, 7 h., the light-house bore of us N. 54° W. three miles, and we had 65 fathoms, when the land of Matzmai took a N. N. W. direction. In the morning, at day-light, we were within four or five miles of the shore, without foundings. The S. W. extreme of Matzmai, S. 36° E.; land of Nipon, just open; extreme of Infoo, North; an island, N. N. W.; another, S. 4° W.; to the West

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 1st.

of it, a small rock : third island, S.  $70^{\circ}$  W. These two islands are high, but of no extent.

Soon after 1 h. the wind shifted to the eastward, and blew a strong breeze, with dark cloudy weather. The coast of Infoo formed a bay from the land, and we were a-breast of it at noon, extending to the North several miles ; but the haze over the shore prevented our observing any thing distinctly. The land was in general high, and bare of wood towards the sea.

We passed between the island, which at noon bore N. N. W., and the north point of the bay, having a clear passage three or four leagues wide. The island was low at each extreme, and tolerably elevated : its greatest extent two or three leagues, in a N. E. and S. W. direction. At 7 h. it bore from S.  $50^{\circ}$  W. to N.  $67^{\circ}$  W. ; north point of the bay, N.  $15^{\circ}$  E. three leagues. The night was squally, with threatening weather ; and at midnight we brought to till daylight, when the extremes of Infoo extended from N.  $48^{\circ}$  E. to S.  $18^{\circ}$  E. : the coast receding very considerably to the eastward. The island bore from S.  $8^{\circ}$  W. ; nearest land of Infoo, four or five miles.

We

We made sail to the N. E., but the forenoon was variable and calm at times: at last it fixed in the eastern quarter.

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September.

A junk accompanied us, continuing the same course along this coast. At noon the north point of the bay we passed yesterday bore South; and the extreme, N. 52° E.; nearest land, S. 10° E. two or three leagues; the island, just in sight, S. 50° W. Current 22 miles North.

Strong breezes and very squally weather; and the gloominess of the atmosphere prevented our distinguishing the coast very accurately. The country appeared highly diversified by hills and vallies; but no openings promising shelter that we could discern till 4 P. M. At 7 h. we were within two leagues of the land, set at noon N. 52° E., which makes high, descending gradually to a low point near the sea, off which is a small island and a rock above water. From the point the land of Infoo takes the direction of N. 60° E.

2d.

At 8 h. the noon point bore S. E. two leagues; and it became calm. At 9 h. the wind freshened up from the eastward, with gloomy weather, which in the forenoon.

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forenoon increased to a fresh gale, with heavy rain from the N. E. quarter; and we stood to the N. W., having no sight of the land.

By the Japanese chart, in the bay we crossed in the afternoon is a river of some extent; and at 4 h. an opening round a high point, S. 5° E.; and at 6 h. it bore S. 30° E., but so indistinctly we could not ascertain whether we were right in our conjectures. The wind blowing strong from the land, prevented our approach to the shore to prove any thing with certainty.

3d. Strong breezes and cloudy weather: extremely hazy round the horizon, and a large swell from the North. More moderate. Tacked ship.

10 h. Half past, tacked.

20 h. Swell much abated.

24 h. Fresh breezes and hazy weather.

4th. Moderate breezes and very cloudy weather.

3 h. Tacked ship.

11 h. Dark cloudy weather, with rain.

15 h. Hove to and founded.

At noon Peaked Island, N. 8° E. six leagues.

Two



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Two flat islands, S. 70° E. to S. 87½° E. two ditto.

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Extremes of Infoo, from S. E. to N. 60° E. about seven leagues.

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September.

We saw an island to the eastward; and soon after another, with a high peak in the centre, bearing N. by E. At 22 h. we saw the main land of Infoo from East to S. E.

We steered for the north extreme of Infoo, passing to the West of two low flat islands that bore a barren appearance, and were uninhabited. The main land continued high and irregular, gradually decreasing towards the extreme, which appeared low and well wooded. At 7 h. the wind died away, and it was calm till 11 h.; the extremes of Infoo then bearing from N. 37° E. to S. 14° E., distant four leagues from the nearest parts. 5th.

Flat islands, S. 12° W. and S. 34° W.

Peaked Island, N. 15° W.

Towards midnight the wind came from the East, and we stood to the northward. At day-light the extreme,

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extreme, North of Infoo, N. E. ; and we made fail to get up with Peaked Island ; but the wind veering to E. N. E., we were unable to weather it : and at 22 h. we bore away to the West, ranging the island at  $1\frac{1}{2}$  miles distant, in 45 fathoms, rocky bottom. We soon after opened another island, bearing N.  $30^{\circ}$  W., two leagues from the S. W. point of Peaked Isle. At noon we had very pleasant weather. The extremes of Peaked Island extended from N.  $10^{\circ}$  E. to S.  $69^{\circ}$  E. ; the Peak, N.  $62^{\circ}$  E., two miles the nearest part ; the other island, N.  $2^{\circ}$  to  $20^{\circ}$  W. ; extremes of Infoo, S.  $37^{\circ}$  E. The north part we could not see, being shut in with the Peak, from which it bears north-easterly.

6th. Soon after noon a canoe from Peaked Island came on board. These people were in every respect the same with those of Volcano bay. They called the Peaked Isle, Timo-shee ; and the other, Tee-shee. Timo-shee is of an irregular figure, six or seven leagues in circumference, rising gradually from its base to an uncommon high peaked hill, presenting evidently a volcanic crater. Beneath it the mountain was much broken into cragged points, and to appearance rocky half way down, forming drains or fissures, which exhibited various coloured earths, cinders, pumice stones, and

and sulphurous matter. The shore of the island was skirted with rocks; but well clothed with wood, even half way up the mountain.

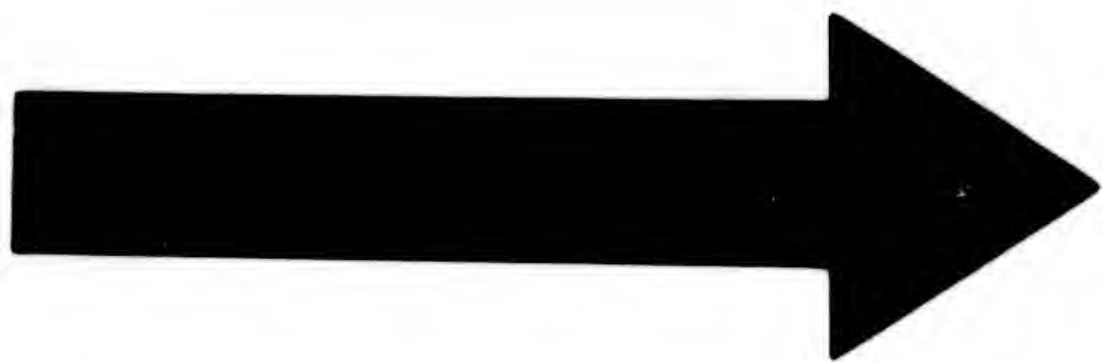
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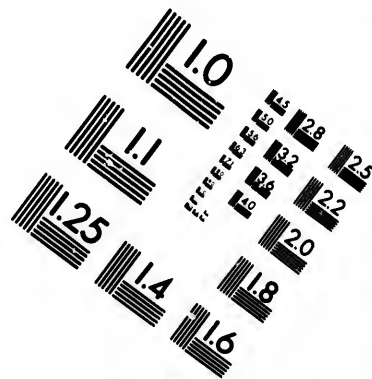
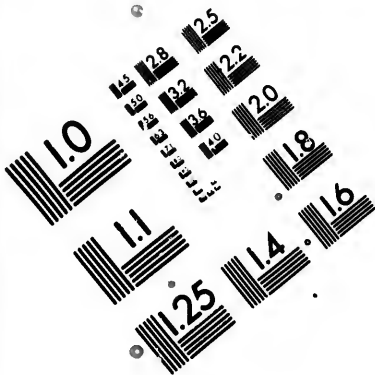
The woods were diversified with pine trees; and the verdure on the land gave it an agreeable prospect from the sea, the bare parts of the mountain being generally obscured by the clouds.

As we opened the passage between the islands we observed some houses, to which our visitors returned; and we stood over for the other island, but calms during the night prevented our approaching it; and in the morning we had heavy rains, with a strong wind from the N. E. quarter. At noon Tee-shee bore from N.  $63^{\circ}$  E. to S.  $76^{\circ}$  E.; and Timo-shee, S.  $55^{\circ}$  E. three leagues.

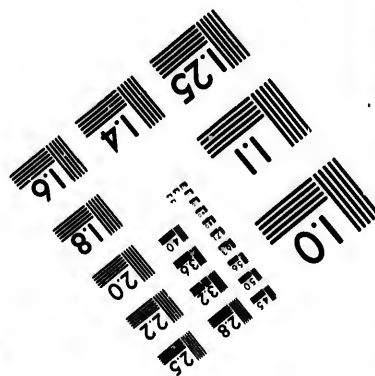
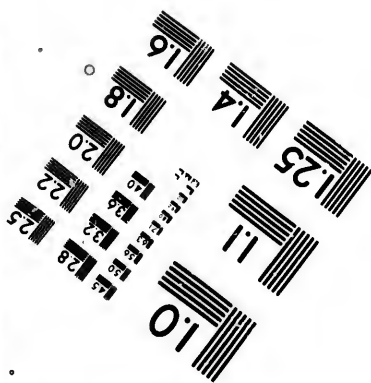
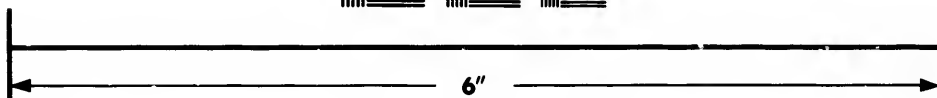
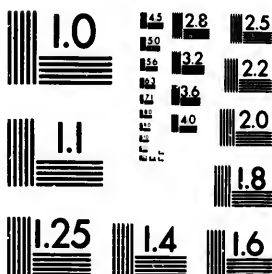
Tacked, in hopes of weathering the island of Tee-shee, which at 7 h. bore from S.  $50^{\circ}$  E. to East. It extends about four leagues in a N. by E. and S. by W. direction, very moderate in elevation when compared with Timo-shee. It rises abruptly from the sea in rocky cliffs. The northern part is low and very rocky. On the south part we saw some habitations. The passage dividing these islands is to appearance free

7th.





**IMAGE EVALUATION  
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II.  
1797.  
September.

from all danger, running in a N. E. and S. W. line of direction. At midnight the island bore to the South of us about two leagues. Soon after, the wind failed us; and we had light airs from the eastward, which prevented our approach to Infoo. We therefore tacked and stood to the North: and at 5 A. M. we saw an island bearing N. by E.; and the north extreme of Infoo, S. 72° E. seven or eight leagues. At noon the wind increased, with cloudy weather: Timo-shee Peak, S. 8° E. twelve leagues; Tu-shee, S. 2° to 12° W.; the north extreme of the island of Infoo, just visible, S. 50° E.; and in the direction of N. 60° E. we just discerned more land: island to the North, N. 13° E. I make the latitude of the N. W. point of Infoo 45° 25' N., and the longitude 141° 27' E.; leaving between it and the discovered land an extensive strait, which the wind prevented our entering.

To the South of what is supposed to be the N. W. point of Infoo, between 45° 15' N. and 45° N., we could not distinguish the coast. It is therefore probable this may be only an island; and the Japanese chart seems to confirm it. The wind prevented me clearing up this point. These remarks are since our being to the North.

At

At half past, the new land set at noon extended from N. 38° E. to S. 85° E. ; centre of North Island, N. 20° W. ; Timo-fluce, S. 8° W. ; Tu-fluce, S. 20° W. about twelve leagues.

CHAP.  
V.  
1797.  
September  
5th.

Moderate weather throughout the night.

We layed to till day-light.

Made sail ; the extremes bearing from N. 20° E. to S. 69° E. six leagues. ; North Island, N. W. four leagues. By noon we were within three miles of the land, when it extended from N. 25° E. to S. 20° E. eight or ten leagues, the south extreme ; the island, S. 64° W. to S. 70° W. six or seven leagues. Very pleasant weather, and a steady wind. As the Japanese, in their chart, make an extensive island to the North of Inseo, I conjectured this to be the same land. The southern part of it is rather high, but in general very moderate in elevation. I place the south part in 46° N. latitude, and 141° 37' E. longitude. The island laying off this part of the coast was high and woody, but of no extent. It lays in the latitude of 46° 17' N., five or six leagues, in the direction of S. 50° W. from Village Point, which bore N. 25° E.



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II.

1797.  
September.

from us at noon. As the wind prevented our passing to the eastward of this coast, and examining the straits, which I suppose to divide it from Infoo, we were obliged to range it on the western side; and at noon continued our course to the north-eastward, for that purpose.

9th. At half past 6 h. the extremes of land bore from S. 15° E. to N. 15° E.; a round hill, N. 36° E.; and the island, S. 32° W., off shore four or five miles.

Cloudy weather.

At half past 17 h. tacked. The land bore from N. 26° E. to S. 2° E. Tacked again. Round Hill, S. 45° E., four or five miles off shore.

Light airs and calms. Round Hill, S. 28° E.: the extremes preserved the same bearing; and we were two or three miles off shore. Soon after noon we passed the north extreme: to the South of it were several scattered houses. The land tended to the northward, bold and clifty, of moderate elevation, swelling into rising grounds, well clothed with wood and verdure. The coast was straight and uniform  
in

in appearance, and nothing remarkable but the Round Hill.

CHAP.

V.

1797.  
September  
10th.

Fresh breezes from the land ; and we stood to the North, as the wind permitted. At 6 h. the extremes, North, making low land, bore N. 40° E. ; and the Round Hill, making the fourth extreme, N. 26° E., three or four leagues off shore.

The night was squally, and we began to feel the weather very cold.

The land extended from N. 15° E. to S. 15° E. ; and a conspicuous high mountain bore N. 37° E., four or five leagues from the land a-breast of us, which appeared very low ; and in some parts we could not discern any land. We hauled up in shore till we perceived the coast connected by low land, well wooded ; nor could we observe any openings whatever. At 20 h. we steered to pass without the low extreme, north point, which at noon bore N. 20° E. : three or four leagues ; the other extremes, S. 55° E. : but the more distant land was obscured by the haze. The mountain bore N. 51° E. The coast we passed  
in

BOOK  
II.

1797.  
September  
11th.

in the night was more indented than usual, but did not promise any shelter.

At 2 h. we passed the low point, making the extreme at noon. It is the only part we have yet seen making a point. It projects out with a gradual descent from the high land, terminating very low. It is situated in the latitude of  $48^{\circ} 46'$  N., and longitude  $141^{\circ} 32'$  E.

At 7 h. we hauled off for the night; and at midnight we had strong breezes and hazy weather, when we wore and brought to the wind till day-light, our situation being the same as last night: the extremes bearing S.  $5^{\circ}$  E. to N. E. At 20 h. a sugar-loaf hill, S.  $84^{\circ}$  E. The coast still preserved a northerly direction; but our view was much limited by the haze. At noon the Sugar-loaf, making the extreme, South; north extreme, N.  $9^{\circ}$  E., two or three miles off shore.

Squally and dark gloomy weather.

The high round mountain to the S. E. of the low point, which we passed in the afternoon, makes this

part easily known. To the southward of it the land is of moderate elevation; but to the northward, remarkably high, and rising abruptly from the sea. Inland, the mountains were still more elevated: many of them clothed with wood up to their summits. The shore continued bold, and presented no dangers to obstruct our navigation. We could not discern any openings, or the smallest appearance of the coast being inhabited.

CHAP.  
V.  
1797.  
September.

I could not reconcile the extent of this land with the island North of Inſoo, in the Japanefe chart; neither did it continue the ſame eaſterly direction: however, to clear up the matter, we had only to continue our courſe, keeping well in with the land. The land to the Weſt we could only conclude to be the coaſt of Tartary; but the extent of the land we had now traced up for  $4\frac{1}{2}$  of latitude we could not all comprehend. Nor had we any books or charts to clear up our doubts, except Cook's third voyage, which only tended to confuſe us: I mean in thoſe extracts relating to the voyage of the Caſtricom and Breſkes, where he ſuppoſes the former fell in with the eaſtern coaſt of Tartary, when De Vries imagined they were exploring the land of Jeſo up to  $49^{\circ}$  N.

Our

BOOK  
II.

1797.  
September.

Our doubts were now partly cleared up at noon ; and we began to suspect, from the appearance of the low lands, and our decreasing soundings, (with our northern latitude), that we were not likely to get to sea, from our present situation, without returning to the South.

12th. The extremes from N. 30° E. to S. E., two leagues off shore. The land very high and uneven.

At half past 9 h. we hauled off for the night, having dark gloomy weather and heavy rain ; and at 9 h. we brought to under low sail.

Variable weather, with light airs and calms.

At half past 17 h. the land extended from N. 22° E. to S. 18° E. five or six leagues ; and at the same time, we saw more land bearing N. 78° W., just visible from the deck. I conceived this land to be the coast of Tartary. The forenoon was calm and clear weather, which enabled us, for the first time this moon, to observe distances. The land to the West preserved much the same appearance ; the north extreme, terminating low towards the sea, bore  
N. 24°

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N. 24° E., five or six leagues distant. At noon the fourth extreme, S. 14° E. ; and a very remarkable peaked hill near the sea, S. 64° E. ; a break in the land, S. 40° E. ; the coast of Tartary, from N. 71° W. to S. 80° W. about 12 or 15 leagues. No current have we yet experienced.

CHAP.  
V.  
1797.  
August.

## CHAP. VI.

*Impacticability of getting to Sea by the Northward.—Determination of returning.—Remarkable Haziness of the Atmosphere.*

BOOK

II.

1797.  
September  
13th.

CALM, and fair weather.

4 h. Light breezes.

Extremes of Tartary, from N. 55° W. to S. 80° W. ; and the point which terminated the land to the northward at noon, N. 35° E. ; south extreme, S. 16° E.

Fine moon-light. As we supposed we were at the extent of the eastern land, we hauled our wind till day-light ; for we still imagined it to be an island. We saw the peaked hill bearing S. 27° E. : and the eastern coast still extended to the North, our distance from it three or four leagues. In the morning the wind increased to a strong breeze, with squally weather.

As

As we run to the North the coast became gradually lower, always terminating in low points; and the interior land was bare of wood. We saw no double land, which gave us reason to imagine we were near its extremity: and indeed the extent of this land was much greater than we could suppose the Japanese island to be, as laid down in their chart. Our soundings gradually decreased to 11 fathoms; and we hauled over for the western land. At noon a low sandy point bore N. 15° E.; the extreme of the coast of Tartary, N. 30° W.; a round hill, West; and the extreme, W. S. W. Our distance from the east shore two or three leagues.

Fresh breezes and very squally. In standing towards the western land we had regular soundings, which decreased as we approached it: and the wind veering to the West, we came to an anchor in nine fathoms, four leagues from the land; the round hill bearing S. 64° W., making the extreme to the West.

14th.

Extreme of the eastern shore, S. 23° E. Sea open between North and N. 30° E.; the points being very low land.

In the night the wind moderated.



BOOK  
II.  
1797.  
September.

We got under way at day-light and stood to the North, decreasing our water to three fathoms, when we tacked, and soon after came to in four fathoms, hard sand. The round hill, S. 58° W. ; a conic hill, N. 50° W. From N. 15° E. to N. 53° E. we saw no land ; but from thence a continuation of very low land, just appearing above the water. Extreme of west land, S. 48° W. ; east extreme, S. 30° E. ; nearest land, W. 10° S. about three miles. The shore a-breast of us rose abruptly from the sea, rocky and barren. The top of the cliffs were partially wooded, as was the conic hill, which made it conspicuous.

The morning was moderate and very pleasant weather : and the moment we anchored, the master was dispatched with the boat to examine the coast about the conic hill, which seemed likely to afford some shelter for the vessel.

By observations for the longitude taken on the 11th, 12th, and 14th of September, and reduced by the watch to the anchorage, being the mean of 27 sets of lunar distances by myself, Mr. Chapman, &c.

will shew,	-	-	☉ and ☽ * and D,	141° 14' 17" E.
The distances were East and West of	}	By watch,	-	141° 47' 20"
the moon, by the sun and stars,			Do. by Macao rate,	141° 1' 5"

The

The master returned at dark, and reported his having rowed round the point which bore N. 10° E., when he entered a bay which took a westerly direction at the back of the conic hill, about three or four miles deep. In the entrance they had five fathoms, but the wind blowing strong they did not examine to the head; and it was entirely open to the eastward. The south point, and indeed the whole of the land which formed the bay, was composed of white and reddish coloured rocks, so steep as to prevent their landing. The head of the bay was low, and whole appearance extremely barren, only presenting a few foxtail pine-trees of a small growth upon the hills, and no signs whatever of any habitations; neither could they observe any rise and fall by the shore. In going in after passing a bank of three fathoms, they had deepened their water from four to eight fathoms, and the master conceived the passage to the North was pretty evident. I cannot say I was of the same opinion, but to clear up all doubts we got under way at daylight, and after making a tack we stood to the North. At noon the south point of the bay bore N. 6° W. six or seven miles, and the conic hill N. N. W. Our soundings for the last hour were only  $3\frac{1}{4}$  and 3 fathoms. The wind was moderate, and we had fine smooth water.

Our

BOOK  
II.1797.  
September.  
16th.

Our soundings still decreasing to less than two fathoms, when it became expedient to tack. At this time we plainly discerned very low land extending over the N. E. part of what the master had conceived might be a passage leading to the sea: the nearest part bore from us N. E. by E. three or four miles, and from thence to North within the south point of Chapman's Bay (so named from the master) was a continuation of sand banks partly dry, with some of them just appearing by riplings upon the surface. We were now fully convinced there was no opening to sea in this direction, the whole being closed by low land, which we could plainly distinguish at intervals; behind the low land at a considerable distance we observed some high land in a N. E. direction. If any river empties itself into this bay, I should suppose it very inconsiderable, as we had no appearance of any tide, nor any signs to lead us to suspect there were any rivers on the coast. As the master had represented the bay unfavourable, even supposing we could get there, which I deemed from the shallow water leading to it impracticable, without great risk of the vessel; and there being no prospect of any inhabitants to get information of, respecting the country, induced me to lose no more time, as the equinoxes were approaching, but proceed to the southward, down the gulph we  
were

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were at present so totally embayed in, before the bad weather could materially affect us.

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VI.

1797.  
September.

We kept our wind; and at half past 2 h. we were in our old anchorage, having run six miles, and gradually increased our water from two to four fathoms.

We tacked within two or three leagues of the shore. The land in this part was indented, and a small rocky island lay off it. The wind veering to East, we hauled off to increase our distance from the land. The night was very squally, and we had a great deal of lightning and rain; and fortunately for us, as the gale increased, it came more northerly. At 14 h. we brought to the wind till day-light, when we bore up with a fresh gale and continual rain. The eastern land was seen till near noon, when we lost sight of the peaked hill, bearing East; and then discovered the western coast, extending at noon from  $60^{\circ}$  W. to N.  $80^{\circ}$  W. three or four leagues.

Hard sandy bottom: and pursuing our course to the southward, we increased to 15 fathoms at 6 h. 30 m., when the conic hill bore N.  $8^{\circ}$  E.; and the round hill, S.  $70^{\circ}$  W., three or four leagues off shore. The night was moderate. A calm in the morning

17th.

BOOK  
 II.  
 1797.  
 September.

brought the wind from the southward. At 18 h. we had 25 fathoms muddy bottom, the Round Hill bearing N. 72° W. From the hill the land projects to the East, and presents a range of steep, rocky cliffs. To the north and south of it the land is level and uniform, and much indented, but we saw no appearance of any openings. At noon the East coast extended from N. 86° E. to S. 40° E. 10 or 12 leagues.

Land about our anchorage to the N. N. 6° E. Round Hill N. 53° W. South extreme of west coast S. 29° E. three or four leagues. 27 fathoms clayey bottom.

18th. Strong gales and very hazy weather, with a large sea.

At 1 h. we brought to under a low sail, as we could not see any thing of the land. At 5 h. it cleared away, and the land extended from North to S. W. by S. four or five leagues. Soon after we bore up and steered for it till dark, when it was distant two leagues; and we brought to: the wind was more moderate, and gradually abated towards midnight, when it again sprung up from the eastward, and we made sail to clear the land. At 17 h. 30 m. the land was seen  
 from

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from N. to S. W. : nearest part, West, two leagues, high and rugged.

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VI.

1797.  
September.

The wind increased to a fresh gale in the morning, with squally, cold, and unpleasant weather. At times we could distinguish high land on the eastern shore, but very imperfectly. At 22 h. the obscurity of the weather induced us to bring to; and at 23 h., it clearing away, we again steered to the South. At noon we had fresh gales, with hazy threatening weather, and heavy showers of rain. The land was just discernible to the W. S. W., four or five leagues distant. Some albatrosses were seen.

The wind having increased to a hard gale, with very heavy squalls and a large sea, we layed to under a low sail. At 5 h. we saw the land through the haze, from North to S. W. by S.; and the weather being more moderate we bore away, steering a course parallel with the coast. At 6 h. the south extreme bore S. 48° W.; high land a-breast of us, West, about five or six leagues. At 8 h. we brought to. The gale, after sunset, subsided; and at 16 h. it was calm, with a good deal of swell, and fine clear weather.

19th.

R R

At

BOOK  
 11.  
 {  
 September  
 19th.

At 17 h. the extremes, being the same seen last evening, extended from N. 5° W. to S. 56° W. four or five leagues. We also perceived the high mountain on the east coast.

Light breezes, and very pleasant evening.

At noon the west coast, from N. 42° W. to S. 64° W.; and the mountain on the opposite, N. 82° E. 14 leagues. Aired the schooner with fires.

20th.

At 1 h. having remarked the eastern coast sufficiently, with which view we had before tacked in the morning: to make it distinctly, we now stood for the western coast. At 6 h. the south extreme bore S. 68° W., terminating in a hill of a conic shape; north extreme, N. 28° W. four or five leagues. The land a-breast of us presented much the same inhospitable aspect we had observed up the gulph to the North.

In the night we had a swell from the S. E. quarter, with dark, gloomy, threatening weather; and in the morning we had an increase of wind, with some rain. Tacked at 16 h. At 17 h., the wind veering to the East, we bore away; the high mountain on the east coast bearing from us due East. At 20 h. the west  
 side

side of the land bore N. W. : and the wind veering more northerly, brought with it fresh gales and rainy weather, which entirely obscured the land ; and we had every prospect of an approaching gale of wind. We reduced our sail accordingly, and increased our distance from the supposed direction of the west coast, which we had only seen imperfectly in the morning. We had no soundings these 24 hours.

Strong gales, with heavy rain and frequent squalls. Judging we were sufficiently clear of the land, I thought it most prudent to bring to, with our heads to eastward. At sunset it blew a very severe gale, with constant rain ; and we remained laying to under a close-reefed main-sail, with a very heavy sea. Every hour, during the night, seemed to add force to the wind, which blew with uncommon violence ; and the weather was dark and gloomy to a degree, so much so that we could not see beyond the vessel. We had only to hope the land continued a south-westerly direction, as we could not carry any sail to escape it, should it for us unfortunately tend to the South of S. S. W. Our little vessel made very good weather ; for though the spray of the sea blew constantly over us, we did not ship any quantity of water. At 14 h. we were very happy to find the gale abating ; and by

21 ft.



BOOK  
 II.  
 1797.  
 September.

16 h. we were enabled to carry some fails: the wind also veered to S. S. E., and we had a confused broken sea.

At day-light we saw the land from the North to W. 5° S. about five leagues. In the morning the wind shifted to S. S. W., and we had very severe squalls, which split most of our fails. It soon after became calm; and we were left to the mercy of a most irregular sea, breaking in every direction. The weather obscured the land; and at noon we had light breezes from the N. E. quarter.

22d. Variable and threatening weather, with showers of rain, and the same confused swell. Having split all our fails, except the fore-topfails, in the gale, we were busily employed repairing with the remaining suit. The haze prevented our seeing the land; and at 10 h. the wind veering to the S. W., we stood off the remainder of the night.

Variable winds, which at last settled in the N. W. quarter, and blew a fresh breeze. At 17 h. 30 m. the land extended from N. W. to S. 80° W.; and at 20 h. we saw it bearing S. W. by W. To the North it was high and broken, with bare rocky projections: the  
 more

more level parts of the coast were of a brownish appearance, and covered with pine trees. At noon we had light airs and fine weather. The coast extended from N. 12° W. to S. 65° W. about five leagues. To the N. W. there appeared a small opening; or perhaps, the land being indented, it might be a bay, which our distance prevented there being any certainty of; and it was directly to windward. We had no soundings.

Light breezes and cloudy, with a southern swell. We steered in the direction of the coast; but the haze prevented our distinguishing any thing particular in the land, from which we were distant four or five leagues. At 6 h. the south extreme, making a high hill, bore S. 70° W. six or eight leagues; and we hauled more off the land. 23d.

The night was squally and rainy, with a great deal of lightning, which brought the wind to the southward. At 14 h. we stood to the eastward.

Heavy squalls of wind, and a large swell, split the jib. By noon we had clear weather, which gave us a distinct view of the land, extending from West to N. 35° W., distant 10 or 12 leagues.

Light

BOOK  
II.

1797.  
September  
24th.

Light winds from the land.

Squally weather. We kept close to the wind, expecting to get well in with the land in the morning.

Fresh breezes and clear weather. Towards noon the wind veered to N. W., and we were unable to approach the land within five leagues. It made high in parts; and the sides of the hills were perfectly bare, and destitute of any verdure. The extremes at noon, from N. 14° W. to S. 80° W.; Round Hill, set yesterday noon, N. 35° W.

We were this day to the southward of the eastern point, which forms the entrance of the gulph, in the latitude of 46° 0' North; and in which parallel of latitude it is about 60 leagues across, and runs up North and South 120 leagues. I named it the Gulph of Tartary. It is possible there may be some openings that have escaped our notice in such an extent; and if any, probably on the western side, which the bad weather prevented our making too free with on some days; and when fair, the wind was contrary. Excepting on the east point we saw no habitations whatever; nor had we any reason to suppose the sea coast

was

was inhabited. In general I have found in all countries, wherever they are inhabited, particularly in remote ones, the smoke of fires is always visible, and universally made whenever strange vessels appear, as signals of alarm, or to awaken their curiosity; and I think it most likely no vessel ever appeared in these seas before, to excite their admiration.

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1797.  
September.

The season being too far advanced to permit our passing through the straits which divide the land of Infoo from Tartary, and proceeding up to Sakuleen Island, agreeable to my first intentions, and from thence more fully examining the Kurile Islands, and afterwards to continue exploring the Corean coast to the Yellow Sea. This plan being rendered abortive by the unfortunate loss of his Majesty's ship Providence, and the want of provisions in the schooner, induced me to prefer the continuation of the coast of Corea, as the most eligible. For even on the supposition of succeeding in my researches to the North, I had every reason to be assured the westerly winds would prevent my repassing the straits of Infoo, and of course the Corean coast would be left unexamined. I therefore continued our course to the southward.

I began

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September.

I began also to conceive Captain King was right in his conjectures concerning the Dutch ships having coasted the eastern side of Tartary, from  $45^{\circ}$  North to  $49^{\circ}$  North, without knowing it to be such. I only regretted we had not with us Jansen's map of their discoveries. It however appears very evident that the land called Efo by the Dutch navigator, which I believe implies Efau, or the land of hairy men, and which the natives call Infoo, as well the Japanese we saw as before explained, is an island of very considerable magnitude, extending from  $41^{\circ} 24'$  North to the latitude of  $45^{\circ}$  or  $45^{\circ} 25'$  North, and from  $140^{\circ} 0'$  East to  $146^{\circ} 22'$  East, being 70 leagues, in the parallel of  $44^{\circ} 30'$  North, wide; and which is not its greatest breadth. We saw nothing of the northern part; but as we saw no land between  $45^{\circ} 25'$  North and  $46^{\circ}$  North, will leave an extensive strait between it and the peninsula of the coast of Tartary: or, should the land before mentioned, in  $45^{\circ} 25'$  North, prove to be an island, which I imagine to be the case, there will still be a clear channel remaining between it and the land of Infoo, as exhibited in the Japanese chart, which accompanies this journal.

It appears manifestly the mistake of De Vries, in imagining the land he fell in with, in  $45^{\circ}$  North, to

be the land of *Eso*, and which, according to the weather, he might easily suspect; as in the connection of lands we are frequently deceived, and find openings and channels where none were expected. For instance: in the straits of *Matzmai*, where the island of *Infoo* is divided from *Japan* by a passage not five leagues wide; and the north point of *Japan* is seven miles North of *Matzmai* town, and ten miles North of the south point of *Infoo*, which, on entering the straits from the westward, makes it appear as if there was no passage between them, the points being shut in with each other.

CHAP.  
VI.  
1797.  
September.

Tacked and stood in for the land against a most unpleasent head sea. At 5 h. 30 m., the wind again coming to the West, we stood to the S. W.; the land at the time extending from N. by W.  $\frac{1}{2}$  W. to W. by S.

25th.

Fresh breezes throughout the night, with a confused sea, that drove us bodily to leeward. The land continued the same direction and distance: and the wind and sea together prevented our nearer approach to it.

BOOK

II.

1797.  
September.

At noon the land extended from N. 25° W. to N. 75° W.; high broken land, N. W. seven or eight leagues.

26th. Tacked and stood for the land.

Stood off for the night; the land extending from N. 25° W. to S. 80° W.

Calm and hazy weather.

Light airs: soon left us.

Fresh breezes and gloomy weather, with rain. We steered for the outer extremity of the coast, which at noon appeared extending from the North to N. 85° W.; an opening or bay, N. 66° W. six leagues. The north extreme was the high broken land.

27th. Fresh breezes and dark gloomy weather, and very squally.

We drew in with the land, which was almost obscured by the clouds; and at 6h. the south extreme, making in hummocks, bore S. 85° W.; between it and

and a hilly point, bearing N. 83° W. The coast receded, and was in that part very low; but still the whole of the coast appeared to us closely connected, particularly the opening we had remarked at noon. The land was much broken, forming hills and vallies, very desolate to our view; and we were four or five leagues from the shore.

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1797.  
September.

At 11 h. we hauled upon a wind under a low sail; and at day-light we made sail: the land extending from N. 5° E. to S. 79° W. In the morning we had very strong breezes and fair weather; and we frequently passed quantities of coarse grafs. At noon the south extreme, forming a high hill from which some low land projected, bore S. 84° E. five or six leagues; very high broken land, N. W. by W. four leagues; the extreme to the northward, N. 5° E.

Since the last observation the current has set us S. 20° E. 26 miles.

At half past 1 h. the wind coming to the S. W. permitted us to stand in for the land. At sunset we were close in, but we could get no soundings with 90 fathoms. We could not perceive the smallest appearance of any openings, nor any thing to lead us

28th.



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 II.  
 1797.  
 September.

to suppose the coast being inhabited. The land presented a rugged and rocky shore, with a few trees scattered upon the ridges of the hills. These hills were of little elevation, near the sea, forming abruptly at unequal distances; but the interior land made very high. The extremes, when we tacked, bore from N. N. E. to W. S. W.

The night was moderate, and the wind being steady from the S. W. and W. S. W., we unavoidably increased our distance from the coast, which was seen very indistinctly in the morning to the N. W.

29th.

Fresh breezes and hazy weather.

9 h. Tacked, and stood to the westward.

12 h. Moderate weather, with a heavy dew falling equal to small rain.

18 h. Light breezes and very hazy.

24 h. Very cloudy weather. No sight of land.

30th.

Moderate breezes and very cloudy: the atmosphere entirely obscured. At half past 4 h. we saw the land to the N. W.

7 h. The extremes of land, from N. 10° W. to N. 80° W., making in detached hills. The sun setting very clear gave us a distinct view of it, at seven or eight

eight leagues' distance. We tacked for the night at 6 h. 30 m.

12 h. Light winds, with gentle showers.

18 h. Foggy weather, which towards noon cleared away with the northerly wind; but it still remained very hazy.

22 h. Small land birds and several gulls seen.

24 h. Fresh breezes. No land in sight.

Moderate breezes and hazy weather.

5 h. Light breezes.

12 h. Light airs.

18 h. Calm weather. We distinguished the land bearing N. by W. At 20 h. we had light airs from the southward, with mild weather, which permitted the performance of divine service. At noon the land bore from N. 10° E. to N. 22° W. eight leagues.

Light winds and very smooth water carried us towards the land, which tended to the westward. We also passed quantities of coarse grass.

The land extended from N. 33° E. to N. 23° W. about six leagues. The night was calm and cloudy.

12 h. Light airs.

18 h.

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September.

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1st.

2d.

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II.

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October.

18 h. Pleasant breezes from the eastward. The land, from N. 42° E. to N. 35° W. Low land appeared near the sea, and very high mountains well wooded at the back. We pursued our course in the direction of the shore, which at noon extended from N. 42° E. to N. by W. six or seven leagues, and the appearance of more land to the N. W.; but it was so dark and hazy in that direction, we could not well distinguish. The wind a fine breeze.

- 3d. Moderate breezes and hazy. We still continued our course to the westward, in the direction of the coast, which was generally obscured from our view by the haze over it. At 6 h. we could only see a small part bearing N. N. E. six or seven leagues; and the wind veered to the North, with squally and rainy weather. The atmosphere extremely gloomy.

At 10 h. 30 m. hauled our wind, and hove to under a low sail. Wore ship.

17 h. Made sail, with a strong wind and a confused sea.

In the morning we still passed quantities of coarse grass, and were visited by many land birds. Large

flocks of geese flew over us from the N. W., going to the southward. At noon we had strong breezes and hazy weather: we could just discern the land to the N. W., though very faintly. By the observation, we had been set 24 miles to the South of account; and by the current we had experienced, and the coarse grass we had seen, I imagine some river to empty itself into the sea in this part of the coast. The strong northerly wind prevented our course being more northerly, and of course approaching the land in the direction I wished.

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1797.  
October.

Light winds and fair weather, but uncommonly hazy to  $15^{\circ}$  above the horizon, which prevented our observing any objects distinctly upon the land. We steered as the coast inclined, till the wind came to the S. E., and afterwards to the S. W., which was immediately opposite to our course.

4th.

The white rock set at noon as we opened; it made a cluster of different sizes: and at 6 h. the rocky head bore N.  $30^{\circ}$  E.; and the southern extreme, S.  $75^{\circ}$  W. An opening, in the direction of N.  $15^{\circ}$  W.: the south point, forming double land, was four or five leagues distant.

At

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October.

At sunset we still remarked very high mountainous land along the coast.

The night was clear, and pleasant weather; but our wind carried us from the land, which at noon was seen through the haze, 12 or 13 leagues distant to the S. W.

5th. Fresh breezes and very hazy weather. Soon after noon we saw very high mountainous land to the westward.

The extremes of the coast extended from S. 30° W. to N. 10° E. In the angle formed by two high points, bearing N. 35° W. and S. 58° W., the land receded very considerably; and within the 58° point there seemed to be a small opening in the low land. All the interior mountains were of great magnitude; and the coast tended to the southward, in which direction we shaped our course for the night, having fine clear moon-light. At day-light the land extended from S. 10° W. to S. 80° W.; a rocky point, N. 87° W. two or three leagues. To the North of the point, the coast was straight and uniformly high and rocky; and South of it the land fell back, and was not so elevated near the sea, but equally barren in appearance.

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pearance. The rocky point rose abruptly from the sea, in horizontal strata of a white and red colour; and the higher parts were wooded in patches. We saw no signs of the country being inhabited: indeed every part of it presented a most uncomfortable prospect. At noon we passed a white rock, much broken into craggy points: it is detached about three leagues from the shore, and bore of us N. 43° W. five or six miles. The extremes bore from N. 10° E. to S. 70° W. four or five leagues distant. No soundings with 90 fathoms

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## CHAP. VII.

*Off the Island of Tzima, situated between the Coasts of Corea and Japan.—Arrival at Chofan on the Corean Coast.—Description of its Harbour—Inhabitants—Soil—Cultivation—Produce, &c.—Anxiety of the Natives for our Departure.—Observations for Longitude, &c.*

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October  
6th.

FRESH breezes and fair weather, but the same haze still remained. We could just discern the high land to the N. W., and at 8 h. the extremes of the Corean coast extended from N. to N. 75° W. seven or eight leagues. More land appeared to the S. W., when we stood to the S. E. during the night.

Moderate weather: flood in shore.

Hazy weather.

Saw the land to the N. W. At noon the coast extended from N. to N. 40° W. seven leagues, and from S. 26° W. to S. 36° W.

Fresh breezes and pleasant weather.

Fresh

Fresh breezes and hazy weather; as we approached the shore we found the lands set at noon were connected, forming between the points an extensive bay. At sunset we tacked in the bay, the extremes bearing from South to N. 22° E.; but we had no soundings with 50 fathoms. The lofty mountains we had before remarked, seemed to terminate on the north side of the bay, and in a W. N. W. direction the coast fell back, leaving a small bay within, which most probably affords good anchorage from the appearance of the shores.

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October  
7th.

The southern land rose in hummocks to a tolerable elevation.

The wind was moderate and steady all night, in the morning it veered to the westward. Land at noon extended from S. 12° W. to N. 82° W. A saddle hill S. 67° W. five or six leagues. This hill is the fourth extremity of the extensive bay which was set last evening bearing South. Very pleasant weather, but variable. This bay abounded in whales, and we could not reach the bottom with all our line.

Light airs, with calm and cloudy weather.

6 h. Light winds.

8th.

T T 2

12 h.



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October.

12 h. Inclining to calms.

18 h. Gentle breezes.

Our situation nearly the same as yesterday.

A peaked mount S.  $27^{\circ}$  W.; extreme S.  $12^{\circ}$  W.  
Saddle Hill S.  $67^{\circ}$  W. about five leagues the centre.

2th. Light breezes, with dark gloomy weather.

A peaked hill South of the Saddle Hill bore S.  $48^{\circ}$  W.  
six or seven leagues.

The wind having veered to the westward, brought  
with it fine clear weather. Strong breezes and squally.

The peaked hill bore of us N.  $71^{\circ}$  W.; and the  
extreme S.  $12^{\circ}$  W. four leagues off shore.

We steered throughout the morning in the direction  
of the coast, with a strong gale and fine weather,  
keeping at two or three leagues distance. At noon the  
land extended from S.  $15^{\circ}$  W. to N.  $38^{\circ}$  W. The  
extreme set at 6 h. A. M. bore from us N.  $51^{\circ}$  W.;  
and we were five or six miles from the land. The  
coast afforded a most barren prospect, the hills were  
much

much broken into ridges, forming chasms in their sloping sides towards the sea: we saw no appearance of any openings.

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October.

We ranged the coast at the same distance four or five miles; we observed nothing to particularise, the land affording the same uniform appearance of moderate height, and rather cliffy near the sea. At sunset the extremes bore from S. 18° W. to N. 38° W., and we hauled our wind for the night. In the evening the gale moderated, and during the night we had a great swell, which in the morning had nearly subsided.

10th.

The land preserved the same bearings as last evening, but the wind veering to the W. S. W. towards noon, prevented our approaching within two leagues. It extended at noon from S. 14° W. to N. 14° W. The south extreme making a low point.

Still throughout the afternoon we were presented with the same barren view, except the variation of a yellowish earth mixed with the heath and coarse grass that covered the hills. At 5 h. 30 m. the land extended from S. 33° W. to N. 30° W., and the low point set at noon as the south extreme bore S. 45° W.

11th.

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October.

S. 45° W. To the North of this point is a deep bay or opening which the winds prevented our ascertaining ; it bore S. 61° W. seven leagues. The wind remained fixed in the western quarter, blowing strong at times in squalls. At 18 h. the land was seen from N. 65° W. to S. 65° W., and at noon from N. 47° W. to S. 65° W. Some white cliffs west seven or eight leagues.

12th. The extremes of Corea from N. 43° W. to N. 85° W. eight or ten leagues.

Moderate breezes and clear weather, the wind veering to the N. W. quarter.

Before day-light we saw the land to the S. W., which proved to be the island of Tzima, situated between Nipon and the Corean coast. The coast of Corea, N. 33° W. to N. 50° W. nine leagues. The island Tzima was seen from S. 44° W. to W. four or five leagues ; and a small high island, visible only from the rigging, S. 24° E. ten or twelve leagues by estimation. At half past 21 h. we tacked close in with the island, the north point bearing N. 68° W. three or four miles. Some rocks are without this point. Early in the morning we perceived the island to be inhabited, by their lighting fires in every part. This was a grateful.

a grateful sight, and what we had been long unaccustomed to on the coast of Tartary. We also saw four Japanese junks working to the westward, under the land. The island was of moderate elevation, with some high land in the centre of it. The vallies were cultivated, and woods were thinly scattered over the hills. The coast on the east side was very rocky; and the surf broke on the shore with great violence.

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1797.  
October.

At noon the north point bore N. 88° W. three or four miles; high rocks, surrounded by an extensive reef, and much broken, N. 75° W. five miles; extreme of island, S. 20° W.; point forming a small bay, S. 30° W. 2½ miles; the coast of Corea, from N. 15° W. to N. 83° W. nine or ten leagues: and we had 22 fathoms, coral bottom.

Moderate breezes and fair weather, with a swell from the North. The wind came from the same quarter, and we were able to weather the island, having a strong current in our favour, setting against the wind and swell. From the north point the island tends in the direction of S. 60° W. six or eight miles; and from thence to the S. S. W. some small isles lay off the north point, leaving a passage between them and the reef, through which channel the junks went.

13th.

At

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H.  
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October.

At 1 h. the reef bore S. 56° W. two miles; and we had unequal soundings, with a great sea in this situation, occasioned by the overfalls and strong current. After running in the direction of N. 41° W. 22 miles from 1 h., we were well over on the Corean coast: the extremes extending from N. 20° E. to S. 67° W.; an opening, to the N. W. about three miles; and the island of Tzima, from South to S. 23° E. eight or nine leagues. The night was moderate, and we plied under easy sail. At day-light we found the current had set us considerably to the E. N. E. We made fail to the westward. As we drew in with the land we observed several villages scattered along the shore. The coast was much broken, and appeared likely to afford shelter; and the external view was not the most favourable, presenting rather an inhospitable prospect.

At noon we had dark gloomy weather, and our situation with respect to the land the same as last evening. Two bays were open to us, bearing N. 25° W. and N. 65° W.; a rock, S. 70° W.

14th.

Light breezes and rainy weather. Soon after noon we saw some fishing boats, and prevailed upon one of them to come on board. By signs we understood

the opening to the N. W. as most eligible, and we bore up for it. Off the north point of entrance we saw some stupendous black rocks detached some distance from the shore: we passed within half a cable's length of them, carrying 30 fathoms, muddy bottom; and gradually afterwards shoaled our water to 15, 10, and 5 fathoms.

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October.

In the entrance on the south side is a high rocky island. To the North of it is a sandy bay, where we observed a large village, and cultivations surrounding it; and to the westward, through the rain and mist, we saw several scattered rocks, which induced us to turn to windward for the sandy bay; and before dark we came to an anchor, in four fathoms water, sandy bottom, half a mile from the shore.

It continued raining without intermission till daylight, when we had fair and pleasant weather, with the wind from the N. W. quarter. The sea was open to us from the South to S. 25° E.; and in the angle we saw very distinctly the island of Tzima, at ten leagues distance.

Early in the morning we were surrounded by boats full of men, women, and children, whose curiosity had

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brought

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brought them off to see the strange vessel. They were universally clothed in linen garments made into loose jackets and trowsers, quilted or doubled; and some of them wore large loose gowns. The women had a short petticoat over their trowsers; and both sexes, linen boots, with sandals made of rice straw. The men wore their hair in a knot tied up to the crown, and the women had theirs twisted and plaited round their heads.

The features and complexions of these people resembled the Chinese, particularly their small eyes; and in general all our visitors were extremely ordinary in their persons: but it is to be remembered there were no young women of the party; the females being composed entirely of old women and children.

In the morning we went on shore in search of water, landing at the village for that purpose; and from thence one of the inhabitants conducted us to a fine run of water, most conveniently situated for our purpose. We were in want both of wood and water; but of the former article the country seemed very deficient. After taking some altitudes for the watch, and observing the distances for the longitude, we took a walk, attended by a numerous party of the villagers.

villagers. The harbour, we perceived, extended some distance to the westward of the rocks we had noticed in coming in, and also to the N. E. and S. W. of them, terminating in small bays that afforded shelter from all winds. Many villages were scattered round the harbour; and in the N. W. part we observed a large town, encircled with stone walls, and battlements upon them. Several junks were laying in a basin near it, protected by a pier. Another mole or basin appeared to the S. W. of the other, near some white houses of a superior construction, enclosed by a thick wood.

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October.

The villages seemed to abound with people, and the harbour full of boats sailing about on their different avocations. They were similar in figure, though inferior in workmanship, to the Chinese boats; and like them made use of skulls and matted sails.

As we came near another village they stopped and begged we would not proceed any farther; and we complied with their request. On our return we remarked several graves, which the natives had pointed out and explained to us: they were placed in an East and West direction, and the ground elevated over



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them. Trees were planted in a semi-circular form round most of them, and univerſally diſtinguiſhed by ſome ſtone work.

We got on board to dinner; and in the afternoon we were viſited by ſome ſuperior people, who came from up the harbour. They were dreſſed in large looſe gowns, and were paid great deference to by the common people. They had on large black hats, with high crowns, manufactured with a ſtrong gauze not unlike horſe hair, very ſtiff and ſtrong. They tied them under the chin; and theſe hats, ſerving as umbrellas, were three feet in diameter.

Each perſon carried a fan, with a ſmall fillagree box attached to it, containing perfume; and a knife handſomely mounted was faſtened round their waift. A boy attended each of them, who had charge of their tobacco pipes; and whoſe occupation was to keep their dreſſes ſmooth. Moſt of them wore their beards long.

Their inquiries ſeemed to tend to a knowledge of what brought us to their country; but I fear our replies gave them very little ſatisfaction, as we could ſo little comprehend each other. They were ſeemingly

ingly pleased with their reception, and soon after took leave of us.

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October.

We went on shore to ascend the high land near us to the South, and from thence to take some bearings. Our view from the top was very extensive; and we saw distinctly over every part of the harbour. Our angles were however useless, the needle being so strongly affected as to point East instead of North, owing to some magnetic power in the mountain, which would not admit the needle pointing true in any situation. This hill was high and rocky; but the sides produced coarse grass, on which cattle were feeding; and in the lower parts, some paddy fields.

On our return on board in the evening we found the vessel crowded with visitors, nor could we get rid of them till dark, and even with great difficulty, using almost violence to induce them to go into their boats. At last they went on shore.

Soon after dark we were surprized seeing these boats coming off from the shore, full of men, and very desirous to come on board. I did not chuse to permit them, and they came to an anchor along-side. As we were unacquainted with their intentions, their  
conduct

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conduct appeared to us suspicious; and we prepared for the worst, having every body stationed at their quarters. In a short time a boat came to them from the shore with lights, which being distributed amongst the others, after some consultation, they took up their anchors and rowed on shore to the village.

15th. Fresh breezes and very pleasant weather from the N. W. quarter: the nights were cool and the days warm, having a clear sun. We had no boats off till after breakfast, when two came full of visitors, dressed in a superior style to any we had yet seen. In each were some soldiers carrying small spears, that were as staffs to their colours, which were a blue fatten field, with their arms in yellow characters. The hats of the soldiers were decorated with peacock's feathers. They made me a present of salt fish, rice, and sea-weed (*fucus sacharinus*).

After many inquiries respecting us, we plainly saw they were extremely anxious for our departure, which I explained to them was impossible, as we were much in want of wood, water, and refreshments. They immediately offered to send us any quantity of the former; but I could not persuade them to send any  
of

of the cattle we pointed out to them, grazing on the shore. As money appeared of no value, and we had no other means to induce them, we were under the necessity of bearing with the disappointment, of seeing daily what we could not procure.

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1797.  
October.

These great men were dressed in the same form as the others we had before seen, but their garments were much finer; and the outer one was of a light blue gauze or tiffany.

Under their chins, as if tying their large black hats, they had a string of large beads, either agate, amber, or black wood, which was suspended in a bow over their right ears. Some of their hats were tipped with silver round the crown.

The attendants and those in office paid these men the most submissive respect, always speaking and answering the questions put to them in a stooping posture, looking upon the deck.

It now occurred to me these people must have arrived after dark last evening, and were the same to whom we had refused admittance, while our suspicions led

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October.

led us to suppose they had some other view to gratify than mere curiosity, by coming so late.

The arrival of our new friends prevented our being troubled with so many visitors, much to our satisfaction. But unfortunately the same interdiction extended to our walking on shore, but not so much so as to preclude our making astronomical observations, or taking off water; yet the assemblage of people was so great as to materially affect our operations, notwithstanding the military were so stationed as to keep off the crowd, which they did at times most effectually, by exercising upon their persons large bamboo sticks.

In the afternoon they sent us water in jars and tubs, and took our casks with them afterwards, as a more expeditious way of supplying us, which were brought off in good order. A soldier constantly attended in these boats, who seemed to have the principal direction.

The night was moderate, and fair weather from the northward.

Fresh

Fresh breezes and very squally from the N. E. quarter, with dark cloudy weather, which prevented our having much communication with the shore. Our friends, notwithstanding the violence of the wind, sent us both wood and water.

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1797.  
October  
16th.

The wind remained in the same quarter, but more moderate; and in the afternoon we were visited by deputies from the great men, to know if we had wood and water enough to permit our sailing. I told them, it was not my intention to sail for three days. They were then desirous I should make it two days, which I would not agree to. After taking some refreshment, they went on shore to deliver the answer. The deputies were gayly and handsomely dressed; their outer garments being chiefly sea-green, light blue, and French grey, highly glazed; and the manufacture, of cotton, not very fine. They also wore very neat leather slippers, ornamented with silver and golden spangles. They were affable and conversable men.

17th.

We landed opposite the schooner, to observe the latitude; and instantly we had a military guard from the village, who attended to our motions till we returned on board. We were employed in the afternoon receiving wood and water.

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II.1797.  
October  
18th.

Strong breezes and cloudy weather from the N. E. quarter. Our friends were still employed bringing us water. Of wood we were already complete; it was all of the same sort, and what is called the fox-tail pine. Some of the logs were very large timber, which gave us a great deal of trouble to cut and split. In the afternoon we had all our water on board: in consequence we had another deputation from our friends, who were made to understand I should stay two days longer to observe the sun.

In the evening the wind moderated; and the heavy clouds produced rain, which continued throughout the night.

19th.

Moderate breezes from the N. E., with constant rain. We had another deputation respecting our departure, equally unsuccessful with the others: for the rainy weather entirely prevented our taking any altitudes to regulate the going of our watch.

These people made use of parchment covers for their hats, to exclude the rain; and they had umbrellas of the same kind. The rain still continued without intermission, which induced me to make an excursion up the harbour, in hopes of not being molested.

lested. Our friends were not inattentive to our motions, for we soon perceived two boats in pursuit of us. They however did not join our party till we were returning; which the increasing bad weather induced me to do, without attending to their solicitations.

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October.

We had moderate and very cloudy weather, and the rain had subsided. Our friends came off in the morning, and strongly urged our departure; but not having seen the sun, we could not oblige them. The weather also remained unfettled; and there was a great sea in the offing, which caused a swell in the entrance of the harbour.

20th.

They talked about our excursion in the boat yesterday, which they disapproved of, and explained that if we landed at the white houses up the harbour we should be very ill treated, if not put to death; and begged us not to go away in the boat any more. Soon after they landed; and, as if they still suspected our intentions, they immediately sent off four boats, having a soldier with their colours in each. I would not suffer them to come along-side, and they remained at anchor as guard-boats upon our bows and quarter. Towards the evening they left us to our-

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 October.

selves. We only landed and took off some water, to which they had no objections. The night was moderate and fair; and the heavy clouds gradually dispersed, leaving towards the morning a clear atmosphere.

21st.

Fresh breezes and very pleasant weather. Before day-light I left the vessel, unperceived by our Corean guards, and proceeded up the harbour to complete a sketch of it. At day-light we saw fires near our village, which we supposed were signals respecting the boat. We however, having landed on the southern side, and continued examining that side of the harbour, remained unperceived by them, as there were no habitations near us, and returned on board to breakfast. It appeared our absence had thrown the village into great confusion: boats were dispatched in every direction after us, but we had escaped them all. The morning was favourable, and we took our last altitudes. Soon after, we received a visit from one of our principal friends, who seemed particularly pleased at our preparations for sailing. I presented him with a telescope and a pistol, the only articles he seemed desirous of possessing; and we parted with mutual satisfaction. We soon after got under way, and made sail out of the harbour, to the great joy of our

our Corean friends, who were assembled in great numbers on the adjacent hills observing our departure. We felt ourselves much obliged by their supplies of wood and water, without expecting any thing in return.

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1797.  
October.

This harbour is called Tshosan, or Chosan, by the inhabitants. It is situated in the S. E. part of the coast of Corea, in the latitude of  $35^{\circ} 2' N.$ , and  $129^{\circ} 7' E.$  longitude; and bears S. S. E. and N. N. W. from the north part of the island of Tzima, at ten leagues' distance. It has a safe entrance, and no dangers to be apprehended on either shore. Two miles to the West of the black rocks, on the north side of entrance, is an abrupt high head-land, which I named Magnetic Head, from its affecting our compass needles. North of this head is a fine sandy bay, with good anchorage, where we remained during our stay, having the sea open for two points of the compass, in which angle we saw distinctly the island of Tzima. The chart will best explain the harbour, which, without any pretensions to great accuracy, will answer every purpose to the navigator. It is the best our time, and the restrictions we were under, enabled us to make: and to the sketch I refer for further particulars.

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It will be observed how little opportunity we had to make any remarks upon the customs and manners of these people, from their avoiding as much as possible any intercourse with us. Indeed this treatment we have been universally accustomed to, both at the land of Infoo and the Lieuchieux islands. It appears by their behaviour they are by no means desirous of cultivating any intercourse whatever with strangers. They seemed to look upon us with great indifference, which I suppose was owing to the insignificancy of our vessel; or perhaps, their not comprehending what nation we belonged to, or what our pursuits were, made them solicitous for our departure, probably from a suspicion of our being pirates; or some other reason we could not divine.

The land surrounding the harbour was much insulated, rising in parts to very high hills, destitute of wood and verdure in general; but in some places were a few scattered pine trees. On the south side, which is a peninsula, it was better wooded; and amongst the pines were other deciduous trees, but of what kinds we were unacquainted, as the jealousy of the people entirely prevented our acquiring any knowledge of the productions of the country. Indeed in no instance would they admit our researches.

There

There were several large villages scattered about the harbour, all of them seemingly very populous, and generally seated in pleasant situations, with trees interspersed among the houses. The houses were small, all of one story, and thatched. The lands were cultivated in the Japanese manner, rising in ridges above each other between the hills, which gave them an opportunity of easily conducting water to the rice grounds. We saw horses, hogs, poultry, and black cattle, of which articles much as we were in want we could not procure. Money, at least of European coins, they had no idea of; but they perfectly understood the value of gold and silver, their knives, &c. being ornamented in the workmanship with those metals.

They were well acquainted with guns and fire-arms, but we saw no appearance of offensive weapons amongst them, nor did they seem any way apprehensive of the small force we possessed. All their attention was paid to expedite our departure; and yet many articles of European manufacture excited their curiosity, particularly our woollen clothing.

As a commercial nation, of course they were well acquainted and conversant in trade; but with us they  
did

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did not seem desirous of making any exchanges whatever, which may be owing, probably, to the articles we possessed being of no value in their estimation. Indeed we had nothing to excite their attention, or satisfy their curiosity, except our wearing apparel. The following observations were made for the longitude, &c.

Variation for Azimuths with two compasses,	2° 8' 0" W.
Ther. 62° to 70°	
Mean latitude of the fourth point of entrance,	35° 2' 0" N.
Mean of 37 sets of distances, taken before our arrival,	129° 24' 18" E.
Mean of 42 sets on each side of the moon, at anchor,	128° 46' 49"
Mean of 20 sets, taken after leaving the harbour,	129° 18' 15"

The mean of the 99, reduced by the watch, will make 129° 7' 7", which is taken for the true longitude of Tchofan harbour.

By single altitudes taken on shore, between the 13th and 21st of October, the watch N° 45 was slow for mean time at Greenwich 0 h. 12 m. 33 s. 2., on the 21st of October at noon; and was found to be losing per day 9".80. on mean time. On the 13th, the watch shewed the longitude, at anchor, by Endomo rate, 130° 26' 21" E.; by Macao rate, 128° 40' 33" E.

As

As it appears the watch goes so irregularly, or that the rate acquired at Endomo harbour is subject to some error, I have shewn daily the longitude by Macao rate, correcting its error in longitude at Endomo, which makes it agree better with all the observations we have made since leaving Volcano bay.

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## CHAP. VIII.

*Departure from Chofan.—Find ourselves in a Cluster of Islands.—  
Visited by the Natives.—Off the Island of Quelpaert.*

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22d.

**F**RESH breezes and fine clear weather. At half past 2 h. we saw some rocky isles and ledges in our course: we therefore steered more southerly, to pass without them. At 3 h. the extreme part of the main land bore West; and we could distinguish the coast no longer for a cluster of islands in that direction, with many rocks between them: some only even with the water. At 5 h. an high rock bore N. 49° W., in one with the islands set at noon without the extreme of the Corean land. After rounding it very close we hauled up to the westward; the island of Tzima then bearing from S. 40° E. to S. 60° E. At sunset the extreme of Corea, to the North, N. 16° E.; and the extreme of Rocky Islands, N. 76° W. three leagues.

At

At 6 h. 30 m. we hauled our wind, and plied under easy sail for the night. It blew strong, with a good deal of sea; and at day-light the high rock bore N. E. four or five miles. The weather was so hazy we could not see in any direction more than two leagues. We hauled up W. N. W. for the rocky islands; and at 8 h. 30 m. A. M. we saw them to the N. W. Soon after we saw a single rock to the West, which we passed to the South of within a mile. It was high and perforated. Before we lost sight of it we saw another, in shape like a haycock; and more islands to the westward. At noon we had strong breezes and thick hazy weather. The haycock rock bore N.  $76^{\circ}$  W. two miles; and the western islands, from N.  $44^{\circ}$  W. to  $88^{\circ}$  W.

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Fresh breezes, and uncommonly hazy round the horizon. At 1 h. we saw another rocky island to the South. As it appeared we were completely surrounded by a cluster of islands, which rendered our navigation very intricate, and indeed useless, I thought it best to haul up and seek for shelter among the islands to the N. W. We gradually shortened our water as we approached them; and after passing the eastern point we had smooth water. We soon per-

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ceived them to be inhabited, and very well cultivated: we also saw several boats a-fishing. These islands were rather high, and in parts well wooded, and separated from each other by very narrow passages.

At 4 h. we were close in with the land; the noon extreme bearing S. 32° E., when we steered to the W. S. W., in the direction of a woody island, off which were some ledges of rocks scattered at unequal distances. At sunset the extreme, set at noon N. 88° W., now bore S. E.; high land, S. 50° W.; and the extent of the woody island, N. 50° E. two miles. We plied during the night to preserve our station off the woody island. At 18 h. it bore from us N. 26° W. two or three miles; and we had the same hazy weather. At 19 h. 30 m. we were entangled with rocks and islands: we could proceed no further to the N. W., we therefore steered to pass without the high land, and narrowly escaped two rocks, even with the water, to the N. W. of it. As we steered to the S. W. we could just discern, through the haze, small islands and rocks in every direction; and after passing between two that are South of the high land we hauled up to the N. W. At 21 h. we lost sight of the high land, bearing

N. 70° E. two leagues : and at noon two islands in one bore S. 29° E. ; two more, N. 48° E. ; Long Island, S. to S. W. by W.

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Light breezes and very hazy weather. We kept our wind for the only clear passage we could see amongst the islands. At 3 h., finding a current against us, we came to an anchor in ten fathoms, muddy bottom. The extremes, forming the passage at noon, bore from S. 5° E. to S. 60° E. ; the latter point, in one with two islands, two or three miles distant. In every other direction we were surrounded by land, but our view was very imperfect and limited.

24th.

On the islands we observed villages and cultivations, and many boats on the water passing to and fro ; but they did not come near us. We found the current continued regular from the N. W. about 1½ miles per hour.

The night was moderate and cloudy ; and in the morning we had a fresh breeze at N. N. W., with the stream or tide in our favour. We got under at 7 h. A. M. and turned to the N. W., keeping the land to the North close on board in our traverses, which appeared bold ; and after passing some small rocky islands.

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islands we opened a channel to the West, about two miles wide, much indented with small bays, and many rocky islands lying in the fair way, but free of all danger, having regular soundings, and gradually shoaling as we approach either shore from fifteen to seven and five fathoms. The land on each side afforded a pleasing view; many spots being richly cultivated, and the country interspersed with villages. Various boats sailing in every direction.

Before noon we came to in ten fathoms mud, when the islands that bore N. W. by N. at our last anchorage now bore S. 74° E. two or three leagues; and our present situation was so encircled by islands that we could see no opening whatever leading to sea. The master went to the nearest, to observe the latitude and make other remarks; but the hazy weather prevented his seeing any more islands to the West, which prevented our making any conclusion respecting the passage.

Fresh breezes and hazy weather; and towards the evening it partly cleared away. The wind remained in the N. W. quarter. After noon we were visited by a boat from a large town, which bore N. 16° W. two miles from us. They brought with them a paper in  
written

written characters, perfectly unintelligible, to which we could make no reply. About an hour afterwards we saw several boats coming off, and one of them in a gay file, with several soldiers carrying silken flags, and a larger one of red and purple in the bow. They pulled to the music of trumpets; and the military were armed with sabres. Under a canopy was seated a very consequential man upon a leopard's skin, with cushions to rest upon, and a suite of attendants about him, all habited in the same file with those at Chofan.

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They came on board without any ceremony, and immediately transferred his matts, &c. while one of his train held a large umbrella over him to keep off the sun, and the rest kept at a most respectable distance. He asked many questions that I did not understand, excepting inquiries relating to our arrival, &c. and his anxiety to know our numbers, which he was not satisfied with from my answers, but insisted upon having them counted before him; and immediately desired his people to begin. This liberty I would not permit, which seemed to displease him.

He appeared very desirous we should stay some days, and begged we would send the boat on shore;  
and

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and on his departure repeated the same request. On my objecting to it he seemed much surpris'd. This man was particularly haughty in his manner, and treated us by his behaviour with the most sovereign contempt. After staying about half an hour he went away, leaving two boats with us as spies, as we suppos'd, upon our conduct. They anchored close to us, and two others were sent away with messages.

Instead of going to the village, we observ'd the great man remain'd with his boat at the point of the island. The weather being much clearer in the afternoon, at 3 h. P. M. we got under way, and stood between the islands to the westward, having a fine breeze from the North.

The instant we made sail, the boat from the island follow'd us, hooting and hollowing and founding their trumpets for us to stop; we paid no attention to them, and finding they could not come up, they relanded again at the other extreme of the island.

What this man's intentions were I cannot determine, but to me I must own they appear'd suspicious; and I did not think it necessary to wait the result of them at the expence of the clear weather: as we understood  
 them

them they called this part Chosan-go. At 4 h. we passed an opening leading to sea between some rocks and islands laying off the west end of an high island; and at sunset we had run near 12 miles in a W. S. W. direction. The land to the N. N. E. appeared high and much broken, and connected by ranges of hills at the back. At 6 h. we were opposite to another opening leading to sea, and we came to in seven fathoms, muddy bottom. The island on which we observed the latitude bore N. 67° E., and a deep entrance in the high land, leading probably to a river, N. N. E. Our soundings in the afternoon varied from 17 to 7 fathoms, according to our distance from the land; and the passage was extensive and free of all danger from Latitude Island to our present situation. The flood-tide came from the S. W., and it run much stronger than the ebb; the rise and fall was about nine feet. The morning was moderate and hazy, and we could see about three or four leagues; the wind was a gentle breeze from the North, with which we got under way, and steered to the S. S. W., having islands and rocks on each side. On the continental side we saw several villages; a large one bore West of us at anchor. At 21 h. 30 m. we came abreast of a point of land from whence the coast tends to the westward. An infinity of small islands lay in the

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same direction, and we had not wind enough to enable us to follow the direction of the coast.

At noon it bore from us N. 27° E. six or seven miles the point, and an high hummock isle S. W. one mile; we had the sea open to the S. S. E. and S. S. W.; in every other direction we saw islands, some just appearing through the haze. I counted thirty of various magnitude. On the large ones were extensive villages, situated in small bays well wooded with sandy beaches, and every accessible part seemed to be cultivated. Boats were fishing, and the water was perfectly smooth, with scarcely any wind to disturb it or assist our motion. Our soundings before we cleared the passage increased to 12, and 15 fathoms, and after decreased to 10 fathoms, mud.

26th.

Light airs and calms, with a current setting us to the S. W.; we passed within 30 yards of the Hummock Island, which appeared to us inaccessible; we however saw some people upon it whom I suppose were fishermen.

In the evening we had the wind westerly, and we kept plying through the opening in a S. S. W. direction.

direction. At 8 h. we anchored in 15 fathoms, close in with the western islands. The night was moderate, and the current set to the N. E. one mile per hour. In the morning the weather was more clear than usual, and we saw many islands and rocks to the S. W.; and an extensive island rising to a great height in the centre bore from S. 6° W. to S. 25° W.

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The islands between which we anchored were four or five miles apart, and of considerable extent; they were also well cultivated, but no wood appeared, except round the villages: we still observed several boats employed fishing, but we could not induce them to come near us. At 19 h. we got under way, and made sail to the S. W.; as I supposed the large island to be Quelpaert, I was desirous to examine it. By noon it bore from S. 18° E. to S. 25° W. Hummock Island just visible N. 40° E. eight leagues. A groupe of rocky islands N. 71° W. to S. 78° W. A single one S. W.; a small flat island S. 35° E. two miles. Another island due east.

Fresh breezes, which soon brought on the same hazy weather. 27th.



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We just weathered the rock set at noon S. W., and soon after we saw another in the same direction two or three miles; and the haze entirely obscured the island of Quelpaert. At sunset these rocks were to the eastward of us five or six miles; and we could just discern the groupe to the N. N. E. at the same distance.

We plied to windward during the night, having the same weather.

The haze cleared away partly, which gave us a view of Quelpaert from S. 5° W. to S. 72° E. four or five leagues; the rocks bore N. 70° E. and N. 40° E. three or four miles, and the groupe N. b. E.; we had been set towards the rocks five or six miles in the night. We steered for the island, which at the west extreme is low and rocky; before you come to it you pass a small island close in shore, with a green surface; and off the extreme point is another, but rocky and smaller ones within it. We remarked several patches of white sand some distance from the sea; and in many parts were rising hillocks or mounts well cultivated up their sides. A round high rock bore of us at noon S. 85° E.; this was remarkable on the shore. Green Island N. 36° E. The rocky island off the west extreme

extreme N.  $27^{\circ}$  E. two or three miles. A hummock point making the other extreme S.  $68^{\circ}$  E., and the centre hill N.  $72^{\circ}$  E. The smoke of fires was perceived in every part of the land.

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At 1 h. the south extreme bore East, and we hauled up for the land. After running four miles we perceived two low flat islands off the south point, surrounded by reefs, and to appearance connected with the point by shoals. We also saw breakers to the southward at a very little distance. We tacked, and steered out the same distance we came in, and afterwards steered to the S. E. The whole of the flat land was entirely covered with habitations, but we saw no boats or junks. At 6 h. the outer flat island bore N. E., and we hauled off to the West for the night, plying as usual under an easy sail. At 20 h. we made sail, having the same bearings as last evening. We passed within two miles of the outer flat island in 50 fathoms, and continued our course in the direction of the island of Quelpaert. At noon the south point bore N.  $55^{\circ}$  W. : outer flat island N.  $81^{\circ}$  W. ten leagues. Centre of the peak N.  $12^{\circ}$  E., and the extreme N.  $55^{\circ}$  E. off shore four or five miles. The greatest extent of this island is an E. N. E. and W. S. W. direction 11 or 12 leagues long. The peak is remarkable

28th.

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able high land, rising gradually from the extremes, and is nearly in the centre of the island. The south point is situated in the latitude of  $33^{\circ} 11'$  N., and  $126^{\circ} 20'$  east longitude.

29<sup>th</sup>.

The east extreme bore of us N.  $30^{\circ}$  E. five or six leagues, and we had now seen the extent of Quelpaert. In no direction could we see any other land, although the weather was tolerably clear. As I was desirous of again making the Corean coast, we tacked and stood to the westward.

The night was moderate, and after the moon set we plied to windward as usual till daylight. The morning brought with it very thick, hazy weather, which entirely hindered us from seeing the island.

The island of Quelpaert is encircled by a rocky shore, chiefly of coral of a burnt or scorched colour, not quite black. In several parts on the flat land were rocks of great magnitude and uncommon forms; the effects to appearance of some natural convulsion, from which circumstance I conclude the island to be volcanic.

We

We saw no opening nor any boats, but the anchorage on the south side is very good, when to the eastward of the flat islands. The island may be seen at 25 leagues distance, if not more from its great elevation.

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Light breezes and very cloudy.

30th.

6 h. The weather clear and pleasant.

12 h. Light winds.

13 h. Tacked and stood to the N. N. E. at 1 h. 30 m.

At half past 15 h. tacked.

18 h. Smooth water and fair weather.

20 h. Passed many blubbers, and quantities of seaweed.

24 h. Ditto winds and weather.

Moderate breezes and clear weather.

31st.

8 h. The haze came on again very thick.

14 h. Light airs and calms. Soundings per column.

16 h. Brought to till daylight.

19 h. Made sail.

20 h. The sea appeared very white through the haze, and in the morning we saw many land-birds, amongst them a dove and a quail.

24 h.

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1st.

24 h. Fair weather, but very hazy.

Fresh breezes and the same hazy weather.

5 h. As we deepened our water the sea in some degree lost its whitish appearance, and became more green.

12 h. Light airs, and more clear round the horizon

16 h. Tacked ship till daylight, when we again stood to the westward.

24 h. Fresh breezes and clear weather.

2d. Light breezes and clear weather.

12 h. Calm and fair weather.

19 h. In the morning we examined our provisions, and found, excepting salt meat, we had not enough to last the month of any other species; nor spirits, even at half allowance.

24 h. Light airs at noon, with fair weather.

3d. As we were by our longitude near the coast of China, and the wind remaining steady from the S. W. quarter, I thought it best to keep our wind in for the land, sounding constantly every hour. We gradually decreased our water; and at midnight, having shoaled to 11 fathoms, hard sandy bottom, we tacked and stood off till the morning under an easy sail. Notwithstanding

withstanding we steered out in the same direction we had come in, we had less water for two or three leagues, which I imputed to a current setting us to the North of our estimation. At day-light we tacked and made sail in for the land, having a strong breeze and very hazy weather, with a confused sea, seemingly agitated by a strong tide or current. The water was of a dirty yellowish colour, and very thick, which made me conclude we were off the Nanking river.

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November.

In the morning we saw several junks at anchor and under sail; and at 22 h. 45 m. we saw the land. Upon a nearer approach it proved to be a ledge of rocks, bearing West; and we had only five fathoms water. At 23 h. 30 m. we tacked in less than four fathoms, when the ledge bore S. 78° W. four or five miles; and the tide set us to the North, among the junks at anchor. We saw low land to the North and West of the rocks; and at noon the ledge was just visible from the deck, six or seven miles, bearing S. 78° W. Very thick hazy weather.

This estimation will make the rocks in the latitude of 31° 56' 31" N. and 122° 4' 32" E.

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4th.

At 1 h. we had deepened our water, and we steered to the N. E., intending to range the coast of China up to the northward. In half an hour's sail we shortened again to five fathoms: we then hauled our wind till we increased our water to 13 fathoms, when we again bore away to the E. N. E. I suspect the tide had set upon a bank, as we observed a fixed buoy upon it, when we had the least water; but when the haze, or more properly the fog, prevented our judging very correctly of any thing, from the perpetual obscurity of the weather.

At 9 h., the wind blowing steady and strong from the S. W., we hauled our wind till day-light, in hopes of more favourable weather. In these hopes we were much disappointed, as the haze or fog was much thicker; and the wind veering to the West and N. W. prevented our seeing or approaching the coast of China. We however stood to the North, as the wind permitted.

In the forenoon we passed several junks, standing on different courses; and all of them we had yet seen had three masts. One of them had a fourth: this was fixed close forward and outside the vessel, upon the  
the

the bow. They were painted differently to those we were accustomed to see at Canton.

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We had lost the thick yellowish appearance of the sea, but the water was much discoloured in patches, as if disturbed at the bottom.

We passed close to the leeward of a large junk, whose after-sails were of cotton instead of mats. She was painted in the fore part and stern only, and on her quarters were some characters in black. They had lee-boards; but notwithstanding, she went bodily to leeward, and she failed very heavily. There were about twenty men to navigate her.

5th.

In the morning we had fine, clear, pleasant weather; and having deepened our water, the sea resumed its natural colour.

23 h. Large swell from the N. W. quarter.

24 h. Moderate and fair weather.

Moderate wind and very clear weather

6th.

7 h. Light airs inclining to calms.

12 h. Calm and clear weather.

18 h. We saw an island to the N. E. ten or twelve leagues.



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19 h. Light airs.

24 h. At noon the island from N. 48° E. to 53° E.

seven or eight leagues.

7th.

Light airs and fair weather.

The island from N. 62° to N. 69° E.

12 h. Dark cloudy weather.

13 h. Very squally weather, with heavy rains.

The wind suddenly shifted to the N. W. quarter.

During the violence of the wind we lay to.

Saw the island to the eastward.

At noon the island from N. 31° E. to N. 52° E. four or five miles: a large sea from the North. This island, upon a nearer view, appeared to us much higher than we at first supposed: it was also rocky and barren. Off the north extreme, which is the highest part, are several detached rocks at a little distance; one of them much larger than the others: but the island itself is very inconsiderable in extent. It is situated in the latitude of 34° 2' N., and longitude 125° 5' 0" E.

8th.

Fresh gales and very squally weather, with a large sea from the North, in which quarter it remained tolerably

tolerably clear ; but we could see no other land. The wind totally preventing our progress towards the Korean coast, except in our former track, and the wind being steadily fixed in the North, I thought it needless to persevere any longer, as we had only provisions to the end of the month, even at half allowance. In consequence of this circumstance we bore away to the S. E. ; and at sunset we saw the island of Quelpaert bearing S. 55° E. ; and the island we had left, N. 24° W. twelve leagues distant.

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At midnight, being to the southward of Quelpaert, we hauled up again to the S. E., having a fine clear moon-light.

At day-light the peak on the island of Quelpaert bore N. 43° E. eight or ten leagues ; and at noon the same mountain bore N. 15° E. 21 leagues.

Fine clear cold weather, and the wind more moderate.

Fresh breezes and fine weather. Squally at times. 9th.

5 h. The peak on Quelpaert, at sunset, bore due North, 24 leagues.

12 h. Moderate and clear weather.

At

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 10th.

At half past 18 h. altered our course to East.  
 24 h. Very pleasant weather at noon.

Moderate breezes and fine weather.  
 4 h. Saw land from the mast-head.

Some rocky islands bore off us S. 65° W. seven or eight leagues.

At half past 9 h. hove to for an hour, to wait the moon's rising.

The islands bore off us N. E. by N. three leagues.

Hove to at half past 15 h. to wait day-light.

The islands bore from N. 17° W to N. 33° W.

They were five in number, and closely connected. The largest were those to the North and South. The southern one was high and peaked; and the whole cluster, of very little extent. At 22 h. 55 m. we lost sight of them, bearing from N. 75° W. to N. 80° W. eight or ten leagues: at the same time we saw high land to the E. S. E. At noon the land extended from S. 59° E. to S. 69° E.; and we saw more distant land to the eastward, unconnected with the other.

24 h.

24 h. Fresh breezes and very pleasant weather this morning.

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11th.

Fresh breezes and squally weather, with frequent rain, which at times entirely obscured the horizon. At 3 h. 30 m. we saw an high peaked rock bearing S. by E.: we altered our course to pass without it. At the same time we had violent squalls, and the wind veered more northerly. At 5 h. 30 m. we hauled our wind for the night; the peaked island bearing S. 25° E. four leagues; and the land set at noon, from N. 60° E. to N. 70° E. The more distant land we could not see.

It blew strong all night, and we had a great sea, with much rain. At day-light the peaked island bore N. 88° E.: and seeing no more land, we bore up with a strong gale and squally weather.

The only chart we had on board was one of Van Keulen's, wherein he places the island of Meaxema in 32° 0', and which is most probably the same land that bore to the E. S. E. of us yesterday, and to the N. E. last evening, in which bearing it appeared like an island of considerable elevation; and on the east side of it the hills were peaked. But the squally

obscure

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obscure weather, in the afternoon, almost excluded our seeing any thing; and I could not reconcile the situation of the peaked island with his chart.

12th.

We hauled up as near the wind as the sea permitted. At half past 2 h. we saw an island a-head, very high, and round at top. At 5 h. we saw four more in different directions, from S. 30° E. to N. 60° E; the nearest about 10 leagues. At half past we wore and hauled our wind, having no soundings with our line.

12 h. More moderate weather.

13 h. Tacked ship.

Made sail at day-light for the islands, extending from S. 15° E. to N. 43° E., eight in number. At 21 h. the westernmost, off which is a pinnacle rock, bore S. 5° W. two leagues; and we tacked to the West.

Moderate breezes and fair weather.

At noon we counted ten islands extending from S. 10° E. to N. 45° E. They were of different magnitudes; and three of the largest emitted smoke at intervals throughout the morning. They were very elevated, and in general much broken, and presented  
 a barren

a barren rocky surface. The highest one, the same we first remarked, and now bore S. 58° E., was a round lofty mountain, rising with a steep ascent to its summit from the northern part of the island. It may be distinguished at a great distance, and is the same we saw on July the 15th, when we passed on the eastern side of them, going to the North. We experienced to-day, for the first time since leaving Tshofan harbour, a strong current, which had set us S. 38° E. 39 miles; and which, in addition to the contrary wind, entirely prevented our making the southern part of the Japan isles.

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November.

We saw another island bearing S. 10° W.: and the former islands extended from S. 49° E. to N. 50° E.; the nearest five leagues. We hauled to the westward at sunset.

13th.

A moderate wind springing up we made sail to the S.W. The islands preserved nearly the same bearings; and at noon they extended from S. 29° E. to N. 66° E. ten or twelve leagues. Easterly current of 20 miles since yesterday.

Light airs and calms, with frequent heavy showers of rain.

14th.

3 P.

6 h.

BOOK

11.

1797.  
November.

6 h. At sunset we saw another island bearing S. 10° E.; and the southern island of those set at noon bore S. 37° E. ten or twelve leagues. These islands were high and rocky, and very small.

12 h. Pleasant breezes and clear weather.

17 h. Bore away and made sail.

19 h. A small island seen bearing S. 32° E.

The current these 24 hours has set in the direction of N. 50° E. 28 miles, notwithstanding we had a strong N. W. wind.

24 h. Fresh breezes and clear. The island, S. 66° E. six leagues.

15th. Fresh breezes and clear weather. At 2 h. 30 m. the small island bore N. 88° E.

It bore N. 83° E.; and soon after we lost sight of it.

7 h. Hauled our wind under easy sail.

13 h. Squally and cloudy weather.

18 h. Bore up and made sail. Large swell.

24 h. Fresh breezes and gloomy weather.

16th. Fresh breezes and dark cloudy weather.

7 h. Hauled our wind and plied under easy sail.

TO THE NORTH PACIFIC OCEAN.

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- 13 h. Ditto weather, and a largo swell.  
 16 h. Wore ship.  
 18 h. Made fail.  
 20 h. The heavy clouds dispersed, and we had mild clear weather. By our observations we find the current has fet us N. 50° E. 43 miles since the 14th at noon.

CHAP.  
 VIII.  
 1797.  
 November.

24 h. Moderate breezes.

Moderate breezes and fair weather.

17th.

10 h. Brought to till day-light.

17 h. Made fail.

22 h. Current N. 39° E. 16 miles.

24 h. Fair weather and smooth water.

Light breezes and mild pleasant weather.

18th.

13 h. Gentle winds and very smooth sea.

23 h. Eight miles only to the East of account.

24 h. Fair and pleasant weather.

Light breezes and fine weather.

19th.

7 h. Our estimated latitude was 26° 22' North :  
 and we steered West.

12 h. The wind decreasing.

18 h. Fresh breezes and clear weather.



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II.1797.  
November.

After mustering we performed divine service.

Current 39 miles easterly.

24 h. Very pleasant weather.

20th.

Moderate breezes and fair weather. Immediately after noon we saw land from the deck bearing S. 2° W. We knew this land to be the islands we had passed between on the 7th of July last. At 5 h. we lost sight of them, bearing S. 15° E. 14 or 15 leagues.

18 h. Variable and squally weather.

23 h. Current ten miles North.

24 h. Strong breezes and dark weather.

21st.

Strong breezes and dark gloomy weather, with frequent squalls and a large swell.

We hauled upon a wind under a low sail, and preserved our situation by tacking during the night.

12 h. Dark and dismal weather, with a large sea, and a fresh gale of wind.

18 h. Bore away and made sail. At 22 h. 30 m. we discovered the northern part of Formosa bearing S. 50° E.; and at noon we saw it very indistinctly through the haze from S. 65° E. to S. 75° E. five or six leagues. Ditto weather.

Fresh

TO THE NORTH PACIFIC OCEAN.

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Fresh gales and very dark hazy weather, with a large sea.

6 h. We hauled our wind for the night.

13 h. Strong gales, and the sea particularly luminous; appearing every brake as if we were in shoal water.

18 h. Bore away with a high sea.

24 h. Hard gales and very squally weather.

Strong gales and squally weather: very thick and hazy round the horizon. At 2 h. we hauled up more, expecting to see the land before dark; but our view was so confined by the weather we did not make it. At 6 h. we brought to for the night. 23d.

Throughout it blew a hard gale of wind; and we gradually decreased our soundings as we approached the China coast.

The gale was more moderate, and we made sail in for the land, which we discerned at 18 h. 30 m. bearing N. 24° W. three or four leagues; and soon after Chappel Island, which lies South of Amoy harbour, bore S. 61° W. We passed without it at two or three miles distant. The fine weather we enjoyed this

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VIII.

1797.  
November  
22d.

BOOK  
 II.  
 1797.  
 November.

this morning brought an immense number of fishing boats out of the harbour. They were small, and generally painted white, green, and red, with eyes to them all.

At 22 h. 30 m. we lost sight of Chappel Island bearing N. 33° E.; and at noon the high round hill, on the south side of Amoy, bore N. 13° E.; and the extreme to the South, S. 68° W. Some small islands were scattered along shore from N. 52° W. to 68° W., two or three leagues from us. Some high barren land bore N. N. W.

24th. Strong breezes and hazy weather.

At 2 h. we saw two rocks nearly in our course, and we steered more southerly to pass without them. After running 13 miles we passed them at two or three miles distance, and resumed our former course.

At 6 h. we saw the Larnoch Islands from the deck, bearing S. 70° W. The rocks we had seen before were now just visible, N. 28° E.; and the extremes of the coast of China, from N. 5° E. to N. 88° W. six or seven leagues.

Our

Our esteemed latitude at 12 h. was  $22^{\circ} 57'$  North; and we hauled more to the westward. The coast of China, at day-light, extended from N. N. E. to N. N. W. three or four leagues; and the sea was covered with fishing boats to a great extent.

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VIII.  
1797.  
November.

Current of 22 miles to the W. S. W. these 24 hours.

Fresh breezes and very hazy weather. At noon we were within three miles of the eastern point of what is named Reyorson's bay; and the water appearing discoloured we had steered to the southward before noon. At noon the bay extended from N.  $39^{\circ}$  E. to N.  $70^{\circ}$  W., about two or three leagues from some islands situated in the bay.

Fresh breezes and very hazy weather.

25th.

We saw the rocks, Pedro Blanco; and at 4 h. 30 m. it bore S. W. from the deck. At 5 h. we were due North from it four or five miles.

12 h. Brought to till day-light.

16 h. Bore up and made sail.

18 h. We saw the Great Lema bearing West about four leagues, and we hauled up to the northward of it. At 20 h. it bore South two or three miles; and at

noon,

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II.  
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November.

noon, S.  $75^{\circ}$  E. ; island of Pootory, N.  $88^{\circ}$  E. ; peak of Lantoe, N.  $22^{\circ}$  W. Current since yesterday, S.  $61^{\circ}$  W. 22 miles.

Light winds and fair.

By observations made when Pedro Blanco and the Great Lema bore South of us, and corrected by the watch's error in the Typa, their situation will be as follows :

Great Lema, latitude  $22^{\circ} 04'$  N. longitude  $114^{\circ} 14'$  E.  
Pedro Blanco, ditto  $22^{\circ} 18'$  N. ditto  $115^{\circ} 06'$  E.

They bear from each other N.  $76^{\circ}$  E. and S.  $76^{\circ}$  W. 50 miles.

26th. The afternoon was calm ; but the tide being in our favour we drifted between the islands and Lantoe point, increasing our water from 10 and 15 to 25 fathoms, when the point bore East three or four miles.

We came to an anchor in 12 fathoms, muddy bottom ; Lintin Peak bearing N.  $6^{\circ}$  E. ; Lantoe Peak, N.  $75^{\circ}$  E. ; and the town of Macao, S.  $88^{\circ}$  W.

Light airs for a short continuance.

In the morning mustered the people and performed divine service. Afterwards they were enjoined to secrecy in whatever related to our voyage. The officers and gentlemen delivered up their journals and other remarks.

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VIII.

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November.

Moderate breezes from the northward. At 2 h. the tide, which had run down 12 hours, slackening, we got under way and made sail for Macao. In our way we spoke a ship, called the Britannia, that had arrived from Port Jackson, and now going to Canton. At dark we came to in Macao roads, in three fathoms; and in the morning, having strong breezes from the N. E. quarter, we weighed and run into the Typa, where we moored in our old situation. We found riding here the Duff merchant ship from the South Seas, where she had left some letters at the different islands.

27th.

By observations taken on shore, N <sup>o</sup> 45 shewed	}	113° 43' 38" E.
the longitude, - - -		
True ditto is - - -		113° 32' 8"
	Difference,	11' 30"

By which it appears the watch has gone more regularly well than usual, since her rate was settled in Tshofan harbour.

*Remarks on the Japanese and Corean Vessels.*

THE Japanese junks we had the opportunity of observing were from three hundred to thirty tons burthen, and, without the smallest variation, of the same construction. They have only one mast, with a square sail of cotton; and notwithstanding they at times weathered upon the schooner, we generally sailed much faster. They were unable to tack, but always wore in a very short time.

They made use of iron creepers for anchors: and their rudders were of the same construction with the Chinese; and when at anchor hove up by a purchase.

The butt-ends and stern were covered with copper to preserve them: and the opening in their sterns is something similar to a square tacked vessel; only the sides are carried aft, projecting beyond it some distance.

The hold was entirely open; and they made use of tanks or cisterns for carrying water. The mast was

composed of several pieces of fir, rudely made, and strongly hooped together. The floor, timbers, beams, and main-piece of the rudder, were of oak ; the rest, of pine.

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We never saw any that were painted.

The Corean Junks were of a large size, with only one mast ; but we did not see any under sail. Their boats in the Archipelago of Tchofan-go were more similar to the Chinese, and particularly in their mode of navigating them. They also made use of wooden anchors, which the Japanese do not. Their boats had two masts and matted sails, but not extended cross-ways, with bamboos, like the Chinese. In the centre of the vessel they have a fire-place, built up with clay in a square form : they always keep some fire in it, for the conveniency of smoking.

They made use of no covering like the Chinese tilts, but covered themselves up with coarse dried grass cloaks.

The boats were built of fir, the skulls were either oak or ash, and they appeared to manage them with great dexterity. Some of them would carry from 50 to 60 people, and they sailed very fast.



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II.

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I think it unnecessary to expatiate any more on the detail of our voyage, as it was continued to Madras through the Straits of Malacca, and from Madras to Trincomalay; a track of sea well known to the navigator: thence I took the accustomed passage to England, where I arrived in February, 1799, after an absence of four years; and shall consider my exertions as amply rewarded, if this journal in the opinion of the scientific and geographical part of the world (however it may furnish little amusement to the general reader), is considered as adding to the stock of nautical information, and communicating a more extensive knowledge of the globe.

APPENDIX.

A P P E N D I X.

No. I.

TABLES of the ROUTE of the PROVIDENCE and her Tender, the Variation of the Compass, and the State of the Barometer and Thermometer, during the Voyage from the Sandwich Islands, July 31st 1796, till our last Arrival at Macao, November 27th 1797.

1796.	Long.	Course.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mer. Alt.	Variation.	Ther.	Barom.
July 31.	N. 21° W.	78 Miles.	23° 15' N.	23° 9' N.	199° 25' E.	199° 8' E.	0° 0' E.	84 40	4° 45' 40"	0° 0' E.	79°	30 17
Aug. 1.	W. 8 S.	73	23 6	23 4	198 0	197 52	0	80 27	30	9 17	77	30 17
2.	N. 8 W.	103	26 47	26 35	197 12	197 11	0	82 26	20	0	78	30 23
3.	N. 14 W.	132	25 3 41	24 54	197 28	197 19	0	78 44	30	0	79	30 24
4.	N. 10 W.	89	28 14	28 6	196 56	196 56	0	78 18	0	0	79	30 25
5.	N. 53 W.	76	28 24	28 30	195 41	195 38	0	77 59	40	12 18	79 1	30 25
6.	N. 1/2 W. 1/2 N.	81	28 25 22	28 23	194 8	193 52	0	77 32	10	0	79	30 25
7.	N. 63 W.	106	28 36	28 26	192 57	192 22	0	76 54	40	12 31	79	30 25
8.	N. 4 W.	85	28 41	28 36	191 21	190 36	30	76 40	5	0	79	30 24
9.	N. 106 W.	117	28 39	28 36	189 26	186 20	0	76 16	35	14 7	79 1	30 23
10.	N. 89 W.	106	28 36 8	28 34	187 26	184 9	5	76 16	35	Amplitude.	79	30 30
11.	N. 107 1/2 W.	108	28 41 9	28 30	185 22	182 52 55	0	76 3 30	0	0	79	30 25
12.	S. 88 W.	101	28 36 40	28 43	183 27	180 43 30	0	75 47	5	12 31	79	30 29
13.	S. 89 W.	67	28 34 32	28 36	182 20	179 48	0	75 29	45	0	80	30 20
14.	S. 85 W.	43	28 33 30	28 34	181 31	179 8	0	74 58	55	0	81	30 21
15.	N. 64 W.	26	28 45 31	28 42	181 3	179 8	0	74 39	38	0	81	30 24
16.	Cal.	2	28 46 6	28 46	181 3	179 8	0	74 22	20	0	80 1/2	30 24
17.	N. 73 W.	9	28 44	28 47	180 53	177 29 14	0	73 45	30	13 20	80 1/2	30 21
18.	N. 73 W.	63	29 2	28 58	179 42	174 16 20	0	73 7	8	0	81	30 20
19.	N. 70 W.	52	29 20 19	20 14	178 45	0	0	72 20	13	0	81	30 16
20.	N. 71 W.	83	29 47 6	29 47	177 15	0	0	71 46	0	0	81 1/2	30 11
21.	N. 78 W.	111	30 11	30 16	174 55	0	0	Indifferent.	0	0	81	30 9
22.	N. 56 W.	130	31 25 43	31 24	171 59	0	0	68 40	3	0	80 1/2	30 24
23.	N. 63 W.	136	32 26 18	32 33	169 34	0	0	67 15	30	9 30	79 1/2	30 33
24.	N. 60 W.	127	33 30 15	33 22	167 23	0	0	66 19	0	9 7	79 1/2	30 28
25.	N. 78 W.	92	33 11	33 27	165 36	0	0	Indifferent.	0	0	80	30 20
26.	N. 73 W.	111	33 45	33 41	163 28	0	0	66 12	0	7 8	80	30 20
27.	N. 54 W.	138	33 30	33 30	160 43	0	0	65 53	40	0	80	30 20
28.	S. 89 W.	120	33 28	33 34	158 19	0	0	65 45	0	0	80	30 20
29.	N. 74 W.	104	33 57 27	33 35	156 16	0	0	66 12	0	0	80	30 20

30.	N. 74 W.	104	33 57 27	33 35	156 16	0	0	66 12	0	7 8	80	30 20
31.	N. 74 W.	104	33 57 27	33 35	156 16	0	0	65 53	40	0	80	30 20







18  
20  
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1796. Oct. 18.	Log. Since lat Obf.	Count.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mur. Alt.	Variation.	Ther.	Barom.
		S. 83° W.	67 Miles.	46° 47' 15" N.	46° 53' 0" N.	150° 0' 0" E.	150° 2' 1" E.	0° 0' 0" E.	33° 11' 30"	0° 0' E.	61°	29° 55'
19.	40	S. 36 W.	4	46 42 40	46 44 0	149 56 0	150 5 45		32 34 25	4 0	62½	29 85
20.	26	S. 42 E. 1½		45 22 40	46 30 0	150 33 0					61	29 88
21.	48	S. 11 E. 30		44 42 7	45 40 0	150 37 0	150 26 0		33 31 15		61	30 25
22.	92	S. 48 W. 70		44 42 7	44 36 0	149 23 0	149 15 0		33 50 45		61	30 20
23.	76	N. 72 W. 30		44 15 0	44 51 0	148 35 0					62	29 53
24.	38	N. 66 E. 16		Vegy indiff.	44 41 0	148 56 0			33 35 0		55	29 79
25.	29	S. 56 E. 21		42 23 47	44 1 0	149 27 0					63	29 98
26.	70	S. 32 W. 67		41 46 14	43 4 0	148 39 0	148 23 35		54 45 45		65	30 20
27.	86	S. 53 W. 65		41 37 0	41 45 0	147 29 0	147 31 15		35 2 40		68	30 36
28.	58	S. 77 E. 15		40 46 0	41 43 0	147 59 0			34 52 0		68	30 3
29.	129	N. 87 W. 130		Very ba.	41 43 0	145 4 0					66	29 95
30.	59	S. 37 W. 47		38 38 0	41 6 0	144 36 0			35 3 0		67	29 33
31.	118	S. 6 W. 106		37 6 33	39 1 0	144 11 0			36 52 0		59	30 6
Nov. 1.	85	S. 22 W. 81		34 47 40	37 23 0	143 33 0	144 9 40		38 3 30		69	30 37
2.	44	S. 51 W. 44		34 56 0	36 39 0	142 50 0					76	30 31
3.	120	S. 37 W. 118		34 56 0	35 5 0	141 21 0			39 44 30		73	30 11
4.	46	N. 84 W. 29		35 7 0	34 51 0	140 56 0			39 18 0		74	30 28
5.	99	N. 81 W. 81		35 9 0	35 7 0	139 8 0			38 48 10		70	30 8
6.	65	N. 89 W. 55		34 55 0	35 9 0	138 1 0					72½	29 86
7.	44	S. 35 W. 17		35 41 41	34 55 0	137 49 0		142 14 0	37 10 15		67	29 94
8.	96	S. 56 W. 56		34 54 0	35 15 0	136 11 0		142 14 0	37 19 30		67	30 24
9.	85	S. 50 W. 74		34 54 52	34 54 0	135 1 0	140 25 53				73	30 22
10.	78	S. 50 W. 63			34 14 0	140 28 0	139 58 47		37 33 27		69	30 11
11.	77	S. 63 W. 47		34 1 40	34 24 0	White Point.			38 9 50		67	30 28
12.	84	N. 82 W. 78		33 59 0	34 13 0	138 4 0					71	30 20
13.	71	S. 63 E. 26			34 1 0	138 32 0			37 41 0		72	29 96
14.	129	S. 3 E. 60			32 59 0	138 36 0					72	30 42
15.	109	N. 81 W. 109			33 23 0	137 51 0					70	30 14
16.	35	S. 89 W. 39			33 22 0	137 5 0					75	29 70
17.	75	S. 51 W. 55			32 47 0	136 15 0	135 48 0		38 24 30		72	30 10
18.	27	S. 51 W. 23			32 0 0	135 54 0					71½	30 20
19.	18	S. 36 W. 19			31 15 0	135 41 0	135 41 0		38 54 45		71	30 16
20.	51	N. 71 W. 51			31 6 0	134 55 0	134 12 10		38 53 22		72	30 8
21.	70	N. 69 W. 70			31 29 0	133 39 0					72	29 95
22.	44	S. 82 W. 36			31 24 0	132 47 0	132 42 10		37 23 40		74	29 95
23.	89	S. 17 W. 42			31 27 0	132 32 0	133 1 20		37 43 50		68	30 4
24.	91	S. 60 W. 83			30 43 0	131 0 0	131 55 40		37 52 30		65	30 21

26.	93	S. 47 E. 51			30 50 0	130 50 0			38 42 0		70½	30 23
27.	82	S. 42 E. 75			31 39 0	131 39 0			38 8 0		74½	30 17
28.	78	S. 31 E. 77			29 41 0	132 36 0					75	30 11
29.	85	S. 43 W. 67			33 21 0	133 21 0					72½	30 11
30.	123	S. 81 W. 118			27 41 0	132 30 0			39 52 0		70½	30 6



APPENDIX, No. I.

Date	No.	Particulars	Debit	Credit	Balance	Page
Dec.	23	S. 17 W. 42	31 34 24	31 27 0	132 32 0	63
	24	S. 60 W. 83	31 13 55	30 43 0	131 0 0	65
	26	S. 47 E. 51	30 3 6	30 15 0	131 39 0	70 1
	27	S. 42 E. 75	38 3 0	20 41 0	132 36 0	74 1
	28	S. 31 E. 77	27 43 32	27 41 0	133 21 0	75
	29	S. 43 W. 67	26 47 0	27 26 0	132 30 0	76 1
	30	S. 81 W. 118	indifferent.	27 24 0	130 20 0	73
	1	S. 89 W. 125	25 53 0	25 55 0	128 0 0	73
	2	S. 48 W. 77	24 39 20	25 1 0	126 57 0	71
	3	S. 64 W. 118	24 7 38	24 27 0	125 0 0	71
	4	S. 79 W. 64	23 45 0	24 10 0	123 51 0	67
5	S. 77 W. 51	22 15 48	23 38 0	122 54 0	69	
6	S. 64 W. 71	21 44 59	22 17 0	122 54 0	70	
7	S. 17 W. 92	22 12 0	22 12 0	121 44 0	69	
8	S. 77 W. 65	22 12 0	22 17 0	121 15 0	71	
9	N. 68 W. 112	22 13 14	22 26 0	120 7 0	71	
10	N. 79 W. 158	22 38 0	22 42 0	118 15 0	73	
11	S. 83 W. 36	22 35 0	22 42 0	115 27 0	70	
1797.			22 12 0	0 36 0	no fire.	69
April 28.	58	S. 18 E. 12 from Pedro Blanco.	22 7 0	22 7 0	121 57 45	64
29.	75	S. 75 E. 39 from Pedro Blanco.	22 6 0	22 6 0	115 45 40	64
30.	71	S. 75 E. 39 from Pedro Blanco.	22 40 0	22 40 0	117 35 0	64
May 1.	1.	N. 17 E. 31	22 18 0	22 18 0	82 16 0	
2.	75	S. 37 E. 23	22 8 0	22 20 0	84 24 0	
3.	60	S. 38 E. 13	22 20 0	22 38 0	85 26 0	
4.	52	N. 53 E. 52	22 38 0	22 33 0	84 26 20	
5.	48	East. 48	22 22 0	22 22 0	85 43 0	
6.	72	S. 84 E. 67	22 17 0	22 17 0	very bad.	
7.	39	S. 70 E. 32	21 50 0	22 0 0	83 50 0	
8.	35	S. 69 E. 14	23 6 0	22 36 0	84 8 0	
9.	45	S. 33 E. 54	24 4 0	23 4 0	84 24 45	
10.	64	N. 11 E. 74	24 27 45	23 16 0	84 4 20	
11.	56	S. 81 E. 35	24 25 0	24 20 0	84 4 20	
12.	56	N. 45 E. 18	24 33 15	24 31 0	84 4 20	
13.	51	N. 28 E. 12	24 55 50	24 55 0	84 4 20	
14.	23	S. 81 E. 15	24 29 0	24 29 0	84 4 20	
15.	45	N. 77 E. 40	24 29 0	24 29 0	84 4 20	
16.	65	N. 39 E. 30	24 29 0	24 29 0	84 4 20	
17.	87	N. 78 W. 62	24 29 0	24 29 0	84 4 20	
24.	87	N. 78 W. 62	indifferent.	24 29 0	124 32 0	
25.	55	S. 47 W. 50	indifferent.	24 29 0	123 51 0	

1797.	Long.	Course.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mtr. Alt.	Variation.	Ther.	Barom.
			17 Miles.	° ' " N.	° ' " N.	123 32' " E.	° ' " E.	° ' " E.	° ' " "	° ' " W.	° ' "	° ' "
May 26.	42 <sup>7</sup>	S. 63° W.	17	23 49 0	123 32 0	0 0						
27.	40	S. 59 W.	34	22 32 0	122 11 0	0 0			88 27 40			
28.	132	S. 30 W.	60	22 21 0	121 11 0	0 0			89 27 20			
29.	103	S. 59 W.	65	21 41 0	120 21 0	0 0			89 37 50			
30.	63	S. 71 W.	65	21 37 34	119 9 0	0 0			89 26 15			
June 1.	68	N. 84 W.	6	21 37 0	118 26 0	0 0	117 12 0		89 33 30			
2.	39	N. 71 W.	46	21 53 0	118 0 0	0 0	116 24 0					
3.	23	N. 64 W.	24	21 53 0	115 54 0	0 0						
4.	54	S. 116 W.	113	21 53 0	115 54 0	0 0						
7.	79	S. 70 E.	67	21 40 0	115 4 0	0 0	114 51 25		88 7 20		82	
28.	144	N. 39 E.	93	22 52 0	116 7 0	0 0					82	
29.	113	N. 81 E.	106	23 17 1	117 54 0	0 0					84	
30.	66	N. 76 E.	45	23 22 30	118 41 0	0 0	119 9 0		89 35 10		83	
July 1.	72	N. 48 E.	71	24 10 42	119 39 0	0 0	120 16 0		88 43 30		84	
2.	36	N. 59 E.	59	25 9 35	119 40 0	0 0	120 36 0		87 40 20		84	
3.	46	N. 59 W.	20	25 19 0	119 21 0	0 0					81	
4.	27	N. 83 E.	30	25 23 0	119 53 0	0 0					81	
5.	77	S. 86 E.	60	25 15 0	121 0 0	0 0	121 52 0		87 15 40		84	
6.	58	N. 72 E.	55	25 35 25	121 55 0	0 0	122 51 0		86 52 50		84	
7.	86	N. 64 E.	72	26 12 37	123 27 0	0 0	124 59 0		86 9 20	2 0	84	
8.	66	N. 77 E.	62	26 26 33	124 34 0	0 0	126 36 35	126 49 15	85 48 40		80 <sup>1</sup>	
9.	46	S. 37 E.	20	26 12 0	124 47 0	0 0	127 22 0		85 55 50		85	
12.	68	N. 7 E.	43	26 54 34	126 42 0	0 0	127 33 0		84 50 0	51 0	85 <sup>1</sup>	
13.	88	N. 45 E.	76	27 44 0	127 48 0	0 0	129 9 0		83 52 35	86 0	85	
14.	100	N. 20 E.	80	28 57 0	129 5 0	0 0	129 35 0		82 30 0	1 0	83	
15.	94	N. 25 E.	116	30 42 0	130 15 0	0 0	131 16 30		80 35 40	1 30	84	
16.	70	N. 5 W.	86	32 9 0	129 54 0	0 0	131 42 0		80 58 48		82	
17.	30	N. 80 W.	24	32 14 0	131 54 0	0 0	131 38 35		78 43 50	2 0	82	
18.	41	S. 84 W.	31	32 11 0	128 2 0	0 0	131 15 0		78 30 20		81	
19.	4	S. 20 E.	4	32 15 0	128 7 0	0 0	131 16 0		78 21 30		83	
20.	23	West.	8	32 14 0	128 37 0	0 0	131 15 0		78 11 22		83 <sup>1</sup>	
21.	37	S. 22 W.	37	32 6 30	128 21 0	0 0	131 20 0		78 7 40	1 26	83	
22.	30	S. 61 W.	4	32 4 55	128 17 0	0 0		131 20 0	77 57 20		84	
23.	26	S. 17 W.	16	31 49 0	128 12 0	0 0			78 0 50		85	
24.	53	N. 58 E.	55	32 17 0	129 8 0	0 0	133 20 0		77 20 20		84 <sup>1</sup>	
25.	54	N. 39 E.	43	32 54 20	129 40 0	0 0	134 26 0		76 30 0	40 0	82	
26.	72	N. 95 E.	70	33 28 17	130 47 0	0 0	135 23 0		75 43 0		84	
27.	37	N. 41 E.	46	33 52 45	131 48 0	0 0	135 55 0		75 5 0		85	
28.	42	N. 41 E.	46	34 28 0	131 20 0	0 0	136 54 0		74 16 10	49 0	83	
29.	26	E. 4 N.	33	34 30 0	132 24 0	0 0	137 30 0		73 59 45	1 0	83 <sup>1</sup>	
30.	48	N. 79 E.	38	34 38 0	133 9 0	0 0	138 35 0		73 38 0	15 0	83	
31.	21	N. 4 E.	113	34 56 0	133 38 0	0 0	139 25 0		73 4 20		85	
Aug. 2.	121	N. 4 E.	113	37 44 21	141 18 0	0 0	140 28 0		69 46 0	30 0	76	
3.		N. 10 E.	62	38 49 0	141 29 0	0 0	140 51 0		68 25 40	36 0	75	

4.		N. 23 E.	55	39 40 0	141 57 0	0 0	141 23 0		67 18 40	0 0	80	
5.	27	N. 22 E.	3	39 41 9	141 58 0	0 0	141 26 0		67 1 40	0 0	79	
6.	16	N. W.	4	39 43 0	141 54 0	0 0	141 45 0		66 4 10	0 0	78 <sup>1</sup>	
7.	49	N. 15 W.	20	40 12 0	141 45 0	0 0	140 26 0		65 58 0	1 20	76 <sup>1</sup>	



197.	Log.	Course.	Distance.	Lat. ob.	Lat. Ac.	Long. Ac.	Long. Watch.	Long. ob.	Mer. Alt.	Variation.	Ther.	Barom.
Sept 21.	S. 27° W.	23 Miles.	47° 46' 5" N.	47° 35' 0" N.	139° 53' 0" E.	140° 55' 30" E. 139 25 30	0° 0' E.	42 56 30	0° 0' W.	70° 71' 0" 0		
22.	S. 30 W.	60	46 54 3	47 1 0	139 9 0	139 56 0		43 5 10		62 57		
23.	S. 16 E.	32	46 22 45	46 23 0	139 22 0	139 51 0		43 13 0		62 64		
24.	S. 46 W.	46	45 50 40	45 55 0	138 34 0	139 9 0		43 21 30	2 15	56 62		
25.	S. 25 W.	47	45 4 15	45 9 0	138 5 0	138 3 0		43 44 30	3 0	58 63		
26.	S. 72 W.	29		44 55 0	137 26 0	136 32 0		44 23 30	3 10	57 64		
27.	S. 43 W.	103	43 38 8	44 1 0	135 48 0	135 20 0		44 41 30	5 0	58 65		
28.	S. 7 W.	41	42 56 43	43 0 8	135 32 0	135 30 0		44 47 40	4 50	63 66		
29.	S. 26 W.	37	42 27 4	42 33 0	135 11 0	135 0 0	136 15 0	44 54 0		64 66		
30.	S. 63 W.	46	42 6 17	42 8 0	134 15 0	134 0 6	134 20 0	44 44 55		62 64½		
Oct. 1.	West.	45	42 6 12	42 5 0	133 15 0	134 15 0		44 22 45		66 67		
2.	N. 86 W.	42		42 8 0	132 19 0	131 33 15		43 56 50		64 67½		
3.	S. 71 W.	72	41 44 17	41 52 0	130 47 0	130 9 15		45 14 10		50 67		
4.	South.	53	39 40 36	39 45 0	129 57 0	129 39 0	129 59 0	44 45 20	3 50	70 69½		
5.	S. 28 W.	82	40 32 0	40 45 0	129 56 0	130 33 0	130 22 0	44 52 25	3 20	70 69		
6.	West.	48	39 39 15	39 45 0	128 55 0	129 6 0	129 48 0	45 13 0		66 66		
7.	S. 3 E.	43	38 55 26	38 55 0	128 57 0	128 20 0		46 9 30		70 69		
8.	S. 14 E.	7		38 48 0	129 0 0	129 0 0		46 35 20		68 70		
9.	S. 10 E.	96	37 43 17	37 18 0	129 20 0	129 10 30	129 52 0	47 33 30	2 30	64 66		
10.	S. 15 E.	49	36 24 39	36 20 0	129 34 0	130 49 0		44 9 30	2 30	60 64½		
11.	S. 11 E.	53	35 32 38	35 23 0	129 46 0	129 11 40		47 4 40		65 67		
12.	S. 19 W.	54	34 41 11	34 49 0	129 25 0	129 32 45	129 38 0	47 33 30		64 67		
13.	N. 62 W.	36		34 57 0	128 46 0	127 56 50		44 9 30		66 71		
14.	S. 53 W.	64	34 25 7	34 30 0	128 5 0	indifferent.		43 50 45		75 69		
15.	S. 82 W.	18	34 23 21	34 33 0	127 4 0	126 41 0		43 19 30		67½ 70		
16.	N. 69 W.	20	34 30 24	34 35 0	126 41 0	126 21 0		43 15 30		65 68		
17.	S. 52 W.	21	34 17 35	34 15 0	126 21 0	126 2 0		43 14 25		65 68		
18.	S. 38 W.	25	33 57 25	34 57 0	126 2 0	126 42 0		43 37 20		66 64		
19.	S. 33 W.	51	33 14 10	33 23 0	125 29 0	126 12 0		43 26 5		66 67½		
20.	S. 66 W.	23	33 5 0	33 7 0	125 54 0	126 32 35		43 20 25		69 70		
21.	S. 39 W.	26		32 43 0	125 3 0			43 31 0		66 67		
30.	S. 69 W.	42	32 31 26	32 30 0	124 47 0	125 24 30		43 20 25	2 45	66 67		
31.	S. 59 W.	50	32 2 27	32 9 0	123 58 0	124 37 0		43 31 0		69 69½		
Nov. 1.	S. 59 W.	42	31 41 33	31 35 0	123 16 0	123 50 0		43 31 0		69 69		
2.	N. 80 W.	42	31 46 37	31 42 0	122 20 0	123 17 0				67 69		

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Nov. 1.

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26.	S. 38 W. 25	34 5	126 2 0	126 42 0	64
27.	S. 33 W. 51	33 57 25	125 29 0	126 13 0	66
28.	S. 66 W. 23	33 14 10	125 54 0	126 32 35	67
29.	S. 39 W. 20	33 5 0	125 3 0	126 32 35	69
		32 43 0			70
					71

30.	S. 69 W. 42	32 31 26	124 47 0	125 24 30	66
31.	S. 55 W. 50	32 2 27	123 58 0	124 37 0	67
Nov. 1.	S. 59 W. 42	31 41 33	123 16 0	123 50 0	69
2.	N. 80 W. 32	31 46 37	122 39 0	123 15 0	69
3.	N. 75 W. 43	31 58 0	121 49 0	122 15 0	70
4.	N. 61 E. 64	32 29 0	122 55 0	122 13 0	70
5.	N. 43 E. 75	33 24 43	123 57 0	122 21 0	67
6.	N. 37 E. 20	33 40 21	124 12 0	124 20 0	68
7.	N. E. 24	33 57 44	124 33 0	124 44 0	65
8.	S. 35 E. 113	32 20 7	125 48 0	126 20 0	66
9.	S. 62 E. 77	31 43 13	127 9 0	127 37 0	52
10.	N. 80 E. 78	31 56 0	128 40 0	129 6 0	59
11.	S. 18 W. 72	30 48 0	128 14 0	128 42 0	65
					67
12.	S. 9 E. 48	30 1 43	128 23 0	129 23 0	64
13.	S. 57 W. 49	29 36 3	127 33 0	128 51 0	68
14.	S. 53 W. 59	29 0 41	126 41 0	125 40 2 30	70
15.	S. 48 W. 97	27 56 0	125 18 0	128 25 30	72
					70
16.	S. 77 W. 67	27 40 53	124 4 0	126 25 0	68
17.	S. 76 W. 66	27 25 11	122 50 0	125 24 0	72
18.	S. 45 W. 67	26 38 20	121 57 0	124 39 0	72
19.	S. 76 W. 79	26 19 43	120 31 0	123 38 30	71
20.	N. 87 W. 52	26 22 54	119 23 0	122 37 0	75
21.	S. 50 W. 95	25 22 3	118 1 0	121 8 0	76
22.	S. 57 W. 81	24 35 0	116 46 0	119 46 0	72
		Double Alt.			72
23.	S. 67 W. 97	23 51 39	115 11 0	118 6 0	69
24.	S. 57 W. 140	22 36 39	112 14 0	115 51 0	73
25.	S. 69 W. 82	22 7 47	110 51 0	114 10 0	65
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## APPENDIX.

## No. II.

VOCABULARIES of the Languages of the Islands of INSU, LIEUCHI-  
EUX, and of the Natives of CHOSAN, on the Coast of COREA.

*Specimen of the Insu Language.*

Arkee,	Come here.	Sherima,	Make haste.
Appeafs,	To walk.	Horopfce,	To drink.
Tambene,	To enquire the name for any thing.	Kadanna,	A two-handed sword.
Penzy,	A ſhip.	Wagafaffa,	A one-handed ditto.
Erracoofh,	Dried cod-fiſh.	Ka,	A muſket.
Koo,	A bow.	Shoomotza,	A book.
Kooka,	A bowſtring.	Yewbee,	The finger.
Ay,	An arrow.	O yewbee,	The thumb.
Eckyoop,	A quiver.	Siunee,	The leg.
Yewknema,	Deer-ſkin.	Momo,	The thigh.
Atoofh,	A frock.	Oondee,	The arm.
Aſkippi,	The finger.	Nagayewbee,	Middle finger.
Creak,	The beard.	Gedah,	Sandals.
Meemack,	The teeth.	Tenoogambe,	The wrift.
Shoo,	An iron or copper pot.	Kame,	Paper.
Maſſaeerce,	An hatchet.	Enoo,	A dog.
Oiky,	A man.	Necko,	A cat.
Meanako,	A woman.	Vaſſaſſo,	A child.
Haat,	Grapes.	Kocdge,	The lips.
Soom,	Fiſh oil.	Aſſee,	The foot.
Hipparee,	A bear.	Olongyſe,	The chin.
Chucanp,	An eagle.	Meemee,	The ear.
Sarrancep,	A baſket.	O,	Yes.
Ya,	Fiſh net.	Ny,	No.
Magiddee,	A knife.	Karnu,	Hair.
Ttheerec,	Tobacco pipe.	Foonil,	Ship.
Seecham,	A Japanefe.	Timma,	Boat.
Kanzee,	An oar.	Tcha,	Tea.
Wakha,	Water.	Sado,	Sugar.
		Tabacco,	Tobacco.

## APPENDIX.

## No. III.

Specimen of the Language of the Natives of the LIEUCHIEUX Islands.  
It is a Dialect of the Japanese, with some few Chinese Words.

Mizee,	Water.	Yecobee,	The finger.
Ing,	A dog.	Coya,	A cucumber.
Shiree,	A tobacco-pipe.	Mo,	Sweet potatoes.
Ching,	A frock.	Hoonee,	A ship.
Mee,	The eye.	Ooffe,	The sun.
Myo,	The eye-brow.	Kance,	Copper.
Hanna,	The nose.	Koodgee,	The mouth.
Haa,	The teeth.	Orra,	The hand.
Karatzee,	The hair.	Kapa,	A hat.
Timma,	A boat.	Shee,	A foot.
Meemce,	The ear.		

*Specimen of the Korean Language used at Chosan.*

Hannah,	One.	Noon,	The eye.
Toool,	Two.	Noonship,	The eye-brow.
Soc,	Three.	Kace,	The nose.
Doc,	Four.	Yeep,	The mouth.
Taffah,	Five.	Yee,	Teeth.
Yeffah,	Six.	Murree,	Hair.
Yerogo,	Seven.	Shuame,	The beard.
Yaltai,	Eight.	Pul,	Arm.
Aho,	Nine.	Sone,	Hand.
Yfel,	Ten.	Socora,	Fingers.
Hah,	The Sun.	Tantangee,	Leg.
Tarcme,	Moon.	Cheenumchee,	Thigh.
Curome,	Stars.	Kat,	A hat.
Pool,	Fire.	Chap,	A house.
Mool,	Water.	Sonamo,	A tree.
Parrum,	Wind.	Oon,	Silver.
Moc,	Land.	Koon,	Gold.
Sanna,	A man.	She,	A bullock.
Kageep,	A woman.	Towyeec,	A hog.

Names

*Names of the Numerals used by the Natives of the Islands off the Coast of Japan.*

	<i>Japanese.</i>	<i>Lieuchiuus.</i>	<i>Insu.</i>
1,	Stozze,	Stitz,	Sheeneap.
2,	Statze,	Statz,	'Too.
3,	Mitzee,	Mitz,	Liep.
4,	Yeatze,	Yeatz,	Eenep.
5,	Idotzee,	Itseitzy,	Aheak.
6,	Nitzee,	Nitz,	Ewan.
7,	Nanatzee,	Nanatzy,	Arrawan.
8,	Jofee,	Yeatz,	Toopish.
9,	Kokonitz,	Kokonitz,	Lepish.
10,	Toc,	Toc,	Wanna.

SOME VEGETABLE PRODUCTIONS OF INSU.

*The plants marked thus (\*) are cultivated.*

Betula alnus	Vitis vulpina
— alba	Artimisia mantifna
Penius, abies	— vulgaris
Quercus, 1 spec. chefnut-leaved	Polygonum viviparum
Fraxinus nigra	* Polygonum multiflorum
Taxus baccata	— r other species
— nucifera	Triticum maritimum.
Ulmus campestris	* Oecumun crispum
Populus balsamea.	Mintia aquatica
Magnolia acuminata	Polypodium vulgare
Hydrangea arborea	— villosum.
— scandens, 2 var. a new spec.	Acrosticum trifoliatum.
Rubus, 3 spec. one furnished with blue fruit, the other with a calix that is furnished with red glandulous hairs, the third species is possibly the rubus incana of Thunberg	Trichomanes, 1 species
Rosa pomifera, probably the rugosa of Thunberg	* Allum or chives
Iris, 1 spec.	Fagus castanea
Morus papyrifera, with small fruit	— fylvctris
Impatiens noli me tangere	Chærophyllum fylvestre.
Vitis Japonica	Samium album
	* Phalcolus
	* Zea maye
	Rhaphanus
	Corinthe, with blue flowers.
	Lichen



Bryum	Equisetum arvense
Orchis, 1 species	Junceus sylvetris
Juniperus sabina	Cytifus, with white flowers resembling the laburnum
Equisetum hiemale	

## SOME VEGETABLE PRODUCTIONS OF THE LIEUCHIEUX ISLANDS.

Canna indica	* Millium fativum
Curcuma longa	Pinus
Crinum Asiaticum	Quercus
Amaryllis	* Amygdalus pemca
Buxus semper virens	* Necoteana tabaccum
Icius, 2 species	Dracona, with blue pendent flowers, the same as found in New Holland
* Citrus lemonca	Cucumis, 2 var.
Corypha umbraculifera	* Solanum
* Chamærops excelsa	Malva
* Ozalea Indica	Ulmus
* Carnalea fasanqua	Tussilago root, eaten by the inhabitants
* Convalarea Japonica	

## SOME VEGETABLE PRODUCTIONS OF COREA.

Azalea Japonica	Atriplex
Pinus tæda	Salix, 1 species
Rubus, 1 species	Deanthus arvensis
Campanula, 3 species	Gallium
Allium, 1 species	Serratula
Hyacinthus	Plantago major
Polypodium	Convolvulus
Achrofticum trifoliatum	Polygonum, 3 species
Vitis vulpina	Artemesca, 3 species
* Rhapphanus, the turnip rooted	Juniperus sabina
* Cucurbita, several varieties.	Lichen
Rofa, 1 spec. dwarf and trailing	Lysfemackea
Bryonia	Parnapia palustris

THE END.

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