

Landesbibliothek Oldenburg

Digitalisierung von Drucken

A Voyage Towards The South Pole, And Round The World

Performed In His Majesty's Ships the Resolution and Adventure, In the
Years 1772, 1773, 1774, and 1775 ; In Two Volumes

**Cook, James
Furneaux, ...**

London, 1777

Chap. I. Passage from Deptford to the Cape of Good Hope, with an
Account of several Incidents that happend by the Way, and Transcations
there.

urn:nbn:de:gbv:45:1-2218

V O Y A G E
TOWARDS THE
S O U T H P O L E,
AND
R O U N D T H E W O R L D.

B O O K I.

From our Departure from England, to leaving
the Society Isles, the first Time.

C H A P. I.

*Passage from Deptford to the Cape of Good Hope, with an
Account of several Incidents that happened by the
Way, and Transactions there.*

I SAILED from Deptford, April 9th, 1772, but got no
farther than Woolwich; where I was detained by
easterly winds till the 22d, when the ship fell down to
Long Reach, and the next day was joined by the Adventure
Here both ships received on board their powder, guns, gun-
ner's stores, and marines.

1772.
April.

VOL. I.

* B

On



1772.
May.

On the 10th of May we left Long Reach, with orders to touch at Plymouth; but in plying down the river, the Resolution was found to be very crank, which made it necessary to put into Sheerness, in order to remove this evil, by making some alterations in her upper works. These the officers of the yard were ordered to take in hand immediately; and Lord Sandwich and Sir Hugh Palliser came down to see them executed in such a manner as might effectually answer the purpose intended.

June.

On the 22d of June the ship was again completed for sea, when I sailed from Sheerness; and on the 3d of July, joined the Adventure in Plymouth Sound. The evening before, we met, off the Sound, Lord Sandwich, in the Augusta yacht (who was on his return from visiting the several dock-yards) with the Glory frigate and Hazard sloop. We saluted his Lordship with seventeen guns; and soon after he and Sir Hugh Palliser gave us the last mark of the very great attention they had paid to this equipment, by coming on board, to satisfy themselves that every thing was done to my wish, and that the ship was found to answer to my satisfaction.

At Plymouth I received my instructions, dated the 25th of June, directing me to take under my command the Adventure; to make the best of my way to the island of Madeira, there to take in a supply of wine, and then proceed to the Cape of Good Hope, where I was to refresh the ship's companies, and take on board such provisions and necessaries as I might stand in need of. After leaving the Cape of Good Hope, I was to proceed to the southward, and endeavour to fall in with Cape Circumcision, which was said by Monsieur Bouvet to lie in the latitude of 54° South, and in about $11^{\circ} 20'$ East longitude from Greenwich. If I



discovered this Cape, I was to satisfy myself whether it was a part of the continent, which had so much engaged the attention of geographers and former navigators, or a part of an island. If it proved to be the former, I was to employ myself diligently in exploring as great an extent of it as I could; and to make such notations thereon, and observations of every kind, as might be useful either to navigation or commerce, or tend to the promotion of natural knowledge. I was also directed to observe the genius, temper, disposition, and number, of the inhabitants, if there were any, and endeavour, by all proper means, to cultivate a friendship and alliance with them; making them presents of such things as they might value; inviting them to traffic, and shewing them every kind of civility and regard. I was to continue to employ myself on this service, and making discoveries, either to the Eastward or Westward, as my situation might render most eligible; keeping in as high a latitude as I could, and prosecuting my discoveries as near to the South Pole as possible; so long as the condition of the ships, the health of their crews, and the state of their provisions, would admit of; taking care to reserve as much of the latter as would enable me to reach some known port, where I was to procure a sufficiency to bring me home to England. But if Cape Circumcision should prove to be part of an island only, or if I should not be able to find the said Cape, I was in the first case to make the necessary survey of the island, and then to stand on to the Southward, so long as I judged there was a likelihood of falling in with the continent; which I was also to do in the latter case; and then to proceed to the Eastward, in further search of the said continent, as well as to make discoveries of such islands as might be situated in that unexplored part of the Southern

B 2

hemisphere;

1772.
June.

1772.
June.

hemisphere; keeping in high latitudes, and prosecuting my discoveries, as above mentioned, as near the pole as possible, until I had circumnavigated the globe; after which I was to proceed to the Cape of Good Hope, and from thence to Spithead.

In the prosecution of these discoveries, whenever the season of the year rendered it unsafe for me to continue in high latitudes, I was to retire to some known place to the Northward, to refresh my people, and refit the ships; and to return again to the Southward, as soon as the season of the year would admit of it. In all unforeseen cases, I was authorised to proceed according to my own discretion; and in case the Resolution should be lost or disabled, I was to prosecute the voyage on board the Adventure.

I gave a copy of these instructions to Captain Furneaux, with an order directing him to carry them into execution; and, in case he was separated from me, appointed the island of Madeira for the first place of rendezvous, Port Praya in the island of St. Jago for the second, Cape of Good Hope for the third, and New Zealand for the fourth.

July. During our stay at Plymouth, Messieurs Wales and Bayley, the two astronomers, made observations on Drake's Island, in order to ascertain the latitude, longitude, and true time for putting the time-pieces or watches in motion. The latitude was found to be $50^{\circ} 21' 30''$ North; and the longitude $4^{\circ} 20'$ West of Greenwich, which, in this voyage, is every where to be understood as the first meridian, and from which the longitude is reckoned East and West to 180° each way. On the 10th of July, the watches were set a-going in the presence of the two astronomers, Captain Furneaux, the first



first lieutenants of the ships, and myself, and put on board. The two on board the Adventure were made by Mr. Arnold, and also one of those on board the Resolution; but the other was made by Mr. Kendal, upon the same principle, in every respect, as Mr. Harrison's time-piece. The commander, first lieutenant, and astronomer, on board each of the ships, kept, each of them, keys of the boxes which contained the watches, and were always to be present at the winding them up, and comparing the one with the other; or some other officer, if at any time through indisposition, or absence upon any other necessary duties, any of them could not conveniently attend. The same day, according to the custom of the navy, the companies of both ships were paid two months wages in advance, and as a further encouragement for their going this extraordinary voyage, they were also paid the wages due to them to the 28th of the preceding May. This enabled them to provide necessaries for the voyage.

1772.
July.

On the 13th, at six o'clock in the morning, I sailed from Plymouth Sound, with the Adventure in company; and on the evening of the 29th, anchored in Funchiale Road, in the island of Madeira. The next morning I saluted the garrison with eleven guns; which compliment was immediately returned. Soon after, I went on shore, accompanied by Captain Furneaux, the two Mr. Forsters, and Mr. Wales. At our landing, we were received by a gentleman from the Vice-Consul, Mr. Sills, who conducted us to the house of Mr. Loughnans, the most considerable English merchant in the place. This gentleman not only obtained leave for Mr. Forster to search the island for plants, but procured us every other thing we wanted, and insisted on our accommodating ourselves at his house during our stay.

Monday 13.

Wednes. 29.

The



1772.
July.

The town of Funchiale, which is the capital of the island, is situated about the middle of the South side, in the bottom of the bay of the same name, in latitude $32^{\circ} 33' 34''$ North, longitude $17^{\circ} 12\frac{1}{4}'$ West. The longitude was deduced from lunar observations made by Mr. Wales, and reduced to the town by Mr. Kendal's watch, which made the longitude $17^{\circ} 10' 14''$ West. During our stay here, the crews of both ships were supplied with fresh beef and onions; and a quantity of the latter was distributed amongst them for a sea store.

August.
Saturday 1.

Tuesday 4.

Wednes. 5.

Having got on board a supply of water, wine, and other necessaries, we left Madeira on the first of August, and stood to the Southward, with a fine gale at N. E. On the 4th we passed *Palma*, one of the Canary isles. It is of a height to be seen twelve or fourteen leagues, and lies in the latitude $28^{\circ} 38'$ North, longitude $17^{\circ} 58'$ West. The next day we saw the isle of Ferro, and passed it at the distance of fourteen leagues. I judged it to lie in the latitude of $27^{\circ} 42'$ North, and longitude $18^{\circ} 9'$ West.

I now made three puncheons of beer, of the inspissated juice of malt. The proportion I made use of was about ten of water to one of juice. Fifteen of the nineteen half barrels of the inspissated juice which we had on board, were produced from wort that was hopped before inspissated. The other four were made of beer that had been both hopped and fermented before inspissated. This last requires no other preparation to make it fit for use, than to mix it with cold water, from one part in eight, to one part in twelve of water (or in such other proportion as might be liked), then stop it down; and, in a few days it will be brisk, and drinkable. But the other sort, after being mixed with water in the same manner, will require to be fermented with *yeast*, in the



the usual way of making beer; at least it was so thought. However, experience taught us that this will not always be necessary. For by the heat of the weather and the agitation of the ship, both sorts were at this time in the highest state of fermentation, and had hitherto evaded all our endeavours to stop it. If this juice could be kept from fermenting, it certainly would be a most valuable article at sea.

1772.
August.

On finding that our stock of water would not last us to the Cape of Good Hope, without putting the people to a scanty allowance, I resolved to stop at St. Jago for a supply. On the 9th, at nine o'clock in the morning, we made the island of Bonavista, bearing S. W. The next day, we passed the isle of Mayo on our right; and the same evening anchored in Port Praya, in the island of St. Jago, in eighteen fathom water. The East point of the bay bore East; the West point S. W. $\frac{1}{4}$ S.; and the fort N. W. I immediately dispatched an officer to ask leave to water, and purchase refreshments; which was granted. On the return of the officer I saluted the fort with eleven guns, on a promise of its being returned with an equal number. But by a mistake, as they pretended, the salute was returned with only nine; for which the governor made an excuse the next day. The 14th in the evening, having completed our water, and got on board a supply of refreshments; such as hogs, goats, fowls, and fruit; we put to sea, and proceeded on our voyage.

Sunday 9.

Friday 14.

Port Praya is a small bay, situated about the middle of the South side of the island of St. Jago, in the latitude of $14^{\circ} 53' 30''$ North, longitude $23^{\circ} 30'$ West. It may be known, especially in coming from the East, by the southermost hill on the island; which is round, and peaked at top; and lies a little way inland, in the direction of West from the port.

This



1772.
August.

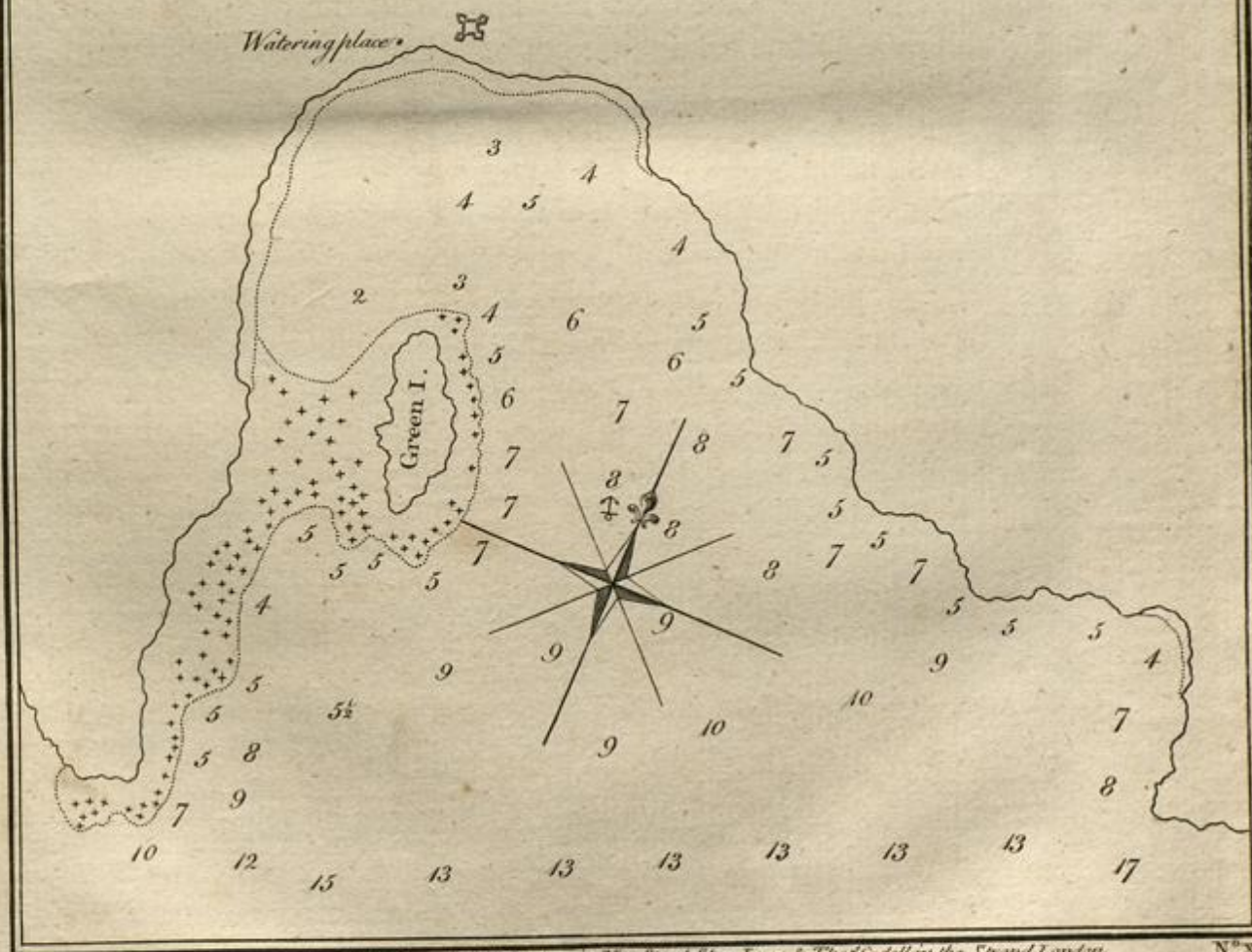
This mark is the more necessary, as there is a small cove about a league to the Eastward, with a sandy beach in the bottom of it, a valley and cocoa-nut trees behind, which strangers may mistake for Port Praya, as we ourselves did. The two points which form the entrance of Port Praya bay, are rather low, and in the direction of W. S. W. and E. N. E. half a league from each other. Close to the West point are sunken rocks, on which the sea continually breaks. The bay lies in, N. W. near half a league; and the depth of water is from fourteen to four fathoms. Large ships ought not to anchor in less than eight, in which depth the South end of the Green Island (a small island lying under the West shore) will bear West. You water at a well that is behind the beach at the head of the bay. The water is tolerable, but scarce; and bad getting off, on account of a great surf on the beach. The refreshments to be got here, are bullocks, hogs, goats, sheep, poultry, and fruits. The goats are of the Antelope kind, so extraordinarily lean, that hardly any thing can equal them; and the bullocks, hogs, and sheep are not much better. Bullocks must be purchased with money; the price is twelve Spanish dollars a head, weighing between 250 and 300 pounds. Other articles may be got from the natives in exchange for old cloaths, &c. But the sale of bullocks is confined to a company of merchants; to whom this privilege is granted, and who keep an agent residing upon the spot. The fort above mentioned seems wholly designed for the protection of the bay, and is well situated for that purpose; being built on an elevation, which rises directly from the sea on the right, at the head of the bay.

We



PORT PRAYA in the ISLAND ST. JAGO,
one of the
CAPE DE VERDS.

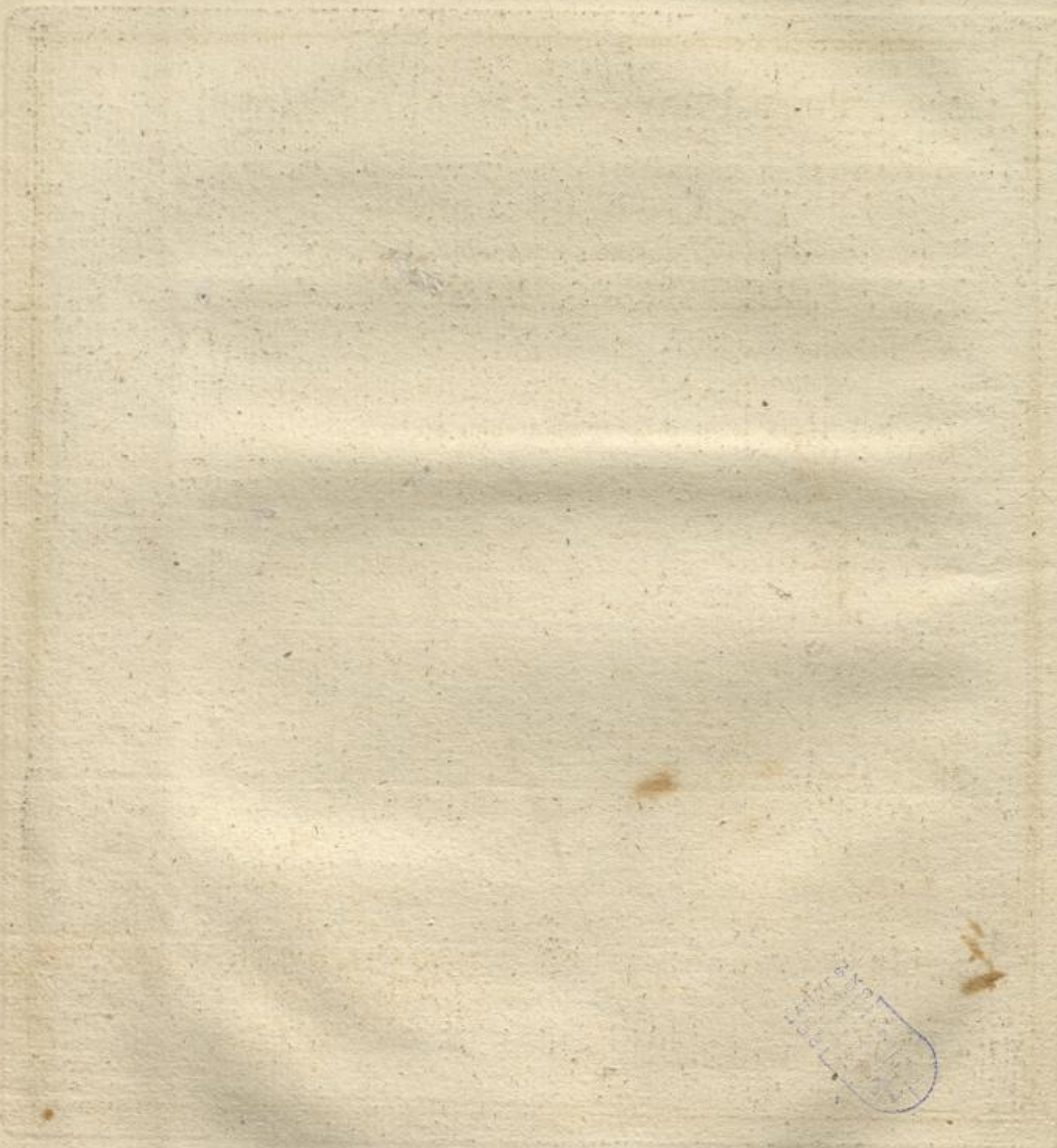
Scale of one Mile.



Published Feb^y 1777 by W^m Strahan in New Street Shoe Lane & Tho^s Cadell in the Strand London.

N^o X





We had no sooner got clear of Port Praya, than we got a fresh gale at N. N. E. ; which blew in squalls, attended with showers of rain. But the next day the wind and showers abated, and veered to the South. It was, however, variable and unsettled for several days, accompanied with dark gloomy weather, and showers of rain.

1772.
August.

On the 19th, in the afternoon, one of the carpenter's-
mates fell over board, and was drowned. He was over the
side, sitting in one of the scuttles ; from whence, it was sup-
posed, he had fallen : for he was not seen till the very in-
stant he sunk under the ship's stern, when our endeavours
to save him were too late. This loss was sensibly felt dur-
ing the voyage, as he was a sober man and a good work-
man. About noon the next day, the rain poured down
upon us not in drops, but in streams. The wind, at the
same time, was variable, and squally ; which obliged the
people to attend the decks, so that few in the ships escaped
a good soaking. We, however, benefited by it, as it gave
us an opportunity of filling all our empty water casks. This
heavy rain at last brought on a dead calm, which continued
twenty-four hours, when it was succeeded by a breeze from
S. W. Betwixt this point and South, it continued for several
days ; and blew, at times, in squalls, attended with rain
and hot sultry weather. The mercury in the thermometers
at noon, kept generally from 79 to 82.

Wed. 19.

Thursday 20.

On the 27th, spake with Captain Furneaux, who in-
formed us that one of his petty officers was dead. At this
time *we* had not one sick on board ; although we had every
thing of this kind to fear from the rain we had had, which is
a great promoter of sickness in hot climates. To prevent this,
and agreeable to some hints I had from Sir Hugh Palliser,

Thursday 27.

C

and



1772.
August.

and from Captain Campbell, I took every necessary precaution by airing and drying the ship with fires made betwixt decks, smoking, &c. and by obliging the people to air their bedding, wash and dry their cloaths, whenever there was an opportunity. A neglect of these things causeth a disagreeable smell below, affects the air, and seldom fails to bring on sickness; but more especially in hot and wet weather.

We now began to see some of those birds which are said never to fly far from land; that is, man of war, and tropic birds, gannets, &c. No land, however, that we knew of, could be nearer than eighty leagues.

Sunday 30.

On the 30th, at noon, being in the latitude of $2^{\circ} 35'$ North, longitude $7^{\circ} 30'$ West, and the wind having veered to the East of South, we tacked and stretched to the S. W. In the latitude of $0^{\circ} 52'$ North, longitude $9^{\circ} 25'$ West, we had one calm day, which gave us an opportunity of trying the current in a boat. We found it set to the North one third of a mile an hour. We had reason to expect this from the difference we frequently found between the observed latitude, and that given by the log: and Mr. Kendal's watch shewed us, that it set to the East also. This was fully confirmed by the lunar observations; when it appeared, that we were $3^{\circ} 0'$ more to the East than the common reckoning. At the time of trying the current, the mercury in the thermometer in the open air stood at $75\frac{1}{2}$; and when immersed in the surface of the sea, at 74; but when immersed eighty fathoms deep (where it remained fifteen minutes) when it came up, the mercury stood at 66. At the same time we sounded, without finding bottom with a line of two hundred and fifty fathoms,

The



The calm was succeeded by a light breeze at S. W., which kept veering by little and little to the South, and at last to the Eastward of South, attended with clear serene weather. At length, on the 8th of September, we crossed the line in the longitude of 8° West; after which the ceremony of ducking, &c. generally practised on this occasion, was not omitted.

1772.
August.September.
Saturday 8.

The wind now veering more and more to the East, and blowing a gentle top-gallant gale, in eight days it carried us into the latitude of $9^{\circ} 30'$ South, longitude 18° West. The weather was pleasant; and we daily saw some of those birds which are looked upon as signs of the vicinity of land; such as boobies, man of war, tropic birds, and gannets. We supposed they came from the isle of Saint Matthew, or Ascension; which isles we must have passed at no great distance.

On the 27th, in the latitude of $25^{\circ} 29'$, longitude $24^{\circ} 54'$, Sunday 27. we discovered a sail to the West standing after us. She was a snow; and the colours she shewed, either a Portuguese or St. George's Ensign; the distance being too great to distinguish the one from the other; and I did not choose to wait to get nearer, or to speak with her.

The wind now began to be variable. It first veered to the North, where it remained two days with fair weather. Afterwards it came round by the West to the South; where it remained two days longer, and after a few hours calm, sprung up at S. W. But here it remained not long, before it veered to S. E., East, and to the North of East; blew fresh, and by squalls, with showers of rain.

With these winds we advanced but slowly, and without meeting with any thing remarkable till the 11th of October,

October.
Sunday 11.

1772.
October.
Sunday 11.

when at $6^{\circ} 24^{\text{m}} 12^{\text{s}}$, by Mr. Kendal's watch, the moon rose about four digits eclipsed; and soon after we prepared to observe the end of the eclipse, as follows, viz.

	h.	m.	s.	
By me at - - -	6	53	51	with a common refractor.
By Mr. Forster - -	6	55	23	
By Mr. Wales - -	6	54	57	quadrant telescope.
By Mr. Pickersgill	6	55	30	three feet refractor.
By Mr. Gilbert - -	6	53	24	naked eye.
By Mr. Hervey - -	6	55	34	quadrant telescope.
Mean - - -	6	54	$46\frac{1}{2}$	by the watch.
Watch flow of apparent time		3	59	
Apparent time	6	58	$45\frac{1}{2}$	end of the eclipse.
Ditto - - -	7	25	0	at Greenwich.
Dif. of longitude	0	26	$14\frac{1}{2}$	= - $6^{\circ} 33' 30''$

The longitude observed by Mr. Wales was

By the γ and α Aquilæ	$5^{\circ} 51'$	} Mean - -	6 13 0
By the γ and Aldebaran	6 35		
By Mr. Kendal's watch	- - -	- - -	$6^{\circ} 53\frac{1}{2}'$

Monday 12.

The next morning, having but little wind, we hoisted a boat out, to try if there was any current; but found none.

Friday 16.

From this time to the 16th, we had the wind between the North and East, a gentle gale. We had for some time ceased to see any of the birds before mentioned; and were now accompanied by albatrosses, pintadoes, sheerwaters, &c. and a small grey peterel, less than a pigeon. It has a whitish belly, and grey back, with a black stroke across from the tip of one wing to the tip of the other. These birds sometimes visited us in great flights. They are, as well as the pintadoes, southern birds; and are, I believe, never seen within the tropics, or North of the Line.



On the 17th, we saw a sail to the N. W., standing to the Eastward, which hoisted Dutch colours. She kept us company for two days, but the third we out-failed her.

1772.
October.
Saturday 17.

On the 21st, at 7^h 30^m 20' A. M. our longitude, by the mean of two observed distances of the sun and moon, was 8° 4' 30" East; Mr. Kendal's watch at the same time gave 7° 22'. Our latitude was 35° 20' South. The wind was now Easterly, and continued so till the 23d, when it veered to N. and N. W. after some hours calm; in which we put a boat in the water, and Mr. Forster shot some albatrosses and other birds, on which we feasted the next day, and found them exceedingly good. At the same time we saw a seal, or, as some thought, a sea lion; which probably might be an inhabitant of one of the isles of Tristian de Cunha, being now nearly in their latitude, and about 5° East of them.

Wednes. 21.

Friday 23.

The wind continued but two days at N. W. and S. W.; then veered to the S. E., where it remained two days longer; then fixed at N. W., which carried us to our intended port. As we approached the land, the sea fowl, which had accompanied us hitherto, began to leave us; at least they did not come in such numbers. Nor did we see gannets, or the black bird, commonly called the Cape Hen, till we were nearly within sight of the Cape. Nor did we strike soundings till Penguin island bore N. N. E. distant two or three leagues; where we had fifty fathom water. Not but that the soundings may extend farther off. However, I am very sure that they do not extend very far West from the Cape. For we could not find ground with a line of 210 fathoms, 25 leagues West of Table Bay; the same at 35 leagues, and at 64 leagues. I sounded these three times, in order to find

C 3.

a bank,



1772.
October.

a bank, which, I had been told, lies to the West of the Cape; but how far I never could learn.

I was told before I left England, by some gentlemen who were well enough acquainted with the navigation between England and the Cape of Good Hope, that I failed at an improper season of the year; and that I should meet with much calm weather, near and under the line. This probably may be the case some years. It is however not general. On the contrary, we hardly met with any calms; but a brisk S. W. wind in those very latitudes where the calms are expected. Nor did we meet with any of those tornadoes, so much spoken of by other navigators. However, what they have said of the current setting towards the coast of Guinea, as you approach that shore, is true. For, from the time of our leaving St. Jago, to our arrival into the latitude of $1^{\circ}\frac{1}{2}$ North, which was eleven days, we were carried by the current 3° of longitude more East than our reckoning. On the other hand, after we had crossed the line, and got the S. E. Trade Wind, we always found by observation, that the ship outstripped the reckoning, which we judged to be owing to a current setting between the South and West. But, upon the whole, the currents in this run seemed to balance each other; for upon our arrival at the Cape, the difference of longitude by dead reckoning kept from England, without once being corrected, was only three quarters of a degree less than that by observation.

Thursday 29.

At two in the afternoon, on the 29th, we made the land of the Cape of Good Hope. The Table Mountain, which is over the Cape Town, bore E. S. E., distance 12 or 14 leagues. At this time it was a good deal obscured by clouds, otherwise it might, from its height, have been seen at a much



greater distance. We now crowded all the sail we could, thinking to get into the bay before dark. But when we found this could not be accomplished, we shortened sail, and spent the night standing off and on. Between eight and nine o'clock, the whole sea, within the compass of our sight, became at once, as it were, illuminated; or, what the seamen call, all on fire. This appearance of the sea, in some degree, is very common; but the cause is not so generally known. Mr. Banks and Dr. Solander had satisfied me that it was occasioned by sea insects. Mr. Forster, however, seemed not to favour this opinion. I therefore had some buckets of water drawn up from along-side the ship, which we found full of an innumerable quantity of small globular insects, about the size of a common pin's head, and quite transparent. There was no doubt of their being living animals, when in their own proper element, though we could not perceive any life in them: Mr. Forster, whose province it is more minutely to describe things of this nature, was now well satisfied with the cause of the sea's illumination.

1772.
October.
Thursday 29.

At length day-light came and brought us fair weather; and having stood into Table Bay, with the Adventure in company, we anchored in five fathom water. We afterwards moored N. E. and S. W.; Green Point, on the West point of the bay, bearing N. W. by W.; and the church, in one with the valley between the Table Mountain and the Sugar-Loaf or Lion's Head, bearing S. W. by S. and distant from the landing place near the fort, one mile. Friday 30.

We had no sooner anchored than we were visited by the Captain of the port, or Master Attendant, some other officers belonging to the company, and Mr. Brandt. This last gentleman brought us off such things as could not fail of being acceptable.



1772.
October.
Friday 30.

acceptable to persons coming from sea. The purport of the Master Attendant's visit was, according to custom, to take an account of the ships; to inquire into the health of the crews; and, in particular, if the small-pox was on board; a thing they dread, above all others, at the Cape, and for these purposes a surgeon is always one of the visitants.

My first step after anchoring, was to send an officer to wait on Baron Plettenberg, the Governor, to acquaint him with our arrival, and the reasons which induced me to put in there. To this the officer received a very polite answer; and, upon his return, we saluted the garrison with eleven guns, which compliment was returned. Soon after I went on shore myself, and waited upon the Governor, accompanied by Captain Furneaux, and the two Mr. Forsters. He received us with great politeness, and promised me every assistance the place could afford. From him I learned that two French ships from the Mauritius, about eight months before, had discovered land, in the latitude of 48° South, and in the meridian of that island, along which they sailed forty miles, till they came to a bay into which they were about to enter, when they were driven off and separated in a hard gale of wind, after having lost some of their boats and people, which they had sent to sound the bay. One of the ships, viz. the *La Fortune*, soon after arrived at the Mauritius, the Captain of which was sent home to France with an account of the discovery. The Governor also informed me, that in March last, two other French ships from the island of Mauritius, touched at the Cape in their way to the South Pacific Ocean; where they were going to make discoveries, under the command of M. Marion. Aotourou, the man M. de Bougainville brought from Otaheite, was to have returned with M. Marion, had he been living.

After



After having visited the governor and some other principal persons of the place, we fixed ourselves at Mr. Brandt's, the usual residence of most officers belonging to English ships. This gentleman spares neither trouble nor expence to make his house agreeable to those who favour him with their company, and to accommodate them with every thing they want. With him I concerted measures for supplying the ships with provisions, and all other necessaries they wanted; which he set about procuring without delay, while the seamen on board were employed in overhauling the rigging; and the carpenters in caulking the ships sides and decks, &c.

1772.
October.

Messrs. Wales and Bayley got all their instruments on shore, in order to make astronomical observations for ascertaining the going of the watches, and other purposes. The result of some of these observations shewed, that Mr. Kendal's watch had answered beyond all expectation, by pointing out the longitude of this place to within one minute of time to what it was observed by Messrs. Mason and Dixon in 1761.

Three or four days after us, two Dutch Indiamen arrived here from Holland; after a passage of between four and five months, in which one lost, by the scurvy and other putrid diseases, 150 men; and the other 41. They sent, on their arrival, great numbers to the hospital in very dreadful circumstances. It is remarkable that one of these ships touched at Port Praya, and left it a month before we arrived there; and yet we got here three days before her. The Dutch at the Cape, having found their hospital too small for the reception of their sick, were going to build a new one at the East part of the town; the foundation of which was laid with great ceremony while we were there.

D

By



1772.
November.

By the healthy condition of the crews of both ships at our arrival, I thought to have made my stay at the Cape very short. But, as the bread we wanted was unbaked, and the spirit, which I found scarce, to be collected from different parts out of the country, it was the 18th of November before we had got every thing on board, and the 22d before we could put to sea. During this stay the crews of both ships were served every day with fresh beef or mutton, new baked bread, and as much greens as they could eat. The ships were caulked and painted; and, in every respect, put in as good a condition as when they left England. Some alterations in the officers took place in the Adventure. Mr. Shank the first lieutenant, having been in an ill state of health ever since we sailed from Plymouth, and not finding himself recover here, desired my leave to quit, in order to return home for the re-establishment of his health. As his request appeared to be well-founded, I granted him leave accordingly, and appointed Mr. Kemp, first lieutenant in his room; and Mr. Burney, one of my midshipmen, second, in the room of Mr. Kemp.

Mr. Forster, whose whole time was taken up in the pursuit of Natural History and Botany, met with a Swedish gentleman, one Mr. Sparman, who understood something of these sciences, having studied under Dr. Linnæus. He being willing to embark with us, Mr. Forster strongly importuned me to take him on board; thinking that he would be of great assistance to him in the course of the voyage. I at last consented, and he embarked with us accordingly, as an assistant to Mr. Forster; who bore his expences on board, and allowed him a yearly stipend besides.

Mr

