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## **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. IX. Transactions at the Cape of Good Hope; with an Account of  
some Discoveries made by the French; and the Arrival of the Ship at St.  
Helena.

**urn:nbn:de:gbv:45:1-2228**

1774.  
 March.

April 16.

July 14.

On the 24th, Sir Edward Hughes sailed with the Salisbury and Sea-horse for the East Indies; but I remained refitting the ship and refreshing my people till the 16th of April, when I sailed for England, and on the 14th of July anchored at Spithead.

## C H A P. IX.

*Transactions at the Cape of Good Hope; with an Account of some Discoveries made by the French; and the Arrival of the Ship at St. Helena.*

1775.  
 March.

Wednesf. 22.

**I** NOW resume my own Journal, which Captain Furneaux's interesting Narrative, in the preceding chapter, had obliged me to suspend.

The day after my arrival at the Cape of Good Hope, I went on shore, and waited on the Governor Baron Plettenberg, and other principal officers, who received, and treated us, with the greatest politeness, contributing all in their power to make it agreeable. And, as there are few people more obliging to strangers than the Dutch, in general, at this place, and refreshments of all kinds are no where to be got in such abundance, we enjoyed some real repose, after the fatigues of a long voyage.

The good treatment which strangers meet with at the Cape of Good Hope, and the necessity of breathing a little fresh air, has introduced a custom, not common any where

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where else (at least I have nowhere seen it so strictly observed), which is, for all the officers, who can be spared out of the ships, to reside on shore. We followed this custom. Myself, the two Mr. Forsters, and Mr. Spearman, took up our abode with Mr. Brandt; a gentleman well known to the English by his obliging readiness to serve them. My first care, after my arrival, was to procure fresh baked bread, fresh meat, greens, and wine, for those who remained on board; and being provided, every day during our stay, with these articles, they were soon restored to their usual strength. We had only three men on board whom it was thought necessary to send on shore for the recovery of their health; and for these I procured quarters, at the rate of thirty shivers, or half a crown, per day, for which they were provided with victuals, drink, and lodging.

1775.  
March.

We now went to work to supply all our defects. For this purpose, by permission, we erected a tent on shore, to which we sent our casks and sails to be repaired. We also struck the yards and topmasts, in order to overhaul the rigging, which we found in so bad a condition, that almost every thing, except the standing rigging, was obliged to be replaced with new; and that was purchased at a most exorbitant price. In the article of naval stores, the Dutch, here, as well as at Batavia, take a shameful advantage of the distress of foreigners.

That our rigging, sails, &c. should be worn out, will not be wondered at, when it is known, that, during this circumnavigation of the globe, that is, from our leaving this place to our return to it again, we had sailed no less than twenty thousand leagues; an extent of voyage, nearly equal to three times the equatorial circumference of the earth, and





1775.  
March.

which, I apprehend, was never failed by any ship in the same space of time before. And yet, in all this great run, which had been made in all latitudes between  $9^{\circ}$  and  $71^{\circ}$ , we sprung neither low-masts, top-mast, lower nor top-sail yard, nor so much as broke a lower or top-mast shroud; which, with the great care and abilities of my officers, must be owing to the good properties of our ship.

One of the French ships which were at anchor in the bay, was the Ajax Indiaman, bound to Pondicherry, commanded by Captain Crozet. He had been second in command with Captain Morion, who sailed from this place with two ships, in March 1772, as hath been already mentioned. Instead of going from hence to America, as was said, he stood away for New Zealand; where, in the Bay of Isles, he and some of his people were killed by the inhabitants. Captain Crozet, who succeeded to the command, returned, by the way of the Philippine Isles, with the two ships, to the Island of Mauritius. He seemed to be a man possessed of the true spirit of discovery, and to have abilities. In a very obliging manner he communicated to me a chart wherein were delineated not only his own discoveries, but also that of Captain Kerguelen, which I found laid down in the very situation where we searched for it; so that I can, by no means, conceive how both we and the Adventure missed it.

Besides this land, which Captain Crozet told us was a long but very narrow island, extending East and West, Captain Morion, in about the latitude of  $48^{\circ}$  South, and from  $16^{\circ}$  to  $30^{\circ}$  of longitude East of the Cape of Good Hope, discovered six islands which were high and barren. These, together with some islands lying between the line and the southern tropic in the Pacific Ocean, were the principal discoveries





made in this voyage, the account of which, we were told, was ready for publication.

1775.  
March.

By Captain Crozet's chart it appeared, that a voyage had been made by the French across the South Pacific Ocean in 1769, under the command of one Captain Surville; who, on condition of his attempting discoveries, had obtained leave to make a trading voyage to the coast of Peru. He fitted out, and took in a cargo, in some part of the East Indies; proceeded by way of the Phillipine Isles; passed near New Britain; and discovered some land in the latitude of  $10^{\circ}$  S., longitude  $158^{\circ}$  East, to which he gave his own name. From hence he steered to the South; passed, but a few degrees, to the West of New Caledonia; fell in with New Zealand at its northern extremity, and put into Doubtful Bay, where, it seems, he was, when I passed it, on my former voyage in the Endeavour. From New Zealand Captain Surville steered to the East, between the latitude of  $35^{\circ}$  and  $41^{\circ}$  South, until he arrived on the coast of America; where, in the Port of Callao, in attempting to land, he was drowned.

These voyages of the French, though undertaken by private adventurers, have contributed something towards exploring the Southern Ocean. That of Captain Surville clears up a mistake which I was led into, in imagining the shoals off the west end of New Caledonia, to extend to the West as far as New Holland. It proves that there is an open sea in that space, and that we saw the N. W. extremity of that country.

From the same gentleman we learnt, that the ship which had been at Otaheite before our first arrival there this voyage, was from New Spain; and that, in her return, she had

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discovered





1775.  
March.

discovered some islands in the latitude of  $32^{\circ}$  S., and under the meridian of  $130^{\circ}$  W. Some other islands, said to be discovered by the Spaniards, appeared on this chart; but Captain Crozet seemed to think they were inserted from no good authorities.

We were likewise informed of a later voyage undertaken by the French, under the command of Captain Kerguelen, which had ended much to the disgrace of that commander.

While we lay in Table Bay, several foreign ships put in and out, bound to and from India, viz. English, French, Danes, Swedes, and three Spanish frigates, two of them going to, and one coming from Manilla. It is but very lately that the Spanish ships have touched here; and these were the first that were allowed the same privileges as other European friendly nations.

April.  
Wednes. 26.

Thursday 27.

On examining our rudder, the pintles were found to be loose, and we were obliged to unhang it, and take it on shore to repair. We were also delayed for want of caulkers to caulk the ship, which was absolutely necessary to be done before we put to sea. At length I obtained two workmen from one of the Dutch ships; and the Dutton English East Indiaman, coming in from Bengal, Captain Rice obliged me with two more; so that by the 26th of April this work was finished; and having got on board all necessary stores, and a fresh supply of provisions and water, we took leave of the Governor and other principal officers, and the next morning repaired on board. Soon after, the wind coming fair, we weighed and put to sea; as did also the Spanish frigate Juno, from Manilla, a Danish Indiaman, and the Dutton.

As





As soon as we were under sail, we saluted the garrison with thirteen guns; which compliment was immediately returned with the same number. The Spanish frigate and Danish Indiaman both saluted us as we passed them, and I returned each salute with an equal number of guns. When we were clear of the bay the Danish ship steered for the East Indies, the Spanish frigate for Europe, and we and the Dutton for St. Helena.

1775.  
April.  
Thursday 27.

Depending on the goodness of Mr. Kendall's watch, I resolved to try to make the island by a direct course. For the first six days, that is till we got into the latitude of  $27^{\circ}$  S., longitude  $11\frac{1}{2}^{\circ}$  West of the Cape, the winds were southerly and S. E. After this we had variable light airs for two days; they were succeeded by a wind at S. E. which continued to the island, except a part of one day, when it was at N. E. In general the wind blew faint all the passage, which made it longer than common.

At day-break in the morning of the 15th of May, we saw the island of St. Helena at the distance of fourteen leagues; and at midnight, anchored in the road before the town, on the N. W. side of the island. At sun-rise the next morning, the castle, and also the Dutton, saluted us, each with thirteen guns; on my landing, soon after, I was saluted by the castle with the same number; and each of the salutes was returned by the ship.

May.  
Monday 15.

Tuesday 16.

Governor Skettowe, and the principal gentlemen of the island, received and treated me, during my stay, with the greatest politeness; by shewing me every kind of civility in their power.

Whoever





1775.  
 May.  
 Tuesday 16.

Whoever views St. Helena in its present state, and can but conceive what it must have been originally, will not hastily charge the inhabitants with want of industry. Though, perhaps, they might apply it to more advantage, were more land appropriated to planting of corn, vegetables, roots, &c. instead of being laid out in pasture, which is the present mode. But this is not likely to happen, so long as the greatest part of it remains in the hands of the Company and their servants. Without industrious planters, this island can never flourish, and be in a condition to supply the shipping with the necessary refreshments.

Within these three years a new church has been built; some other new buildings were in hand; a commodious landing place for boats has been made; and several other improvements, which add both strength and beauty to the place.

During our stay here, we finished some necessary repairs of the ship, which we had not time to do at the Cape. We also filled all our empty water-casks; and the crew were served with fresh beef, purchased at five-pence per pound. Their beef is exceedingly good, and is the only refreshment to be had worth mentioning.

By a series of observations made at the Cape Town, and at James Fort in St. Helena, at the former by Messrs. Mason and Dixon, and at the latter by Mr. Maskelyne, the present astronomer royal, the difference of longitude between these two places is  $24^{\circ} 12' 15''$ , only two miles more than Mr. Kendall's watch made. The lunar observations made by Mr. Wales, before we arrived at the island, and after we left it, and reduced to it by the watch, gave  $5^{\circ} 51'$  for the longitude of  
 James





James Fort; which is only five miles more West than it is placed by Mr. Maskelyne. In like manner the longitude of the Cape Town was found within 5' of the truth. I mention this to shew how near the longitude of places may be found by the lunar method, even at sea, with the assistance of a good watch.

1775.  
May.  
Tuesday 16.

C H A P.

