David Collins

The English Colony in New South Wales

(Vol. 1&2)

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Narrative of the British First Settlement in Australia 1788-1801

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INTRODUCTION
A VOYAGE TO NEW SOUTH WALES

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1786.]

The Commissioners of his Majesty's Navy, near the end of the year 1786, advertised for a certain number of vessels to be taken up for the purpose of conveying between seven and eight hundred male and female felons to Botany Bay in

New South Wales, on the eastern coast of New Holland; whither it had been determined by Government to transport them, after having sought in vain upon the African coast for a situation possessing the requisites for the establishment of a colony.

The following vessels were at length contracted for, and assembled in the River to fit, and take in stores and provisions, *viz* the *Alexander*, *Scarborough*, *Charlotte*, *Lady Penrhyn*, and *Friendship*, as transports; and the *Fishbourn*, *Golden Grove*, and *Borrowdale*, as store-ships. The *Prince of Wales* was afterwards added to the number of transports, on a representation being made to the Treasury Board that such an addition was necessary. The transports were immediately prepared for the reception of the convicts, and the store-ships took on board provisions for two years, with tools, implements of agriculture, and such other articles as were considered necessary to a colonial establishment.

October.] On the 24th of October, Captain Arthur Phillip hoisted a pendant on board his Majesty's ship the *Sirius* of 20 guns, then lying at Deptford. This ship was originally called the *Berwick*, and intended for the East India Company; but having, while on the stocks, met with some accident by fire, was purchased by Government for a store-ship, and as such had performed one voyage to America. Her burden was about 520 tons; and being, from her construction, well-calculated for this expedition, she was taken into the service as a man of war, and with her capacity changed also her name.

As the government of the intended colony, as well as the command of the *Sirius*, was given to Captain Phillip, it was

thought necessary to appoint another captain to her, who might command her on any service in which she might be employed for the colony, while Captain Phillip should be engaged in his government. For this purpose an order was signed by his Majesty in Council, directing the Lords Commissioners of the Admiralty to appoint John Hunter esquire (then a master and commander) second captain of the Sirius, with the rank of post. Although this ship mounted only 20 guns, and those but six-pounders, yet on this particular service her establishment was not confined to what is usual in a ship of that class; but, with a first and second captain, she had also three lieutenants, a master, purser, surgeon and two mates, a boatswain, a gunner, and a subaltern's detachment of marines.

The *Supply* brig was also put into commission, and the command given to Lieutenant Henry Lidgbird Ball. This vessel was to accompany the Sirius as an armed tender; and both ships, having completed their equipment at Deptford-yard, dropped down on the 10th of December to Long Reach, where they took in their guns, powder, and other stores.

1787.]

January.] They were here joined by some of the transports, and continued waiting for orders until the 30th of January 1787, when they sailed for Spithead; which port, however, they were prevented from reaching, by heavy and contrary gales of wind, which they continued to experience both in the Downs and on their passage, until the latter end of the following month.

One or two of the transports had in the mean time arrived at Portsmouth, and the *Charlotte* and *Alexander* proceeded to Plymouth, where they were to receive the male and female convicts that were ready for them.

March.] On the 5th of March, the order for their embarkation, together with that of the detachment of marines provided as an escort, was sent from the Secretary of State's office, with directions for their immediately joining the other ships of the expedition at the Motherbank. This was done accordingly; and, every necessary arrangement having taken place, the troops intended for the garrison embarked, and the convicts, male and female, were distributed in the different transports.

May.] On Monday the 7th of May Captain Phillip arrived at Portsmouth, and took the command of his little fleet, then lying at the Motherbank. Anxious to depart, and apprehensive that the wind, which had for a considerable time been blowing from the quarter favourable to his passage down the Channel, might desert him at the moment when he most wished for its continuance, he on the Thursday following made the signal to prepare for sailing. But here a demur arose among the sailors on board the transports, who refused to proceed to sea unless they should be paid their wages up to the time of their departure, alleging as a ground for this refusal, that they were in want of many articles necessary for so long a voyage, which this money, if paid, would enable them to purchase. The custom of their employ, however, being against a demand which yet appeared reasonable, Captain Phillip directed the different masters to put such of their people as refused to proceed

with them to sea, on board of the *Hyaena* frigate, and to receive an equal number of her seamen, who should afterwards be re-exchanged at sea, her captain being directed to accompany the fleet to a certain distance.

This difficulty being removed, and the ship's companies of the *Sirius* and the *Supply* having received the usual advance of two months' wages, on Saturday the 12th the men of war and some of the transports got under sail, with a view of dropping down to St. Helen's, and thence proceeding to sea; but the wind falling short, and proving unfavourable, they brought up at Spithead for the night, and at day-break next morning the whole fleet weighed with a fresh breeze, and, having a leading wind, passed without any accident through the Needles.

The transports were of the following tonnage, and had on board the undermentioned number of convicts, and other persons, civil and military, viz

The *Alexander*, of 453 tons, had on board 192 male convicts; 2 lieutenants, 2 sergeants, 2 corporals, 1 drummer, and 29 privates, with 1 assistant surgeon to the colony.

The *Scarborough*, of 418 tons, had on board 205 male convicts; 1 captain, 2 lieutenants, 2 sergeants, 2 corporals, 1 drummer, and 26 privates, with 1 assistant surgeon to the colony.

The *Charlotte*, of 346 tons, had on board 89 male and 20 female convicts; 1 captain, 2 lieutenants, 2 sergeants, 3 corporals, 1 drummer, and 35 privates, with the principal surgeon of the colony.

The *Lady Penrhyn*, of 338 tons, had on board 101 female convicts; 1 captain, 2 lieutenants, and 3 privates, with a person acting as a surgeon's mate.

The *Prince of Wales*, of 334 tons, had on board 2 male and 50 female convicts; 2 lieutenants, 3 sergeants, 2 corporals, 1 drummer, and 24 privates, with the surveyor-general of the colony.

The *Friendship*, (snow,) of 228 tons, had on board 76 male and 21 female convicts; 1 captain, 2 lieutenants, 2 sergeants, 3 corporals, 1 drummer, and 36 privates, with 1 assistant surgeon to the colony.

There were on board, beside these, 28 women, 8 male and 6 female children, belonging to the soldiers of the detachment, together with 6 male and 7 female children belonging to the convicts.

The *Fishbourn* store-ship was of 378 tons; the *Borrowdale* of 272 tons; and the *Golden Grove* of 331 tons. On board this last ship was embarked the chaplain of the colony, with his wife and a servant.

Not only these as store-ships, but the men of war and transports, were stored in every part with provisions, implements of agriculture, camp equipage, clothing for the convicts, baggage, etc.

On board of the *Sirius* were taken, as supernumeraries, the major commandant of the corps of marines embarked in the transports*, the adjutant and quarter-master, the judge-advocate of the settlement, and the commissary; with 1 sergeant, 3 drummers, 7 privates, 4 women, and a few artificers.

[* This officer was also lieutenant-governor of the colony.]

Proper day and night signals were established by Captain Phillip for the regulation of his convoy, and every necessary instruction was given to the masters to guard against separation. On board the transports a certain number of prisoners were allowed to be upon deck at a time during the day, the whole being properly secured at night: and as the master of each ship carrying convicts had indented for their security in a penalty of forty pounds for every one that might escape, they were instructed constantly to consult with the commanding marine officer on board the transports, both as to the number of convicts that were to be suffered to come on deck during the passage, and the times when such indulgence should be granted. To the military was left the care of those essential services, the preservation of their health, the inspection of their provisions, and the distribution of the sentinels who were to guard them. Their allowance of provisions during the voyage (two-thirds of the usual allowance to a seaman in the navy) was contracted for in London*; and Mr. Zachariah Clark was sent out in one of the transports as the agent responsible for the due performance of the contract. This allowance was to be suspended on their arrival at any foreign port, the commissary of the settlement being then to furnish them with fresh provisions.

[* By William Richards jun. esquire, of Walworth in the county of Surry.]

At our outset we had the mortification to find that two of our convoy were very heavy sailers, and likely to be the occasion of much delay in so long a voyage as that in which we had embarked. The *Charlotte* was on the first and second day taken in tow by the *Hyaena*, and the *Lady Penrhyn* fell considerably astern. As the separation of any of the fleet was a circumstance to be most sedulously guarded against and prevented, the *Sirius* occasionally shortened sail to afford the sternmost ships time to come up with her; at the close of evening she was put under an easy sail for the night, during which time she carried, for the guidance of the whole, a conspicuous light in the main-top.

On the 15th the signal was made for the transports to pass in succession within hail under the stern of the *Sirius*, when, on inquiry, it appeared, that the provost-marshal of the settlement (who was to have taken his passage on board the *Prince of Wales*) was left behind, together with the third mate of the *Charlotte* transport, and five men from the *Fishbourn* store-ship; the loss of these five persons was supplied by as many seamen from on board the *Hyaena*.

Light or unfavourable winds prevented our getting clear of the Channel until the 16th, at which time we had the satisfaction of finding that we had accomplished it without returning, or putting in at any of the ports which offered themselves in our way down.

Sunday the 20th was marked by the discovery of a design formed among the convicts on board the *Scarborough* transport to mutiny and take possession of the ship. The information was given by one of the convicts to the commanding marine officer on board, who, on the lying-

to of the convoy at noon to dispatch Captain De Courcy to England, waited on the major-commandant on board the *Sirius*, and communicated the particulars to him and Captain Phillip, who, after some deliberation, directed that the ringleaders (two in number) should be brought on board the *Sirius*, there punished, and afterwards secured in the *Prince of Wales* transport. This was accordingly put in execution, and two dozen lashes were inflicted by the boatswain's mate of the Sirius on each of the offenders, who stedfastly denied the existence of any such design as was imputed to them.

A boat from each of the transports coming on board the *Sirius* with letters for England, some additional signals were given to the masters, with directions to those who had convicts on board to release from their irons such as might by their behaviour have merited that indulgence; but with orders to confine them again with additional security on the least appearance among them of irregularity.

These necessary regulations being adjusted, and the *Hyaena* sent off with the commanding officer's letters, the fleet made sail again in the evening. But it should have been observed, that when the *Hyaena's* boat came on board she brought some necessaries for the five men belonging to her, who had been lent to the *Fishbourn* store-ship, and who, animated with a spirit of enterprise, chose rather to remain in her than return in the frigate to England.

The wind was more favourable to the *Hyaena's* return to Plymouth (which port she was directed to make) than to our progress southward, for the two following days; but it then

coming round to the NW, by the 24th we had reached the latitude of Cape Ortegal.

On the 25th, the signal was made for Lieutenant Shortland, the agent on board the Alexander, who, at his coming on board, was directed to visit the several transports, and collect from each a list of the different trades and occupations of the respective convicts, agreeably to a form given him for that purpose by Captain Phillip. From this time to the 29th the wind continued favourable, but blowing exceedingly fresh, and attended with a heavy rolling sea. The *Supply* was now directed to make sail and keep six miles ahead during the day, and two during the night; and to look out for the land, as it was expected that the fleet would on the morrow be in the neighbourhood of the Madeira Isles. Accordingly, soon after day-break the following morning, she made the signal for seeing land, and at noon we were abreast of the Deserters--certain high barren rocks so named, to the SSE of the Island of Madeira, and distant about three leagues.

In the afternoon of the 31st, the *Supply* ahead again made the signal for seeing land; and shortly after we were abreast of the ridge of rocks situated between the Madeira and Canary Isles, called the Salvages.

June.] Our strong trade-wind appeared to have here spent its force, and we were baffled (as frequently happens in the vicinity of islands) by light airs or calms. With these and contrary winds our patience was exercised until the evening of the 2nd of June, when a favourable breeze sprang up, which continued during that night. At six the next morning the island of Teneriffe was seen right ahead;

and about seven in the evening the whole fleet came to an anchor in the road of Santa Cruz. The ships were immediately moored, taking the precaution of buoying their cables with empty casks, to prevent their being injured by rocks or foul ground, an inconvenience which had frequently been experienced by navigators in this road. We found riding here a Spanish packet, an English brig bound to London, and some smaller vessels.

Captain Phillip designed to have sent an officer forward in the *Supply*, to announce his arrival to the governor, and to settle as well the hour of his waiting upon him, as some necessary arrangements respecting fresh provisions, water, etc.; but as it was growing dark before the fleet anchored, and night coming on, when business of that nature could not well be transacted, his visit was postponed until the morning. Before we came to an anchor the port-officer, or harbour-master, came on board to make the customary inquiries, accompanied by some Spanish officers and gentlemen of the town. The ceremony of a salute was on their side declined, having, as was alleged, but two or three guns mounted for use; and on our part this omission was readily acquiesced in, as expediting the service which brought us thither, that of watering the ships, and taking on board wine and such other refreshments as could be procured; an object of more consequence than the scrupulous observance of compliment and etiquette, particularly in the then necessarily crowded state of the *Sirius*. And as it was afterwards understood, that it was not usual at this place to return an equal number of guns upon those occasions (a circumstance always insisted on by his

Majesty's ships when they salute), all unpleasant discussion of this point was thereby avoided.

Early in the morning the officer was dispatched on shore by Captain Phillip to learn at what time he might pay his respects to the governor. The hour of noon was appointed for that ceremony; and accordingly at that time Captain Phillip, accompanied by the civil, military, and naval officers under his orders, waited on his excellency the Marquis De Branceforte, and were received by him with the utmost politeness.

The same reasons which induced Captain Phillip to acquiesce in omitting to salute on his arrival at this port, operated against his taking public notice of his Majesty's birthday, which he would otherwise have made a point of celebrating with every mark of respect.

In the afternoon of this day the marquis sent an officer on board the *Sirius*, politely offering Captain Phillip whatever assistance he might stand in need of, and that was in his power to furnish. In the forenoon of Wednesday the 6th, he came in person on board, attended by several of his officers, to return Captain Phillip's visit; and afterwards entertained him, the lieutenant-governor, and other officers of the settlement, navy, and marines, to the number of ten, at dinner.

The next being the day of Corpus Christi, a day of great religious observance and ceremony in Roman Catholic countries, no boats were sent from the transports to the shore. The business of watering, getting off wine, etc. was suspended by Captain Phillip's directions until the morrow, to prevent the least interruption being given by any of the

people under his command to the ceremonies and processions which were to take place. Those officers, whose curiosity led them to observe the religious proceedings of the day, very prudently attended uncovered, and knelt, wherever kneeling was required, in the streets, and in their churches; for, when it was considered that the same great Creator of the universe was worshipped alike by Protestant and Catholic, what difficulty could the mind have in divesting their pageant of its tinsel, its trappings, and its censers, and joining with sincerity in offering the purest incense, that of a grateful heart?

The Marquis De Branceforte, whom we found in the government of the Canary Isles, was, we were informed, a major-general in the Spanish service, and having been three years in the government, only waited, it was said, for his promotion to the rank of lieutenant-general to return to Spain. The salary annexed to this government, as we understood, was not quite equal to fifteen hundred pounds a year. His Excellency's house was situated at the upper end of the High Street, or Square, as it was called, and was by no means the best in the town. Mr. Carter (the treasurer) and some private merchants appearing to reside in larger and much better habitations. The houses in most of the streets were built with quadrangles, a gallery running round the interior sides of the first floor, on which indeed the families chiefly resided, appropriating the ground floor to offices for domestic purposes. The dwelling-rooms were not ceiled, but were open to the roof of the building, which rarely exceeded two stories in height. The upper part of the windows was glazed with very bad glass; the lower part

consisted of close lattice-work, through the small apertures of which, as we traversed the streets, we had now and then opportunities of noticing the features of the women, whom the custom of the country had confined within doors to the lattice, and in the street to the *roba zilia*, or veil. There were but few objects in the town sufficiently striking to draw the attention of a stranger.

The landing-place was commodious, being formed by a stone pier, alongside of which two boats at a time might lie with great ease and take in their fresh water. It appeared by an inscription in Spanish, that the pier, having fallen nearly into a state of entire ruin, was indebted for its present convenience to the liberality of the governor assisted indeed by some merchants, who superintended and contributed largely to its repair, which was completed in the year 1786.

At the lower end of the High Street was observed a light and well-finished monument of white marble, commemorating the marvellous appearance of the image or bust of Our Lady at Candelaria, to the Guanches, the aborigines of the country, who were thereby converted to Christianity 104 years before the preaching of the gospel. The four sides of the monument bore long inscriptions to this effect, and further intimated, that it was erected, as an act of piety and cordial devotion, at the expense of Don Bartholomi di Montagnes, perpetual captain of the Royal Marine Castle at Candelaria.

In the centre of this street were a stone basin and fountain, from which the inhabitants were supplied with a stream of very good water, conveyed from the neighbouring hills by wooden troughs supported on slight posts, and

reaching quite to the town. At the head of the street, near the government-house, stood a large stone cross, and at a small distance the church of St. Francis, annexed to which was a monastery of Franciscans. The name of Santa Cruz, the Holy Cross, seemed not inapplicable to this town, for one or more crucifixes of wood or stone were to be found in most of the streets, and in others the form of the Cross was painted upon the walls of the houses. Over the entrances of some houses we observed, inclosed in small glass-cases, the images and pictures of favourite saints, with lamps before them, which were lighted in the evenings and on certain public occasions.

There were not any fortifications upon the commanding ground above the town; but at each end of the bay stood a fort, between which were erected three or four circular redoubts, connected with each other by a low parapet wall, wearing the appearance of a line of communication between the forts; but very few cannon were to be seen in the works.

On the skirts of the town to the southward we visited a workhouse, which had been originally designed for the reception of the mendicants with which the town had been very much infested. About forty families had subscribed a certain sum to erect this building, and to furnish in a manner every way convenient and consistent with such a design. But we were informed that the governor had filled it with the daughters of the labouring poor, who were here instructed in weaving and spinning, and were brought up in industry and cleanliness, remaining in the house until of a marriageable age, when a portion equal to ten pounds sterling was given with each on the day of her nuptials. This

and the other expenses of the house were furnished by a fund produced from the labour of the young people, who appeared all in the same dress, plain indeed, but cleanly and neat.

We heard with surprise, and not without regret, that this institution was likely to fall to the ground whenever the governor's departure should take place, the subscribers being dissatisfied with the plan that was then pursued, alleging that their money had been given to get rid of their beggars, whose numbers were not diminished; and that the children were only taught what they could learn from their mothers at home. To us however, judging without prejudice or partiality, the design of the institution appeared to have been more effectually answered by striking at the root of beggary, than if the charity had been merely confined to objects who would have been found daily to multiply, from the comfortable provision held out to them by that charity.

A whole-length picture of the governor was hung up in the working-rooms of the house. He was represented, agreeably to the end that was at first proposed by the institution, conducting a miserable object to the gate of the workhouse; a front view of which was also given.

These islands, known to the Romans by the appellation of the Fortunate Islands, appeared even at this day to deserve that epithet; for the inhabitants were so fortunate, and the soil so happy, that no venomous creature had been found to live there; several toads, adders, and other poisonous reptiles, which had been brought thither for proof, having died almost immediately after their arrival. The air of this place is very salubrious; an instance of which was remarked

in a gentleman who was said to be 113 years of age, and who had been happy enough to preserve his faculties through such a series of time, nearly entire, his memory alone appearing to be impaired. He came from Waterford in Ireland, and had been vice-consul at this port ever since the year 1709.

We were informed that a slight shock of an earthquake had been felt here in the month of February preceding, but was unattended with any eruption from the Peak, which had not alarmed the island since the year 1703, when it destroyed the port of Guarrachica.

When the weather was very hot at Santa Cruz, the better sort of the inhabitants chose cooler residences higher up in the mountains, and these they could establish in whatever degree of temperature they chose; for in proportion as they ascended the air became cooler, the famous Peak being (though a volcano) clad in perpetual snow at its summit. We understood that the rain fell very heavy at certain seasons; and, on the sides of the hills which surrounded the town, ridges or low walls of stone were constructed at short distances, with intervals in them, to break the force of the water, which otherwise, descending in torrents, would sweep away every thing before it. Around Santa Cruz, indeed, there appeared but little vegetation for which to be apprehensive, nor did the prospect brighten till we came within view of the town named Laguna, an inland settlement, and once the capital of the island.

For this place a party of us set forward on the 8th, mounted, according to the custom of the country, upon mules or asses. Our route lay over hills and mountains of

rock continually ascending, until within a short distance of the town, at which we arrived in between two and three hours from our leaving Santa Cruz. The road over which we passed was wide, but for the greatest part of it we travelled over loose stones that bore all the appearance of cinders; in some places resembling a regular pavement, and in others our beasts were compelled to scramble as well as they could over the hard solid rock. We found that Laguna, which was somewhat better than three English miles distant from Santa Cruz, had formerly been a populous city; the streets were spacious, and laid out at right angles with each other.

Here were two monasteries and as many convents. The monastery of St. Augustine we visited; and the good fathers of it with great civility conducted us to their chapel, though it was preparing for the celebration of some religious ceremony. We found the altar-piece, on which was commonly displayed all their finery and taste, neat, light, and elegant. Few paintings were to be seen; the best were half-lengths of some of the saints disposed round the pulpit. The form of this building was a quadrangle, the centre of which was laid out in garden-ground, elegantly divided into walks, bordered with roses, myrtle, and a variety of other shrubs and flowers. Hence we proceeded to the retreat of religious females, but had not chosen the proper time for paying our respects, which ceremony we therefore deferred until our return in the evening from an excursion into the adjacent country.

The town of Laguna (a name which signifies Lake or Swamp) is situated upon a plain surrounded by high hills, and watered by the same means as Santa Cruz, from a

great distance up the country. We noticed, indeed, two stone-basins, and fountains playing in different streets of the place. The buildings here had a manifest superiority over those of Santa Cruz, the streets were far more spacious, and the houses larger. In some of the former we perceived a regular line of shops filled chiefly with articles from England. The insalubrity of the air of this place, however, had driven, and was continuing to drive, such numbers almost daily from its influence, that it had more the appearance of a deserted than of an inhabited town, weeds and grass literally growing in the streets. As this town decreased in its population, Santa Cruz, with some others on the island, received the benefit; and it must be acknowledged, that although in quitting Laguna they removed from fertile fields and a romantic pleasant country, to uncouth and almost barren rocks at Santa Cruz, they changed a noxious for a very healthy situation.

After viewing the town we remounted our beasts, and proceeded by the side of the aqueduct into a most delightful country, where we found the people cheerfully employed in gathering their harvest, and singing their rural roundelays. The soil produced oats, barley, wheat, and Indian corn; but, though it bore always two, and sometimes three crops, it was nevertheless unequal in the whole of its produce to the consumption of the island, the deficiency being supplied from the Grand Canary.

The sides of the hills were clothed with woods, into one of which we rode, and arriving at a place named Il Plano de los Vieios, or the Plain of the Old People, we rested for some little time, and afterward, crossing through a cultivated

valley, ascended the hill on the opposite side, where we visited the source of the stream that supplied the aqueduct. Returning thence, we refreshed under the walls of a small chapel, where a friar occasionally performed mass for the neighbouring country people. About five o'clock we again entered Laguna, with the intention of paying our compliments to the sisterhood of the convent which we had visited in the morning; but whether our party was too numerous, or from what other cause it proceeded we could not learn, we were only favoured with the company of four or five of the elder ladies of the house, who talked very loud and very fast. After purchasing some few bunches of artificial fruit, we took our leave, and proceeded to Santa Cruz, cautiously indeed, down the hills and rocks which we had ascended in the morning, and arrived about sun-set.

An outward-bound Dutch East-Indiaman had anchored in the road since the morning.

In the evening of this day John Powers, a convict, made his escape from the *Alexander* transport, in a small boat which by some accident was suffered to lie unattended to alongside the ship, with a pair of oars in it; he was however retaken at day-break the next morning, by the activity of the master and a party of marines belonging to the transport, and brought on board the *Sirius*, whence he was removed to his own ship, with directions for his being heavily ironed.

It appeared that he had at first conceived hopes of being received on board the Dutch East India ship that arrived in the morning; but, meeting with a disappointment there, rowed to the southern part of the island, and concealed himself among the rocks, having first set his boat and oars

adrift, which fortunately led to a discovery of the place he had chosen for his retreat. The Marquis de Branceforte, on hearing of his escape, expressed the greatest readiness to assist in his recovery; and Captain Phillip offered a considerable reward for the same purpose.

Having completed the provisioning and watering of the fleet, and being again ready to proceed on our voyage, in the afternoon of Saturday the 9th the signal was made from the *Sirius* for all boats to repair on board; shortly after which she unmoored, and that night lay at single anchor.

At daybreak the following morning the whole fleet got under way.

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Light airs had, by the noon of Monday the 11th, carried the fleet midway between the islands of Teneriffe and the Grand Canary, which latter was now very distinctly seen. This island wore the same mountainous appearance as its opposite neighbour Teneriffe, from which it seemed to be divided by a space of about eleven leagues. Being the capital of the Canary Islands, the chief bishop had his residence there, and evinced in his diocese the true spirit of a primitive Christianity, by devoting to pious and charitable purposes the principal part of a revenue of ten thousand pounds *per annum*. The chief officers of justice also reside in this island, before whom all civil causes are removed from Teneriffe and the other Canary Islands, to be finally decided.

While detained in this spot, we had a very fine view of the Peak of Teneriffe, lifting its venerable and majestic head above the neighbouring hills, many of which were also of considerable height, and perhaps rather diminished the grandeur of the Peak itself, the altitude of which we understood was 15,396 feet, only 148 yards short of three miles.

On the 14th, the wind began to blow steady from the north-east; and on the 15th, about eleven in the forenoon, we crossed the tropic of Cancer. Our weather now became hot and close, and we rolled along through a very heavy sea, the convoy, however, keeping well together.

At six o'clock in the morning of the 18th, the *Supply*, then ahead of the fleet, made the signal for seeing land. The weather being very hazy, we had but an indistinct view of the Isle of Sal, one of the Cape de Verd islands, bearing NW by W ¼ W distant eight leagues; and at one the same day, we came in sight of the Island of Bonavista, bearing S.W. distant two leagues.

Captain Phillip designing to anchor for a few hours at the Island of St. Iago, to procure water and other refreshments, if he could get in without any risk or difficulty, in the evening shortened sail, and made the convoy's signal to close, the run from thence to that island being too great to admit of our reaching it before dark. The *Supply* was directed at the same time to keep ahead with a light during the night; and at twelve o'clock the night signal was made for the fleet to bring-to.

At six the next morning we made sail again, and soon after passed the Isle of May, distant about four leagues,

bearing NW by W of us. Between nine and ten o'clock we made the south end of the Island of St. Iago and at the distance of about two leagues. The wind freshening soon after we saw the island, at noon we were ranging along the south side of it, with the signal flying for the convoy to prepare to anchor; but at the moment of our opening Praya-bay, and preparing to haul round the southern extremity of it, the fleet was suddenly taken aback, and immediately after baffled by light airs. We could however perceive, as well by the colours at the fort, as by those of a Portuguese snow riding in the bay, that the wind blew directly in upon the shore, which would have rendered our riding there extremely hazardous; and as it was probable that our coming to an anchor might not have been effected without some accident happening to the convoy, Captain Phillip determined to wave, for the superior consideration of the safety of the fleet under his care, the advantages he might otherwise have derived from the supply of fresh provisions and vegetables to be procured there: the breeze therefore coming off the land, and with sufficient effect to carry us clear of the island and its variable weather, the anchoring signal was taken in, and we made sail about two o'clock, the fleet standing away due south. Our sudden departure from the island, we imagined, must have proved some disappointment to the inhabitants, as we noticed that a gun was fired at the fort, shortly after our opening the bay; a signal, it was supposed, to the country people to bring down their articles for trade and barter.

July.] On the 14th of July the fleet crossed the equator in the 26th degree of east longitude. Such persons as had

never before crossed the Line were compelled to undergo the ridiculous ceremonies which those who were privileged were allowed to perform on them.

From this time our weather was pleasant, and we had every appearance of soon reaching our next port, the Rio de Janeiro, on the Brazil coast.

The track which we had to follow was too beaten to afford us any thing new or interesting. Captain Phillip proposed making the Island of Trinidada; but the easterly winds and southerly currents which we had met with to the northward of the Line having set us so far to the westward when we crossed it, he gave up all expectation of seeing it, and on the 28th altered his course, steering SW. Trinidada is laid down in 20 degrees 25 minutes south latitude, and 28 degrees 35 minutes west longitude, while we at noon on the 29th were in 19 degrees 36 minutes south latitude, and 33 degrees 18 minutes west longitude.

The longitude, when calculated by either altitudes of the sun, for the time-piece (of Kendal's constructing, which was sent out by the Board of Longitude), or by the means of several sets of lunar observations, which were taken by Captain Hunter, Lieutenant Bradley, and Lieutenant Dawes, was constantly shown to the convoy, for which purpose the signal was made for the whole to pass under the stern of the *Sirius*, when a board was set up in some conspicuous part of the ship with the longitude marked on it to that day at noon.

A good look-out (to make use of the sea-phrase usual on these occasions) was kept for an island, not very well known or described, which was laid down in some charts, nearly in