

WILLIAM BLIGH

**A VOYAGE
TO THE
SOUTH SEA**

AUTOBIOGRAPHY

William Bligh

A Voyage to the South Sea (Autobiography)

**An Adventurous Autobiographical Account by a Royal
Navy Vice-Admiral**

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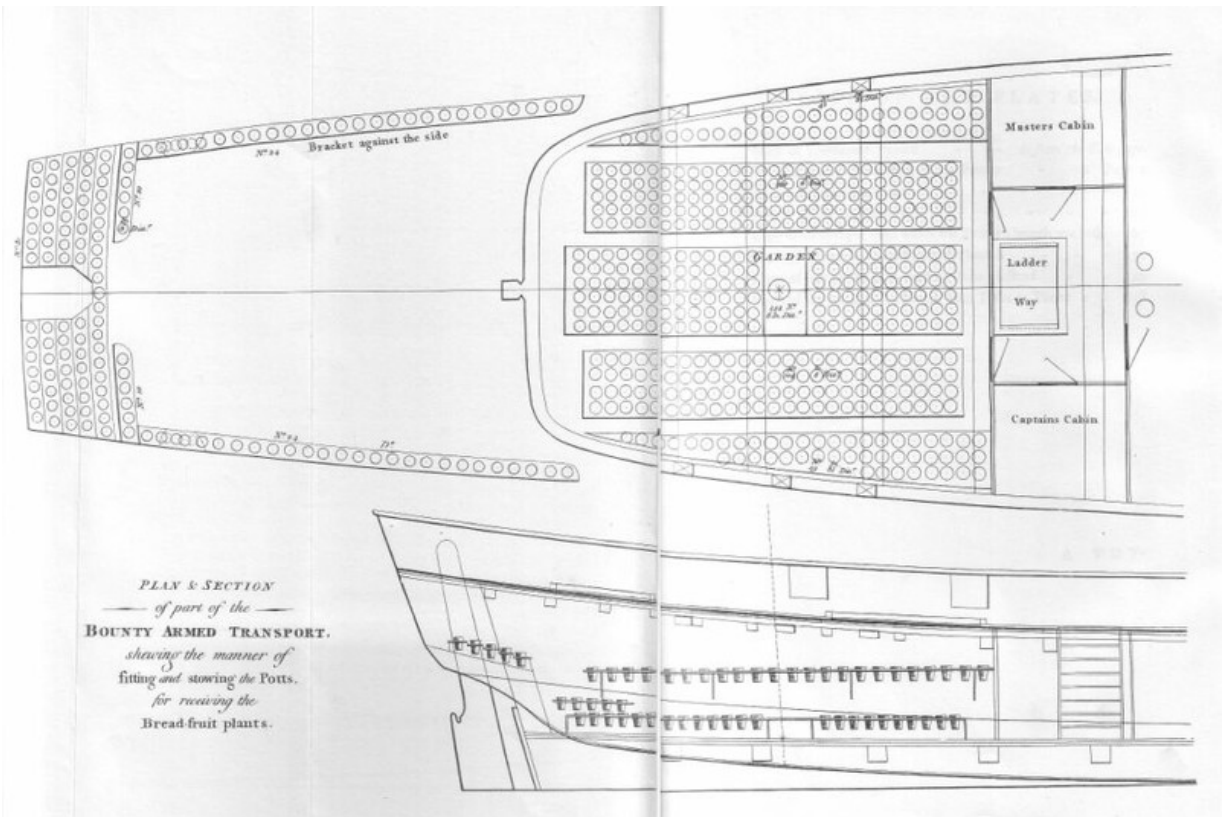
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Plan and Section of Part of the Bounty Armed Transport, showing the manner of Fitting and Stowing the Potts, for receiving the Bread-fruit Plants.

CHAPTER 1.

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Plan of the Expedition.

Outfit and Occurrences to the time of leaving England.

Description of the Breadfruit.

1787.

The King having been graciously pleased to comply with a request from the merchants and planters interested in his Majesty's West India possessions that the breadfruit tree might be introduced into those islands, a vessel proper for the undertaking was bought and taken into dock at Deptford to be provided with the necessary fixtures and preparations for executing the object of the voyage. These were completed according to a plan of my much honoured friend, Sir Joseph Banks, which in the event proved the most advantageous that could have been adopted for the intended purpose.

August 16.

The ship was named the Bounty: I was appointed to command her on the 16th of August 1787. Her burthen was nearly two hundred and fifteen tons; her extreme length on deck ninety feet ten inches; extreme breadth twenty-four feet three inches; and height in the hold under the beams at the main hatchway ten feet three inches. In the cockpit were the cabins of the surgeon, gunner, botanist, and clerk,

with a steward-room and storerooms. The between decks was divided in the following manner: the great cabin was appropriated for the preservation of the plants and extended as far forward as the after hatchway. It had two large skylights, and on each side three scuttles for air, and was fitted with a false floor cut full of holes to contain the garden-pots in which the plants were to be brought home. The deck was covered with lead, and at the foremost corners of the cabin were fixed pipes to carry off the water that drained from the plants into tubs placed below to save it for future use. I had a small cabin on one side to sleep in, adjoining to the great cabin, and a place near the middle of the ship to eat in. The bulk-head of this apartment was at the after-part of the main hatchway, and on each side of it were the berths of the mates and midshipmen; between these berths the arm-chest was placed. The cabin of the master, in which was always kept the key of the arms, was opposite to mine. This particular description of the interior parts of the ship is rendered necessary by the event of the expedition.

The ship was masted according to the proportion of the navy; but on my application the masts were shortened, as I thought them too much for her, considering the nature of the voyage.

September 3.

On the 3rd of September the ship came out of dock; but the carpenters and joiners remained on board much longer, as they had a great deal of work to finish.

The next material alteration made in the fitting out was lessening the quantity of iron and other ballast. I gave

directions that only nineteen tons of iron should be taken on board instead of the customary proportion which was forty-five tons. The stores and provisions I judged would be fully sufficient to answer the purpose of the remainder; for I am of opinion that many of the misfortunes which attend ships in heavy storms of wind are occasioned by too much dead weight in their bottoms.

The establishment of men and officers for the ship were as follows:

- 1 Lieutenant to command.
- 1 Master.
- 1 Boatswain.
- 1 Gunner.
- 1 Carpenter.
- 1 Surgeon.
- 2 Master's Mates.
- 2 Midshipmen.
- 2 Quartermasters.
- 1 Quartermaster's Mate.
- 1 Boatswain's Mate.
- 1 Gunner's Mate.
- 1 Carpenter's Mate.
- 1 Carpenter's Crew.
- 1 Sailmaker.
- 1 Armourer.
- 1 Corporal.
- 1 Clerk and Steward.
- 23 Able Seamen.

Two skilful and careful men were appointed, at Sir Joseph Banks's recommendation, to have the management of the plants intended to be brought home: the one, David Nelson, who had been on similar employment in Captain Cook's last voyage; the other, William Brown, as an assistant to him. With these two our whole number amounted to forty-six.

It was proposed that our route to the Society Islands should be round Cape Horn; and the greatest dispatch became necessary as the season was already far advanced: but the shipwrights not being able to complete their work by the time the ship was ready in other respects, our sailing was unavoidably retarded.

October. Thursday 4.

However by the 4th of October the pilot came on board to take us down the river.

Tuesday 9.

On the 9th we fell down to Long Reach where we received our gunner's stores and guns, four four-pounders and ten swivels.

The ship was stored and victualled for eighteen months. In addition to the customary allowance of provisions we were supplied with sourkraut, portable soup, essence of malt, dried malt, and a proportion of barley and wheat in lieu of oatmeal. I was likewise furnished with a quantity of ironwork and trinkets to serve in our intercourse with the natives in the South Seas: and from the board of Longitude I received a timekeeper, made by Mr. Kendal.

Monday 15.

On the 15th I received orders to proceed to Spithead.

November. Sunday 4.

But the winds and weather were so unfavourable that we did not arrive there till the 4th of November. On the 24th I received from Lord Hood, who commanded at Spithead, my final orders. The wind, which for several days before had been favourable, was now turned directly against us.

Wednesday 28.

On the 28th the ship's company received two months pay in advance, and on the following morning we worked out to St. Helen's, where we were obliged to anchor.

1787. December. Sunday 23.

We made different unsuccessful attempts to get down Channel, but contrary winds and bad weather constantly forced us back to St. Helen's, or Spithead, until Sunday the 23rd of December when we sailed with a fair wind.

During our stay at Spithead, the rate of the timepiece was several times examined by Mr. Bailey's observations at the Portsmouth observatory. On the 19th of December, the last time of its being examined on shore, it was 1 minute 52 seconds, 5 too fast for meantime, and then losing at the rate of 1 second, 1 per day; and at this rate I estimate its going when we sailed.

The object of all the former voyages to the South Seas undertaken by the command of his present majesty, has been the advancement of science and the increase of knowledge. This voyage may be reckoned the first the intention of which has been to derive benefit from those distant discoveries. For the more fully comprehending the nature and plan of the expedition, and that the reader may be possessed of every information necessary for entering on the following sheets, I shall here lay before him a copy of

the instructions I received from the admiralty, and likewise a short description of the breadfruit.

By the Commissioners for Executing the Office of Lord High Admiral of Great Britain and Ireland, etc.

Whereas the king, upon a representation from the merchants and planters interested in his Majesty's West India possessions that the introduction of the breadfruit tree into the islands of those seas, to constitute an article of food, would be of very essential benefit to the inhabitants, hath, in order to promote the interests of so respectable a body of his subjects (especially in an instance which promises general advantage) thought fit that measures should be taken for the procuring some of those trees, and conveying them to the said West India islands: And whereas the vessel under your command hath, in consequence thereof, been stored and victualled for that service, and fitted with proper conveniences and necessaries for the preservation of as many of the said trees as, from her size, can be taken on board her; and you have been directed to receive on board her the two gardeners named in the margin, David Nelson, and William Brown, who, from their knowledge of trees and plants, have been hired for the purpose of selecting such as shall appear to be of a proper species and size:

You are, therefore, in pursuance of his majesty's pleasure, signified to us by Lord Sydney, one of his principal secretaries of state, hereby required and

directed to put to sea in the vessel you command, the first favourable opportunity of wind and weather, and proceed with her, as expeditiously as possible, round Cape Horn, to the Society Islands, situate in the Southern ocean, in the latitude of about eighteen degrees south, and longitude of about two hundred and ten degrees east from Greenwich, where, according to the accounts given by the late Captain Cook, and persons who accompanied him during his voyages, the breadfruit tree is to be found in the most luxuriant state.

Having arrived at the above-mentioned islands, and taken on board as many trees and plants as may be thought necessary (the better to enable you to do which, you have already been furnished with such articles of merchandise and trinkets as it is supposed will be wanted to satisfy the natives) you are to proceed from thence through Endeavour Straits (which separate New Holland from New Guinea) to Prince's Island in the Straits of Sunda, or, if it should happen to be more convenient, to pass on the eastern side of Java to some port on the north side of that island, where any breadfruit trees which may have been injured, or have died, may be replaced by mangosteens, duriens, jacks, nancas, lanfas, and other fine fruit trees of that quarter, as well as the rice plant which grows upon dry land; all of which species (or such of them as shall be judged most eligible) you are to purchase on the best terms you can from the inhabitants of that island with the ducats with which you have also been furnished for that purpose; taking care however, if the rice plants above-

mentioned cannot be procured at Java, to touch at Prince's Island for them, where they are regularly cultivated.

From Prince's Island, or the Island of Java, you are to proceed round the Cape of Good Hope to the West Indies (calling on your way thither at any places which may be thought necessary) and deposit one half of such of the above-mentioned trees and plants as may be then alive at his majesty's botanical garden at St. Vincent, for the benefit of the Windward Islands, and then go on to Jamaica: and, having delivered the remainder to Mr. East, or such person or persons as may be authorised by the governor and council of that island to receive them, refreshed your people, and received on board such provisions and stores as may be necessary for the voyage, make the best of your way back to England; repairing to Spithead, and sending to our secretary an account of your arrival and proceedings.

And whereas you will receive herewith a copy of the instructions which have been given to the above-mentioned gardeners for their guidance, as well as in procuring the said trees and plants, and the management of them after they shall be put on board, as for bringing to England a small sample of each species, and such others as may be prepared by the superintendent of the botanical garden at St. Vincent's, and by the said Mr. East, or others, for his majesty's garden at Kew; you are hereby required and directed to afford, and to give directions to your officers and company to afford, the said gardeners every possible

aid and assistance, not only in the collecting of the said trees and plants at the places before mentioned, but for their preservation during their conveyance to the places of their destination.

Given under our hands the 20th November 1787.

HOWE,
CHARLES BRETT,
RD. HOPKINS,
J. LEVESON GOWER.

To Lieutenant William Bligh, commanding his majesty's armed vessel the Bounty at Spithead.

By command of their Lordships,

P. STEPHENS.

In the foregoing orders it is to be observed that I was particularly directed to proceed round Cape Horn but, as the season was so far advanced and we were so long detained by contrary winds, I made application to the Admiralty for discretional orders on that point; to which I received the following answer:

By the Commissioners for Executing the Office of Lord High Admiral of Great Britain and Ireland, Etc. Etc.

The season of the year being now so far advanced as to render it probable that your arrival with the vessel

you command on the southern coast of America will be too late for your passing round Cape Horn without much difficulty and hazard, you are in that case at liberty (notwithstanding former orders) to proceed in her to Otaheite, round the Cape of Good Hope.

Given under our hands the 18th December 1787.

HOWE,
CHARLES BRETT,
BAYHAM.

To Lieutenant William Bligh, commanding His Majesty's armed vessel Bounty, Spithead.

By command of their Lordships,

P. Stephens.

The Breadfruit is so well known and described that to attempt a new account of it would be unnecessary and useless. However as it may contribute to the convenience of the reader I have given the following extracts respecting it with the plate annexed.

Extract from the Account of Dampier's Voyage Round the World Performed in 1688.

The breadfruit (as we call it) grows on a large tree, as big and high as our largest apple-trees: It hath a

spreading head, full of branches and dark leaves. The fruit grows on the boughs like apples; it is as big as a penny-loaf when wheat is at five shillings the bushel; it is of a round shape, and hath a thick tough rind. When the fruit is ripe it is yellow and soft, and the taste is sweet and pleasant. The natives of Guam use it for bread. They gather it, when full-grown, while it is green and hard; then they bake it in an oven, which scorches the rind and makes it black; but they scrape off the outside black crust, and there remains a tender thin crust; and the inside is soft, tender, and white like the crumb of a penny-loaf. There is NEITHER SEED NOR STONE in the inside, but all is of a pure substance, like bread. It must be eaten new; for, if it is kept above twenty-four hours, it grows harsh and choaky; but it is very pleasant before it is too stale. This fruit lasts in season EIGHT MONTHS in the year, during which the natives eat NO OTHER SORT OF FOOD OF BREAD KIND. I did never see of this fruit anywhere but here. The natives told us that there is plenty of this fruit growing on the rest of the Ladrone islands; and I DID NEVER HEAR OF IT ANYWHERE ELSE. Volume 1 page 296.

Extract from the Account of Lord Anson's Voyage, Published by Mr. Walter.

There was at Tinian a kind of fruit, peculiar to these (Ladrone) islands, called by the Indians rhymay, but by us the breadfruit; for it was constantly eaten by us, during our stay upon the island, * instead of bread; and

so UNIVERSALLY PREFERRED that no ship's bread was expended in that whole interval. It grew upon a tree which is somewhat lofty, and which towards the top divides into large and spreading branches. The leaves of this tree are of a remarkable deep green, are notched about the edges, and are generally from a foot to eighteen inches in length. The fruit itself is found indifferently on all parts of the branches; it is in shape rather elliptical than round; it is covered with a tough rind and is usually seven or eight inches long; each of them grows singly and not in clusters. This fruit is fittest to be used when it is full-grown but still green; in which state, after it is properly prepared by being roasted in the embers, its taste has some distant resemblance to that of an artichoke's bottom, and its texture is not very different, for it is soft and spongy.

(*Footnote. About two months, namely from the latter end of August to the latter end of October, 1742.)

Extracts from the Account of the First Voyage of Captain Cook. Hawkesworth, Vol. 2.

IN THE SOCIETY ISLANDS.

The breadfruit grows on a tree that is about the size of a middling oak; its leaves are frequently a foot and a half long, of an oblong shape, deeply sinuated like those of the fig-tree, which they resemble in consistence and colour, and in the exuding of a white milky juice upon being broken. The fruit is about the size and shape of a child's head, and the surface is reticulated not much

unlike a truffle: it is covered with a thin skin, and has a core about as big as the handle of a small knife. The eatable part lies between the skin and the core; it is as white as snow, and somewhat of the consistence of new bread: it must be roasted before it is eaten, being first divided into three or four parts. Its taste is insipid, with a slight sweetness somewhat resembling that of the crumb of wheaten bread mixed with a Jerusalem artichoke.

Pages 80, 81. See also the plate there and at page 232.

Of the many vegetables that have been mentioned already as serving them for food, the principal is the breadfruit, to procure which costs them no trouble or labour but climbing a tree. The tree which produces it does not indeed shoot up spontaneously, but if a man plants ten of them in his lifetime, which he may do in about an hour, he will as completely fulfil his duty to his own and future generations as the native of our less temperate climate can do by ploughing in the cold winter, and reaping in the summer's heat, as often as these seasons return; even if, after he has procured bread for his present household, he should convert a surplus into money, and lay it up for his children.

It is true indeed that the breadfruit is not always in season; but coconuts, bananas, plantains, and a great variety of other fruits supply the deficiency. Page 197.



Extract from the Account of Captain Cook'S Last Voyage.

IN THE SOCIETY ISLANDS.

I (Captain Cook) have inquired very carefully into their manner of cultivating the breadfruit tree at Otaheite; but was always answered that they never planted it. This indeed must be evident to everyone who will examine the places where the young trees come up. It will be always observed that they spring from the roots of the old ones which run along near the surface of the ground. So that the breadfruit trees may be reckoned those that would naturally cover the plains, even supposing that the island was not inhabited, in the same manner that the white-barked trees, found at Van Diemen's Land, constitute the forests there. And from this we may observe that the inhabitant of Otaheite, instead of being obliged to plant his bread, will RATHER be under the necessity of preventing its progress; which I suppose is sometimes done to give room for trees of another sort, to afford him some variety in his food. Volume 2 page 145.

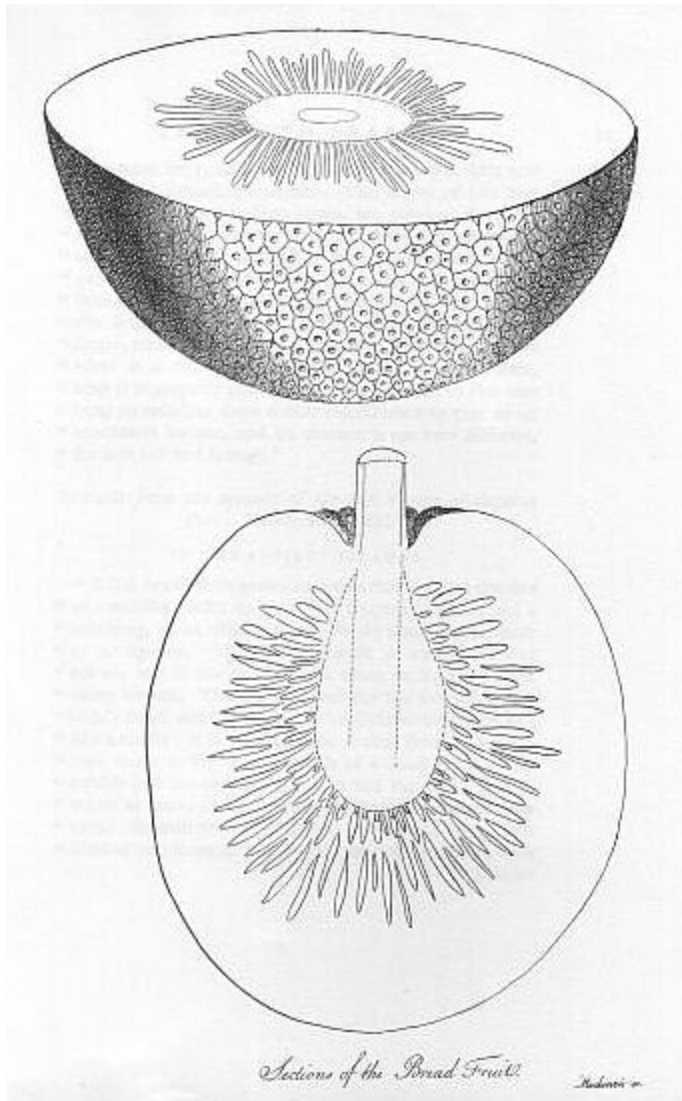
IN THE SANDWICH ISLANDS.

The breadfruit trees are planted, and flourish with great luxuriance, on rising grounds. Where the hills rise almost perpendicularly in a great variety of peaked forms, their steep sides and the deep chasms between them are covered with trees, amongst which those of the breadfruit were observed particularly to abound. Volume 3 pages 105 and 114, containing Captain King's Narrative.

The climate of the Sandwich Islands differs very little from that of the West India Islands, which lie IN THE

SAME LATITUDE. Upon the whole perhaps it may be rather more temperate. Captain King ib page 116.

The breadfruit trees thrive in these islands, not in such abundance, but produce double the quantity of fruit they do on the rich plains of Otaheite. The trees are nearly of the same height, but the branches begin to strike out from the trunk much lower, and with greater luxuriance. Captain King ib page 120.



Sections of the Bread Fruit

CHAPTER 2.

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Departure from England. Arrival at Tenerife.
Sail from thence.
Arrival off Cape Horn.
Severity of the Weather.
Obliged to bear away for the Cape of Good Hope.

1787. December. Sunday 23.

On Sunday morning the 23rd of December 1787 we sailed from Spithead and, passing through the Needles, directed our course down channel with a fresh gale of wind at east. In the afternoon one of the seamen, in furling the main-top-gallant-sail, fell off the yard and was so fortunate as to save himself by catching hold of the main-top-mast-stay in his fall. At night the wind increased to a strong gale with a heavy sea.

Tuesday 25.

It moderated however on the 25th and allowed us to keep our Christmas with cheerfulness; but the following day it blew a severe storm of wind from the eastward, which continued till the 29th, in the course of which we suffered greatly. One sea broke away the spare yards and spars out of the starboard main chains. Another heavy sea broke into the ship and stove all the boats. Several casks of beer that had been lashed upon deck were broke loose and washed overboard, and it was not without great difficulty and risk

that we were able to secure the boats from being washed away entirely.

Saturday 29.

On the 29th we were in latitude 39 degrees 35 minutes north and longitude 14 degrees 26 minutes west when the gale abated and the weather became fair. Besides other mischief done to us by the storm, a large quantity of our bread was damaged and rendered useless, for the sea had stove in our stern and filled the cabin with water. From this time to our arrival at Tenerife we had moderate weather and winds mostly from the northward.

1788. January.

January 4.

This forenoon we spoke a French ship bound to the Mauritius.

Saturday 5. Tenerife.

The next day at nine in the forenoon we saw the island of Tenerife bearing west-south-west half west about twelve leagues distant. It was covered with a thick haze except the north-westernmost part which is a remarkable headland, resembling a horse's head, the ears very distinct. To the eastward of this head* lie two round rocks, the northern boundary of Tenerife. I had a good observation at noon by which I make the latitude of the two rocks 28 degrees 44 minutes north and their longitude by our timekeeper 16 degrees 5 minutes west. To the southward of these and near the shore is a high needle rock: about four leagues farther to the southward the coast inclines towards the west to the road of Santa Cruz, where we anchored at half-past nine on Sunday morning in twenty-five fathoms water, and moored

along shore in the same depth, with the cupola tower of the church of St. Francis bearing west half north one mile, the east part of the road east by north, the castle on the south point south-west, and the west part of the Grand Canary south-south-east. A Spanish packet bound to Corunna, an American brig, and several other vessels, were lying here.

(*Footnote. South 82 degrees east by the compass.)

As soon as the ship was anchored I sent an officer (Mr. Christian) to wait on the governor and to acquaint him I had put in to obtain refreshments and to repair the damages we had sustained in bad weather. To this I had a very polite answer from the governor, * that I should be supplied with whatever the island afforded. I had also directed the officer to acquaint him that I would salute, provided an equal number of guns were to be returned but, as I received an extraordinary answer to this part of my message, purporting that his excellency did not return the same number but to persons equal in rank to himself, this ceremony was omitted.

(*Footnote. Marquis de Brancheforte.)

During this interval I was visited by the port-master (Captain Adams) and shortly afterwards several officers came on board from his excellency to compliment me on my arrival. As soon as the ship was moored I went on shore and paid my respects to him.

Monday 7.

On Monday morning I began to forward the ship's business with the utmost dispatch, and gave the necessary

directions to Messrs. Collogan and sons, the contractors, for the supplies I wanted. I also got leave of the governor for Mr. Nelson to range the hills and examine the country in search of plants and natural curiosities.

As there was a great surf on the shore I bargained for everything I wanted to be brought off by the shore boats, and agreed to give five shillings per ton for water. Very good wine was bought at ten pounds per pipe, the contract price; but the superior quality was fifteen pounds; and some of this was not much inferior to the best London Madeira. I found this was an unfavourable season for other refreshments: Indian corn, potatoes, pumpkins, and onions, were all very scarce and double the price of what they are in summer. Beef also was difficult to be procured and exceedingly poor; the price nearly sixpence farthing per pound. The corn was three current dollars per fanega, which is full five shillings per bushel; and biscuit at twenty-five shillings for the hundred pounds. Poultry was so scarce that a good fowl cost three shillings. This is therefore not a place for ships to expect refreshments at a reasonable price at this time of the year, wine excepted; but from March to November supplies are plentiful, particularly fruit, of which at this time we could procure none except a few dried figs and some bad oranges.

NAUTICAL REMARKS.

During our stay here the weather was fair with north-east winds and calms and small drizzling rain in the night. The thermometer from 66 to 69 degrees at noon in the shade. I could make no lunar observations for the longitude, but by the help of the timekeeper I have computed the situation of

the town of Santa Cruz to be 28 degrees 28 minutes north latitude and 16 degrees 18 minutes west longitude. I observed the variation by two compasses to be 20 degrees 1 minute west: this much exceeded what I could have imagined; for in 1776 I observed it only 14 degrees 40 minutes west; a difference of above five degrees in eleven years: and this makes me reflect on the uncertainty of obtaining the exact deviation of the magnetic pole, and of course its annual variation which never can be accurately ascertained unless the observations are made always in one spot and with the same compass.

Tenerife, though considerably without the tropic, is so nearly within the limits of the tradewind that navigators generally steer to it from the eastward. The road of Santa Cruz lies on the east side of the island, at the end of a range of craggy hills, barren and very lofty, along which you sail west by south by compass into the road, with a sea unfathomable until near the shore. The anchoring ground may be accounted from fifty fathoms to twenty, or even fifteen. The bank is very steep and gives but little time to sound; for which reason it should be done effectually with a heavy lead, or a ship will be too near in before a stranger is aware of it: he will likewise too soon expect to find bottom, owing to the great deception of the adjacent high land. To obviate these difficulties it is necessary to observe that while a town which lies some distance to the southward of Santa Cruz is open with the castle on the south part of the road, though you may appear near to the shore, there is no anchorage; but after it is shut entirely in you get on the bank. The church bearing west or west by south and the

south point of the road south-west half south to south-west by west is a good situation for anchoring: the depth about twenty-five fathoms. The distance from the shore will be three quarters of a mile; and the southernmost land that can be seen then will be a half or quarter point of the compass farther out than the south point of the road.

The bottom is black soft mud, with some patches of rocks; for which reason vessels that lie here any length of time buoy their cables. This precaution, besides being useful in that particular, they think makes them ride more easy when there is much sea setting into the road, which, with the wind any way to the southward of east or at south-west, must be very considerable; it is therefore usual to moor with four anchors, though more than two are scarce ever of use. Mooring is however advisable if a ship is only to remain twenty-four hours, and the tighter the better, that the cables may keep clear of the ground.

The landing on the beach is generally impracticable with our own boats, at least without great risk; but there is a very fine pier on which people may land without difficulty if there is not much swell in the road. To this pier the water is conveyed by pipes for the use of shipping, and for which all merchant-ships pay.

There is a degree of wretchedness and want among the lower class of people which is not anywhere so common as among the Spanish and Portuguese settlements. To alleviate these evils the present governor of Tenerife has instituted a most charitable society which he takes the trouble to superintend; and by considerable contributions a large airy dwelling that contains one hundred and twenty poor girls

and as many men and boys has been built and endowed with a sufficiency of land round it, not only for all present purposes but for enlarging the building for more objects of charity as their funds increase. I had the honour to be shown by his excellency this asylum (Hospicio they call it) where there appeared in every countenance the utmost cheerfulness and content. The decency and neatness of the dress of the young females, with the order in which they were arranged at their spinning-wheels and looms in an extensive airy apartment, was admirable. A governess inspected and regulated all their works, which were the manufacturing of ribbons of all colours, coarse linens, and tapes; all which were managed and brought to perfection by themselves from the silk and flax in their first state; even the dying of the colours is performed by them. These girls are received for five years, at the end of which they are at liberty to marry, and have for their portions their wheel and loom, with a sum of money proportioned to the state of the fund, which is assisted by the produce of their labour, and at this time was estimated at two thousand dollars per annum.

The men and boys are not less attended to: they are employed in coarser work, blanketing and all kinds of common woollens: if they become infirm they spend the remainder of their days here comfortably and under a watchful inspector who attends them in the same manner as the governess does the girls. They are all visited every day by the governor, and a clergyman attends them every evening. By this humane institution a number of people are rendered useful and industrious in a country where the poor, from the indulgence of the climate, are too apt to prefer a

life of inactivity, though attended with wretchedness, to obtaining the comforts of life by industry and labour.

The number of inhabitants in the island I was informed were estimated at between eighty and one hundred thousand. Their annual export of wine is twenty thousand pipes and of brandy half that quantity. Vessels are frequently here from St. Eustatia, and from thence a great quantity of Tenerife wine is carried to the different parts of the West Indies, under the name of Madeira.

Tenerife is considered of more value than all the other Canaries: the inhabitants however, in scarce seasons, receive supplies from the Grand Canary; but their vineyards here are said to be greatly superior. Their produce of corn, though exceedingly good, is not sufficient for their consumption; and owing to this the Americans have an advantageous trade here for their flour and grain, and take wine in return.

The town of Santa Cruz is about half a mile in extent each way, built in a regular manner, and the houses in general large and airy, but the streets are very ill paved. I am told that they are subject to few diseases; but if any epidemic distemper breaks out it is attended with the most fatal consequences, particularly the smallpox, the bad effects of which they now endeavour to counteract by inoculation. For this reason they are very circumspect in admitting ships to have communication with the shore without bills of health.

A sloop from London, called the Chance, William Meridith, master, bound to Barbados, out nineteen days from the Downs, came into the road the day before we sailed. She

had suffered much by the bad weather but, having brought no bill of health, the governor would not allow any person to come on shore unless I could vouch for them that no epidemic disease raged in England at the time they sailed, which I was able to do, it being nearly at the same time that I left the land; and by that means they had the governor's permission to receive the supplies they wanted without being obliged to perform quarantine.

Thursday 10.

Having finished our business at Tenerife on Thursday the 10th we sailed with the wind at south-east, our ship's company all in good health and spirits.

I now divided the people into three watches, and gave the charge of the third watch to Mr. Fletcher Christian, one of the mates. I have always considered this as a desirable regulation when circumstances will admit of it on many accounts; and am persuaded that unbroken rest not only contributes much towards the health of a ship's company but enables them more readily to exert themselves in cases of sudden emergency.

As it was my wish to proceed to Otaheite without stopping I ordered everybody to be at two-thirds allowance of bread: I also directed the water for drinking to be filtered through dripstones that I had bought at Tenerife for that purpose.

In the evening we passed the south end of Tenerife which is a round lump of land that, from the lowness of the contiguous land, has at a distance the appearance of a separate island. By our run from the bay of Santa Cruz I

make the latitude of the south end of Tenerife to be 28 degrees 6 minutes north.

We ran all night towards the south-south-west having the wind at south-east. The next morning we could see nothing of the land. I now made the ship's company acquainted with the intent of the voyage and, having been permitted to hold out this encouragement to them, I gave assurances of the certainty of promotion to everyone whose endeavours should merit it.

The winds for some days after leaving Tenerife were mostly from the southward. Fishing-lines and tackle were distributed amongst the people and some dolphins were caught.

Thursday 17.

On the 17th the wind came round to the north-east and continued steady in that quarter till the 25th on which day at noon we were in 3 degrees 54 minutes north. As the cloudiness of the sky gave us reason to expect much rain we prepared the awnings with hoses for the convenience of saving water, in which we were not disappointed. From this time to our meeting with the south-east tradewind we had much wet weather, the air close and sultry with calms, and light variable winds generally from the southward.

Tuesday 29.

On the 29th there was so heavy a fall of rain that we caught seven hundred gallons of water.

Thursday 31.

On the 31st, latitude at noon 2 degrees 5 minutes north, found a current setting to the north-east at the rate of fourteen miles in the twenty-four hours. The thermometer