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A VOYAGE  
ROUND THE WORLD  
IN THE YEARS 1740-4

MADE BY  
LORD ANSON

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BY  
JOHN C. ALLEN

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## INTRODUCTION

GEORGE ANSON was a Staffordshire boy. He joined the Navy as a midshipman, and took to the sea like a duck to water. He was very keen upon his work, and soon made his mark as a good navigator. Having influential relations, he was given his chance in the service at an early age. While still a young man, he was given the command of a frigate, a lightly armed, speedy vessel, corresponding to the modern light cruiser. Then he was appointed to the command of the *Centurion*, a line-of-battle ship.

Let us consider for a moment the state of navigation in Anson's lifetime. The sextant had been invented, and ships could fix their latitude accurately. But how about longitude? No thoroughly accurate chronometer had, up to this time, come into general use, so that all navigators were a bit 'shaky' about their position in longitude. Similarly, in fixing positions of capes and peninsulas for the purpose of drawing them in on our maps, and drawing in the trend of coast-lines accurately, no definitely accurate positions could be determined, and the tail of the American continent, mapped and charted from observations of previous navigators, was made, as you will see from the text, to tail away to the west more than it should have done.

In 1740 Anson was appointed to command an expedition to harry the Spaniards off the west coast of Spanish South America, so called, the Spanish Main. The text of the following narrative describes this expedition: the hardships and difficulties finally overcome by courage and perseverance: shipwreck, the ravages of disease, the disheartening effects upon the crews of continual burials at sea, the mending of spars while wallowing, broadside on, in the gigantic billows off Cape Horn (so named by the Dutchman who discovered it) or Horn as it is now called,

and finally the victorious survival of all the ships of the squadron except one, to fight the Spaniards, take prizes, and arrive safely home after circumnavigating the world: this is the nature of the text of this volume in Longmans' Class Books of English Literature.

And Lord Anson determined to do more than merely round the Cape and make war upon the enemy commerce. He had the vision to see ahead to a time when all the rocks and islands, dangers to navigation, having been charted, ships of commerce, and ships of war, might pass to and fro across the water, without danger to themselves. He made a point of checking the observations of the one or two navigators who had surveyed this part of the world before him, took soundings with the deep-sea lead, and generally, in spite of hardships, the ill-equipment of his expedition, and the disheartening difficulties with which he was beset, came through victorious. Incidentally, the island on which Robinson Crusoe was cast away was the rendezvous of Admiral Anson's squadron off the Spanish Main, and a beautiful island it was! They saw one of Robinson's goats, grown hoary with age, with a beard reaching down to its knees!

The doleful tales of storm and shipwreck are varied by accounts of personal courage and resourcefulness on the part of the leader of the expedition, and there is a magnificent sea-fight, *Centurion* v. Spanish galleon, at the finish!

Previous to Lord Anson's circumnavigation of the globe, Magellan, the Portuguese seaman did it in 1522; and Drake, the Englishman, in 1579. Captain Cook made his famous voyage in the latter part of the same century as Lord Anson. The end of this century saw an accurate chronometer (Harrison's) in general use in the Royal Navy!

The notes at the end of this volume err, if anything, on the side of liberality. The intention has been to make the book a fund of sea-knowledge, so that the student, in after life, may be able to comprehend any book relating to the sea that he may be reading.

JOHN C. ALLEN.

# ANSON'S VOYAGE ROUND THE WORLD

## BOOK I

### CHAPTER I

OF THE EQUIPMENT OF THE SQUADRON: THE INCIDENTS  
RELATING THERETO, FROM ITS FIRST APPOINTMENT  
TO ITS SETTING SAIL FROM ST. HELENS

THE squadron under the command of Mr. Anson having undergone many changes in its destination, its force, and its equipment, during the ten months between its original appointment and its final sailing from St. Helens, I conceive the history of these alterations is a detail necessary to be made public, both for the honour of those who first planned and promoted this enterprize, and for the justification of those who have been entrusted with its execution.

When, in the latter end of the summer of the year 1739, it was foreseen that a war with Spain was inevitable, it was the opinion of some considerable persons, that the most prudent step the nation could take, on the breaking out of war, was attacking that crown in her distant settlements; for by this means it was supposed that we should cut off the principal resources of the enemy, and should reduce them to the necessity of desiring an early peace.

On this scheme Sir Charles Wager was so intent that in a few days after this first conference, that is, on November 18, Mr. Anson received an order to take under his command the *Argyle*, *Severn*, *Pearl*, *Wager*, and *Tryal* sloop; and other

orders were issued to him in the same month, and in the December following, relating to the victualling of this squadron.

And it is necessary to mention here another material particular in the equipment of this squadron.<sup>1</sup> It was proposed to Mr. Anson, after it was resolved that he should be sent to the South Seas, to take with him two persons under the denomination of Agent Victuallers. Those who were mentioned for this employment had formerly been in the Spanish West Indies, in the South Sea Company's service, and it was supposed that by their knowledge and intelligence on that coast they might often procure provisions for him by compact with the inhabitants, when it was not to be got by force of arms : these agent victuallers were, for this purpose, to be allowed to carry to the value of £15,000 in merchandize on board the squadron; for they had represented that it would be much easier for them to procure provisions with goods than with the value of the same in money. Whatever colour was given to this scheme, it was difficult to persuade the generality of mankind that it was not principally intended for the enrichment of the agents themselves. Mr. Anson from the beginning objected both to the appointment of agent victuallers and to allowing them to carry a cargo on board the squadron.

This cargo was first shipped on board the *Wager* store ship, and on one of the *Victuallers* ; no part of it being admitted on board the men-of-war. But when the commodore was at St. Catherine's, he considered that in case the squadron should be separated, it might be pretended that some of the ships were disappointed of provisions for want of a cargo to truck with, and therefore he distributed some of the least bulky commodities on board the men-of-war, leaving the remainder principally on board the *Wager*, which was lost ; and more of the goods perishing by various accidents to be recited hereafter, and no part of them being disposed of upon the coast, the few that came home

<sup>1</sup> The expedition had been manned with invalid soldiers and sailors.

to England did not produce, when sold, above a fourth part of the original price.

To supply the place of the two hundred and forty invalids who deserted, there were ordered on board two hundred and ten marines detached from different regiments. These were raw and undisciplined men, for they were just raised, and had scarcely anything more of the soldier than their regimentals, none of them having been so far trained as to be permitted to fire. The last detachment of these marines came on board the 8th of August, and on the 10th the squadron sailed from Spithead to St. Helens, there to wait for a wind to proceed on the expedition.

## CHAPTER II

THE PASSAGE FROM ST. HELENS TO THE ISLAND OF MADEIRA ;  
WITH A SHORT ACCOUNT OF THAT ISLAND, AND OF OUR  
STAY THERE

ON the 18th of September, 1740, the squadron weighed from St. Helens with a contrary wind, the commodore proposing to tide it down the Channel.

The squadron consisted of five men-of-war, a sloop of war and two victualling ships. They were the *Centurion* of sixty guns, four hundred men ; the *Gloucester* of fifty guns, three hundred men, Richard Norris, commander ; the *Severn* of fifty guns, three hundred men, the Honourable Edward Legg, commander ; the *Pearl* of forty guns, two hundred and fifty men, Matthew Mitchel, commander ; the *Wager* of twenty-eight guns, one hundred and sixty men, Dandy Kidd, commander ; and the *Tryal* sloop of eight guns, one hundred men, the Honourable John Murray, commander ; the *Centurion* was the flag-ship. The two victuallers were pinks, the largest of about four hundred, and the other of about two hundred tons burthen. These were to attend us till the provisions we had taken on board were so far consumed as to make room for the additional quantity they carried with them. Besides the complement of men borne by the above-mentioned ships as their crews, there were embarked on board the squadron about four hundred and seventy invalids and marines, under the denomination of land forces. With this squadron, together with the *St. Albans* and the *Lark*, and the trade under their convoy, Mr. Anson, after weighing from St. Helens, tided it down the Channel for the first forty-eight

hours ; and, on the 20th, in the morning, we discovered off the Ram Head the *Dragon*, *Winchester*, *South Sea Castle*, and *Rye*, with a number of merchantmen under their convoy. These we joined about noon the same day, our commodore having orders to see them (together with the *St. Albans* and *Lark*) as far into the sea as their course and ours lay together. When we came in sight of this last mentioned fleet, Mr. Anson first hoisted his broad pennant, and was saluted by all the men-of-war in company.

When we joined this last convoy, we made up eleven men-of-war, and about one hundred and fifty sail of merchantmen, consisting of the Turkey, the Streights, and the American trade. Mr. Anson, the same day, made a signal for all the captains of the men-of-war to come on board him, where he delivered them their fighting and sailing instructions, and then, with a fair wind, we all stood towards the south-west. Being now clear of the land, our commodore, to render our view more extensive, ordered Captain Mitchel, in the *Pearl*, to make sail two leagues ahead of the fleet every morning, and to repair to his station every evening. Thus we proceeded till the 25th, when the *Winchester* and the American convoy made the concerted signal for leave to separate, which being answered by the commodore, they left us : as the *St. Albans* and the *Dragon*, with the Turkey and the Streights convoy, did on the 29th. After which separation, there remained in company only our own squadron and two victuallers, with which we kept on our course for the island of Madeira. On Monday, October the 25th, we, to our great joy, made the land, and in the afternoon came to an anchor in Madeira Road, in forty fathom water ; the Brazen Head bearing from us E. by S. the Loo N.N.W. and the great church N.N.E. We had hardly let go our anchor when an English privateer sloop ran under our stern and saluted the commodore with nine guns, which we returned with five. And, the next day, the consul of the island visiting the commodore, we saluted him with nine guns on his coming on board.

This island of Madeira, where we had now arrived, is

famous through all our American settlements for its excellent wines, which seem to be designed by Providence for the refreshment of the inhabitants of the torrid zone. It is situated in a fine climate, in the latitude of  $32^{\circ} 27'$  north ; and in the longitude from London (by our different reckonings of  $18\frac{1}{2}^{\circ}$  to  $19\frac{1}{2}^{\circ}$  west, though laid down in the charts in  $17^{\circ}$ ). It is composed of one continued hill, of a considerable height, extending itself from east to west, the declivity of which, on the south side, is cultivated and interspersed with vineyards ; and in the midst of this slope the merchants have fixed their country seats, which help to form a very agreeable prospect. There is but one considerable town in the whole island : it is named Funchal, and is situated on the south part of the island, at the bottom of a large bay. Funchal is the only place of trade, and indeed the only place where it is possible for a boat to land. And even here the beach is covered with large stones, and a violent surf continually beats upon it ; so that the commodore did not care to venture the ships' long-boats to fetch the water off, there was so much danger of their being lost ; and therefore ordered the captains of the squadron to employ Portuguese boats on that service.

We continued about a week at this island, watering our ships, and providing the squadron with wine and other refreshments. Here on the 3rd of November, Captain Richard Norris quitted his command of the *Gloucester* in order to return to England for the recovery of his health. The commodore thereupon was pleased to appoint Captain Matthew Mitchel to command the *Gloucester* in his room, and to remove Captain Kidd from the *Wager* to the *Pearl*, and Captain Murray from the *Tryal* sloop to the *Wager*, giving command of the *Tryal* to Lieutenant Cheap.

When Mr. Anson visited the Governor of Madeira, he received information from him that for three or four days, in the latter end of October, there had appeared to the westward of that island, seven or eight ships of the line, and a patache, which last was sent every day close in to make the land. The governor assured the commodore, upon his honour, that

none upon the island had either given them intelligence, or had in any sort communicated with them, but that he believed them to be either French or Spanish, but was rather inclined to think them Spanish. On this intelligence Mr. Anson sent an officer in a clean sloop, eight leagues to the westward, to reconnoitre them, and, if possible, to discover what they were ; but the officer returned without being able to get a sight of them, so that we still remained in uncertainty. However, we could not but conjecture that this fleet was intended to put a stop to our expedition, which, had they cruised to the eastward of the island instead of the westward, they could not but have executed with great facility. For as, in that case, they must have certainly fallen in with us, we should have been obliged to throw overboard vast quantities of provision to clear our ships for an engagement ; and this alone, without any regard to the result of the action, would have effectually prevented our progress.

## CHAPTER III

### FROM MADEIRA TO ST. CATHERINE'S

ON the 3rd of November, we weighed from Madeira, after orders had been given to the captains to rendezvous at St. Catherine's, on the coast of Brazil.

In our passage to the island of St. Catherine's, we found the direction of the trade-winds to differ considerably from that which we had reason to expect, both from the general histories given of these winds, and the experience of former navigators. For the learned Dr. Halley, in his account of the trade-winds which take place in the Ethiopic and Atlantic Oceans, tells us that from the latitude of  $28^{\circ}$  N., to the latitude of  $10^{\circ}$  N., there is generally a fresh gale of N.E. wind, which towards the African side rarely comes to the eastward of E.N.E., or passes to the northward of N.N.E.; but on the American side the wind is somewhat more easterly, though most commonly even there it is a point or two to the northward of the east. That from  $10^{\circ}$  N. to  $4^{\circ}$  N., the calms and tornadoes take place; and from  $4^{\circ}$  N. to  $30^{\circ}$  S., the winds are generally and perpetually between the south and the east. This account we expected to have verified by our own experience; but we found considerable variations from it, both in respect to the steadiness of the winds, and the quarter from whence they blew. For though we met with a N.E. wind about the latitude of  $28^{\circ}$  N., yet from the latitude of  $25^{\circ}$  to the latitude of  $18^{\circ}$  N., the wind was never once to the northward of the east, but, on the contrary, almost constantly to the southward of it. However, from thence to the latitude of  $6^{\circ} 20'$  N., we had it usually to the northward of the east,

though not entirely, it having for a short time changed to E.S.E. From hence, to about  $4^{\circ} 46'$  N., the weather was very unsettled; sometimes the wind was N.E., then changed to S.E., and sometimes we had a dead calm attended with small rain and lightning. After this, the wind continued almost invariably between the S. and E., to the latitude of  $7^{\circ} 30'$  S.; and then again as invariably between the N. and E., to the latitude of  $15^{\circ} 30'$  S.; then E. and S.E., to  $21^{\circ} 37'$  S. But after this, even to the latitude of  $27^{\circ} 44'$  S., the wind was never once between the S. and the E., though we had it at all times in all the other quarters of the compass. But this last circumstance may be in some measure accounted for from our approach to the main continent of the Brazils. I mention not these particulars with a view of cavilling at the received accounts of these trade-winds; but I thought it a matter worthy of public notice that such deviations from the established rules do sometimes take place!

On the 16th of November, one of our victuallers made a signal to speak with the commodore, and we shortened sail for her to come up with us. The master came on board, and acquainted Mr. Anson that he had complied with the terms of his charter, and desired to be unloaded and dismissed. Mr. Anson, on consulting the captains of the squadron, found all the ships had still such quantities of provisions between their decks, and were withal so deep, that they could, only with great difficulty, take in their several proportions of brandy from the *Industry* pink; consequently he was obliged to continue the other of them, the *Anna* pink, in the service of attending the squadron. This being resolved on, the commodore the next day made a signal for the ships to bring to, and to take on board their shares of the brandy from the *Industry* pink; and in this long-boats of the squadron were employed the three following days, when the pink being unloaded, she parted company with us, being bound for Barbadoes, there to take in a freight for England. Most of the officers of the squadron took the opportunity of writing to their friends at home by this ship; but she

was afterwards, as I have since been informed, unhappily taken by the Spaniards.

On the 20th of November, the captains of the squadron represented to the commodore that their ships' companies were very sickly, and that it was their own opinion, as well as their surgeons', that it would tend to the preservation of the men to let in more air between decks, but that their ships were so deep they could not possibly open their lower ports. On this representation, the commodore ordered six air scuttles to be cut in each ship, in such places where they would least weaken it.

We crossed the equinoxial with a fine fresh gale at S.E. on Friday the 28th of November, at four in the morning, being then in the longitude of  $27^{\circ} 59'$  west from London. And on the 2d of December, in the morning, we saw a sail in the N.W. quarter, and made the *Gloucester's* and *Tryal's* signals to chase, and half an hour after we let out our reefs and chased with the squadron; and about noon a signal was made for the *Wager* to take our remaining victualler, the *Anna* pink, in tow. But at seven in the evening, finding we did not near the chace, and that the *Wager* was very far astern, we shortened sail, and made a signal for the cruizers to join the squadron. The next day but one we again discovered a sail, which on a nearer approach we judge to be the same vessel. We chased her the whole day, and though we rather gained upon her, yet night came on before we could overtake her, which obliged us to give over the chace, to collect our scattered squadron. We were much chagrined at the escape of this vessel, as we then apprehended her to be an advice-boat sent from Old Spain to Buenos Ayres with notice of our expedition. But we have since learnt that we were deceived in this conjecture, and that it was our own East India Company's packet bound to St. Helena.

On the 10th of December, being by our accounts, in the latitude of  $20^{\circ}$  S., and  $36^{\circ} 30'$  longitude west from London, the *Tryal* fired a gun to denote soundings. We immediately sounded, and found sixty fathom water, the bottom coarse

ground with broken shells. The *Tryal* being ahead of us, had at one time thirty-seven fathom, which afterwards increased to ninety : and then she found no bottom, which happened to us too at our second trial, though we sounded with a hundred and fifty fathom of line. This is the shoal which is laid down in most charts by the name of the Abrollos ; and it appeared we were upon the very edge of it ; perhaps farther in it may be extremely dangerous. We were then, by our different accounts, from ninety to sixty leagues east of the coast of Brazil. The next day but one we spoke with a Portuguese brigantine from Rio Janeiro, bound to Bahia del Todos Santos, who informed us that we were thirty-four leagues from Cape St. Thomas, and forty leagues from Cape Frio, which last bore from us W.S.W. By our accounts we were near eighty leagues from Cape Frio ; and though on the information of this brigantine we altered our course and stood more to the southward, yet by our coming in with the land afterwards, we were full convinced that our reckoning was much correcter than our Portuguese intelligence. We found a considerable current setting to the southward after we had passed the latitude of  $16^{\circ}$  S. And the same took place all along the coast of Brazil, and even to the southward of the river Plate, it amounting sometimes to thirty miles in twenty-four hours, and once to above forty miles.

If this current is occasioned (as it is most probable) by the running off of the water accumulated on the coast of Brazil by the constant sweeping of the eastern trade-wind over the Ethiopic Ocean, then it is most natural to suppose that its general course is determined by the bearings of the adjacent shore. Perhaps too, in almost every other instance of currents, the same may hold true, as I believe no examples occur of considerable currents being observed at any great distance from land. If this then could be laid down for a general principle, it would be always easy to correct the reckoning by the observed latitude. But it were much to be wished, for the general interests of navigation, that the actual settings of the different currents which are known to

take place in various parts of the world were examined more frequently and accurately than hitherto appears to have been done.

We now began to grow impatient for a sight of land, both for the recovery of our sick, and for the refreshment and security of those who as yet continued healthy. When we departed from St. Helens, we were in so good a condition that we lost but two men on board the *Centurion* in our long passage to Madeira. But in this present run between Madeira and St. Catherine's we were remarkably sickly, so that many died, and great numbers were confined to their hammocks, both in our own ship, and on the rest of the squadron, and several of these past all hopes of recovery. The disorders they in general laboured under were such as are common to the hot climates, and what most ships bound to the southward experience in a greater or less degree. These are those kind of fevers which they usually call calentures: a disease which was not only terrible in its first instance, but even the remains of it often proved fatal to those who considered themselves as recovered from it; for it always left them in a very weak and helpless condition. By our continuance at sea all these complaints were every day increasing, so that it was with great joy we discovered the coast of Brazil on the 16th of December, at seven in the morning.

The coast of Brazil appeared high and mountainous land, extending from W. to W.S.W., and when we first saw it, it was about seventeen leagues distant. At noon we perceived a low double land bearing W.S.W. about ten leagues distant, which we took to be the island of St. Catherine's. That afternoon and the next morning, the wind being N.N.W., we gained very little to windward, and were apprehensive of being driven to the leeward of the island; but a little before noon the next day the wind came about to the southward, and enabled us to steer in between the north point of St. Catherine's and the neighbouring island of Alvaredo. As we stood in for the land, we had regular soundings, gradually decreasing from thirty-six to twelve fathom, all muddy

ground. In this last depth of water we let go our anchor at five o'clock in the evening of the 18th, the north-west point of the island of St. Catherine's bearing S.S.W., distant three miles ; and the island Alvoredo N.N.E., distant two leagues. Here we found the tide to set S.S.E. and N.N.W., at the rate of two knots, the tide of flood coming from the southward. We could from our ships observe two fortifications at a considerable distance within us, which seemed designed to prevent the passage of an enemy between the island of St. Catherine's and the main. And we could soon perceive that our squadron had alarmed the coast, for we saw the two forts hoist their colours and fire several guns, which we supposed were signals for assembling the inhabitants. To prevent any confusion, the commodore immediately sent a boat with an officer on shore to compliment the governor, and to desire a pilot to carry us into the road. The governor returned a very civil answer, and ordered us a pilot. The next morning we weighed again with the squadron, in order to run above the two fortifications, which are called the castles of Santa Cruz and St. Juan. Our soundings now between the island and the main were four, five and six fathom, with muddy ground. As we passed by the castle of Santa Cruz, we saluted it with eleven guns, and soon we moored at the island of St. Catherine's on Sunday the 21st of December, the whole squadron being, as I have already mentioned, sickly, and in great want of refreshments.

## CHAPTER IV

### PROCEEDINGS AT ST. CATHERINE'S, AND A DESCRIPTION OF THE PLACE, WITH A SHORT ACCOUNT OF BRAZIL

OUR first care, after having moored our ships, was to get our sick men on shore, preparatory to which, each ship was ordered by the commodore to erect two tents : one of them for the reception of the diseased, and the other for the accommodation of the surgeon and his assistants. We sent about eighty sick from the *Centurion* ; and the other ships, I believe, sent nearly as many, in proportion to the number of their hands. As soon as we had performed this necessary duty, we scraped our decks, and gave our ship a thorough cleansing ; then smoked it between decks, and after all washed every part well with vinegar. These operations were extremely necessary for correcting the noisome stench on board, and destroying the vermin.

Our next employment was wooding and watering our squadron, caulking our ships' sides and decks, overhauling our rigging, and securing our masts against the tempestuous weather we were, in all probability, to meet with in our passage round Cape Horn in so advanced and inconvenient a season. But before I engage in the particulars of these transactions, it will not be improper to give some account of the present state of this island of St. Catherine's. This island is esteemed by the natives to be nowhere above two leagues in breadth, though about nine in length ; it lies in  $49^{\circ} 45'$  of west longitude of London, and extends from the south latitude of  $27^{\circ} 35'$ , to that of  $28^{\circ}$ .

The soil of the island is truly luxuriant, producing fruits

of many kinds spontaneously ; and the ground is covered over with one continued forest of trees of a perpetual verdure, which, from the exuberance of the soil, are so entangled with briars, thorns, and underwood, as to form a thicket absolutely impenetrable, except by some narrow pathways which the inhabitants have made for their own convenience. These, with a few spots cleared for plantations along the shore facing the continent, are the only uncovered parts of the island. The woods are extremely fragrant, from the many aromatic trees and shrubs with which they abound, and the fruits and vegetables of all climates thrive here, almost without culture, and are to be procured in great plenty, so that here is no want of pineapples, peaches, grapes, oranges, lemons, citrons, melons, apricots, nor plantains. There are besides great abundance of two other products of no small consideration for a sea-store, I mean onions and potatoes. The flesh provisions are, however, much inferior to the vegetables. There are indeed small wild cattle to be purchased, somewhat like buffaloes, but these are very indifferent food, their flesh being of a loose texture, and generally of a disagreeable flavour, which is probably owing to the wild calabash on which they feed. There are likewise great plenty of pheasants, but they are not to be compared in taste to those we have in England. The other provisions of the place are monkeys, parrots, and, above all, fish of various sorts ; these abound in the harbour, are exceeding good, and are easily caught, for there are a great number of small sandy bays very convenient for haling the seyne.

The water both on the island and the opposite continent is excellent, and preserves at sea as well as that of the Thames. For after it has been in the cask a day or two it begins to purge itself, and stinks most intolerably, and is soon covered over with a green scum. But this, in a few days, subsides to the bottom, and leaves the water as clear as chrystal, and perfectly sweet. The French (who, during their South Sea trade in Queen Anne's reign, first brought this place into repute) usually wooded and watered in Bon

Port, on the continent side, where they anchored with great safety in six fathoms of water ; and this is doubtless the most commodious roads for such ships as intend to make only a short stay. But we watered on the St. Catherine's side, at a plantation opposite the island of St. Antonio.

These are the advantages of this island of St. Catherine's ; but there are many inconveniences attending it, partly from its climate, but more from its new regulations, and the late form of government established there. With regard to the climate, it must be remembered that the woods and hills which surround the harbour prevent a free circulation of the air. And the vigorous vegetation which constantly takes place there, furnishes such a prodigious quantity of vapour that all the night, and great part of the morning, a thick fog covers the whole country, and continues till either the sun gathers strength to dissipate it, or it is dispersed by a brisk sea-breeze. This renders the place close and humid, and probably occasioned the many fevers we were there afflicted with. To these exceptions I must not omit to add, that all the day we were pestered with great numbers of muscatos, which are not unlike the gnats in England, but more venomous in their stings. And at sunset, when the muscatos retired, they were succeeded by an infinity of sand-flies, which, though scarce discernible to the naked eye, make a mighty buzzing, and, wherever they bite, raise a small bump in the flesh, soon attended with a painful itching, like that arising from the bite of an English harvest bug.

Brazil was first discovered by Americus Vesputio, a Florentine, who had the good fortune to be honoured with giving his name to the immense continent, some time before found out by Columbus. Vesputio being in the service of the Portuguese, it was settled and planted by that nation, and, with the other dominions of Portugal, devolved to the crown of Spain when that kingdom became subject to it. During the long war between Spain and the States of Holland, the Dutch possessed themselves of the northermost part of Brazil, and were masters of it for some years.

But when the Portuguese revolted from the Spanish Government, this country took part in the revolt, and soon re-possessed themselves of the places the Dutch had taken ; since which time it has continued without interruption under the crown of Portugal, being, till the beginning of the present century, only productive of sugar and tobacco, and a few other commodities of very little account.

But this country, which for many years was only considered for the produce of its plantations, has been lately discovered to abound with the two minerals which mankind hold in the greatest esteem, and which they exert their utmost art and industry in acquiring, I mean gold and diamonds. Gold was first found in the mountains which lie adjacent to the city of Rio de Janeiro. The occasion of its discovery is variously related, but the most common account is, that the Indians lying on the back of the Portuguese settlements, were observed by the soldiers employed in an expedition against them, to make use of this metal for their fish-hooks, and their manner of procuring it being inquired into, it appeared that great quantities of it were annually washed down from the hills, and left amongst the sand and gravel, which remained in the valleys after the running off, or evaporation of the water.

The examining the bottoms of rivers and the gullies of torrents, and the washing the gold found therein from the sand and dirt with which it is always mixed, are works performed by slaves, who are principally negroes, kept in great numbers by the Portuguese for these purposes. The regulation of the duty of these slaves is singular, for they are each of them obliged to furnish their master with the eighth of an ounce of gold per diem ; and if they are either so fortunate or industrious as to collect a greater quantity, the surplus is considered as their own property, and they have the liberty of disposing of it as they think fit. So that it is said, some negroes who have accidentally fallen upon rich washing places have themselves purchased slaves, and have lived afterwards in great splendour, their original master having no other demand on them than the daily

supply of the forementioned eighth, which, as the Portuguese ounce is somewhat lighter than our troy ounce, may amount to about nine shillings sterling.

The quantity of gold thus collected in the Brazils, and returned annually to Lisbon, may be in some degree estimated from the amount of the king's fifth. This hath of late been esteemed, one year with another, to be one hundred and fifty arroves of 32 lb. Portuguese weight each, which at £4 the troy ounce, makes very near £300,000 sterling, and consequently the capital, of which this is the fifth, is about a million and a half sterling. It is obvious that the annual return of gold to Lisbon cannot be less than this, though it be difficult to determine how much it exceeds it; perhaps we may not be very much mistaken in our conjecture, if we suppose the gold exchanged for silver with the Spaniards at Buenos Ayres, and what is brought privily to Europe and escapes the duty, amounts to near half a million more, which will make the whole annual produce of the Brazilian gold near two millions sterling, a prodigious sum to be found in a country which a few years since was not known to furnish a single grain.

I have already mentioned that besides gold this country does likewise produce diamonds. The discovery of these valuable stones is much more recent than that of gold, it being as yet scarce twenty years since the first were brought to Europe. They are found in the same manner as the gold, in the gullies of torrents and beds of rivers, but only in particular places, and not so universally spread through the country. They were often found in washing the gold before they were known to be diamonds, and were consequently thrown away with the sand and gravel separated from it. However, about twenty years since a person acquainted with the appearance of rough diamonds conceived that these pebbles, as they were then esteemed, were of the same kind. It was at last confirmed by skilled jewellers in Europe, consulted on this occasion, that the stones thus found in Brazil were truly diamonds, many of which were not inferior, either in lustre, or any other quality, to those of the East Indies.

But it was soon represented to the King of Portugal that if such plenty of diamonds should be met with, as their sanguine conjectures seemed to indicate, this would so debase their value and diminish their estimation, that besides ruining all the Europeans who had any quantity of Indian diamonds in their possession, it would render the discovery itself of no importance, and would prevent his majesty from receiving any advantages from it. On these considerations his majesty has thought proper to restrain the general search for diamonds, and has established a diamond company for that purpose, with an exclusive charter. This company, in consideration of a sum paid to the king, is vested with the property of all diamonds found in Brazil : but to hinder their collecting too large quantities, and thereby reducing their value, they are prohibited from employing above eight hundred slaves in searching after them. And to prevent any of his other subjects from acting the same part, and likewise to secure the company from being defrauded by the interfering of interlopers in their trade and property, he has depopulated a large town and a considerable district round it, and has obliged the inhabitants, who are said to amount to six thousand, to remove to another part of the country ; for this town being in the neighbourhood of the diamonds, it was thought impossible to prevent such a number of people who were on the spot from frequently smuggling !

When we first arrived at St. Catherine's we were employed in refreshing our sick on shore, in wooding and watering the squadron, cleansing our ships, and examining and securing our masts and rigging, as I have already observed in the foregoing chapter. At the same time Mr. Anson gave directions that the ships' companies should be supplied with fresh meat, and that they should be victualled with whole allowance of all the kinds of provision. In consequence of these orders, we had fresh beef sent aboard us continually for our daily food, and what was wanting to make up our allowance we received from our victualler the *Anna* pink, in order to preserve the provisions on board our squadron entire for

our future service. The season of the year growing each day less favourable for our passage round Cape Horn, Mr. Anson was very desirous of leaving this place as soon as possible, and we were at first in hopes that our whole business would be done and we should be in a readiness to sail in about a fortnight from our arrival ; but, on examining the *Tryal's* masts, we, to our no small vexation, found inevitable employment for twice that time. For, on a survey, it was found that the main-mast was sprung at the upper wounding, though it was thought capable of being secured by a couple of fishes ; but the fore-mast was reported to be unfit for service, and thereupon the carpenters were sent into the woods to endeavour to find a stick proper for a fore-mast. But after a search of four days they returned without having been able to meet with any tree fit for the purpose. This obliged them to come to a second consultation about the old fore-mast, when it was agreed to endeavour to secure it by casing it with three fishes, and in this work the carpenters were employed till within a day or two of our sailing. In the meantime, the commodore, thinking it necessary to have a clean vessel on our arrival in South Seas, ordered the *Tryal* to be hove down, as this would not occasion any loss of time, but might be compleated while the carpenters were refitting her masts, which was done on shore.

On the 27th of December we discovered a sail in the offing, and not knowing but she might be a Spaniard, the eighteen-oared boat was manned and armed, and sent under the command of our second lieutenant, to examine her before she arrived within the protection of the forts. She proved to be a Portuguese brigantine from Rio Grande ; and though our officer, as it appeared on inquiry, had behaved with the utmost civility to the master, and had refused to accept a calf which the master would have forced on him as a present, yet the governor took great offence at our sending our boat, and talked of it in a high strain as a violation of the peace subsisting between the crowns of Great Britain and Portugal. We at first imputed this ridiculous blustering

to no deeper a cause than the governor's insolence ; but as we found he proceeded so far as to charge our officer with behaving rudely, and opening letters, and particularly with an attempt to take out of the vessel by violence the very calf which we knew he had refused to receive as a present (a circumstance which we were satisfied the governor was well acquainted with), we had thence reason to suspect that he purposely sought this quarrel, and had more important motives for engaging in it than the mere captious bias of his temper. What these motives were it was not so easy for us to determine at that time ; but as we afterwards found by letters which fell into our hands in the South Seas that he had dispatched an express to Buenos Ayres, where Pizarro then lay, with an account of our squadron's arrival at St. Catherine's, together with the most ample and circumstantial intelligence of our force and condition, we thence conjectured that he had raised this groundless clamour only to prevent our visiting the brigantine when she should put to sea again, lest we might there find proofs of his perfidious behaviour, and perhaps, at the same time, discover the secret of his smuggling correspondence with his neighbouring governors, and the Spaniards at Buenos Ayres. But to proceed.

It was near a month before the *Tryal* was refitted ; for not only her lower masts were defective, as hath been already mentioned, but her main top-mast and fore-yard were likewise decayed and rotten. While this work was carrying on, the other ships of the squadron fixed new standing rigging, and set up a sufficient number of preventer shrouds to each mast, to secure them in the most effectual manner. And in order to render the ships stiffer and to enable them to carry more sail abroad, and to prevent their straining their upper works in hard gales of wind, each captain had orders given him to strike down some of their great guns into the hold. These precautions being complied with, and each ship having taken in as much wood and water as there was room for, the *Tryal* was at last completed, and the whole squadron was ready for sea ; on which the tents on the shore were

struck, and all the sick were received on board. And here we had a melancholy proof of how much the healthiness of this place had been over-rated by former writers, for we found that though the *Centurion* alone had buried no less than twenty-eight men since our arrival, yet the number of her sick was in the same interval increased from eighty to ninety-six. When our crews were embarked, and everything was prepared for our departure, the commodore made a signal for all captains, and delivered them their orders, containing the successive places of rendezvous from hence to the coast of China. And then, on the next day, being the 18th of January, the signal was made for weighing, and the squadron put to sea, leaving without regret this island of St. Catherine's.

## CHAPTER V

THE RUN FROM ST. CATHERINE'S TO PORT ST. JULIAN, WITH  
SOME ACCOUNT OF THAT PORT, AND OF THE COUNTRY TO  
THE SOUTHWARD OF THE RIVER OF PLATE

IN leaving St. Catherine's, we left the last friendly port we proposed to touch at, and were now proceeding to an hostile, or at best, an inhospitable coast. And as we were to expect a more boisterous climate to the southward than any we had yet experienced, not only our danger of separation would by this means be much greater than it had been hitherto, but other accidents of a more mischievous nature were likewise to be apprehended, and as much as possible to be provided against. Mr. Anson, therefore, in appointing the various stations at which the ships of the squadron were to rendezvous, had considered that it was possible his own ship might be disabled from getting round Cape Horn, or might be lost, and had given proper directions, that even in that case the expedition should not be abandoned. For the orders delivered to the captains, the day before we sailed from St. Catherine's, were, that in case of separation, which they were with the utmost care to endeavour to avoid, the first place of rendezvous should be the bay of Port St. Julian, describing the place from Sir John Narborough's account of it. There they were to supply themselves with as much salt as they could take in, both for their own use and for the use of the squadron ; and if, after a stay of ten days, they were not joined by the commodore, they were then to proceed through Straights le Maire round Cape Horn into the South Seas, where the next place of rendezvous was to be the

island of Nostra Senora del Socoro, in the latitude of  $45^{\circ}$  south, and longitude from the Lizard  $71^{\circ} 12'$  west. They were to bring this island to bear E.N.E. and to cruize from five to twelve leagues' distance from it as long as their store of wood and water would permit, both of which they were to expend with the utmost frugality. And when they were under an absolute necessity of a fresh supply, they were to stand in, and endeavour to find out an anchoring place; and in case they could not, and weather made it dangerous to supply their ships by standing off and on, they were then to make the best of their way to the island of Juan Fernandes, in the latitude of  $33^{\circ} 37'$  south.

Under these orders the squadron sailed from St. Catherine's on Sunday the 18th of January, as hath been already mentioned in the preceding chapter. The next day we had very squally weather, attended with rain, lightning, and thunder, but it soon became fair again with light breezes, and continued thus till Wednesday evening when it blew fresh again; and increasing all night, by eight the next morning it became a most violent storm, and we had with it so thick a fog, that it was impossible to see the distance of two ships' lengths, so that the whole squadron disappeared. On this a signal was made, by firing guns, to bring to on the larboard tack, the wind then being due east. We ourselves immediately handed the top-sails, bunted the main-sail, and lay to under a reefed mizen till noon, when the fog dispersed, and we soon discovered all the ships of the squadron, except the *Pearl*, who did not join us till near a month afterwards. Indeed the *Tryal* sloop was a great way to leeward, having lost her main-mast in the squall, and having been obliged, for fear of bilging, to cut away the raft. We therefore bore down with the squadron to her relief, and the *Gloucester* was ordered to take her in tow, for the weather did not entirely abate till the day after, and even then a great swell continued from the eastward in consequence of the preceding storm.

After this accident we stood to the southward with little interruption, and here we experienced the same setting of

the current which we had observed before our arrival at St. Catherine's ; that is, we generally found ourselves to the southward of our reckoning by about twenty miles each day. This deviation, with a little inequality, lasted till we had passed the latitude of the river Plate ; and even then we discovered that the same current, however difficult to be accounted for, did yet undoubtedly take place ; for we were not satisfied in deducing it from the error in our reckoning, but we actually tried it more than once when a calm made it practicable.

As soon as we had passed the latitude of the river of Plate, we had soundings which continued all along the coast of Patagonia. These soundings, when well ascertained, being of great use in determining the position of the ships, and we having tried them more frequently, and in greater depths and with more attention than, I believe, hath been done before us, I shall recite our observations as succinctly as I can. In the latitude of  $36^{\circ} 52'$  we had sixty fathom of water, with a bottom of fine black and grey sand ; from thence to  $39^{\circ} 55'$  we varied our depths from fifty to eighty fathom, though we had constantly the same bottom as before ; between the last mentioned latitude and  $43^{\circ} 16'$  we had only fine grey sand, with the same variation of depths except that we once or twice lessened our water to forty fathom. Part of this time we had a view of Cape Blanco, which lies in about the latitude of  $47^{\circ} 10'$ , and longitude west from London  $69^{\circ}$ . This is the most remarkable land upon the coast. Steering from hence S. by E. nearly, we, in a run of about thirty leagues, deepened our water to fifty fathom without once altering the bottom ; and then drawing towards the shore with a S.W. course, varying rather to the westward, we had constantly a sandy bottom till our coming into thirty fathom, where we had again a sight of land distant from us about eight leagues lying in the latitudes of  $48^{\circ} 31'$ . We made this land on the 17th of February, and at five that afternoon we came to an anchor having the same soundings as before, in the latitude of  $48^{\circ} 58'$ , the southermost land then in view bearing S.S.W.,

the northermost N.½E., a small island N.W., and the westermost hummock W.S.W. Weighing again at five the next morning, we an hour afterwards discovered a sail, upon which the *Severn* and *Gloucester* were both directed to give chase ; but we soon perceived it to be the *Pearl*, which separated from us a few days after we left St. Catherine's. At two in the afternoon the *Pearl* joined us, and running up under our stern, Lieutenant Salt hailed the commodore, and acquainted him that Captain Kidd died on the 31st of January. He likewise informed us that he had seen five large ships the 10th instant, which he for some time imagined to be our squadron : so that he suffered the commanding ship, which wore a red broad pendant exactly resembling that of the commodore at the main top-mast head, to come within gun-shot of him before he discovered his mistake ; but then, finding it not to be the *Centurion*, he hailed close upon the wind, and crowded from them with all his sail, and standing across a ripling, where they hesitated to follow him, he happily escaped. He made them to be five Spanish men-of-war, one of them exceedingly like the *Gloucester*.

Had it not been for the necessity we were under of refitting the *Tryal*, this piece of intelligence would have prevented our making any stay at St. Julian's ; but as it was impossible for that sloop to proceed round the Cape in her present condition, some stay there was inevitable, and therefore the same evening we came to an anchor again in twenty-five fathom water ; the bottom a mixture of mud and sand, and the high hummock bearing S.W. by W. And weighing at nine in the morning, we sent the two cutters belonging to the *Centurion* and *Severn* in shore to discover the harbour of St. Julian, while the ships kept standing along the coast, about the distance of a league from the land. At six o'clock we anchored in the bay of St. Julian in nineteen fathom, the bottom muddy ground with sand, the northermost land in sight bearing N. and by E., the southermost S.½E., and the high hummock, to which Sir John Narborough formerly gave the name of Wood's

Mount, W.S.W. Soon after, the cutter returned on board having discovered the harbour, which did not appear to us in our situation, the northermost point shutting in upon the southermost, and in appearance closing the entrance.

Being come to an anchor in this bay of St. Julian, principally with a view to refitting the *Tryal*, the carpenters were immediately employed in that business, and continued so during our whole stay at the place. The *Tryal's* main-mast having been carried away about twelve feet below the cap, they contrived to make the remaining part of the mast serve again; and the *Wager* was ordered to supply her with a spare main top-mast. And I cannot help observing that this accident to the *Tryal's* mast, which gave us so much uneasiness at that time, on account of the delay it occasioned, was, in all probability, the means of preserving the sloop, and all her crew. For before this, her masts, how well soever proportioned to a better climate, were much too lofty for these high southern latitudes, so that had they weathered the preceding storm, it would have been impossible for them to have stood against those seas and tempests we afterwards encountered in passing round Cape Horn, and the loss of masts in that boisterous climate would scarcely have been attended with less than the loss of the vessel and of every man on board of her, since it would have been impracticable for the other ships to have given them any relief during the continuance of those impetuous storms!

This bay of St. Julian, where we are now at anchor, being a convenient rendezvous, in case of separation, for all cruizers bound to the southward, and the whole coast of Patagonia, from the river of Plate to the Streights of Magellan, lying nearly parallel to their usual route, a short account of the singularity of this country, with a particular description of Port St. Julian, may, perhaps, be acceptable.

To begin, then, with the tract of country usually styled Patagonia, is the name often given to the southermost part of South America, which is unpossessed by the Spaniards, extending from their settlements to the Streights of Magellan. This country on the east side is extremely

remarkable for a peculiarity not to be paralleled in any other known part of the globe, for though the whole territory to the northward of the river of Plate is full of wood, and stored with immense quantities of large timber trees, yet to the southward of the river no trees of any kind are to be met with except a few peach trees, first planted and cultivated by the Spaniards in the neighbourhood of Buenos Ayres. So that on the whole eastern coast of Patagonia, extending near four hundred leagues in length, and reaching as far back as any discoveries have yet been made, no other wood has been found than a few insignificant shrubs. Sir John Narborough in particular, who was sent out by King Charles the Second expressly to examine this country and the Streights of Magellan, and who, in pursuance of his orders, wintered upon this coast in Port St. Julian and Port Desire, in the year 1670 ; Sir John Narborough, I say, tells us that he never saw a stick of wood in the country large enough to make the handle of an hatchet.

But though the country be so destitute of wood, it abounds with pasture. For the land appears in general to be made up of downs, of a light dry gravelly soil, and produces great quantities of long coarse grasses, which grow in tufts, interspersed with large barren spots of gravel between them. The grass in many places feeds immense herds of cattle, for the Spaniards at Buenos Ayres having, soon after their first settling there, brought over a few black cattle from Europe, they have thriven prodigiously by the plenty of herbage which they everywhere met with, and are now increased to that degree, and are extended so far into different parts of Patagonia, that they are not considered as private property ; but many thousands at a time are slaughtered every year by the hunters, only for their hides and tallow. The manner of killing these cattle, being a practice peculiar to that part of the world, merits a more circumstantial description. The hunters employed on this occasion, being all of them mounted on horseback (and both the Spaniards and Indians in that part of the world are usually most excellent horsemen), they arm themselves

with a kind of a spear, which, at its end, instead of a blade fixed in the same line with the wood in the usual manner, has its blade fixed across. With this instrument they ride at a beast, and surround him, when the hunter that comes behind him hamstring him, and as after this operation the beast soon tumbles, without being able to raise himself again, they leave him on the ground and pursue others, whom they serve in the same manner. Sometimes there is a second party, who attend the hunters to skin the cattle as they fall, but it is said that at other times the hunters chuse to let them languish in torment till the next day, from an opinion that the anguish, which the animal in the meantime endures, may burst the lymphaticks, and thereby facilitate the separation of the skin from the carcase ; and though their priests have loudly condemned this most barbarous practice, and have gone so far, if my memory does not fail me, as to excommunicate those who follow it, yet all their efforts to put an entire stop to it have hitherto proved ineffectual !

Besides the numbers of cattle which are every year slaughtered for their hides and tallow, in the manner already described, it is often necessary for the uses of agriculture, and for other purposes, to take them alive without wounding them. This is performed with a most wonderful and almost incredible dexterity, and principally by the use of a machine which the English who have resided at Buenos Ayres generally denominate a lash. It is made of a thong of several fathoms in length, and very strong, with a running noose at one end of it. This the hunters (who in this case are also mounted on horseback) take in their right hands, it being first properly coiled up, and having its end opposite to the noose fastened to the saddle ; and thus prepared they ride at a herd of cattle. When they arrive within a certain distance of a beast, they throw their thong at him with such exactness that they never fail of fixing the noose about his horns. The beast, when he finds himself entangled, generally runs, but the horse, being swifter, attends him, and prevents the thong from being too much strained, till a

second hunter, who follows the game, throws another noose about one of its hind legs ; and this being done, both horses (for they are trained to this practice) instantly turn different ways, in order to strain the two thongs in contrary directions, on which the beast, by their opposite pulls, is presently overthrown, and then the horses stop, keeping the thongs still upon the stretch. Being thus on the ground and incapable of resistance (for he is extended between the two horses), the hunters alight, and secure him in such a manner that they afterwards easily convey him to whatever place they please.

Besides the wild cattle which have spread themselves in such vast herds from Buenos Ayres towards the southward, the same country is in like manner furnished with horses. These too were first brought from Spain, and are also prodigiously increased, and run wild to a much greater distance than the black cattle ; and though many of them are excellent, yet their number makes them of very little value, the best of them being often sold in the neighbouring settlements, where money is plenty and commodities very dear, for not more than a dollar a-piece. It is not as yet certain how far to the southward these herds of wild cattle and horses have extended themselves, but there is some reason to conjecture that stragglers of both kinds are to be met with very near the Straights of Magellan.

To the account already given, I must add that there are in all parts of this country a good number of vicunas or Peruvian sheep ; but these, by reason of their shyness and swiftness, are killed with difficulty. On the eastern coast, too, there are found immense quantities of seals, and a vast variety of sea-fowl, amongst which the most remarkable are the penguins. They are in size and shape like a goose, but instead of wings, they have short stumps like fins, which are of no use to them, except in the water. Their bills are narrow, like that of an albatross, and they stand and walk in an erect posture. From this and their white bellies, Sir John Narborough has whimsically likened them to little children standing up in white aprons.

The inhabitants of this eastern coast (to which I have all along hitherto confined my relation) appear to be but few, and have rarely been seen more than two or three at a time by any ship that has touched here. We, during our stay at the port of St. Julian, saw none. However, towards Buenos Ayres they are sufficiently numerous, and oftentimes very troublesome to the Spaniards, but there the greater breadth and variety of the country, and a milder climate, yield them a better protection, for in that place the continent is between three and four hundred leagues in breadth, whereas at Port St. Julian it is little more than a hundred; so that I conceive the same Indians who frequent the western coast of Patagonia and the Streights of Magellan often ramble to this side. As the Indians near Buenos Ayres exceed these southern Indians in number, so they greatly surpass them in activity and spirit, and seem in their manners to be nearly allied to those gallant Chilian Indians who have long set the whole Spanish power at defiance, have often ravaged their country, and remain to this hour independent. For the Indians about Buenos Ayres have learnt to be excellent horsemen, and are extremely expert in the management of all cutting weapons, though ignorant of the use of firearms, which the Spaniards are very solicitous to keep out of their hands.

Thus much may suffice in relation to the eastern coast of Patagonia. The western coast is of less extent, and by reason of the Andes which skirt it, and stretch quite down to the water, is a very rocky and dangerous shore.

We, on our first arrival at St. Julian, sent an officer on shore to the salt pond in order to procure a quantity of salt for the use of the squadron, Sir John Narborough having observed when he was here that the salt produced in that place was very white and good, and that in February there was enough of it to fill a thousand ships; but our officer returned with a sample which was very bad, and he told us that even of this there was but little to be got. I suppose the weather had been more rainy than ordinary, and had destroyed it.

## CHAPTER VI

### DEPARTURE FROM THE BAY OF ST. JULIAN, AND THE PASSAGE FROM THENCE TO THE STREIGHTS OF LE MAIRE

THE *Tryal* being nearly refitted, which was our principal occupation at this bay of St. Julian, and the sole occasion of our stay, the commodore thought it necessary, as we were now directly bound for the South Seas and the enemy's coasts, to fix the plan of his first operations ; and, therefore, on the 24th of February, a signal was made for all captains, and a council of war was held on board the *Centurion*. At this council Mr. Anson proposed that their first attempt, after their arrival in the South Seas, should be the attack of the town and harbour of Baldivia, the principal frontier of the district of Chili.

On Friday the 27th of February, at seven in the morning, the squadron weighed, and stood to sea ; the *Gloucester* indeed found a difficulty in purchasing her anchor, and was left a considerable way a-stern, so that in the night we fired several guns as a signal to her captain to make sail, but he did not come up to us till the next morning, when we found that they had been obliged to cut their cable, and leave their best bower behind them. And now, standing to the southward, we had great expectation of falling in with Pizarro's squadron ; for, during our stay at Port St. Julian, there had generally been hard gales between the W.N.W. and S.W., so that we had reason to conclude the Spaniards had gained no ground upon us in that interval. Indeed it was the prospect of meeting with them that had occasioned our commodore to be so very solicitous to prevent the separation of our ships, for had we been solely intent upon

getting round Cape Horn in the shortest time, the properest method for this purpose would have been to have ordered each ship to have made the best of her way to the rendezvous without waiting for the others.

From our departure from St. Julian to the 4th of March we had little wind, with thick hazy weather and some rain; and our soundings were generally from forty to fifty fathoms, with a bottom of black and grey sand, sometimes intermixed with pebble stones. On the 4th of March we were in sight of Cape Virgin Mary, and not more than six or seven leagues distant from it. This cape is the northern boundary of the entrance to the Straights of Magellan; it lies in the latitude of  $52^{\circ} 21'$  south, and longitude from London  $71^{\circ} 44'$  west, and seems to be a low flat land, ending in a point. Off this cape our depth of water was from thirty-five to forty-eight fathoms. The afternoon of this day was very bright and clear, with small breezes of wind, inclined to a calm, and most of the captains took the opportunity of this favourable weather to pay a visit to the commodore; but while they were in company together, they were all greatly alarmed by a sudden flame which burst out on board the *Gloucester*, and which was succeeded by a cloud of smoke. However, they were soon relieved from their apprehensions by receiving information that the blast was occasioned by a spark of fire from the forge lighting on some gunpowder and other combustibles which an officer on board was preparing for use, in case we should fall in with the Spanish fleet, and that it had been extinguished without any damage to the ship.

We here found what was constantly verified by all our observations in these high latitudes, that fair weather was always of an exceeding short duration, and that when it was remarkably fine it was a certain presage of a succeeding storm, for the calm and sunshine of our afternoon ended in a most turbulent night, the wind freshning from the S.W. as the night came on, and increasing its violence continually till nine in the morning the next day, when it blew so hard that we were obliged to bring-to with the squadron, and to

continue under a reefed mizen till eleven at night, having in that time from forty-three to fifty-seven fathom water, with black sand and gravel; and by an observation we had at noon, we concluded a current had set us twelve miles to the southward of our reckoning. Towards midnight, the wind abating, we made sail again, and steering south, we discovered in the morning, for the first time, the land called Terra del Fuego, stretching from the S. by W., to the S.E.  $\frac{1}{2}$ E. This indeed afforded us but a very uncomfortable prospect, it appearing of a stupendous height, covered everywhere with snow. The dreariness of this scene can be but imperfectly represented by any drawing. We steered along this shore all day, having soundings from forty to fifty fathoms. And as we intended to pass through Straights Le Maire next day, we lay-to at night, that we might not overshoot them. And here I must observe, that though Frezier has given us a very correct prospect of the part of Terra del Fuego which borders on the straits, yet he has omitted that of Staten-land, which forms the opposite shore. Although Terra del Fuego had an aspect extremely barren and desolate, yet this island of Staten-land far surpasses it in the wildness and horror of its appearance, it seeming to be entirely composed of inaccessible rocks, without the least mixture of earth or mould between them. These rocks terminate in a vast number of ragged points, which spire up to a prodigious height, and are all of them covered with everlasting snow; the points themselves are on every side surrounded with frightful precipices, and often overhang in a most astonishing manner, and the hills which bear them are generally separated from each other by narrow clefts which appear as if the country had been frequently rent by earthquakes; for these chasms are nearly perpendicular, and extend through the substance of the main rocks, almost to their very bottoms so that nothing can be imagined more savage and gloomy than the whole aspect of this coast. But to proceed.

On the 7th of March, in the morning, we opened Straights Le Maire, and soon after, about ten o'clock, the *Pearl* and

the *Tryal* being ordered to keep ahead of the squadron, we entered them with fair weather and a brisk gale, and were hurried through by the rapidity of the tide in about two hours, though they are between seven and eight leagues. As these streights are often esteemed to be the boundary between the Atlantic and Pacific Oceans, and as we presumed we had nothing before us from hence but an open sea, till we arrived on those opulent coasts where all our hopes and wishes centred, we could not help persuading ourselves that the greatest difficulty of our voyage was now at an end, and that our most sanguine dreams were upon the point of being realised ; and hence we indulged our imaginations in those romantic schemes which the fancied possession of the Chilian gold and Peruvian silver might be conceived to inspire. These joyous ideas were considerable heightened by the brightness of the sky and serenity of the weather, which was indeed most remarkably pleasing ; for though the winter was now advancing apace, yet the morning of this day, in its brilliancy and mildness, gave place to none we had seen since our departure from England.

## CHAPTER VII

### FROM STREIGHTS LE MAIRE TO CAPE NOIR

WE had scarcely reached the southern extremity of the Straights Le Maire, when our flattering hopes were instantly lost in the apprehensions of immediate destruction: for before the sternmost ships of the squadron were clear of the streights, the serenity of the sky was suddenly obscured, and we observed all the presages of an impending storm; and presently the wind shifted to the southward, and blew in such violent squalls that we were obliged to hand our top-sails, and reef our main-sail; whilst the tide, too, which had hitherto favoured us, at once turned furiously against us, and drove us to the eastward with prodigious rapidity. We were in great anxiety for the *Wager* and the *Anna* pink, the two sternmost vessels, fearing they would be dashed to pieces against the shore of Staten-land: it was with the utmost difficulty that they escaped. And now the whole squadron, instead of pursuing their intended course to the S.W., was driven to the eastward by the united force of the storm and of the currents; so that next morning we found ourselves seven leagues to the eastward of Straights Le Maire. The violence of the current, which had set us to the eastward, together with the fierceness and constancy of the westerly winds, soon taught us to consider the doubling of Cape Horn as an enterprize that might prove too mighty for our efforts, though some amongst us had lately treated the difficulties which former voyagers were said to have met within this undertaking as little better than chimerical, and had supposed them to arise rather from timidity and unskilfulness than from the real embarrassments of the winds

and seas! We were now convinced that these censures were rash and ill-grounded, for the distresses with which we struggled, during the three succeeding months, will not easily be paralleled in the relation of any former naval expedition.

From the storm which came on before we had well got clear of Streights Le Maire, we had a continual succession of such tempestuous weather as surprized the oldest and most experienced mariners on board, and obliged them to confess that what they had hitherto called storms were inconsiderable gales compared with the violence of these winds, which raised such short, and at the same time such mountainous, waves, as greatly surpassed in danger all seas known in any other part of the globe: and it was not without great reason that this unusual appearance filled us with continual terror; for, had any one of these waves broke fairly over us, it must, in all probability, have sent us to the bottom. Nor did we escape with terror only; for the ship rolling incessantly gunwale under, gave us such quick and violent motions that the men were in perpetual danger of being dashed to pieces on the deck. And though we were extremely careful to secure ourselves from these shocks by grasping some fixed body, yet many of our people were forced from their hold, some of whom were killed, and others greatly injured; in particular, one of our best seamen was canted overboard and drowned, another dislocated his neck, a third was thrown into the main hold and broke his thigh, and one of our boatswain's mates broke his collar-bone twice; not to mention many other accidents of the same kind. These tempests, so dreadful in themselves, though unattended by any other unfavourable circumstance, were yet rendered more mischievous to us by their inequality, and the deceitful intervals which separated one from another; for though we were oftentimes obliged to lie-to, for days together, under a reefed mizen, and were frequently reduced to lie at the mercy of the waves under our bare poles, yet now and then we ventured to make sail with our courses double reefed; and the weather proving more tolerable, would

perhaps encourage us to set our top-sails ; after which, the wind, without any previous notice, would return upon us with redoubled force, and would in an instant tear our sails from the yards. And that no circumstance might be wanting which could aggrandize our distress, these blasts generally brought with them a great quantity of snow and sleet, which cased our rigging, and froze our sails, thereby rendering them and our cordage brittle, and apt to snap upon the slightest strain, adding great difficulty and labour to the working of the ship, benumbing the limbs of our people, and making them incapable of exerting themselves with their usual activity, and even disabling many of them by mortifying their toes and fingers. It were indeed endless to enumerate the various disasters of different kinds which befel us ; and I shall only mention the most material, which will sufficiently evince the calamitous condition of the whole squadron during the course of this navigation.

It was on the 7th of March, as hath been already observed, that we passed Streights Le Maire, and were immediately afterwards driven to the eastward by a violent storm, and the force of the current which set that way. For the four or five succeeding days we had hard gales of wind from the same quarter, with a most prodigious swell ; so that though we stood, during all that time, towards the S.W., yet we had no reason to imagine we had made any way to the westward. In this interval we had frequent squalls of rain and snow, and shipped great quantities of water ; after which, for three or four days, though the seas ran mountains high, yet the weather was rather more moderate : but on the 18th, we had again strong gales of wind, with extreme cold, and at midnight the main top-sail split, and one of the straps of the main dead-eyes broke. From hence to the 23d, the weather was more favourable, though often intermixed with rain and sleet, and some hard gales ; but as the waves did not subside, the ship, by labouring in this lofty sea, was now grown so loose in her upper works that she let in water at every seam, so that every part within board was constantly exposed to the sea-water, and scarcely any of the officers ever lay in

dry beds. Indeed it was very rare that two nights ever passed without many of them being driven from their beds by the deluge of water that came upon them.

On the 23d, we had a most violent storm of wind, hail, and rain, with a very great sea ; and though we handed the main top-sail before the height of the squall, yet we found the yard was sprung ; and soon after the foot rope of the main-sail breaking, the main-sail itself split instantly to rags, and, in spite of our endeavours to save it, much the greater part of it was blown overboard. On this, the commodore made the signal for the squadron to bring-to ; and the storm at length flattening to a calm, we had an opportunity of getting down our main top-sail yard to put the carpenters to work upon it, and of repairing our rigging ; after which, having bent a new main-sail, we got under sail again with a moderate breeze ; but in less than twenty-four hours we were attacked by another storm still more furious than the former ; for it proved a perfect hurricane, and reduced us to the necessity of lying-to under our bare poles. As our ship kept the wind better than any of the rest, we were obliged, in the afternoon, to wear ship, in order to join the squadron to the leeward, which otherwise we should have been in danger of losing in the night : and as we dared not venture any sail abroad, we were obliged to make use of an expedient which answered our purpose ; this was putting the helm a weather, and manning the fore-shrouds, but though this method proved successful for the end intended, yet in the execution of it one of our ablest seamen was jirked overboard ; we perceived that, notwithstanding the prodigious agitation of the waves, he swam very strong, and it was with the utmost concern that we found ourselves incapable of assisting him ; indeed we were the more grieved at his unhappy fate, as we lost sight of him struggling with the waves, and conceived from the manner in which he swam that he might continue sensible, for a considerable time longer, of the horror attending his irretrievable destruction.

Before this last-mentioned storm was quite abated, we

found two of our main-shrouds and one mizen-shroud broke, all which we knotted, and set up immediately. From hence we had an interval of three or four days less tempestuous than usual, but accompanied with a thick fog, in which we were obliged to fire guns almost every half-hour, to keep our squadron together. On the 31st, we were alarmed by a gun fired from the *Gloucester*, and a signal made by her to speak with the commodore; we immediately bore down to her, and were prepared to hear of some terrible disaster; but we were apprized of it before we joined her, for we saw that her main-yard was broke in the slings. This was a grievous misfortune to us all at this juncture, as it was obvious it would prove an hindrance to our sailing, and would detain us the longer in these inhospitable latitudes. But our future success and safety was not to be promoted by repining, but by resolution and activity; and therefore that this unhappy incident might delay us as little as possible, the commodore ordered several carpenters to be put on board the *Gloucester* from the other ships of the squadron, in order to repair her damage with the utmost expedition. And the captain of the *Tryal* complaining at the same time that his pumps were so bad, and the sloop made so great a quantity of water, that he was scarcely able to keep her free, the commodore ordered him a pump ready fitted from his own ship. It was very fortunate for the *Gloucester* and the *Tryal* that the weather proved more favourable this day than for many days, both before and after; since by this means they were enabled to receive the assistance which seemed essential to their preservation, and which they could scarcely have had at any other time, as it would have been extremely hazardous to have ventured a boat on board.

The next day, that is, on the 1st of April, the weather returned again to its customary bias, the sky looked dark and gloomy, and the wind began to freshen and to blow in squalls; however, it was not yet so boisterous as to prevent us from carrying our top-sails close reefed; but its appearance was such as plainly prognosticated that a still severer tempest was at hand: and accordingly, on the 3d of April,

there came a storm which both in its violence and continuation (for it lasted three days) exceeded all that we had hitherto encountered. In its first onset we received a furious shock from a sea which broke upon our larboard quarter, where it stove in the quarter gallery, and rushed into the ship like a deluge; our rigging too suffered extremely from the blow; amongst the rest, one of the straps of the main dead-eyes was broke, so that to ease the stress upon the masts and shrouds, we lowered both our main and fore-yards, and furled all our sails, and in this posture we lay-to for three days, when the storm somewhat abating, we ventured to make sail under our courses only; but even this we could not do long; for the next day, which was the 7th, we had another hard gale of wind, with lightning and rain, which obliged us to lie-to again till night. It was wonderful that, notwithstanding the hard weather we had endured, no extraordinary accident had happened to any of the squadron since the breaking of the *Gloucester's* main-yard: but this good fortune now no longer attended us; for at three the next morning, several guns were fired to leeward as signals of distress: and the commodore making a signal for the squadron to bring-to, we, at daybreak, saw the *Wager* a considerable distance to leeward of any of the other ships and we soon perceived that she had lost her mizen-mast and main top-sail yard. We immediately bore down to her, and found this disaster had arisen from the badness of her iron work; for all the chainplates to windward had given way, upon the ship's fetching a deep roll. This proved the more unfortunate to the *Wager*, as her carpenter had been on board the *Gloucester* ever since the 31st of March, and the weather was now too severe to permit him to return. Nor was the *Wager* the only ship of the squadron that suffered in this tempest; for the next day a signal of distress was made by the *Anna* pink, and, upon speaking with the master, we learnt that they had broke their fore-stay and the gammon of the bowsprit, and were in no small danger of having all their masts come by the board; so that we were obliged to bear away until

they had made all fast, after which we haled upon a wind again.

And now after all our solicitude, and the numerous ills of every kind to which we had been incessantly exposed for nearly forty days, we had great consolation in the flattering hopes we entertained that our fatigues were drawing to a close, and that we should soon arrive in a more hospitable climate, where we should be amply repayed for all our past sufferings. For, towards the latter end of March, we were advanced, by our reckoning, near  $10^{\circ}$  to the westward of the westernmost point of Terra del Fuego, and this allowance being double what former navigators have thought necessary to be taken, in order to compensate the drift of the easterly current, we esteemed ourselves to be well advanced within the limits of the southern ocean, and had therefore been ever since standing to the northward with as much expedition as the turbulence of the weather and our frequent disasters permitted. And, on the 13th of April, we were but a degree in latitude to the southward of the west entrance of the Streights of Magellan; so that we fully expected, in a very few days, to have experienced the celebrated tranquillity of the Pacifick Ocean.

But these were delusions which only served to render our disappointment more terrible; for the next morning, between one and two, as we were standing to the northward, and the weather, which had till then been hazy, accidentally cleared up, the pink made a signal for seeing land right ahead; and it being but two miles distant, we were all under the most dreadful apprehensions of running on shore, which, had either the wind blown from its usual quarter with its wonted vigour, or had not the moon suddenly shone out, not a ship amongst us could possibly have avoided: but the wind, which some few hours before blew in squalls from the S.W., having fortunately shifted to W.N.W., we were enabled to stand to the southward, and to clear ourselves of this unexpected danger, and were fortunate enough by noon to have gained an offing of near twenty leagues.

By the latitude of this land we fell in with, it was agreed to be a part of Terra del Fuego, near the southern outlet described in Frezier's chart of the Streights of Magellan, and was supposed to be that point called by him Cape Noir. It was indeed most wonderful that the currents should have driven us to the eastward with such strength ; for the whole squadron esteemed themselves upwards of ten degrees more westerly than this land, so that in running down, by our account, about nineteen degrees of longitude, we had not really advanced half that distance. And now, instead of having our labours and anxieties relieved by approaching a warmer climate and more tranquil seas, we were to steer again to the southward, and were again to combat those western blasts which had so often terrified us ; and this too when we were greatly enfeebled by our men falling sick, and dying apace, and when our spirits, dejected by a long continuance at sea, and by our late disappointment, were much less capable of supporting us in the various difficulties which we could not but expect in this new undertaking. Add to all this, too, the discouragement we received by the diminution of the strength of the squadron ; for, three days before this, we lost sight of the *Severn* and the *Pearl* in the morning, and though we spread our ships, and beat about for them some time, yet we never saw them again ; whence we had apprehensions that they too might have fallen in with this land in the night, and by being less favoured by the wind and the moon than we were, might have run on shore and have perished. Full of these desponding thoughts and gloomy presages, we stood away to the S.W., prepared by our late disaster to suspect that how large soever an allowance we made in our westing for the drift of the western current, we might still, upon a second trial, perhaps find it insufficient.

## CHAPTER VIII

### OBSERVATIONS AND DIRECTIONS FOR FACILITATING THE PASSAGE OF OUR FUTURE CRUISERS ROUND CAPE HORN

THE improper season of the year in which we attempted to double Cape Horn, and to which is to be imputed the disappointment (recited in the foregoing chapter) of falling in with Terra del Fuego, when we reckoned ourselves above a hundred leagues to the westward of that whole coast, and consequently well advanced into the Pacifick Ocean ; this unseasonable navigation, I say, to which we were necessitated by our too late departure from England, was the fatal source of all the misfortunes we afterwards encountered. For from hence proceeded the separation of our ships, the destruction of our people, the ruin of our project on Baldivia, and of all our other views on the Spanish places, and the reduction of our squadron from the formidable condition in which it passed Streights Le Maire to a couple of shattered half-manned cruisers and a sloop, so far disabled that in many climates they scarcely durst have put to sea.

And first, with regard to the proper place for refreshment on the east side of South America. For this purpose the island of St. Catherine's has been usually recommended by former writers, and on their faith we put in there, as has been formerly mentioned. But the treatment we met with, and the small store of refreshments we could procure there, are sufficient reasons to render all ships for the future cautious of putting in there. The place I would recommend is Rio Janeiro, where two of our squadron put in after they were separated from us in passing Cape Horn, for here, as I have been informed by one of the gentlemen on board

those ships, any quantity of hogs and poultry may be procured; and this place being more distant from the river of Plate, the difficulty of intelligence is somewhat enhanced, and consequently the chance of continuing there undiscovered is in some degree augmented.

I next proceed to the consideration of the proper course to be steered for doubling Cape Horn. And here, I think, I am sufficiently authorised by our own fatal experience, and by a careful comparison and examination of the journals of former navigators, to give this piece of advice, which in prudence I think ought never to be departed from: that is, that all ships bound to the South Seas, instead of passing through Streights Le Maire, should constantly pass to the eastward of Staten-land, and should be invariably bent on running to the southward, as far as the latitude of 61 or 62 degrees, before they endeavour to stand to the westward; and that when they are got into that latitude they should then make sure of sufficient westing before they once think of steering to the northward.

And next, as to the directions I have given for running into the latitude of 61 or 62 south, before any endeavour is made to stand to the westward. The reasons for this precept are, that in all probability the violence of the currents will be hereby avoided, and the weather will prove less tempestuous and uncertain. This last circumstance we ourselves experienced most remarkably, for after we had unexpectedly fallen in with the land, as has been mentioned in the preceding chapter, we stood away to the southward to run clear of it, and were no sooner advanced into sixty degrees or upwards than we met with much better weather and smoother water than in any other part of the whole passage. The air indeed was very cold and sharp, and we had strong gales, but they were steady and uniform, and we had at the same time sunshine and a clear sky; whereas in the lower latitudes the winds every now and then intermitted, as it were, to recover new strength, and then returned suddenly in the most violent gusts, threatening at each blast the loss of our masts, which must have ended in our certain destruction. And

that the currents in this high latitude would be of much less efficacy than nearer the land seems to be evinced from these considerations, that all currents run with greater violence near the shore than at sea, and that at great distances from shore they are scarcely perceptible. Indeed the reason of this seems sufficiently obvious, if we consider that constant currents are, in all probability, produced by constant winds, the wind driving before it, though with a slow and imperceptible motion, a large body of water, which being accumulated upon any coast that it meets with, must escape along the shore by the endeavours of its surface to reduce itself to the same level with the rest of the ocean. And it is reasonable to suppose that those violent gusts of wind which we experienced near the shore, so very different from what we found in the latitude of sixty degrees and upwards, may be owing to a similar cause, for a westerly wind almost perpetually prevails in the southern part of the Pacifick Ocean. And this current of air being interrupted by those immense hills called the Andes, and by the mountains on Terra del Fuego, which together bar up the whole country to the southward, as far as Cape Horn, a part of it only can force its way over the tops of those prodigious precipices, whilst the rest must naturally follow the direction of the coast, and must range down the land to the southward, and sweep with an impetuous and irregular blast round Cape Horn and the southermost part of Terra del Fuego. However, not to rely on these speculations, we may, I believe, establish as incontestable these matters of fact, that both the rapidity of the currents and the violence of the western gales are less sensible in the latitude of 61 or 62 degrees than nearer the shore of Terra del Fuego.

But though I am satisfied from both our own experience, and the relations of other navigators, of the importance of the precept I here insist on, that of running into the latitude of 61 or 62 degrees, before any endeavours are made to stand to the westward, yet I would advise no ships hereafter to neglect another essential maxim, which is the making this passage in the height of summer—that is, in

the months of December and January; and the more distant the time of passing is taken from this season, the more disastrous it may be reasonably expected to prove. Indeed, if the mere violence of the western winds be considered, the time of our passage, which was about the equinox, was perhaps the most unfavourable of the whole year; so I would therefore advise all ships to make their passage in December and January, and I would warn them never to attempt the doubling of Cape Horn, from the eastward, after the month of March.

And now, as to the remaining consideration, that is, the properest port for cruisers to refresh at on their first arrival in the South Seas. On this head there is scarcely any choice, the island of Juan Fernandes being the only place that can be prudently recommended for this purpose. For, though there are many ports on the western side of Patagonia, between the Streights of Magellan and the Spanish settlements, where ships might ride in safety, might recruit their wood and water, and might procure some few refreshments, yet that coast is in itself so dangerous from its numerous rocks and breakers, and from the violence of the western winds which blow constantly full upon it, that it is by no means adviseable to fall in with that land, at least till the roads, channels, and anchorage in each part of it are accurately surveyed, and both the perils and shelter it affords are more distinctly known.

Thus, having given the best directions in my power for the success of our cruisers which may hereafter be bound to the South Seas, it might be expected that I should again resume the thread of my narration. Yet, as both in the preceding and subsequent parts of this work I have thought it my duty not only to recite all such facts, and to inculcate such maxims as might be beneficial to future navigators, and also occasionally to recommend such measures to the public as I conceive are adapted to promote the same laudable purpose, I cannot desist from the present subject without beseeching those to whom the conduct of our naval affairs is committed to endeavour to remove

the many perplexities and embarrassments with which the navigation to the South Seas is at present necessarily encumbered. An effort of this kind could not fail of proving highly honourable to themselves, and extremely beneficial to their country. For it seems to be sufficiently evident, that whatever improvements navigation shall receive, either by the invention of methods that shall render its practice less hazardous, or by the more accurate delineation of the coasts, roads, and ports already known, or by the discovery of new nations, or new species of commerce ; it seems, I say, sufficiently evident, that by whatever means navigation is promoted, the conveniences hence arising must ultimately redound to the emolument of Great Britain. Since as our fleets are at present superior to those of the whole world united, it must be a matchless degree of supineness or mean-spiritedness if we permit any of the advantages which our new discoveries may produce to be ravished from us.

As, therefore, it appears that all our future expeditions to the South Seas must run a considerable risque of proving abortive whilst, in our passage thither, we are under the necessity of touching at Brazil, the discovery of some place more to the southward, where ships might refresh and supply themselves with the necessary sea-stock for their voyage round Cape Horn, would be an expedient which would relieve us from this embarrassment, and would surely be a matter worthy of the attention of the public. Nor does this seem difficult to be effected. For we have already the imperfect knowledge of two places which might perhaps, on examination, prove extremely convenient for this purpose. One of them is Pepys's Island, in the latitude of  $47^{\circ}$  south, and laid down by Dr. Halley about eighty leagues to the eastward of Cape Blanco, on the coast of Patagonia ; the other is Falkland's Isles, in the latitude of  $51\frac{1}{2}^{\circ}$ , lying nearly south of Pepys's Island. The first of these was discovered by Captain Cowley in his voyage round the world in the year 1686, who represents it as a commodious place for ships to wood and water at, and says it is provided with

a very good and capacious harbour, where a thousand sail of ships might ride at anchor in great safety; that it abounds with fowls, and that, as the shore is either rocks or sands, it seems to promise great plenty of fish. The second place, or Falkland's Isles, has been seen by many ships, both French and English, being the land laid down by Frezier, in his chart of the extremity of South America, under the title of the New Islands. Woodes Rogers, who sailed along the N.E. coast of these isles in the year 1708, tells us that they extended about two degrees in length, and appeared with gentle descents from hill to hill, and seemed to be good ground, interspersed with woods, and not destitute of harbours. Either of these places, as they are islands at a considerable distance from the continent, may be supposed, from their latitude, to lie in a climate sufficiently temperate. It is true, they are too little known to be at present recommended as the most eligible places of refreshment for ships bound to the southward, but if the Admiralty should think it adviseable to order them to be surveyed, which may be done at a very small expense by a vessel fitted out for the purpose, and if, on this examination, one or both of these places should appear proper for the purpose intended, it is scarcely to be conceived of what prodigious import a convenient station might prove, situated so far to the southward, and yet so near to Cape Horn. The *Duke* and *Duchess* of Bristol were but thirty-five days from their losing sight of Falkland's Isles to their arrival at Juan Fernandes in the South Seas; and as the returning back is much facilitated by the western winds, I doubt not but a voyage might be made from Falkland's Isles to Juan Fernandes and back again in little more than two months. This, even in time of peace, might be of great consequence to this nation; and, in time of war, would make us masters of those seas.

The two most celebrated charts hitherto published of the southermost part of South America, are those of Dr. Halley, in his general chart of the magnetic variation, and of Frezier, in his voyage to the South Seas. But besides these, there is

a chart of the Streights of Magellan, and of some part of the adjacent coast, by Sir John Narborough, which is doubtless infinitely exacter in that part than Frezier's, and in some respects superior to Halley's, particularly in what relates to the longitudes of the different parts of those streights. The coast from Cape Blanco to Terra del Fuego, and thence to Streights Le Maire, were in some measure capable of being corrected by our own observations, as we ranged that shore generally in sight of land. The position of the land to the northward of the Streights of Magellan, on the west side, is doubtless laid down but very imperfectly; and yet I believe it to be much nearer the truth than what has hitherto been done, as it is drawn from the information of some of the *Wager's* crew who were shipwrecked on that shore, and afterwards coasted down it, and it agrees pretty nearly with the description of some Spanish manuscripts I have seen! The channel dividing Terra del Fuego, is drawn from Frezier; but Sir Francis Drake, who first discovered Cape Horn and the S.W. part of Terra del Fuego, observed that the whole coast was divided by a great number of inlets, all of which he conceived communicated with the Streights of Magellan. And I doubt not that whenever this country is thoroughly examined this circumstance will be verified, and Terra del Fuego will be found to consist of several islands.

And having mentioned Frezier so often, I must not omit warning all future navigators against relying on the longitude of Streights Le Maire, or of any part of that coast, laid down in his chart, the whole being from 8 to 10 degrees too far to the eastward, if any faith can be given to the concurrent evidences of a great number of journals, verified in some particulars by astronomical observation. For instance, Sir John Narborough places Cape Virgin Mary in  $65^{\circ} 42'$  of west longitude from the Lizard, that is, in about  $71\frac{1}{2}^{\circ}$  from London. And the ships of our squadron, who took their departure from St. Catherine's (where the longitude was rectified by an observation of the eclipse of the moon), found Cape Virgin Mary to be from  $70\frac{3}{4}^{\circ}$  to  $72\frac{1}{2}^{\circ}$  from

London, according to their different reckonings ; and since there were no circumstances in our run that could render it considerably erroneous, it cannot be esteemed in less than  $71^{\circ}$  of west longitude ; whereas Frezier lays it down in less than  $66^{\circ}$  from Paris, that is, little more than  $63^{\circ}$  from London, which is doubtless  $8^{\circ}$  short of its true quantity.

But to have done with Frezier, whose errors, the importance of the subject, and not a fondness for cavilling, has obliged me to point out, and to turn to Dr. Halley.

It is well known that this gentleman was sent abroad by the public to make such geographical and astronomical observations as might facilitate the future practice of navigation, and particularly to determine the variation of the compass in such places as he should touch at, and, if possible, to ascertain its general laws and affections. These things Dr. Halley, to his immortal reputation and the honour of our nation, in good measure accomplished, especially with regard to the variation of the compass, a subject of all others, the most interesting to those employed in the art of navigation. He likewise corrected the position of the coast of Brazil, which had been very erroneously laid down by all former hydrographers ; and from a judicious comparison of the observations of others, he happily succeeded in settling the geography of many considerable places where he had not himself been. So that the chart he composed, with the variation of the needle marked thereon, being the result of his labours on this subject, was allowed by all Europe to be far compleater in its geography than any that had till then been published, whilst it was at the same time most surprisingly exact in the quantity of variation assigned to the different parts of the globe ; a subject so very intricate and perplexing, that all general determinations about it had been usually deemed impossible.

But as the only means he had of correcting the situation of those coasts, where he did not touch himself, were the observations of others, when those observations were wanting, or were inaccurate, it was no imputation on his skill that his decisions were defective. And this, upon the best

comparison I have been able to make, is the case with regard to that part of his chart, which contains the south coast of South America. For though the coast of Brazil, and the opposite coast of Peru are laid down, I presume, with the greatest accuracy, yet from about the river of Plate on the east side, and its opposite point on the west, the coast gradually declines too much to the westward, so as at the Streights of Magellan to be, as I conceive, about fifty leagues removed from its true position ; at least, this is the result of the observations of our squadron, which agree extremely well with those of Sir John Narborough. I must add that Dr. Halley has, in the *Philosophical Transactions*, given the foundation on which he has proceeded in fixing Port St. Julian in  $76\frac{1}{2}^{\circ}$  of west longitude, which the concurrent journals of our squadron place from  $70\frac{3}{4}^{\circ}$  to  $71\frac{1}{2}^{\circ}$ . This, he tells us, was an observation of an eclipse of the moon made at that place by Mr. Wood, then Sir John Narborough's lieutenant, and which is said to have happened there at eight in the evening, on the 18th of September, 1670. But Captain Wood's journal of this whole voyage under Sir John Narborough is since published together with this observation, in which he determines the longitude of Port St. Julian to be 73 degrees from London, and the time of the eclipse to have been different from Dr. Halley's account. But the numbers he has given are so faultily printed that nothing can be determined from them.

## CHAPTER IX

### FROM CAPE NOIR TO THE ISLAND OF JUAN FERNANDES

AFTER the mortifying disappointment of falling in with the coast of Terra del Fuego, when we esteemed ourselves ten degrees to the westward of it, as hath been at large recited in the eighth chapter, we stood away to the S.W. till the 22d of April, when we were in upwards of  $60^{\circ}$  of south latitude, and by our account near  $6^{\circ}$  to the westward of Cape Noir. In this run, we had as favourable weather as could well be expected in that part of the world, at that season of the year, so that this interval, setting the inquietude of our thoughts aside, was by far the most pleasing of any we enjoyed from Streights Le Maire to the west coast of America. This moderate weather continued with little variation till the 24th, when the wind began to blow fresh, and soon increased to a prodigious storm, and the weather being extremely thick, about midnight we lost sight of the other four ships of the squadron, which, notwithstanding the violence of the preceding storms, had hitherto kept in company with us. Nor was this our sole misfortune, for the next morning, endeavouring to hand the top-sails, the clew-lines and bunt-lines broke, and the sheets being half-flown, every seam in the top-sails was soon split from top to bottom, and the main top-sail shook so strongly in the wind that it carried away the top lanthorn, and endangered the head of the mast ; however, at length some of the most daring of our men ventured upon the yard and cut the sail away close to the reefs, though with the utmost hazard of their lives. Whilst at the same time the fore top-sail beat about the yard with so much fury that it was soon blown

to pieces ; nor was our attention to our top-sails our sole employment, for the main-sail blew loose, which obliged us to lower down the yard to secure the sail, and the fore-yard being likewise lowered, we lay-to under a mizen. In this storm, besides the loss of our top-sails, we had much of our rigging broken, and lost a main studding-sail boom out of the chains.

On the 25th, about noon, the weather became more moderate, which enabled us to sway up our yards, and to repair, in the best manner we could, our shattered rigging, but still we had no sight of the rest of our squadron, nor indeed were we joined by any of them again till after our arrival at Juan Fernandes, nor did any two of them, as we have since learned, continue in company together. This total and almost instantaneous separation was the more wonderful as we had hitherto kept together for seven weeks, through all the reiterated tempests of this turbulent climate. It must indeed be owned that we had hence room to expect that we might make our passage in shorter time than if we had continued together, because we could now make the best of our way without being retarded by the misfortunes of the other ships ; but then we had the melancholy reflection that we ourselves were thereby deprived of the assistance of others, and our safety would depend upon our single ship, so that if a plank started, or any other accident of the same nature should take place we must all irretrievably perish ; or should we be driven on shore, we had the uncomfortable prospect of ending our days on some desolate coast, without any reasonable hope of ever getting off again, whereas, with another ship in company, we might be enabled to cope with such misfortune as might arise.

The remaining part of this month of April we had generally hard gales, although we had been every day, since the 22d, edging to the northward ; however, on the last day of the month, we flattered ourselves with expectation of soon terminating all our sufferings, for we that day found ourselves in the latitude of  $52^{\circ} 13'$ , which being to the northward of the Streights of Magellan, we were assured that we

had completed our passage, and had arrived in the confines of the southern ocean, and this ocean being denominated Pacifick, from the equability of the seasons which are said to prevail there, and the facility and security with which navigation is there carried on, we doubted not but we should be speedily cheered with the moderate gales, the smooth water, and the temperate air for which that track of the globe has been renowned. And under the influence of these pleasing thoughts we hoped to experience some kind of compensation for the complicated miseries which had so constantly attended us for the last eight weeks. But here we were again disappointed, for in the succeeding month of May our sufferings rose to a much higher pitch than they had ever yet done, whether we consider the violence of the storms, the shattering of our sails and rigging, or the diminution and weakening of our crew by deaths and sickness, and the probable prospect of our total destruction. All this will be sufficiently evident from the following circumstantial account of our diversified misfortunes.

Soon after passing Streights Le Maire, the scurvy began to make its appearance amongst us, and our long continuance at sea, the fatigue we underwent, and the various disappointments we met with, had occasioned its spreading to such a degree that at the latter end of April there were but few on board who were not in some degree afflicted with it, and in that month no less than forty-three died of it on board the *Centurion*. But though we thought that the distemper had then risen to an extraordinary height, and were willing to hope that as we advanced to the northward its malignity would abate, yet we found, on the contrary, that in the month of May we lost near double that number; and as we did not get to land till the middle of June, the mortality went on increasing, and the disease extended itself so prodigiously that, after the loss of above two hundred men, we could not at least muster more than six fore-mast men in a watch capable of duty.

This disease, so frequently attending long voyages, and so particularly destructive to us, is surely the most singular

and unaccountable of any that affects the human body. Its symptoms are inconstant and innumerable, and its progress and effects extremely irregular ; for scarcely any two persons have complaints exactly resembling each other, and where there hath been found some conformity in the symptoms, the order of their appearance has been totally different. However, though it frequently puts on the form of many other diseases, and is therefore not to be described by any exclusive and infallible criterions, yet there are some symptoms which are more general than the rest, and, occurring the oftenest, deserve a more particular enumeration. These common appearances are large discoloured spots dispersed over the whole surface of the body, swelled legs, putrid gums, and, above all, an extraordinary lassitude of the whole body, especially after any exercise, however inconsiderable ; and this lassitude at last degenerates into a proneness to swoon, and even die, on the least exertion of strength.

This disease is likewise usually attended with a strange dejection of the spirits, and with shiverings, tremblings, and a disposition to be seized with the most dreadful terrors on the slightest accident. Indeed it was most remarkable, in all our reiterated experience of this malady, that whatever discouraged our people, or at any time damped their hopes, never failed to add new vigour to the distemper ; for it usually killed those who were in the last stages of it, and confined those to their hammocks who were before capable of some kind of duty ; so that it seemed as if alacrity of mind and sanguine thoughts were no contemptible preservatives from its malignity. A most extraordinary circumstance, and what would be scarcely credible upon any single evidence, is, that the scars of wounds which had been for many years healed were forced open again by this virulent distemper. Of this there was a remarkable instance in one of the invalids on board the *Centurion*, who had been wounded more than fifty years before at the battle of the Boyne, for though he was cured soon after, and had continued well for a great number of years past, yet on his being

attacked by the scurvy, his wounds, in the progress of his disease, broke out afresh, and appeared as if they had never been healed: nay, what is still more astonishing, the callus of a broken bone, which had been completely formed for a long time, was found to be hereby dissolved, and the fracture seemed as if it had never been consolidated. Indeed, the effects of this disease were almost in every instance wonderful; for many of our people, though confined to their hammocks, appeared to have no inconsiderable share of health, for they ate and drank heartily, were cheerful, and talked with much seeming vigour, and with a loud, strong tone of voice; and yet, on their being the least moved, though it was from only one part of the ship to another, and that too in their hammocks, they have immediately expired; and others, who have confided in their seeming strength, and have resolved to get out of their hammocks, have died before they could well reach the deck; nor was it an uncommon thing for those who were able to walk the deck, and to do some kind of duty, to drop down dead.

With this terrible disease we struggled the greater part of the time of our beating round Cape Horn; and though it did not then rage with its utmost violence, yet we buried no less than forty-three men on board the *Centurion* in the month of April, as hath been already observed; however, we still entertained hopes that when we should have once secured our passage round the Cape, we should put a period to this and all the other evils which had so consistently pursued us. But it was our misfortune to find that the Pacific Ocean was to us less hospitable than the turbulent neighbourhood of Terra del Fuego and Cape Horn. For being arrived, on the 8th of May, off the island of Socoro, which was the first rendezvous appointed for the squadron, and where we hoped to have met with some of our companions, we cruised for them in that station several days. But here we were not only disappointed in our expectations of being joined by our friends, and were thereby induced to favour the gloomy suggestions of their having all perished;

but we were likewise perpetually alarmed with the fears of being driven on shore upon this coast.

It were endless to recite minutely the various disasters, fatigues, and terrors which we encountered on this coast ; all these went on increasing till the 22d of May, at which time the fury of all the storms which we had hitherto encountered seemed to be combined, and to have conspired for our destruction. In this hurricane almost all our sails were split, and great part of our standing rigging broken ; and, about eight in the evening, a mountainous over-grown sea took us upon our starboard-quarter, and gave us so prodigious a shock that several of our shouds broke with the jerk, by which our masts were greatly endangered ; our ballast and stores too were so strangely shifted that the ship heeled afterwards two streaks to port. Indeed it was a most tremendous blow, and we were thrown into the utmost consternation from the apprehension of instantly foundering ; and though the wind abated in a few hours, yet, as we had no more sails left in a condition to bend to our yards, the ship laboured very much in a hollow sea, rolling gunwale to, for want of sail to steady her : so that we expected our masts, which were now very slenderly supported, to come by the board every moment. However, we exerted ourselves the best we could to tauten our shouds, to reeve new lanyards, and to mend our sails ; but while these necessary operations were carrying on, we ran great risque of being driven on shore on the island of Chiloe, which was not far distant from us ; but in the midst of our peril the wind happily shifted to the southward, and we steered off the land with the main-sail only, the master and myself undertaking the management of the helm, while every one else on board was busied in securing the masts, and bending the sails as fast as they could be repaired. This was the last effort of that stormy climate ; for in a day or two after we got clear of the land, and found the weather more moderate than any we had yet experienced since passing Streights Le Maire. And now having cruized in vain for more than a fortnight in quest of the other ships of the

squadron, it was resolved to take advantage of the present favourable season, and the offing we had made from this terrible coast, and to make the best of our way for the island of Juan Fernandes.

On the 30th of May we had a view of the continent of Chili, distant about twelve or thirteen leagues ; the land was exceeding high and uneven, and appeared quite white ; what we saw being doubtless a part of the Cordilleras, which are always covered with snow. We tacked and stood to the westward in quest of the island. In a desperate condition, with a crazy ship, a great scarcity of fresh water, and a crew so universally diseased that there were not above ten fore-mast men in a watch capable of doing duty, and even some of these lame, and unable to go aloft ; under these disheartening circumstances, we stood to the westward ; and, on the 9th of June, at daybreak, we at last discovered the long-wished-for island of Juan Fernandes.

## BOOK II

### CHAPTER I

THE ARRIVAL OF THE "CENTURION" AT THE ISLAND OF JUAN FERNANDES, WITH A DESCRIPTION OF THAT ISLAND

ON the 9th of June, at daybreak, as is mentioned in the preceding chapter, we first descried the island of Juan Fernandes, bearing N. by E.  $\frac{1}{2}$  E., at eleven or twelve leagues distance. And though, on this first view, it appeared to be a very mountainous place, extremely ragged and irregular, yet as it was land, and the land we sought for, it was to us a most agreeable sight.

The wind being northerly when we first made the island, we kept plying all that day, and the next night also, in order to get in with the land ; and wearing the ship in the middle watch, we had a melancholy instance of the almost incredible debility of our people ; for the lieutenant could muster no more than two quarter-masters and six fore-mast men capable of working ; so that without the assistance of the officers, servants, and the boys, it might have proved impossible for us to have reached the island, after we had got sight of it ; and even with this assistance they were two hours in trimming the sails : to so wretched a condition was a sixty-gun ship reduced, which had passed Streights Le Maire but three months before, with between four and five hundred men, almost all of them in health and vigour !

However, on the 10th, in the afternoon we got under the lee of the island, and kept ranging along it, at about two miles distance, in order to look out for the proper anchorage, which was in a bay on the north side. Being

now nearer in with the shore, we could discover that the broken, craggy precipices, which had appeared so unpromising at a distance, were far from barren, being in most places covered with woods, and that between them there were everywhere interspersed the finest vallies, clothed with a most beautiful verdure, and watered with numerous streams and cascades, no valley of any extent being unprovided of its proper rill. The water too, as we afterwards found, was not inferior to any we had ever tasted, and was constantly clear. The aspect of this country, thus diversified, would at all times have been extremely delightful. Thus we coasted the shore, fully employed in the contemplation of this enchanting landskip, which still improved upon us the farther we advanced. But at last the night closed in upon us, and we let go the best bower in fifty-six fathom, not half a mile from the shore. At four in the morning, the cutter was dispatched with our third lieutenant to find out the bay we were in search of. It returned at noon with the boat laden with seals and grass; for though the island abounded with better vegetables, yet the boat's crew, in their short stay, had not met with them; and they well knew that even grass would prove a dainty, and it was soon eagerly devoured. The seals too were fresh provision, but as yet were not much admired, though they grew afterwards into more repute: for what rendered them less valuable at this juncture was the prodigious quantity of excellent fish which the people on board had taken during the excursion ashore.

The cutter, in this expedition, had discovered the bay where we intended to anchor, which we found was to the westward of our present station; and, the next morning, the weather proving favourable, we endeavoured to weigh, in order to proceed thither; but though, on this occasion, we mustered all the strength we could, obliging even the sick, who were scarce able to keep on their legs, to assist us, yet the capstan was so weakly manned that it was near four hours before we hove the cable right up and down: after which, with our utmost efforts, and with many surges and

some purchases we made use of to increase our power, we found ourselves incapable of starting the anchor from the ground. However, at noon, as a fresh gale blew towards the bay, we were induced to set the sails, which fortunately tripped the anchor ; and then we steered along shore till we came abreast of the point that forms the eastern part of the bay. On the opening of the bay, the wind, that had befriended us thus far, shifted and blew from thence in squalls ; but by means of the headway we had got we loofed close in, till the anchor brought us up in fifty-six fathoms. Soon after we had thus got to our new berth we discovered a sail, which we made no doubt was one of our squadron ; and on its nearer approach we found it to be the *Tryal* sloop. We immediately sent some of our hands on board of her, by whose assistance she was brought to an anchor between us and the land. We soon found that the sloop had not been exempted from the same calamities which we had so severely felt ; for her commander, Captain Saunders, waiting on the commodore, informed him that out of his small complement he had buried thirty-four of his men ; and those that remained were so universally afflicted with the scurvy, that only himself, his lieutenant, and three of his men, were able to stand by the sails. The *Tryal* came to an anchor within us on the 12th, about noon, and we carried our hawsers on board her, in order to moor ourselves nearer in shore ; but the wind coming off the land in violent gusts, prevented our mooring in the berth we intended. Indeed, our principal attention was employed on business rather of more importance : for we were now extremely occupied in sending on shore materials to raise tents for the reception of the sick there. This was a work of considerable fatigue to the few who were healthy, and therefore the commodore, according to his accustomed humanity, not only assisted herein with his own labour, but obliged his officers, without distinction, to give their helping hand. The extreme weakness of our sick may in some measure be collected from the numbers who died after they had got on shore ; for it had generally been found that the land, and

the refreshments it produces, very soon recover most stages of the sea-scurvy ; and we flattered ourselves that those who had not perished on this first exposure to the open air, but had lived to be placed in their tents, would have been speedily restored to their health and vigour. Yet, to our great mortification, it was near twenty days after their landing before the mortality was tolerably ceased ; and for the first ten or twelve days we buried rarely less than six each day, and many of those who survived recovered by very slow and insensible degrees.

The island of Juan Fernandes lies in the latitude of  $33^{\circ} 40'$  south, and is a hundred and ten leagues distant from the continent of Chili. It is said to have received its name from a Spaniard, who formerly procured a grant of it, and resided there some time with a view of settling on it, but afterwards abandoned it. The island itself is of an irregular figure. Its greatest extent is between four and five leagues, and its greatest breadth somewhat short of two leagues. The only safe anchoring at this island is on the north side, where are three bays, but the middlemost, known by the name of Cumberland Bay, is the widest and deepest, and in all respects much the best ; for the other two, denominated the East and West bays, are scarcely more than good landing-places, where boats may conveniently put their casks on shore. Cumberland Bay is well secured to the southward, and is only exposed from the N. by W. to the E. by S. ; and as the northerly winds seldom blow in that climate, and never with any violence, the danger from that quarter is not worth attending to.

The northern part of this island is composed of high craggy hills, many of them inaccessible, though generally covered with trees. The soil of this part is loose and shallow, so that very large trees on the hills soon perish for want of root, and are then easily overturned ; which occasioned the unfortunate death of one of our sailors, who being upon the hills in search of goats, caught hold of a tree upon a declivity to assist him in his ascent, and this giving way, he immediately rolled down the hill, and though in his fall he fastened on

another tree of considerable bulk, yet that too gave way, and he fell amongst the rocks, and was dashed to pieces. Mr. Brett likewise met with an accident only by resting his back against a tree, nearly as large as himself, which stood on a slope ; and, the tree giving way, he fell to a considerable distance, though without receiving any injury ! Our prisoners (whom, as will be related in the sequel, we afterwards brought in here) remarked that the appearance of the hills in some part of the island resembled that of the mountains in Chili, where the gold is found, so that it is not impossible but mines might be discovered here. We observed, in some places, several hills of a peculiar sort of red earth, exceeding vermilion in colour, which, perhaps, on examination, might prove useful for many purposes. The southern, or rather the S.W., part of the island is widely different from the rest, being dry, stony, and destitute of trees, and very flat and low compared with the hills on the northern part. This part of the island is never frequented by ships, being surrounded by a steep shore, and having little or no fresh water ; and, besides, it is exposed to the southerly wind, which generally blows here the whole year round, and in the winter solstice very hard.

The trees of which the woods on the northern side of the island are composed are most of them aromatics, and of many different sorts. There are none of them of a size to yield any considerable timber, except the myrtle-trees, which are the largest on the island, and supplied us with all the timber we could make use of, but even these would not work to a greater length than forty feet. The top of the myrtle-tree is circular, and appears as uniform and regular as if it had been clipped by art. It bears on its bark an excrescence like moss which in taste and smell resembles garlick, and was used by our people instead of it. We found here too the pimento-tree, and likewise the cabbage-tree, though in no great plenty. And besides a great number of plants of various kinds, which we were not botanists enough either to describe or attend to, we found here almost all the vegetables which are usually esteemed to be particularly adapted

to the cure of those scorbutick disorders which are contracted by salt diet and long voyages. For here we had great quantities of water-cresses and purslain, with excellent wild sorrel, and a vast profusion of turnips and Sicilian radishes : these two last, having some resemblance to each other, were confounded by our people under the general name of turnips.

To the vegetables I have already mentioned, of which we made perpetual use, I must add that we found many acres of ground covered with oats and clover. There were also some few cabbage-trees upon the island, as was observed before, but as they generally grew on the precipices, and in dangerous situations, and as it was necessary to cut down a large tree for every single cabbage, this was a dainty that we were able but rarely to indulge in.

The excellence of the climate and the looseness of the soil render this place extremely proper for all kinds of vegetation ; for if the ground be anywhere accidently turned up, it is immediately overgrown with turnips and Sicilian radishes. Mr. Anson therefore having with him garden-seeds of all kinds, and stones of different sorts of fruits, he, for the better accommodation of his countrymen who should hereafter touch here, sowed both lettuces, carrots, and other garden plants, and sett in the woods a great variety of plum, apricot, and peach stones : and these last, he has been informed, have since thriven to a very remarkable degree, for some gentlemen, who in their passage from Lima to Old Spain were taken and brought to England, having procured leave to wait upon Mr. Anson, to thank him for his generosity and humanity to his prisoners, some of whom were their relations, they, in casual discourse with him, asked him if he had not planted fruit trees on the island of Juan Fernandes. They told him their late navigators had discovered there numbers of peach-trees and apricot-trees.

It remains now only that we speak of the animals and provisions which we met with at this place. Former writers have related that this island abounded with vast numbers

of goats, and their accounts are not to be questioned, this place being the usual haunt of the buccaneers and privateers who formerly frequented those seas. And there are two instances—one of a Musquito Indian, and the other of Alexander Selkirk, a Scotchman, who were left here by their respective ships, and lived alone upon this island for some years, and consequently were no strangers to its produce. Selkirk, who was the last, after a stay of between four and five years, was taken off the place by the *Duke* and *Duchess* privateers of Bristol, as may be seen at large in the journal of their voyage. His manner of life during his solitude was in most particulars very remarkable; but there is one circumstance he relates, which was so strangely verified by our own observation, that I cannot help reciting it. He tells us, amongst other things, that as he often caught more goats than he wanted, he sometimes marked their ears and let them go. This was about thirty-two years before our arrival at the island. Now it happened that the first goat that was killed by our people at their landing had his ears slit, whence we concluded that he had doubtless been formerly under the power of Selkirk. This was indeed an animal of a most venerable aspect, dignified with an exceeding majestic beard, and with many other symptoms of antiquity. During our stay on the island we met with others marked in the same manner, all the males being distinguished by an exuberance of beard and every other characteristic of extreme age.

But the great numbers of goats, which former writers describe to have been found upon this island, are at present very much diminished, as the Spaniards, being informed of the advantages which the buccaneers and privateers drew from the provisions which goat's flesh here furnished them with, have endeavoured to extirpate the breed, thereby to deprive their enemies of this relief. For this purpose they have put on shore great numbers of large dogs, who have increased apace and have destroyed all the goats in the accessible part of the country, so that there now remain only a few amongst the crags and precipices, where the dogs

cannot follow them. These are divided into separate herds of twenty or thirty each, which inhabit distinct fastnesses, and never mingle with each other. By this means we found it extremely difficult to kill them, and yet we were so desirous of their flesh, which we all agreed much resembled venison, that we got knowledge, I believe, of all their herds, and it was conceived, by comparing their numbers together, that they scarcely exceeded two hundred upon the whole island.

Goat's flesh, as I have mentioned, being scarce, we rarely being able to kill more than one a day, and our people growing tired of fish (which, as I shall hereafter observe, abound at this place), they at last condescended to eat seals, which by degrees they came to relish and call lamb. The seal, numbers of which haunt this island, hath been so often mentioned by former writers that it is unnecessary to say anything particular about them in this place. But there is another amphibious creature to be met with here, called a sea-lion, that bears some resemblance to a seal, though it is much larger. This too we ate under the denomination, beef; and as it is so extraordinary an animal, I conceive it well merits a particular description. Sea-lions are, when arrived at their full growth, from twelve to twenty feet in length, and from eight to fifteen in circumference. They are extremely fat, so that, after having cut through the skin, which is about an inch in thickness, there is at least a foot of fat before you can come at either lean or bone; and more than once the fat of some of the largest afforded us a butt of oil! These animals divide their time, equally between the land and sea, continuing at sea all the summer, and coming on shore at the setting in of the winter, where they reside during that whole season. In this interval they engender and bring forth their young, and have generally two at a birth, which they suckle with their milk, they being at first about the size of a full-grown seal. During the time these sea-lions continue on shore, they feed on the grass and verdure which grows near the banks of the fresh-water streams; and, when not employed

on feeding, sleep in herds in the most miry places they can discover. As they seem to be of a very lethargic disposition, and are not easily awakened, each herd was observed to place some of their males at a distance, in the nature of sentinels, who never failed to alarm them whenever any one attempted to molest or even to approach them ; and they were very capable of alarming, even at a considerable distance, for the noise they make is very loud, and of different kinds, sometimes grunting like hogs, and at other times snorting like horses in full vigour. They often, especially the males, have furious battles with each other, principally about their females ; and we were one day extremely surprized by the sight of two animals, which at first appeared different from all we had ever observed, but, on a nearer approach, proved to be two sea-lions, who had been goring each other with their teeth, and were covered over with blood. And the Bashaw before mentioned, who generally lay surrounded with a seraglio of females, which no other male dared to approach, had not acquired that envied pre-eminence without many bloody contests, of which the marks still remained in the numerous scars which were visible in every part of his body.

But that which furnished us with the most delicious repasts at this island remains still to be described. This was the fish with which the whole bay was most plentifully stored, and with the greatest variety : for we found here cod of a prodigious size, and by the report of some of our crew, who had been formerly employed in the Newfoundland fishery, not less in plenty than is to be met with on the banks of that island. We caught also cavallies, gropers, large breams, maids, silver fish, congers of a peculiar kind, and above all, a black fish which we most esteemed, called by some a chimney-sweeper, in shape resembling a carp. The beach indeed is everywhere so full of rocks and loose stones that there is no possibility of haling the seyne ; but with hooks and lines we caught what numbers we pleased, so that a boat with two or three lines would return laden with fish in about two or three hours' time. The only

interruption we ever met with arose from great quantities of dog-fish and large sharks, which sometimes attended our boats and prevented our sport. Besides the fish we have already mentioned, we found here one delicacy in greater perfection, both as to size, flavour, and quantity, than is perhaps to be met in any other part of the world. This was sea crayfish; they generally weighed eight or nine pounds apiece, were of a most excellent taste, and lay in such abundance near the water's edge, that the boat-hooks often struck into them in putting the boat to and from the shore.

## CHAPTER II

THE ARRIVAL OF THE "GLOUCESTER" AND THE "ANNA"  
PINK AT THE ISLAND OF JUAN FERNANDES, AND THE  
TRANSACTIONS AT THAT PLACE DURING THIS INTERVAL

ON the 21st of June, some of our people, from an eminence on shore, discerned a ship to leeward, with her courses level with the horizon; and they, at the same time, particularly observed that she had no sail abroad except her courses and her main top-sail. This circumstance made them conclude that it was one of our squadron, which had probably suffered in her sails and rigging as severely as we had done: but they were prevented from forming more definite conjectures about her, for the weather grew thick and hazy, and they lost sight of her. However, on the 26th, towards noon, we discerned a sail in the north-east quarter, which we conceived to be the very same ship that had been seen before, and our conjectures proved true: and about one o'clock she approached so near that we could distinguish her as the *Gloucester*. As we had no doubt of her being in great distress, the commodore immediately ordered his boat to her assistance, laden with fresh water, fish, and vegetables, which was a very seasonable relief to them; for our apprehensions of their calamities appeared to be but too well grounded, as perhaps there never was a crew in a more distressed condition. They had already thrown overboard two-thirds of their complement, and of those which remained alive, scarcely any were capable of doing duty, except the officers and their servants. They had been a considerable time at the small allowance of a pint of fresh water to each man for twenty-four hours, and yet

they had so little left, that, had it not been for the supply we sent them, they must soon have died of thirst. The ship plied in within three miles of the bay ; but, the winds and currents being contrary, she could not reach the road. However, she continued in the offing the next day ; but as she had no chance of coming to an anchor unless the winds and currents shifted, the commodore repeated his assistance, sending to her the *Tryal's* boat manned with the *Centurion's* people, and a further supply of water and other refreshments. Captain Mitchel, the captain of the *Gloucester*, was under the necessity of detaining both this boat and that sent the preceding day ; for without the help of their crews he had no longer strength to navigate the ship. In this tantalizing situation the poor *Gloucester* continued for near a fortnight, without being able to fetch the road, though frequently attempting it, and at some times bidding fair to do it. On the 9th of July, we observed her stretching away to the eastward at a considerable distance, which we supposed was with a design to get to the southward of the island ; but as we soon lost sight of her, and she did not appear for near a week, we were prodigiously concerned, knowing that she must be again in extreme distress for want of water. Our anxiety grew great until, on the 16th, she again appeared, endeavouring to come round the eastern point of the island ; but the wind, still blowing directly from the bay, prevented her getting nearer than within four leagues of the land ! On this, Captain Mitchel made signals of distress, and our long-boat was sent to him with a store of water, and plenty of fish, and other refreshments. And the long-boat being not to be spared, the cockswain had positive orders from the commodore to return again immediately ; but the weather proving stormy the next day, and the boat not appearing, we much feared she was lost, which would have proved an irretrievable misfortune to us all : however, the third day after, we were relieved from this anxiety by the joyful sight of the long-boat's sails upon the water ; on which we sent the cutter immediately to her assistance, who towed her alongside

in a few hours, when we found that the crew of our long-boat had taken in six of the *Gloucester's* sick men to bring them on shore, two of which had died in the boat. We now learnt that the *Gloucester* was in a most dreadful condition, having scarcely a man in health on board, except those they received from us : and, numbers of their sick dying daily, it appeared that, had it not been for the last supply sent by our long-boat, both the healthy and diseased must have all perished together for want of water. These calamities were the more terrifying as they appeared to be without remedy : for the *Gloucester* had already spent a month in her endeavours to fetch the bay, and she was now no farther advanced than at the first moment she made the island ; on the contrary, the people on board her had worn out all their hopes of ever getting there ! Indeed, the same day her situation grew even more desperate, for after she had received our last supply of refreshments she again disappeared ; so that we in general despaired of her ever coming to an anchor.

Thus was this unhappy vessel bandied about within a few leagues of her intended harbour, with us ashore ready to help her, separated by a few leagues of clear, unruffled, water ! The sight of us only aggravated the distress of those on board of her ! But she was at last delivered from this dreadful situation at a time when we least expected it ; for, after having again lost sight of her for several days, we were pleasingly surprised, on the morning of the 23rd of July, to see her open the N.W. point of the bay with a flowing sail, when we immediately dispatched what boats we had to her assistance, and in an hour's time from our first perceiving her, she anchored safe within us in the bay. And now we were more particularly convinced of the importance of the assistance and refreshments we so often sent them, and how impossible it would have been for a man of them to have survived had we given less attention to their wants ; for, notwithstanding the water, the greens, and fresh provisions which we supplied them with, and the hands we sent them to navigate the ship,

by which the fatigue of their own people was diminished, their sick relieved, and the mortality abated, yet they had buried above three-fourths of their crew, by the time that the ship dropped her anchor in the bay !

I have thus given an account of the principal events relating to the arrival of the *Gloucester* in one continued narration. I shall only add, that we never were joined by any other of our ships, except by our victualler, the *Anna* pink, who came in about the middle of August, and whose history I shall defer for the present, as it is now high time to return to the account of our own transactions on board and on shore during the interval of the *Gloucester's* frequent and ineffectual attempts to reach the island.

And now as we advanced in July, some of our men being tolerably recovered, the strongest of them were set to work cutting down trees, and splitting them into billets ; while others, who were too weak for this employment, carried the billets, one by one to the water-side : this they performed, some of them with the help of crutches, and others supported by a single stick. We next sent the forge on shore, and employed our smiths, who were but just capable of working, in mending our chain-plates, and our other broken and decayed iron-work. We began too the repairs of our rigging ; but as we had not junk enough to make spun-yarn, we deferred the general overhale, in hopes of the daily arrival of the *Gloucester*, who we knew had a great quantity of junk on board. However, so that we might make progress with our refitting, we set up a large tent on the beach for the sail-makers ; and they were immediately employed in repairing our old sails, and making us new ones. These occupations, with our cleansing and watering the ship (which was by this time pretty well completed), the attendance on our sick, and the frequent relief sent to the *Gloucester*, were the principal transactions of our infirm crew till the arrival of the *Gloucester* at an anchor in the bay. And then Captain Mitchel, waiting on the commodore, informed him that he had been forced by the winds, as far away as the small island of Masa Fuero,

lying about twenty-two leagues to the westward of Juan Fernandes ; and that he had endeavoured to send his boat on shore there for water, of which he could observe several streams, but the wind blew so strong upon the shore, and occasioned such a surf, that it was impossible for the boat to land, though the attempt was not altogether useless, for his people returned with a boatload of fish ! This island had been represented by former navigators as a barren rock ; but Captain Mitchel assured the commodore that it was almost everywhere covered with trees and verdure, and was near four miles in length ; and added, that it appeared to him far from impossible but some small bay might be found on it which might afford sufficient shelter for any ship desirous of refreshing there.

Towards the middle of August, our men being indifferently recovered, they were permitted to quit their sick tents, and to build separate huts for themselves, as it was thought that by living apart they would be much cleaner, and consequently likely to recover their strength the sooner ; but at the same time particular orders were given, that on the firing of a gun from the ship they should instantly repair to the water-side. Their employment on shore was now either the procuring of refreshments, the cutting of wood, or the making of oil from the blubber of the sea-lions.

I have before mentioned that we had a copper oven on shore to bake bread for the sick ; but it happened that the greater part of the flour for the use of the squadron was embarked on board our victualler the *Anna* pink ; and I should have mentioned that the *Tryal* sloop, at her arrival, had informed us, that on the 9th of May she had fallen in with our victualler not far distant from the continent, off Chili, and had kept company with her for four days, when they were parted in a hard gale of wind. This afforded us some room to hope that she was safe, and that she might join us ; but all June and July being past without any news of her, we then gave her up as lost, and at the end of July, the commodore ordered all the ships to a short allowance of bread. On Sunday, the 16th of August, about noon,

we espied a sail in the northern quarter, and a gun was immediately fired from the *Centurion* to call off the people from shore, who readily obeyed the summons, repairing to the beach, where the boats waited to carry them on board. And being now prepared for the reception of the new arrival, whether friend or enemy, we had various speculations as to who she was! About three in the afternoon our disputes were ended by the unanimous opinion that it was our victualler the *Anna* pink. This ship, like the *Gloucester*, had fallen in to the northward of the island, but yet had the good fortune to come to an anchor in the bay by five in the afternoon. Her arrival gave us all the sincerest joy; for each ship's company was immediately restored to their full allowance of bread, and we were now freed from the apprehensions of our provisions falling short before we could reach some friendly port.

## CHAPTER III

A SHORT NARRATIVE OF WHAT BEFEL THE "ANNA" PINK BEFORE SHE JOINED US, WITH AN ACCOUNT OF THE LOSS OF THE "WAGER," AND OF THE PUTTING BACK OF THE "SEVERN" AND "PEARL," THE TWO REMAINING SHIPS OF THE SQUADRON

ON the first appearance of the *Anna* pink, it seemed wonderful to us how the crew of a vessel, which came to this rendezvous two months after us, should be capable of working their ship in the manner they did, with so little appearance of debility and distress. But this difficulty was soon solved when she came to an anchor ; for we then found that they had been in harbour since the middle of May, which was near a month before we arrived at Juan Fernandes : so that their sufferings (the risk they had run of shipwreck only excepted) were greatly short of what had been undergone by the rest of the squadron. It seems, on the 16th of May, they fell in with the land, which was then but four leagues distant, in the latitude of  $45^{\circ} 15'$  south. On the first sight of it they wore ship and stood to the southward, but their fore top-sail splitting, and the wind being W.S.W., they drove towards the shore ; and the captain at last, either unable to clear the land, or, as others say, resolved to keep the sea no longer, steered for the coast, with a view of discovering some shelter amongst the many islands which then appeared in sight ; and about four hours after the first view of the land, the pink had the good fortune to come to an anchor to the eastward of the island of Inchin ; but as they did not run sufficiently near to the east shore of that island, and had not hands enough to veer away the cable

briskly they were soon driven to the eastward deepning their water from twenty-five fathom to thirty-five, and still continuing to drive, they, the next day, the 17th of May, let go their sheet-anchor. This, though it brought them up for a short time, yet, on the 18th, they drove again, till they came into sixty-five fathoms of water, and were now within a mile of the land, and expected to be forced on shore every moment, in a place where the coast was so very high and steep that there was not the least prospect of saving the ship or cargo. As their boats were very leaky, and there was no appearance of a landing-place, the whole crew, consisting of sixteen men and boys, gave themselves up for lost, apprehending that if any of them by some extraordinary chance should get on shore, they would, in all probability, be massacred by the savages on the coast. Under these terrifying circumstances, the pink drove nearer and nearer to the rocks which formed the shore ; but at last, when the crew expected each instant to strike, they perceived a small opening in the land, which raised their hopes ; and immediately cutting away their two anchors, they steered for it, and found it to be a small channel betwixt an island and the main that led them into a most excellent harbour, which, for its security against all winds and swells, and the smoothness of its water, may perhaps compare with any in the known world. And this place being scarcely two miles distant from the spot where they deemed their destruction inevitable, the horrors of shipwreck and of immediate death which had so long and so strongly possessed them, vanished almost instantaneously and gave place to the most joyous ideas of security, refreshment, and repose.

In this harbour, discovered in this almost miraculous manner, the pink came to an anchor in twenty-five fathoms of water, with only a hawser and a small anchor of about three hundredweight. Here she continued for near two months, and here her people, who were many of them ill with the scurvy, were soon restored to perfect health by the fresh provisions, of which they procured good store, and the

excellent water with which the adjacent shore abounded. As this place may prove of the greatest importance to future navigators, who may be forced upon this coast by the westerly winds, which are almost perpetual in that part of the world, I shall, before I enter into any farther particulars of the adventures of the pink, give the best account I could collect of this port, its situation, conveniencies, and productions.

The latitude of this harbour, which is indeed a material point, is not well ascertained, the pink having no observation either the day before she came here, or within a day of her leaving it. But it is supposed that it is not very distant from  $45^{\circ} 30'$  south, and the large extent of the bay before the harbour renders this uncertainty of less moment. The island of Inchin lying before the bay is thought to be one of the islands of Chonos which are mentioned in the Spanish accounts as spreading all along that coast, and are said by them to be inhabited by a barbarous people, famous for their hatred of the Spaniards, and for their cruelties to such of that nation as have fallen into their hands; and it is possible too that the land, on which the harbour itself lies, may be another of those islands, and that the continent may be considerably further to the eastward. The depths of water in the different parts of the port, and the channels by which it communicates with the bay are sufficiently marked. But it must be remembered that there are two coves in it, where ships may conveniently heave down, the water being constantly smooth; and there are several fine runs of excellent fresh water which fall into the harbour, some of them so luckily situated that the casks may be filled in the long-boat with a hose. The most remarkable of these is the stream in the N.E. part of the port. This is a fresh-water river, where the pink's people got some few mullets of an excellent flavour, and they were persuaded that in a proper season (it being winter when they were there) it abounded with fish. The principal refreshments they met with in this port were greens, as wild celery, nettletops, etc. (which after so long a continuance at sea they

devoured with great eagerness) ; shell-fish, as cockles and mussels of an extraordinary size, and extremely delicious ; and good store of geese, shags, and penguins. The climate, though it was the depth of winter, was not remarkably rigorous, nor the trees and the face of the country destitute of verdure, whence in the summer many other species of fresh provisions, besides these here enumerated, might doubtless be found there. Notwithstanding the tales of the Spanish historians in relation to the violence and barbarity of the inhabitants, it doth not appear that their numbers are sufficient to give the least jealousy to any ship of ordinary force, or that their disposition is by any means so mischievous or merciless as hath hitherto been represented. With all these advantages, this place is so far removed from the Spanish frontier, and so little known to the Spaniards themselves, that there is reason to suppose that by proper precautions a ship might continue here undiscovered a long time. It is moreover a post of great defence, for by possessing the island that closes up the harbour, and which is accessible in very few places, a small force might secure this port against all the strength the Spaniards could muster in that part of the world, since this island towards the harbour is steep to, and has six fathom water close to the shore, so that the pink anchored within forty yards of it.

After this description of the place where the pink lay for two months, it may be expected that I should relate the discoveries made by the crew on the adjacent coast, and the principal incidents during their stay there ; but here I must observe, that, being only a few in number, they did not dare to detach any of their people on distant searches, for they were perpetually terrified with the apprehension that they should be attacked either by the Spaniards or the Indians ; so that their excursions were generally confined to that tract of land which surrounded the port, and where they were never out of view of the ship. Though had they at first known how little foundation there was for these fears, yet the country in the neighbourhood was so grown up with wood, and traversed with mountains, that it appeared

impracticable to penetrate it ; whence no account of the inland parts could be expected from them. Indeed they were able to disprove the relations given by Spanish writers, who have represented this coast as inhabited by a fierce and powerful people, for they were certain that no such inhabitants were there to be found, at least during the winter season, since all the time they continued there, they saw no more than one Indian family, which came into the harbour in a periagua, about a month after the arrival of the pink and consisted of an Indian near forty years old, his wife, and two children, one three years of age, and the other still at the breast. They seemed to have with them all their property, which was a dog and a cat, a fishing-net, a hatchet, a knife, a cradle, some bark of trees intended for the covering of a hut, a reel, some worsted, a flint and steel, and a few roots of a yellow hue that had very disagreeable taste which served them for bread. The master of the pink, as soon as he perceived them, sent his yawl, who brought them on board ; and fearing, lest they might discover him, if they were permitted to go away, he took, as he conceived, proper precautions for securing them, but without any mixture of ill usage or violence, for in the daytime they were permitted to go where they pleased about the ship, but at night were locked up in the fore-castle. As they were fed in the same manner with the rest of the crew, and were often indulged with brandy, which they seemed greatly to relish, it did not at first appear that they were much dissatisfied with their situation, especially as the master took the Indian on shore when he went a shooting (who always seemed extremely delighted when the master killed his game), and as all the crew treated them with great humanity ; but it was soon perceived, that though the woman continued easy and cheerful, yet the man grew pensive and restless at his confinement. He seemed to be a person of good natural parts, and though not capable of conversing with the pink's people, otherwise than by signs, was yet very curious and inquisitive, and showed great dexterity in the manner of making himself understood. In particular, seeing so few people on

board such a large ship, he let them know that he supposed they were once more numerous ; and to represent to them what he imagined was become of their companions, he laid himself down on the deck closing his eyes, and stretching himself out motionless, to imitate the appearance of a dead body. But the strongest proof of his sagacity was the manner of his getting away, for after being in custody on board the pink eight days, the scuttle of the fore-castle, where he and his family were locked up every night, happened to be unnailed, and the following night being extremely dark and stormy, he contrived to convey his wife and children through the unnailed scuttle, and then over the ship's side into the yawl ; and so as not to be pursued, he cut away the long-boat and his own periagua, which were towing astern, and immediately rowed ashore. All this he conducted with such diligence and secrecy, that though there was a watch on the quarter-deck with loaded arms, yet he was not discovered by them till the noise of his oars in the water, after he had put off from the ship, gave them notice of his escape ; and then it was too late either to prevent him, or to pursue him, for, their boats being all adrift, it was a considerable time before they could contrive the means of getting on shore themselves. The Indian, too, by this effort, besides the recovery of his liberty, was in some sort revenged on those who had confined him, both by the perplexity they were involved in from the loss of their boats, and by the terror he threw them in at his departure, for on the first alarm of the watch, who cried out, " The Indians ! " the whole ship was in the utmost confusion, believing themselves to be boarded by a fleet of armed periaguas !

But, however, though many of them were satisfied that this Indian still continued near them, yet others thought that he was gone to the island of Chiloe, where they feared he would alarm the Spaniards, and would soon return. The master of the pink was now prevailed on to omit firing the evening gun ; for the master, from an ostentatious imitation of the practice of men-of-war, had hitherto fired

a gun every evening at the setting of the watch. This he pretended was to awe the enemy, if there was any within hearing, and to convince them that the pink was always on her guard, but it being now represented to him that security lay in concealment, and that the evening gun might possibly discover him and serve to guide the enemy to him, he was prevailed on to omit it for the future ; and his crew being now well refreshed, and their wood and water sufficiently replenished, he, in a few days after the escape of the Indian, put to sea, and had a fortunate passage to the rendezvous at the island of Juan Fernandes, where he arrived on the 16th of August, as hath been already mentioned in the preceding chapter.

This vessel, the *Anna* pink, was, as I have observed, the last that joined the commodore at Juan Fernandes. The remaining ships of the squadron were the *Severn*, the *Pearl*, and the *Wager* store-ship. The *Severn* and *Pearl* parted company with the squadron off Cape Noir, and, as we afterwards learnt, put back to the Brazils, so that of all the ships which came into the South Seas, the *Wager*, Captain Cheap, was the only one that was missing. This ship had on board a few field-pieces mounted for land-service, together with some mortars, and several kinds of artillery stores and pioneers' tools intended for the operations on shore. Therefore, as the enterprize on Baldivia had been resolved on for the first undertaking of the squadron, Captain Cheap was extremely solicitous that these materials, which were in his custody, might be ready before Baldivia ; that if the squadron should possibly rendezvous there (as he knew not the condition they were then reduced to), no delay nor disappointment might be imputed to him.

But whilst the *Wager*, with these views, was making the best of her way to her first rendezvous off the island of Socoro, whence (as there was little probability of meeting any of the squadron there) she proposed to steer directly for Baldivia, she made the land on the 14th of May, about the latitude of 47° south ; and the captain exerting himself on this occasion, in order to get clear of it, he had the

misfortune to fall down the after-ladder, and dislocated his shoulder, which rendered him incapable of acting. This accident, together with the crazy condition of the ship, which was little better than a wreck, prevented her from getting off to sea, and entangled her more and more with the land, insomuch that the next morning, at daybreak, she struck on a sunken rock, and soon after bilged and grounded between two small islands at about a musket-shot from the shore.

In this situation the ship continued entire a long time, so that all the crew had it in their power to get safe on shore ; but a general confusion taking place, numbers of them, instead of consulting their safety, or reflecting on their calamitous condition, fell to pillaging the ship, arming themselves with the first weapons that came to hand, and threatening to murder all who should oppose them. This frenzy was greatly heightened by the liquors they found on board, with which they got so extremely drunk that some of them, falling down between decks, were drowned when the water flowed into the wreck, being incapable of raising themselves up and retreating from it. The captain, therefore, having done his utmost to get the whole crew on shore, was at last obliged to leave the mutineers behind him, and to follow his officers, and such as he had been able to prevail on, but he did not fail to send back the boats to persuade those who remained to have some regard to their preservation, though all his efforts were for some time without success. However, the weather next day proving stormy, and there being great danger of the ship's parting, they began to be alarmed with the fears of perishing, and were desirous of getting to land ; but it seems their madness had not yet left them, for the boat not appearing to fetch them off so soon as they expected, they at last pointed a four-pounder, which was on the quarter deck, against the hut, where they knew the captain resided on shore, and fired two shots, which passed but just over it.

From this specimen of the behaviour of part of the crew, it will not be difficult to frame some conjecture of the

disorder and anarchy which took place when at last they did get on shore.

Besides the heart burnings occasioned by pestilence and hunger, there was an important point which set the greatest part of the people at variance with the captain. This was their differing with him in opinion on the measures to be pursued in the present exigency : for the captain was determined, if possible, to fit up the boats in the best manner he could, and to proceed with them to the northward, since having with him above an hundred men in health, and having gotten some fire-arms and ammunition from the wreck, he did not doubt but they could master any Spanish vessel they should encounter within those seas, and he thought he could not fail of meeting with one in the neighbourhood of Chiloe or Baldivia, in which, when he had taken her, he intended to proceed to the rendezvous at Juan Fernandes ; and he farther insisted that they should light on no prize by the way, yet the boats alone would easily carry them thither. But this was a scheme that, however prudent, was no ways relished by the generality of his people ; for, being quite jaded with the distresses and dangers they had already run through, they could not think of prosecuting further an enterprise which had hitherto proved so disastrous. The common resolution therefore was to lengthen the long-boat, and with that and the rest of the boats to steer to the southward, to pass through the Streights of Magellan, and to range along the east side of South America till they should arrive at Brazil, where they doubted not to be well received, and to procure a passage to Great Britain. This project was at first sight infinitely more hazardous and tedious than what was proposed by the captain ; but as it had the air of returning home, and flattered them with the hopes of bringing them once more to their native country, that circumstance alone rendered them inattentive to all its inconveniences, and made them adhere to it with insurmountable obstinacy ; so that the captain himself, though he never changed his opinion, was yet obliged to give way to the torrent, and in appearance to

acquiesce in this resolution, whilst he endeavoured underhand to give it all the obstruction he could, particularly in the lengthening the long-boat, which he contrived should be of such a size, that, though it might serve to carry them to Juan Fernandes, would yet, he hoped, appear incapable of so long a navigation as that to the coast of Brazil.

But Captain Cheap, by his steady opposition at first to this favourite project, had much embittered the people against him, to which likewise the following unhappy accident greatly contributed. There was a midshipman whose name was Cozens, who appeared the foremost in all the refractory proceedings of the crew. He had involved himself in brawls with most of the officers who had adhered to the captain's authority, and had even treated the captain himself with great abuse and insolence. As his turbulence and brutality grew every day more and more intolerable, it was not in the least doubted but there were some violent measures in agitation, in which Cozens was engaged as the ringleader : for which reason the captain, and those about him, constantly kept themselves on their guard. One day the purser, having, by the captain's order, stopped the allowance of a fellow who would not work, Cozens, though the man did not complain to him, intermeddled in the affair with great bitterness, and grossly insulted the purser, who was then delivering out provisions just by the captain's tent, and was himself sufficiently violent. The purser, enraged by his scurrility, and perhaps piqued by former quarrels, cried out, "A mutiny," adding, "The dog has pistols," and then himself fired a pistol at Cozens, which however missed him : but the captain, on this outcry and the report of the pistol, rushed out of his tent, and, not doubting but it had been fired by Cozens as the commencement of a mutiny, he immediately shot him in the head without further deliberation, and though he did not kill him on the spot, yet the wound proved mortal, and he died about fourteen days after.

However, this incident, though sufficiently displeasing to the people, did yet, for a considerable time, awe them to

their duty, and rendered them more submissive to the captain's authority ; but at last, when towards the middle of October the long-boat was nearly compleated, and they were preparing to put to sea, the additional provocation he gave them by covertly traversing their project of proceeding through the Streights of Magellan, and their fears that he might at length engage a party sufficient to overturn this favourite measure, made them resolve to make use of the death of Cozens as a reason for depriving him of his command, under pretence of carrying him to England, to be tried for murder ; and he was accordingly confined under a guard. But they never intended to carry him with them, as they too well knew what they had to apprehend on their return to England, if their commander should be present to confront them : and therefore, when they were just ready to put to sea, they set him at liberty, leaving him and the few who chose to take their fortunes with him no other means of embarkation than the yawl, to which the barge was afterwards added.

When the ship was wrecked, there were alive on board the *Wager* near an hundred and thirty persons ; of these above thirty died during their stay upon the place, and near eighty went off in the long-boat and the cutter to the southward : so that there remained with the captain, after their departure, no more than nineteen persons, which, however, were as many as the barge and the yawl could well carry off. It was the 13th of October, five months after the shipwreck, that the long-boat, converted into a schooner, weighed, and stood to the southward, giving the captain, who, with Lieutenant Hamilton of the land forces, and the surgeon, were then on the beach, three cheers at their departure : and on the 29th of January following they arrived at Rio Grande, on the coast of Brazil ; but having, by various accidents, left about twenty of their people on shore at the different places they touched at and a greater number having perished by hunger during the course of their navigation, there were no more than thirty of them remaining when they arrived in that port. Indeed, the undertaking of itself was a most extraordinary

one ; for (not to mention the length of the run) the vessel was scarcely able to contain the number that first put to sea in her, and their stock of provisions (being only what they had saved out of the ship) was extremely slender. They had this additional misfortune besides, that the cutter, the only boat they had with them, soon broke away at the stern, and was staved to pieces ; so that when their provision and their water failed them, they had frequently no means of getting on shore to search for a fresh supply.

After the long-boat and cutter were gone, the captain, and those who were left with him, proposed to pass to the northward in the barge and yawl : but the weather was so bad, and the difficulty of subsisting so great, that it was two months from the departure of the long-boat before he was able to put to sea. It seems the place where the *Wager* was cast away was not a part of the continent, as was first imagined, but an island at some distance from the main, which afforded no other sorts of provision but shell-fish and a few herbs ; and as the greater part of what they had gotten from the ship was carried off in the long-boat, the captain and his people were often in extreme want of food, especially as they chose to preserve what little sea provisions remained. During their residence at this island, which was by the seamen denominated *Wager's Island*, they had now and then a straggling canoe or two of Indians, which came and bartered their fish and other provisions with our people. This was some little relief to their necessities, and at another season might perhaps have been greater : for, as there were several Indian huts on the shore, it was supposed that in some years, during the height of summer, many of these people might resort thither to fish. Indeed, from what has been related in the account of the *Anna pink*, it should seem to be the general practice of those Indians to frequent this coast in the summer time for the benefit of fishing, and to retire in the winter into a better climate, more to the northward.

On this mention of the *Anna pink*, I cannot but observe how much it is to be lamented that the *Wager's* people had

no knowledge of her being so near them on the coast ; for as she was not above thirty leagues distant from them, and came into their neighbourhood about the same time the *Wager* was lost, and was a fine roomy ship, she could easily have taken them all on board, and have carried them to Juan Fernandes. Indeed, I suspect she was still nearer to them than what is here estimated ; for several of the *Wager's* people, at different times, heard the report of a cannon, which I conceive could be no other than the evening gun fired from the *Anna* pink, especially as that heard at *Wager's* Island was about the same time of the day. But to return to Captain Cheap.

Upon the 14th of December, the captain and his people embarked in the barge and the yawl, in order to proceed to the northward, taking on board with them all the provisions they could amass from the wreck of the ship ; but they had scarcely been an hour at sea, when the wind began to blow hard, and the sea ran so high that they were obliged to throw the greater part of their provisions overboard, to avoid immediate destruction. This was a terrible misfortune, in a part of the world where food is so difficult to be got : however, they persisted in their design, putting on shore as often as they could to seek subsistence. But about a fortnight after, another dreadful accident befel them, for the yawl sunk at anchor, and one of the men in her was drowned ; and as the barge was incapable of carrying the whole company, they were now reduced to the hard necessity of leaving four marines behind them on that desolate shore. After a succession of accidents, the captain, together with a few companions, succeeded with the help of some friendly Indians in reaching the Spanish settlement of Chiloe, where they were well received and taken care of by the Spanish settlers there.

## CHAPTER IV

### CONCLUSION OF OUR PROCEEDINGS AT JUAN FERNANDES, FROM THE ARRIVAL OF THE "ANNA" PINK TO OUR FINAL DEPARTURE FROM THENCE

ABOUT a week after the arrival of our victualler, the *Tryal* sloop, that had been sent to the island of Masa Fuero, returned to an anchor at Juan Fernandes, having been round that island without meeting any part of our squadron.

The latter part of the month of August was spent in un-lading the provisions from the *Anna* pink, when we had the mortification to find that great quantities of our provisions, as bread, rice, groats, etc., were decayed, and unfit for use. This was owing to the water the pink had made by her working and straining in bad weather ; for hereby several of her casks had rotted, and her bags were soaked through. And now, as we had no farther occasion for her service, the commodore, pursuant to his orders from the Board of Admiralty, sent notice to Mr. Gerard, her master, that he discharged the *Anna* pink from attending the squadron, and gave him, at the same time, a certificate specifying how long she had been employed. In consequence of this dismissal, her master was at liberty either to return directly to England, or to make the best of his way to any port where he thought he could take in such a cargo as would answer the interest of his owners. But the master being sensible of the bad condition of the ship, and of her unfitness for any such voyage, wrote the next day an answer to the commodore's message, acquainting Mr. Anson, that from the great quantity of water the pink had made in her passage round Cape Horn,

and since, that in the tempestuous weather she had met with on the coast of Chili, he had reason to apprehend that her bottom was very much decayed. He added that her upper works were rotten abaft ; that she was extremely leaky ; that her fore beam was broke ; and that, in his opinion, it was impossible to proceed to sea with her before she had been thoroughly refitted ; and he therefore requested the commodore that the carpenters of the squadron might be directed to survey her, that their judgement of her condition might be known. In compliance with this desire, Mr. Anson immediately ordered the carpenters to take a careful and strict survey of the *Anna* pink, and to give him a faithful report, under their hands, of the condition in which they found her, directing them at the same time to proceed herein with such circumspection that, if they should be hereafter called upon, they might be able to make oath of the veracity of their proceedings. Pursuant to these orders, the carpenters immediately set about the examination, and the next day made their report ; which was, that the pink had no less than fourteen knees and twelve beams broken and decayed ; that one breast hook was broken, and another rotten ; that her water-ways were open and decayed ; that two standards and several clamps were broken, besides others which were rotten ; that all her iron-work was greatly decayed ; that her timbers were very rotten ; and that, having ripped off part of her sheathing, they found her wales and outside planks extremely defective, and her bows and decks very leaky ; and in consequence of these defects and decays, they certified that in their opinion she could not depart from the island without great hazard, unless she was first of all thoroughly refitted.

The thorough refitting of the *Anna* pink, proposed by the carpenters, was, in our present situation, impossible to be complied with, as all the plank and iron in the squadron was insufficient for that purpose. And now the master, finding his own sentiments confirmed by the opinion of all the carpenters, offered a petition to the commodore in

behalf of his owners, desiring that, since it appeared he was incapable of leaving the island, Mr. Anson would please to purchase the hull and furniture of the pink for the use of the squadron. Hereupon the commodore ordered an inventory to be taken of every particular belonging to the pink, with its just value; and as by this inventory it appeared that there were many stores which would be useful in refitting the other ships, and which were at present very scarce in the squadron, by reason of the great quantities that had been already expended, he agreed with Mr. Gerard to purchase the whole together for £300. The pink being thus broken up, Mr. Gerard, with the hands belonging to the pink, were sent on board the *Gloucester*, as that ship had buried the greatest number of men in proportion to her complement. But afterwards, one or two of them were received on board the *Centurion*, on their own petition, they being extremely averse to sailing in the same ship with their old master, on account of some ill-usage they conceived they had suffered from him.

In the beginning of September, as has been already mentioned, our men were tolerably well recovered; and now, the season for navigation in this climate drawing near, we exerted ourselves in getting our ships in readiness for the sea. We converted the fore-mast of the victualler into a main-mast for the *Tryal* sloop; and still flattering ourselves with the possibility of the arrival of some other ships of our squadron, we intended to leave the main-mast of the victualler to make a mizen-mast for the *Wager*. Thus all hands being employed in forwarding our departure, we, on the 8th, about eleven in the morning, espied a sail to the N.E. which continued to approach us till her courses appeared even with the horizon. Whilst she advanced, we had great hopes she might prove one of our own squadron; but as at length she steered away to the eastward without haling in for the island, we thence concluded she must be a Spaniard. And now great disputes were set on foot about the possibility of her having discovered our tents on shore, some of us strongly insisting that

she had doubtless been near enough to have perceived something that had given her a jealousy of an enemy, which had occasioned her standing to the eastward without haling in. However, leaving these contests to be settled afterwards, it was resolved to pursue her, and, the *Centurion* being in the greatest forwardness, we immediately got all our hands on board, set up our rigging, bent our sails, and by five in the afternoon got under sail. We had at this time very little wind, so that all the boats were employed to tow us out of the bay; and even what wind there was, lasted only long enough to give us an offing of two or three leagues, when it flatted to a calm. The night coming on, we lost sight of the chace, and were extremely impatient for the return of daylight, hoping to find that she had been becalmed as well as we, though I must confess that her greater distance from the land was a reasonable ground for suspecting the contrary, as we indeed found in the morning to our great mortification, for though the weather continued perfectly clear, we had no sight of the ship from the mast-head. But as we were now satisfied that it was an enemy, and the first we had seen in these seas, we resolved not to give over the search lightly; and, a small breeze springing up from the W.N.W., we got up our top-gallant masts and yards, set all the sails, and steered to the S.E. in hopes of retrieving our chace, which we imagined to be bound to Valparaiso. We continued on this course all that day and the next, and then, not getting sight of our chace, we gave over the pursuit, conceiving that by that time she must, in all probability, have reached her port. Being therefore determined to return to Juan Fernandes, we haled up to the S.W. with that view, having but very little wind till the 12th, when, at three in the morning, there sprung up a fresh gale from the W.S.W. which obliged us to tack and stand to the N.W. At daybreak we were agreeably surprized with the sight of a sail on our weather-bow, between four and five leagues distant. We immediately set all the sail we could, and stood after her, and soon perceived it not to be the same ship we originally gave chace to. She at first bore

down upon us, shewing Spanish colours, and making a signal as to her consort ; but observing that we did not answer her signal, she instantly loofed close to the wind, and stood to the southward. Our people were now all in spirits, and put the ship about with great briskness ; and as the chace appeared to be a large ship, and had mistaken us for her consort, we conceived that she was a man-of-war, and probably one of Pizarro's squadron. This induced the commodore to order all the officers' cabins to be knocked down and thrown overboard, with several casks of water and provisions which stood between the guns, so that we had soon a clear ship, ready for an engagement. About nine o'clock we had thick hazy weather and a shower of rain, during which we lost sight of the chace ; and we were apprehensive, if this dark weather should continue, that by going upon the other tack, or by some other artifice, she might escape us ; but it clearing up in less than an hour, we found that we had both weathered and fore-reached upon her considerably, and were then near enough to discover that she was only a merchantman, without so much as a single tier of guns. About half an hour after twelve, being got within a reasonable distance of her, we fired four shots amongst her rigging ; on which they lowered their top-sails, and bore down to us, but in very great confusion, their top-gallant sails and stay-sails all fluttering in the winds : this was owing to their having let run their sheets and halyards just as we fired at them, after which not a man amongst them had courage enough to venture aloft (for there the shot had passed but just before) to take them in. As soon as the vessel came within hale of us, the commodore ordered them to bring-to under his lee quarter, and then hoisted out the boat, and sent Mr. Saumarez, his first lieutenant, to take possession of the prize, with directions to send all the prisoners on board the *Centurion*, but first the officers and passengers. When Mr. Saumarez came on board them, they received him at the side with the strongest tokens of the most abject submission, for they were all of them (especially the passengers, who were twenty-five in

number) extremely terrified, and under the greatest apprehensions of meeting with very severe and cruel usage ; but the lieutenant endeavoured, with great courtesy, to dissipate their fright, assuring them that their fears were altogether groundless, and that they would find a generous enemy in the commodore, who was not less remarkable for his lenity and humanity than for his resolution and courage. The prisoners, who were first sent on board the *Centurion*, informed us that our prize was called *Neustra Senora del Monte Carmelo*, and was commanded by Don Manuel Zamorra. Her cargo consisted chiefly of sugar, and great quantities of blue cloth made in the province of Quito, somewhat resembling our English coarse broadcloths, but inferior to them. They had besides several bales of a coarser sort of cloth, of different colours, somewhat like Colchester bays, called by them *Pannia da Tierra*, with a few bales of cotton, and some tobacco, which, though strong, was not ill flavoured. These were the principal goods on board her ; but we found besides what was to us much more valuable than the rest of the cargo : this was some trunks of wrought plate, and twenty-three boxes of dollars, each weighing upwards of 200 lb. avoirdupois. The ship's burthen was about four hundred and fifty tons ; she had fifty-three sailors on board, both whites and blacks ; she came from Callao, and had been twenty-seven days at sea before she fell into our hands. She was bound to the port of Valparaiso, in the kingdom of Chili, and proposed to have returned from thence laden with corn and Chili wine, some gold, dried beef, and small cordage, which at Callao they convert into larger rope. Our prize had been built upwards of thirty years ; yet, as they lie in harbour all the winter months, and the climate is favourable, they esteemed it no very great age. Her rigging was very indifferent, as were likewise her sails, which were made of cotton. She had only three four-pounders, which were altogether un-serviceable, their carriages being scarcely able to support them : and there were no small arms on board, except a few pistols belonging to the passengers. The prisoners informed

us that they left Callao in company with two other ships, whom they had parted with some days before, and that at first they conceived us to be one of their company ; and by the description we gave them of the ship we had chased from Juan Fernandes, they assured us she was of their number, but that the coming in sight of that island was directly opposed to the merchants' instructions, who had expressly forbid it, as knowing that if any English squadron was in those seas, the island of Fernandes was most probably the place of their rendezvous.

After this short account of the ship and her cargo, it is necessary that I should relate the important intelligence which we met with on board her, partly from the information of the prisoners, and partly from the letters and papers which fell into our hands. We here first learnt with certainty the force and destination of that squadron which cruized off the Maderas at our arrival there, and afterwards chased the *Pearl* in our passage to Port St. Julian. This we now knew was a squadron composed of five large Spanish ships, commanded by Admiral Pizarro, and purposely fitted out to traverse our designs. We had at the same time, too, the satisfaction to find that Pizarro, after his utmost endeavours to gain his passage into these seas, had been forced back again into the river of Plate, with the loss of two of his largest ships. And besides this disappointment of Pizarro, which, considering our great debility, was no unacceptable intelligence, we further learnt that, though an embargo had been laid upon all shipping in these seas by the Viceroy of Peru, in the month of May preceding, on a supposition that about that time we might arrive upon the coast, yet it no longer existed : for on the account sent overland by Pizarro of his own distresses, part of which they knew we must have encountered, as we were at sea during the same time, and on their having no news of us in eight months after we were known to have set sail from St. Catherine's, they were fully persuaded that we were either shipwrecked, or had perished at sea.

And here I cannot omit one remarkable incident which

occurred when the prize and her crew came into the bay where the rest of the squadron lay. The Spaniards in the *Carmelo* had been sufficiently informed of the distresses we had gone through, and were greatly surprized that we had ever surmounted them ; but when they saw the *Tryal* sloop at anchor, they were still more astonished that after all our fatigues we had the industry (besides refitting our other ships) to complete such a vessel in so short a time, they taking it for granted that we had built her upon the spot ; nor was it without great difficulty they were at last prevailed upon to believe that she came from England with the rest of the squadron, they long insisting that it was impossible such a bauble as that could pass round Cape Horn, when the best ships of Spain were obliged to put back.

By the time we arrived at Juan Fernandes, the letters found on board our prize were more minutely examined : and, it appearing from them, and from the accounts of our prisoners, that several other merchantmen were bound from Callao to Valparaiso, Mr. Anson dispatched the *Tryal* sloop the very next morning to cruise off the last-mentioned port, reinforcing her with ten hands from on board his own ship. Mr. Anson likewise resolved, on the intelligence recited above, to separate the ships under his command, and employ them in distinct cruises, as he thought that by this means we should not only increase our chance of prizes, but that we should likewise run a less risque of alarming the coast, and of being discovered. And now the spirits of our people being greatly raised, and their despondency dissipated by this earnest of success, they forgot all their past distresses, and resumed their wonted alacrity, and laboured indefatigably in completing our water, receiving our lumber, and in preparing to take our farewell of the island : but as these occupations took us up four or five days with all our industry, the commodore, in that interval, directed that the guns belonging to the *Anna* pink, being four six-pounders, four four-pounders, and two swivels, should be mounted on board the *Carmelo*, our prize : and having sent on board the *Gloucester* six passengers and

twenty-three seamen to assist in navigating the ship, he directed Captain Mitchel to leave the island as soon as possible, the service demanding the utmost dispatch, ordering him to proceed to the latitude of five degrees south, and there to cruise off the highland of Paita, at such a distance from shore as should prevent his being discovered. On this station he was to continue till he should be joined by the commodore, which would be whenever it should be known that the viceroy had fitted out the ships at Callao, or on Mr. Anson's receiving any other intelligence that should make it necessary to unite our strength. These orders being delivered to the captain of the *Gloucester*, and all our business completed, we, on the Saturday following, being the 19th of September, weighed our anchor, in company with our prize, and got out of the bay, taking our last leave of the island of Juan Fernandes, and steering to the eastward with an intention of joining the *Tryal* sloop in her station off Valparaiso.

*Digest of events from refitting of squadron at Juan Fernandes till November 5.*

September 18.—The *Tryal* captures a large Spanish ship, the *Arranzazu*, with silver valued at £5,000. She falls in with the *Centurion*. Represents her leaky condition to Commodore Anson, who authorises scuttling her and transference of *Tryal's* captain and crew to her, thus adding a fine frigate to H.M. Navy.

*Tryal's* prize, *Centurion's* prize, added to squadron, which takes station all up and down Chili coast to intercept and capture Spanish trading ships.

Suspect, from absence of Spanish ships, that their presence is known. Proceed to Callao, where Spanish men-of-war may be preparing to put to sea in search of them.

November 5.—Capture of *Santa Teresa* with valuable cargo, mainly hides.

At the beginning of this chace the *Centurion* ran her two

consorts out of sight, on which account we lay by all the night, after we had taken the prize, for Captain Saunders and Lieutenant Saumarez to join us, firing guns and making false fires every half-hour, to prevent their passing by us unobserved ; but they were so far astern that they neither heard nor saw any of our signals, and were not able to come up with us till broad daylight. When they had joined us, we proceeded together to the northward, being now four sail in company. We here found the sea, for many miles round us, of a beautiful red colour. This, upon examination, we imputed to an immense quantity of spawn spread upon its surface ; for, taking up some of the water in a wine glass, it soon changed from a dirty aspect to a clear crystal, with only some red globules of a slimy nature floating on the top. At present having a supply of timber on board our new prize, the commodore ordered our boats to be repaired, and a swivel gun to be fixed in the bow both of the barge and pinnace, in order to increase their force, in case we should be obliged to have to use them for boarding ships, or for any attempts on shore.

As we stood from hence to the northward, nothing remarkable occurred for two or three days, though we spread our ships in such a manner that it was not probable any vessel of the enemy could escape us. In our run along this coast we generally observed that there was a current which set us to the northward at the rate of ten or twelve miles each day. And now, being in about eight degrees of south latitude, we began to be attended with vast numbers of flying fish and bonitos, which were the first we saw after our departure from the coast of Brazil. But it is remarkable that on the east side of South America they extended to a much higher latitude than they do on the west side, for we did not lose them on the coast of Brazil till we approached the southern tropic. The reason for this diversity is doubtless the different degrees of heat obtaining in the same latitude on different sides of that continent.

On the 10th of November we were three leagues south of

the southernmost island of Lobos, lying in the latitude of  $6^{\circ} 27'$  south. There are two islands of this name: this called Lobos de la Mar, and another, which is situated to the northward of it, very much resembling it in shape and appearance, and often mistaken for it, called Lobos de Tierra. We were now drawing near to the station appointed to the *Gloucester*, for which reason, fearing to miss her, we made an easy sail all night. The next morning, at daybreak, we saw a ship in shore, and to windward, plying up the coast. She had passed by us with the favour of the night, and we, soon perceiving her not to be the *Gloucester*, got our tacks on board and gave her chace; but it proving very little wind, so that neither of us could make much way, the commodore ordered the barge, his pinnace, and the *Tryal's* pinnace to be manned and armed, and to pursue the chace and board her. Lieutenant Brett, who commanded the barge, came up with her first, about nine o'clock, and running alongside of her, he fired a volley of small shot between the masts, just over the heads of the people on board, and then instantly boarded with the greatest part of his men; but the enemy made no resistance, being sufficiently frightened by the dazzling of the cutlasses, and the volley they had just received. Lieutenant Brett ordered the sails to be trimmed, and bore down to the commodore, taking up in his way the two pinnaces. When he was got within about four miles of us, he put off in the barge, bringing with him a number of the prisoners, who had given him some material intelligence, which he was desirous the commodore should be acquainted with as soon as possible. On his arrival we learnt that the prize was called *Nuestra Senora del Carmin*, of about two hundred and seventy tons burthen; she was commanded by Marcos Morena, a native of Venice, and had on board forty-three mariners. She was deep laden with steel, iron, wax, pepper, cedar, plank, snuff, rosarios, European bale goods, powder-blue, cinnamon, Romish indulgencies, and other species of merchandise; and though this cargo, in our present circumstances, was but of little value to us,

yet with respect to the Spaniards it was the most considerable capture we made in this part of the world, for it amounted to upward of 400,000 dollars prime cost at Panama. This ship was bound to Callao, and had stopped at Paita in her passage, to take in a recruit of water and provisions, having left that place not above twenty-four hours before she fell into our hands.

I have mentioned that Mr. Brett had received some important intelligence, which he endeavoured to let the commodore know immediately. The first person he learnt it from (though upon further examination it was confirmed by the other prisoners) was one John Williams, an Irishman, whom he found on board the Spanish vessel. Williams was a papist, who worked his passage from Cadiz, and had travelled over all the kingdom of Mexico as a pedlar. He pretended that by this business he had once got 4000 or 5000 dollars, but that he was embarrassed by the priests, who knew he had money, and was at last stript of everything he had. He was indeed at present all in rags, being but just got out of Paita gaol, where he had been confined for some misdemeanor; he expressed great joy upon seeing his countrymen, and immediately told them that, a few days before, a vessel came into Paita, where the master of her informed the governor that he had been chased in the offing by a very large ship, which, from her size and the colour of her sails, he was persuaded must be one of the English squadron. This we then conjectured to have been the *Gloucester*, as we afterwards found it was. The governor, upon examining the master, was fully satisfied of his relation, and immediately sent away an express to Lima to acquaint the viceroy therewith; and the royal officer residing at Paita, apprehensive of a visit from the English, had, from his first hearing of this news, been busily employed in removing the king's treasure and his own to Piura, a town within land about fourteen leagues distant. We further learnt from our prisoners that there was a very considerable sum of money belonging to some merchants of Lima that was now lodged in the custom-house at Paita, and that this was

intended to be shipped on board a vessel, which was then in the port of Paita, and was preparing to sail with the utmost expedition for the bay of Sonsonate, on the coast of Mexico. As the vessel on which the money was to be shipped was esteemed a prime sailer, and had just received a new coat of tallow on her bottom, and might, in the opinion of the prisoners, be able to sail the succeeding morning, the character they gave of her left us reason to believe that our ship, which had been in the water near two years, could have little chance of coming up with her if we once suffered her to escape out of the port.

## CHAPTER V

### THE TAKING OF PAITA, AND OUR PROCEEDINGS THERE

THE town of Paita is situated in the latitude of  $5^{\circ} 12'$  south, on a most barren soil, composed only of sand and slate. The extent of it is but small, containing in all less than two hundred families. The houses are only ground floors, the walls built of split cane and mud, and the roofs thatched with leaves. These edifices, though extremely slight, are abundantly sufficient for a climate where rain is considered as a prodigy, and is not seen in many years : so that it is said a small quantity of rain falling in this country in the year 1728 ruined a great number of buildings, which mouldered away, and as it were melted before it. The inhabitants of Paita are principally Indians and black slaves, or at least a mixed breed, the whites being very few. The port of Paita, though in reality little more than a bay, is esteemed the best on that part of the coast, and is indeed a very secure and commodious anchorage. It is frequented by all vessels coming from the north, since here only the ships from Acapulco, Sonsonate, Realeijo, and Panama can touch and refresh in their passage to Callao : and the length of these voyages (the wind for the greatest part of the year being full against them) renders it impossible to perform them without calling upon the coast for a recruit of fresh water. It is true Paita is situated on so parched a spot that it does not itself furnish a drop of fresh water, or any kind of greens or provisions, except fish and a few goats ; but there is an Indian town called Colan, about two or three leagues distant to the northward, from whence water, maize, greens, fowls, etc., are conveyed to

Paita on balsas or floats, for the conveniency of the ships that touch here ; and cattle are sometimes brought from Piura, a town which lies about fourteen leagues up in the country. The water fetched from Colan is whitish, and of a disagreeable appearance, but is said to be very wholesome, for it is pretended by the inhabitants that it runs through large woods of sarsaparilla, and is sensibly impregnated therewith. This port of Paita, besides furnishing the northern trade bound to Callao with water and necessaries, is the usual place where passengers from Acapulco or Panama, bound to Lima, disembark ; for, as it was two hundred leagues from hence to Callao, the port of Lima, and as the wind is generally contrary, the passage by sea is very tedious and fatiguing, but by land there is a tolerable good road parallel to the coast, with many stations and villages for the accommodation of travellers.

It appears that the town of Paita is itself an open place, so that its sole protection and defence is a fort. It was of consequence to us to be well informed of the fabrick and strength of this fort ; and from the examination of our prisoners we found that there were eight pieces of cannon mounted in it, but that it had neither ditch nor outwork, being surrounded by a plain brick wall ; and that the garrison consisted of only one weak company, though the town itself might possibly arm three hundred men more.

Mr. Anson having informed himself of the strength of the place, resolved (as hath been said in the preceding chapter) to attempt it that very night. We were then about twelve leagues distant from the shore, far enough to prevent our being discovered, yet not so far but that by making all the sail we could, we might arrive in the bay with our ships long before daybreak. However, the commodore prudently considered that this would be an improper method of proceeding, as our ships, being such large bodies, might be easily seen at a distance even in the night, and might thereby alarm the inhabitants, and give them an opportunity of removing their valuable effects. He therefore, as the strength of the place did not require our whole force,

resolved to attempt it with our boats only, ordering the eighteen-oared barge and our own and the *Tryal's* pinnaces on that service ; and having picked out fifty-eight men to man them, well furnished with arms and ammunition, he entrusted the command of the expedition to Lieutenant Brett, and gave him his necessary orders.

During our preparations, the ships themselves stood towards the port with all the sail they could make, being secure that we were yet at too great a distance to be seen. But about ten o'clock at night, the ships being then within five leagues of the place, Lieutenant Brett, with the boats under his command, put off, and arrived at the mouth of the bay without being discovered, though no sooner had he entered it than some of the people on board a vessel riding at anchor there perceived him, who instantly getting into their boat, rowed towards the fort, shouting and crying, " The English, the English dogs," etc., by which the whole town was suddenly alarmed, and our people soon observed several lights hurrying backwards and forwards in the fort, and other marks of the inhabitants being in great motion. Lieutenant Brett, on this, encouraged his men to pull briskly up, that they might give the enemy as little time as possible to prepare for their defence. However, before our boats could reach the shore, the people in the fort had got ready some of their cannon, and pointed them towards the landing-place ; and though in the darkness of the night it might be well supposed that chance had a greater share than skill in their direction, yet the first shot passed extremely near one of the boats, whistling just over the heads of the crew. This made our people redouble their efforts, so that they had reached the shore and were in part disembarked by the time the second gun fired. As soon as our men landed, they ran to the entrance of a narrow street, not above fifty yards distant from the beach, where they were covered from the fire of the fort ; and being formed in the best manner the shortness of the time would allow, they immediately marched for the parade, which was a large square at the end of this street, the fort being one side of the square, and

the governor's house the other. In this march (though performed with tolerable regularity) the shouts and clamours of threescore sailors, who had been confined so long on ship-board, and were now for the first time on shore in an enemy's country, joyous as they always are when they land, and animated besides in the present case with the hopes of an immense pillage—the huzzas, I say, of this spirited detachment, joined with the noise of their drums, and favoured by the night, magnified, in the minds of the enemy, to at least three times the number, so intimidated the inhabitants that they were much more solicitous about the means of flight than of resistance : so that, though upon entering the parade, our people received a volley from the merchants who owned the treasure then in the town, and who, with a few others, had ranged themselves in a gallery that ran round the governor's house, yet that post was immediately abandoned upon the first fire made by our people, who were thereby left in quiet possession of the parade.

On this success Lieutenant Brett divided his men into two parties, ordering one of them to surround the governor's house, and, if possible, to secure the governor, whilst he himself at the head of the other marched to the fort, with an intent to force it. But, contrary to his expectation, he entered it without opposition ; for the enemy, on his approach, abandoned it, and made their escape over the walls. By this means the whole place was mastered in less than a quarter of an hour's time from the first landing, and with no other loss than that of one man killed on the spot, and two wounded, one of which was the Spanish pilot of the *Teresa*, who received a slight bruise by a ball which grazed his wrist. Indeed another of the company, the Honourable Mr. Kepple, son to the Earl of Albemarle, had a very narrow escape ; for having on a jockey cap, one side of the peak was shaved off close to his temple by a ball, which, however, did him no other injury.

The transporting the treasure from the custom-house to the fort was the principal occupation of Mr. Brett's people after he had got possession of the place. But the sailors,

while they were thus busied, could not be prevented from entering the houses which lay near them in search of private pillage : where the first things which occurred to them being the cloaths that the Spaniards in their flight had left behind them, and which, according to the custom of the country, were most of them either embroidered or laced, our people eagerly seized these glittering habits, and put them on over their own dirty trowsers and jackets, not forgetting, at the same time, the tye or bag-wig and laced hat which were generally found with the cloaths ; and when this practice was once begun, there was no preventing the whole detachment from imitating it : but those who came latest into the fashion not finding men's cloaths sufficient to equip themselves, were obliged to take up with women's gowns and petticoats, which (provided there was finery enough) they made no scruple of putting on and blending with their own greasy dress ! So that, when a party of them thus ridiculously metamorphosed first appeared before Mr. Brett, he was extremely surpris'd at the grotesque sight, and could not immediately be satisfied they were his own people.

These were the transactions of our detachment on shore at Paita the first night : but to return to what was done on board the *Centurion* in that interval. I must observe that after the boats were gone off, we lay by till one o'clock in the morning, and then, supposing our detachment to be near landing, we made an easy sail for the bay. About seven in the morning we began to open the bay, and soon after had a view of the town ; and though we had no reason to doubt of the success of the enterprize, yet it was with great joy that we first discovered an infallible signal of the affirmation of our hopes ; this was by means of our perspectives, for through them we saw an English flag hoisted on the flag-staff of the fort, which to us was an incontestable proof that our people were in possession of the place.

On the second day of our being in possession of the place, several negro slaves deserted from the enemy on the hill, and coming into the town, voluntarily engaged in our service. One of these was well known to a gentleman on

board who remembered him formerly at Panama. We now learnt that the Spaniards without the town were in extreme want of water, for many of their slaves crept into the place by stealth, and carried away several jars of water to their masters on the hill ; and though some of them were seized by our men in the attempt, yet the thirst among the enemy was so pressing that they continued this practice till we left the place. On this second day we were assured, both by the deserters and by these prisoners we took, that the Spaniards on the hill, who were by this time increased to a formidable number, had resolved to storm the town and fort the succeeding night ; and that one Gordon, a Scots papist, and captain of a ship in those seas, was to have the command of this enterprize. However, we, notwithstanding, continued sending off our boats, and prosecuted our work without the least hurry or precipitation till the evening ; when a reinforcement was again sent on shore by the commodore, and Lieutenant Brett doubled his guards at each of the barricades.

We had finished sending the treasure on board the *Centurion* the evening before, so that the third morning, being the 15th of November, the boats were employed in carrying off the most valuable part of the effects that remained in the town. And the commodore intending to sail in the afternoon, he, about ten o'clock, pursuant to his promise, sent all his prisoners, amounting to eighty-eight, on shore, giving orders to Lieutenant Brett to secure them in one of the churches under a strict guard till the men were ready to be embarked. Mr. Brett was at the same time ordered to burn the whole town, except the two churches (which by good fortune stood at some distance from the houses), and then he was to abandon the place.

Our detachment under Lieutenant Brett having safely joined the squadron, the commodore prepared to leave the place the same evening. He found when he first came into the bay, six vessels of the enemy at anchor ; one whereof was the ship, which, according to our intelligence, was to have sailed with the treasure to the coast of Mexico, and

which, as we were persuaded she was a good sailer, we resolved to take with us. The others were two snows, a bark, and two row gallies of thirty-six oars a-piece. These were towed out of the harbour and scuttled and sunk ; the command of the remaining ship, the *Solidad*, being given to Mr. Hughes, the lieutenant of the *Tryal*, who had with him a crew of ten men to navigate her. The squadron, towards midnight, weighed anchor and sailed out of the bay, being at present augmented to six sail, that is, the *Centurion*, and the *Tryal's* prize, together with the *Carmelo*, the *Teresa*, the *Carmin*, and our latest acquired vessel the *Solidad*.

## CHAPTER VI

### FROM OUR DEPARTURE FROM PAITA TO OUR ARRIVAL AT QUIBO

WHEN we got under sail from the coast of Paita (which, as I have already observed, was about midnight on the 16th of November) we stood to the westward, and in the morning the commodore gave orders that the whole squadron should spread themselves to look out for the *Gloucester*. For we then drew near the station where Captain Mitchel had been directed to cruise, and we hourly expected to get sight of him ; but the whole day passed without seeing him.

And now a jealousy, which had taken its rise at Paita, between those who had been commanded on shore for the attack, and those who had continued on board, grew to such a height that the commodore, being made acquainted with it, thought it necessary to interpose his authority to appease it. The ground of this animosity was the plunder gotten at Paita, which those who had acted on shore had appropriated to themselves, considering it as a reward for the risques they had run, and the resolution they had shown in that service. But those who had remained on board looked on this as a very partial and unjust procedure, urging that had it been left to their choice, they should have preferred the action on shore to the continuing on board ; that their duty, while their comrades were on shore, was extremely fatiguing ; for besides the labour of the day, they were constantly under arms all night to secure the prisoners, whose numbers exceeded their own, and of whom it was then necessary to be extremely watchful, to prevent any attempts they might have formed in that critical conjuncture : that upon the

whole it could not be denied but that the presence of a sufficient force on board was as necessary to the success of the enterprize as the action of the others on shore, and therefore those who had continued on board maintained that they could not be deprived of their share of the plunder without manifest injustice. These were the contests amongst our men, which were carried on with great heat on both sides : and though the plunder in question was a very trifle in comparison of the treasure taken in the place (in which there was no doubt but those on board had an equal right), yet as the obstinacy of sailors is not always regulated by the importance of the matter in dispute, the commodore thought it necessary to put a stop to this ferment betimes. Accordingly, the morning after our leaving Paita, he ordered all hands upon the quarter-deck, where, addressing himself to those who had been detached on shore, he commended their behaviour, and thanked them for their services on that occasion : but then representing to them the reasons urged by those who had continued on board, for an equal distribution of the plunder, he told them that he thought these reasons very conclusive, and that the expectations of their comrades were justly founded ; and therefore he insisted, that not only the men, but all the officers likewise, who had been employed in taking the place, should produce the whole of their plunder immediately upon the quarter-deck, and that it should be impartially divided among the whole crew, in proportion to each man's rank and commission : and to prevent those who had been in possession of the plunder from murmuring at this diminution of their share, the commodore added, that as an encouragement to others who might be hereafter employed on like services, he would give his entire share to be distributed amongst those who had been detached for the attack of the place. Thus this troublesome affair, which, if permitted to go on, might perhaps have been attended with mischievous consequences, was by the commodore's prudence soon appeased, to the general satisfaction of the ship's company : not but there were some few whose selfish dispositions were uninfluenced

by the justice of this procedure, and who were incapable of discerning the force of equity, however glaring, when it tended to deprive them of any part of what they had once got into their hands.

This important business employed the best part of the day after we came from Paita. And now, at night, having no sight of the *Gloucester*, the commodore ordered the squadron to bring-to, that we might not pass her in the dark. The next morning we again looked out for her, and at ten we saw a sail, to which we gave chase ; and at two in the afternoon we came near enough to discover her to be the *Gloucester*, with a small vessel in tow. About an hour after we were joined by them ; and then we learnt that Captain Mitchel, in the whole time of his cruise, had taken only two prizes ; one of them being a small snow, whose cargoe consisted chiefly of wine, brandy, and olives in jars, with about £7,000 in specie ; and the other a large boat or launch, which the *Gloucester's* barge came up with near the shore. The prisoners on board this last vessel alleged that they were very poor, and that their loading consisted only of cotton, though the circumstances in which the barge surprized them seemed to insinuate that they were more opulent than they pretended to be, for the *Gloucester's* people found them at dinner upon pigeon-pye, served up in silver dishes. However, the officer who commanded the barge having opened several of the jars on board, to satisfy his curiosity, and finding nothing in them but cotton, he was inclined to believe the account the prisoners gave him : but the cargoe being taken into the *Gloucester*, and there examined more strictly, they were agreeably surprized to find that the whole was a very extraordinary piece of false package, and that there was concealed among the cotton, in every jar, a considerable quantity of double doubloons and dollars, to the amount on the whole of near £12,000. This treasure was going to Paita, and belonged to the same merchants who were the proprietors of the money we had taken there ; so that had this boat escaped the *Gloucester*, it is probable her cargoe would have fallen into our hands. Besides

these two prizes which we have mentioned, the *Gloucester's* people told us that they had been in sight of two or three other ships of the enemy, which had escaped them; and one of them we had reason to believe, from some of our intelligence, was of immense value.

Being now joined by the *Gloucester* and her prize, it was resolved that we should stand to the northward, and make the best of our way either to Cape St. Lucas on California, or to Cape Corientes on the coast of Mexico, there to cruise for the Manila galeon, which we knew was now at sea, bound to the port of Acapulco. And we doubted not to get on that station in time to intercept her; for this ship does not usually arrive at Acapulco till towards the middle of January, and we were now but in the middle of November.

Determined therefore by these reasons to make for Quibo, we directed our course northward, being eight sail in company, and consequently having the appearance of a very formidable fleet; and on the 19th, at daybreak, we discovered Cape Blanco, bearing S.S.E.  $\frac{1}{2}$ E. seven miles distant. This cape lies in the latitude of  $40^{\circ} 15'$  south, and is always made by ships bound either to windward or to leeward; so that this cape is a most excellent station to cruise near for the enemy. By this time we found that our last prize, the *Solidad*, was far from answering the character given her of a good sailer; and she and the *Santa Teresa* delaying us considerably, the commodore commanded them both to be cleared of everything that might prove useful to the rest of the ships, and then to be burnt; and having given proper instructions, and a rendezvous to the *Gloucester* and the other prizes, we proceeded on our course for Quibo.

On the 25th we had a sight of the island of Gallo, bearing E.S.E.  $\frac{1}{2}$ E. four leagues distant; and from hence we crossed the bay of Panama with a N.W. course, hoping that this would have carried us in a direct line to the island of Quibo. But we afterwards found that we ought to have stood more to the westward, for the winds in a short time began to incline to that quarter, and made it difficult to gain the

island. After passing the equinoctial (which we did on the 22d) and leaving the neighbourhood of the Cordilleras, and standing more and more towards the isthmus, where the communication of the atmosphere to the eastward and the westward was no longer interrupted, we found in very few days an extraordinary alteration in the climate. For, instead of that uniform temperature where neither the excess of heat nor cold was to be complained of, we had now, for several days together, close and sultry weather, resembling what we had before met with on the coast of Brazil, and in other parts between the tropics on the eastern side of America. We had besides frequent calms and heavy rains, which we at first ascribed to the neighbourhood of the line, where this kind of weather is generally found to prevail at all seasons of the year ; but observing that it attended us to the latitude of seven degrees north, we were at length induced to believe that the stormy season, or, as the Spaniards call it, the Vandevals, was not yet over; though many writers, particularly Captain Shelvocke, positively assert that this season begins in June, and is ended in November, and our prisoners all affirmed the same thing. But perhaps its end may not be always constant, and it might last this year longer than usual.

On the 27th, Captain Mitchel having finished the clearing of his largest prize, she was scuttled and set on fire ; but we still consisted of five ships, and were fortunate enough to find them all good sailers, so that we never occasioned any delay to each other. Being now in a rainy climate, which we had been long disused to, we found it necessary to caulk the decks and sides of the *Centurion*, to prevent the rain-water from running into her.

On the 3d of December we had a view of the island of Quibo, the east end of which then bore from us N.N.W. four leagues distant, and the island of Quicara W.N.W. about the same distance. At six the next morning Point Mariato bore N.E.  $\frac{1}{2}$  N. three or four leagues distant. In weathering this point all the squadron except the *Centurion* were very near it ; and the *Gloucester* being the leeward-most

ship, was forced to tack and stand to the southward, so that we lost sight of her. At nine, the island of Sebaco bore N.W. by N. four leagues distant ; but the wind still proving unfavourable, we were obliged to ply on and off for the succeeding twenty-four hours, and were frequently taken aback. However, at eleven the next morning, the wind happily settled in the S.S.W., and we bore away for the S.S.E. end of the island, and about three in the afternoon entered the Canal Bueno, passing round a shoal which stretches off about two miles from the south point of the island. This Canal Bueno, or Good Channel, is at least six miles in breadth ; and as we had the wind large, we kept in a good depth of water, generally from twenty-eight or thirty-three fathom, and came not within a mile and a half distance of the breakers, though, in all probability if it had been necessary, we might have ventured much nearer without incurring the least danger. At seven in the evening we anchored in thirty-three fathom muddy ground ; the south point of the island bearing S.E. by S., a remarkable high part of the island W. by N., and the island Sebaco E. by N.

This island of Quibo is extremely convenient for wooding and watering, since the trees grow close to the high-water mark, and a large rapid stream of fresh water runs over the sandy beach into the sea. The whole island is of very moderate height, excepting one part. It consists of a continued wood spread all over the whole surface of the country, which preserves its verdure the year round. Amongst the other wood, we found there abundance of cassia, and a few lime trees. It appeared singular to us, that considering the climate and the shelter, we should see no other birds than parrots, parroquets, and mackaws ; indeed of these last there were prodigious flights. Next to these birds, the animals we found in most plenty were monkeys and guanacos, and these we frequently killed for food ; for, notwithstanding there were many herds of deer upon the place, yet the difficulty of penetrating the woods prevented our coming near them, so that though we saw them often, we killed only two during our stay.

Whilst the ship continued here at anchor, the commodore, attended by some of his officers, went in a boat to examine a bay which lay to the northward, and they afterwards ranged all along the eastern side of the island. And in the places where they put on shore in the course of this expedition, they generally found the soil to be extremely rich, and met with great plenty of excellent water. In particular, near the N.E. point of the island they discovered a natural cascade, which surpassed, as they conceived, everything of this kind which human art or industry hath hitherto produced. It was a river of transparent water, about forty yards wide, which rolled down a declivity of near a hundred and fifty in length. The channel it fell in was very irregular, for it was entirely composed of rock, both its sides and bottom being made up of large detached blocks; and by these the course of the water was frequently interrupted, for in some parts it ran sloping with a rapid but uniform motion, while in others it tumbled over the ledges of rocks with a perpendicular descent. In the neighbourhood of this stream was a fine wood; and even the huge masses of rock which overhung the water, and which, by their various projections, formed the inequalities of the channel, were covered with lofty forest trees. Whilst the commodore with those accompanying him were attentively viewing this place, and were remarking the different blendings of the water, the rocks, and the wood, there came in sight (as it were still to heighten and animate the prospect) a prodigious flight of mackaws, which, hovering over this spot, and often wheeling and playing on the wing about it, afforded a most brilliant spectacle.

In this expedition which the boat made along the eastern side of the island, though they discovered no inhabitants, yet they saw many huts upon the shore, and great heaps of shells of fine mother-of-pearl scattered up and down in different places. These were the remains left by the pearl-fishers from Panama, who often frequent this place in the summer season; for the pearl oysters, which are to be met with everywhere in the bay of Panama, do so abound at

Quibo, that by advancing a very little way into the sea you might stoop down and reach them from the bottom. They are usually very large, and out of curiosity we opened some of them with a view of tasting them, but we found them extremely tough and unpalatable. And having mentioned these oysters and the pearl-fishery, I must beg leave to recite a few particulars relating to that subject.

The oysters most productive of pearls are those found in considerable depths; for though what are taken up by wading near shore are of the same species, yet the pearls they contain are few in number, and very small. It is said, too, that the pearl partakes, in some degree, of the quality of the bottom on which the oyster is lodged; so that if the bottom be muddy, the pearl is dark and ill coloured.

The taking up of oysters from great depths for the sake of their pearls is a work performed by negro slaves, of which the inhabitants of Panama and the neighbouring coast formerly kept vast numbers, which were carefully trained to this business. These are said not to be esteemed complete divers till they have by degrees been able to protract stay under water so long that the blood gushes out from their nose, mouth, and ears. And it is the tradition of the country, that when this accident has once befallen them, they dive for the future with much greater facility than before; and they have no apprehension either that any inconvenience can attend it, the bleeding generally stopping of itself, or that there is any probability of their being ever subject to it a second time. But to return from this digression.

Though the pearl oyster, as hath been said, was incapable of being eaten, yet that defect was more than repaid by the turtle, a dainty which the sea at this place furnished us with in the greatest plenty and perfection.

On the 12th of December we were at last relieved from the perplexity we suffered, occasioned by the separation of the *Gloucester*; for on that day she joined us, and informed us that in tacking to the southward on our first arrival she had sprung her fore top-mast, which had disabled her from

working to windward, and prevented her from joining us sooner. And now we scuttled and sank the *Jesu Nazareno*, the prize we took last ; and having the greatest impatience to get into a proper station for intercepting the Manila galeon, we stood all together to the westward, leaving the island of Quibo, notwithstanding all the impediments we met with, about nine days after our first coming in sight of it.

The squadron had no luck in its search for the Manila galeon. After putting in at Chequetan, a little used port, disarmed first by Admiral Dampier, they proceeded to Mexico, and thence to the Ladrones Islands where they visited the island of Tinian in  $15^{\circ} 8'$  north latitude, and  $114^{\circ} 50'$  west longitude from Acapulco, the port next to Chequetan.

The following is a description of one of the Ladrones group of islands taken from the text :

This island lies in the latitude of  $15^{\circ} 8'$  north, and longitude from Acapulco  $114^{\circ} 50'$  west. Its length is about twelve miles, and its breadth about half as much, it extended from the S.S.W. to N.N.E. The soil is everywhere dry and healthy, and being withal somewhat sandy, it is thereby the less disposed to a rank and over-luxuriant vegetation ; and hence the meadows and the bottoms of the woods are much neater and smoother than is customary in hot climates. The land rose in gentle slopes from the very beach where we watered to the middle of the island, though the general course of its ascent was often interrupted by vallies of an easy descent, many of which wind irregularly through the country. These vallies and the gradual swellings of the ground which their different combinations gave rise to were most beautifully diversified by the mutual encroachments of woods and lawns, which coasted each other and traversed the island in large tracts. The woods consisted of tall and well-spread trees, the greater part of them celebrated either for their aspect or their fruit : whilst the lawns were usually of a considerable breadth, their turf quite clean and uniform, it being composed of a very fine trefoil, which was intermixed with

a variety of flowers. The woods too were in many places open, and free from all bushes and underwood, so that they terminated on the lawns with a well-defined outline, where neither shrubs nor weeds were to be seen ; but the neatness of the adjacent turf was frequently extended to a considerable distance under the hollow shade formed by the trees. Hence arose a great number of the most elegant and entertaining prospects, according to the different blendings of these woods and lawns, and their various intersections with each other, as they spread themselves differently through the vallies, and over the slopes and declivities in which the place abounded. Nor were the allurements of Tinian confined to the excellency of its landskips only ; since the fortunate animals, which during the greatest part of the year are the sole lords of this happy soil, partake in some measure of the romantic cast of the island, and are no small addition to its wonderful scenery ; for the cattle, of which it is not uncommon to see herds of some thousands feeding together in a large meadow, are certainly the most remarkable in the world, as they are all of them milk-white, except their ears, which are generally brown or black. And though there are no inhabitants here, yet the clamour and frequent parading of domestic poultry, which range the woods in great numbers, perpetually excite the idea of the neighbourhood of farms and villages, and greatly contribute to the cheerfulness and beauty of the place. The cattle on Tinian we computed were at least ten thousand ; we had no difficulty in getting near them, for they were not at all shy of us. Our first method of killing them was shooting them ; but at last, when by accidents to be hereafter recited we were obliged to husband our ammunition, our men ran them down with ease. Their flesh was extremely well tasted, and was believed by us to be much more easily digested than any we had ever met with. The fowls too were exceeding good, and were likewise run down with little trouble ; for they could scarce fly further than an hundred yards at a flight, and even that fatigued them to such a degree that they could not readily rise again, so that,

aided by the openness of the woods, we could at all times furnish ourselves with whatever number we wanted. Besides the cattle and the poultry we found here abundance of wild hogs. These were most excellent food, but as they were a very fierce animal, we were obliged either to shoot them, or to hunt them with large dogs, which we found upon the place at our landing, and which belonged to the detachment which was then upon the island amassing provisions for the garrison of Guam. As these dogs had been purposely trained to the killing of the wild hogs, they followed us very readily and hunted for us; but though they were a large bold breed, the hogs fought with so much fury that they frequently destroyed them, whence we by degrees lost the greater part of them.

This place was not only extremely grateful to us, from the plenty and excellency of its fresh provisions, but was as much perhaps to be admired on account of its fruits and vegetable productions, which were most fortunately adapted to the cure of the sea-scurvy, the disease which had so terribly reduced us. For in the woods there were inconceivable quantities of coco-nuts, with the cabbages growing on the same tree. There were besides, guavaes, limes, sweet and sour oranges, and a kind of fruit peculiar to these islands, called by the Indians Rhymay, but by us the Bread Fruit, for it was constantly eaten by us during our stay upon the island instead of bread, and so universally preferred to it 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 rough 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 root, and its texture is not very different, for it is soft and spongy. As it ripens it becomes softer and of a yellow colour, when it contracts a luscious taste and an agreeable smell, not unlike a ripe peach ; but then it is esteemed unwholesome and is said to produce fluxes. I shall only add that it is described both by Dampier and in Ray's *History of Plants*. Besides the fruits already enumerated, there were many other vegetables extremely conducive to the cure of the malady we had long laboured under, such as water melons, dandelion, creeping purslan, mint, scurvy grass, and sorrel ; all which, together with the fresh meats of the place, we devoured with great eagerness, prompted thereto by the strong inclination which, in scorbutic disorders, nature never fails of exciting for those powerful specifics.

It may now perhaps be wondered at that an island so exquisitely furnished with the conveniences of life, and so well adapted not only to the subsistence but likewise to the enjoyment of mankind, should be entirely destitute of inhabitants, especially as it is in the neighbourhood of other islands, which in some measure depend upon this for their support. To obviate this difficulty, I must observe that it is not fifty years since the island was depopulated. The Indians we had in our custody assured us that formerly the three islands of Tinian, Rota, and Guam were all full of inhabitants ; and that Tinian alone contained thirty thousand souls : but a sickness raging amongst these islands which destroyed multitudes of the people, the Spaniards, to recruit their numbers at Guam, which were extremely diminished by the mortality, ordered all the inhabitants of Tinian thither ; where, languishing for their former habitations and their customary method of life, the greatest part of them in a few years died of grief. Indeed, independent of that attachment which all mankind have ever shown to the places of their birth and bringing up, it should seem from what has been already said that there were few countries more worthy to be regretted than this island of Tinian.

## CHAPTER VII

OUR first undertaking after our arrival was the removal of our sick on shore, as hath been related. Whilst we were thus employed, eight Indians on the island came and surrendered themselves to us. One of these undertook to show us the most convenient places for killing cattle, and two of our men were ordered to attend him on that service ; but one of them unwarily trusting the Indian with his firelock and pistol, the Indian escaped with them into the woods. His countrymen, who remained behind, were apprehensive of suffering for this perfidy of their comrade, and therefore begged leave to send one of their own party into the country, who they engaged should bring back the arms. The commodore granted their request, and one of them was dispatched on this errand, who returned next day and brought back the firelock and pistol, but assured us he had found them in a pathway in the wood, and protested that he had not been able to meet with his countryman.

When our sick were well settled on the island, we employed all the hands that could be spared from attending them in arming the cables with a good rounding, several fathom from the anchor, to secure them from being rubbed by the coral rocks which here abounded.

Thus effectually prepared, as we conceived, we waited till the new moon, which was the 18th of September, when riding safe that and the three succeeding days (though the weather proved very squally and uncertain), we flattered ourselves (for I was then on board) that the prudence of our measures had secured us from all accidents ; but on the 22d, the wind blew from the eastward with such fury that

we soon despaired of riding out the storm. In this conjuncture we should have been extremely glad that the commodore and the rest of our people on shore, which were the greatest part of our hands, had been on board us, since our only hopes of safety seemed to depend on our putting immediately to sea ; but all communication with the shore was now absolutely cut off, for there was no possibility that a boat could live, so that we were obliged to ride it out till our cables parted. Indeed we were not long expecting this dreadful event, for the small bower parted at five in the afternoon, and the ship swung off to the best bower ; and as the night came on the violence of the wind still increased, tho' notwithstanding its inexpressible fury, the tide ran with so much rapidity as to prevail over it : for the tide which set to the northward at the beginning of the hurricane, turning suddenly to the southward about six in the evening, forced the ship before it, in despite of the storm which blew upon the beam. The sea now broke most surprizingly all round us, and a large tumbling swell threatened to poop us, by which the long-boat at this time, moored astern, was on a sudden canted so high that it broke the transom of the commodore's gallery, whose cabin was on the quarter-deck, and would doubtless have risen as high as the trafferel had it not been for the stroke, which stove the boat all to pieces ; and yet the poor boat-keeper, though extremely bruised, was saved almost by miracle. About eight the tide slackened, but the wind not abating, the best bower cable, by which alone we rode, parted at eleven. Our sheet anchor, which was the only one we had left, was instantly cut from the bow ; but before it could reach the bottom, we were driven from twenty-two into thirty-five fathom ; and after we had veered away one whole cable and two-thirds of another, we could not find ground with sixty fathom of line. This was a plain indication that the anchor lay near the edge of the bank, and could not hold us long. In this pressing danger, Mr. Saumarez, our first lieutenant, who now commanded on board, ordered several guns to be fired and lights to be

shown as a signal to the commodore of our distress ; and in a short time after, it being then about one o'clock and the night excessively dark, a strong gust, attended with rain and lightning, drove us off the bank, and forced us out to sea, leaving behind us on the island Mr. Anson with many more of our officers and great part of our crew, amounting in the whole to a hundred and thirteen persons. Thus were we all, both at sea and on shore, reduced to the utmost despair by this catastrophe ; those on shore conceiving they had no means left them ever to depart from the island, whilst we on board, being utterly unprepared to struggle with the fury of the seas and winds we were now exposed to, expected each moment to be our last.

[Ashore, with the commodore and his men, was a small Spanish bark that had been captured.]

The storm which drove the *Centurion* to sea blew with too much turbulence to permit either the commodore or any of the people on shore to hear the guns which she fired as signals of distress, and the frequent glare of the lightning had prevented the explosions from being observed : so that when at daybreak it was perceived from the shore that the ship was missing, there was the utmost consternation amongst them : for much the greatest part of them immediately concluded that she was lost, and intreated the commodore that the boat might be sent round the island to look after the wreck ; and those who believed her safe had scarcely any expectation that she would ever be able to make the island again, since the wind continued to blow strong at east, and they well knew how poorly she was manned and provided for struggling with so tempestuous a gale. In either of these views their situation was indeed most deplorable : for if the *Centurion* was lost, or should be incapable of returning, there appeared no possibility of their ever getting off the island, as they were at least six hundred leagues from Macao, which was their nearest port, and they were masters of no other vessel than the small Spanish bark of about fifteen tun seized at their first arrival, which would not even hold a fourth part of their number. And the

chance of their being taken off the island by the casual arrival of any other ship was altogether desperate, as perhaps no European ship had ever anchored there before, and it were madness to expect that like incidents should send another here in an hundred ages to come : so that their desponding thoughts could only suggest to them the melancholy prospect of spending the remainder of their days on this island, and bidding adieu for ever to their country, their friends, their families, and all their domestic endearments.

Nor was this the worst they had to fear : for they had reason to apprehend that the Governor of Guam, when he should be informed of their circumstances, might send a force sufficient to overpower them, and to remove them to that island ; and then the most favourable treatment they could expect would be to be detained as prisoners during life ; since from the known policy and cruelty of the Spaniards in their distant settlements, it was rather to be supposed that the governor, if he once had them in his power, would make their want of commissions (all of them being on board the *Centurion*) a pretext for treating them as pirates, and for depriving them of their lives with infamy.

In the midst of these gloomy reflections, Mr. Anson, though he always kept up his usual composure and steadiness, had doubtless his share of disquietude. However, having soon projected a scheme for extricating himself and his men from their present anxious situation, he first communicated it to some of the most intelligent persons about him ; and having satisfied himself that it was practicable, he then endeavoured to animate his people to a speedy and vigorous prosecution of it. With this view he represented to them how little foundation there was for their apprehensions of the *Centurion's* being lost : that he should have presumed they had been all of them better acquainted with sea affairs than to give way to so chimerical a cause of fright : that he doubted not but if they would seriously consider what such a ship was capable of enduring, they would confess there was not the least probability of her

having perished : that he was not without hopes that she might return in a few days ; but if she did not, the worst that could be imagined was, that she was driven so far to the leeward of the island that she could not regain it, and that she would consequently be obliged to bear away for Macao on the coast of China : that as it was necessary to be prepared against all events, he had, in this case, considered of a method of carrying them off the island, and of joining their old ship the *Centurion* again at Macao : that this method was to hale the Spanish bark on shore, to saw her asunder, and to lengthen her twelve feet, which would enlarge her to near forty tun burthen, and would enable her to carry them all to China : that he had consulted the carpenters, and they had agreed that this proposal was very feasible, and that nothing was wanting to execute it but the united resolution and industry of the whole body : and having added that for his own part he would share the fatigue and labour with them, and would expect no more from any man than what he, the commodore himself, was ready to submit to, he concluded with representing to them the importance of saving time, urging that, in order to be the better secured at all events, it was expedient to set about the work immediately, and to take it for granted that the *Centurion* would not be able to put back (which was indeed the commodore's secret opinion), since if she did return, they should only throw away a few days' application ; but if she did not, their situation and the season of the year required their utmost dispatch.

These remonstrances, though not without effect, did not at first operate so powerfully as Mr. Anson could have wished. He indeed raised their spirits by showing them the possibility of their getting away, of which they had before despaired ; but then from their confidence in this resource they grew less apprehensive of their situation, gave a greater scope to their hopes, and flattered themselves that the *Centurion* would be able to regain the island, and prevent the execution of the commodore's scheme, which they could easily foresee would be a work of considerable labour.

Hence it was some days before they were all of them heartily engaged in the project ; but at last being convinced of the impossibility of the ship's return, they betook themselves zealously to the different tasks allotted to them, and were as industrious and as eager as their commander could desire, punctually assembling by daybreak at the rendezvous, whence they were distributed to their different employments, which they followed with unusual vigour till night came on.

And here I must interrupt the course of this transaction to relate an incident which for a short time gave Mr. Anson more concern than all the preceding disasters. A few days after the ship was driven off, some of the people on shore cried out, " A sail ! " This spread a general joy, every one supposing that it was the ship returning ; but presently, a second sail was descried, which quite destroyed their first conjecture, and made it difficult to guess their identity. The commodore eagerly turned his glass towards them, and saw they were two boats, on which it immediately occurred to him that the *Centurion* was gone to the bottom, and that these were her two boats coming back with the remains of her people ; and this sudden and unexpected suggestion wrought on him so powerfully that to conceal his emotion he was obliged (without speaking to any one) instantly to retire to his tent, where he passed some bitter moments, in the firm belief that the ship was lost, and that now all his views of further distressing the enemy, and of still signaling his expedition by some important exploit, was at an end.

However, he was soon relieved from these disturbing thoughts by discovering that the two boats in the offing were Indian proas ; and perceiving that they made towards the shore, he directed every appearance that could give them any suspicion to be removed, concealing his people in the adjacent thickets, ready to secure the Indians when they should land : but after the proas had stood in within a quarter of a mile of the beach, they stopt suddenly short, and remaining there motionless for near two hours, they then got under sail again, and steered to the southward.

We will now return to the projected enlargement of the bark. If we examine how they were prepared for going through with this undertaking, on which their safety depended, we shall find that, independent of other matters which were of as much consequence, the lengthening of the bark alone was attended with great difficulty. Indeed, in a proper place, where all the necessary materials and tools were to be had, the embarrassment would have been much less ; but some of these tools were to be made, and many of the materials were wanting, and it required no small degree of invention to supply all these deficiencies. And when the hull of the bark should be completed, this was but one article, and there were others of equal weight which were to be well considered : these were the rigging it, the victualling and lastly the navigating it, for the space of six or seven hundred leagues, through unknown seas where no one of the company had ever passed before. And in these particulars such obstacles occurred, that without the intervention of very extraordinary and unexpected accidents, the possibility of the whole enterprize would have fallen to the ground, and their utmost industry and efforts must have been fruitless. Of all these circumstances I shall make a short recital.

It fortunately happened that the carpenters, both of the *Gloucester* and of the *Tryal*, with their chests of tools, were on shore when the ship drove out to sea ; the smith, too, was on shore, and had with him his forge and several of his tools, but unhappily his bellows had not been brought from on board, so that he was incapable of working, and without his assistance they could not hope to proceed with their design. Their first attention, therefore, was to make him a pair of bellows, but in this they were for some time puzzled by their want of leather ; however, as they had hides in sufficient plenty, and they had found a hogshead of lime, which the Indians or Spaniards had prepared for their own use, they tanned a few hides with this lime ; and though we may suppose the workmanship to be but indifferent yet the leather they thus procured answered the intention

tolerably well, and the bellows, to which a gun-barrel served for a pipe, had no other inconvenience than that of being somewhat strong scented from the imperfection of the tanner's work.

Whilst the smith was preparing the necessary iron-work, others were employed in cutting down trees and sawing them into planks ; and this being the most laborious task, the commodore wrought at it himself for the encouragement of his people. But there being neither blocks nor cordage sufficient for tackles to haul the bark on shore, this occasioned a new difficulty ; however, it was at length resolved to get her on rollers, since for these the body of the coconut tree was extremely well fitted, as its smoothness and circular turn prevented much labour, and suited it to the purpose with very little workmanship. A number of these trees were therefore felled, and the ends of them properly opened for the insertion of hand-spikes ; and in the meantime a dry dock was dug to receive the bark, and ways were laid from thence quite into the sea to facilitate the bringing her to the water.

Neither were these the whole of their occupations, since, besides those who were thus busied in preparing measures towards the future enlargement of the bark, a party was constantly ordered to kill and provide provisions for the rest. And though in these various employments, some of which demanded considerable dexterity, it might have been expected there would have been great confusion and delay, yet good order being once established and all hands engaged, their preparations advanced apace. Indeed, the common men, I presume, were not the less tractable for their want of spirituous liquors : for there being neither wine nor brandy on shore, the juice of the coconut was their constant drink ; and this, though extremely pleasant, was not at all intoxicating, but kept them very temperate and orderly.

The main work now proceeding successfully, the officers began to consider of all the articles which would be necessary to the fitting out the bark for the sea. On this consultation it was found that the tents on shore and the spare cordage

accidentally left there by the *Centurion*, together with the sails and rigging already belonging to the bark, would serve to rig her indifferently well when she was lengthened. And as they had tallow in plenty, they proposed to pay her bottom with a mixture of tallow and lime, which it was known was not ill adapted to that purpose : so that with respect to her equipment, she would not have been very defective. There was, however, one exception, which would have proved extremely inconvenient, and that was her size : for as they could not make her quite forty tun burthen, she would have been incapable of containing half the crew below the deck, and she would have been so top-heavy that if they were all at the same time ordered upon deck, there would be no small hazard of her oversetting ; but this was a difficulty not to be removed, as they could not augment her beyond the size already proposed. After the manner of rigging the bark had been considered and regulated, the next essential point to be thought on was how to procure a sufficient stock of provisions for their voyage ; and here they were greatly at a loss what expedient to have recourse to, as they had neither grain nor bread of any kind on shore, their bread-fruit, which would not keep at sea, having all along supplied its place ; and though they had live cattle enough, yet they had no salt to cure beef for a sea-store, nor would meat take salt in that climate. Indeed, they had preserved a small quantity of jerked beef, which they found upon the place at their landing ; but this was greatly disproportioned to the run of near six hundred leagues which they were to engage in, and to the number of hands they should have on board. It was at last, however, resolved to put on board as many coconuts as they possibly could, to prolong to the utmost their jerked beef by a very sparing distribution of it, and to endeavour to supply their want of bread by rice ; to furnish themselves with which, it was proposed, when the bark was fitted up, to make an expedition to the island of Rota, where they were told that the Spaniards had large plantations of rice under the care of the Indian inhabitants. But as this last measure

was to be executed by force, it became necessary to examine what ammunition had been left on shore, and to preserve it carefully ; and on this enquiry, they had the mortification to find that their firelocks would be of little service to them, since all the powder that could be collected, by the strictest search, did not amount to more than ninety charges, which was considerably short of one apiece to each of the company, and was indeed a very slender stock of ammunition for such as were to eat no grain or bread during a whole month, except what they were to procure by force of arms.

But the most alarming circumstance, which, without providential interposition would have rendered all their schemes abortive, remains yet to be related. The general idea of the fabric and equipment of the vessel was settled in a few days ; and this being done, it was not difficult to frame some estimation of the time necessary to compleat her. After this, it was natural to expect that the officers would consider the course they were to steer, and the land they were to make. These reflections led them to the disheartening discovery that there was neither compass nor quadrant on the island. Indeed the commodore had brought a pocket-compass on shore for his own use, but Lieutenant Brett had borrowed it to determine the position of the neighbouring islands, and he had been driven to sea in the *Centurion* without returning it. And as to a quadrant, that could not be expected to be found on shore, since as it was of no use on land, there could be no reason for bringing it from on board the ship. There were now eight days elapsed since the departure of the *Centurion*, and yet they were not in any degree relieved from this terrible perplexity. At last, in rummaging a chest belonging to the Spanish bark, they discovered a small compass, which, though little better than the toys usually made for the amusement of schoolboys, was to them an invaluable treasure. And a few days after, by a similar piece of good fortune, they met with a quadrant on the sea-shore, which had been thrown overboard amongst other lumber belonging to the dead. The quadrant was eagerly seized, but on

examination it unluckily wanted vanes, and therefore in this present state was altogether useless ; however, fortune still continuing in a favourable mood, it was not long before a person, through curiosity pulling out the drawer of an old table which had been driven on shore, found therein some vanes which fitted the quadrant very well ; and it being thus compleated, it was examined by the known latitude of the place, and upon trial answered to a sufficient degree of exactness.

When now all these obstacles were in some degree removed (which were always as much as possible concealed from the vulgar, that they might not grow remiss with the apprehension of labouring to no purpose), the business proceeded very sucessfully and vigorously. The necessary iron-work was in great forwardness, and the timbers and planks (which tho' not the most exquisite performances of the sawyer's art, were yet sufficient for the purpose) were all prepared ; so that on the 6th of October, being the 14th day from the departure of the ship, they hauled the bark on shore, and on the two succeeding days she was sawn asunder, though with the caution not to cut her planks : and her two parts being separated the proper distance from each other, and the materials being all ready beforehand, they, the next day, being the 9th of October, went on with no small dispatch in their proposed enlargement of her ; whence by this time they had all their future operations so fairly in view, and were so much masters of them, that they were able to determine when the whole would be finished, and had accordingly fixed the 5th of November for the day of their putting to sea. But their projects and labours were now drawing to a speedier and happier conclusion ; for on the 11th of October, in the afternoon, one of the *Gloucester's* men being upon a hill in the middle of the island, perceived the *Centurion* at a distance, and running down with his utmost speed towards the landing-place, he, on the way, saw some of his comrades, to whom he halloed out with great extasy, " The ship, the ship ! " This being heard by Mr. Gordon, a lieutenant of marines, who was convinced by the fellow's transport that

his report was true, Mr. Gordon directly hastened towards the place where the commodore and his people were at work, and being fresh and in breath easily outstripped the *Gloucester's* man, and got before him to the commodore, who, on hearing this pleasing and unexpected news, threw down his axe, with which he was then at work, and his joy broke through, for the first time, the equable and unvaried character which he had hitherto preserved : whilst the others who were present instantly ran down to the seaside in a kind of frenzy, eager to feast themselves with a sight they had so ardently longed after, and of which they had now for a considerable time despaired. By five in the evening the *Centurion* was visible in the offing to them all ; and a boat being sent off with eighteen men to reinforce her, and with fresh meat and fruits for the refreshment of her crew, she, the next afternoon, happily cast anchor in the road, where the commodore immediately came on board her, and was received by us with the sincerest and heartiest acclamations : for, by the following short recital of the fears, the dangers, and fatigues we in the ship underwent during our nineteen days' absence from Tinian, it may be easily conceived that a harbour, refreshments, repose, and the joining of our commander and shipmates were not less pleasing to us than was our return to them.

And now, postponing for a short time our run to Formosa, and thence to Canton, I shall interrupt the narration with a description of that range of islands usually called the Ladrões, or Marian Islands, of which this of Tinian is one.

These islands were discovered by Magellan in the year 1521 ; and from the account given of the two he first fell in with, it should seem that they were those of Saypan and Tinian, for they are described as very beautiful islands, and as lying between 15 and 16 degrees of north latitude. These characteristics are particularly applicable to the two above-mentioned places ; for the pleasing appearance of Tinian hath occasioned the Spaniards to give it the additional name of Buenavista ; and Saypan, which is in the latitude of 15° 22' north, affords no contemptible prospect when seen

at sea, as is sufficiently evident from a view of its north-west side.

There are usually reckoned twelve of these islands ; but it will appear that if the small islets and rocks are counted, that their number will amount to more than twenty. They were formerly most of them well inhabited ; and even not sixty years ago, the three principal islands, Guam, Rota, and Tinian together, are asserted to have contained above fifty thousand people : but since that time Tinian has been entirely depopulated ; and no more than two or three hundred Indians have been left at Rota to cultivate rice for the Island of Guam ; so that now Guam alone can properly be said to be inhabited. This island of Guam is the only settlement of the Spaniards ; here they keep a governor and garrison, and here the Manila ship generally touches for refreshment in her passage from Acapulco to the Philippines. It is esteemed to be about thirty leagues in circumference, and contains, by the Spanish accounts, near four thousand inhabitants, of which a thousand are supposed to live in the city of San Ignacio de Agana, where the governor generally resides, and where the houses are represented as considerable, being built with stone and timber, and covered with tiles, a very uncommon fabric for these warm climates and savage countries. Besides this city, there are upon the island thirteen or fourteen villages. As Guam is a post of some consequence, on account of the refreshment it yields to the Manila ship, there are two castles on the seashore ; one is the castle of St. Angelo, which lies near the road where the Manila ship usually anchors, and is but an insignificant fortress, mounting only five guns, eight-pounders ; the other is the castle of St. Lewis, which is N.E. from St. Angelo, and four leagues distant, and is intended to protect a road where a small vessel anchors which arrives here every other year from Manila. This fort mounts the same number of guns as the former : and besides these forts, there is a battery of five pieces of cannon on an eminence near the seashore. The Spanish troops employed at this island consist of three companies of foot, betwixt forty and fifty

men each, and this is the principal strength the governor has to depend on ; for he cannot rely on any assistance from the Indian inhabitants, being generally upon ill terms with them, and so apprehensive of them that he has debarred them from the use both of firearms and lances.

The rest of these islands, though not inhabited, do yet abound with many kinds of refreshment and provision ; but there is no good harbour or road amongst them all. Of that of Tinian we have treated largely already ; nor is the road of Guam much better, since it is not uncommon for the Manila ship, though she proposes to stay there but twenty-four hours, to be forced to sea, and to leave her boat behind her. This is an inconvenience so sensibly felt by the commerce at Manila, that it is always recommended to the Governor of Guam to use his best endeavours for the discovery of some secure port in the neighbouring ocean. How industrious he may be to comply with his instructions I know not ; but this is certain, that notwithstanding the many islands already found out between the coast of Mexico and the Philippines, there is not any one safe port to be met with in that whole track, though in other parts of the world it is not uncommon for very small islands to furnish most excellent harbours.

From what has been said, it appears that the Spaniards on the island of Guam are extremely few compared to the Indian inhabitants ; and formerly the disproportion was still greater, as may be easily conceived from the account given in another chapter of the numbers heretofore on Tinian alone. These Indians are a bold, strong, well-limbed people, and as it should seem from some of their practices, are no ways defective in understanding, for their flying proas in particular, which during ages past have been the only vessels employed by them, are so singular and extraordinary an invention that it would do honour to any nation, however dexterous and acute. Since, if we consider the aptitude of this proa to the navigation of these islands, which lying all of them nearly under the same meridian, and within the limits of the trade-wind, require the vessels made

use of in passing from one to the other to be peculiarly fitted for sailing with the wind upon the beam.

The name of flying proa, appropriated to these vessels, is owing to the swiftness with which they sail. Of this the Spaniards assert such stories as must appear altogether incredible to one who has never seen these vessels move ; nor are they the only people who recount these extraordinary tales of their celerity, for those who shall have the curiosity to enquire at Portsmouth dock about an experiment tried there some years since with a very imperfect one built at that place, will meet with accounts not less wonderful than any the Spaniards have related. However, from some rude estimations made by us of the velocity with which they crossed the horizon at a distance while we lay at Tinian, I cannot help believing that with a brisk trade-wind they will run nearly twenty miles an hour ; which, though greatly short of what the Spaniards report of them, is yet a prodigious degree of swiftness. But let us give a distinct idea of its figure.

The construction of this proa is a direct contradiction to the practice of all the rest of mankind : for as it is customary to make the head of the vessel different from the stern, but the two sides alike, the proa, on the contrary, has her head and stern exactly alike, but her two sides very different ; the side intended to be always the lee side being flat, whilst the windward side is built rounding, in the manner of other vessels : and to prevent her oversetting, which from her small breadth and the strait run of her leeward side, would, without this precaution, infallibly happen, there is a frame laid out from her to windward, to the end of which is fastened a log fashioned into the shape of a small boat, and made hollow. The weight of the frame is intended to balance the proa, and the small boat is by its buoyancy (as it is always in the water) to prevent her oversetting to windward ; and this frame is usually called an outrigger. The body of the proa (at least of that we took) is formed of two pieces joined endways and sewed together with bark, for there is no iron used in her construction. She is about

two inches thick at the bottom, which at the gunwale is reduced to less than one. The proa generally carries six or seven Indians, two of which are placed in the head and stern, who steer the vessel alternately with a paddle according to the tack she goes on, he in the stern being the steersman ; the other Indians are employed either in baling out the water which she accidentally ships, or in setting and trimming the sail. From the description of these vessels it is sufficiently obvious how dexterously they are fitted for ranging this collection of islands called the Ladrões : since as these islands bear nearly N. and S. of each other, and are all within the limits of the trade-wind, the proas, by sailing most excellently on a wind, and with either end foremost, can run from one of these islands to the other and back again only by shifting the sail, without ever putting about ; and by the flatness of their lee side, and their small breadth, they are capable of lying much nearer the wind than any other vessel hitherto known, and thereby have an advantage which no vessels that go large, can ever pretend to.

The advantage I mean is that of running with a velocity nearly as great, and perhaps sometimes greater, than what the wind blows with. This, however paradoxical it may appear, is evident enough in similar instances on shore, since it is well known that the sails of a windmill often move faster than the wind ; and one great superiority of common windmills over all others that ever were, or ever will be, contrived to move with an horizontal motion, is analogous to the case we have mentioned of a vessel upon a wind and before the wind : for the sails of an horizontal windmill, the faster they move the more they detract from the impulse of the wind upon them ; whereas the common windmills, by moving perpendicular to the torrent of air, are nearly as forcibly acted on by the wind when they are in motion as when they are at rest.

Thus much may suffice as to the description and nature of these singular embarkations. I must add that vessels bearing some obscure resemblance to these are to be met with in various parts of the East Indies, but none of them, that I can learn, to be compared with those of the Ladrões,

either for their construction or celerity; which should induce one to believe that this was originally the invention of some genius of these islands, and was afterwards imperfectly copied by the neighbouring nations: for though the Ladrones have no immediate intercourse with any other people, yet there lie to the S. and S.W. of them a great number of islands, which are imagined to extend to the coast of New Guinea. These islands are so near the Ladrones that canoes from them have sometimes by distress been driven to Guam, and the Spaniards did once dispatch a bark for their discovery, which left two Jesuits amongst them, who were afterwards murdered. Whence it may be presumed that the inhabitants of the Ladrones, with their proas, may by storms or casualties have been driven amongst those islands. Indeed, I should conceive that the same range of islands stretches to the S.E. as well as the S.W., and to a prodigious distance, for Schouten, who traversed the south part of the Pacific Ocean in the year 1615, met with a large double canoe full of people about a thousand leagues from the Ladrones, towards the S.E. If that double canoe was any distant imitation of the flying proa, which is no very improbable conjecture, it must then be supposed that a range of islands, near enough to each other to be capable of an accidental communication, is continued thither from the Ladrones. This seems to be farther evinced from hence, that all those who have crossed from America to the East Indies in a southern latitude have never failed of discovering several very small islands scattered over that immense ocean.

And as there may be hence some reason to conclude that there is a chain of islands spreading themselves southward towards the unknown boundaries of the Pacific Ocean of which the Ladrones are only a part, so it appears that the same chain is extended from the northward of the Ladrones to Japan: whence in this light the Ladrones will be only one small portion of a range of islands reaching from Japan perhaps to the unknown southern continent. After this short account of these places, I shall now return to the prosecution of our voyage.

## CHAPTER VIII

### FROM TINIAN TO MACAO

ON the 21st of October, in the evening, we took our leave of the island of Tinian, steering the proper course for Macao in China. The eastern monsoon was now, we reckoned, fairly settled; and we had a constant gale blowing right astern, so that generally we ran from forty to fifty leagues a day. But we had a large hollow sea pursuing us, which occasioned the ship to labour much; whence our leak was augmented, and we received great damage in our rigging, which by this time was grown very rotten. However, our people were now happily in full health, so that there were no complaints of fatigue, but all went through their attendance on the pumps, and every other duty of the ship, with ease and cheerfulness.

Before we left Tinian we swept for our best and small bower, and employed the Indians to dive in search of them; but all to no purpose. Hence, except our prize anchors, which were stowed in the hold, and were too light to be depended on, we had only our sheet-anchor left: and that being obviously much too heavy for a coasting-anchor, we were under great concern how we should manage on the coast of China, where we were entire strangers, and where we should doubtless be frequently under the necessity of coming to anchor. But we at length removed the difficulty by fixing two of our largest prize anchors into one stock and placing between their shanks two guns, four pounders. This we intended to serve as a best bower: and a third prize anchor being in like manner joined to our stream-anchor, with guns between them, made us a small bower;

so that, besides our sheet-anchor, we had again two others at our bows, one of which weighed 3,900, and the other 2,900 pounds.

The 3d of November, about three in the afternoon, we saw an island, which at first we imagined to be Botel Tobago Xima, but on our nearer approach we found it to be much smaller than that usually represented; and about an hour after we saw another island, five or six miles farther to the westward.

When we had made the island of Formosa we steered W. by S. in order to double its extremity, and kept a good look-out for the rocks of Vele Rete, which we did not discover till two in the afternoon.

While we were passing by these rocks of Vele Rete there was an outcry of fire in the fore-castle. This proceeded from the furnace, where the bricks being overheated, had begun to communicate the fire to the adjacent woodwork: hence by pulling down the brickwork it was extinguished with great facility. In the evening we were surprized with a view of what we at first sight conceived to have been breakers, but on a stricter examination we discerned them to be only a great number of fires on the island of Formosa. These we imagined were intended by the inhabitants of that island as signals to invite us to touch there, but that suited not our views, we being impatient to reach the port of Macao as soon as possible. From Formosa we steered W.N.W. and sometimes still more northerly, proposing to fall in with the coast of China to the eastward of Pedro Blanco, as the rock so called is usually esteemed an excellent direction for ships bound to Macao. We continued this course till the following night, and then frequently brought to, to try if we were in soundings: but it was the 5th of November, at nine in the morning, before we struck ground, and then we had forty-two fathom, and a bottom of grey sand mixed with shells. When we had run about twenty miles further W.N.W. we had thirty-five fathom and the same bottom; then our soundings gradually decreased from thirty-five to twenty-five fathom; but soon after, to

our great surprize, they jumped back again to thirty fathom. This was an alteration we could not very well account for, since all the charts laid down regular soundings everywhere to the northward of Pedro Blanco. We for this reason kept a careful look-out, and altered our course to N.N.W., and having run thirty-five miles in that direction, our soundings again gradually diminished to twenty-two fathom, and we at last, about midnight, got sight of the main land of China, bearing N. by W. four leagues distant. We then brought the ship to, with her head to the sea, proposing to wait for the morning ; and before sunrise we were surprized to find ourselves in the midst of an incredible number of fishing boats, which seemed to cover the surface of the sea as far as the eye could reach. I may well style their number incredible, since I cannot believe, upon the lowest estimate, that there were so few as six thousand, most of them manned with five hands, and none of those we saw less than three. Nor was this swarm of fishing vessels peculiar to that spot : for, as we ran on to the westward, we found them as abundant on every part of the coast. We at first doubted not but we should procure a pilot from them to carry us to Macao ; but though many of them came close to the ship, and we endeavoured to tempt them by showing them a number of dollars, yet we could not entice them on board of us.

On the 9th, at four in the morning, a Chinese pilot did come on board the *Centurion*, and told us, in broken Portuguese, he would carry the ship to Macao for thirty dollars : these were immediately paid him, and we then weighed and made sail. Soon after, several other pilots came on board, who, to recommend themselves, produced certificates from the captains of many European ships they had piloted in, but we still continued under the management of the Chinese whom we at first engaged. By this time we learnt that we were not far distant from Macao, and that there were in the river of Canton, at the mouth of which Macao lies, eleven European ships of which four were English. Our pilot carried us between the islands of

Bamboo and Cabouce ; but the winds hanging in the northern board, and the tides often setting strongly against us, we were obliged to come frequently to an anchor ; so that we did not get through between the two islands till the 12th of November. Thus, after a fatiguing cruise of some two years' continuance, we once more arrived at an amicable port and a civilized country, where the conveniences of life were in great plenty ; where the naval stores, which we now extremely wanted, could be in some degree procured ; where we expected the inexpressible satisfaction of receiving letters from our relations and friends ; and where our countrymen, who were lately arrived from England, would be capable of answering the numerous enquiries we were prepared to make, both about public and private occurrences, and to relate to us many particulars which, whether of importance or not, would be listened to by us with the utmost attention, after the long suspension of our correspondence with our country, to which the nature of our undertaking had hitherto subjected us.

[From Macao the *Centurion* and her consorts returned across the Pacific to Cape Espiritu Santo, and fell in with the famous Manila galeon. The abridged text would not be complete if an account of this encounter were omitted.]

When the *Centurion* left the port of Macao, she stood for some days to the westward, and, on the 1st of May, they saw part of the island of Formosa ; and steering thence to the southward, they, on the 4th of May, were in the latitude of the Bashee Islands, as laid down by Dampier.

After getting a sight of the Bashee Islands, they stood between the S. and S. W. for Cape Espiritu Santo, and the 20th of May at noon they first discovered that cape, which about four o'clock they brought to bear S.S.W. near eleven leagues distant. It appeared to be of a moderate height, with several round hummocks on it. As it was known that there were centinels placed upon this cape to make signals to the Acapulco ship when she first falls in with the

land, the commodore immediately tacked, and ordered the top-gallant sails to be taken in, to prevent being discovered.

It was the last of May, by the foreign style, when they arrived off Cape Espiritu Santo and the month of June, being that in which the Manila ships are usually expected, the *Centurion's* people were now waiting each hour with the utmost impatience for the happy crisis which was to balance the account of all their past calamities.

On the 20th of June, just a month after their gaining their station, at sunrise they discovered a sail from the mast-head, in the S.E. quarter. On this, a general joy spread through the whole ship, for they had no doubt but this was one of the galeons, and they expected soon to descry the other. The commodore instantly stood towards her, and at half an hour after seven they were near enough to see her from the *Centurion's* deck, at which time the galeon fired a gun, and took in her top-gallant sails. This was supposed to be a signal to her consort to hasten up, and therefore the *Centurion* fired a gun to leeward to amuse her. The commodore was surprized to find that during all this interval the galeon did not change her course, but continued to bear down upon him ; for he hardly believed, what afterwards appeared to be the case, that she knew his ship to be the *Centurion*, and resolved to fight him.

About noon the commodore was little more than a league distant from the galeon, and could fetch her wake, so that she could not now escape ; and, no second ship appearing, it was concluded that she had been separated from her consort. Soon after, the galeon haled up her fore-sail and brought to under top-sails, with her head to the northward, hoisting Spanish colours, and having the standard of Spain flying at her top-gallant mast-head. Mr. Anson in the meantime had prepared all things for an engagement on board the *Centurion*, and had taken every possible measure, both for the most effectual exertion of his small strength, and for the avoiding of confusion and tumult too frequent in actions of this kind. He picked out thirty of his choicest

hands and best marksmen, whom he distributed into his tops, and who fully answered his expectation by the signal services they performed. As he had not hands enough remaining to quarter a sufficient number to each great gun in the customary manner, he therefore, on his lower tier, fixed only two men to each gun, who were to be solely employed in loading it, whilst the rest of his people were divided into different gangs of ten or twelve men each, who were continually moving about the decks to run out and fire such guns as were loaded. By this management he was enabled to make use of all the guns, and instead of whole broadsides, with intervals between them, he kept up a constant fire without intermission, whence he doubted not to procure very signal advantages. For it is common with the Spaniards to fall down upon the decks when they see a broadside preparing, and to continue in that posture till it is given, after which they rise again, and, presuming the danger to be for some time over, work their guns, and fire with great briskness, till another broadside is ready. But the firing gun by gun, in the manner, directed by the commodore, rendered this practice of theirs impossible.

The *Centurion* being thus prepared, and nearing the galeon apace, there happened, a little after noon, several squalls of wind and rain, which often obscured the galeon from their sight; but whenever it cleared up they observed her resolutely lying to. Towards one o'clock, the *Centurion* hoisted her broad pendant and colours, she being then within gun-shot of the enemy, and the commodore perceiving the Spaniards to have neglected clearing their ship till that time, as he saw them throwing overboard cattle and lumber, he gave orders to fire upon them with the chace guns, to disturb them in their work, and prevent them from compleating it, though his general directions had been not to engage before they were within pistol-shot. The galeon returned the fire with two of her stern chace; and the *Centurion* getting her spritsail yard fore and aft, that, if necessary, she might be ready for boarding, the

Spaniards, in a bravado, rigged their sprit-sail yard fore and aft likewise. Soon after, the *Centurion* came abreast of the enemy within pistol-shot, keeping to the leeward of them, with a view of preventing their putting before the wind and gaining the port of Jalapay, from which they were about seven leagues distant. And now the engagement began in earnest, and for the first half-hour Mr. Anson over-reached the galeon and lay on her bow, where, by the great wideness of his ports, he could traverse almost all his guns upon the enemy, whilst the galeon could only bring a part of hers to bear. Immediately on the commencement of the action, the mats with which the galeon had stuffed her netting took fire and burnt violently, blazing up half as high as the mizen-top. This accident, supposed to be caused by the *Centurion's* wads, threw the enemy into the utmost terror, and also alarmed the commodore, for he feared lest the galeon should be burnt, and lest he himself too might suffer by her driving on board of him. However, the Spaniards at last freed themselves from the fire, by cutting away the netting and tumbling the whole mass, which was in flames, into the sea. All this interval the *Centurion* kept her first advantageous position, firing her cannon with great regularity and briskness, whilst at the same time the galeon's decks lay open to her top-men, who having at first volley driven the Spaniards from their tops, made prodigious havock with their small arms, killing or wounding every officer but one that appeared on the quarter deck, and wounding in particular the general of the galeon himself. Thus the action proceeded for at least half an hour; but then the *Centurion* lost the superiority arising from her original situation, and was close alongside the galeon, and the enemy continued to fire briskly for near an hour longer; yet even in this posture the commodore's grape-shot swept their decks so effectually, and the number of their slain and wounded became so considerable, that they began to fall into great disorder, especially as the general, who was the life of the action, was no longer capable of exerting himself. Their confusion was visible from on

board the commodore, for the ships were so near that some of the Spanish officers were seen running about with much assiduity, to prevent the desertion of their men from their quarters. But all their endeavours were in vain, for after having, as a last effort, fired five or six guns with more judgment than usual, they yielded up the contest, and, the galeon's colours being singed off the ensign staff in the beginning of the engagement, she struck the standard at her main top-gallant mast-head ; the person who was employed to perform this office having been in imminent peril of being killed, had not the commodore, who perceived what he was about, given express orders to his people to desist from firing.

Thus was the *Centurion* possessed of this rich prize, amounting in value to near a million and a half of dollars. She was called the *Nostra Signora de Cabadonga*, and was commanded by General Don Jeronimo de Mentero, a Portuguese, who was the most approved officer for skill and courage of any employed in that service. The galeon was much larger than the *Centurion*, and had five hundred and fifty men, and thirty-six guns mounted for action, besides twenty-eight pedreros in her gunwale, quarters, and tops, each of which carried a four-pound ball. She was very well furnished with small arms, and was particularly provided against boarding, both by her close quarters, and by a strong network of two-inch rope which was laced over her waist, and was defended by half-pikes. She had sixty-seven killed in the action, and eighty-four wounded, whilst the *Centurion* had only two killed, and a lieutenant and sixteen wounded, all of whom but one recovered : of so little consequence are the most destructive arms in untutored and unpractised hands.

The treasure thus taken by the *Centurion* having been, for at least eighteen months, the great object of their hopes, it is impossible to describe the transport on board when, after all their reiterated disappointments, they at last saw their wishes accomplished.

[The squadron remained at Macao till the following year.

During this time Commodore Anson was visiting Canton, seeing the Viceroy of that part of China, and endeavouring to promote the business prospect of the East India Company's merchants and factors in this part of the world. On the 15th December, 1743, he, and his fleet, set sail, via the Cape of Good Hope, for England, where they arrived, in June, 1744, and anchored off Spithead.]

# NOTES.

## BOOK I—CHAPTER I

St. Helens : Isle of Wight ; where the Channel pilots join ships.

Crown : the Spanish ruling house.

Invalids : the footnote takes the place of a paragraph that had to be omitted for the purpose of abridgment.

Agent Victuallers : the word 'agent' in the old days had a greater significance than the modern word 'manager.' The word is still used with its old significance in India, where a manager of a bank or railway is often spoken of as its 'agent.' The manager of the South Sea Company's factory would have been known locally as that factory's agent. The South Sea Company was the one known in history as the South Sea Bubble, because it ended its life with the dramatic suddenness of a bubble.

£15,000 : worth much more than the same sum to-day, because money was scarcer in those days. What is scarce, is dear, even money itself ! In the islands of the South Seas cowries (*i.e.* tiny shells picked up on the seashore) are used as coins, because such tiny shells are scarce.

Victuallers : not agent-victuallers, but ships intended expressly for carrying stores and provender for the squadron. Victuals is pronounced vittles.

St. Catherine's : a Channel lighthouse on the south side of the Isle of Wight.

'Truck' with : 'trade' with (a slang term).

Marines : soldiers who go to sea. 'Soldiers and sailors too !'—*Kipling.*

Regimentals : another colloquial use of a word. It means here uniforms which distinguished one regiment from another. Those of you who know Latin know what *rex* means : *rex, rex, regem*, etc. Guess what the literal meaning of the word 'regiment' is.

## CHAPTER II

Weighed : weighed anchor, lifted the anchor from the ground.

Tide it : carry on against, and with, the Channel tide (*i.e.* losing ground or barely making headway when the tide was contrary and making amends when it was favourable).

Keep going, whatever the tide or wind did. Landsmen use the term 'whatever betides,' and that is about what the commander of the squadron meant.

**Sloop of war** : a handy little vessel for carrying messages from one ship of the squadron to another, or for carrying dispatches to England.

'Honourable' : the son of a peer is given this courtesy title, but it is usually written in its abbreviated form 'Hon.'

**Flag-ship** : the ship on which the admiral was. He gave commands to the rest of his squadron by means of flag-signals which they saw fluttering at his mast-head.

**Pink** : a lightly built vessel, with high sides, and two or three masts, narrow at the stern, roomy between decks to provide cargo space.

**Convoy** : a fleet of ships sailing in company for protection against an enemy, usually protected by men-of-war.

**Mr. Anson** : the commanding officer is referred to in this narrative by the appellation Mr. This is not done nowadays at sea. As the commander's name is omitted in the case of the *Centurion* flag-ship, apparently Captain Anson was in command, in which case he would have been *Commodore* of the fleet.

**Broad pennant** : the sign that the ship bearing it had the commodore on board.

**Turky trade, etc.** : fleets trading with Asia Minor. Streights is the old way of spelling Straits (*i.e.* Straights of Gibraltar).

**Commodore** : Captain Anson not only commanded the *Centurion*, but acted as admiral of the fleet.

**League** : three miles. The word is now obsolete at sea.

**One fathom** : six feet.

**Nine guns** : apparently for ceremonial purposes the ranks of commodore and consul are equal. Both Consular and Royal Navy are Government services. The Royal Navy would rank higher as it does with the Army, if the question should ever arise, being our first line of England's defence.

**Cross-bearings** : suppose you were on a football field, one goal post was in line with ('bore' on) a church steeple, one corner flag was in line with ('bore' on) another steeple. Where those two lines crossed on the football ground would be your position, that is if you continued them across the ground.

Take a compass. Suppose one goal post bore N.E. and the corner flag N.W. Then, where those two compass bearings crossed would be your position on the football field. So with a ship in a harbour. As the sea-bottom in some places affords good holding-ground for an anchor, and in other places bad holding-ground, it is important for a ship to know her position in harbour.

**American settlements** : A.D. 1740, before the American settlers had declared their independence. The settlers liked Madeira wine !

Portuguese boats: shore boats, specially designed to be launched off the beach. The ships' long-boats were too heavy for this work.

Ships of the line: heavy battleships.

Patache: a light sailing ship.

Given intelligence: the Portuguese being neutral in the war, it would have been a breach of international law to have given information to either combatant.

Clean sloop: one that had its bottom scrubbed recently and would therefore sail quickly.

### CHAPTER III

Rendezvous: 'meet together.'

Ethiopic Ocean: the Gulf of Guinea is meant. Actually, as we know it to-day, Ethiopia is on the eastern side of Africa.

Trade winds: The sun was in the month of November S. of the line. The N.E. trades extended from 6° N. to 15° S. of the line. Then the S.E. trades extended only 6° further S. It proves that the winds shown in the meteorological maps are not so constant as the maps would lead us to believe! Nor are the currents!

Master: the captain of a trading ship was called the master in those days. To-day, captains have *master-mariners'* certificates, so the word is still in use.

Bring to: steer up into the wind and alter their sails so that some sails blew the ship backwards, others forwards: consequently the ship remained nearly still.

Ports: portholes; round, close-fitting, windows.

Air scuttles: air inlets.

Let out reefs: the sails were reefed (made smaller) on account of the strong wind. They were now under full sail.

Chace: the old spelling of the word.

Cruizer: now spelt cruiser, fleet vessels with lighter armament than ships of the line.

Deep-sea lead: hollow at the bottom and filled with tallow to which the sand or shell or mud sticks. By this means sailors discover the nature of the bottom where their ship is. The charts tell them where such bottom exists.

It helps them in fogs to know the ship's position.

Leeward: to the lee side away from the wind.

### CHAPTER IV

Haling the seyne: hauling the seine, a large fishing net.

Advantages of the island: these details and the details of the direction of flood and ebb tide, etc., provided by the Anson Expedition and reported by numerous observers,

have enabled the British Admiralty to give exact information on their charts which are used by vessels of all the other nations.

Muscato : mosquito.

Wouling : where the topmast is made fast to the standing mast by means of rope.

Fishes : the sea term for splints to support a fractured leg—so with the fractured or 'sprung' mast.

Stick : a seaman's word for a tree or mast.

Hove down : heeled over to expose the bottom, first one way and then the other.

Fore-yard : wooden spar across the fore-mast from which the fore-sail (a square sail) depended.

## CHAPTER V

Bring to with the larboard tacks : bring to, or 'heave to,' on the larboard tack, *i.e.* facing the wind with it slightly on left side of ship. The word larboard for 'left' has been dropped in favour of the word 'port,' as it was so easily confused with 'starboard,' or 'right.'

Handed top-sails : got them in.

*Pearl* : she must have hove to on the opposite (*i.e.* starboard) tack as she drifted away from the other ships. Perhaps she didn't hear the gun signals of the flag-ship.

Bunted : the bunt of a sail is its belly. The meaning probably is that the sails were partially lowered, so as to reduce their efficacy, and allow the ship to lie-to. As they were only to wait for a short time, and the wind was light, it saved the trouble of handing these large sails as well as the top-sails. On a windy day they could not have done this, as the sails would, when slackened, have blown themselves to bits.

Bilging : being stove in by the butt of the broken mast which floated, like a raft, alongside the ship.

Accident : the text has been shortened. It follows, as a matter of course, that before proceeding, the squadron waited for the *Tryal* to fit a new mainmast.

Varied our depths : *i.e.* our depths varied, the depths of water beneath us varied.

Each day they were southward of their expected position : would you not expect them rather to have been northward of it, considering the direction of the great Brazilian current ? Or were they too near the land to be in the current which they, no doubt, allowed for in their reckoning.

Hale : nowadays spelt 'hail,' to call out to.

- Haled** : they use this word indiscriminately in the narrative. Here it means 'hailed' closer to the wind, *i.e.* hauled in their sails tight to sail closer to the wind.
- Ripling** : *i.e.* rippling, a tide ripple that might have indicated shoal water on which pursuers and pursued might have been wrecked.
- Cap** : where the standing part was joined to the topmast.
- How well soever** : however well.
- High southern latitudes** : the further from the equator, or line, in either direction, north or south, the 'higher' the latitude.
- 400 leagues** : 1200 miles.
- Hamstring** : cut a tendon of the leg.
- Lymphatics** : glands which produce lymph in the human body and that of animals, etc. The lymph is the stuff that cures a cut or fracture.
- Excommunicate** : 'if it's any use, they deserve it!'
- Lash** : lasso.
- Four hundred leagues broad** : what shape is the continent south of the River Plate, roughly speaking? The length was mentioned in a previous chapter.
- Learned to be horsemen** : the original inhabitants of America were footmen apparently.
- Salt destroyed by weather** : there was no ill feeling in this expedition. They were still grateful to John Narborough for his information, although time and weather had combined to make it false, and send them on a fool's errand.

## CHAPTER VI

- Le Maire and Magellan** : both sea-captains and discoverers. Admiral van Schouten led an expedition to discover the best way to the Pacific. He named the straits after his junior captain, Le Maire, and the southernmost point of the South American continent after his own town, Hoorn, in Holland. Thus we have Cape Horn.
- Purchasing** : getting her anchor.
- Bower** : what must a 'bower' be?
- Southward of our reckoning** : no doubt there was an inshore current running in the opposite direction to the great Brazilian current of the Atlantic!
- Straits of Le Maire** : from the text what would you reckon the rate of the current or tide was? The ships would do some six miles an hour, with shortened sail in case of unexpected happenings. Tide and current may have been helping each other!
- Opulent coasts** : the Spanish main, Chile, where the gold came from, up to Panama : the possessions of the Crown of Spain in America.

## CHAPTER VII

- Fierceness and constancy : probably the word ' consistency ' is here intended. Consider which of the two words you would use in similar circumstances.
- Distresses : would not the word stresses have been better here ? Distress is the effect of stress, is it not ?
- Gale : a gale is but a strong breeze to large ships and was welcomed by old-time sailing vessels. It was a steady, strong wind. A cyclonic storm, of gale strength, is a much more dangerous phenomenon at sea.
- Mountainous seas : these indicated the presence of strong currents as well as winds. If a strong current flows in a contrary direction to a strong wind, the seas are both larger and steeper, and therefore more dangerous than waves in still water. That is why the waves of the English Channel, and near land waters generally, are more dangerous than the deep ocean, which is still water, or nearly so.
- Gunwale under : so that the gunwales were washed by the waves, and dipped into them. The gunwales of a ship are its top sides.
- Main hold : the great space in the middle part of the ship where stores and provisions, etc., were stored away : cargo space. The main hold is the largest one. The fore hold is the next largest.
- Courses : the largest square sail of all, lowest on the masts, and therefore, owing to leverage, throwing less strain on the shrouds that support the mast than the upper sails. Also they were less hazardous for the sailors to set, for if they fell from the yards, they most probably fell into the ship and not into the sea. But they were very large and cumbersome to handle in windy weather !
- Snow and sleet : the most impenetrable weather, worse even than fog to navigation, especially when ships are sailing in company.
- Cordage brittle : the cold contracts the fibres, or wire, and sets them at tension. One blow with a sharp knife will sever a wire rope capable of lifting one hundred tons, if it is at tension !
- Gales : note that they blew from the westward, which is what one would expect in these latitudes.
- Dead-eye : the metal bolted into the side of the ship to which the shrouds are attached by means of rope straps or strops.
- Upper works : upper sides.
- Making water : no ship is dead tight, they all make a little water more or less. At intervals ships are pumped dry, even when in harbour. On this voyage the pumps must have been kept pretty well employed !

**Mainsail**: on a square rigged ship, the lowest and largest sail of all, being the 'course' on the main, or tallest, mast.

**Bent**: a seaman's term for attaching with twine, or rope, a sail to a yard. The rope goes round the yard and through eyelets in the sail. A bend is a kind of knot.

**Lying-to under bare poles**: the wind was so violent that they could not even set their little mizzen sails, at the after end of the ships, to keep their heads to the seas, but had to wallow, under bare poles, in the troughs of the seas! Even mizzen sails would have been blown out of the bolt ropes or shaken to rags.

'Kept the wind': the flagship, being the largest and deepest of the vessels, kept up to the wind (*i.e.* head to sea) better than the smaller vessels, which were borne bodily to leeward by the strong wind. She was obliged, therefore, to put up her helm and cause her head to 'pay off' before the wind. By so doing, she ran down to leeward until she had rejoined the other vessels

'Venture any sail abroad': venture to expose any sail to the fiendish weather.

**Manning the fore-shrouds**: the men's bodies thus acted as a sail at the fore end of the ship, and caused her head to pay off. (Putting the helm a-weather is the same thing as putting it 'up'.)

'Broke': *i.e.* not stony-broke but broken. It is a seaman who is writing this narrative.

**Fire-guns**: it is advisable, as experience proves, for one vessel only to fire her guns at regular intervals. Then the others all centralise on the vessel that is firing. This fleet was lucky, because the biggest ship, that kept to windward of the others on account of her draught, was the flag-ship. The wind would thus have borne the sound of her gunfire to the other vessels to leeward. If two or more vessels fire, the squadron is apt to split into two or more portions and separate.

**In the slings**: where it was slung to the mast with rope slings.

**An hindrance**: the article 'an' is used correctly here in written English only. In speech we would say 'a hindrance.' It is not of much importance either way, but 'an' should be used before the aspirate.

**Keep her 'free'**: *i.e.* free of water, in this sentence.

'Venture a boat aboard': launch a boat in order to carry help to the disabled ship.

**Larboard quarter**: left rump. The ships of those days had little galleries which you could slip out on to from the body of the ship itself. They were situated at the corner made by the ship's side with its stern. This part of the ship came to be known as her quarter galleries, even if there were no galleries!

- Lowered the yards: the ship was indeed then under bare poles! (It was explained previously that bare poles meant masts without any sails on them.)
- Leeward: pronounced leu'ard here and always, except when used as an adjective, *i.e.* the leeward ship of the squadron. Here it may be pronounced as spelt.
- Gammon of bow-sprit: the sprit which sticks out over the stem. The gammon iron is the iron that fits tight round the end of the bow-sprit.
- Come by the board: fall overboard. The fore-stay was attached to the gammon iron. The fore-stay which held the fore-mast in a forward direction had gone. The fore-mast was 'stayed' to the next mast and so on. If the fore-mast went, they all went, or were likely to!
- Bear away: and run before the wind so that the masts were blown forwards, *i.e.* towards the broken gammon iron on board of the poor *Anna*, pink, until a new iron could be rigged and new stay set up.
- 10° W. of Terra del Fuego: they had now doubled the Cape, but were in what is known as a drift, a surface current caused by the incessant westerly wind which blows in those latitudes. (*See Map.*) How much offing to the westward of the Cape do you think 10° of longitude would represent in those latitudes?
- Southern Ocean: a general term.

## CHAPTER VIII

- Pacifick: Pacific would have been considered incorrect spelling in the days of this narrative!
- 10° W.: this must have been by dead reckoning (*i.e.* by means of the log line and clock which estimates the speed a ship is travelling through the water only, and not over the ground that lies at the bottom of the sea. It takes no account of currents!). In those misty latitudes a sight of the sun is rare, and so the longitude could not be verified by time difference and sextant. The squadron's experience goes to show how strong a current races round the end of so great a peninsula as South America, when the wind is strong and constant, and always blows in the same direction, towards the east.
- Durst: this is correct. We moderns sometimes write 'dared.'
- 62°: probably the swiftness of the current would not be so great in the deep water farther south of Cape Horn. Or, if it were so swift, it would be surface current only, and the deep keels of the ships would have a firm grip of the still water below. Near the land, the surface water is piled up against the western side of the peninsula: it

escapes in two directions, up the land, and down the coast, and it is a deep current! The latter races round Cape Horn. As the ships got into this, it is no wonder that they did not make the westing they expected, the race all the time was driving them back almost as quickly as they made their way forward through the tumultuous seas. The seamen in these ships were pioneers in the study of sea currents and meteorology. The high land would also account for the gustiness of the winds near the Cape.

Touching at Brazil: this does not apply to other times than that of the narrative when war was being waged.

Magnetic variation: the magnetic poles of the earth do not coincide with the ends of the earth's axis, *i.e.* with the true north and south. (*See next note on this subject.*)

Longitude of C. Virgin Mary: the fixing position at sea is subject to human error. The modern practice is to take several observations of the sun at or about noon, and to use the average of these observations. From the latitude so tested, the longitude is determined by means of the chronometer and by further calculations.

Dr. Halley: the great astronomer, whose fame has been perpetuated by Halley's Comet, named after him.

Variation of the compass: the magnetic north varies in different latitudes: so does the magnetic south.

A ship must steer by its compass. If the compass shows magnetic north, and the chart shows true north, as it does, it is most important that the variation should be tested in as many places on the Earth's surface as possible.

[The variation itself changes from year to year. At times the magnetic and true Poles coincide and in those years there is no variation.]

Laid down: traced in its correct form and position on a map representing the surface of the Earth.

Needle: the needle of the magnetic compass.

Completer: some of the archaic spelling has been preserved in this reprint as having an interest of its own.

Trend of Patagonia: the observations in this narrative, as a glance at a map of South America will show, are correct.

Transactions: the record of events of a learned society is often called its 'Transactions.'

## CHAPTER IX

Esteemed ourselves: plumed ourselves with the thought, literally. Actually 'believed ourselves' is what the narrative should have said.

Lantern: mast-head light or lantern.

Studding sail: additional small sail, set in fine weather on either side of the lower square sails. (Called *st'un'sail*.)

- Scurvy : a disease caused through lack of fresh vegetables or fruit.
- Death of forty-three sailors : nothing is so depressing as a funeral at sea. How much more so forty-three such funerals ! The men on the *Centurion* were heroes.
- Fore-mast men : sailors who occupy the cabin of a ship before the mast are fore-mast men ; the officers occupy the cabin aft.
- Battle of the Boyne : he must have been one of the soldier-sailors taken on board at Spithead !
- Callus : the natural splints that collect round a fractured bone and feel like a lump under the skin.
- Two streaks : two planks. In a former paragraph it was mentioned that such planks might be 'started,' *i.e.* an end of a plank might open and gape, letting the water in.
- Reeve new lanyards : to the shrouds, to haul them tauter, or tighter.
- Risque : a way of spelling the word 'risk.'
- Shifted southward : the wind no longer blew directly towards the shore.
- Offing : distance from the land.

## BOOK II—CHAPTER I

- Landskip : landscape.
- Capstan : the drum, fitted with spokes, which wound up the cable. When the cable was 'up and down,' the ship was right over the anchor, which was then ready to be 'tripped' and hauled up, by means of the capstan, to the ship's bow.
- 'Loofed' : or 'luffed,' sailed more into the wind which evidently blew off the land.
- Waiting on : coming to beg for an interview, a formal act of duty and courtesy to a superior officer.
- 'Within us' : between us and the shore.
- Carried hawsers on board : took rope hawsers aboard to pull the ships nearer together.
- Cumberland Bay : for safety of ships, practically a land-locked harbour.
- Aromatics : trees yielding aromatic or sweet-smelling juices.
- Scorbutic : of the skin.
- Sett : we use the word nowadays when we 'set' potatoes as seed, *i.e.* potato sets or setts.
- Daniel Defoe : it would be of interest to look up 'Robinson Crusoe' and confirm the point of resemblance referred to by the writer. If so, Defoe, no doubt, drew the facts for his own book from the journal referred to in the text.

Also, look up a book on natural history and see what age goats live to. The writer has seen one in India as large as a donkey and as venerable as Methusaleh!

Bashaw : a corrupt form of the word Pasha, a chief.

## CHAPTER II

Complement : ship's company, 'complement' to the ship herself.

Road : an incomplete harbour.

Long-boat : the largest of a ship's boats.

Cutter : also a large boat.

Billets : slender staves.

Chain plates : to which the shrouds are bolted through the sides of the ship : sometimes referred to simply as the 'chains.'

Junk : presumably 'tow,' the threads of which are twisted or spun into yarn or thread.

Overhale : Overhaul.

Watering : filling the tanks on board with fresh water.

## CHAPTER III

Sheet-anchor : the best anchor of all.

Heave down : already explained ; to scrape them clean of weed, etc., below the water line.

Steep to : steep, like a cliff. A sailor's expression.

Periagua : canoe.

Scuttle : hatch-way down below.

Mortars : siege-guns.

Bilged : her bilges, where the sides swelled out below the water line, rested on the rocks.

Four marines : the first duty of the captain when he reached a friendly port would have been to send help to the marines, which he did, though this is not clear in the narrative.

Knees : the stout corners on which the main beams were fastened : the *Anna pink's* frame was in a bad condition indeed !

Water-ways : decks on either side of the hatches.

## CHAPTER IV

Sheathing : copper sheathing, protecting the wooden planks composing the ship's sides.

*Anna pink's* petition : was it fair of the commodore to terminate the *Anna pink's* charter so late in the day ? No

doubt, the pious examination, etc., was the way by which the laws of the Admiralty were observed, the commodore freed himself from fear of censure, and in spite of 'red tape' the *Anna* pink's owners were recompensed for the risks they had run and the bad condition to which their ship had been reduced.

Put the ship about : turned the ship at the end of each tack ; the *Centurion* was sailing to and fro against the wind.

Officers' cabins knocked down : these were wooden cabins built upon the decks, and liable to take fire during an engagement, therefore the deck was cleared of all such obstructions !

Weathered and fore-reached : got to windward and ahead.

Let run sheets : let go sheets, *i.e.* ropes that haul the sails flat.

Bays : baize.

Callao : pronounced Cal-low !

Cotton sails : as distinct from sail-cloth, made of flax.

Valuable cargo of hides : as an incentive to enterprise at sea, it is an old custom for the Navy to be awarded prize-money, *i.e.* a share, to be divided amongst the officers and crews concerned, of the value of ships, or prizes, taken, with their cargoes in wartime. An Admiralty Court sits at law to assess the values of such prizes, and cargoes, for distribution among the officers and sailors.

False fires : flares.

Red sea : the same phenomenon occurs in the Red Sea, hence its name !

Bonitos farther from the equator on east side of S. America : can you assign a cause for this ? Consider the warm and cold currents on either side of the peninsula and say if bonitos, etc., are cold water or warm water fish.

Was got : obsolete. We should say nowadays 'had got.'

Steel : note that steel had been invented at this time.

Colony of English sailors : the Spaniard's sails, being of cotton, were much whiter than the English sails, which, moreover, were dirty with much use, and mildew. (Cotton does not hold the wind like sail-cloth !)

Tallow on her bottom : to enable her to slip through the water easily.

## CHAPTER V

Sarsaparilla : a tonic herb used in medicine.

Petticoats on men : could the adjective 'quaint' be applied

(a) to describe the character of this descriptive paragraph ;

(b) to the manner in which it is written ?

Open the bay : approached at an angle, the two points at either end of the bay appeared as one. As they got abreast of the bay, these points 'opened.'

Perspectives : telescopes.

Gallies : the plural of galley. The plural of valley is 'vallies' in this narrative.

Snow : a small sailing craft.

## CHAPTER VI

Equinoctial :  $23\frac{1}{2}^{\circ}$  S. They then entered the tropics. It was November and the sun was south of the line.

Caulk : fill the seams between the deck planks with fresh tow and pitch, rammed in hard.

Gloucester to leeward : evidently she was the least handy vessel of the fleet ; that accounts for her non-success in overtaking and capturing prizes.

Taken aback : the wind kept shifting so that the sails were 'taken aback.'

Wind large : *i.e.* 'bye and large,' on the quarter or thereabouts. The wind being favourable they could steer straight down the best channel in the deep water.

Bearings : when a sailor brings his ship to anchor, and the anchor holds well (*e.g.* in mud), he fixes the position of this good anchorage for another time.

Trees close to high-water mark : does this suggest to you anything in regard to the rise and fall of tide in this region ? (Presumably the trees were not mangroves which grow in salt water swamps.)

Cassia : the bark of a tree used for flavouring, something like cinammon in flavour.

Lime tree : not the European lime, but a tart citrus fruit. (It makes lemon squash !)

Guanaco : a small member of the camel tribe indigenous to South America.

Pearl fisheries : the dredge has to some extent replaced human divers nowadays. It was a cruel business.

Galleon : this was after the time of the 16th and 17th centuries. Perhaps the Manila galleon was a survival from those times. She was the annual means of sending home treasure. In the hey-day of Spain, a fleet of such galleons was necessary !

Ladrones : the sandy nature of the soil would lead one to expect gently sloping valleys rather than declivities. Isn't this so ?

Tre-foil : three petalled leaves. Clover is an example of the trefoil family. Its presence indicates a chalky soil, and sweet herbage.

Tinian : would you like to visit the island of Tinian ? If only poor Robinson Crusoe had had that island !

Guavaes : *i.e.* guavas : the climate must have been tropical, or warm sub-tropical. (*See Atlas.*) Where are the Ladrones ?

Coco-nut cabbages: probably the young fronds of the palm before they burst. In India, a splendid curry can be made of tender bamboo shoots!

## CHAPTER VII

Firelock and pistol: the Indian did the right thing. He was completely honourable, restored the stolen property, but refused to betray his comrade! Could you call this man a savage? He was primitive, not savage.

'Arming' the cables: give them an armour against chafing: armouring.

West Indian hurricane: our geography shows us that hurricanes (*i.e.* West Indian cyclonic storms) have their origin in these latitudes. This should have been called a typhoon, the hurricane of the Pacific Ocean.

Transom: the end part overhanging the ship's rudder.

Tafferel: *i.e.* taffrail.

Quarter deck: the raised deck, from the main mast, aft, of a ship.

Cut from the bow: its fastenings were cut.

Veered away: slacked out: A cable is 600 feet. The sheet anchor had, therefore, 1000 odd feet of cable. The longer the cable, the more lies on the sea's bottom and the securer is the anchor in the ground.

Line; this was lead-line, not anchor cable.

Commissions: the King's commission appointing them his officers.

The commodore: Commodore Anson, by his resourcefulness, encouraged his crew. He did it by suggesting a means of escape. This goes to show that the whole conduct of an expedition, or of a body of men under a leader, depends upon the character of the leader and upon nothing else. That is what is meant by the word 'character' when applied to a man or woman.

Boats at sea: it is a wonderful thing what endurance an open boat has at sea. The commodore actually thought it not beyond the realms of possibility that boats had survived a storm that had sunk the *Centurion*. This is due to the lightness of a boat, which is not deep on the water, and is blown hither and thither on the tops of the waves, receiving no one heavy buffet but numerous minor ones. Nevertheless, boats succumb, too, in such gales as this was! One only takes to them in the event of the ship foundering, for, in boats, the risk is death from exposure. A *too* heavily laden boat is sure to founder.

The narrative: hitherto in this chapter, the narrator has spoken in the third person. He now adopts the first person plural. Would you deduce from this fact that he

- was on board the *Centurion* and heard at first hand from the captain what had happened up to this point? And that the remainder is from information collected from various members of the shore party? Also that the castaways did eventually get back to the *Centurion*?
- Sawing trees into planks: a tremendous task with hand-saws; the text does not state if they had two-handed saws.
- Tackles: purchases, pulleys, pronounced tae'kles at sea.
- Coco-nut milk: the fermented juice is an intoxicant and is known as 'toddy.' The men did not know this!
- Bark: the word is used nowadays in poetry only. It means any kind of ship.
- No salt: they did not think of evaporating sea-water!
- Salt meat: could they not have pickled it in sea-water? What would you have done?
- Forty tons burthen: or burden: capable of carrying 40 tons.
- Vanes: threads, or wires, that had to be accurately fixed in frames for the purpose.
- Vulgar: here used in its literal sense, meaning 'crowd.' (See Latin Dictionary.)
- Cut her planks: *i.e.* not cut any one plank off short, leaving a short bit on the other half of the bark. The ship was really dismembered in half, or thereabouts, leaving the planks intact. If they had sawn right through the planks, would this not have left two weak places, in the lengthened ship, where the planks did not overlap each other? Boats are so built that each plank overlaps its neighbour.
- 'We, in the ship': this proves that our conjecture was a correct one; the narrator was one of those on board the *Centurion*.
- Magellan (1521): it is interesting to note that in the early 16th century seamen had instruments that would fix their position to one degree of latitude. This is within 60 miles (approx.). Not very good!
- Determination of longitude: supposing the earth's shadow impinged on the moon at 6 P.M., and the beginning of the eclipse, visible at Greenwich also (*i.e.* in the same latitude) was timed by the calendars to be at 4 P.M., then your time distance from Greenwich would be two hours. That is the old way of determining longitude. Then, in 1700, or thereabouts, the telescope was invented. This enabled the observer to see where any two celestial bodies (*i.e.* stars) coincided, not necessarily the moon and the earth, and so, by reference to nautical almanacks, to determine longitude.
- The modern way is to carry Greenwich time with you in your ship. The extraordinarily accurate clock instrument that does this is called the chronometer, and was invented by John Harrison in the year 1735. It is interesting to note that an instrument capable of doing the work of a telescope exactly, making use of the same law of nature,

was imagined and described long before its actual inventor, Isaac Newton, was born. This imaginary telescope is described in Roger Bacon's 'Opus Majus' (13th century) as follows (rendered freely): 'Great things may be performed by refracted vision. For it is easy to understand that the most remote objects may appear close at hand, and the contrary . . . for we can give such figures to transparent bodies, and dispose them so that the rays, etc., etc.' He actually described a telescope before even it was invented! So much for literature! The wireless bids fair, nowadays, to render even chronometers obsolete! Before 1735 there was no sure means of determining longitude at sea.

Ship's movements, owing to waves, make ordinary time-keepers inaccurate. The Chinese used large sand-glasses which were a good invention for the purpose! The sextant, the other essential instrument for determining position at sea, was invented in 1721.

Outrigger: note that the outrigger is fitted to windward, not to leeward, and by its weight, and leverage, acts in the manner of ballast, holding the boat up against the wind-pressure on the sail.

No iron: apparently minerals had not yet been discovered by the islanders.

Invention: the development of the proa indicates that invention is a universal attribute of man!

Murdered: murdered.

Range of islands: a glance at the atlas will indicate that the narrator's conjecture is a correct one. He had no complete atlas to consult, such as you have.

## CHAPTER VIII

Swept: dragged an anchor cable along the bottom of the sea to try to fish up the lost anchor.

In soundings: water not too deep to 'sound' with the deep sea lead and line.

Macao, a Portuguese colony, dating from the time of Vasco da Gama and before him.

Pendant: the correct form of the word 'pennant.' It is a narrow flag 'pending' from the mast.

Chace guns: the *Centurion* opened with her bow-chasers, guns mounted amidships to range the horizon at the fore end of the ship. The galleon 'lay to,' to windward. Her stern was towards her foe. She replied with her stern chasers, *i.e.* similar guns mounted aft.

Sprit-sail yard fore and aft: for readiness in handling. If they threw her up into the wind, then the sprit-sail, under the bowsprit, would still take the wind, either one side or the other as required, and turn her slowly to left

or right, whichever side of her the galleon lay. They could haul this sail a-weather if necessary to further help the ship to swing round.

Over-reached : fore-reached on. She was the better sailer.

Mats : collision mats, to prevent her sides being stove in if the vessels came into contact by boarding each other.

Wads : damp wads between powder and shot. They followed the shot and were often red hot or flaming.

Driving on board of him : he was to leeward.

Portuguese captain : he was in the Spanish service.













