A V O Y A G E  T O  T H E  S O U T H - S E A.

The Structure of the Universe, which is naturally the Object of our Admiration, has ever also been the Subject of my Curiosity: From my very Infancy I took the greatest Pleasure in all such Things as could advance me in the Knowledge of it: Globes, Charts, and Books of Travels were my singular Delight: I was scarce capable of observing Things by myself, when I undertook a Journey into Italy: The Pretence of studying afterwards serv’d me to travel through some Part of France; but being at length fix’d, by the Employment I have had the Honour to obtain in the King’s Service, I thought there was no more Expectation of indulging my Inclination to travel, when his Majesty was pleas’d to permit me to lay hold of the Opportunity that then offer’d, of seeing Chili and Peru.

I embark’d at S. Malo, in the Quality of an Officer, aboard a Ship of 36 Guns, 350 Tons Burden, and 135 Men,
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Men, call'd the S. Joseph, commanded by the Sieur Ducbène Battas, a Man commendable for his Experience and Knowledge in Marine Affairs, and for much Understanding and Activity in Trade, which was very suitable to our Design.

On Monday, November 23, 1711, we set sail from the Port of S. Malo, in Company with the Mary, a small Vessel, of 120 Tons Burden, commanded by the Sieur du Jardais Daniel, who was to serve for our Store-ship. We went to lie for a fair Wind near Cape Frehel, under the Cannon of the Castle de la Latte, in the Bay de la Frenaye, where we anchor'd the same Day; but we waited in vain for near two Months.

The Tediouenefs of fo long a Stay, the Sharpness of the Winter, then well advance'd, the Wind, the Cold, and the Rain, which I must be expos'd to every other four Hours, during the Watches we kept alternately Day and Night without Interruption, according to the Custorm of the Sea; and the Inconveniency of a Merchant-ship, in which a Man scarce knew where to bestowed himself, began to make me sensible of the Hardships of a Sailor's Life, and how opposite it was to that Quiet and Retiredness which are requisite for Study and Meditation, my greatest Delights ashore*. In short, I soon saw the utmost of Misfortunes in a Shipwreck which happen'd before our Eyes. Here follows an Account of it.

It is first to be obser'd, That most of the Ships that sail from the Port of S. Malo, come to an Anchor in the Road of Frenaye, which is but four Leagues from it to the Westward, either to wait for a fair Wind, or to gather their Crews, which do not go aboard till the last Minute. On the 9th of December there were five Ships, the Count de Girardin, the Michael-Andrew, the Hunter, the Mary, and we, when the Chevalier de la V——, who commanded the Great-Britain, a Privatier of 36 Guns, came at Six in the Evening, and dropp'd his An-chor near us; but the Buoy-rope, which thro' Neglect was
was still fast aboard, having hinder'd it from taking hold, Shipwreck.
the Ebb carry'd the Ship near to a Shoal that is at the Foot of the Fort de la Latte, before they could drop another:
That same held them during the Ebb, within a Pistol Shot from the Rock; but upon the Return of the Flood,
the Violence of the Current soon cast them upon that Shoal. The Captain perceiving himself in that inevitable Danger,
he'd several Guns to desire Assistance of the other Ships in the Road. Every one sent Men to his Assistance with all possible Expedition, to bring him off;
but it prov'd in vain, the S.E. Wind rising, and driving out so violently to Sea with the Tide, that no Boat could
come up to the Ship; and the Boat belonging to the Count de Girardin was drove so far out of the Bay, that
it could not return aboard its own Ship that Night; that of the Hunter was cast away, and had it not been for
ours, the Men had been lost. At length, about Mid-night, the Ship struck, and was cast in so short a time,
that the Crew was cast with much Difficulty, at the Foot of the Castle; only three Men being drown'd,
among whom was an Officer.

The next Morning we still saw the dismal Hull of the Ship lying on its Side, beaten by the Waves, which in
twenty four Hours drove it all away in Shivers. It is easy to imagine, what dismal Reflexions all Men made
upon that fatal Spectacle; especially myself, who was making my first Essay of Navigation in a Voyage of two
Years at the least.

We had lain there twenty seven Days in almost continual foul Weather, the Wind not permitting us to put out to Sea, when Orders were brought us from our Owners * to return to S. Malo, for fear of being surpriz'd * The Brother
by some English Vessels, which were to attack us there, of which they had receiv'd Advice. Accordingly we return'd thither on Sunday the 20th of December, and continu'd there till the 6th of January of the ensuing Year 1712.

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That Day, the Wind coming about to the East, we fail'd the second time from the Road of Race; but no sooner were we out of the Mouth of the Road, than we were oblig'd to come to an Anchor, for fear of running, during the Night, upon the Rocks, near which Ships must pass to go into the Channel. The Wind was at N. N. E. and a rolling Sea made us pitch so violently, that the Cable snap'd as soon as the Anchor had taken hold. Thus were we oblig'd to go and anchor again at the Mouth of the Bay de la Frenaye, where we had an ill Night.

The next Morning we fail'd, to look for our An-
chor, with the Mary, to which the like Accident had befallen; and she found hers, but ours was lost, because the Buoy was flipp'd away. Whilst we were looking for it, a Calm came upon us, and then we anchor'd a third time, a League and half from the Castle de la Latte, to wait till the Wind, which shifted every Moment, would fix at some Point.

At Break of Day we would have fail'd out to Sea, but our Cable appearing to have been gnaw'd within thirty Foot of the Anchor, it was thought fit to cut it, and fetch another at the Town, and make good the Anchor we had lost; and therefore we drew near, making a Waft with our Colours. We made a Signal, by firing a Gun, that we wanted Assistance; and then return'd to anchor a fourth time since this second Coming out, under the Castle de la Latte. Immediately two Officers were sent away to fetch what we wanted; which they did the next Morning.

We lay there eight Days longer, waiting for an East Wind, nothing worth noting befalling us. That time we spent in flowing the Ship, which being too heavy upwards, could not carry much Sail, as we had found by Experience the Day we came out the second time.
PART I.

Containing the Passage from France to Chili.

The length, after having suffer'd much by the Weather, which was foul and contrary, the Wind came to E. by S. We immediately sail'd to pass thro' the great Channel between Rochedouvre and Guernsey, and by that Means to get into the Middle of the English Channel, to avoid the Enemy's Privateers, who us'd to infest the Coast of Bretagne. We pass'd thro' successfully during the Night, having, about Ten, had a Sight of Rochedouve about a League to the S. W. of us.

Some Hours after, we discover'd, by the Moon Light, a Ship which observ'd us narrowly. We immediately put up our Fights, and made ready to engage, being persuaded that it was a Jersey Privateer; but he durst not attack us, and fell aftern, so that before Day we had lost Sight of him.

The three Days following we saw several others, of whom we got clear without fighting, by our good working.

The East Wind, which blew very fresh, at length carry'd us out of the most dangerous Parts, and set us out of the Channel. In the Latitude of 40 Degrees we had a Gught of Wind aftern, from the North and N. N. E. which would scarce permit us to carry our Mizzen reef'd. The Mary not being able to keep up with us, we were oblig'd to drive without any Sail; and in that Posture we ran near three Leagues an Hour.

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During that Time, we discovered a small Ship, which we judged to be a Portuguese from the Island of Madeira; but the Sea ran too high, and we had too much Buisnees of our own, to go about to take Prizes. However, that Wind did us no other Harm, than breaking down our Lar-board Gallery; but on the contrary, caus'd us to make much Way. No sooner were we come into the Latitude of 32 Degrees, than we found a delightful Sea, and Trade-winds from the N. and N. E. which, without disturbing the Sea, drove us along with their agreeable Freshness, and caus'd us to rid much Way with great Ease.

After a stormy dismal Season, we enjoy'd the Pleasure of a fine Climate, and of fair serene Days, when we discover'd Land, towards the Evening, bearing S.E. and by E. about 15 Leagues distant. It was a fresh Satisfaction to us, to know we were near the Island of Palma Island, Palma; and more particularly to me, who, by my Reckoning, found myself at that Distance exactly; not that I ought to acribe that Exactness to my own Skill, it being the Effect of Chance and of the Calculation of the two first Lieutenants, who took Care to keep the Account by the Log; but because the rest, who knew I had never learnt Navigation, nor been at Sea, could not be persuaded, that, with a little Help of the Mathematics, a Man can do the same that those of the Profession do Mechanically, without being able to give any Geometrical Reason for the meanest of their Performances.

It is true, that four or five Observations of the Sun's Meridian Altitude, set us very right; ever since our coming out, we found our selves, for the most part, less advance'd than our Reckoning. I was of Opinion, that the said Error was occasion'd by the Division of the Log line, to which our Navigators use to allow only 41 Foot and 8 Inches from Knot to Knot, for the third Part of a League, making the Sea League to contain 15000
the South-Sea.

15000 French Foot; wherein they are grossly mistaken, if a Degree contains 57660 Toises, or Fathoms, and the Sea League 2853 of those of the Chatelet at Paris, as the Gentlemen of the Academy measured it, by the King’s Order, in the Year 1672; for, according to that Calculation, the League containing 17178 Foot, the Log-line ought to have, between every Knot, to answer the Half-minute Glass, 47 Foot, 6 Inches, and 7 Tenths. According to this Principle, the Knots being too short, I did not wonder that we made less Way than appear’d by our Reckoning; we could not but make one Ninth and one Fourth Parts, that is, about one Tenth less.

I was confirm’d in this Opinion on the 31st of January, when, having run about 100 Leagues since the last Observation, I found eight Leagues and one Third too much in the Reckoning, and others found more; but in the Proceed of the Voyage, I was sensible of the Uncertainty of the Log, which Experience and good Sense are to correct, according to the Manner of Casting it, and the Inequality of the Wind, which rarely continues in the same Degree of Force during the Interval of two Hours that the Log is not cast. The Setting of Currents unknown, is still another Cause of Uncertainty; so that it often happen’d, that the Log-table answer’d exactly with the Latitude observ’d; and at other times it fell out, that instead of retrenching, they were fain to add to it.

There were some alfo, who relying on their Reckoning, question’d whether it was really Land that had been seen on the Wednesday Evening; when on Thursday, the 4th of February, we again discover’d Land at E. and by S. which was not question’d to be the Island Hierro, or Ferro, by the Latitude observ’d, and our Run from the Island of Palma, which was very exact with the Distance between those two Islands.

Being sure of the Place we were in, we stood for the Islands of Cape Verde, with a gentle Gale at N. E. and N. N. E. which in three Days carry’d us to the Tropick,
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where the Calms began to make us sensible of extreme Heats. They lasted but three Days, being now and then mitigated by a little Freshness from the West to the South.

Flying Fishes. In those fine Climates we began to see Flying Fishes, which are as big as large Pilchards, or Herrings; their Wings are nothing but long Fins; they serve them to fly no longer than they are wet. We often took some of them that fell into the Ship, or on the Chains; they are delicious and well tasted.

Dorado's. The Enemies of these Fishes are the Dorado's, or Gilt-heads, who continually pursue them, and with such a Bait they are easily taken. They are so very greedy, that if a counterfeit Flying Fish be made with Linnen, or any such Thing, they suffer themselves to be deceive'd, tho' they bite at no other Bait. By that Means we took the first I ever saw, and I could never have done admiring their Beauty. On their Scales appears the brightest Lustre of Gold intermix'd with Shadowings of Azure, Green and Purple, than which nothing more beautiful can be imagin'd. The Taste of their Flesh is not answerable to that Beauty, tho' it is good enough, but somewhat dry.

Green Clouds. My Inclination to Painting caus'd me to take Notice under the Tropick, of some Clouds beautifully green at Sun-setting; I had never seen any thing like it in Europe, nor have I since seen any of so sprightly a delicate Colour.

In 21 Degrees, 21 Minutes Latitude, and 21 Degrees, 39 Minutes Longitude, West from the Meridian of Paris, we found the Sea very white, for the Space of five or six Leagues; and casting the Lead, found no Bottom at 40 Fathoms; after which, the Sea recovering its usual Colour, we suppos'd we had pass'd over some Shallow Place, which is not set down in the Charts.

For some Days we had a little fresh Air at N. W. which is not usual in those Parts; after which, the North and N. N. E. Gales brought us into the Latitude of 17 Degrees,
the South Sea.

Degrees, 40 Minutes, where we lay by a Night, knowing we were near the Islands of Cape Verde.

Accordingly, the next Day, being the 15th of Fe-Cape Verde, we discover'd a very high Land cover'd with Islands. Fog, and the next Day distinctly perceiv'd that it was the Island of S. Nicolas, and afterwards the Island of S. Lucy, which bore S. S. W. from us.

We flied about to have Sea-room at Night, and hav- light Sea. ing run eight Leagues N. E. and by E. we thought we saw Rocks by the Brightness of the Sea, which in those Parts glitters very much; that is, it is, during the Night, very light and sparkling, in case the Surface be never so little agitated by Fishes, or by Ships; so that the Ship's Way looks like Fire. I could scarce have believ'd this Effect of the Motion of the Sea-water, if I had not seen it, tho' I had before read the Accounts given of it by Physicians, particularly Robault, who also adds Reasons why it glitters more in hot Countries than elsewhere. However that is, we flied about, if I mistake not, on account of a Shoal of Fish, and ran 14 Leagues W. and by N. and about Three in the Afternoon, we perceiv'd, thro' the Mift, the Island of S. Lucy, to the Southward, about a League and half distant.

An Hour after, we discover'd that of S. Vincent, which we only knew by Gues, as well as the other Islands before-mention'd, because none of our Men had seen them on the North-side. Then it was that I became sensible of the Usefulness of the Draughts of Lands in the Latitudes where they are generally look'd for; however, this may be known by a low Land stretching out at the Foot of the high Mountains towards the N. W. by next the Island of S. Anthony, and by a little Sugar-Loaf Rock, which appears at the Mouth of the Bay, West of the Island, about two Cables Length from the Shore.

C Anchoring
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Anchoring at the Island of S. Vincent, one of those of Cape Verde.

UPON the Certainty of these Marks, we, at Six of the Clock, enter'd the Channel between the two Islands of S. Vincent and S. Anthony, with a fresh Gale at N. N. W. and N. and ran along within Musket-shot of the little Rock to gain upon the Wind; it is very clean. At that Distance we found 27 Fathom Water: They say there is a Passage next the Land, and that it has 17 or 20 Fathom Water. In turning that little Island, Ships are expos'd to great Squawls or Gusts of Wind, which come down from the Mountain at N. E. Some Ships of Monsieur du Guay's Squadron lost their Round-tops there, and among them the Magnanimous, which was oblig'd to put in.

See Plate I. At length we anchor'd in the Creek, in ten Fathom Water, the Bottom a fine Sand and Gravel, S. and by E. somewhat Easterly of the little Island, and East of the Star-board Point going in. At the same time the Mary came

Plate II. Page 10. explain'd in English.

The Plan of the Bay of the Island of S. Vincent, near the Coast of Africa, West of Cape Verde, in 16 Degrees 50 Minutes of Northern Latitude, facing the Island of S. Anthony.

Partie de l'Île de S. Vincent, Part of the Island of S. Vincent.
Marais, A Marsh.
Bois, A Wood.
Agade, The Watering-place.
Anle où l'on va pêcher, A Creek for fishing.
Ruisseau qui tarit, A Riverlet that is sometimes dry.
Terre balle, Low Land.
Échelle d'une lieue marine, A Scale of a Sea League.
Partie de l'Île de S. Antoine, Part of the Island of S. Anthony.
Vue de l'Île de S. Vincent, à O. S. O. A Prospect of the Island of S. Vincent, at W. S. W.