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978-1-108-06433-0 - The History of a Voyage to the Malouine (or Falkland) Islands: Made in 1763 and 1764,  
under the Command of M. de Bougainville, in Order to Form a Settlement there  
Antoine-Joseph Pernety  
Frontmatter  
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**The History of a Voyage to the Malouine (or Falkland) Islands**

After the French and Indian War, in which France and England had fought over the control of North America, the French government decided to send an expedition to the Falkland Islands, or Isles Malouines, with a view to founding a colony where the Acadians expelled from Canada could settle. Under the command of Louis-Antoine de Bougainville (1729–1811), the 1763–4 expedition claimed these islands for France and established a base at Port Saint Louis. This work, translated from French and first published in English in 1771, is an illustrated account of this endeavour by Antoine-Joseph Pernety (1716–96), a naturalist and writer who took part in the expedition. Notably, it contains the first description of the geological phenomena of the stone runs on East Falkland. The latter part of the work is a compilation of letters and notes pertaining to subsequent voyages to Patagonia and the Straits of Magellan.

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# The History of a Voyage to the Malouine (or Falkland) Islands

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ANTOINE-JOSEPH PERNETY



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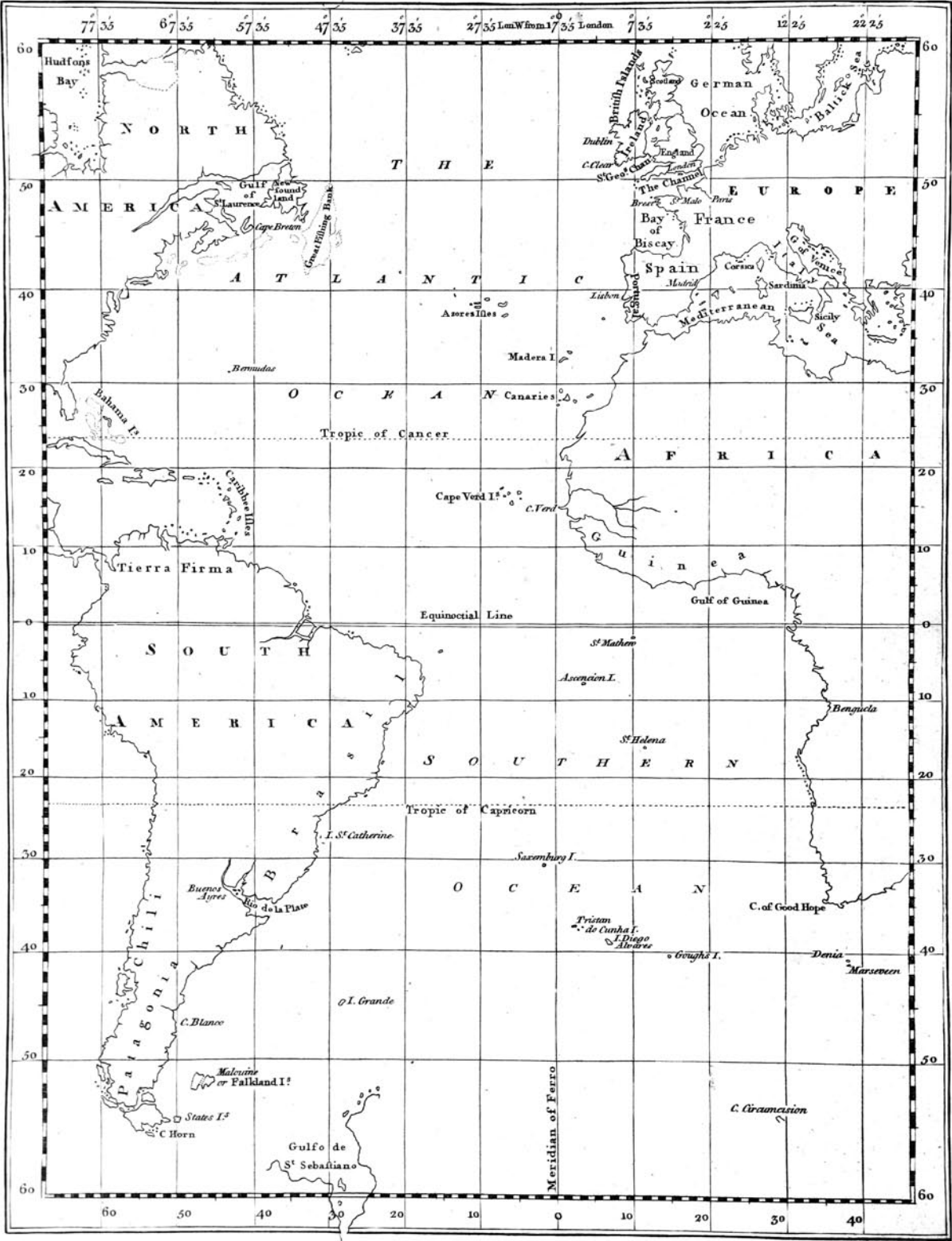
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*A Chart of the Atlantic and Southern Oceans.*

P. I.



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T H E  
HISTORY of a VOYAGE  
T O T H E  
Malouine (or Falkland) Islands,  
Made in 1763 and 1764,  
Under the Command of M. de BOUGAINVILLE,  
in order to form a Settlement there ;  
A N D O F  
Two Voyages to the STREIGHTS of MAGELLAN,  
W I T H  
An Account of the PATAGONIANS:  
Translated from Dom PERNETY's Historical Journal  
written in French.

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ILLUSTRATED WITH COPPER PLATES.

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## ADVERTISEMENT to the READER.

**T**HE Editor thinks it necessary to acquaint the Reader, that, in this translation of Dom Pernety's Journal, nothing has been omitted, but the detail of ordinary occurrences, which appeared common to every voyage. Whatever seemed in any view peculiar to this expedition has been retained.

In respect to the cuts and plans, some alterations and additions have been made. A general chart shewing the situation of Falkland's Islands in the Southern Ocean, which was not given in the original, is here inserted. Plans of the islands of St. Catherine, and of Buenos Ayres, are also added. The birds, fish, &c. are classed in their proper order, and placed at the end of the book with references to the page in which they are mentioned.

The Editor hopes the work will meet with the approbation of the public, as he has spared neither cost nor pains to make it useful and exact.

Note of the Translator omitted in page 242.

The Penguin here mentioned, is different from that which is described by our ingenious countryman Mr. Pennant, under the name of the Patagonian Penguin; and answers more exactly to the second species or lesser Penguin spoken of by that gentleman, and which is otherwise called, *Anser Magellanicus Clusii*, &c. It is probable that Don Pernety never saw the Patagonian Penguin, since he says nothing of it. The Reader will find an accurate account of the different species of this singular bird, in the 58th volume of the Philosophical Transactions, which contains Mr. Pennant's paper on that subject.

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T H E  
A U T H O R ' s  
P R E F A C E.

THE discovery and knowledge of the Malouine Islands has been looked upon as an object of so much importance, that the English, having been informed of the expedition we made there in 1764, thought it necessary to establish themselves in those islands, notwithstanding that we had already taken possession of them in the name of the crown of France. In preparing for this voyage, which excited the attention of all Europe, they took extraordinary precautions. Commodore Byron was employed on this expedition with two ships, the Dolphin and the Tamer frigate, under his command. The Florida was afterwards dispatched to carry them provisions of all kinds.

We had taken possession of these islands in the beginning of April, before the Dolphin was off the stocks, and we quitted them the 8th of the same month on our return to France, where we landed the 26th of June. The English did not sail till some days after. On the 4th of December they left Port Desire, and took their course towards the South of the supposed Pepys's Island, at 48 degrees South latitude, where they made several unsuccessful attempts for the discovery of that island. They were then obliged, as they observe p. 69. of the Voyage round the world in 1764 and 1765 on board the Dolphin, to abandon that research, being well persuaded of the impossibility of finding this supposed island.

The 22d of the same month (December) being in the Straights of Magellan, five leagues distance from Terra del Fuego, they observed a smoke rising in several places on the opposite coast, which is that of Patagonia. They steered towards it, and casting  
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anchor at about a mile from shore, saw distinctly men on horseback, who beckoned to them.

On approaching the coast there appeared manifest signs of fear in the countenances of those, who were going on shore in the boat, when they perceived at the water side men of a prodigious stature. The Commodore, animated with the idea of making a discovery relative to these Patagonians, the question of whose existence had for a long time furnished matter of conversation in England, was the first who leaped on shore, and was followed by his officers and seamen well armed, whom he drew up in a posture of defence. The savages, to the number of about 200, immediately ran up to them, looking at them with an air of the greatest surprize, and smiling at the disproportion in size between the English and themselves.

The Commodore made signs to them to sit down, which they complied with; and he put about their necks collars of enamelled beads, and ribbands, giving to each of them some such trifling ornament. Their size is so extraordinary, that even sitting they were almost as high as the Commodore when he stood upright. (p. 77.)

Their middle stature seemed to be about eight feet, and the highest above nine\*. The English did not use any measure to ascertain this; but we have reason, say they, to believe, the account we give rather falls short of, than exceeds, the truth. (p. 78.) The size of the women is as surprizing as that of the men, and the children are in the same proportions. The women wore necklaces and bracelets. (p. 79.) Their cloaths were made of the skins of Peruvian sheep, which covered their shoulders, and came down as far as their knees. The greatest part of them were on horseback, before we landed; but they alighted, and left their horses at some distance. The horses have the appearance of being

\* The Commodore is said, in the preface to the same Account, (p. 61.) to be six feet high. It must be remembered, that the English foot is near an inch less than the French standard foot.

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ing very swift, but their height is not in proportion to that of their riders, and they seemed besides to be in but indifferent condition. (p. 85.) They appeared to be of a mild and friendly disposition. (p. 83.)

Among the English was Lieutenant Cummins, whom the Patagonians seemed to regard with particular satisfaction, on account of his height, which was not less than six feet ten inches. Some of them clapped him on the back; but though this was intended only as a mark of their kindness, their hands fell so heavy upon him, that he staggered under the weight of them.

On the 23d of the same month, the English having advanced farther into the Straights discovered several savages, on the Island of Saint Elizabeth, who made signs to them to come on shore. Both the men and women were of middling stature, and well shaped. Their hair was black; their skin, which is naturally of an olive colour, appeared red, because they paint their bodies with a composition of reddish earth mixed with grease. They are clothed with the skins of sea-calves, otters, or Peruvian sheep, sewed together, so as to make one piece of about four feet and one half square. They wear caps made of the skins of birds with the feathers, and have also skins on their feet, which serve them instead of shoes. Some of the women had girdles also made of skins; but none of them wore caps; they were only distinguished by a necklace of shells. (p. 92.)

After having provided themselves with wood and water at Port *Famine*, the English sailed from thence the 5th of January 1765, and steering eastward, cleared the Straights, and saw land the 13th of the same month. The next day they entered a very commodious bay, within which were several small ones, and different harbours: to the third of these they gave the name of Port Egmont. The entrance to this bay is by the North; it is half a mile in width, and has from seven to thirteen fathom depth on a muddy bottom. (p. 121).

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The 23d of January, the Commodore took possession of all these islands in the name of the King of Great Britain, and left them the 27th, without having established any settlement there. These islands are situated in 51 degrees 21 minutes South latitude, and 66 degrees ten minutes West longitude. (p. 134). From hence they returned, coasting along to the Straights of Magellan.

It will appear by the particulars of this English account, and by those of my Journal, that we were acquainted with the Malouine Islands, and had formed a settlement there, near a twelvemonth before the two ships under the command of Mr. Byron had even discovered them. At the time even when these two vessels arrived there, Mons. de Bougainville was then returned; and having seen them from the port where he lay at anchor, set sail for the Straights of Magellan, where he met with them, as will be seen at the end of my Journal.

I have entered into the detail of this English expedition to the Malouines in order to convince the public of the incontestable right of the crown of France to the possession of them, in opposition to the injurious pretensions of the English.

I have also given a sketch of the account, which one of the officers of Mr. Byron's ship has printed concerning the giants of Patagonia, that the Reader might compare it with what is said of them in the extracts from the journals of the French Captains, who have seen and made a longer stay with these Patagonians than the English have. Such a comparison will prove to those who are incredulous, or who have too much vanity to suffer themselves to appear ignorant of what has never come to their knowledge, or, from the same principle, make a point of denying every thing they have not seen, that there exists, nevertheless, a race of men, the bulk and enormity of whose size may teach these unbelieving, vain, and self-conceited persons, to reduce their magnificent pretensions, and be contented to consider themselves as not the smallest among the race of dwarfs.

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The Streights of Magellan were little known. The accounts we had of it till this time, though many in number, were not to be depended upon; the observations were either deficient in exactness or in perspicuity. This has determined me to give those of our two French Captains, and a chart of the Streights, corrected according to their observations.

It may be conjectured, and indeed with great appearance of probability, that the Malouine Islands formerly made a part of Patagonia and Terra del Fuego, and that they were separated from them by violent earthquakes, which opened a passage for the sea through a cleft caused by the eruption, and formed in time the channel, by which those islands are divided from the continent. This conjecture is the more reasonable, as the Terra del Fuego took its name from the volcanos, which were supposed to have been seen there, and as at some distance from that part of the Malouine Islands, where we have made our settlement, the hills and vallies shew clearly, by the disorder of the beds of free stone, and the irregular heaps in which they lie, that this confusion is the effect of earthquakes. See what is said on this subject in my journal.

But what will astonish the Reader is, that a country so extensive as the Malouines should neither be inhabited by men, nor by any of those quadrupeds, which are commonly met with among the Patagonians; and that the small spider with long legs, which is called in France *Faucheuse*, and the little brown cricket called *Cri-cri*, which is also found in chimneys, are the only two insects we saw there. It is less wonderful, that we should not meet with any of the reptile species, as travellers assure us, that there are none to be found in the territory of Chily, which lies to the West of Patagonia, in the same parallel with the Malouine Islands.

Another motive, which induces me to believe, that the Malouines were originally joined to Patagonia, is, that there are no trees on them, and that the whole coast to the East of the Patagonians, and of Terra del Fuego, is without trees, to about 25 leagues

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leagues up the country. At that distance some trees begin to appear, but from thence to the sea side there is nothing to be found but shrubs and heath. It is the same on the Malouines. The discoveries which the English, who have settled more to the West, may make on that side, will give us more light into these particulars. The Spaniards, who have succeeded my countrymen in the Eastern settlement will inform us with regard to those parts.

The exactness of the plans and charts, as well as that of the figures of animals in the plates of my Journal, may be depended upon. The chart I give of the Rio de la Plata is the more interesting as it was taken with the utmost accuracy, and as it is the only one of that river, the navigation of which is so dangerous.

I N T R O.



[ vii ]

## I N T R O D U C T I O N.

**A**FTER the peace was concluded by a cession of all Canada on the part of France to England, M. de Bougainville, Knight of St. Louis, and Colonel of infantry, conceived the design of indemnifying France for this loss, if possible, by a discovery of the southern continent, and of those large islands, which lie in the way to it. A perusal of admiral Anson's voyage round the world fixed his ideas for finding the Malouine Islands, and determined him to make them the first object of his expedition, and to form a settlement there. He communicated his project to the ministry, who approved it. To carry it therefore into execution, M. de Bougainville caused a frigate and a sloop to be built at St. Malo at his own expence, under the directions of the Sieurs Guyot du Clos and Chenart de la Gyraudais, who were to have the command of them under him. But being desirous to make the execution of his design as advantageous as possible, and imagining that I might be of service to him in that respect, he proposed to me, just before he quitted Paris, to undertake the voyage with him. A few days after, I received the King's orders in a letter from the Duke de Choiseul, minister for the marine department, to embark with M. de Bougainville. I made my dispositions immediately for the voyage, and set off with him for St. Malo.

Those, who are acquainted with the situation of the Malouine Islands, will applaud the project of M. de Bougainville; but few people have heard of those islands, because they were almost unknown. Some navigators had seen them, but, I think, I may assert, that no one before ourselves had ever landed there, at least in the part where we did. For this reason it will be proper to give some idea of the discovery of them from the accounts given by authors of established reputation.

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Frezier, in his relation *du Voyage de la Mer du Sud*, printed in 4to, Paris 1716, p. 264, expresses himself thus: "If in this chart I have suppressed some supposed countries, I have added others which are real, in the latitude of 51 degrees, and to which I have given the name of *new Islands*; because they have been discovered since the year 1700, the greatest part of them by the ships of St. Malo. I have placed them according to the reports of the Maurepas and St. Louis, ships belonging to the India Company, which had a near view of them, and the latter even took in fresh water there from a pond, which I have marked near Port St. Louis. The water here was reddish and somewhat insipid, in other respects good for the sea. Both these vessels passed them in different parts, but the one which kept closest along the coast was the St. John Baptist, commanded by Doublet of Havre, who attempted to pass through an opening he saw towards the middle of them; but perceiving several small islands just rising to the surface of the water, he thought proper to tack about. This cluster of islands is the same which was discovered by Fouquet of St. Malo, and to which he gave the name of Anican, his owner. The routs I have traced will shew the bearing of these lands from the Straights of Le Maire, in her passage from which the St. John Baptist saw them, and from Statenland, which the two other ships had had a prospect of before they found it.

The northern part of these lands, which is here called the *the Coasts of the Assumption*, was discovered the 16th of July 1708, by Poré of St. Malo \*, who named it after the ship he sailed in. It was thought to be a new land, at the distance of about a hundred leagues east of the new islands I am speaking of; but I have

\* It appears that Poré was not acquainted with the situation of the coasts of the Patagonians, nor that of the new or Malouine Islands, or that he was mistaken in his point. These islands are in fact no more than 90 or 100 leagues distant from the Straights of Magellan; how then could they be at the distance of 100 leagues West of the coast of the Assumption, as it is called by Pore? If he had known the situation of the Malouine Islands, he would have seen clearly by the latitude and longitude of the coast he ran along, that it could be no other than the coast of those islands.

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have made no scruple of joining it with them, having convincing reasons to justify my opinion.

The first is, that the latitudes observed on the North and South of these islands, and the bearing of the known parts answer perfectly to the same point of reunion on the East side without leaving any space between them. The second, that there is no reason to imagine this coast lies eastward of the isles of Anican. For M. Gobien of the St. John, who was pleased to communicate to me an extract of his journal, supposes it to lie South of the river Plata\*; which account, taken strictly, will not admit of its being at a greater distance than two or three degrees eastward, that is to say, five and twenty or thirty leagues†. But the difference of computations is always a mark of uncertainty. The first time they saw this coast on their passage from Saint Catherine's to the Brasils, they reckoned it at 329 degrees; the second, in passing from the river Plata, where contrary winds obliged them to put in, after having tried to pass Cape Horn: they supposed it at 322 degrees, and according to some 324; following the charts of Peter Goos, the errors of which we have taken notice of, so that little regard ought to be paid to them. However, as they relied upon them, they thought themselves at a great distance from the Continent, and reckoning that they were too far eastward, ran three hundred leagues too far to West in the South Sea, inasmuch that they imagined themselves on the coast of Guinea, when they landed at Ylo. But the third and convincing

\* The supposition of M. Gobien, of the St. John, is false, in placing this coast of Assumption South of the river Plata. We were on shore there, as he was, and in the same place, according to Frezier's chart, and found it by our computation about 64 degrees and a half W. longitude from the meridian of Paris, and the mouth of the river Plata 56° 30'; which carries that part of the coast where M. Gobien and we landed eight degrees farther S. W. and answers nearly to the mistake attributed by the author of Admiral Anson's Voyage (p. 78.) to Frezier's chart in regard to the situation of the coast of Patagonia.

† If we place the coast of the Assumption three degrees farther to the West, it will be more conformable to our estimation, which makes our landing place four degrees, or thereabouts, more to West than it would be according to Frezier's chart, which is formed on the extract M. Gobien furnished him with from his own journal.

C.

## x INTRODUCTION.

convincing argument is, that we ought to pass to windward of this new land according to the longitude it was placed in, in the manuscript chart; and that it is morally impossible any ship could pass without seeing it, it being about 50 leagues in length from E. S. E. to W. N. W. No doubt therefore remains, that this was the northern part of the new islands, the western part of which will be discovered in time, but is yet unknown.

These islands are certainly the same, which were discovered by Sir Richard Hawkins in 1593, to the east of the uninhabited coast, and in 50 degrees latitude. He was thrown by a storm on an unknown land: he ran along the coast about sixty leagues, and saw fires, from whence he concluded the place was inhabited\*.

Hitherto these lands have been called Sebald's Islands, it being supposed that the three which go under this name in the charts were situated there at pleasure, for want of a proper knowledge of them. But the ship *L'Incarnation*, commanded by the Sieur Brignon of St. Malo, took a near view of them in fine weather in the year 1711, on her departure from Rio Janeiro. They are in fact three small islands † of about half a league in length, ranged

\* I do not know whether the islands, which Sir Richard Hawkins saw in 1593, to the East of the desert coast of Patagonia, in 50 degrees S. latitude, are the northern part of the new or Malouine Islands. We ran sixty degrees at least along the coast, as well as he, and saw no fire, or appearance of habitation, though we were very often at no greater distance than that of half a league or a league.

† At our landing we discovered three islands about half a league in length, pretty high, and forming a kind of triangle, agreeable to the account of Sebald's Islands. This resemblance in position and figure made us take them at first for Sebald's Islands; but we discovered near them several small flat islands, almost even with the surface of the water, of which no mention is made in the Sieur Brignon's journals, nor in those of other people, who speak of Sebald's Islands. A few hours after, having discovered other eminences, one behind another, we judged that these three islands were not Sebald's Islands, but some of the Malouines, which stand out before the principal one, and we found reason to confirm ourselves in this opinion. If these three islands were really Sebald's Islands, they would be about two leagues distance from land, or the principal island, and not seven or eight, as Frezier says." See the chart of our route along the coast. However, in the two voyages of the *Eagle* and the *Star Pink*, which have taken a later view of these three islands in their passage from the Malouines to the Straits of Magellan, the *Eagle* in 1765, and the *Eagle* with the *Star* in 1766; these vessels found no more islands than those three, and have since looked upon them to be Sebald's Islands.

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ranged in a triangular form, as they are represented in the charts. They passed at the distance of three or four leagues from them, and saw no land, though the weather was very fine, which is a proof that they are separated from the new islands by at least seven or eight leagues.

In the memorial presented to the *Compagnie des Indes* by the Sieur de Lozier Bouvet in the year 1735, soliciting their assistance in furnishing him the means of observing the countries discovered by Gonneville, he reports, among other advantages of the establishment they might form there after that observation, the opportunities of fixing an immediate commerce with the Spaniards of the river Plata and the Portuguese of Brasil. He even asserts, that the ships, in putting into the southern coasts, would steer very little out of their ordinary course for India.

By the establishment we have made on the Malouine Islands \* we have put the India Company, and all the French navigators in the most favourable situation for accomplishing these two objects. The Malouine Islands are not near so far to the South: the climate is much more temperate; they stand more convenient for the river Plata and the Brasils; more in the neighbourhood of Magellan's lands and Patagonia, with the inhabitants of which it would be so much the more easy to fix a commerce, as they are already acquainted with the Europeans by the traffic they carry on with the Spaniards.

Let us consider the situation of the southern lands discovered by Monsieur de Gonneville, a gentleman of Normandy. In 1503 he fitted out a vessel at Honfleur, and set sail in the month of June for the East Indies. After doubling the Cape of Good Hope, and meeting with a gust of wind, which was succeeded by calms, he thought of nothing but gaining some land, where he might recover the fatigues of the voyage. He had the good fortune to discover some, and called them the South Indies. He lay there six months, during which time he refitted, formed an

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intercourse

\* Since this journal was written, France has ceded the Malouine Islands to Spain.

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intercourse with the natives, and established himself so far in their confidence, that their King, Arosca, trusted his son Effomeric to him to make the voyage of France, on condition that he should bring him back in twenty months. Gonneville sailed from thence the third of July 1504 laden with the produce of the country. In the Channel he met with an English privateer, which took him, and carried him into Guernsey. This unlucky accident prevented his arriving in France till the year 1505; where he made his complaint and declaration to the admiralty at Honfleur. No advantage was made at that time of M. de Gonneville's discovery; who to make amends to Effomeric for not being able to keep his word with him, married him to one of his relations, and left him at his death half his fortune.

The Sieur Bouvet, who had some notion of this discovery, presented a memorial to the *Compagnie des Indes*, who fitted out two ships for him, the Eagle, and Mary, with which he sailed from l'Orient the 19th of July 1738. The 26th of November he got into 35 degrees South latitude and 344° longitude from the French meridian. Here he began to meet with fogs, which continued almost constantly while the two ships remained in company. They were often so thick, that the Eagle's crew could not discover the Mary at the distance of musquet shot; so that they had the greatest difficulty to keep together. The 3d of December, being in 39 degrees 20 minutes latitude, and 351 longitude, they began to discover some sea-weed, and more birds than ordinary, which made them imagine they were not far from land: they therefore took all the precautions necessary in such circumstances. The 5th, they found themselves in 42 degrees 40 minutes latitude, and 354° longitude. The 7th, in 44 latitude, and 355 longitude. The 10th, 44° latitude, and the first meridian, where several geographers place the nearest point of the Southern Continent. The 12th, they made 7 degrees longitude; the 15th, 48 degrees, 50 minutes latitude, which is equal to that of Paris, in 7° longitude. Here they saw ice, which they looked upon as a certain indication of land. They even observed a  
change



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change in the colour of the sea, and saw a great number of Puffins, and other birds, several of which flapped their wings, like land birds. They perceived Penguins also, an amphibious bird, a description of which is given in my journal. In proportion as they got farther to the South, the ice increased. The 16th they saw Penguins again, and a sea wolf; the fogs and ice prevented their rising to the 54th degree of latitude before the last day of December. At length, on the first of January, about three in the afternoon, they discovered a high land, covered with snow, and very foggy, which they took for a large head-land, and called it *Cape Circumcision*. It lies, according to the account of the Sieur Bouvet, in 54 degrees South latitude, and from 27 to 28 degrees longitude from the French meridian. The 6th, they saw a prodigious quantity of birds, of a very fine white, and of the size of pigeons: they thought they saw land at the distance of one or two leagues. The next day they perceived a new land, nearly North North East of Cape Circumcision. They continued in search of it till the 9th, at four in the morning, when the weather being fair and the fog gone off, they found that the supposed land was nothing more than a mist.

From the time they came within sight of land, they had reaped no other benefit from it than that of concluding, that it extended from eight to ten leagues E. N. E. and from six to seven leagues East. They had not been able to discover even, whether what they saw was an island, or whether it made part of the Continent. At length the bad weather came on, the season was advanced, and the crew were in a bad state of health. All these considerations induced M. de Lozier Bouvet to take the resolution of going to see for some place to put in at, which might be more easy and more convenient for their landing. He took his course with a view of finding the place where Gonneville had landed; which, according to the account of it, is situated in a latitude equal to that of some of the provinces of France. The most northern lie in 51 degrees, which is the latitude of the Malouine Islands. He made therefore for the parallel from 51 to 52, and  
passed

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passed it with the same inconveniencies, without reaping any kind of advantage. They reckoned themselves in  $51^{\circ}$  longitude, when they were really in  $55^{\circ}$ , as they found on landing at the Cape of Good Hope. They kept the Cape to the North of them, and continued that course till the 5th of February, when the two vessels separated, the Mary steering for the Cape with M. Bouvet, and the Eagle for the isle of France with Mr. Hay.

M. Bouvet left the Cape of Good Hope the 31st of March, on his return to France, and in his route saw Trinity Island in  $351$  degrees longitude from the meridian of Teneriff, and  $348^{\circ} 30'$  from the French meridian, 20 degrees 20 minutes latitude. He likewise saw the isle of Ascension, which he places in 349 degrees longitude. He says, that Trinity Island is, without that name, very well described by the *Flambeau Anglois*. After we had got says M. Bouvet, within gun shot of this island, we saw three-fourths of it distinctly. It is properly speaking, nothing more than a rock inaccessible on all sides. There are four little islands between 8 and 9 leagues East of it. Oliver de Noort, who had the command of four Dutch ships in 1599, followed this parallel of 20 degrees 20 minutes from this island as far as the coast of Brazil, and found no other in his course. This has made it imagined, that what is called Martin de Vaz's Island, and the Island of Ascension are the same with Trinity Island\*, which goes under these three different names. We have been more fortunate in our enterprize than M. Bouvet was in his. The settlement we made at the Malouine Islands would answer all the purposes of that he designed to make on the Southern Continent,

if

\* What M. Bouvet says here of Trinity Island is very conformable to what we saw near the island of Ascension, which is recounted in this journal, on 27th April 1764. But though their situation in respect of latitude does not differ more than 12 minutes, the longitude is absolutely different; since, according to his estimation, Trinity Island is at 348 degrees 30 minutes from the French meridian, which answers to about 10 degrees from the meridian of Paris. While we were reconnoitring the island of Ascension, I estimated its situation at 32 degrees 25 minutes from the latter meridian. It should follow from thence that Trinity Island and the Island of Ascension are really distinct from each other; which is contrary to the opinion of several navigators.



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if the India Company's ships would take their route by the South Sea to China, the Philippine Islands, &c. and for the South Sea trade. The author of Anson's Voyage expresses himself upon this point in the following manner, page 54 & seq. 4to edition, printed for Charles Anthony Jombert. "I have proved above, that all our future expeditions to the South Seas must run a considerable risque of proving abortive, whilst we are under the necessity of touching at Brazil in our passage thither; an expedient therefore, that might relieve us from this difficulty, would surely be a subject worthy of the attention of the public." We may add, that this port is too far from the nearest that can be found in the South Sea to be of sufficient advantage. We put into St. Catherine's as well as Admiral Anson: we had not indeed, like him, reason to complain of the reception we met with; on the contrary, we owe our acknowledgements to the Governor, as will be seen in this journal; but the other inconveniences of this harbour are such as he has reported them. The unhealthy air and perpetual fogs, which are found there, are enough to create a disgust.

"The best method of effecting this, (says the same author) would without doubt be by a 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. And we have in reality the imperfect knowledge of two places, which might perhaps, on examination, prove extremely convenient for this purpose: the first of them is Pepys's Island\* in the latitude of 47 degrees South, and laid down by Dr. Halley about eighty leagues to the eastward of Cape Blanco, on the coast of Patagonia; the second is Falkland's Isles in the latitude of 51° † nearly South of Pepys's Island. The first of these was discovered

\* In the second voyage to the Malouines M. de Bougainville endeavoured for several days, without success, to find this supposed Pepys's Island: the same attempt was made in the third voyage, and proved equally unsuccessful.

† *Note of the translator.* The original English says 51°  $\frac{1}{2}$ . The rest, there being no very material difference, is copied verbatim from the original.

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 as the shore is either rocks or sand, it seems to promise great plenty of fish."

This reasoning appears to be merely conjectural, and very boldly advanced on the part of Captain Cowley. It is easy to convince one's self of this by reading his relation, since he says in so many words, that *the bad weather hindered his landing there, he not having been able to put his longboat to sea*. If then he really did see it, it was only in his passage, as many navigators have a multitude of other islands and continents, which are still unknown to us, as well in respect to the quality and productions of the soil as to the real situation of their coasts. Since this captain did not go on shore there, how could he know, that it is a good place to water at? Perhaps there is no fresh water. As to wood, we have been deceived by appearances in running along the coast of the Malouines: we thought we saw some, and after landing, these appearances vanished into cornflags, a sort of rush or plant with long, flat, strait leaves, which grows on a hillock of three feet in height at least, and the leaves clustering together form, as they rise from the hillock, an eminence of six or seven feet. See the extract from the Sieur Alexander Guyot's journal at the end of this work.

"The second place, or Falkland's Isles, (proceeds the Admiral) have 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*. Woods Rogers, who ran 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 with woods and harbours (see what we have said in relation to this in the preceding paragraph). Either of these

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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 for proper 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 expence, by a vessel fitted out on 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 so near Cape Horn. The Duke and Duchefs of Bristol were but thirty-five days from their losing sight of Falkland's Isles to their arrival at Juan Fernandez 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 Fernandez, and back again in little more than two months."

If Woods Rogers only ran along the North East coast of Falkland's or the Malouine Isles, how could he know, that they did not extend more than about two leagues? We ran along only one side of the coasts of the principal island and found that it extended more than three degrees from East to North East. It is true, we observed, that it is composed of eminences with gentle descents from one to another, but the ground did never appear to us to be covered with wood, although we steered close along the shore : we even doubted if there was any there, not having been able to find it during the stay we made in all the three voyages.

D A N