

limpets and periwinkles, and small oysters, growing on rocks, which were very sweet. All the stones here were of a rusty colour, and ponderous.

CHAP. 7.

1699.

August.

NW Coast  
of New  
Holland.

‘ On an Island three or four leagues distant, we saw a smoke, which we took for a sign of inhabitants, and consequently that fresh water was there ; but consulting with my officers, we all agreed to depart from hence.’

‘ The 23d, at five in the morning, we weighed and stood out with a land wind. By nine we had the sea-breeze strong, which increasing, made us take in our topsails. At noon, it began to abate.’

23d.

‘ We coasted along shore with sea and land breezes. In the night there was little wind, and we caught good store of fish with hook and line, as snappers, breams, old wives, and dog-fish: when these last came, we seldom caught others. We caught also a monk-fish, of which I brought home a drawing\*. We had soundings about 20 fathoms ; but on the 26th, being about four leagues off shore, they gradually shoaled to 14 fathoms ; and presently after, as I was edging in towards the land, decreased almost at once till we had but five fathoms. We steered out and deepened our water, and at about four leagues and a half from shore had ten fathoms. I then steered away ENE, as the land lies here, with even soundings.’

26th.

‘ The next day (the 27th,) we had 20 fathoms, and were out of sight of land till the afternoon, having then 16 fathoms. The latitude this day was  $19^{\circ} 24'$  S ; longitude East from *Shark's Bay*  $6^{\circ} 11'$ . Variation  $5^{\circ} 18'$  W. Ever since we left *Shark's Bay* we have had fair clear weather. The wind this afternoon was North and we steered E b N, which is a point in on the land ; but we decreased our soundings quickly to seven fathoms, and therefore tacked and stood off; but the wind soon coming round to NW, we again tacked, and steered NNE.’

27th.

‘ The

\* Given in Vol. III of *Dampier's Voyages*. Plate opposite to p. 141.

## PART II.

1699.

August.

30th.

' The 28th, we saw no land, and had depth from 20 to 40 fathoms. Saw many water snakes, and some whales.'

' The 30th, being in latitude  $18^{\circ} 21' 8''$ , we made the land again, on which we saw many great smokes. At four in the afternoon, I anchored in eight fathoms, clear sand, about  $5\frac{1}{2}$  leagues from the shore. I sent a boat to sound, and the depth was found to decrease gradually to six fathoms at two miles from the shore. This evening the moon was eclipsed.'

31st.

' The 31st, betimes in the morning, I landed with ten or eleven men, armed, to search for water. When we came near the shore, we saw three tall naked black men in a sandy bay ahead of us: but as we rowed in, they went away. When we landed, I sent the boat with two men in her to lie a little from the shore, while the rest of us went after the three black men who were now got on a small hill about a quarter of a mile from us, with eight or nine men more in their company. They seeing us coming, ran away. When we came to the top of the hill we saw several things like haycocks standing in a savanna or plain, about half a mile from us, which we at first thought were houses of the natives; but we found them to be so many rocks. We searched about, but could find no water, nor houses, nor people; so we returned to the place where we had landed, and there dug for water.'

' While we were so at work, the natives came to a small hill a little way from us, where they stood making a great noise, menacing and threatening us. At last one of them came towards us, and the rest followed at a distance. I went out to meet him, making all the signs of peace and friendship that I could: but when I came within fifty yards of him, he ran away: neither would any of them stay for us to come nigh them. At last I took two men with me, and went along by the sea side purposely to catch one of them if I could, that we might learn where they got fresh water. There were ten or twelve of the natives, who seeing three of us going from the rest of our men, followed

CHAP. 7.  
1699  
August.  
NW Coast  
of New  
Holland.

followed us at a distance. But there being in part of the way a sand-bank between us and them that they could not then see us, we made a halt. They knew we must be thereabouts, and being three or four times our number, thought to seize us. So they dispersed themselves, some going to the sea-shore, and others beating about the sand hills. We knew by what we had seen of them that we could easily out-run them; so a nimble young fellow that was with me, seeing some of them near, ran towards them, and they for some time ran away. But finding he was overtaking them, they faced about and fought him. He had a cutlass, and they had wooden lances, with which they were too hard for him. I discharged my gun to scare them, but avoided shooting any of them, till finding my young man in great danger, and that they despised the noise of the gun, tossing up their hands and crying *pooh, pooh*, and coming on afresh with a groat noise, I thought it high time to charge again, and shoot one of them, which I did. The rest, seeing him fall, made a stand; and my young man took the opportunity to disengage himself and come off to me. I returned back to the boat, designing to attempt the natives no farther, being sorry for what had already happened. They took up their wounded companion: and my young man, who had been struck through the cheek by one of their lances, was afraid it had been poisoned; but he soon recovered of it.

‘ Among these New Hollanders, one who seemed to be a kind of prince or captain, was painted with a circle of white about his eyes, and down his nose, which added much to his natural deformity; for they were all of them the most unpleasant looking and the worst featured of any people I ever saw.’

‘ These new Hollanders are probably the same sort of people as those I met with on this coast in my Voyage round the World; for they were much the same blinking creatures, with the same black skins, frizzled hair, tall and thin persons, as those were.’

See p. 260.

## PART II.

1699.

NW Coast  
of New  
Holland.

‘ My men dug eight or nine feet deep, yet found no water. The tide runs very swift here, and rises and falls about five fathoms up and down. The flood runs SEbS till towards the last quarter, and then sets right in towards the shore, which here lies SSW and NNE. The ebb runs NWbN. By the strength and course of the tides hereabouts, it should seem that if there be a passage through Eastward to the great *South Sea*, one might expect to find the mouth of it somewhere between this place and *Rosemary Island*.’

‘ The land hereabouts is much like that part of *New Holland* I formerly described ; low, but with a chain of sand hills to the sea, that allows nothing to be seen of what is farther inland. At high water, the coast shows very low. At low-water mark the shore is all rocky, so that there is then no landing ; but at high water, a boat may go over the rocks to the sandy beach which runs all along on this coast. The land for 5 or 600 yards from the sea is dry and sandy, bearing shrubs, with blossoms of different colours, most of them very fragrant. Some had fruit like peascods, in each of which there were just ten small peas ; I opened many and found in them no more nor less. Here are also a sort of beans I saw at *Rosemary Island*. The land farther in, so much as we saw of it, was plain and even, partly savannas, partly woodland. Here are a great many rocks in the large savanna we were in, which are five or six feet high, and round at the top like a haycock, very remarkable ; some red and some white\*.’

‘ Some

---

\* The Dutch Ship *Batavia* was wrecked on the *Abrolhos Shoal* of *New Holland*, in June 1629. The Captain, Francis Pelsart, with some of his men, went afterwards in a boat along the coast of the main-land Northward. In latitude  $25^{\circ} 40'$ , they describe the coast to lay NE. As they pursued their course in that direction, they found the coast one continued rock of a red colour. In  $22^{\circ} 17' S$  latitude, they remarked the barren appearance of the land, ‘ *ou ils ne voyoient que de grands tas de fourmils ; mais si grands, que l'on les auroit pris de loin pour des maison's d'Indiens,*’ i. e. on which they saw only ant hills ; but so high, that they might



‘Some of my men saw two or three beasts like hungry wolves, and lean like so many skeletons. Among the land fowls, we saw plenty of small turtle doves, plump, and which were very good meat. The sea here is plentifully stocked with large whales, but not to compare with the vast whales of the Northern seas.’

CHAP. 7.

1699.

‘We got from a well we dug, a few casks of water not fit to drink, but which we took on board to boil our oatmeal with, whereby we might save the remains of our other water. My men growing scorbutic for want of refreshments, and not finding any good fresh water here, I resolved to leave this coast, and accordingly we put to sea the 5th of September. We were not far distant from the place I anchored at in my Voyage round the World, but the shoals on the coast would have made our going there very tedious. I therefore edged off to sea, and on the 7th we saw no land. We had soundings however at 26 fathoms, though at one time before, we had deepened our water to 30 fathoms. Our latitude this day was 16° 9' S, longitude 8° 57' E from *Shark's Bay*. Variation 2° 7' W. We saw here two water snakes, one long, but small; the other as big as a man's leg, and with a red head.’

September.

p 259.

Departure  
from the  
Coast of  
New  
Holland.

‘The 8th we were in latitude 15° 37' S., Longitude from *Shark's Bay* 9° 34' East. Had soundings at 26 fathoms, coarse sand. From here we shaped our course for *Timor*. We observed small white clouds which was a sign of the approach of the NNW monsoon; the wind had been changeable, and this day it blew faintly from SW by W; the clouds also thickened in the NW.’

8th.

‘The 10th, we saw a small low sandy Island, the same I had seen in my former voyage, but my account then made it in 13° 50' S. At noon, this day, we were within a mile of it, when by

Low sandy  
Island.

See p. 258.

might have been taken for houses of the Indians. *Relation de divers Voyages curieux, 1<sup>re</sup> partie.* What Pelsart took to be fourmils were probably rocks of the same kind as those which were remarked by Dampier.

PART II.  
1699.

by a good observation I found it to lie in  $13^{\circ} 55' S$ . Longitude from *Shark's Bay*  $10^{\circ} 55' E^{*}$ .

September.  
At Timor.

' The 14th, we made the coast of *Timor*, near the middle of the South side of the Island; on the 22d we anchored near the Dutch Fort *Concordia* in *Copang Bay*; and in October went to *Laphao*, a Portuguese settlement on the North side of *Timor*†.'

### *The Voyage to New Guinea.*

1700.  
January.

' THE Ship being refitted and furnished with provisions at *Timor*, on December the 20th, we sailed for *New Guinea*, [the Western coast of] which land we first descried on new year's day, 1700. It appeared high, and the next day we saw several high Islands near the coast, which here lies along ESE and WNW. The land though high, is even, and well clothed with tall flourishing trees. We ran to the Westward of four mountainous Islands. When off at sea we had commonly clear weather; but near land we had some tornadoes; and black clouds hovered over the land.'

Fresh Water  
Bay.

White  
Island.

' The 7th, the Boatswain went on shore with the seine, and at one haul caught 352 mackarel and about 20 other fish. The next day, we anchored about a mile from the mouth of a river, in 25 fathoms; here we filled all our water casks, and caught some pike fish. We sailed from this which we called *Fresh Water Bay* on the 10th, and passed out by a white Island, which I so named for its many white cliffs. This Island is in latitude  $3^{\circ} 4' S^{\ddagger}$ .

' We

\* This joined to Dampier's former reckoning, makes the longitude of *Shark's Bay*  $11\frac{1}{2}^{\circ}$  West of the West end of *Timor*.

† Dampier has given a large description of the Island *Timor*, and of the Dutch and Portuguese Settlements there.

‡ In Lieutenant Mac Cluer's chart of his track in the *Panther* in 1790-1, *White Island* is placed in latitude  $2^{\circ} 58' S$ .





' We plied up against Northerly and NW winds, and against currents, to get to the Northward, passing many small Islands and dangerous shoals, and occasionally anchoring to take on board fresh water and wood. Among the Islands at which we anchored, one, in latitude  $2^{\circ} 43' S$ , was called by the natives *Pulo Sabuda*. They were a tawny people with long black hair, and in their manners differed little from the Mindanayans. We continued to ply Northward without any thing remarkable occurring till the 4th of February, when we came to the NW Cape of *New Guinea*, by the Dutch called *Cape Mabo*\*. This part of *New Guinea* is high land, covered with tall trees; but the Cape itself ends in a low sharp point, and on either side of it there appears another such point at equal distances. Off the *Cape* is a small woody Island, and there are many Islands of different sizes to the North and NE of it. We tried soundings at three leagues from the shore, but found no ground.'

CHAP. 7.

1700.

January.

Coast of  
New  
Guinea.Pulo  
Sabuda.February  
4th.

Cape Mabo.

' We passed the *Cape* in the afternoon, and stood over to the Islands, the wind Easterly. By the next morning we had got five or six leagues to the Eastward, and I sent a boat to one of the Islands, which at her return brought on board such a cockle as I formerly found near *Celebes*, the meat of one of which would suffice seven or eight men, and was wholesome good meat. They saw many more at an Island to which they had been, which for that reason I named *Cockle Island*. At one o'clock, afternoon, the tide setting Westward, we anchored in 35 fathoms, coarse sand. Being nearest to *Cockle Island*, I sent boats there to cut wood and to fish. At four, a breeze springing up at SSW, I made a signal for the boats to return. They brought back some wood and a few small cockles, none of them exceeding ten pounds in weight, whereas the shell of the great one weighed 78 lbs.; but it happened to be high water and they could not get at the bigger ones. They also brought on board pigeons,

5th.

Cockle  
Island.

\* Schouten marked the Eastern Cape of *Gilolo* with the name of *Maba*.

- PART II.** pigeons, of which we found plenty in all the Islands in these seas, and also large bats.'
1700.  
February. 'At four in the afternoon, we weighed anchor. The next day, at a small woody Island about two leagues from us, I found the greatest number of pigeons I ever saw either in the East or West Indies, We got here cockles enough for all the ship's company; but having no shot with us, we could kill no pigeons. The flood tide here sets West; and the ebb, which is faint and of small continuance, East. And so we have found it ever since we came from *Timor*. Being now to the North of *New Guinea*, we find the trade-wind at East.'
- 6th. Pigeon Island.
- 7th. 'The 7th in the morning, I sent a boat to *Pigeon Island*, which returned with 22 pigeons and some large cockles. They brought also one empty shell that weighed 258 lbs. This evening we anchored near an Island which I named *King William's Island*. It is clothed with woods, among which were tall and straight trees fit for any use.'
- 8th. 'The 8th, an hour after noon, we weighed and stood Eastward between *King William's Island* and the main land of *New Guinea*. There were shoals and small Islands between us and *New Guinea* which caused the tides to set very inconstantly. We found the flood setting Eb N, and the ebb W b S.'
- 9th. 'The 9th, we plied Eastward all day between the main land and small Islands. The next morning we had hard rain, and saw many shoals of small fish. We lay becalmed off a pretty deep bay of *New Guinea*, about 12 or 14 leagues wide and 7 or 8 deep; *Cape Mabo* bearing from us SW b W  $\frac{1}{2}$  W distant seven leagues.'
- 'From our passing *Cape Mabo*, to the 12th, we had small Easterly winds and calms, so that we often anchored and got not in all that time above 30 leagues to the Eastward of *Cape Mabo*. On the 12th, at four in the afternoon, a small gale sprung up at NE b N, with rain. At five it shuffled about to NW, from thence to the SW, and continued between those two points,



CHAP. 7.

1700.

February.

Coast of  
New  
Guinea.Little  
Providence  
Island.

points, a pretty brisk gale; so that we made sail and steered away NE till the morning of the 13th to get about the *Cape of Good Hope*\*; after which we steered more Easterly.'

'We had much rain. At eight in the morning of the 14th, the weather cleared up. We were about six leagues from the coast of *New Guinea*, which appeared very high. We saw two headlands about 20 leagues asunder, one to the East, the other to the West, which last is called the *Cape of Good Hope*. We found variation 4° East.'

'The 15th, at two in the morning, the wind, which had been at NW, flew about at once to the SSW, and it rained very hard. The wind after some time settled at WSW, and we steered ENE for fear of coming too near to *Schouten's Island*, till three in the morning, when the wind and rain abating, we steered E  $\frac{1}{2}$  N. Presently after, it being a little clear, the man at the bowsprit end called out "Land on the starboard bow." We looked out, and saw it plain; and sounding, had but 10 fathoms, the bottom soft. We stood off from this land, and deepened our soundings. When it was daylight, we were about five leagues distant from the land we had seen, which was a small Island, pretty high. I named it, *Providence*†, because it was by mere providence that we missed running upon it. To the Southward of this is *William Schouten's Island*, which is high and about 20 leagues long. This morning we saw many trees and logs floating, which probably came out of some great river.'

'On the 16th, we crossed the line. The 23d, we saw a snake in the water furiously assaulted by two fish in shape and size like mackarel, and of a yellow greenish colour. The snake swam from

---

\* Meaning the Cape of the Main land of *New Guinea*.

† In Dampier's Chart two small Islands are laid down, with the names *Great Providence* and *Little Providence*, near the NW part of *Schouten's Island*, but only one is mentioned in his Journal. In W. Schouten's Chart likewise, two small Islands are laid down near the NW part of *Schouten's Island*, and only one is mentioned in the Narrative of Le Maire and Schouten's Voyage. See Chart in Vol. Ild, opposite to p. 419.

**PART II.** from them keeping his head above water; the fish snapped at  
 1700. his tail, but when he turned to wards them, they would withdraw.

February. He defended himself, swimming away at a great rate till we  
 lost sight of them.'

25th. ' The 25th, in the morning, we saw an Island to the Southward  
 of us, at about 15 leagues distance \*. We steered for it, supposing  
 it to be that which the Dutch call *Vischer's Island*; but finding  
 Matthias it otherwise, I called it *Matthias Island*, it being that Saint's  
 Island. day. This Island is mountainous and woody, with spots of

26th. land which seemed to be cleared. The next day at noon, we  
 were fair up with another Island seven or eight leagues farther  
 Eastward. I intended to have anchored at its SE side: but the  
 Squally tornados came on so thick and hard that I would not venture  
 Island. in. This island is pretty low, and cloathed with wood. It is  
 two or three leagues long, and a mile distant from it to the SW,  
 is another Island, small, low, and woody; and about a mile in  
 circuit. Between them runs a reef of rocks which joins them.  
 The biggest, I named *Squally Island*.'

' We could not anchor here, so I stood Southward to make  
 the mainland. At five in the afternoon, we saw land which we  
 took for *Cape Salomon Sweet*, bearing SSE 10 leagues. We  
 Salomon passed many floating trees this afternoon.'

27th. ' The next morning, as soon as it was light, we steered ESE as  
 Land supposed to be the Eastern part of New Guinea. the land lay, being distant from it about seven leagues. We  
 passed by many low woody Islands which lay between us and  
 the mainland. Our latitude 2° 43' S. Variation here 9° 50' E.'

28th. ' The 28th, we had tornados, and during the night had  
 much lightning with fair weather. This morning we left a  
 large high Island on our larboard side, called in the Dutch  
 draughts *Vischer's Isle*, which is about six leagues from the main-  
 Vischer's land. Seeing many smokes on the mainland, I steered towards  
 Island. it.

---

\* Dampier's track Eastward from *Schouten's Island*, was to the North of the  
 Islands which Schouten called the 25 Islands, and which late navigators have  
 named the *Admiralty Isles*.

CHAP. 7.

1700

February.

Natives.

it. The land here is high and mountainous, with tall flourishing trees. The sides of the hills had many large plantations, and patches of cleared land. I was desirous to have some commerce with the inhabitants, and as we drew nigh the shore we saw first one proe, soon after, two or three more, and at last a great many boats, 46 in all, came to us from all the adjacent bays. When they were near enough, they spoke to us, though we could not understand them. They made signs for us to go to the shore; and as the weather looked well, I endeavoured to get into a bay ahead of us; but we had been lying to, and by that means had drifted so far to leeward, that it was now difficult to get in. The natives lay round us in their proes, to whom I shewed beads, knives, and glasses, but no one of them ventured near enough to receive any thing from us; therefore I threw to them a knife fastened to a piece of board, and a glass bottle corked up with beads in it, which they took up, and seemed well pleased. They often struck their left breast with their right hand, and as often held up a black truncheon over their heads, which we thought was a token of friendship; wherefore we did the like. When we stood in towards their shore, they seemed to rejoice; but when we stood off, they frowned, yet kept us company in their proes, still pointing to the shore. About five o'clock, we got within the mouth of the bay, and tried for soundings several times, but had no ground, though we were within a mile of the shore. The bason of this bay was above two miles within us, into which we might have gone; but as I was not assured of anchorage there, so I thought it not prudence to run in at this time, it being near night, and seeing a black tornado rising in the West, which I most feared: besides, we had near 200 men in proes close by us, and the shores were lined with men from one end to the other. What designs they had, we knew not; but we got our arms ready, to prevent treachery. At last I resolved to go out of the bay again, which when the natives in their proes perceived, they began to

Slinger's  
Bay.

## PART II.

1700.

fling stones at us as fast as they could, being provided with engines for that purpose, wherefore I named this place *Slinger's Bay*. But at the firing of one gun they were all amazed, drew off, and flung no more stones. They got together, as if consulting what to do, for they did not make in towards the shore, but lay still, though some of them were killed or wounded; and more of them had paid for their boldness, but that I was unwilling to cut off any of them.'

March  
1st.

'The next day, we sailed close by an Island where we saw many people, and some canoes came towards us, but they could not overtake us. In passing by the SE point, we tried for soundings within a mile of the sandy bays, but had no ground. About three leagues Northward of the SE point, we opened a large deep bay, well sheltered from WNW and SW winds. There were two other Islands to the NE of it, which secured it against NE winds; one of them was small and woody; the other was a league long, and full of cocoa-nut trees. I could not get into the bay because of the flaws which come from the high land over it, and as night was coming on, I bore away to see if we could get anchoring on the East side of the small Island; but when we came there, we found the Island too narrow to afford shelter, therefore we passed the night between that and the greater Island, designing to try for anchorage next morning.'

Gerrit  
Denijs  
Island.

'In the evening, three canoes came to us, and one of them came along side. She had three men in her, who brought five cocoa-nuts, for which I gave each of them a knife and a string of beads, to encourage them to come again.'

2d.

'The next day we were kept from the great Island by violent gusts of wind.'

'On the 3d of March, being five leagues to leeward of the great Island, which in the Dutch draughts is called *Gerrit Denijs*, we saw the mainland, and another great Island to leeward of us about seven leagues distant, for which we bore away.

away. *Gerrit Denijs Isle* is high, mountainous, and woody. The bays by the sea side are well stored with cocoa-nut trees, and we saw small houses there. The Island appeared very populous, and the sides of the hills were thick set with plantations. The natives are very black; they are strong and well limbed, have great round heads, and hair naturally curled and short, which they shave into several forms,\* and dye of diverse colours, as red, white, and yellow. They have broad round faces, with great bottle noses, yet agreeable enough, except that they disfigure themselves by painting and wearing great things through their noses as big as a man's thumb and about four inches long. They have also great holes in their ears wherein they stuff such ornaments as in their noses. They are dexterous and active in their proes, which are ingeniously built; but we saw neither sail nor anchor in any of them, though most of the Eastern Indians use both. Their weapons were lances, swords, slings, and bows and arrows. The people that came to us in *Slinger's Bay*, are in all respects like these. Their speech is clear and distinct. The words they used most, when near us, were *Vacousee Allamais*, pointing then to the shore. Their signs of friendship are either a great truncheon, or bough of a tree full of leaves, put on their heads; and often striking their heads with their hands. The Island *Gerrit Denijs* is of no regular figure, but is full of points shooting forth into the sea. The middle of the Island is in latitude 3° 10' S.

CHAP. 7.

1700.

March.

Gerrit  
Denijs  
Island.The Natives  
described.

' The next day, having a fresh gale, we got under a high Island which is called in the Dutch draughts *Antony Kaan's Island*. It lies in latitude 3° 25' S, is woody, and full of plantations. By the SE part are three or four small woody Islands, one of which is high and peaked, the others low and flat. To the North is another Island of indifferent height, and larger. We passed between this and *Antony Kaan's Island*, and tried for soundings within a mile of the shore, but found no ground. Many canoes came about us, and made signs for us to go to their

4th.  
Antony  
Kaan's  
Island.



## PART II.

1700.

March.

their land. At the NE point of *Antony Kaan's Island*, we found a strong current setting to the North West, by which we were driven towards the Island to the Northward. At this time three natives came on board, to whom I shewed nutmegs; and by their signs, I guessed they had some on their Island. I also shewed them some gold dust, which they seemed to know, and called out *Manneel, Manneel*, and pointed towards the land. These men were quite black, with frizzled hair; they were tall, lusty, and well shaped. They came in canoes, whereas the others came in proes. The sides of some were neatly carved. Steering SSE from *Kaan's Island*, we found a strong current against us, which set in some places in streams; in which we saw many trees and logs of wood. We wanted wood, and hoisted a boat out to take up some of this drift wood. It was much worm-eaten, and had in it live worms above an inch long, and about the bigness of a goose quill, having their heads crusted over with a thin shell.'

Island  
St Jan.

'After this, we passed by an Island called by the Dutch, *St. John's Island*. It is nine or ten leagues round, well adorned with lofty trees, and with many plantations on the sides of the hills. Three canoes came off, but would not come alongside.'

'My design in sailing near these Islands was to get wood and water, but we could find no anchoring ground; and the Islands were all so populous that I dared not send a boat ashore unless I could have anchored the ship close at hand.'

8th.  
Near Cape  
Santa Maria.

'March the 8th, we were distant four or five leagues from the mainland, which is very high and woody, with some spots of savannas. Some canoes came off to us here, most of which had no more than one man in them.' There was a headland to the Southward of us, beyond which we saw no land; I supposed that from thence the land trended away Westerly. The coast here lies NNE and SSW, with points of land shooting into the sea, which make some fine bays. The headland to the South I named *Cape St. George*.'

Cape  
St George.

'The

' The 9th in the morning, a huge black man came off to us in a canoe, but would not come aboard. He made the same signs of friendship as the rest we had met with, yet seemed to speak a different language.'

CHAP. 7.

1700.

March.  
9th.

' *Cape St. George* is in latitude  $5^{\circ} 5'$  S, and its meridian distance from *Cape Mabo* is 1290 miles. We found variation here one degree East \*. From *Cape St. George* the coast trends away WNW, and we saw more land to the South West, between which two lands a bay runs in deep for 20 leagues or more. An Island off the *Cape St. George* I named *Isle St. George*.'

St. George's  
Bay  
and Island.

10th.

' The next day we saw more land to the Southward, very high. In the evening, we were within a league of the Westernmost land seen, which was very woody. There was no appearance of anchorage, and we saw neither plantations nor cocoa-nut trees; yet in the night, we discerned a small fire right against us. The next morning, we saw a burning mountain in the country, peaked at the top.'

11th.

' The 12th, we passed by the SW cape of a bay. I named it *Cape Orford* in honour of my noble patron. The latitude of *Cape Orford* was by my observation  $5^{\circ} 24'$  S, and its meridian distance from *Cape St. George*  $44'$  West. The land South of the bay, trends from *Cape Orford* SW per compass, which, allowing  $9^{\circ}$  East variation, is SW  $9^{\circ}$  W †.'

12th.  
Cape  
Orford.

' The land on each side of *Cape Orford* is more savanna than woodland, and is highest on the NW side. The *Cape* itself

\* Some doubt occurs respecting this variation, which will shortly be explained.

† This is a difference of eight degrees in the Variation near *Cape St. George*, though the distance is not quite 20 leagues. The Narrative here is corroborated by a Table of the Track and Variations (See *Dampier*, Vol. III, p. 72;) nevertheless, on inspecting the Table, it seems probable that  $1^{\circ}$  has been printed by mistake instead of  $10^{\circ}$ . The Variation found by *Dampier* near *Cape Salomon Sweet* was  $9^{\circ} 50'$  East; and near *Cape Orford*,  $9^{\circ}$  East; and no remark appears in the Journal of any intermediate irregularity in the Variation. Captain Carteret in 1767 made *Cape Santa Maria*, and sailed close round *Cape St. George*, and found the Variation regular; though it is remarked in Captain Carteret's Voyage that the land seemed to have effect on the needle.

PART II.

1700.

March.

itself is a bluff point, of indifferent height, with flat tableland at the top.'

'We steered along SW per compass, keeping about six leagues off the shore; and lay by during the night, because I would not miss any place where we might cut wood and fill water. This coast is high and mountainous, and not so thick of trees as the land on the other side of *Cape Orford*.'

14th.

'On the 14th, seeing a pretty deep bay, with Islands in it where I thought we might ride secure, we ran in towards the shore. When we had got within four or five miles of the shore, six boats came off to us, with about forty men in them all. Perceiving they only came to view us, and would not come aboard, I waved to them to go ashore; but they did not or would understand me; therefore I whistled a shot over their heads out of my fowling-piece, and then they pulled away for the shore as hard as they could. Soon afterwards, three other boats came from some Islands, and were soon within hail; for we lay almost becalmed. One of the boats had about forty men in her, and another large boat with a high head and stern, painted, and full of men, came out of the bay where I intended to go. I thought it probable they were all coming to fight us, therefore I fired a shot over the great boat nearest to us, to make them leave their babbling and take to their paddles. We still lay becalmed, and they rowing wide of us directed their course towards the other great boat that was coming off. When they were pretty near each other, I caused the gunner to fire a gun between them, which he did very dexterously, for the shot dropped in the water between the two boats, and so affrighted them, that they rowed away for the shore as fast as they could, and the smaller boats followed. Having a gentle breeze at SSE, we bore into the bay after them; and as we passed a point at the entrance, I saw a great number of men peeping from under the rocks: I ordered a shot to be fired close by, to scare them; for my business being to wood and water, I thought it necessary

Port  
Montague.

CHAP. 7.

1700.

March.

In Port  
Montague

sary to strike some terror into the inhabitants who were very numerous, and (both by what I saw now, and had formerly experienced) treacherous. After this, I sent my boat to sound, and following the boat, came to anchor about a quarter of a mile from the shore in 26 fathoms, fine black sand and ooze. We rode right against the mouth of a river, where I hoped to find fresh water. Some of the natives were standing on a small point at the river's mouth. I sent a small shot over their heads to fright them, which it did effectually. In the afternoon, some natives came to the river's mouth with a present of coconuts; to whom I sent my boat: and when she was come near the shore, they came running into the water and put their nuts into her. Afterwards, I sent two boats for fresh water, which they took up about half a mile within the mouth of the river; one boat filling water, whilst the other watched the motions of the natives, who offered no opposition.'

'I sent ashore commodities to purchase hogs, yams and other good roots, of which there appeared to be plenty here; but my men returned without getting any thing, the natives being unwilling to trade with us. Yet they admired our hatchets and axes; but would part with nothing except coconuts; and so soon as they gave them, they made signs to our men to be gone; for they were much afraid of us.'

15th.

'The 18th, we had filled all our water casks; but my officers were unanimously of opinion that we should stay longer here, to get, if possible, some hogs, goats, and yams.'

18th.

The next day, I sent boats ashore to fish and to cut wood. While they were ashore about thirty or forty men and women passed by them, who at first were a little afraid; but on our people making friendly signs, they went on quietly. The men were finely bedecked with feathers about their heads, and had lances in their hands. The women had no ornament, nor covering, except a bunch of small green boughs stuck under a

19th.

Interchange  
with the  
Natives.

**PART II.** string which came round their waist, and they carried large  
**1700.** baskets full of yams on their heads.'

**March.** ' In the afternoon, I sent for more wood. Some of our men  
**In Port** went to the houses of the natives, who behaved to them more  
**Montague.** shy than usual. They had taken down all the cocoa-nuts from  
 the trees, and driven away their hogs. Our people enquired by  
 signs what was become of the hogs? and the natives answered  
 by pointing to some houses in the bottom of the bay.

**20th.** ' The 20th, in the morning, I went with two boats up the  
 river, carrying with me iron-work and trinkets which I thought  
 might induce the natives to a commerce with us; but I found  
 them both shy and roguish. I visited three of their villages;  
 but the inhabitants left their houses, and carried with them  
 their hogs and provisions. When I went on board, my officers  
 and men were importunate with me to let them go to the part  
 of the bay where the hogs were said to be. I was fearful  
 they would deal roughly with the natives; but they solicited  
 me the more, and at last I consented, and sent with them  
 the commodities I had taken with me in the morning, giving  
 them strict charge to deal by fair means, and to act cautiously.  
 When they came to land, the natives in great companies  
 stood to resist them, shaking their lances; and some were so  
 daring as to wade into the sea, holding a target in one hand  
 and a lance in the other. Our men held up to them such  
 commodities as I had sent, and made signs of friendship;  
 but to no purpose, for the natives waved to them to be gone.  
 Seeing they would not be prevailed upon to a friendly com-  
 mence, my men, being resolved to have some provision, fired  
 some muskets to scare them away; but two or three stood still  
 in a menacing posture, till the boldest dropped his target and  
 ran away; they supposed he was shot in the arm. He and  
 some others felt the smart of our bullets, but none were killed,  
 our design being rather to fright than to kill them. Our men  
 landed, and found abundance of tame hogs running among  
 the



the houses. They shot down nine, which they brought away, and many ran away wounded. They had but little time, for it began to rain, and I had charged them to come away if it rained. By the time the boat was aboard, and the hogs taken in, the weather cleared up, and my men desired to make another trip to the shore, to which I consented, and in the close of the evening, they returned on board with eight hogs more, and a little live pig. The first got we jerked and salted. The last that came we only corned till the next day.'

CHAP. 7.

1700.

March.

In Port  
Montague.

' In the morning I sent the boats again on shore for more provisions, either of hogs or roots ; but the natives had conveyed all away. Many had returned to their houses, and none offered to oppose our boats landing ; but on the contrary, they were so amicable that one man brought cocoa-nuts, which he left on the shore for our people, and went out of sight. My men finding nothing in the houses but nets and images, brought some away, and also a small canoe. I took the images into my own keeping, and ordered the boatswain to take care of the nets ; but I sent the canoe back to the place whence she had been taken, and in her two axes, two hatchets, six knives, six looking glasses, a large bunch of beads, and four glass bottles. Our men drew the canoe ashore and placed the things to the best advantage, and then came off.'

21st.

' All the time of our stay here we had fair weather, only sometimes in the afternoon a shower of rain. We had sea and land breezes, the former from between the South and SE ; the latter from NE to NW. I named this place *Port Montague*. It lies in latitude 6° 10' S, and Meridian distance from *Cape St. George*, 151 miles West. The country is mountainous and woody : the trees in general are neither very straight, thick, nor tall ; but were all unknown to any of us. We saw no animals here but hogs and dogs.'

' We departed hence on the 22d of March ; and on the 24th, in the evening, some high land, which was the most Western

24th.

## PART II.

1700.  
March.  
Strait  
discovered  
by Dampier.

of the land we could see, bore NW  $\frac{1}{2}$  W, though there appeared something like land bearing West a little Southerly: but not being sure of it, I steered WNW all night, under easy sail, intending to coast along the shore at a distance. At ten o'clock I saw a great fire bearing NWbW\* blazing up like a pillar, sometimes very high for three or four minutes, then quite down for an equal space of time, and hardly visible. I knew it to be a burning hill by its intervals. In the morning we found that it was a burning Island, and steered for it. We saw many other Islands, one large and high, another smaller but pretty high; and many small low Islands with shoals.'

25th.

' In the evening we came within three leagues of this burning hill, and stood to the Northward between it and the mainland, keeping nearest to the main. We had soundings at 52 fathoms depth, sand and ooze. The weather was fair, and all night the Island vomited fire and smoke with a dreadful noise like thunder. The next night, we having shot to the Westward of the *Burning Island*, and the funnel being on the South side, we could not discern the fire. This volcano lies in latitude 5° 33' S: and meridian distance from *Cape St. George*, 352 miles West†.'

26th.

Burning  
Island.

' Hydrographers have drawn this tract of land by which we have been sailing, as being joined to and part of *New Guinea*; but here I found an opening and good passage between. The East part of *New Guinea*, which is to the West of this land, is high and mountainous, and ends on the North East with a large promontory, which I named *King William's Cape*, in honour of his present Majesty. We saw smokes on it.'

King  
William's  
Cape.

The Land  
East of  
Dampier's  
Strait,  
named  
Nova  
Britannia.

' The East land afforded a very pleasant and agreeable prospect. We saw smokes, but did not strive to anchor there, choosing rather to get under one of the Islands, where I thought we should find few or no inhabitants. We looked out well to the

\* This bearing appears too much to the West.

† The Chart does not shew the meridian distance so much.

the North, and seeing no land that way, I was well assured that the East land does not join to *New Guinea*; therefore I named it *Nova Britannia*. It ends [Westward] with two remarkable Capes or Heads, distant from each other six or seven leagues. Within each head were two remarkable mountains, ascending gradually from the sea side, pleasantly mixed of woodland and savannas which seemed smooth and even, and no meadows in *England* appear more green in the spring than these. The NW Cape I called *Cape Gloucester*; and the SW point *Cape Anne*. The NW mountain, which is very remarkable, I called *Mount Gloucester*.

CHAP. 7.  
1700.  
March.

Cape  
Gloucester.  
Cape Anne.  
Mount  
Gloucester.

‘ Being near the Island to the Northward of the *Volcano*\*, I sent a boat to sound, but they had no ground till they met with a reef of coral rocks about a mile from the shore. We saw people, and cocoa-nut trees, but could not send ashore because our pinnacle was out of order. In the night, we had little wind from the ESE.’

‘ The next morning I found we had fallen to the Westward; wherefore I stood to the Southward towards a high Island 11 or 12 leagues long, which I named *Sir George Rook’s Island*. There are other Islands to the Westward, which may be better seen in my draught than here described. But seeing a very small Island to the NW of *Sir George Rook’s Island*, and not far from it, I steered for that, and found good anchorage at a mile from the Island, within a reef of rocks which lay in a half moon, reaching from the North to the SE part of the Island; and there we anchored in 36 fathoms. Yet after all, we could not land, by reason of the rocks, and a great surge running in upon the shore. We found Variation here,  $8^{\circ} 25' W.$ ’

Neat the  
Coast of  
New  
Guinea.  
Sir George  
Rook’s Isle.

30th.

‘ The

\* From the disagreements between the Chart and Narrative, it is evident that the Chart was not composed during the course of the navigation. The latitude  $5^{\circ} 33' S$ , given for the *Volcano*, or *Burning Island*, answers to the Northern of two small Islands in *Dampier’s Passage* as laid down in his chart; but from what is here said, as well as from Views given of the Land (Vol. III. of his *Voyages*, Table XIII.) it appears that *Burning Isle* is the Southern small Isle, and the nearest to *Cape Gloucester*.

## PART II.

1700.

Long  
Island.Crown  
Island.

April  
1st.  
Sailing  
along the  
Northern  
Coast of  
New  
Guinea.  
Sir Robert  
Rich's Isle.

2d.  
Burning  
Island.  
3d.

' The 31st, in the forenoon, we shot in between two Islands, lying about four leagues asunder. The Southernmost is a long Island, with a high hill at each end. This I called *Long Island*. The Northernmost is a round high Island, towering up with several heads or tops, something resembling a crown: and I named it *Crown Isle*. Both these Islands appeared very pleasant, having spots of green savannas mixed among the woodland. We passed close to *Crown Isle*, and saw many shoals near it, and reefs of rocks running off from the points, a mile or more into the sea.'

' In the afternoon, we saw an Island bearing NW b W; and we steered NW b N to go to the Northward of it. The next morning, when we were about midway between *Crown Isle* and the Island to the Westward, we saw the mainland of *New Guinea* to the Southward, appearing very high. The Island to the Westward of us I named *Sir Robert Rich's Island*. It is pretty high and woody. As we drew near, four boats came off from the Island to view us, and one ventured within hail; but they all returned without so much as speaking to us. Being to the North of the Island, we saw an opening between it and another Island two leagues to the West of it, which before appeared all in one\*.'

' Tuesday the 2d, about eight in the morning, we saw a high peaked Island to the Westward, which smoked at its top. The next day we passed by the north side of this burning Island†, but the vent lying on the South side of the peak, we could not see the fire. We afterwards opened three more Islands, and some land to the Southward, which whether Islands or part of the

---

\* The Island two leagues to the Westward of *Sir Robert Rich's Island* is omitted in Dampier's Chart, or made to appear as part of *Sir Robert Rich's Isle*.

† This second *Burning Island* seen by Dampier, is the *Brandende bergh* of Schouten. Dampier differs half a degree from Schouten in its latitude, but in the longitude thence to *Schouten's Island*, their reckonings agree.

CHAP. 7.

the main of *New Guinea* we could not tell\*. These Islands are all high, full of fair trees, and spots of green savannas. The *Burning Isle* had very fine land near the sea, and for two-thirds up. We saw also another Isle sending forth a great smoke at once, but the smoke soon vanished, and was no more seen. Among these Islands were small vessels with sails, which we did not see among the people of *Nova Britannia*.

1700.

April.

Northern  
Coast of  
New  
Guinea.

'On the 6th, in latitude  $3^{\circ} 32'$  S, longitude from *Cape St. George*  $8^{\circ} 25'$  W, the Variation was observed  $7^{\circ} 16'$  West. On the 11th, and 13th, I found we were to the Northward of my reckoning, and concluded thence that we had been set to the NW, or rather more Westerly, by a current which I reckoned to run a mile per hour.'

6th.

'The 14th, we passed by *Schouten's Island*, and *Providence Island*, and found still a strong current setting to the NW. On the 17th, we saw a high mountain on the mainland, which sent forth much smoke from its top. This Volcano was not observed by us in our passage outward. In the afternoon, we came in sight of *King William's Island*, and before night, were within two leagues of it. I thought to lay by to the Eastward of the Island till next morning, for fear of shoals which are to the Westward; but having a fine breeze of wind, and a light moon, I resolved to pass on. It afterwards fell calm; and here we met with such whirling tides, that when we came into them the ship could not feel the helm, and was turned quite round. In the night, we had a very fragrant smell from *King William's Island*.'

14th.

17th.

Near King  
William's  
Island.

'The 18th, *Cape Mabo*, bore South, distant nine leagues: by which account, it lies in latitude  $0^{\circ} 50'$  S, and meridian distance from *Cape St. George* 1243 miles. In my outward passage, I made the meridian distance between them 1290 miles.

Cape  
Mabo.

---

\* Dampier's track NWward from *Crow's Island* was without all the Islands; and he had not so good a view of that part of the mainland of *New Guinea* as Schouten had.



PART II.

1700.

April.

miles. *King William's Island* lies in latitude  $0^{\circ} 21' S$ , and may be distinctly seen from off *Cape Mabo*.'

Strange  
Tides.

' In the evening we passed by *Cape Mabo*, and steered to the South East, but afterwards to the SW. We were now in a channel about eight or nine leagues wide having a range of Islands on the North side, and another on the South side, and very deep water between, so that we had no ground; and a boat that I sent to an Island on the North side, could get no soundings till they were within a cable's length of the shore, and there the bottom was coral rocks. We passed near shoals and found very strange tides that ran in streams, and riplings making so loud a noise that we could hear them before they came within a mile of us. These riplings commonly lasted ten or twelve minutes, and then the sea became as still and smooth as a mill-pond. We sounded when in these riplings, but had no ground.'

May.  
At Timor.

' The 26th, we made the Island *Ceram*. The next day we met a Dutch sloop, from whom I bought five bags of new rice, containing each about 130 lbs, for six Spanish dollars. May the 14th, we anchored in *Babao Bay*, in the Island *Timor*.'

From  
Timor.

' The 24th, we sailed from *Timor*. We stood to the Southward, with the wind at E b S. We coasted along by the Island *Rotte*, which is high land, spotted with woods and savannas. We found a strong current setting to the Southward.'

Search for  
the Tryal  
Rocks.

' I designed to have made *New Holland* in about the 20th degree of latitude. Being nearly in that parallel, we had soundings at 40 fathoms, but saw not the land. We then steered Westward. My design was to seek for the *Tryal Rocks* \*, and it is probable I should have found them, if sickness had not prevented me: but we had variable winds, and my people were negligent, when I was not upon deck myself.'

' We

---

\* Rocks in latitude  $19^{\circ} 30'$  to  $20^{\circ} S$ , or, according to some, in latitude  $20^{\circ}$  to  $20^{\circ} 30' S$ , and reckoned to lie about 80 leagues distant Westward from the coast of *New Holland*, on which an English ship named the *Trial* was wrecked in 1627.

' We made for the coast of *Java*. On July the 3d, we anchored in *Batavia Road*. We found lying here many vessels of the country, and here was also an English ship called the Fleet Frigate. I sent my boat on board her with order to make them strike their pendant, which was done.'

CHAP. 7.

1700.

July.

Batavia.

' We lay here till the 17th of October, all which time we had very fair weather, some tornadoes excepted. Three English ships arrived here from *England*.

October.

' On the 17th of October, we weighed anchor from *Batavia*, bound for *Europe*. The 30th of December, we arrived at the *Cape of Good Hope*, and departed thence on January the 11th, 1701. February the 2d, we anchored in *St. Helena Road*, where we remained till the 13th, on which day we set sail again.'

Sail from  
Batavia  
homeward.

1701.

February.

' The 21st, we made the Island *Ascension*, and stood in towards it. On the 22d, between eight and nine o'clock we sprung a leak, which increased so that the chain-pump could not keep the ship free. I set the hand-pump to work also, and by ten o'clock sucked her. I wore the ship and put her head to the Southward to try if that would ease her, and on that tack the chain pump just kept her free. At five the next morning, we made sail towards the Bay, and at nine anchored in 10½ fathoms, sandy ground, the South point bore SSW, distant two miles, and the North point of the bay NE ¼ N distant two miles. As soon as we anchored, I ordered the powder-room to be cleared, to endeavour to come at the leak, for it was too low down to get at without board by heeling the ship, it being within four streaks of the keel; and there was no convenient place here to haul her ashore. By ten o'clock the powder-room was clear. The carpenter's mate, gunner, and boatswain went down, and I followed them. They said they believed the leak might be come at by cutting the ceiling\*. I told the carpenter's

At the  
Island  
Ascension.  
22d.The Ship  
springs a  
Leak.

23d.

---

\* The planks on the inside of the ship's frame.

PART II.

1701.

February.

At the  
Island  
Ascension.

pen-ter's mate, who was the only man in the ship that understood any thing of carpenter's work, that if he could come at the leak by cutting the ceiling, without weakening the ship, he might do it; for he had stopped one leak so before. Wherefore I left him to do his best. The ceiling being cut, they could not come at the leak, for it was against one of the foot-hook timbers, which the carpenter's mate said he must first cut before it could be stopped. I went down again, and found the water to come in very violently. I told them I never had known any such thing as cutting timbers to stop leaks; but if they, who ought to be good judges in such a case, thought it would do any good, I bid them use their utmost care and diligence. The carpenter's mate said, by four o'clock in the afternoon he would make all well; it being then about eleven in the forenoon. My men were all employed pumping with both pumps, except such as were assisting the carpenter's mate. Some said it was best to cut the timber away at once; I bid them hold their tongue and let the carpenter's mate alone, for he knew best. I had ordered all the oakum, and waste cloths, to be brought ready for stopping the violence of the water, before he cut too far, and for the same purpose sent some of my own bedding. The carpenter's mate desired short stanchions to be made, which might be placed so that the upper end should touch the deck, and the under part rest on what was laid over the leak. I asked the master carpenter what he thought best to be done? he replied, till the leak was all open, he could not tell. He made a stanchion, but it was too long. I ordered him to make many of several lengths. About five o'clock the boatswain came and told me the leak was increased, and that it was impossible to keep the ship above water; when on the contrary I expected the leak would have been stopped. I went down, and found the timber cut away, and nothing in readiness for stopping the force of the water from coming in. The carpenter's mate was taking dimensions of the place, and I ordered them in the mean time

to

to stop in oakum and some pieces of beef, which was done, but all to little purpose, for now the water gushed in so that it flew over the ceiling. I ordered the bulk-head of the powder-room to be cut open to give passage to the water, and to clear away abaft the bulk-head that we might bale. So now we had both pumps going, and as many baling as could; and by this means the water began to decrease, which gave me some hope of saving the ship, and the carpenter's mate was confident. I encouraged my men, who pumped and baled very briskly; and when I saw occasion, I served drams to them to keep them in good heart. But at eleven o'clock, the leak increased, and the planking was so rotten that it broke away like dirt. It became now impossible to save the ship. They could no longer come at the leak, because the water was got above it. The rest of the night was spent in pumping and baling, and my men were very diligent, but the water increased, and we now only thought of saving our lives. Wherefore I hoisted out the boat, and when it was morning, we weighed our anchor, and warped in nearer the shore. In the afternoon, with warping and the help of the sea-breeze, we got the ship into three fathoms and a half, where having fastened her, I made a raft to carry the men's chests and bedding ashore, and before eight at night, most of them were landed. In the morning we unbent the sails to make tents, and then myself and the officers went ashore. I had sent ashore a puncheon and a 56-gallon cask of water, with a bag of rice for our common use; but great part of it was stolen before I got ashore, and at the same time I lost many of my books and papers.

On the 26th, to our great comfort, we found a spring of fresh water, about eight miles from our tents, beyond a very high mountain, which we had to pass over, so that now we were, by God's providence, in a condition of subsisting some time, having plenty of very good turtle by our tents, and water for the fetching. The next day I went with my officers to see

CHAP. 7.

1701.

February.

At the  
Island  
Ascension.

24th.

Loss of the  
Ship.Spring of  
Fresh  
Water.

27th.

PART II.

1701.

February.

At the  
Island  
Ascension.

this watering place. We lay by the way all night, and next morning early got thither, where we found a very fine spring on the SE side of the high mountain, about half a mile from its top; but the continual fogs make it so cold here that it would be unwholesome living by the water. Near this place were abundance of goats and land-crabs. About two miles SE from the spring we found three or four shrubby trees, upon one of which was cut an anchor and cable, and the year 1642. About half a furlong from these, we found a convenient place for shelter in any weather; and here many of our men resorted, the hollow rocks affording convenient lodging; and the goats, land-crabs, men-of-war birds, and boobies, furnishing food; and the air was wholesome.'

'About a week after our landing on the Island, we saw two ships, and I ordered some turtle to be turned to be in readiness for them if they should anchor; but the next morning they had passed by and were out of sight, so the turtle were released again.'

April.  
2d.

'Here we continued without any other ship coming in sight till the 2d of April; when we saw eleven sail to windward of the Island; but they likewise passed by. The day after, four sail appeared, and they all came to anchor in the bay. They were his Majesty's ships the *Anglesey*, *Hastings*, and *Lizard*; and the *Canterbury* East-India ship. I went on board the *Anglesey* with thirty-five of my men; and the rest were disposed of into the other men of war.'

8th.

'We sailed from *Ascension*, the 8th of April. The men of war designed to take in water at the *Island St. Jago*, but missing the Island, it was determined that they should bear away for *Barbadoes*. Therefore, as I was desirous to get to *England* as soon as possible, I took my passage in the ship *Canterbury*, and on May the 8th, went on board, accompanied by six of my officers, and in that ship we returned to *England*.'

---

May.



OF the many Voyages performed by Dampier, this in the Roebuck contributed the most to geography, and it seems not amiss to add, that it was the most meritorious of Dampier's undertakings. But as it will frequently happen that merit and visible reward do not go hand in hand, so this of all his voyages was apparently the least beneficial to himself, both in reputation and profit. He dedicated his History of the Voyage of the Roebuck to the Earl of Pembroke by whom he had been employed as a Captain in the British Navy, but who did not at this time preside at the Admiralty. He complains in his dedication 'how much the world is apt to judge of every thing by the success, insomuch that whoever has ill fortune will hardly be allowed a good name. Such,' he says, 'was my unhappiness in my late expedition in the Roebuck, which foundered through perfect age at the Island *Ascension*, though I comfort myself with the thoughts, that no neglect can be charged against me.' His account of that event is clear and full, and leaves no doubt that himself and all the ship's crew exerted their utmost endeavours to save the ship. It was a great error that no better than an old worn-out vessel was provided for so distant and hazardous an employment. To the credit of Dampier it is to be remarked, that although the ship foundered, the purpose of the voyage was not thereby defeated. He fully performed the service on which he was sent, and rendered his account, and both in an able manner.

## C H A P. VIII.

*Voyage of Captain William Dampier to the South Sea, with the Ships St. George and Cinque Ports Galley.*

PART II.

1703.

**W**ITHIN two months after the death of William the III<sup>d</sup>, the war against *France* and *Spain* on account of the Spanish succession broke out ; upon which event, some English merchants entered into partnership to fit out two ships as privateers to cruise against the Spaniards in the *South Sea*, and they engaged Captain Dampier to take the command of this enterprise. The largest of the two ships was named the *Saint George*, mounted 26 guns, and had a complement of 120 men ; the other ship was named the *Cinque Ports Galley*, had 16 guns mounted, and 65 men, and was commanded by Charles Pickering.

The Spanish ports in the *South Sea* were at this time open to the French, who were the more welcome in all the Spanish Settlements, from the apprehensions entertained of visits being made them by the British and Dutch. During the whole of this war, the French pursued their commerce in the *South Sea* with great eagerness. What ships from *France* first went to *Chili* and *Peru* after Philip of *Anjou* succeeded to the Spanish Crown cannot be specified ; but there is evidence of French ships being in the *South Sea* before and at the time the *Saint George* and *Cinque Ports* arrived there, although the names of the ships or of their Commanders are not known. In 1703, Guillaume de Lisle published a Chart of the Southern parts of *America*, apparently composed in part on information then recently received, though he has not explained whence. In the western part of the *Strait of Magalhães*, as represented in this Chart, is drawn another passage to the *South Sea* branching Southward

Chart by  
Gu. de  
Lisle.

Southward from the main *Strait* through the *Tierra del Fuego*, which M. de Lisle has distinguished with the following notice, CHAP. 8.  
1703.  
Strait  
named  
Jelouchté.  
*‘ Detroit nommé Jelouchté par ceux du pays.’ i. e. ‘ Strait named Jelouchté by the people of the Country.’*

The only Narrative which has been published of the Voyage of the Saint George and Cinque Ports, was not written by Dampier, but by a person named William Funnell, who went out as his Steward, and was afterwards made Midshipman.

Captain Dampier sailed from the *Downs* in the Saint George on the 30th of April, 1703, victualled for nine months, and about the middle of May anchored at *Kinsale*, where he was joined by the Cinque Ports Galley. Here the two ships remained till September; the cause of which long stoppage Funnell has not related.

The compact or agreement between the ship’s companies and the owners, Funnell shortly expresses by the phrase ‘ No purchase no pay;’ the meaning of which is, that the seamen were not to receive regular wages, and if they obtained nothing for the owners, there would be nothing for themselves. ‘ The plan ‘ proposed for our proceedings,’ Funnell says, ‘ was that we ‘ should go into the *River de la Plata* to *Buenos Ayres*, and ‘ there take two or three Spanish galleons, and if in so doing ‘ we should get to the value of 600,000 *l.* we were to seek no ‘ farther, but to return to *England*; but if we missed of such ‘ success, we were to proceed to cruise on the coast of *Peru*.’

On the 11th of September, the two ships sailed from *Kinsale*. September.

October the 7th, they anchored at *Porto Praya*, in the *Island St. Jago*. Here, upon some disagreement among the officers, Captain Dampier discharged his first lieutenant. Funnell says, he turned the lieutenant on shore; which statement was afterwards denied by Captain Dampier, who says, ‘ There was no disagreement between me and Lieutenant ‘ Huxford;

October.  
At Porto  
Praya.

**PART II.** ' Huxford ; but he and Mr. Morgan, Purser and Agent for the  
 1703. ' Owners, fought ; and Morgan said if Huxford sailed with us,  
 ' he would not go the voyage. Upon which, I ordered him to  
 ' Captain Pickering's ship, whose boat with Lieutenant Strad-  
 ' ling was then on board our ship : but it happened otherwise,  
 ' for instead of carrying him to the Cinque Ports Galley, he  
 ' (Stradling) and, Huxford disagreed after they were gone  
 ' from me, and Stradling put him on board a Portugal mer-  
 ' chant ship.'

November. October the 15th, they sailed from *St. Jago*. In November  
 Isla they anchored at *Isla Grande* on the coast of *Brasil*, where  
 Grande. Captain Pickering died, and was succeeded in the command  
 of the Cinque Ports Galley by Thomas Stradling the lieutenant.

Here, another quarrel happened on board the Saint George, in  
 which Morgan the Supercargo was again principally concerned ;  
 and Mr. James Barnaby, another of Dampier's lieutenants, and  
 December. eight of the seamen, quitted the ship and went on shore. De-  
 cember the 8th, the two ships sailed from *Isla Grande* ; and  
 Funnel relates, notwithstanding what he had just before  
 stated to be the plan of the expedition, and without making  
 any remark on the change, that they departed from *Isla Grande*  
 ' not intending to touch at any place till their arrival at *Juan*  
*Fernandez*.'

To narrate Dampier's Voyage in the Saint George could not  
 have fallen into much worse hands than those of Funnel.  
 Besides being extremely ignorant, he was void of regard or  
 respect for veracity. He says, ' On the 29th of this month  
 ' (December) we saw the Islands *Sibbil de Wards* ;' which was  
 an impudent falsehood put in practice by Funnel for the pur-  
 pose of introducing a string of pretended observations, and  
 claiming from them the merit of having corrected the situations  
 of those Islands, which in fact were not at all seen in the  
 voyage of the Saint George. Captain Dampier thought it  
 necessary

necessary to publish a contradiction of some of the misrepresentations in Funnel's account of the Voyage ; and among them this concerning the *Sibbil de Wards*.

CHAP. 8.

1704.

In getting round *Cape Horne* the two ships were separated, but they met again at *Juan Fernandez*, where the *Cinque Ports* anchored on the 7th of February, as did the *Saint George* on the 10th. Here the ships were refitted, and the crews refreshed.

February.  
At Juan  
Fernandez.

This voyage was, in an extraordinary degree, one of dispute and quarrel. Whilst the ships lay at *Juan Fernandez*, Captain Stradling and his ship's company disagreed, and 42 of his men went on shore, where they continued in a state of discontent and disobedience two days, when, by the interposition of Captain Dampier, a reconciliation was effected.

Notwithstanding the pains which had been formerly taken by the Spaniards to destroy the goats on *Juan Fernandez*, there were many at this time on the Island, especially in the Western part, where was the best pasturage. Funnel says that he had heard of dogs being put on the Island to destroy the goats, but he did not see any there. There were many cats of a beautiful colour, and the seals of *Juan Fernandez* he remarks had the finest fur, next to the sable, that he ever saw.

The 29th of February, about noon, a strange sail was seen standing towards the Island, and at no great distance. The two English ships got their topmasts up in all haste, and slipped their cables, each leaving a boat fastened to their moorings, and with another boat in tow, they made all sail after the strange vessel, which, on seeing them under sail, tacked and stood away from the Island. In this chase, the *Saint George* towed her pinnace under water, and was obliged to cast her loose. From the *Cinque Port's Galley* likewise, the boat which they had taken in tow, with a man and a dog in her, broke adrift.

In the middle of the night they got near enough to the ship

VOL. IV.

3 K

chased,



## PART II.

1704.

March.  
1st.  
Engage-  
ment with a  
French  
Ship.

chased, to find that she was French and well manned. They judged her to be about 400 tons burthen, and to have 30 guns mounted. Dampier acknowledges that on discovering she was a ship from *Europe*, he would willingly have desisted from farther pursuit, which is a mode of mutual accommodation that has not unfrequently been practised by privateers of opposite nations: Dampier's men, however, urged him to attack, and he complied. He did not think it advisable to go into action in the dark, and therefore contented himself with keeping close till daylight, when in the *St. George* he commenced the attack. The *Cinque Ports* early in the engagement fired ten or twelve guns, after which she dropped astern, and did not again come into action, a French account says, for want of wind. The *St. George* continued the engagement some hours, in which both the ships suffered much. The French ship, at length, taking advantage of a light breeze springing up, sheered off, and was allowed to go without being farther pursued.

Near Juan  
Fernandez.

3d.

On board the *St. George* nine men were killed, and many wounded; and another misfortune which would inevitably result from their unsuccessful attack was, that it would give early information to the Spaniards of their arrival in the *South Sea*. For the present, they stood back towards *Juan Fernandez*, where, besides their anchors and boats in the road, they had left on shore many of their water casks, sails, and other stores, and five men of the crew of the *Cinque Ports* Galley, with a negro. On the 3d of March, they again got sight of the Island, bearing South from them, which was directly to windward; and very soon after, they saw two large ships, which in a short time were known to be French, and necessary for them to avoid. The strange ships got near enough to the *Cinque Ports* to fire several shot at her; but by the help of oars she got clear. Dampier did not think his ship, crippled as she was by the late engagement, and the *Cinque Ports* Galley, were a match for

for the enemy, whose ships were reckoned to carry 36 guns each; therefore, without boats, and leaving behind them men, anchors, and stores, he made sail from the Island for the coast of Peru.

CHAP. 8.

1704.

March

They ran to the Northward, keeping the land in sight, but at a distance which would prevent themselves from being discovered from the shore; and in the day time, they took in their sails, Dampier's intention being to lie in wait for ships going into or coming out of the Road of Callao. In the night of the 22d, they were set so near to the rocks called *las Hormigas* (Ants) that they had some difficulty to get clear. Funnell says, 'these rocks bear from each other NNW and SSE, and are distant from the Island of the Port of Callao about eight leagues. They are large rocks, and in the middle of them are some bays where it is said abundance of good fish are caught, and fishermen come here to make sea-fish oil.'

On the  
Coast of  
Peru.

22d.

Las Hormi-  
gas Rocks

On the 23d, they saw two sail, to which they gave chase. One of them they perceived to be the French ship they had lately fought: the other vessel was in company with her and not so large. It was debated whether to attack them or not, and in the mean time the French ships went on for Callao Road, which they reached without obstruction.

It was not safe for the English ships to remain in the neighbourhood of Callao, and they sailed on Northward. The 24th they took a Spanish ship laden with cloths, tobacco, pitch, tar, sundry other goods, and 'a pretty good sum of money.' The 31st, they made prize of another ship laden with indigo and other merchandise. Both these vessels they dismissed after taking their boats and as much of the cargoes as suited their present occasions; for gold and silver being the objects at which they aimed, they were not willing to be encumbered with other commodities.

24th

31st.

April the 11th, they were near the Island Gallo, which has three hummocks with low land between. They took here a bark

Island  
Gallo.

**PART II.** of fifty tons, laden with plank and turtle-shell. The crew escaped in their boat; and Dampier fitted the vessel up as a tender.

1704.

April.

12th.

The 12th, they anchored near the NW part of *Gallo*, in 35 fathoms, hard sand, a quarter of a mile from the shore. They found fresh water here at a small gap, over which upon a hill was a spot of red earth. On the NE side of the Island was reckoned the best anchorage; and near that part are three smaller Islands or rather rocks. *Gallo* produces large timber. The tide rises and falls there 14 or 15 feet\*.

17th.

On the 17th, as they sailed from *Gallo*, they took a small Spanish vessel commanded by a Guernsey man, who had lived many years among the Spaniards in *Peru*, but now entered with Dampier. The 25th, they anchored near the *Gulf de San Miguel*. Funnel says, 'it is necessary to be careful in going ' this way into the *Bay of Panama* on account of a shoal of ' sand that lies midway between *Point Garachina* and the Island ' *Galera*, on which many ships have been lost. It is likewise ' sometimes dangerous to sail between *Galera* and the *King's* ' or *Pearl Islands*, for many rocks are there.'

In the Bay  
of Panama.

27th.

On the 27th, Captains Dampier and Stradling, with 102 of their men, embarked in the tender and three Spanish lanches for the town of *Santa Maria*, which it was their intention to surprise. At eight in the evening, the tide of ebb making strong, they anchored. They had a wet and stormy night; and

28th.

at daylight the next morning, the ebb tide had not done running, when a canoe, in which were five Indians, came near enough to demand who they were and whence. An Indian pilot who had been made prisoner, by Captain Dampier's direction answered 'from *Panama*,' and desired them to come on board; but the Indians in the canoe said they would not; upon which, some of the English seamen, without being ordered, fired at them. The canoe made off, and was pursued, but could

---

\* Funnel's Narrative, p. 23.

could not be overtaken. The Spaniards at *Santa Maria* by this means became apprised of the approach of an enemy. Afterwards, as the English went up the river, they were fired upon from the thickets. One Englishman was killed, and several wounded; and as surprising the town was now out of the question, and it was to be expected that the Spaniards having so much notice would be able to remove every thing of value, the enterprise was given up, and it was determined to return to the ships. Some apprehensions had begun to be entertained of a scarcity of provisions. Their original stock was only for nine months, and it is to be supposed that they sailed from *Kinsale* with their stock completed up for that time; but they had been out eight months, with little opportunity to save or to recrdit. Near the entrance of the river *Santa Maria* was a small town at which Dampier and Stradling landed without meeting resistance, and found there a good quantity of provisions, as fowls, maize, and potatoes; and on May the 6th, in the middle of the night, a large Spanish ship, without any suspicion of an enemy being on the coast, anchored close to the English ships, who immediately made prize of her. She was deep laden with flour, sugar, brandy, wine, salt, and 30 tons of marmalade. They went with their prize to the West side of the *Bay of Panama*, and both the ships fully victualled themselves from her cargo, after which she was dismissed, Funnel thinks without having been sufficiently searched, for he says it was reported by some of the prisoners that money was secreted in the bottom of her hold.

The two Commanders, Dampier and Stradling, did not agree on the plan of their future cruising, and therefore determined to part company. Liberty was given to the crews to choose their ship, and five men changed from each. On the 19th, Captain Dampier in the *St. George*, sailed for the coast of *Peru*, leaving the Cinque Ports Galley in the *Bay of Panama*.

CHAP. 8.

1704.

In the Bay  
of Panama

May.

19th.

The Saint  
George and  
Cinque  
Ports part  
company.

The



## PART II.

1704.

Captain  
Dampier,  
in the  
St George.  
June.

The *St. George* beat up to the Southward against Southerly winds. On the 7th of June, she took a small vessel bound for *Panama*, with a cargo of provisions, and some wrought silk. Letters were found in her giving information that the boat with the man and dog, which had broken adrift from the *Cinque Ports Galley* near *Juan Fernandez*, had been picked up at sea by the French, who had also taken away the stores, and three of the seamen left on the Island from Stradling's ship.

On the  
Coast of  
Peru.  
July.

Dampier captured but few vessels on the coast of *Peru*, and none of great value. After plundering them of what was thought worth taking, he released them. On July the 21st, near Point *S<sup>a</sup> Elena*, he fell in with a Spanish ship of war of 32 guns, with whom he exchanged some shot at a distance, without much damage to either ship, and after dark, they separated. The 28th, the *St. George* anchored in a bay, about three leagues to the ENE of *Point de la Galera* which is on the North side of *Cape San Francisco*. *Point de la Galera*, is low towards the sea, with plain even ground on the top. A shoal lies near it, 'full of rocks and stones, and hid under water,' which makes it necessary not to approach within a mile of the point \*. Where they anchored, the depth was six fathoms.

Bay de  
Atacames.

Point  
Galera.

Captain Dampier sent a boat on shore to look for provisions at a village, but the inhabitants carried off every thing, and drove away the cattle. In a river here, however, Dampier's men took a small vessel laden with plantains. Funnel says, eight leagues to the Northward of this bay, is the *Bay of St. Matthew*, in which is a river three quarters of a mile wide at the entrance, and navigable; but with no good anchoring ground till you get within the entrance. Funnel has not pretended that he saw this river, and his descriptions are not to be trusted without great caution; for this reason many of them are omitted in the present account.

Dampier next sailed Northward, taking with him one of his  
small

---

\* Funnel's Narrative, p. 38.

small prizes for a tender, and crossing the *Bay of Panama*, arrived about the middle of August in the *Gulf of Nicoya*. Here he laid the ship *St. George* aground, to clean and repair, at a small Island of a cluster called by Funnel the *Middle Islands*, because they are situated in the middle of the *Gulf*; and the tender in the mean time was kept cruising without. At the *Middle Islands*, they caught turtle and fish. The best time for catching fish with the seine was at the flood, and in the night rather than in the day. On the Western side of the *Gulf* they found plantain walks, and their tender made prize of a Spanish bark of 40 tons, laden with wine, brandy, and sugar; on board of which also were some Spanish carpenters and caulkers, who were immediately set to work on the repairs of the ship. That she might be got as high aground as possible, all the powder and shot, some of the guns, the bread, and a quantity of flour, were taken out, and put on board this last prize bark. Whilst the ship was thus under repair, on the 2d of September, Captain Dampier and his chief mate, John Clipperton, quarrelled; whereupon Clipperton with twenty-one of the crew seized upon the prize bark in which the ammunition of the ship and part of the provisions were lodged, and taking up her anchor, they sailed without the Islands; whence Clipperton sent a message to the ship, to invite the rest of the company to join him, which invitation was not accepted by any one. The mutineers had consideration enough for their late companions, to land as much of the powder and ammunition as they did not want for their bark, of which they sent notice to Dampier, and having done this, they sailed away from the *Gulf*.

Dampier was extremely unfortunate in his officers and ship's company, which is in part to be attributed to their terms of agreement with the owners, by which they were not entitled to wages. But they were in other respects badly disposed: Dampier says in the *Vindication of his Voyage*,  
 ' Clipperton

CHAP. 8.

1704.

August.

Gulf of  
Nicoya.

September.

Desertion  
of Clipperton  
and  
part of the  
Crew.

- PART II.** ' Clipperton. and others, whenever they had opportunity,  
 1704. ' stripped their prisoners; whereas they cannot accuse me of any  
 September. ' thing more than compassionate christian usage to all ranks  
 Coast of ' of men.' Clipperton is likewise accused of robbing Captain  
 New Spain. Dampier of his commission. The crew of the *St. George* was  
 now reduced to 64 men. The bottom of the ship was found  
 much damaged by worms, Funnell says, ' so as to be eaten in  
 many places like a honey-comb, and we could thrust our  
 thumbs through some of the planks. The carpenter was forced  
 to make shift and to stop the leaks as well as he could with nails  
 and oakum.' On the 23d of September, Dampier, with a  
 small prize vessel in company, sailed out of the *Gulf of Nicoya*  
 NWward, with design to cruise for the Manila ship. October  
 the 7th, in latitude by observation  $13^{\circ} 7' N$ , they had sight of  
 the two high mountains of *Guatemala*, the Southern of which  
 is the highest, and is called the *Mountain of Water*, it having  
 thrown out water in such quantity as at one time to drown the  
 City of *Guatemala*. This, Funnell relates, and also that some  
 natives of *Guatemala* affirmed to him of the Northern Mountain  
 or *Volcan of Fire*, that it had thrown out stones as big as a  
 house. All which is said of the Mountains of *Guatemala* in  
*Gage's Survey of the Spanish West Indies*, p. 275 & seq.
- October. Volcanos of  
Guatemala.
- 9th. On the 9th, they took a small vessel laden with provisions,  
 the master of which, Christian Martin, was a native of the  
*Canary Islands*, and had been gunner in Eaton's ship, from  
 which he deserted at the Island *Gorgona*. There, after Eaton's  
 departure, he made himself a catamaran by fastening two trees  
 together with small twigs. He fixed a mast, made a sail of a  
 shirt, and filled a bag with oysters; and so provided, sailed  
 over to the Continent.
- 20th. The 20th, they were near the *Bay of Tecuantepeque*, the land  
 Bay of about which is low, and full of little hills.  
*Tecuantepeque*.
- November. November the 11th, they were near four small white Islands  
 11th. which lay close together; East of which, about two miles dis-  
 tant, is a large hummock on the main. Here was a village of  
 about

about forty houses, which Funnel calls *Suvaranteo*, in latitude 17° 40' N. They anchored off the village in 14 fathoms, about a pistol-shot distant from the shore; and a party of men landed, who found sixteen sacks of flour. Two boat loads of fresh water were taken, but the sea ran high and upset the boats. Dampier's men would have set fire to the village, but he being on shore would not suffer it to be done.

CHAP. 8.  
1704.  
November.  
Coast of  
New Spain.  
Suvaranteo.

The 22d, the ship anchored 'in the Bay of Martaba, under the mountains called *Motines*, which are a ridge extending along the coast 25 leagues.' In the Bay of Martaba they watered at a small river, and found there a number of large green turtle.

22d.  
Motines  
Mountains.  
Bay of  
Martaba.

On the 26th, they chased and took a small bark from *California*, with a cargo of plank, and some parcels of pearls. 'To the North-westward of the Bay of Martaba five or six leagues, is broken ground which looks like an Island, and is called *Chasipi*. On its SE side is a small valley of white sand, called the *Valley of Maguille*. At the Point of *Chasipi* the *Motines* end\*.'

Point  
Chasipi.

'NWward of *Point Chasipi* the coast is plain even land, and well planted with cocoa-nut trees. Two or three leagues NWward of these trees is some broken ground, and at the end of the broken ground stands the *Volcano of Colima*†.'

December the 4th, they took a small vessel near *Port de Navidad* laden with ammunition, which was supposed to have been intended for a supply to the Manila ship: and on the 6th, being in sight of the *Volcano de Colima*, they saw a sail, which proved to be the galeon from Manila. They soon got along side of her, for she had no suspicion of an enemy being on the coast, and was so unprepared for battle, that the *St. George* fired several broadsides into her before she could get her guns clear. The number of guns in the Manila ship is not

December  
The Saint  
George  
engages the  
Manila  
Galeon.

\* Funnel's Narrative, p. 54.

† Ibid.



## PART II.

1704.

December.

Coast of  
New Spain.

not mentioned, but they carried shot of 18 and 24 lbs. weight, whereas the guns of the *St. George* were only five pounders. Some of the *St. George's* crew proposed to board the galeon, whilst others thought it too desperate to attempt, and it is probable that she had more than four times their number of men. When the guns of the galeon were clear, the *St. George* was not able to lay along side of her, for from her decayed state, the shot of the galeon drove in large pieces of her plank, and one shot which struck her near the stem and by the water's edge, forced in two feet of the plank, which obliged Dampier to sheer off to save his own ship from sinking; and the galeon pursued her course.

Is beaten  
off.

After this disappointment, Captain Dampier and his men agreed to cruise six weeks longer on the coast of *New Spain*, and then to sail for the *East Indies*.

1705.

January.  
Extraordi-  
nary quan-  
tity of Fish.

They stood along the coast Eastward, towards the *Bay of Amapalla*, intending to water there and refit. On January the 5th, Funnel relates, they fell in with such a multitude of fish that in half an hour's time they caught fifty-eight albacores, weighing from 60 to 90 lbs. each; and small fish about the size of sprats, were in such quantities about the ship, that by putting a bucket overboard, sixteen or twenty were drawn up at a time.

26th.

In the Bay  
of  
Amapalla.Separation  
of  
Dampier's  
Crew.

The 26th, they anchored in *Amapalla Bay*. Captain Dampier wished to try his fortune longer in the *South Sea*, but more than half the crew were otherwise inclined. With the people who were willing to remain, however, he determined to continue with the *St. George* on the American coast. The prize bark, which was a brigantine of about 70 tons burthen, was given up to those who were for going to *India*. Division was made of the stores and provisions, and four guns, with small arms and ammunition, were put into the brigantine, in which 34 men and a negro boy, embarked. William Funnel was of the party for the *East Indies*.

Both

Both the vessels watered from a pond of rain-water which they found at a small Island in the bay, named *Conchagua*, situated within the *Island Mangera*. This pond was behind a hill, and to lessen the labour of carriage, the water, after being taken in kegs and buckets to the top of the hill, was conveyed thence to the landing-place by a canvas pipe 90 fathoms long, which they made for the purpose. The water was muddy, and had duck-weed on the top of it, such as is usually in standing water in *England*. At first they raked the duck-weed away; 'but our 'doctor,' says Funnel, 'persuaded us that the weeds would 'mightily preserve the water; and according to his advice we 'took up weeds and water together.' They found plantain walks on the Islands in the bay, from which they furnished themselves with a good stock.

CHAP. 8.

1705.

January.

Amapalla  
Bay.

Among Funnel's extraordinary descriptions is one of a fish which he says they caught in *Amapalla Bay*, called by the natives *Ceawau*, which he describes to be four feet long, and, according to a drawing he has given of it, spirally twisted so as to shew five complete revolutions between the head and the tail.

Funnel's  
description  
of the  
*Ceawau*.

Two more of Dampier's men left him to go in the brigantine, which reduced his company to twenty-nine. The brigantine sailed from *Amapalla Bay* on the 1st of February, for the *East Indies*; and Dampier, after refitting his ship as well as he was able, sailed for the coast of *Peru*. Little is known of this part of his voyage. He and his small crew plundered the town of *Puna*; they continued cruising along the coast till the ship was in too decayed a condition to keep the sea, and at length they all embarked on board a brigantine which they had taken from the Spaniards, and left their old ship the *St. George* riding at her anchor at the small Isles called *Lobos de la Mar*. Not long afterwards, they sailed in the brigantine to the *East Indies*, where Captain Dampier not being able to produce

February.

The Saint  
George  
abandoned.

**PART II.** his commission, his vessel and goods were seized by the Dutch,  
 1705. and himself for a time kept prisoner\*.

February.

Funnel  
from the  
Coast of  
New Spain  
to the  
East Indies.

Funnel and his companions sailed from the coast of *America* scantily furnished with provisions. The first twenty days of their passage they fed upon fish, turtle, and plantains. When these were expended, the allowance of provisions, which they proportioned to their store, was to each man half a pound of flour per day, and two ounces of salt meat.

April.  
At the  
Ladron  
Islands.

They made the *Ladron Islands* on the 11th of April, and lay to near the South end of the Island *Zarpana* (which Funnel calls *Magon*) whilst the natives in their canoes brought to them fish, eggs, yams, and other refreshments, which they exchanged for tobacco and old linen.

An Island.

From *Zarpana*, which is the Island next to the Northward of *Guahan*, they steered SW, with a fresh gale at ENE, and on the 17th, saw a high Island bearing E b N distant 10 leagues; whether inhabited or not, they did not see. Thence they steered SSW to latitude 5° N, when the wind veered round to the SE; and in latitude 4° N they had a calm for seven days.

May.  
6th.

The Guedes  
Islands.

On the night of the 5th of May, a light breeze brought with it great fragrance, and the next morning they saw three small low Islands. The Easternmost of the three was in latitude (by their observation) 0° 42' N. These Islands were full of inhabitants, and a ledge of rocks ran from one Island to another. The brigantine being near the Westernmost, which is the biggest of the three, about 40 or 50 canoes, or proes, came off, in which Funnel thinks were about 450 men, and multitudes of people were seen on the shore. The canoes stopped at some distance, and from mutual distrust no intercourse other than of

signs

---

\* *Voyage by Captain Woodes Rogers*, p. 149, 150. And *Voyage by Geo. Shelvoeke*, p. 179. Woodes Rogers says Dampier lost his commission at *Puna*. Shelvoeke accuses Clipperton of having taken it.

signs took place. ‘ All the three Islands were low, flat, and full of trees. The inhabitants were a large strong-boned people ; they had long, black, strait hair, which reached down to their middle, and they were stark naked.’

CHAP. 8.

1705.

May.

A current was observed here setting Northward, and the same had been experienced during the whole of their run thus far from the *Ladrone Islands*. They remained near the three Islands a part of the 7th, and steered thence SW, with a fresh gale from the East. The next morning they made the land of *New Guinea*. The three low Islands seen it is probable were the *Guedes*, which were discovered by Grijalva and Alvarado in 1537, and the same which in the present charts are named *Joseph Freewill's Islands* \*.

8th.

The 9th, they were well in with the coast of *New Guinea*, which at this part was rocky, and the land full of high hills, and seemed very barren. They saw no appearance of harbour, nor of inhabitants. The same day they came abreast of two small low Islands, clothed with small trees, the largest not above a league in length ; and at the same time they saw high land which they supposed to be a part of the Island *Gilolo*, bearing West, distant by their estimation about eight leagues, but which was probably the Island *Waigeu*. The two low Islands which they saw near the land of *New Guinea*, were also seen this same year, 1705, by Hollanders sent to examine this part of *New Guinea*, and are marked with the names *Amsterdam* and *Middleburgh*, in a Dutch chart intended to shew the discoveries made in that voyage.

9th.  
Coast of  
New  
Guinea.

Variable winds, with thick rainy weather, prevented the brigantine from keeping the coast of *New Guinea* constantly in sight. On the 11th, they found themselves amongst a great number of Islands, which made them apprehensive they would not

11th.

---

\* In a sketch of *Joseph Freewill's Islands* which was made by a native Islander, and is given in Captain Carteret's Voyage, the Northernmost appears the largest of the three.

PART II.

1705.

May.

Coast of

New

Guinea.

12th.

Strait by  
the NW of  
New  
Guinea.

Is named  
St. John's  
Strait.

not be able to find the passage by which ships most usually sailed between *New Guinea* and *Gilolo*, and they concluded on seeking for a passage to the Southward amongst these Islands. They were mostly of a good height and clothed with trees, and fires of the inhabitants were seen. On the morning of the 12th, Funnel says, ' We now proceeded Westward, with fair weather and a NE wind, and at the same time had a strong tide setting Westward. About eight in the morning we shot in between two high headlands, which were distant from each other ~~near~~ two miles. Some of us went to the mast-head to look if there was a clear passage through, and we saw no let or hindrance; so the vessel was got through by two in the afternoon. This passage was in length about seven leagues, and about two miles broad. We could find no anchoring ground in it till within a ship's length of the shore, and there the depth was 30 fathoms. In the afternoon, it fell calm, and the tide then setting Eastward, carried our vessel into the Strait, half way back again, and sometimes drove her so near the shore that we kept her off with poles, but she never touched the ground, the water being very deep close to the shore. A favourable gale springing up, and the tide again running Westward, by seven in the evening we got clear through and out of this Strait a second time\*.' They had given to their brigantine the name of Saint John, and now they named this Strait after the brigantine, *Saint John's Strait*†.

On the 16th, they made the *Island Ceram*, and on the 28th, anchored at *Amboyna*. The next morning, the Dutch Fiscal, attended by soldiers, made seizure of the vessel and the crew. The vessel, her furniture, and stores, were sold by public auction, and her people were embarked on board the next Dutch fleet bound for *Europe*.

In

\* *Funnel's Narrative*, p. 163-4.

† According to Lieutenant Mac Cluer's Survey, this *Saint John's Strait* is the Strait nearest to the main-land of *New Guinea*.



In their homeward passage, they stopped at the *Cupe of Good Hope*, where they met some of the men who had deserted with Clipperton from the *St. George*, in the *Gulf of Nicoya*. The account they gave to Funnel of their adventures from that time, was, that they took two Spanish ships in the port of *Ria Lexa*, one of which they sunk. For the other they received 4000 dollars ransom; and as soon after as they were able to clean and refit their vessel, they sailed for the *East Indies*. They reached the *Philippine Islands* in fifty-four days, and passing through among them, proceeded to *Macao*, where they shared and dispersed.

CHAP. 8.  
Of  
Clipperton.

It was most probably in this passage made by Clipperton from *New Spain*, that he discovered the Island or Rock which was named after him, and which was noticed in the charts so early as to have place in that designed by Herman Moll for shewing the boundary-line of the South Sea Company's privileges. It is there laid down in latitude  $10^{\circ} 20' N$ , and about half a degree in longitude East of the meridian of *Cape San Lucas*. It is said to have been since seen by one of the fur traders on the North West coast of *America*, and its situation to have been found very nearly as was before assigned.

Clipperton's Isle.

Funnel and most of his companions arrived in the *Texel* in July 1706, and in *England* on the 26th of the month following.

To conclude the history of this voyage, some account remains to be given of the *Cinque Ports Galley* commanded by Thomas Stradling, after his separating from Captain Dampier in the *Bay of Panama* in May 1704. In October the same year, the *Cinque Ports* anchored at *Juan Fernandez*, where Stradling found two of the seamen left by him when his ship was chased from the Island by the French. These two men had kept themselves concealed from the French, and they now returned on board their own ship.

Of the  
Cinque  
Ports  
Galley.

Notwithstanding the many and violent quarrels which had already happened in the course of the voyage of the *St. George* and

## PART II.

Alexander  
Selkirk  
landed on  
Juan  
Fernandez ;

and Cinque Ports Galley, one was added to the number here, more extraordinary both in circumstance and consequence than any which preceded it. Whilst the Cinque Ports lay at *Juan Fernandez* on this her second visit to the Island, Captain Stradling had some disagreement with the master of the ship, Alexander Selkirk, who, in the first heat of his dissatisfaction, demanded to be landed, preferring to be left on a desert Island to remaining longer under the command of Stradling. His desire was complied with, and he was set on shore with his clothes, bedding, a firelock, one pound of gunpowder, a hatchet, cooking utensils, some tobacco, and his books.

And left  
there,  
October  
1704.

Before the ship departed, however, Selkirk changed his mind, and desired to return on board ; but Stradling refused him admittance into the ship, and sailed away, leaving him on the Island.

Stradling cruised afterwards on the coast of *Peru*, till his ship, the Cinque Ports, became so leaky that he and his crew were obliged to run her ashore near the *Island Gorgona*, and to surrender themselves prisoners to the Spaniards. Stradling, after many years captivity, made his escape on board a French ship\*.

Publication  
of a Fourth  
Volume to  
Dampier's  
Voyages.

Funnel arrived in *England* before Captain Dampier, and seized on the opportunity to compose a relation of the voyage, a task for which he was ill qualified, and which he performed with disadvantage to the public. Funnel's Narrative was published in 1707, by Knapton the bookseller, who being the publisher of three volumes of the *Voyages of Dampier* drawn up from his own manuscript journals, should have distinguished the difference, and not have obtruded Funnel's Narrative into the same collection ; but he was tempted by the favourable reception of the former volumes, and to render his new volume of size suitable to the first three, he inserted in it republications of other Voyages. The public were thus furnished with a fourth

---

\* *Voyage of Captain Woodes Rogers*, 2d edit. pp. 333 & 337.

fourth volume to *Dampier's Voyages*, which contains not a CHAP. 8. word of Dampier's writing; but much that he disapproved.

Soon after its appearance, Dampier published a small memoir with the title of *Captain Dampier's Vindication of his Voyage in the Ship Saint George; with some small Observations for the present on Mr. Funnel's chimerical Relation.* (London, 1707.) In this *Vindication*, which does not occupy more than a single sheet, Dampier points out several misrepresentations made by Funnel, and accuses him of having pirated from charts and papers with which he had been entrusted, but of which, Dampier says, he afterwards rendered a very slender account, pretending that some of them were lost.

Funnel's Narrative must now be allowed to retain its rank as fourth volume of *Dampier's Voyages*, as no other authentic account of that Voyage has appeared or can be expected to appear. The volume however, would be better naturalised if it were made to include *Captain Dampier's Vindication of his Voyage.*

## C H A P. IX.

1703 to 1708.—*Voyages of the Dutch for the farther Discovery of New Holland and New Guinea. Navigations of the French to the South Sea.*

## PART II.

1705.

THE Dutch Company's government at *Batavia*, in the year 1705, fitted out two separate Expeditions for the purpose of increasing their knowledge of *New Guinea*, and of the North coast of *New Holland*; of which voyages some particulars are related in a book of Miscellaneous Observations published by M. Nicolas Struyck, and it appears that one, if not both, of the expeditions found entrance into the *Pacific Ocean*.

Voyage of  
the Dutch  
to the  
North  
Coast of  
New  
Holland.

On the 1st of March, the Flyboat *Vossenbosch*, the Sloop *Waijer*, and a country vessel named the *Nova Hollandia*, departed from *Timor* for the coast of *New Holland*. In their route thither they saw some rocks above water. In  $11^{\circ} 52' S$  latitude, and four degrees to the East of the Eastern point of *Timor*, they saw the West side of *New Holland*. They then directed their course Northward, and passed a point, before which lay a reef above water, which extended outward into the sea five German miles. Struyck adds, ' Their farther sailing ' was towards the East side, along the coast of *New Holland* \*, ' carefully noting every thing, except a Gulf, to the end or ' bottom of which they did not quite go. I have myself seen a ' chart drawn of this their discovery.'

The gulf of which they did not discover the bottom, was either the *Gulf of Carpentaria* or some deep bay in *Arnhem's Land*; but how far their examination extended Eastward does not appear.

The

---

\* *Beschryving der Staartsterren, en andere aan-merkingen*, p. 163, in Chapter entitled *Nieuwe Geographische Ontdekkingen*, i. e. *New Geographical Discoveries*. The words are ' *Vcrder was hunne Zeilugie naar de Oostzyde, langs de Kusten van Nova Hollandia.*

The other Expedition of discovery of the Hollanders in the same year, was made by a yacht named the *Geelvink* in company with an East-Indian built vessel called a *Patsjalling*, which went to the North coast of *New Guinea*, in which they discovered a great and deep bay, opposite to, or lying to the South and SSW from, *William Schouten's Island*. The width of this bay at the outer points was above 50 leagues, and the depth Southward not less. A chart published by Mr. Dalrymple in his *Collection of Plans*, from a Dutch manuscript chart, furnishes the best account given of this discovery, the places where the vessels anchored, where they took fresh water, and other particulars, being marked on the chart.

At a *Negary* or Negroe village in the bottom of the *Great Bay*, behind a green level point where fresh water was found, a Dutch seaman belonging to the *Patsjalling* was shot dead with an arrow by the natives. Two other Dutch seamen were killed, by the natives near a mountain which the Hollanders named *Kleine Kerkberg*, or *Little Church Mountain*. Whether these acts were committed in consequence of any previous quarrel, or proceeded from the natural disposition of the natives to mischief, is not related; but in a bay near another mountain to which was given the name of *Grootę Kerkberg*, or the *Great Church Mountain*, the Hollanders seized on five of the natives and carried them on board their vessels; and afterwards, at a village named *Jobie*, on a long Island near the Eastern point of the *Great Bay*, they made a similar seizure of four men and three women. Two of the men escaped, and some women were set at liberty.

The outer point of the *Great Bay* on the Eastern side, was named after the *Geelvink*; near which point three rivers or runs of fresh water were remarked.

N. Struyck published in his book a chart intended to shew all that was then known of the NW part of *New Guinea*. In this chart are laid down four straits or passages between the

Straits  
between  
Waigeuw  
and New  
Guinea.



**PART II.** *Island Waigeew* and the main of *New Guinea*. The same  
 1705-6. straits are in Mr. Dalrymple's plans from a Dutch manuscript,  
 with soundings and anchorages marked, which are not in  
 Struyck's chart.

Natives of  
 New  
 Guinea.

Corneille le Brun, the traveller and painter, relates that in  
 in February 1706, he was at *Batavia*, and saw there four men,  
 whom he calls *habitans du sud*; 'which men with two or three  
 ' women, the vessel named the *Pinçon jaune*, had brought from  
 ' the South coast.' Le Brun seems to have taken them for  
 natives of *New Holland*; but the name of the vessel (*Pinçon*  
*jaune* being intended as a translation of *Geelvink*, which signi-  
 fies the bird we call the Yellow-hammer) shews that they were  
 the natives seized by the *Geelvink*. He says, 'These savages  
 to the number of six, were carried to *Batavia*, where two were  
 kept, and four were employed on board the ships of the Dutch  
 Company, that they might learn the Dutch language, by which  
 means it was hoped some knowledge would be gained concern-  
 ing their country, and they be made useful in any future expe-  
 dition thither\*.' *Le Brun* made a drawing of one of these people;  
 who appears to have been a negro of very indifferent figure and  
 countenance. He is represented with a bow and arrows, and  
 his dress is simply a cloth round his middle, with bracelets on  
 one arm and on one ankle. *Le Brun* says, they have arrows  
 with many barbs, which make the wounds inflicted by them  
 dangerous; but the arrows are light and do not go far. Some  
 of these men were sent to *Holland*.

The accounts which can be given of the navigations of the  
 French at this time are mostly furnished from accidental  
 notices. During the war of the Spanish Succession, the English  
 made two voyages to the *South Sea*, and copious accounts of  
 each were published. The *South Sea Voyages of the French*  
 within

---

\* *Voyages de Corneille Le Brun*, Tom. II, p. 338. Amst. 1718.

within the same period were without number, and of the whole CHAP. 9.  
not more than two regular journals were published.

In 1703, so late in the year as December the 26th, the two 1703.  
French ships *St. Charles* and *Murinet* (tonnage and number of  
men not specified) commanded by M. M. Coudrai Perée and Coudrai  
Perée and  
Fouquet.  
Fouquet, departed from *St. Malo* intended for *China* and the 1704.  
*East Indies* by the way of the *South Sea*. In three months  
navigation, they arrived at the *Strait of Magalhanes*, and  
anchored in a Bay near the *Bay de San Gregorio*, where they  
lay long enough to recruit their stock of water; but a gale of  
wind came upon them so impetuously, that four of their cables  
parted, and they lost two anchors. This determined the com-  
manders not to expend time in waiting in the *Strait* for favour-  
able winds, but to sail for the *Strait le Maire*. On the 13th of  
April; after having been fifteen days in the *Strait*, they repassed  
the Eastern entrance. They made their passage round *Cape*  
*Horne* very speedily for the time of the year, and arrived at  
*La Concepcion* in *Chili* about the middle of May. Le Pere Pere Nyel.  
Nyel, a French missionary, embarked from *France* on this voyage  
with Coudrai Perée in the *St. Charles*, intending to go to *China*.  
A chart drawn by him of the Southern extremity of *America*  
was noticed in the Voyage of De Beauchesne, and he wrote a  
short account of his own voyage thus far in a letter addressed  
to the Rev. P. de la Chaise, Confessor to the French King.

Afterwards, in the same letter (dated May 1705, from *Lima*)  
it appears that Perée and Fouquet declared their ships not in  
fit condition to undertake so long a voyage as to *Europe* by the  
way of *China*, and that it was their intention to return to *France*  
by the route in which they had come. Pere Nyel and other  
Missionaries in company with him, being thus left in the  
middle of their journey, could find no other means of getting  
to *China* than by going first to *Mexico* and thence to *Acapulco*  
to take passage to the *Philippines* \*.

Fouquet

---

\* *Lettres edif. & curieux*, Vol. VII, anc. edit. Paris 1707. And *Voyages de*  
*Coreal*, Vol. II, p. 338. Paris, 1722.

## PART II.

1703.

Isles  
D'Anican.

Fouquet and Coudrai Perée, in their return to *Europe*, fell in with *John Davis's Southern Land* near the South entrance of *Falkland Sound*, where are a range of low Islands. Fouquet named them the *Isles of Anican*, after his principal owner\*.

1704.  
Harinton  
and  
Carman.

In 1704, a ship of *St. Malo*, named the *Jaques*, and another French ship named the *St. Pierre*, were in the *Strait of Magalhães*. M. Frezier; who, subsequent to the time here treated of, became a distinguished French voyager, and to whom the public are indebted for the preservation of many curious particulars of the voyages made about this time to the *South Sea*, relates, that 'in July 1704, the people of the *Jaques de St. Malo*, commanded by Harinton, saw seven of the giants in the *Bay de San Gregorio*; and those of the *St. Pierre de Marseilles* commanded by Carman of *St. Malo*, saw six, one among whom was distinguished above the others by his hair being rolled up within a netted cap ornamented with feathers. They wore frocks made of skins, with the hair inwards. They carried quivers full of arrows, some of which they gave to the French sailors. The next day more than 200 of these natives were seen in a body. These people though larger than the other inhabitants of the *Strait*, appeared more sensible of the cold than the smaller people, who wore no other clothing than a single skin thrown over their shoulders.'

1706.  
The  
Maurepas  
and  
St. Louis.

Malouines.

Isles  
Nouvelles.

In 1706, the French ships *Maurepas* and *Saint Louis* sailed homeward from the *South Sea*. The *Saint Louis* put into a harbour in the SE part of *John Davis's Land*, where they found fresh water of a reddish colour and soft, but in other respects good. This harbour they named *Port Saint Louis*. About this time, *John Davis's South Land* began to be distinguished by the name of the *Malouines*, given to them by the seamen of *Saint Malo*, by whom they were most frequently seen. Frezier, however, has added to a list before much crowded, and called the whole of these Islands by the name of *Isles Nouvelles*.

In

\* *Relation du Voyage de la Mer du Sud. Par M. Frezier, Vol. II, p. 510.*  
Edit. Amst. 1717.

CHAP. 9.

1707

P. Louis  
Feuillée.

In 1707, Pere Louis Feuillée, a man of much science, who had studied mathematics under Cassini, was employed by the French government to undertake a voyage to the *South Sea* in quality of mathematician and botanist to the French King. He was furnished with the best instruments then in use, and embarked at *Marseilles* in a merchant ship which sailed in December that year for *Chili*. In the passage to *America*, he computed his longitude at sea from an observed distance of the moon from a fixed star. 'June the 26th, 1708, in latitude  $5^{\circ} 15' N$ , the distance of the moon from *Spica Virginis* was taken with a good cross-staff (*une bonne flaiche.*)' The result of this observation differed 48' from the longitude by the reckoning; but no land was seen till a considerable time after the observation, and consequently no judgement could be formed respecting its accuracy.

On arriving at *Valparaiso*, P. Feuillée quitted the ship. He remained in *Peru* and *Chili* till the beginning of 1711, and settled the situations in latitude and longitude of several places on each side of *South America* with a degree of precision that has admitted of very little correction or alteration from later observations. After his return to *France*, he published an account of his labours under the title of *Journal des Observations Phisiques, Mathematiques, et Botaniques* Printed at *Paris*; the 1<sup>st</sup> and 2<sup>d</sup> volumes came out in 1714; the 3<sup>d</sup> some time after.

In July 1708, a ship named l'Assomption, commanded by M. Porée of *St. Malo*, fell in with a land which he believed a new discovery, being by his reckoning 100 leagues to the East of the *Isles Nouvelles*, or *John Davis's South Land*, and he ran along its North coast. Frezier, however, believed that what Porée saw was no other than the *Isles Nouvelles*; and in his chart accordingly, he marked the Northern coast of those Isles as the land of the *Assomption*. Porée saw also a great bank

1708.

The French  
Ship L'As-  
somption.

at

PART II.

1708.

at a distance; and was doubtful whether it was ice or land: the place of the ship is not specified.

Among the ships at this time in the *South Sea*, two, named *la Lune d'Or*, and *la Havre de Grace*, were sold by the French to the Spaniards.

In this year, 1708, two English ships, commanded by Captains Woodes Rogers and Stephen Courtney, sailed from *England* for the *South Sea*, which Voyage will be the subject of the ensuing Chapter. The small proportion which has come into notice of the voyages of the French, may be conceived by what Captain Woodes Rogers says, in an Introduction to the History of his Voyage, i. e. 'there have been in the *South Sea* ' in one year seventeen French ships of war and merchantmen, ' with all sorts of goods; and the advantage they made by it ' was so great, that I was informed by several merchants whom ' we took in those seas, that by a modest computation, the ' French in the first years of that trade carried home above ' 100 millions of dollars.' There is no reason to doubt that the number of ships is correctly stated.



C H A P. X.

*Voyage of the Ships Duke and Dutchess, of Bristol,  
round the World.*

**I**N 1708, some merchants in *Bristol* fitted out two ships for a voyage to the *South Sea* to cruise against the Spaniards. The largest was of 320 tons burthen, carried 30 guns and 183 men, was named the *Duke*, and commanded by Captain Woodes Rogers. The smaller ship was named the *Dutchess*, her burthen 260 tons, carried 26 guns and 151 men, and was commanded by Captain Stephen Courtney. Each ship had a commission from the Lord High Admiral (Prince George of *Denmark*) to war against the French and Spaniards, and as much merchandise was shipped in each as with their stores and provisions they had room to carry. The instructions given by the owners directed, that the two ships should keep company together during the voyage, that Captain Rogers should have the chief command, but under the direction of a council composed of the principal officers, and the agent of the owners in each ship; and the Second Captain of the *Duke*, Thomas Dover, ‘a Doctor of Physic and Captain of the Marines \*,’ was appointed to be president of the council. An agreement was drawn up between the owners and the ships companies, by which the owners were to be entitled to two-thirds of the clear profits of all prizes and plunder, and one-third was to be divided among the officers and seamen, who however, before subscribing to the agreement, had an option given them to receive wages in lieu of half their share. Landsmen were to have three-fifths of

CHAP. 10  
1708.

---

\* This Doctor Thomas Dover it is said was the inventor of the efficacious medicine known by the name of the Dover Powders.

**PART II.** of the share of an able seaman; but to give an additional  
 1708. appearance of importance to every man's share, the landsman was set down for a share and a half, and the able seaman for two shares and a half; and of the like shares the Captain was to receive twenty-four.

One Narrative of this voyage was written by the Commander, Woodes Rogers, and published in 1712, under the title of *A Cruising Voyage round the World*. Another Narrative was published the same year, of which Edward Cook, Second Captain of the *Dutchess*, was the author. William Dampier, who had so lately commanded in a similar expedition, was in such reduced circumstances as to engage himself in the present in quality of pilot on board the *Duke*.

Departure. The two ships left *Bristol* in August, and put into *Cork Harbour* to complete their provisions and complement of men.

September the 1st. On September the 1st, they departed on their voyage. The 18th, near the *Canary Islands*, they took a small Spanish bark with wine and brandy, which they cleared, and afterwards stood in for *Teneriffe*, where they obtained fruit and refreshments in ransom for the bark. They learnt at *Teneriffe* that four large French ships, carrying each from 24 to 50 guns, had stopped there about a month before, in their passage outward bound for the *South Sea*.

Island St. Vincent. The 30th, they anchored at *Saint Vincent*, one of the *Cape de Verde Islands*, in a Bay on the West side of the Island.

The Bay. ' *Monk's Rock*, which is like a sugar-loaf, high, round, and bold on every side, lies almost in the entrance of this fine sandy bay. Care must be taken in going in, not to run too near under the high land of the North point, for fear of being becalmed, and of sudden flaws; and besides, there is a small shoal about three ships' length almost without the point. We came to an anchor in 10 fathoms depth, clean sand, *Monk's Rock* bearing NW b N, distant three quarters of a mile; the North point of the bay, North, a mile distant;

‘ tant; and the Westernmost point, West, about two miles \*.’ CHAP. 10.  
1708.  
At *St. Vincent* the ships wooded and watered, and procured by barter, cattle, goats, hogs, fowls, melons, limes, potatoes, and Indian corn. Both Dampier and Woodes Rogers recommend *Saint Vincent* as a better place for ships to stop at than the Island *St. Jago*.

The ships companies were dissatisfied at the distribution made of the cargo of the small prize taken at the *Canaries*. The captors thought themselves entitled to certain light privileges under the denomination of plunder. Captain Rogers held a council on the matter, which determined, that plunder should be allowed to the companies of the *Duke* and *Dutchess* according to the custom in privateers; and that in doubtful cases, the superior officers in conjunction with the owners’ agents should be empowered to decide what was to be accounted plunder.

From *St. Vincent*, they sailed to the coast of *Brasil* and anchored at *Isla Grande*, whence they sailed December the 2d. At Brasil.  
December.

December the 23d, they made *John Davis’s South Land*, which Woodes Rogers calls *Falkland Islands*. The wind was Westerly, and not being able to weather the land, they bore away Eastward, and sailed along the North side, which at three or four leagues distance from shore, appeared to them to abound with woods. The next day they sailed along the East side, but with the wind blowing from the SW, and, says Captain Rogers, who is sometimes at pains to make an unexpected remark, ‘ at six in the evening, we lost sight of the land, and ‘ could not come near enough to see if it was inhabited.’ That same evening, they saw a strange sail to the SE, about four leagues distant. They gave chase, and gained fast on her, but the night being dark, at ten o’clock they lost sight of her. It was 23d.  
John Davis’s  
South Land,  
or Falkland  
Islands.  
  
24th

---

\* Woodes Rogers, p. 24, 25. Edit. 1718; and Edward Cook, Vol. I, p. 13.