where they obtained fresh provisions. This was the wet season. The rains were heavy, and the weather at the same time excessively hot. Thomas says, 'the country was so thick of wood, 'that the air must needs be stagnated and rendered unhealthful.' From these unfavourable circumstances, notwithstanding the rest and refreshments obtained, the Centurion buried 28 men there; and the number of the sick on board her, increased from 80 to 96. The other ships were in the like sickly state, 'their disorders being in general those kind of fevers which 'they call Calentures.'

1740 December. At Santa Katalina.

Whilst they lay at *Santa Katalina* the Moon was eclipsed. Pascoe Thomas relates, 'December the 21st, I observed an 'Eclipse of the Moon, and comparing the time of its ending 'with a calculation I purposely made of it for the meridian of 'London, from *Sir Isaac Newton's New Theory of the Moon*, 'I found the place where the ship lay, to be 49° 53′ W of the 'meridian of London. I am sorry to be obliged in justice to 'myself to notice, that when I presented to our Commander 'my account of the said Eclipse, some other gentlemen pre-'sented theirs, which differed from mine, as I was told, about '20° of longitude. However, on a sight of my calculation '(though I had never the satisfaction of seeing theirs) they 'soon discovered their mistake, and brought in a new account 'differing from mine but one minute. I have since heard that 'the principal of these persons got credit in *England* for having 'settled the longitude of the Island *Saint Katherine*.'

The variation was observed here 11° 20′ Easterly.

Defects in the lower masts of the Tryal occasioned some detention to the squadron. Previous to sailing, the Commodore delivered instructions to the ships, appointing places of rendezvous in cases of separation.

On January the 18th (1741), they quitted *Santa Katalina*. On the 22d, in foggy weather, the Pearl was separated from the squadron. A current had been observed to set Southward

1741: January.

CHAP 3. 1741. January. on their first approach to the coast of *Brasil*; but on coming to the latitude of 36° S, a current was found setting in the opposite direction: and as they proceeded Southward beyond that parallel, they were constantly in soundings, the greatest depth of water being 60 fathoms, although part of the track sailed was reckoned to be 70 leagues distant from the American coast.

February. February the 18th, the Pearl rejoined company. During her separation, her Commander, Captain Kidd, had died. The officer next in command, Lieutenant Salt, informed the Commodore, that on the 10th instant he had fallen in with five large ships, which he at first took for the English squadron; and the commanding ship carrying a red broad pendant at the topgallant-mast head, so much favoured the deception, that he was within gun-shot before he discovered his mistake, and that they were Spanish; but he escaped by standing across a ripling in the water, through which the Spanish ships did not think it safe to follow him. These were the ships that had been seen off *Madeira*. They were under the command of Admiral Josef Pizarro, and had put in at the *River de la Plata*. Whilst there, the Spanish Admiral learnt the arrival of the British squadron at *Santa Katalina*; on which intelligence he hastened again to sea, directing his course Southward, anxious to arrive first on the coast of *Chili*.

Port San Julian. On the 18th of February, the English squadron was off *Port San Julian*, and a boat was sent to discover the entrance of the Port, 'which is not visible with much offing, nor easy to 'find without the help of such a mark as *Wood's Mount*.

Port San Julian is a barred harbour. Pascoe Thomas says, 'Before any ship or vessel pretends to venture in, they ought 'to send their boats at low water to fix buoys on the ends 'of the shoals, which in a manner block up the passage.' This is the more necessary because the bar is often shifting. Commodore Anson anchored his squadron about two miles without the

the entrance, in 12 fathoms depth, the bottom a mixture of mud and sand; the Northernmost land in sight bearing N b E, and *Wood's Mount* WSW. In the time of Magalhanes the entrance of this port was probably more free; but that which was a sufficient harbour for the ships of Magalhanes, might ill suit the ships of war of more modern times. 1741. February.

The Hon. Captain Murray was appointed to the Pearl in the room of her late Commander; Captain David Cheap to the Wager, and Lieutenant Charles Saunders to the command of the Tryal Sloop. Here the squadron was again delayed by repairs wanting for the Tryal. No fresh water was found in *Port San Julian*, and it became necessary to put the ships' companies to the short allowance of a quart one day and three pints the next, alternately.

To reduce the weight in the upper works that the ships might be less strained in stormy weather, for such was to be expected in the passage round *Cape Horne*, some of the heavy guns had been struck down into the hold; but on the notice received by the Pearl of an enemy being near, they were again got up and remounted.

The rise and fall of tide at *San Julian* was four fathoms: the variation of the compass, 17° Easterly.

The 27th of February, the squadron sailed, and March the 4th, passed in sight of *Cape de las Virgenes*, which afforded a view resembling the land of the *North* and *South Forelands* on the Kentish coast. March. Cape de las Virgenes.

On arriving at *Strait le Maire*, Mr. Walter blames M. Frezier for not having given a view of the *Staten Island* side of the *Strait*, as a companion to the one he gave of the *Tierra del Fuego* side; owing to which neglect he says, they found it difficult to determine exactly where the *Strait* lay. Landmen who write histories of sea voyages, are sometimes apt to be prompted by an apprehension that their accounts will appear barren of nautical information; which occasions them to Strait le Maire.

CHAP. 3
1741. March.

to be on the watch for opportunity to introduce something of the kind. This has happened to Mr. Walter. Frezier had described marks for knowing *Strait le Maire*, with some shew of their being necessary. But it is evident on the slightest consideration, that the geographical position of the Western side of the *Staten Island*, without other mark, secures it from the smallest probability of being mistaken for any other land. It is only to the charge of neglect against Frezier that this remark applies; for good views of land, though they are not all of equal service or equally necessary, are always satisfactory. Those published with Mr. Walter's narrative, among which is a prospect of the West of *Staten Island*, were engraved after drawings made by an officer of the Centurion, Lieutenant Piercy Brett, and have every appearance of being correct representations.

The Squadron entered *Strait le Maire* on the morning of March the 7th, with fair weather, and were hurried through by a brisk gale and rapid tide, in about two hours; but this prospect of a speedy passage into the *South Sea* was of short duration. The very next day they experienced a change both in the wind and the weather. The wind blew strong from the SW, and by the 9th increased to a storm, which lasted several days, and they had the ill fortune to encounter violent tempests from one or the other of the Western quarters, with very small intervals of abatement, for many weeks. Thomas says, 'As far forward as to passing *Strait le Maire*, we had 'indifferent good weather. But now began a new and dread-'ful scene. The very next day we were attacked with a storm, 'which was nothing to what we afterwards experienced. From 'this time to the 25th of May, we had, excepting only some 'short intervals, the most terrible and dreadful storms that it 'is possible to conceive. The sea went continually mountains 'high; for the intervals of the storms never lasted so long as to 'allay the raging of the waves. Our ship, the Centurion, was 'nothing to them, but was tossed and bandied about as if she had

Passage round Cape Horne.

1741.

had been a small wherry.' These gales were generally accompanied with snow or sleet, and the crews were dreadfully afflicted with the scurvy; so that the history of the squadron whilst labouring to get round *Cape Horne*, presents a most melancholy and long continued scene of extreme distress and calamity.

Passage round Cape Horne.

April.

On the 10th of April, the Severn and the Pearl were separated from the squadron. They did not again join the Commodore, who afterwards, whilst he was in the *South Sea*, heard of their arriving at *Rio Janeiro*.

The Severn and the Pearl return homeward.

On the 13th, by the reckoning on board the Centurion, the longitude was estimated to be 10 degrees West of the most Western part of the *Tierra del Fuego*; their latitude was one degree more South than the Western entrance of the *Strait of Magalhanes*; the wind was from the WNW, and the squadron was standing to the North, in the belief that they were running clear into the *South Sea*; when, in the night, the moon suddenly shining out bright, they saw land a-head about two leagues distant; which appeared like two Islands. The squadron immediately wore round to the Southward. The land seen was supposed to be *Cape Noir*. Its latitude was estimated to be 54° 20′ S.

This was a most depressing disappointment. The scurvy had terribly increased, and the disease was so aggravated by the bad weather, that in the month of April, the Centurion alone buried in the deep no less than forty-three men. The mortality in the other ships was equally dreadful. Among the invalids so inhumanly sent on this expedition, wounds which had been received in their early days, and which had been healed, some of them forty years, in one instance fifty years, now by the scurvy and the violent motion of the ship broke out afresh, and appeared as if they had never been healed. A great majority of the seamen were incapable of performing any duty, whilst the tempestuous weather occasioned a continual

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CHAP. 3. 1741. April.

a continual demand for exertion, and rendered the care and management of the ships so laborious a task, that those on whom it fell, were scarcely able to support themselves.

The squadron was now reduced to the Centurion, the Gloucester, the Wager Frigate, the Tryal Sloop, and the Victualler Pink Anna. On the 21st, they were in 60° 5′ S latitude, which is the farthest they went South during the voyage.

The Squadron dispersed.

On the night of the 23d, in a very hard gale with thick weather, the five ships were separated from each other, and so completely dispersed, that when daylight came no two of them were in sight of each other. The next day the wind became favourable, and the ships, each singly, made sail towards the NW. Mr. Walter has appropriated a chapter to directions for the passage round *Cape Horne*. He recommends 'as a piece 'of advice which in prudence ought never to be departed 'from, that all ships bound to the *South Sea*, instead of passing 'through *Strait le Maire* should constantly pass to the East-'ward of *Staten Land*; and should be invariably bent on 'running to the Southward as far as to the latitude of 61 or '62 degrees, before they endeavour to stand to the Westward.' Here again Mr. Walter unnecessarily holds up his *Flambeau de Mer*, and it gives worse light than before.

To this part of Mr. Walter's narrative is a chart, in which is described the track of the Centurion round the Southern parts of *America*. The course by the reckoning, and the corrected course, are both drawn, for the purpose of shewing the effect of the currents. A peculiarity to be remarked in this chart is the current which ran Eastward being named a Westerly current, analagous to the custom of designating the direction of the wind, or current of the air, by the point of the horizon whence it comes, instead of by that to which it travels, as the wind is said to be at West when it blows Eastward. It would doubtless be more accommodating to our apprehension, if the current of the air and the current of the water were designated alike, whether by the

point

point of the horizon whence they come, or by the direction in which they flow. The practice which has been adopted by Europeans generally (universally would have been said but for the instance to the contrary in the chart just noticed) involves direct contradiction in the signification of the same terms, a Westerly current and a West wind, being understood a stream of water and a stream of air in direct opposition to each other; and on the other hand an Easterly current and a West wind travel in the same direction.

The first appointed rendezvous for the ships after passing *Cape Horne*, was the Island *Nuestra Señora del Socorro*, in latitude, according to Sir John Narbrough, 45° S; with directions to cruise near the Island ten days, and then to proceed to *Baldivia*, near the entrance of which port they were to remain a fortnight; and if in all that time they did not meet the Commodore, they were to sail to the Island *Juan Fernandez*.

May. May the 8th, the Centurion being in latitude 45° 39′ S, came in sight of the land of *America*, which appeared mountainous and much covered with snow; the coast rocky and barren. The weather was too rough for the ship to venture near with safety. An Island was seen in 45° 30′ S, which was believed to be *N. S. del Socorro*. The distressed state of the Centurion's crew, induced the Commodore to stop at this rendezvous no longer than till the 10th, as well as to forego the design he had formed of attacking *Baldivia*, and to repair with all possible speed to the Island *Juan Fernandez* for their relief.

N. S. del Socorro.

The Centurion did not get into the parallel of *Juan Fernandez* before the 28th, when, having had much bad weather, and having seen no land for many days, they were uncertain whether the Island was to the East or West of them. It was deemed the safest course to steer East, which on the 30th, brought them in sight of the main land of *Chili*: the course was then

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1741. June. The Centurion arrives at Juan Fernandez.

directed Westward, and on the 10th of June, the Centurion anchored at *Juan Fernandez*.

The description in Mr. Walter's Narrative of the approach of the Centurion to this Island, is too interesting not to give in his own words. 'On the 9th of June, at daybreak, we first 'descried the Island of *Juan Fernandez*, and on this first view, 'it appeared to be a mountainous place, extremely ragged and 'irregular; yet it was land, and was to us a most agreeable 'sight; because here only we could hope to put a period to 'the terrible calamities which had swept away above half our 'crew. On the 10th, in the afternoon, we got near the lee of 'the Island, and kept ranging along it at about two miles dis-'tance, to look for proper anchorage, which was described to 'be in a bay on the North side. Being now nearer in with the 'shore, we could discover that the broken craggy precipices 'which had appeared so unpromising at a distance, were 'covered with woods, and between them were interspersed the 'finest vallies clothed with most beautiful verdure, watered 'with numerous streams and cascades of clear water. In our 'distressed situation, languishing for the land and its vegetable 'productions, it is scarcely credible with what eagerness and 'transport we viewed the shore, and with how much impatience 'we longed for the greens and other refreshments then in 'sight, and particularly for the water. Those who have endured 'a long series of thirst, and who can readily recal the desire and 'agitation which the ideas alone of springs and brooks have 'raised in them, can judge of the emotion with which we eyed 'a large cascade of transparent water, which poured from a 'rock a hundred feet high into the sea. All those amongst 'the diseased who were not in the last stages of the dis-'temper, exerted the small remains of strength left them, and 'crawled up to the deck to feast themselves with the reviving 'prospect.'

This

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1741. June.

This was not a heightened picture. In the passage from *Brasil* to *Juan Fernandez* the Centurion had buried 200 men, and of her remaining company, 130 were now in the sick list.

At Juan Fernandez

Good anchorage was not obtained on the 10th, and in the night the ship was set by a current near to the East end of the Island, where she anchored in 56 fathoms, not more than half a mile distant. The next morning early, a boat was dispatched to find the proper bay, and she returned in the forenoon laden with seals and vegetables. The ship was got under sail, and at two in the afternoon anchored again in a bay on the North or North Eastern side of the Island, called *Cumberland Bay*. The same afternoon the Tryal sloop arrived and anchored near the Centurion, having lost 34 men of her small complement. Tents were erected on shore, and the sick landed with as much speed as was practicable. Many were conveyed in their hammocks all the way from the ships to the tents, which was a work of much fatigue to the few who could be so employed. In this duty the Commodore assisted with his personal labour, as did all the officers after his example. Twelve of the Centurion's sick men died in their removal to the shore.

Is joined by the Tryal;

On the 21st, the Gloucester was seen to the Northward of the Island, and apparently, from the little sail she had set, in distress. The wind was from the South, and a current set Northward, by which, the same day, after having made her appearance, she was carried out of sight; and was not again seen till the 26th, when boats were directly sent to her assistance with fresh water and other refreshments. Two thirds of the Gloucester's crew had been carried off by the scurvy, and not a man remained in her who could be termed healthy. Owing to the current and baffling winds, this distressed ship was not got to the anchorage till the 23d of July, which was 146 days from her quitting *Port San Julian*, the anchorage from which

July. And by the Gloucester.

CHAP. 3. 1741. July. which she had last departed, and is the longest unbroken continuance of a ship being under sail that is known.

The chief sufferers in these miseries were the invalids. Of fifty who sailed from England in the Centurion, there remained only four; and every one that had been embarked on board the Gloucester died before her arrival at *Juan Fernandez*.

Mas-a-fuera. The Gloucester had been close to the Island *Mas-a-fuera*, on which were seen streams of fresh water. Her boat endeavoured to land, which she could not for the surf; but she returned to the ship with a load of fish. The Island was estimated to be four miles in length, and was covered with trees. As it was thought probable that some of the missing ships of the squadron might fall in with *Mas-a-fuera*, and mistake it for *Juan Fernandez*, the Tryal, as soon as she could be fitted for sailing, was dispatched to look round the Island.

Refreshments at Juan Fernandez. The refreshments obtained at *Juan Fernandez* by Commodore Anson's ships, were of the same kind as had been found by former navigators. Goats were seen only among precipices. The vegetables were, the cabbage tree, celery, water-cresses, sorrel, parsley, turnips and radishes. The Commodore added to these productions by sowing garden-seeds and fruit-stones in his possession, some of which it was afterwards learnt prospered well. Fish was always a certain and plentiful supply, and in great variety, and to contribute to the restoration of the health of the sick, ovens were put up on shore and fresh bread baked for them daily.

Mr. Walter relates that some goats were taken here whose ears had been slit, and he conjectured them to have been so marked by Alexander Selkirk, above thirty years before.

August. The Anna Pink rejoins the Commodore. On the 16th of August the Anna Pink arrived at *Juan Fernandez*, which caused much rejoicing, as it removed the apprehensions of a scarcity of provisions. After being separated from the Commodore by the gale on the night of

the 23d of April, she directed her course for the Island *N. S. del Socorro*, and made the American coast on the 16th of May, in latitude by her reckoning 45° 15′ S. Many Islands lay between them and the main-land. The wind was fresh from WSW, and in a squall the foretop sail split, which made it doubtful if they could keep clear of the land; the Master therefore steered in between two of the Islands, where the passage proved good, and cast anchor on the East side of an Island which, as was afterwards learnt, was named *Inchin* * by the native Americans who inhabited near it. The anchor was let go in 25 fathoms depth; but the cable not being veered away in time, the anchor did not take good hold of the ground, and the ship drove into deeper water. Another anchor was let go, which brought the ship up and held her fast till the 18th, when she dragged both the anchors and came into 65 fathoms depth, the land to leeward being then not more than a mile distant. An opening was perceived in this land which seemed to offer secure shelter, upon which they cut both the cables, and leaving the anchors, sailed into the opening, which proved to be a channel between an Island and the main-land, and led them to a safe and quiet harbour, where they anchored with a small anchor and hawser in 25 fathoms depth, which held the ship fast, and gave time to look to their farther security.

CHAP. 3. 1741. August.

Account of the Anna during her separation.

Inchin Island.

Harbour on the West Coast of Patagonia.

'In Mr. Walter's Narrative a plan is given of this harbour, 'composed from the memorandums and rude sketches made 'by the Master and Surgeon of the Pink, who were not the 'ablest draughtsmen. The latitude is not well ascertained, the 'Pink having no observation either the day before she came 'in, or within a day of her leaving the Port; but it was sup-'posed to be not very distant from 45° 30′ S †'.

Here

* In the Spanish Chart, *Inchemoo*.

† In the description of the Province of *Chiloe*, by P. Gonz. de Agueros, it is mentioned, that a Spanish pilot named Francisco de Machado, was sent in the year 1769 to examine the coast to the South of *Chiloe*, and that in about latitude 45° 50′ S, at a part of the Coast where are many Islands, he found the Port in which the Anna Pink had anchored.

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1741. August. The Anna Pink.

Here was fresh water, wood, wild celery, and other herbs, shell fish, and in a fresh water river were caught mullets of good flavour. Wild geese, shags, and penguins were also in abundance.

The Pink lay in this harbour a month without seeing any inhabitant. At the end of that time a small canoe came in, and the Master of the Pink sent his boat, which brought her and the people in her, to the ship. These were an Indian family consisting of a man, his wife, and two children. They had with them, a dog, a cat, a fishing net, a hatchet, a knife, a cradle, a reel and some worsted, a flint and steel, some pieces of bark intended for the covering of a hut, and some roots of a yellow colour and disagreeable taste, but which they used as bread. They were taken into the ship, the Master thinking it necessary to detain them, lest they should carry intelligence to the Spaniards of the English being on the coast. They were allowed to go about the ship as they pleased in the daytime, and the man sometimes accompanied the Master of the Pink when he went on a shooting party; but at night they were locked up in the forecastle. After being detained and confined in this manner eight days, the man contrived to loosen the scuttle of the forecastle, and a bad watch being kept on board, in a dark night, he, his wife, and their two children, got quietly into the ship's yawl, and, first cutting adrift the long boat and his own canoe to prevent pursuit, put off for the shore. The noise of the oars gave notice to the crew of the Pink of the escape of their prisoners; but no means remained to prevent it, and they were under the necessity to contrive rafts to go in search of their own boats. In a short time after this, the Anna sailed, and joined the Commodore at *Juan Fernandez*, as above related.

Mas-a-fuera.

The Tryal returned from sailing round *Mas-a-fuera* without seeing any vessel. The Island abounded with goats, for as there was no good anchorage or shelter for shipping, the Spaniards

Spaniards were not anxious to destroy them, and had not put dogs on the Island, as they had done at *Juan Fernandez*. 'Near 'the North side of *Mas-a-fuera* is a place where a ship 'may come to an anchor, though the anchorage is inconve- 'nient; for the bank extends but a little way, is steep, and 'has very deep water on it, so that you must anchor very near 'to the shore, and be exposed to all winds except it be a 'Southerly one. A reef of rocks runs off the Eastern point of 'the Island, about two miles in length, but always visible from 'the sea breaking over it.*

1741. August.

On account of the rockiness of the bottom in the bay where the Centurion lay at *Juan Fernandez*, it is recommended, in addition to the usual guard of rope wound round the cable called *service*, to arm the cable from the anchor to five or six fathoms up, with an iron chain.

By the beginning of September, the health of the remaining people was much restored. The stores which remained in the Anna Pink were distributed among the ships of war, as were her men, and she was broken up.

September. At Juan Fernandez.

On the 8th, whilst they were yet at anchor, a sail was seen to the NE of the Island, which at first was believed to be one of the missing ships of the squadron; but as she did not make for the anchorage, the Commodore in the Centurion, his ship being the most in readiness, weighed anchor and gave chace, but in the night lost sight of her. In returning to the Island, however, another sail was seen, and after a short chace captured. This was a ship named Nuestra Señora del Monte Carmelo, of 450 tons burthen, from *Callao* bound to *Valparaiso*, with a cargo of sugar, *Quito* cloth, tobacco, some wrought plate, and 23 packages of dollars weighing each about two hundred weight. She had left *Callao* in company with two other ships, one of which was the ship the Centurion had chaced on the 8th. From this prize, information was obtained that the Spanish squadron

* *Walter's Hist. of Commodore Anson's Voyage.* Book II, Chap. 4.

CHAP. 3. 1741. September. On the Coast of Chili.

squadron under Admiral Pizarro had wholly failed in their attempt to get into the *South Sea*, that two of the largest ships had been lost, and that the remainder had put back to *Brasil*. On this intelligence, the Commodore determined to divide his force; and on getting back to *Juan Fernandez*, he dispatched the Tryal Sloop to cruise off *Valparaiso*. On the 19th, he followed in the Centurion, accompanied by the Monte Carmelo prize equipped for a cruiser with the guns of the Anna Pink, and a crew under the command of Lieutenant Saumarez. The Gloucester not being yet ready for sea, was ordered as soon as she was able to join the Commodore off *Payta*.

The Tryal had captured a ship with a cargo of the same kind with that of the Carmelo, but the silver on board her was not of more than £. 5,000 value. The mainmast of the Tryal was sprung, and she was otherwise much out of repair; and as her prize was a good sailing vessel and in good condition, the Commodore ordered the Tryal to be abandoned, and her officers and crew to establish themselves on board the prize, which he commissioned by the name of the Tryal's Prize; and 20 guns were mounted in her.

October. The month of October was occupied in cruising along the Coast of *Chili*, the ships occasionally separating for the better chance of making captures.

November. On the Coast of Peru. On the 5th of November, they took a ship from *Guayaquil* bound for *Panama*, laden with variety of goods, among which were cocoa-nuts and tobacco. Mr. Peter Dennis, the third Lieutenant of the Centurion, was put in charge of this prize.

The 12th, near the *Lobos Isles*, they captured a ship named the Nuestra Señora del Carmen, from *Panama*, bound for *Callao*, laden with steel, iron, wax, pepper, snuff, and other merchandize, the value of the whole to the Spaniards being estimated at 400,000 dollars. The alarm of the English being in the *South Sea* had spread along the coast, and treasure which had been collected at *Payta* on the King of Spain's account, had

had been removed to *Piura*, a town about 14 leagues within land; but money and merchandize to a great amount in European and Asiatic goods, belonging to individuals, remained lodged in the Custom-house and in warehouses at *Payta*. The del Carmen had put in there, by which means the Commodore became informed of the above circumstances, and he determined to endeavour to surprise the town.

CHAP. 3. 1741. November. On the Coast of Peru.

At 10 that night, being within five leagues of the land, three boats with 58 men were sent under the command of Lieutenant Brett, with whom went Lieutenants Dennis and Hughes, and Mr. Keppel (afterwards Admiral Lord Keppel) then a Midshipman. They entered the *Bay of Payta* before daylight. Some of the crew of a vessel at anchor gave alarm; but the boats reached the shore so soon after, that the inhabitants had not time to recover from the surprise so as to collect for defence, or to remove much of value. The fort, which had neither ditch nor out-work, was abandoned. The Governor and his lady, then newly married, narrowly escaped being made prisoners, having so little notice of the enemy being landed, that the lady, it is related, was carried off in her shift by two Spanish soldiers.* Some shot were fired from the gallery of the Governor's house, which killed one of the Centurion's men, and wounded two others. In the morning, the English ships anchored in the port.

Payta surprised.

Two days were occupied in embarking plunder, which consisted of coin and plate, in value about £. 30,000, some jewels, brocades, and bales of fine linen; besides which, hogs, poultry, and other provisions were found in great abundance, and a bark was lying in the port laden with Spanish brandy and wine.

In

* Mr. Benjamin Clark, Master of a British whaling vessel, in the year 1791, on putting into *Payta* to procure refreshments, was invited to the house of this lady, who still resided in *Payta*; and she took that opportunity to acknowledge the liberal conduct observed towards prisoners in Commodore Anson's expedition.

CHAP. 3. 1741. November. At Payta.

In pillaging the houses a quantity of rich clothing was found, which the captors were unwilling to leave behind, and as a convenient as well as triumphant mode of conveyance, they put them on, either in lieu of, or over, their own jackets and trowsers, without regarding for which sex they had been intended. Their ludicrous and motley appearance in these habiliments has been made the subject of a humourous print.

The Spaniards would not ransom, and on the afternoon of the 15th, the Commodore ordered the town to be set on fire, with the exception of two churches which stood separate from the houses. Five vessels of six which were in the port shared the like fate, and the sixth was kept as a tender. Mr. Langdon, a Midshipman, in one of the Centurion's boats, took a balsa laden with dried fish.

The damage sustained by the Spaniards at *Payta* was estimated by the English at a million and a half of dollars, which must have been by the destruction of merchandise; as the town consisted only of about 150 houses without upper stories, the walls built of split cane and mud, and the roofs of thatching.

Pascoe Thomas remarks that 'Payta is very unhappily 'situated, for they have no water but what is brought from 'several leagues distance, and they are obliged to keep large 'quantities by them in earthen jars, not only for their own use, 'but for ships which touch here. They are in the same case 'as to grain and vegetables; and lie so open to an enemy, 'that the town has often been taken and ruined; but the con-'veniency of the port overbalances all other considerations.' Much of the fresh water used at *Payta* is brought in balsas from an Indian town two or three leagues distant to the Northward, called *Colan*. This water is whitish, and of disagreeable appearance; but it is reckoned wholesome, and is said to run through large woods of sarsaparilla, with which it is sensibly impregnated.

impregnated.* During the time that the English were in possession of the town, the slaves of the Spaniards crept in by stealth in the dark, and carried away jars of water for their masters. Some negroes were taken in this employment, and several others deserted from the Spaniards, desiring to serve on board the British ships, where they were gladly accepted. CHAP. 3. 1741. November. At Payta.

The Commodore released here 88 prisoners, among whom were some females of distinction.

Some of the plunder taken at *Payta* not being thrown into the general stock, gave dissatisfaction to those among the ships companies who had not been employed on shore, who reasoned that the personal danger incurred in attacking the town, had not been a matter of choice, but of obedience to the order of superiors; and that if permitted, every man would have gone on the landing party, in preference to being left in care of the ships. Disputes on this head were terminated by the Commodore deciding, that all plunder should be regarded as belonging to the general stock, and be shared in the same manner as other prize money or goods.

The second day after leaving *Payta*, the Gloucester joined the Commodore with two prizes, having on board coin and plate to the value of £. 18,000. Two horses were in one of these prizes, which being in good condition, shared the fate of oxen. 17th.

The Commodore now directed his course for *New Spain*, his intention being to cruise near the *Cape of California* for a Manila ship, which was expected. One of the prize vessels was sent to examine at the Isle of *Plata* for fresh water, but none was found.

From this place to the Island *Quibo*, they had Westerly winds with heavy rains. On December the 5th, the Centurion and the other ships anchored in a bay on the East side of *Quibo*, where they obtained fresh water, green turtle, monkies, and guanoes: December. Island Quibo.

* *Walter.*

CHAP. 3.

1741. December. Island Quibo.

guanoes: herds of deer were seen, but only two were killed. *Quibo* is covered with trees; nevertheless few birds were seen, except of the parrot kind. The mackaws were in prodigious flights. It was reported that there were tigers in the woods, also serpents of a kind called the flying snake. Lussan has related that two buccaneers were killed at *Quibo* by the bite of serpents; the sea shore likewise is infested with alligators.

At the anchorage at *Quibo* the weather was fine, but to seaward there appeared continually a dark sky; and on putting again to sea, which was done on the 9th, they came into rains and unsettled weather; the winds for the most part Westerly. On the 10th, they took a small vessel with salt, and about £. 40 in small silver money, intended for the purchase of provisions at *Cheripe* for the *Panama* market.

1742 January. On the Coast of New Spain.

Their progress NWward was much too slow to suit their design upon the Manila ship. On the 28th of January, they made the coast of *New Spain* Westward of *Acapulco*, and the Commodore spread his ships to command an extensive look-out. A current was found setting to the Westward along the coast, at the rate of 15 miles in 24 hours.

On February the 12th, the Centurion's barge was sent to reconnoitre near the shore, and after a week's absence she returned with a fishing canoe and three negroes, from whom it was learnt, that the Manila ship arrived at *Acapulco* on the 9th of January. Also, that she was preparing to return to *Manila*, and that the 14th of March was the day fixed for her departure.

It was believed that this ship would sail as richly laden from *New Spain* as from the *Philippines*, and the Commodore determined to remain on the look-out near *Acapulco*, proposing to take such a position as should prevent his ships being seen from the land.

Commerce between New Spain and the Philippine Islands.

The commerce between the *Philippine Islands* and *New Spain*, according to the information obtained by Mr. Walter, employed one

1742. On the Coast of New Spain.

one ship, in some years two. They generally sailed from *Manila* in July, and arrived at *Acapulco* about the end, or early in the beginning, of the year. This limited trade was carved into small monopolies. The ships always belonged to the Crown, and the tonnage was allotted in grants of privileges for a specified number of bales of a prescribed size. Some of these grants were bestowed on convents and religious houses at *Manila*, principally as donations towards the support of missions for the propagation of the Faith. The grants were transferable, and were frequently sold. It was not unusual for persons to purchase grants who were not rich enough to make the most advantage of them without borrowing; in which case, the convents would lend money upon interest. This was called bottomry. Among the East India goods sent from *Manila*, it is said that 50,000 pairs of silk stockings went annually to *Mexico* and *Peru*, and that on this account, remonstrances were made to the Court of *Spain* against permitting the Kingdom of *Mexico* to trade with the *Philippine Islands* or with *China*, to the prejudice of the silk manufactories of *Valencia*. It was also believed that the *Manila* trade rendered both *Mexico* and *Peru* less dependent upon *Spain* for supplies than they ought to be; and these considerations had so much influence, that at one time it was contemplated to suppress all commerce between the Spanish possessions in *America*, and the *Philippine Islands*, or the *East Indies*.

The English squadron, consisting of the Centurion, the Gloucester, and three armed prizes, continued cruising to the Westward of *Acapulco* according to the plan adopted. The weather was fine, and turtle were caught every day. As the time drew near that the galeon was expected, the Commodore stationed boats to keep midway between the ships and the land during the day, and to make nearer approach to the entrance of the harbour in the night. By some accident, however, one of the English boats was perceived by the Spaniards, and being very different from

CHAP. 3. 1742. from the canoes and boats in use upon that coast, alarm was taken, and the sailing of the galeon was stopped for that year.

March. Towards the end of March, the Commodore entertained little doubt of what was the fact, and the ships being in want of fresh water, he left a boat under Lieutenant Hughes to watch off *Acapulco*, and sailed with the ships for *Chequetan*.

April. Coast between Acapulco and Chequetan. 'There is a beach of sand which extends 18 leagues West-'ward from the harbour of *Acapulco*, against which the sea 'breaks with violence. The land adjacent to this beach is low, 'full of villages and thickly planted with trees. On some 'eminences were look-out towers. The face of the country 'affords an agreeable prospect, for the cultivated part extends 'some leagues back from the shore, where it is bounded by a 'chain of mountains. Yet along this extent of coast, though 'the land appeared populous and well planted, there was not 'seen either boat, fishing canoe, or other embarkation.'

Directions for entering Chequetan Harbour. 'Five miles Westward of the end of this beach there is a 'hummock, which at first makes like an Island, and is not 'unlike in shape to the Hill of *Petaplan*, but is smaller. Three 'miles Westward of the hummock is a white rock lying near the 'shore, which cannot easily be passed unobserved. It is about 'a quarter of a mile from the main land, and lies in a large bay 'which is about nine leagues over. The Western part of the bay 'is the Hill of *Petaplan*, which also makes like an Island, but is 'in reality a peninsula, being joined to the Continent by a low 'narrow Isthmus. The *Bay of Petaplan* is part of the *Bay of 'Seguataneo*, which extends a great way Westward of the *Hill 'of Petaplan*. About half a league Westward from the *Hill of 'Petaplan* is an assemblage of rocks, which are white from the 'excrement of birds, and are called the *White Friars*. Between 'them and the main is good depth of water, 15 fathoms in mid-'channel. Seven miles to the Westward of the rocks lies the har-'bour of *Chequetan*, which is still more minutely distinguished 'by a large single Rock, or small Island, of a moderate height,

'which

'which lies before the middle of the harbour, bearing from the 'entrance S ½ W, and distant half a league. The harbour is 'little more than a mile deep to the innermost part. The 'entrance is about half a mile broad, the two points forming 'it bearing from each other NW and SE, and there is good 'depth of water in all parts, from 11 fathoms to four fathoms 'close in shore. In the approach to this harbour whilst in 'deep water, the bottom was found rocky with some sand; 'but when the depth was under 24 fathoms, the bottom was 'coarse sand and small stones. The Centurion anchored in 'the harbour in 11 fathoms, soft mud; and moored, a whole 'cable on each anchor, the outer points of the harbour bear- 'ing WSW ½ W and S b E, and the rock before the entrance 'S b W. There is good depth on each side of the Rock*.' In the sandy bays within the harbour were found great variety of fine shells.

CHAP. 3. 1742 April. Chequetan Harbour.

Chequetan was an unquiet port at this time, a swell setting in from sea, which made much surf on the shore. Mr. Walter remarks, that here is no danger of bad weather from the middle of October to the beginning of May.

The ships watered from a small lagune or lake near the Eastern end of a beach, so concealed by woods, that it required some search to discover it. The farther from the sea the fresher and softer was the water; but notwithstanding the utmost care and pains the water taken here proved bad, being not only brackish, but in a short time breeding in it a great number of worms. A Spanish Table of Situations which Pascoe Thomas has printed at the end of his Journal, places *Chequetan* 36 minutes of latitude to the North, and 1° 22′ of longitude to the West of *Acapulco*. The variation was observed 3° 30′ Easterly; and the rise and fall of the tide about five feet perpendicular.

The

* *Pascoe Thomas*, p. 114 & *seq.* And *Walter's Narrative*, Book II, Chap. 12, where is given a plan of the harbour.

CHAP. 3.

1742. April. Chequetan Harbour.

The day after the Centurion anchored, a detachment of 40 men was sent into the country, to endeavour to discover some town or village. They marched 16 or 18 miles, the first ten in a frequented road, but found neither town, village, nor habitation, although the grounds were cultivated. They met one man on horseback, who was so near them before he perceived his danger, that in the hurry of his escape he dropped his hat and a pistol. Some squadrons of horsemen were afterwards seen hovering about in the neighbourhood of *Chequetan*, and the Commodore's cook straggling into the woods fell into the hands of the Spaniards, and was sent prisoner to the City of *Mexico*. By a quick succession of adventures he found his way to *London*, in time to give there the first authentic account of the English Squadron having arrived in the *South Sea*.

It was now the Commodore's intention to leave the American coast; but the boat which had been left off *Acapulco* under Lieutenant Hughes, had not as directed joined the Commodore at *Chequetan*; and it was apprehended she had fallen into the hands of the Spaniards. The prizes which had been kept as tenders were no longer wanted for that purpose, and were therefore cleared and destroyed. On the 28th, the Centurion and Gloucester, the two remaining ships of the squadron, sailed from *Chequetan* Eastward along the coast, to look for the cutter.

May. On May the 2d, being near *Acapulco*, the Commodore sent a letter by some prisoners, to the Governor, proposing to release all the prisoners in his possession, and a number of negroes, in exchange for the officer and crew of the Centurion's cutter. On the 5th, in the forenoon, before an answer had arrived from the Governor of *Acapulco*, a boat was seen to the Eastward, which proved to be the long missing cutter, with Lieutenant Hughes and his people. The great length of their cruise had been caused at first by currents which set them to the Eastward;

Eastward; and afterwards by the want of fresh water, which induced them to run farther Eastward in search of a supply; but in 80 leagues they found no place where they could land. Providentially, they were relieved by a fall of rain, and the last two days there was a change of wind and current in their favour for returning Westward. CHAP. 3. 1742. May.

On recovering the cutter, the Commodore released his Spanish and Indian prisoners, giving them two prize launches and provisions for their subsistence to *Panama*; and immediately on their departure, made sail from the American coast, with the Gloucester in company, for *China*.

Passage from New Spain to the Ladrones.

The next day, May the 6th, they lost sight of the Mountains of *Mexico*; but instead of the general trade wind expected, they had, both in the immediate neighbourhood of the American coast, and to a considerable distance from it, Westerly or unsettled winds, with rain and thunder storms. At the distance of 30 leagues from the land, they ceased to see turtle; but took many fish, as skipjacks and albacores. At the end of forty days they had not advanced more than 600 leagues on their passage, and symptoms of the scurvy appeared among the crews. During the latter half of June and for the greater part of July, they had the trade wind, but it was so light that they seldom advanced more than a degree in the 24 hours.

Indications of being near Land, latitude 12° 50′ N, long. from Greenwich 170° W.

July the 10th, three gannets and some sea weed were seen, by which it was supposed that they were near some Island. Their latitude on that day at noon was 12° 50′ N, and longitude by reckoning 70° West of *Acapulco*. In the latter part of July they had again variable winds, and were much retarded by the slow sailing of the Gloucester, which ship was frequently taken in tow by the Centurion.

The people now fell down daily with the scurvy, and the unfortunate experience of this voyage furnished opportunity to compare the effects of a cold and of a warm climate upon that disease. In the passage round *Cape Horne* the scorbutic patients

CHAP. 3.

1742. July. Passage from New Spain to the Ladrones.

suffered from scarcity of water, and in this passage from the badness of the water taken at *Chequetan*; but rains gave them some relief in this particular, and a circumstance in this tropical passage which might have been expected to have been efficacious in stopping the progress of the disease, was, that they caught albacores, bonetas, and dolphins, in such numbers as often to serve the whole of the crews. The provisions in their remaining store were in a corrupted or decayed state. The Journalists however, were both of opinion, that being a long time at sea was as great a promoter of the scurvy as subsisting upon decayed provisions; that 'the steams arising from the ocean 'rendered the air through which they were diffused ill adapted 'for supporting the life of terrestrial animals;' and that 'in 'some instances the prevention or cure of this malady is 'impossible to be effected by any management, or by the 'application of any remedies which can be made use of at sea.' A regulation was established by Captain Mitchel in the Gloucester, which in cases of sickness or of distress from scarcity of provisions is well worth adopting. Some of the crew who best understood fishing, were employed, as a matter of duty, to fish for the whole ship's company, the sick to be first provided for: if other persons desired to fish, they were permitted only on condition that whatever they caught should be on the general account.

Finding the disorder to increase, notwithstanding all the care that could be taken, trial was made of Dr. Ward's pills on some of the patients. Those who took them seemed to be a little easier for a day or two, but they always relapsed and became worse than before; which is not to be wondered at, the sea scurvy being in this case, and indeed generally, produced by bad provisions and scarcity, by which the body is in too impoverished a state to endure farther exhaustion. 'Before I quit 'this subject,' says Thomas, 'I shall endeavour to remove a 'prejudice by which persons under this affliction have long

'severely

'severely and unjustly suffered, which is, a belief that none but 'the idle and indolent are ever sick of the scurvy; and this 'opinion has caused many sufferers to endure more from their 'commanding officers than from the distemper itself; being 'driven to do their duty when incapable, and sometimes when 'ready to expire; with the epithets of lazy and sculking be-'stowed on them. Our experience abundantly testified that 'continuance of labour instead of curing only helps to kill the 'sooner *.'

CHAP. 3. 1742. Passage from New Spain to the Ladrones.

It was observed in this passage, that the fish took the bait more readily in rain, or in showery, than in fair weather. The Gloucester had constantly greater success in fishing than the Centurion; for which difference no cause is assigned. But it has been frequently found by ships sailing in company, and especially before coppering the bottoms was so general a custom as it is at present, that the bottom which was most conspicuous in the water (for example, that which is called the white boot top, which is a broad bright white streak extending along the hull just above and below the water line), has attracted fish in greater numbers than dark coloured bottoms, which have passed on without a fish being seen near them; probably owing to their not being seen by a fish. This is worth attending to in ships sailing between the Tropics.

The Gloucester had long been leaky. On August the 18th, she put forth signals of distress. At this time, the scurvy had so much increased in both the ships, that scarcely a day passed without five or six men being carried off by it. The Gloucester had six feet water in her hold, and in the weakened state of her crew, though assisted with men from the Centurion, the leak gained upon their endeavours. It was found necessary therefore to abandon her. The ship's company, and such stores as could be saved and received, were taken into the Centurion, and

August.

The Gloucester abandoned.

* Smollet has exactly described this kind of discipline and its effects in Captain Oakum's ship.

CHAP. 3. 1742. August. and on the 15th of August, she was set on fire, having in her prize goods to the value of many thousand pounds, and 40 cask of brandy, which they were unable to save.

Passage from New Spain to the Ladrones.

As the Centurion approached the *Ladrones*, the winds proved Westerly, which threw her out of the usual track. In the evening of the 22d, she made two of the *Islands*, and the next day at noon, was within three miles of the largest of the two, which was hilly and full of trees. The latitude by Pascoe Thomas was 16° 34′ N. These were supposed to be the Islands *Anatacan* and *Serigan*. *Serigan* appeared as a high rock, and not a place where anchorage could be expected. Mr. Walter mentions a third Island or Rock named *Paxaros*, 'small and very low,' which they passed within a mile of in the night, without seeing.

Anatacan and Serigan.

A boat was sent to the Island supposed to be *Anatacan*, to look for anchorage and fresh water. No anchorage was found; landing was effected with difficulty; the Island was over-run with a kind of cane or rush; there were cocoa-nut trees, but no fresh water. This was a great disappointment to the sick, allayed in a small degree by a few cocoa-nuts which were taken off in the boat.

In the night, the ship was set Southward, and two days were spent in endeavours to get near *Anatacan* again to send for more cocoa-nuts; but being foiled by the wind, the Commodore stood for the Islands to the Southward. On the morning of the 26th, they saw three Islands, the middle of the three being *Tinian*, which bore from them East. The next day the Centurion stood into *Tinian Road*, under Spanish colours. An Indian proa or canoe, in which were a Spaniard and four Indians, put off from the Island, and was met by the Centurion's cutter which was on her way to the shore. The proa belonged to a bark of about 15 tons, then at anchor near the shore, which was come to *Tinian* to kill cattle and hogs, and to jerk beef (*i. e.* to cure it with salt and by drying) for the Spanish

26th.

Spanish garrison at *Guahan*. The bark was taken possession of by the Centurion's boat, and part of her crew made prisoners: the remainder escaped into the woods. In the evening, the Centurion anchored in *Tinian Road*, in 22 fathoms, the ground foul, being spots of sand interspersed with coral rocks.

1742. August 27th. At Tinian.

The ship was soon removed to cleaner anchorage nearer the shore, which however was two miles distant, and with the same depth of water; the extremes in sight of the Island bearing NW b N and SE ½ E, and the body of *Aguigan Island* SSW. A reef of rocks lay between the Centurion and the shore, bearing from her ESE ½ E; and the *Peak of Saypan* was seen over the land of *Tinian*, NNE ½ E. The latitude observed by Thomas was 14° 58′ N.

The Anchorage.

The passage of the Centurion from *New Spain* to the *Ladrone Islands* occupied twice the length of time usually required. Thomas says, 'We left the Coast of *Mexico* on May the 5th, 'two months later than the Spanish ships do, and we did not 'meet with any trade wind before we were about 400 leagues 'from the American shore: and after we had it, it blew neither 'so fresh nor so constant as the trade winds in the *Atlantic* or '*Ethiopic* Seas, but was frequently interrupted by NW or SW 'winds, with rains, storms, and calms, which troubled and 'hindered us greatly. The Spaniards say this sea is very tem-'pestuous in the months of June, July, and August, and they 'have lost some rich ships by venturing to proceed in the latter 'end of April; in consequence of which, the merchants procured 'an order to be issued by the Spanish Government, that the 'ships from *Acapulco* for the *East Indies* should sail on or before 'the 1st of April: and if not then ready, that they should not 'presume to sail till the next season.' The variation of the compass in this navigation was,

Near *Acapulco*	-	-	4° 0′ Easterly.
At 14° West of *Acapulco*	-	-	2 0 - -
At 26° East of the *Ladrones*	-	11	30 - -
And at *Tinian*	-	-	6 36 - -

Cattle

CHAP. 3
1742.
At Tinian.

Cattle and hogs bred wild at *Tinian* in great herds. Mr. Walter says, we computed the number of the cattle to be at least ten thousand, and they were not at all shy. A large thatched building to serve as a store-house, and some huts, had been erected by people who occasionally went there from *Guahan* to hunt. The store-house was immediately cleared of some packages of provisions, and converted to an hospital for the sick of the Centurion, who were landed to the number of 128. A large penn had twenty live hogs in it. Fowls were numerous and not difficult to catch; and near the middle of the Island were two pieces of fresh water, the resort of wild ducks, curlews, snipes, and plovers.

The cattle on *Tinian* were mostly white with black or brown ears. They were obtained by shooting, and sometimes by being run down by the seamen. The Indians of the bark had brought large dogs of the mastiff and pointer breeds to assist them in hunting, and these dogs readily entered into the service of new masters.

The supplies of most moment to the present visitors were the vegetables. 'Cocoa nuts were in inconceivable quantities;' bread-fruit (by the Indians called *Rima*), limes, oranges of the sweet and sour kinds, water-melons, some other tropical fruits, and variety of wholesome herbage, as mint, scurvy grass, purslain, &c. were in abundance; and patches of Indian corn were found.

When the Centurion first anchored in the road, some fish were caught, which Mr. Walter says 'surfeited those who eat 'of them, and it was thought prudent afterwards to abstain totally from fish*.'

To

* Commodore Byron stopped at *Tinian* in 1765. He relates, 'several of our 'men were so much disordered by eating of a very fine looking fish which we 'caught here, that their recovery was for a long time doubtful. The author of 'the account of Commodore Anson's voyage says, the people on board the Centurion thought it prudent to abstain from fish, as the few which they caught at 'their first arrival *surfeited* those who eat of them. But not attending sufficiently

'to

To the crew of the Centurion, *Tinian* was an earthly paradise. On the day, however, that the ship anchored and the day which next followed, more men died than on any two days preceding. This increased mortality seems to have been occasioned by agitation of mind at the near prospect of relief. In those two days they buried twenty-one men. About ten more proved past recovery. The rest found such immediate benefit from the change of diet and the land, that at the end of a week they were out of danger, and some were quite recovered. 1742. At Tinian.

It is proper, however, to speak of some inconveniences experienced at *Tinian*. Here were no running streams. The Island depended upon the rains for fresh water, which was found only in pools or ponds; and in the course of the different seasons the water varies much both in quantity and quality. At this time, water was to be obtained every where by digging, good and near the surface. The Island swarmed with rats, who were bold and familiar; flies, moskitoes, and an insect called the tick, were numerous and tormenting. The tick, if not perceived and removed in time, would bury its head under the skin and raise a painful inflammation. In the woods were scorpions and centipedes, but no injury was sustained from them.

The repairs wanted for the Centurion were taken in hand according to usual course, and one of the Indian prisoners who was by trade a carpenter, entered as part of her crew. By the middle of September many recovered men had returned to the ship. The weather now began to be wet and squally. On the 21st, it blew a hard gale from the Eastward, which caused a great sea to come into the road round the South end of *Tinian*. A strong tide runs between *Tinian* and the small Island *Aguigan*, setting in a SSE and NNW direction, but the SSE tide, September.

• ' to this caution, and too hastily taking the word *surfeit* in its literal and common ' acceptation, we imagined that Commodore Anson's men were made sick by ' eating too much. All of our people who tasted this fish eat sparingly, yet they ' were all soon afterwards dangerously ill.' *Commodore Byron's Voyage round the World*, p. 120.

CHAP. 3.

1742. September. Peculiarity of the Tides at Tinian.

tide, which is the tide of flood, was found to be the longest and the strongest. Thomas remarks, that 'contrary to the common 'phenomena of the tides, at the quartering of the moon, the 'tide at *Tinian* rose and fell eight feet perpendicularly, which 'was two feet more than the rise and fall at the full and 'change.' A South West wind occasioned the tides to rise much above their usual level.

21st. In the afternoon of the 21st, the small bower cable of the Centurion broke; but the ship was brought up and rode fast by the best bower. In the evening, the tide set strong to windward: the long-boat which had been fastened by a rope to the stern, was forced under the ship's counter, and there being much swell, she was overset and broken to pieces; the boat-keeper was saved with difficulty. In the night, the cable of the best bower anchor parted. Another anchor was immediately dropped, but it did not hold the ship, and she was driven out to sea.

The Commodore was on shore, with several of the officers, the sick people, and men attending the watering and wooding, amounting in the whole to 112 men; a number rather greater, it is remarked, than that of the people who were in the ship; by which it appears, that of the original crews of the four ships, Centurion, Gloucester, Tryal Sloop, and Anna Pink, consisting of 900 men at the time of leaving *England*, not quite one fourth remained alive, now composing the company of the single ship the Centurion.

On the 24th the storm abated; but there was reason to apprehend that the Centurion would not be able to regain her station, and that she might be driven wholly from the Island. To be prepared for such an event, the Commodore immediately set to work to lengthen the prize bark, to make her capable of carrying the present company to *Macao*. The smith's forge had been taken on shore, but without the bellows, which necessary part they made shift to supply by bullocks hides and the

the barrel of a musket. Tents had been erected on shore, which with the sails and furniture in the bark were sufficient for her sailing equipment. The Island furnished jerked beef, old cocoa-nuts, and other requisites for sea provisions. CHAP. 3. 1742. At Tinian.

October the 5th, two Indian-built proas approached the Island. The Centurion's people kept out of sight, in hopes they would come to land; but after remaining two hours within a quarter of a mile of the shore, they sailed away to the Southward. October.

On the 8th the prize bark was sawed asunder, and the two parts were placed at the proposed distance from each other for lengthening her: On the 10th, however, which was Sunday, they had the satisfaction to descry their ship in the offing. A boat was dispatched to her with provisions and a reinforcement of men, and the next day she anchored in the road. On the 13th, she was again driven to sea, but recovered the anchorage again on the 17th.

The tents, stores, and people were now embarked with all expedition. By a very extraordinary accident two of the men employed in the watering lost their lives. The casks were filled at a well dug at some distance from the sea shore, and were not removed as soon as filled; the consequence of which was, that the weight at the edge of the well accumulated, till the soil, which was only sand, gave way, and the casks rolling down, the two men who were dipping water, were bruised to death or suffocated.

The Eastern monsoon had set in and began to produce a favourable change in the weather. One of the first good effects apparent from this was a decrease in the number of flies, mosquitos, and other insects. Preparatory to sailing, a man from each mess was employed to gather a sea stock of herbage and oranges.

Mr. Walter has given a description of the flying proa of the Ladrone Islands, in which is to be observed some marks of Flying Proa.

CHAP. 3. 1742. October. At Tinian.

European improvement in the support given to the mast, and in the use of the pulley. In other respects, Mr. Walter's description does not materially differ from that given by Dampier. It is mentioned that an experiment was made at *Portsmouth* (subsequent to Commodore Anson's Voyage) with a proa built there in imitation of the Ladrone proa, and that her swiftness was wonderful; but the rate of her sailing is not specified.

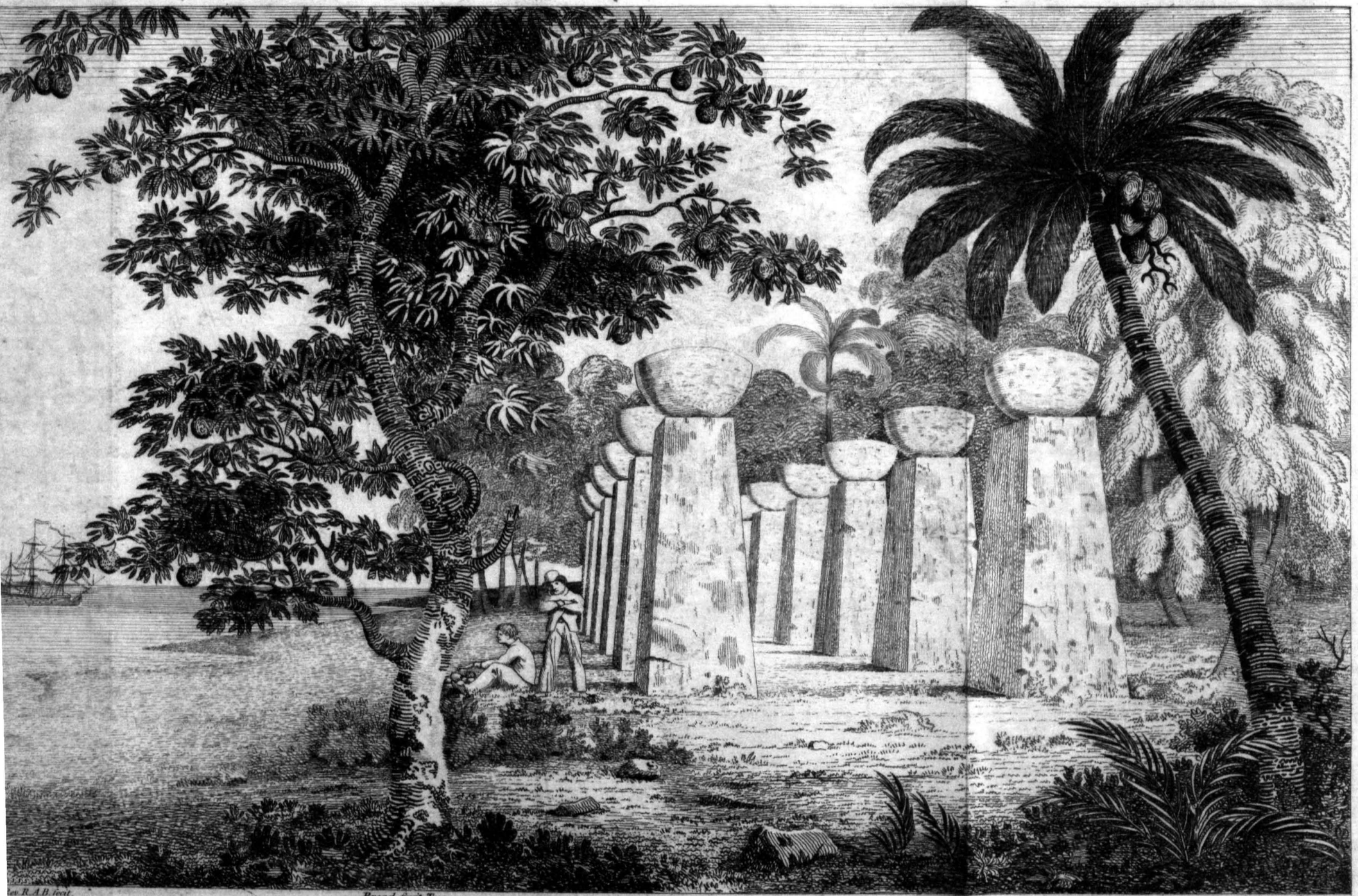
Tinian is said to have formerly contained 30,000 inhabitants. At the time the Centurion was there, marks were fresh of the Island having been once fully peopled. 'Ruins of buildings were seen in all parts. They usually consisted of two rows of pyramidal pillars, each pillar being about six feet from the next, and the distance between the rows about twelve feet. The pillars were about five feet square at the base and thirteen feet high, and on the top of each was a semi-globe with the flat surface upwards. The whole of the pillars and semi-globe is solid, being composed of sand and stone cemented together and plaistered over*.'

Ruins there.

The equal height of the pillars and shape of the capitals explain that they were designed for lodging a floor or platform, and for preventing the ascent of rats and other noxious vermin. In many parts of the *East Indies* the inhabitants have houses elevated upon pillars for their residence during the rainy seasons, or in low situations. In the voyage of Magalhanes, the city of *Borneo*, containing many thousand inhabitants, is described to consist of houses resting upon posts which were washed by the tide. The Ladrone Islanders might derive the custom either from the *East Indies* or from similar necessity. The pillars at *Tinian* were in a style of grandeur surpassing any thing which has been seen in the dwellings of the natives of the more Eastern Islands of the *South Sea*. The kindness of a friend,

Vol. I. p. 90.

* *Walter's Narrative*, Book III, Chap. 2.



RUINS ON THE ISLAND OF TINIAN.

friend, not professionally an artist, has contributed to the present account of Commodore Anson's voyage a representation of the ruins at *Tinian*, designed and executed by him after the description given by Mr. Walter. CHAP. 3. 1742. At Tinian

Petrifactions were found at *Tinian* of substances of various kinds, but chiefly of the vegetable. The Island *Guahan* is said to have contained at this time 4,000 inhabitants; and on the Island *Rota* were about 250 Indians, placed there to cultivate rice for the garrison at *Guahan*.

It is remarked that in the whole range of the *Ladrone Islands* there is not one good harbour. The Road at *Tinian* is reckoned insecure from the middle of June to the middle of October. The rest of the year is generally a season of settled weather.

October the 21st, the Centurion sailed from *Tinian* for *China*. November the 3d, she passed the two Islands of *Botel Tobago Xima*. Mr. Walter says 'the first, is a small islet or rock lying five or six miles due East of the other.' The old Dutch charts as well as later charts lay down the smaller Island in a direction nearly SE from the larger. Botel Tobago Xima.

The Centurion passed to the South of the *Vele Rete Rocks*, some of which appeared 'as high out of water as a ship's hull. 'They are environed on all sides with breakers, and there is a 'shoal stretching from them at least a mile and a half to the 'Southward*. Vele Rete Rocks.

November the 5th, they made the coast of *China*, and the next morning were in the midst of a throng of fishing boats, supposed to be not so few as 6,000 within their view. A pilot was wanted, and the ship passed many of the boats so close as to touch them, but no signs of invitation, though made with the offer of dollars held out, could prevail on a single Chinaman

* *Walter*, Book III, Chap. 6.

CHAP. 3. 1743. of war) would at that time, under similar circumstances have acted in the like manner.

At Macao. The ship's company of the Centurion whilst she lay in the *Typa*, was strengthened by the entering of 23 men, part Lascars.

April. Between the 1st and 15th of April, the change of the monsoon took place with much stormy weather, heavy rains, and 'terrifying claps of thunder and flashes of lightning;' after which time, the Westerly monsoon was regularly set in.

19th. On the 19th, the Centurion put to sea, with 227 men on board. The Commodore now made known to them that it was his intention to sail to the *Philippine Islands*, to cruise near them for the Manila ship from *New Spain*. He remarked that as the sailing of the Acapulco ship had been stopped the preceding year, on account of the English being on the coast of *New Spain*, there was good reason to expect that this year two ships would be sent.

This determination is a strong instance of patient perseverance, and it was seconded with cheerfulness by the ship's company, who, notwithstanding an absence of 31 months from *England* and witnessing the death of so many of their companions, entered with eagerness into the views of their commander. 'The Commodore's speech,' says Thomas, 'was received by 'the people with great joy, for we knew him to be a person of 'consummate prudence, and that he would not rashly under-'take a wild goose chace.'

May. The course was directed Eastward. May the 2d, they made the South end of *Formosa*, and on the 5th, saw the Northernmost of the range of the Islands by Dampier named the *Bashees*; at the same time the Island *Botel Tobago Xima* was seen in the opposite direction, and by the observations then made was remarked to be situated from the *Northern Bashee* NNW; and their distance asunder was estimated to be 20 leagues.

The 20th, they came in sight of *Cape Espiritu Santo*, the NE Cape

Cape of the Island *Samal*, in latitude, according to Thomas, 12° 30′ N. Mr. Walter gives the latitude of the *Cape*, 12° 40′ N. CHAP. 3. 1743. June. Off Cape Espiritu Santo.

Near the Cape the Centurion cruised a month without any strange vessel being seen. It had been endeavoured to preserve a station so distant from the land as to prevent the ship being thence discerned; but once, by indraught of tide in the night, she came considerably within the proposed boundary, and news of her being on the coast reached *Manila*. It was not however an easy matter for the Spaniards to contrive means that should have any probable chance of communicating warning or notice to a ship on her passage from *America*; and it does not appear that it was attempted.

On the 20th of June, at sunrise, Mr. Charles Proby, midshipman, who had the look-out at the topmast head, called out 'a sail to windward' (which was to the SE). She was soon after seen from the deck, coming down before the wind towards the Centurion.

As had been conjectured, two ships were sent this season from *New Spain*; and no enemy being apprehended, they were allowed to sail separately. The first, in consequence of the former detention, was ready and had departed from *Acapulco* considerably earlier than the customary time. The ship now seen was the largest and the latest, and was commanded by the General of the Galeons. On sight of the Centurion, he conjectured her to be what she was, but trusting to her being weakly manned, and more probably being under a conviction that an action could not be avoided, he hoisted Spanish colours at the ensign staff, and the standard of Spain at the main-top gallant-mast-head, and preparing his ship as well as he could for battle, boldly stood on for the enemy.

The crew of the Centurion, though short in number, were in good health, well trained, and their strength was distributed to advantage. The men appointed to the lower tier of guns were not

CHAP. 3. 1743. June. sufficient for fighting more than one half of them in the manner usually practised, which is, for every gun to have its appropriate gang attached solely and exclusively to its management: but on this occasion, that all the guns might be employed, only two men were made stationary to each, whose business it was to load and make preparation: the rest of the men on that deck were divided into parties of ten or twelve each, and went from gun to gun to run it out when loaded.

The galeon had on board, including passengers, 550 men. In other respects she was much inferior to the Centurion. She had ports for 64 cannon, but had only 36 mounted, of which 17 were brass, not any two of them alike. She had piedraroes mounted on swivels along the gunwale, which were generally loaded with a mixture of bullets and stones.

At half an hour past noon, the two ships were near each other, and commenced action, which lasted an hour and twenty minutes, with great slaughter to the galeon and little mischief to the Centurion, when the galeon struck her colours. She was named the Nuestra Señora de Cabadonga, and was commanded by Don Jeronimo de Montero, a Portuguese, who was styled General, and also *Piloto Mayor* of *Manila*. The Centurion lost two men in the action, and had 17 wounded, all of whom recovered except one. On board the galeon 67 men were killed and 84 wounded; the General among the latter.

The cargo of the galeon consisted of 1,313,843 pieces of eight, 35,682 ounces of virgin silver, and a large quantity of merchandise. As soon as she was secured, the Commodore directed the course for the North of *Luconia*, to return to *Canton*. He commissioned the prize as a fifth rate ship of war in the British navy, and appointed Lieutenant Philip Saumarez to command her. Other promotions which took place at the same time were, Mr. Justinian Nutt, Master, and the Hon. Augustus Keppel, Midshipman, to be Lieutenants; Mr. John Campbell, Mate,

Mate, was made Master, and Robert Mann, Gunner, of the Centurion.* CHAP. 3.

1743.

A chart of the Northern part of the *Pacific Ocean* was found on board the galeon, on which was marked the track which she had sailed in both the passages between *New Spain* and the *Philippines*. A copy of this chart was published with Mr. Walter's history of the voyage, which has since been much cited and referred to, as authority for some of the early discoveries †. June.

On the 25th, it blew strong. The Centurion's long boat and the Galeon's launch had been hoisted out, and were towing a-stern of their respective ships; and the sea getting up with the wind, both the boats filled and broke adrift. Towards evening of the 30th, they had sight of Islands near the North end of Luconia, bearing W b S, about 9 leagues distant. The next day, they made the *Bashee Islands*. Thomas relates, 30th. July.

'Being very near, and the wind so much Northward that we 'could not well weather them, and observing a large opening 'between the two most noted Islands, we cast off our prize, 'which we had had in tow, resolving to pass through this 'opening if possible, which we effected with good success, 'steering through SW b W. The Island on our starboard side 'we took to be *Grafton*, the other *Monmouth*, as they are 'named by Dampier. *Grafton* is a fine level Island, and 'appears very pleasant, and there is a very remarkable high 'round rock lying off the NE end of it: but *Monmouth* is 'chiefly high and craggy, especially towards the SE end. Those 'Islands are about four or five leagues distant from each other. 'We saw several small boats between them, which seemed 'desirous to speak with us, but having a fair wind, we would 'not The Bashee Islands.

* These, and some other promotions made in the course of this expedition, are noticed chiefly on account of being the first public mention of names which afterwards became distinguished in the service of the British Navy.

† The chart here mentioned will be farther noticed in the sequel.

CHAP. 3.

1743. July.

not give ourselves hindrance on that account.' A strong tide ran between the Islands, causing a ripling and foam, which made the channel appear as if full of breakers.

In the River of Canton.

On the 10th, the Centurion anchored with her prize off *Macao*. A few days afterwards, they entered the River of *Canton*. 'I know no country in the World,' says Thomas, 'where 'there are more beautiful and romantic rural scenes than are 'to be met with on the banks of this River: their towns and 'villages are so intermixed with fields and trees, all green and 'flourishing, that nothing can be more entertaining to an eye 'and mind turned to delights of this nature: and among their 'buildings are many which appear not only grand pleasure 'houses, but also from their rural situations, perfect paradises.'

Payment of port duties was demanded of the Centurion, but resisted by the Commodore on the ground of her being a ship of war, sailing under the commission of a sovereign prince, and that she did not enter their port to trade. These reasons were not acknowledged sufficient for an exemption, and the payment continued to be demanded for some days; but the perseverance of the Chinese officers gave way at length to the steadiness of the Commodore's refusal. The Spanish prisoners taken in the galeon being a great incumbrance, release was granted to them as fast as they could procure passages for *Manila*, or otherwise provide for themselves.

On the 16th, the Commodore sent one of his Lieutenants to *Canton* with a letter to the Chantuck (or Viceroy) of *Canton*, in which he explained the reason of the Centurion's putting into a port of *China*, and requested to be permitted to pay his respects to his Excellency. The Commodore succeeded in this his second attempt to obtain an audience of the Chantuck; but not speedily nor without trouble. In the steps taken to procure this distinction, it was found, that on almost every occasion in which verbal application was made to the Mandarines or Chinese officers, promises of service or assistance were

were obtained with little difficulty, and disappointment most generally followed; but whenever he had recourse to writing, attention was immediately paid to his application. 1743. July.

It is not said to whom the Lieutenant delivered the Commodore's letter, but he was civilly received, and informed that an answer would soon be sent. On the 20th of the month, three Mandarines, with a large retinue, went on board the Centurion, and delivered to the Commodore an order from the Chantuck for the daily supply of the ship, and a message in answer to his letter, purporting that he desired to be excused from receiving the Commodore's visit during the then excessive hot weather, because the assembling the Mandarines and soldiers necessary to that ceremony would be extremely fatiguing; but that in September, when more temperate weather was to be expected, he should be glad to see the Commodore. It was supposed the Chantuck named so distant a time to enable him to learn the Emperor's pleasure. In the River of Canton.

September came, and the Mandarine who had the superintendence of the port, intimated to the Commodore that a day of audience would shortly be appointed. That month, however, and the greater part of the next, passed, and the business seemed to have been dropped or forgotten. On the 24th of November the Commodore sent another letter, written in Chinese characters and directed for the Chantuck, by one of his officers, who delivered it to the Mandarine commanding the guard at the principal gate of *Canton*. November.

On the 26th of the same month, a fire broke out at a tailor's house in the suburbs of *Canton*. The houses being composed principally of wood, and the Chinese not being very expert firemen, the fire spread with great rapidity. Several streets of houses, and with them the Swedish factory, were burnt down in a short time. Fortunately, the Swedes had shipped their goods intended for Europe that season. The Commodore was at *Canton* at the time, with some of his officers and his barge's crew,

CHAP. 3. 1743. November. In the River of Canton.

crew, and on the alarm of fire, they hastened to the assistance of the Chinese. The service they did in stopping the progress of the flames was witnessed by the Chantuck who came in person to the place; and immediately after the fire was extinguished, the Commodore received a message from him, appointing the 30th of the month for his audience.

On the 30th, the Commodore, attended by Captain Saumarez and Mr. Keppel, an interpreter, and a small retinue, waited on the Chantuck. The forms and manner of the procession are briefly described by Mr. Walter, who relates, that a body of 10,000 troops new clothed for this ceremony, were drawn up on a parade before the palace. The Commodore was conducted to a great hall, where the Chantuck was seated under a canopy in a chair of state, and the Mandarines forming his court were seated in order near him. 'A vacant seat was prepared for 'the Commodore, in which he was placed on his arrival. He 'was ranked the third in order from the Viceroy or Chantuck, 'there being above him the Chief of the Law and the Chief of 'the Treasury, who in the Chinese Government have precedence 'of all military officers. The Commodore when seated addressed 'the Viceroy by his interpreter. On the mention of the methods 'he had formerly taken to obtain an audience, the Viceroy 'interrupted the interpreter, and bid him assure Mr. Anson, 'that the first knowledge he had of his being at *Canton*, was 'from the letter which he sent by his own officer to the gate.' The Commodore in the remainder of his address, represented some causes of complaint given by the Chinese Custom-house to British ships and merchants; and lastly, he requested a license from the Viceroy, that would obviate all difficulties in procuring supplies for his own ship. The Chantuck in his answer, avoided noticing the complaints against the Chinese Custom-house: to the rest he replied in obliging terms, and promised the Commodore that the license desired should be forthwith issued. He acknowledged the great service rendered

to

1743. November. In the River of Canton.

to the city by the exertions of the Commodore and his people at the fire, and concluded his discourse by wishing the Commodore a prosperous voyage to *Europe*. During the audience, not a word was said on either side concerning port duties.

Early in November the Centurion was ready for sea.

It is not by travellers only that the Chinese are described to be sharp and imposing traders. They are reputed to claim for themselves the *merit* of being more acute and ready in overreaching, than other people. Pluming themselves on their superior dexterity, they say that Europeans see with one eye, and China men with two. They are little in the habit of robbing by violent means, and still less of letting slip an opportunity where they think profit can be made without danger. A topmast having been stolen in the night from the Centurion's stern, a reward was offered for its recovery. A Mandarine who was successfully active on the occasion was paid the advertised reward; and a short time after, the Commodore, as a farther gratuity, sent him a sum of money by his Chinese linguist. The linguist, not knowing that the Mandarine had expectation of such an additional present, for it had been promised him by the Commodore, kept the money. The Mandarine soon began to suspect there was some interception in the case, and took an opportunity, with the decorum of seeming to speak without design, to make the Commodore comprehend that he had received no gratuity beyond the one first paid; which brought on an explanation and laid open the roguery of the linguist. The next day he was seized by order of the Mandarine, and besides being mulcted of all he had earned in the service of the Commodore, was so severely bastinadoed with the bamboo as scarcely to escape with life. 'When he was afterwards 'upbraided by the Commodore, to whom he went begging, 'with his folly in risking this severe chastisement and the loss 'of all he was worth for the lucre of a few dollars, he had no 'other excuse to make than the strong bias of his nation, saying

CHAP. 3.

1743. November. In the River of Canton.

ing in broken jargon, "*Chinese man very great rogue truly, but* "*have fashion, no can help.*"

Much of the live stock purchased for the Centurion, died in a very short time after being on board, the poultry in consequence of having been crammed with stones and gravel, and the hogs from salt feeding given to excite them to drink, that their weight might be increased. Many Chinese do not object to feeding on animals that die a natural death. In the present case however, the animals cannot be said to have died a natural death; they were killed, but not in the usual manner; in which light doubtless it was considered by the Chinese, and not by the English; for all that died were thrown overboard from the

December. Centurion, and were eagerly seized on by the Chinese; and when the Centurion and her prize sailed from the River, which

10th. was on the 10th of December, Chinese boats followed in their wake to pick up what was thrown overboard.

12th. On the 12th, they anchored off *Macao*, where the prize ship

15th. was sold for 6,000 dollars. On the 15th, the Centurion sailed from *Macao*, directing her course homeward by the *Cape of Good Hope*.

1744. June. June the 10th, 1744, near the entrance of the English channel, they spoke an English merchant ship, and learnt that war had broken out between *England* and *France*. A French fleet was then cruising in the channel, but, favoured by foggy weather,

15th. Arrival at Spithead. the Centurion passed undiscovered, and on the 15th anchored safely at *Spithead*, after an absence of three years and nine months.

Recapitulation. Thus, of a squadron of six ships of war and two victuallers which sailed from *England* on an expedition to the *South Sea*, one ship only, the Centurion, returned of those which performed the prescribed plan of the voyage. The Severn and the Pearl missed making the passage into the *South Sea*; one of the victuallers, having delivered her lading, was dismissed whilst in the

the *Atlantic*; the Gloucester, the Tryal, and the other victualler, were broken up in the *South Sea*, for being worn out or no longer serviceable. The Wager frigate was parted from the Commodore by a gale of wind on first entering the *South Sea*; and what afterwards befel that ship, her officers, and ship's company, being distinct from other circumstances of the expedition, will be related in a separate Chapter. CHAP. 3.

CHAP. IV.

Wreck of the British Frigate the Wager*, and the subsequent Proceedings and Adventures of Captain* David Cheap, *and his Ship's company.*

CHAP. 4.

1741. April. APRIL the 23d, 1741, in latitude 58° S, and about 10 degrees of longitude Westward of *Cape Horne*, in a heavy gale of wind, and in the night, the Wager frigate, commanded by David Cheap, was separated from Commodore Anson's squadron. A short time before this happened, the Wager had carried away her mizen-mast, without any sail being set on it, by a sudden and violent roll of the ship, which snapped all the chain plates to windward.

After the separation, Captain Cheap directed his course for the Island *Socorro*, which was the first appointed place of rendezvous. On May the 13th, in latitude between 48° and 49°; the ship was steering to the NE, with a fresh gale from the SE. The sight of birds and sea-weed indicated that the American coast was not far distant, and some uneasiness was felt at running in to make the land in stormy weather without a mizen-mast. It was known to Captain Cheap that Commodore Anson intended to attack *Baldivia*, and most of the ordnance and military stores had been shipped in the Wager; her junction with the squadron at *Socorro* therefore appeared to him of material consequence, and as the coast of *Chili* in that latitude was believed to lay in a North and South direction, and was so drawn in the charts, no doubt was entertained of the ship being able to run off from the land at any time, if they should see occasion. The course was accordingly continued.

May 13th.

The

* So named after Admiral Sir Charles Wager.

The next day, the 14th, at eight in the morning, the straps of the blocks by which the fore-yard was suspended, broke, and the yard came down. About an hour after, the carpenter and the boatswain's mate, being on the forecastle, thought they saw land, and pointed it out to the Lieutenant who had the watch; but as the appearance seen bore NNW, and the belief was general that all to the Westward was a clear sea, it was concluded this could not be land, and either the Lieutenant did not inform his commander, or the commander coincided in opinion with him, and no farther notice of it was then taken. 1741. May 14th.

At two in the afternoon, land was plainly seen bearing NW b N, 'high with hillocks, and one remarkable hummock 'like a sugar-loaf, very high *.' The ship's company of the Wager were in a very sickly state; of 130 men, the number on board, not more than thirteen, officers included, were capable of duty, and owing to this, the repair of the rigging of the fore-yard was not sooner completed. The ship was at this time lying with her head to the ENE, and was drifting in a direct line towards the land seen; but the fore-yard was now got up with all speed, and the ship's head veered round SWward. Unfortunately, as Captain Cheap was exerting himself on this occasion, he fell down the after ladder and dislocated his shoulder, by which accident he was disabled from keeping the deck. He gave order for carrying as much sail as the weather would allow, and endeavour was made to set the main topsail; but the wind was too strong, and the ship was therefore continued under the lower sails only, with her head to the SSW, all the remainder of the day, and through a dark stormy night. About four o'clock in the morning, the wind headed her, and she fell off to West; but no danger was apprehended, it being supposed that she had been going directly from the land

On the Southern Coast of Chili.

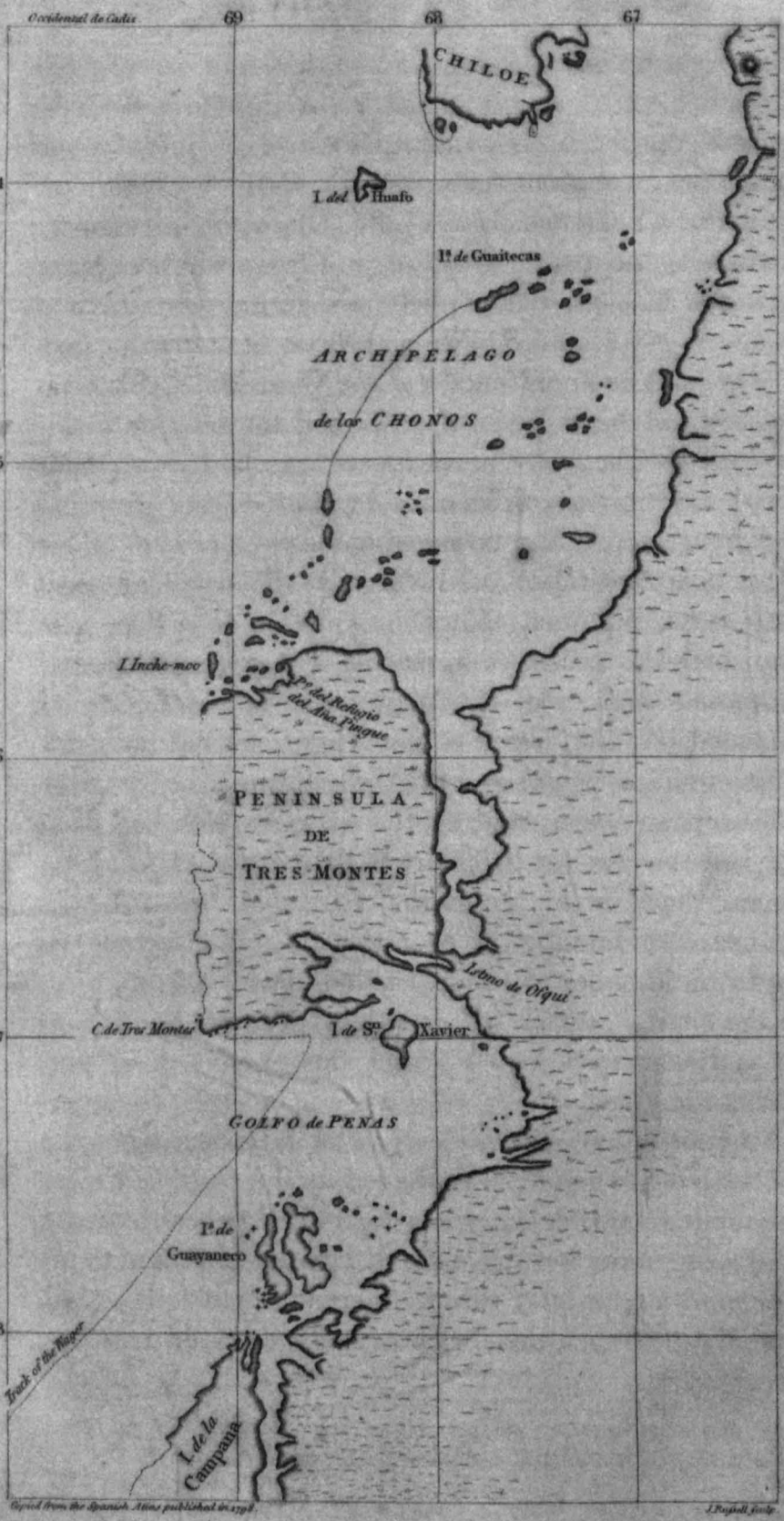
15th.

* *Narrative of the loss of the Wager. By John Bulkeley and John Cummins, gunner and carpenter of the Wager.* London, 1743, p. 15.

CHAP. 4. 1741. May. On the Southern Coast of Chili.

land all night. At half past four, a violent shock was felt, but the ship went on. Mr. Campbell, one of the midshipmen of the Wager, relates, 'I ran upon deck and asked what was the 'matter. The Master answered, "Nothing; only a great sea "under the counter." He had no sooner spoken these words, 'than the ship struck again with a more dreadful shock than 'before;' nevertheless it did not stop her, and on heaving the lead, 14 fathoms depth was found. The Captain ordered an anchor to be let go, but before the order could be executed, the ship struck again, and with so much violence that the shock broke the tiller, and forced one of the flukes of an anchor of 48 cwt. belonging to the Centurion, which had been stowed in the Wager's hold, through her bottom. For a small time she lay nearly on her beam ends, till a mountainous sea threw her over the rock on which she had struck, and she was again afloat, but was fast filling. The mainsail was then clued up, and they endeavoured under the foresail to run right in for the land, giving direction to the steerage as well as they could by the braces and sheets. The dawn of day just began to appear when the ship ran between two rocks which were above water, and immediately after she took the ground. One of the rocks or small islets being to windward, kept off the violence of the sea, and they were distant not more than a musket shot from the shore of a larger land, 'whether Continent or Island, they could not tell.'

Among statistical accounts which were printed at the ends of some of the Lima almanacks about that time, is found the remark following: 'The part of the coast of *Chili* near which 'the Wager was lost, and thence as far as to the *Cape de Pilares* 'at the entrance of the *Strait of Magalhanes*, runs North 'and South: and it is not accurate what Captain Cheap has 'affirmed, that the cause of his being wrecked was the error 'of the charts in laying down the coast in the direction North 'and South; for this point has been newly confirmed, and 'what


Occidental de Cadiz
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Copied from the Spanish Atlas published in 1798.
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