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2 vols



Robert Parker. F.A.S.

2 vols

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A
VOYAGE
TO THE
South Sea,
AND
Round the World,

Perform'd in the
YEARS 1708, 1709, 1710, and 1711.

BY THE
Ships *Duke* and *Dutchess* of *Bristol*.
BEING

A CONTINUATION of the Voyage
from *California*, through *India*, and *North*
about into *England*.

The DESCRIPTION of all the *American*
Coasts along the *South Sea*, with above 300 Bearings
of the Land, the principal Harbours, and three large
Charts, all taken from the *Spanish* original Draughts,
never before printed.

With a TABLE of the Latitudes and Longi-
tudes of all Places, from *California*, to the Straights
of *Magellan*.

To which is prefix'd,

An INTRODUCTION, wherein, besides other
material Particulars, is an Account of the Cargo of
the *Acapulco* Prize, of the Commodities the *West Indies*
are furnish'd with, by way of Trade, from the several
Parts of *Europe*, and what Returns come from thence.

Vol. II. and last.

By Capt. EDWARD COOKE.

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and R. GOSLING in *Fleet-Street*, A. BETTESWORTH
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TO THE
Right Honourable
R O B E R T,
EARL OF
Oxford and Mortimer, Lord High Treasurer of *Great Britain,*
&c.

This Second Part of the
Voyage to the *South Sea,* and
round the World, is most hum-
bly dedicated, by

EDWARD COOKE.



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THE

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OF THE
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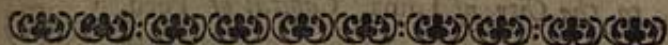
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THE

Introduction.

N Introduction to this second Volume, as well as to the first, may perhaps be carp'd at by those who read rather to find Faults, than for Information or Entertainment. The Omission of any Thing material, would be a more reasonable Objection, than this Method of inserting some Particulars, which could not so properly be brought into the Course of the Journal. A few Words at the Conclusion of the Introduction to the first Volume misunderstood, gave some Persons a sufficient Occasion, as they thought, to censure the Performance. It is there said, that a *contin'd Account of Winds, Latitudes, Longitudes, and such other Maritime Particulars, would be of little Use, and might prove heavy and tiresome*; whence, without any other sufficient Ground

Ground, the said Persons must conclude, that there had been an Omission of observing the necessary Latitudes and Longitudes. But the true Meaning of those Words, is no other, than that it was thought needless to tire the Reader with an exact Diary of Wind and Weather for three Years together, and the Latitudes and Longitudes during a long Run across the Ocean, where there was not any Land, nor so much as a Current to be known by those Observations; for wheresoever any Thing occur'd, which might be ever observ'd by the Position, it is carefully set down; and to swell a Volume with what could neither be of Use, nor afford Entertainment, would have been altogether superfluous. This may suffice to satisfy the World, that nothing has been omitted, wherein the Reader might find his Profit or Satisfaction.

Others, who have had the Leisure and good Fortune to read some Translations of *Spanish* Histories relating to, or Travels into the *West Indies*, have complain'd, that the said first Volume is fill'd up with Collections, and some of them the same Things they have read before. Those Gentlemen will do well to call to Mind, that the most judicious Travelers have been applauded for giving us short Abridgments of the History of those

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Countries where they have travell'd; as to instance but in one, though many others might be nam'd, has been done by the generally approv'd *Gemelli*, who has never been condemn'd for having told us many Things of *China*, *New Spain*, *Persia*, and other Parts, which were before sufficiently known to all those who are conversant with Books of Travels, and Descriptions of Countries. There was no new Discovery made or intended in this Voyage to the *South Sea*, and consequently no Matters altogether strange and unheard of, could reasonably be expected. All *America* has before been treated of in every Language; and yet, without Vanity or Presumption, it may be said, there is scarce so much to be found elsewhere, in so small a Compass, as has been deliver'd in that Volume. All Persons have not numerous Collections of Books, nor Time to read them; and it would have been extremely disagreeable to a much greater Number, who being utterly unacquainted with the History and Description of *America*, yet may be induc'd to read this new Voyage, should they find nothing in it, but tedious Runs at Sea, with only an Account of the Town of *Guayaquil*, and the taking of some Prizes, and be left entirely in the Dark, as to all those wealthy

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Countries pass'd by, and scarce touch'd upon.

Those few who have thought fit to raise these, or any other as immaterial Objections, may perhaps, upon serious Recollection, have been convinc'd of their Mistake, whilst the more considerable Part of Mankind has afforded that first Volume such a Reception, as leaves no Room to doubt of their Approbation. However, that Work did not appear Abroad as compleat; nothing in this World can pretend to Perfection; and the Promise then made of a second Volume, was Inducement enough to believe, that whatever might be wanting there, would be supply'd in the next. This, there is Ground to hope, has been now perform'd.

The rest of the Voyage Home from *California*, takes up the first Part, with exact Tables of the several Runs, from *America* a-cross the *Pacifick Ocean*, to the Islands *Ladrones*; from *Batavia* thro' the Sea of *India*, to the Cape of *Good Hope*; and from thence *North* about into *England*; and satisfactory Accounts of all Places seen or touch'd at, or of any remarkable Accidents or Observations.

The second Part contains the Description and Bearings of all the Coasts from
Calif-

California, to the Streights of *Magellan*, three large Cuts of all those Coasts, curiously drawn according to Art, and answering to the Distances in the Description, which many of the *Spanish* Draughts do not, being taken for the most Part only by the Eye, and consequently only serving to give a very imperfect Idea of what they represented. Here are also all the Harbours of any Note, all of them taken from the *Spanish* Draughts brought over this same Voyage. There is added an Account of the Winds and Currents in the *South Sea*, and a large Table of the Latitudes and Longitudes of all Places any Way remarkable along that whole Coast of *America*.

Some other Particulars, very necessary to be added to this Work, could not so properly be intermix'd with either of the Parts above-mention'd, and have been therefore reserv'd for this Introduction. These are, the Cargo of the *Acapulco* or *Manila* Ship, taken in the *South Sea*; a Particular of all the Commodities transported from every Part of *Europe*, to the *West Indies*, and of the Returns from thence, which at once will satisfy the Curious what is proper for the *South Sea* Trade, and what we may expect from thence; and lastly, a fuller Account of the Man found on the Island

John

John Fernandes, in the *South Sea*, than we were able to give in the first Volume, being then press'd to publish it with all possible Speed, and having since receiv'd as much Information as is requisite in an Affair of that Nature.

In the first Volume we gave the Particulars of the Cargo's of the *Duke*, *Dutchess*, and *Marquis*, being all that was found valuable, and worth preserving, Aboard the several Prizes taken in the *South Sea*, and at the Town of *Guayaquil*. When the *Marquis* was sold at *Batavia*, her Lading was there divided among the three remaining Ships, *Duke*, *Dutchess*, and *Batchelor*, as they then call'd the *Acapulco* Prize, of whose Lading we are now to speak.



The

The Cargo of the Acapulco or Manila Ship, taken in the South Sea by the Duke and Dutcheſs, private Ships of War belonging to Briſtol, and call'd the Batchelor Prize.

	Pieces
A llejars	82
Atlaſſes	52
Bafts	188
Cottoneas	291
Calicoes colour'd	6603
Ditto white	4372
Counterpoints, divers ſorts	206
Coffaes	270
Chints, divers ſorts	24289
Chint Saſhes	24
Chelloes	362
Charradorees	18
China flower'd Silks	5
Damaſks	120
Dimities	460
Diapers	77
Elatches	3106
Fans	5806
Gurrahs	1180
Ginghams	263
Guinea Stuffs	235
Humhums	105
	Handkerchiefs

	Pieces.
Handkerchiefs Pieces	38
<i>Ditto</i> single	157
Long Cloth	2577
Mulmuls	55
Neck-cloths	123
Nillaes	580
Niccaneas	8020
Photees	152
Pelongs	1236
Paunches	16561
Palampores	4053
Petticoats	265
Quilts	14
Romols	548
Ribbons, divers forts	6834
<i>Ditto</i> flower'd with Gold and Silver	481
Silk Stockings	4310 Pair.
Silk raw of <i>China</i>	28502 Pounds.
<i>Ditto</i> thrown	11990 Pounds.
<i>Ditto</i> sewing	1370 Pounds.
<i>Ditto</i> Bengal	61 Pounds.
<i>Ditto</i> sleeve	6581 Pounds.
<i>Ditto</i> Fringes	194
Sooseys	115 Pieces.
Stockings Cotton	1084 Pair.
Sannoos	425 Pieces.
Sattins and Taffaties, divers forts	7008 Pieces.
<i>Ditto</i> flower'd with Gold and Silver	192 Pieces.
Silks divers forts	511 Pieces.

Silk Sashes	—	—	341
Ditto of Calico	—	—	544
Silk Gowns	—	—	37
Tanbes	—	—	454
Musk	—	—	5997 Ounc.
Cinnamon	—	—	9719 Pounds.
Cloves	—	—	1182 Pounds.
Benjamin	—	—	3300 Hund.
Bees Wax	—	—	152 Pounds.
Gum Elemia	—	—	120 Pounds.

China Ware, several Chests and Jars.
Several Parcels of odd Things.

At this Time, when a Trade to the *South Sea* is so much talk'd of, all Persons are desirous to know wherein that Trade will consist, and it may be expected something should be here said of it. The one Branch of it, which is the Commodities to be had from thence, seems to have been sufficiently answer'd in the first Volume, where, having treated of the Product of every Part, it naturally follows, that every Man, who knows what those Countries afford, may judge what is fit for our Use, and worth the bringing. However, to save some the Trouble of so much Reflection, and satisfy all Inclinations, all the Goods generally brought from the *West-Indies*, shall be here laid down together to be seen at one View, and with them the several Sorts eve-

ry Country in *Europe* furnishes *America* with.

A compleat List of all Commodities transported from any Parts of Europe, to the Spanish West-Indies.

From FLANDERS.

P*icotes*, a Sort of Woollen Stuff.
Ditto half Silk.
Palometas, half Worsted.
Ditto half Thread, half Worsted.
 Damasks all Worsted.
 The same half Thread.
Lanillas white.
Ditto black.
 Mix'd *Quinietas*.
 Hollands,
 Baracanes.
 Womens woollen Hose of *Tournay*.
 The same for Boys and Children.
 Hair Chamlots of *Brussels*.
Lamparillas half Silk, half Worsted.
 White Thread Lace.
 Black Silk Lace.
Precillas, brown course Linnen.
Ditto white.
 Bramantos brown.
Ditto white.
Ditto fine.
 Hounscots of three, four, and five Seals.
 Strip'd

Strip'd Linnen of *Gant*.
Gant Linnen fine.
 The same of *Courtray*.
 Damasks of Silk and Thread.
 White Thread ordinary.
Ditto fine of few Numbers.
Ditto courser of many Numbers.
 Thread of all Colours.
 Thread Laces or Twists.
 Cotton Ribbon.
 White Filliting.
 Red Tape.
 Whip-cord large.
Ditto small.
 Hair-buttons,
 And several other sorts of *Haberdashery*.

From HOLLAND.

PEPPER.
 Cloves.
 Cinnamon.
 Nutmegs.
 Serges in Grain.
 Black *Leyden* Says.
Ditto of *Delfe*.
 Fustians.
 Broad *Hollands*.
Ditto narrow.
 Strip'd Linnen.
 Thread of all sorts.
 Sail Cloth.
 Cables and Rigging.

Ropes and Pack-thread.
 Pitch and Tar.
 Benjamen.
 Motillas of Silk.
Ditto Wooll.
 Borlones.
Ditto branch'd or flower'd for Quilts.
 Velvets, and
 Plushes.

From ENGLAND.

MIX'd Serges.
 Long Ell-broad *Perpetuanas*.
 Long Yards *ditto*.
 Cheneys printed and water'd.
 Silk Hose.
Colchester Bays, dy'd and white.
 Worsted Hose fine.
Ditto second sort.
 Woollen Hose for Men, Women, and
 Children.
 Wrought Pewter.
 Tin in Blocks.
 Black Hounscot Says.
Ditto white.
 Fuffians.
Scotch Linnen.
 Benjamen the second sort.
 Lead.
 Cloths broad.
Ditto narrow.
 Scarlet Serges.

Calicoes

Calicoes dy'd.
Pepper.
Musk
Amber, and
Civet.

From FRANCE.

VElvets.
Brocades.
Sattins.
Roan Linnen.
Ditto Blancartes.
Ditto Florettes.
Ditto Cofres.
Cambricks.
Kenting broad.
Ditto narrow.
Morlaix Dowlas broad.
Ditto narrow.
Creas broad.
Ditto narrow.
Ditto of *Gascony*.
Coletas broad.
Ditto narrow.
Cotences fine.
Ditto ordinary.
Sail-Cloth.
Combs.
Haberdashery.
Gold and Silver Lace.
Silk Lace.
Fine Thread Lace, or Bone Lace.

From HAMBURGH.

- P**ipe-staves large.
Ditto small.
 Ordinary Boards of *Norway*.
Ditto of *Sweden*.
 Great Planks.
Platillas, or, blue Paper Slefies.
 Bocadillos.
 Estopillas.
 Capadereys.
 Cresuelas white.
Ditto brown.
 Checker'd Linnen in Rolls.
 Vestualias.
 Bed-Tickin fine.
Ditto ordinary.
 Napkins and Table Linnen,
 Esterlines.
 Fustians double.
Ditto single.
 Latten Wire.
 Starch.
 Powder-blew.
 Gilt Leather.
 Leaf-gold.
 Pins.
 Brass Wire.
 Brass Weights and Scales.
 Brass Kettles and Pans.
 Yellow Wax of *Dantzick*.
Barbary Wax whiten'd.
 Cases of Bottles.

From

From ITALY.

Ribbons of all sorts.
Hair Chamlots.
Silks flower'd with Gold and Silver.
Naples Silk.
Shags.
Velvets, one and half, and two Pices.
Grogams of *Messina*.
Men, Women, and Childrens Stockings of
Naples.
Genoa Paper.
Hose of course Silk, call'd *Capullo*.
Mohair Stuffs from *Smyrna*.
Genoa Thread.
Ditto of *Salo*.
Iron Wares of *Genoa*.
Rice of *Milan*.
Hard Soap of *Genoa*.
Hoops.
Wheat of *Sardinia*.
Alom.
Brimstone.
Annised and other Seeds.

From PORTUGAL.

MUlk in Cods.
Amber-grease.
Civet.
Fine Thread.

From SPAIN.

TAffaties of *Granada* double.
Ditto single.
Ditto of *Faen*.
Ditto of *Antequera*.

Black Silk of *Granada*.

Ditto colour'd.

Sattins flower'd.

Ditto plain.

Toledo filk Hofe.

Mix'd Serges of *Ampudia*.

Saffron of *Villa Alva*.

Hard Soap of *Alicant*.

Almonds of *Alicant*.

Ditto of *Valencia*.

Wooll.

Wheat.

Barley.

Xeres Wines.

Tent Wine of *St. Lucar*.

Oil of *Sevil*.

Figs.

Raisins of *Arcos* in Barrels.

Ditto in Frail.

Salt.

White Wax.

Iron Ware from *Biscay*.

Steel.

A List of Commodities brought from the Spanish West-Indies into Europe.

PEarls.

Emerauds.

Amethifts.

Virgin Silver.

Ditto in Pigs.

Ditto in Pieces of Eight.

Virgin Gold.

Ditto

Ditto in Doblones.
 Cochinilla of several sorts.
 Grana Silvestre, or, Wild Scarlet.
 Ditto of Campeche.
 Indigo.
 Anatto.
 Logwood.
 Brasilette.
 Nicaragua Wood.
 Fustick.
 Lignum Vite.
 Sugars.
 Ginger.
 Cacao.
 Bainillas.
 Cotton.
 Red Wooll.
 Tobacco in Roll.
 Ditto in Snuff.
 Hides raw.
 Ditto tann'd.
 Ambergrease gray.
 Ditto black.
 Bezoar.
 Balsam of Peru.
 Ditto of Tolu.
 Cortex Peruviamus, or, Jesuit's Bark.
 Jallap,
 Mechoacan.
 Sarsaparilla.
 Sassafras.
 Tamarinds.
 Cassia.

In the first Volume there is Mention made of one *Alexander Selkirk*, (so commonly call'd, but his right Name is *Selcrag*) who being left on the Island *John Fernandes*, continu'd there four Years and four Months, without any human Society. That short Hint rais'd the Curiosity of some Persons to expect a more particular Relation of his Manner of living in that tedious Solitude. We are naturally fond of Novelty, and this Propension inclines us to look for something very extraordinary in any Accident that happens out of the common Course. To hear of a Man's living so long alone in a desert Island, seems to some very surprising, and they presently conclude he may afford a very agreeable Relation of his Life, when in Reality it is the most barren Subject that Nature can afford. Even this solitary Life is not so amazing; we have in the aforesaid first Volume mention'd two other Persons, who at several Times continu'd long on the same Island, and without those Conveniencies this Man we here speak of was furnish'd with; and yet it was never thought worth while to give any particular Account of their Behaviour there. Not to confine our selves to them, we have the written Lives of ancient Anchorites, who spent many Years in the Deserts of *Thebaida* in *Egypt*, without
seeing

seeing any human Creature. The Lives of those holy Men, are little read or regarded, because they entertain us with nothing but a continu'd Course of Austerities and Devotion. From this Man something of another Nature is expected, his Piety is not likely to disgust us. What then can it be that flatters our Curiosity? Is he a natural Philosopher, who, by such an undisturb'd Retirement, could make any surprizing Discoveries? Nothing less, we have a downright Sailor, whose only Study was how to support himself, during his Confinement, and all his Conversation with Goats. It would be no difficult Matter to embellish a Narrative with many Romantick Incidents, to please the unthinking Part of Mankind, who swallow every Thing an artful Writer thinks fit to impose upon their Credulity, without any Regard to Truth or Probability. The judicious are not taken with such Trifles; their End in Reading, is Information; and they easily distinguish between Reality and Fiction. We shall therefore give the Reader as much as may satisfy a reasonable Curiosity, concerning this Man, without deviating into Invention.

The *Duke* and *Dutchess's* Frigats coming up to the Island of *John Fernandes*, as was said in the first Volume, there appear'd

pear'd on the Shore a Man waving a white Flag, which was the Stranger, because the Island is known not to be inhabited. Some Officers went in the *Duke's Boat*, and coming near the Shore, heard him speak to them in *English*. They call'd to him to shew them a good Place to come to an Anchor, and to land; he gave them Directions, and then ran along the Shore in Sight of the Boat, so swiftly, that the native Goats could not have out-stripp'd him. When come to the Place, he saluted the new Comers with much Joy, being satisfy'd they were *English*, and they in Return invited him Aboard; he first enquir'd whether a certain Officer that he knew was Aboard; and hearing that he was, would rather have chosen to remain in his Solitude, than come away with him, 'till inform'd that he did not command. Then the Officers that were in the Boat went ashore, whom he invited to his Habitation. The Way to it being very much hid and uncooth, only Capt. Fry bore him Company; and having with much Difficulty climb'd up and crept down many Rocks, came at last into a pleasant Spot of Ground full of Grass, and furnish'd with Trees, where he saw two small Huts, indifferently built, the one being the Lodging Room, and the other the Kitchen. The Furniture, it may well be suppos'd, was not extraordinary, but

but consisted of every Thing that Desert could afford. There was in the Kitchin a Pot or Kettle to boil Meat, which that Inhabitant had carry'd ashore from his Ship; the Spit was his own handy Work, of such Wood as grew on the Island. His Bed rais'd from the Ground, on a Bed-stead of his contriving, consisted of Goats Skins, the rest suitable to the Habitation. About it was a Parcel of Goats he had bred up tame, having taken them young, which serv'd to supply him upon Occasion when he fail'd of any wild. He had provided some of his Goat's Flesh to entertain his Guests, which after their long Run at Sea, from the Island *Grande*, round *Cape Horn*, was no small Dainty. They had much Difficulty to persuade him to venture himself Aboard, so great was the Aversion he had conceiv'd against the Officer aforesaid; yet, upon Promise of being restor'd to his former Dwelling, if not satisfy'd, he at length comply'd, and found such Entertainment, as made him no longer fond of his solitary Retreat. The whole Account he could there give of his Manner of living on the Island, was in Effect, That having taken with him from aboard the Ship the *Cinque Ports* Galley, to which he belong'd, all the Necessaries he could get towards providing for a Subsistence in that abandon'd Place, he at first had
 been

been oblig'd to feed upon *Seals*, and such other Fish as he could take along the Shore; which proving course Dyet, put him upon a Necessity of looking out for some Variety. There were Goats enough, but the Difficulty, was, how to catch them, among the Rocks and Mountains; where, tho' shot, they would sometimes make their Escape into such Places where they could scarce be found. But Hunger is irresistible, which put him upon trying all Expedients for the Support of Nature. He us'd himself to running, and scrambling among the Rocks, 'till some of the tender Kids became a Prey to him, and by long Practice, at length improv'd so much, that the most nimble Goats could not escape him in their native Soil. He knew all the by Ways and Paths on the Mountains, could trip from one Crag to another, and let himself down the dreadful Precipices. Being arriv'd to this Perfection, his Life began to grow easier, as having Fish and Flesh for his Table. There still seem'd to be a Want of Bread, but Nature and the *Spaniards* had in some Measure supply'd that Defect, Nature by furnishing the Cabbage-Tree, describ'd Vol. 1. pag. 116. and represented there Plate 4. Numb. 8. the *Spaniards*, who first inhabited the Island, by leaving there the Seeds of Turnips, and several other Roots, which have since remain'd in the Ground.

Ground. Such were the Provisions he had to feast on; for Conveniency of dressing, it has been said, he built a Kitchen, had a Pot or Kettle from Aboard, and the Trees, whereof there is Plenty and Variety, supply'd him with Spits, and Store of Fewel, having an Ax and some other Tools for that Purpose. The greatest Disaster he met with during his lonely Abode there, was, in hunting, when being once in eager Pursuit of a Goat, he dropt down from a Precipice, with such Violence, that he lay for a considerable Time as dead, and afterwards coming to himself, it was long before he could recover his Habitation. At last, no Help being to be expected, he crept Home, and there by Degrees recover'd of his Bruises, without the Assistance of Doctor, Surgeon, or Apothecary. I had forgot, in describing his Dyet, to speak of Drink; but that was the only Thing he could not want, the Island being sufficiently furnish'd with fresh Water, to satisfy his Thirst, without being tempted to Debauch. Some few *Spanish* Ships happen'd to touch there, during his Stay; but he had resolv'd rather to converse with his Goats, than be beholding to that Nation for his Deliverance from that Prison; and therefore, when their Ships appear'd, he generally kept close in his Apartment, which, as has been said, was so conceal'd, as not easily

fily to be discover'd. However, being desirous to know what People they were who arriv'd in his Dominions, he kept not himself always so reserv'd, but that he was once 'spy'd and pursu'd, and some Shot made at him. His Activity then stood him in stead; for he out-stripp'd them all, and easily disappointed their Search; and the Prize being so inconsiderable, it is likely they thought it not worth while to be at any great Trouble to find it. Having little to divert his Thoughts, he had kept an exact Account of the Day of the Month and Week, all the Time of his Confinement, and told it to several of our Officers, when they first came to him on the Island. To conclude, he came away with us, and arriv'd safe in *England*, where he has freely imparted thus much, as he had done before Aboard, to all that have had the Curiosity to converse with him.

This may suffice as to him, being the whole material Truth, and sufficient on such an Account; and with it we will put a Period to this Introduction, to proceed with the Voyage where we left off.

A

VOYAGE
TO THE
South Sea, &c.

V O L. II.

C H A P. I.

*Departure from California; the long Run
a-cross the South Sea, to the Islands
Ladrones; Arrival at Guam, one of
that Number; courteous Entertainments
there by the Spaniards; Letters and
Certificates on both Sides; Variation in
those Parts, &c.*



THE great and wealthy Countries lying along the South Sea, being the Object on which the Eyes and Thoughts of all Men are at present fix'd, less could not well have been said of them, than has been done in the first Volume

B

of

of this Voyage. Our Ships ran along that Coast, to make such Attempts as were proportion'd to our Strength; which being but small, we had not the Opportunity of performing many Actions, that might of themselves have render'd this Work both useful and entertaining, there is a farther View in what may be perform'd hereafter; and a bare Run at Sea, could not have answer'd those Ends, which every Man may propose to himself in the Perusal of this Voyage. We brought our Ships Home from *California*, after taking the *Acapulco* Prize, that the Relation might not appear altogether maim'd and imperfect; but, at the same Time, we promis'd a more ample Account of their long Navigation in this second Volume. We had the greatest Part of the Globe to sail round, when we departed *California*; and so great a Tract will well deserve to be seen more at large, than could possibly be done before. This shall be the Subject of the first Part of this second Volume, which shall conclude, as was promis'd in the first, with a more ample Description of all the Coasts of the *South Sea*, with the Bearings of all the most noted Lands, and all curious Observations as to Winds, Currents, &c. taken from the *Spanish* Manuscripts. I will now proceed to the Journal.

Departure
from Cali-
fornia.

Tuesday, January 10. 1709-10. The Ship *Marquis*, which I commanded, with the *Duke*, *Dutchess*, and *Maxila* or *Acapulco* Prize, now call'd the *Batchelor* Frigate, being at *Puerto Seguro*, in the Island of *California*, in the Latitude of 23 Deg. 10 Min. North, ready to sail, Capt. *Rogers* put aboard the Prize about 30 Men, Capt. *Courtney* 25, and my self 12; which, with about 30 *Lascars* or *Indians*, and Blacks,

Blacks, made 100 Men. The Breeze beginning to come off from the Shore at nine in the Evening, we all unmoor'd, and at twelve weigh'd, and ran out with a small Gale at N. W.

Wednesday, January 11. had little Wind in the Morning, and sometimes calm, and Capt. Rogers sent his Boat aboard all the Ships, with the following Letter.

Capt. Courtney, Capt.	At Sea, Jan. 11.
Cook, Mr. Fry, and	1709-10.
Mr. Stretton,	

Gentlemen, the Prize sailing so very heavy, it ^{Short Allowance.} behoves us to provide for a long Passage: Our Allowance of Flower now being two Pounds for five Men a-Day, is little; but having no Remedy, it must be less, and we ought to allow but one Pound and a half of Flower or Bread for five of our Men, and the same for six others. I do not doubt you'll agree with me, and have order'd that Allowance to begin this Day. I am your Friend to serve you,

Woodes Rogers.

This Day at Noon, Cape St. Lucas bore North, distant five Leagues. The Run from California being long, in an open Sea, and most before the Wind, there is not so much remarkable in it, as in other Passages of less Length; I have therefore here plac'd the following Journal-Table of the Voyage to the Island Guam.

This Table shewing our Course, the Winds, Latitudes, and other Particulars of that Nature, I shall proceed to what is otherwise material during the said Run to, and our Stay at the Island Guam, one of the *Ladrones*.

B 2

Sunday,

A VOYAGE to the South Sea, and

Sunday, January 15. 1709-10. I observ'd that having had pleasant small Breezes of Wind at *N. E.* and fine Weather since the 13th, and steer'd *S. W.* by *S.* yet made but a *S. S. W.* Course, it cannot be suppos'd that the Variation should occasion the Mistake, because that is there so small as scarce to be worth taking Notice of; and therefore it must be of Necessity caus'd by the Current. For Latitudes, &c. I refer to the Table.

Tuesday 17. saw several Sea-Fowls, which made me judge we were near some Islands.

Thursday 19. saw a Multitude of Craw-Fish swimming by us, and several Lumps, with Barnacles on them, which I did suppose to be Amber-Grease; but, for want of a Boat, could not take up any.

Saturday 21. saw several Shoals of Flying-Fish.

Monday 23. our Ship proving very leaky, and no Possibility of coming to stop it, because in or near the Stern, was forc'd to stitch a Sail with Oakham, hang Weights to each Clew, and lower it down athwart the *Cutwater*, believing the Leak might suck in some of it.

Wednesday 25. perceiving our Bonnet had done the Leak but little Good, ran a-head the other Ships and brought to; but the Sea ran so high, that the Leak could not be stopp'd; and continuing bad, I got down our Top-Gallant Yards to ease the Ship. *Friday 27.* having brought the Ship more by the Stern, found she was not so leaky as before.

Thursday, February 2. 1709-10. a hard Gale of Wind at *E. N. E.* and a great Sea following us, with several Squalls of Rain and Wind, which continu'd 'till the 4th, when we had moderate Breezes. *Wednesday 8.* ran a-head again to stop the Leak; but there being a great Sea,

Sea, could not come at it. *Friday 10.* being in 13 Deg. 45 Min. *North* Latitude, and 47 Deg. 40 Min. Longitude *West* from Cape St. Lucas, observ'd by a good Amplitude, that we had half a Point Variation *Easterly*.

Tuesday, February 14. 1709-10. I reckon'd Half round the Globe. we were 3 Deg. 22 Min. short of 180 Degrees of Longitude from the Meridian of *London, West*, which would make half way round the Globe. About this Time had several Men ill, and some dropp'd down at the Pump and Helm; which, I suppose, was occasion'd by the Badness and Shortness of Provisions, therefore began to allow them more. *Monday 20.* being in 13 Deg. 28 Min. Latitude *North*, and 69 Deg. 1 Min. Longitude, found above half a Degree Variation *Easterly*. More Men fell sick. *Wednesday 22.* in 13 Deg. 8 Min. Latitude, and 72 Deg. 36 Min. Longitude from Cape St. Lucas, found about seven Degrees *Easterly* Variation. *Friday 24.* still in 13 Deg. 8 Min. *North* Latitude, and 75 Deg. 22 Min. Longitude, nine Degrees *Easterly* Variation. *Sunday 26.* stopp'd one of our Leaks.

Wednesday, March 8. 1709-10. the Clouds settled to the *Westward*, we saw several Sea-Fowls, which made me conclude we should soon see the Islands *Ladrones*. *Friday 10.* at three in the Afternoon, made the Island *Sarpana*, one of the *Ladrones*, bearing *W. N. W.* distant 12 Leagues, and at Six the Island *Guam* bearing *W.* by *S.* distant 12 Leagues. Lay by most Part of the Night; and *Saturday 11.* towards Morning, made Sail, the Wind at *E. N. E.* a fresh Gale, steer'd *S. S. W.* and *S. W.* At Noon, the *South* Part of the Island *Guam* bore *W.* by *S.* distant three Leagues, and the *Northermost* Part *N.* by *E.* distant 8 Leagues.

Arrive at the Islands Ladrones.

Latitude per Estimation this Noon 13 Deg. 30 Min. Longitude from Cape St. Lucas 100 Deg. 19 Min. we gave the low Point at the S. W. a Berth, by Reason of the Shoals, then hal'd upon a Wind, and made several Trips. At Six in the Evening came to an Anchor in Port *Umatta* of the Island *Guam*, or *Guana*, in 15 Fathom Water, at about a Mile Distance from the Houses, which bore E. by N. another Part of the Island bearing South, distant two Miles, and the Rock to the Northward, N. E. by N. from which runs a Ridge of Rocks to the Island, and a Shoal to the Eastward. We went in with *French* and *Spanish* Colours, that they might not suspect us to be Enemies. Several of their Boats, which they call *Parasos*, came about our Ships, but none would venture aboard, 'till, being off the Anchoring-Place, one was sent by the *Spanish* Governor, desiring to know who we were, what we wanted, and to shew us where to anchor. We presently sent away Mr. *White*, our Interpreter, and one *Murphy*, an *Irishman*, taken in the *Batchelor*, with a Letter to the Governor, and detain'd a *Spaniard*, as Hostage, 'till their Return. He sent a very obliging Answer, promising to supply us with what the Island afforded, and sending some Refreshments at the same Time. Our Letter to him, and his Answer, were as follows.

The Letter to the Governor.

S I R,

WE being Servants to her Majesty of Great Britain, and oblig'd to stop at these Islands in our Passage to the East-Indies, will not molest the Settlements, provided you deal friendly
by

by us, and shall pay for all Provisions and Conveniencies, either in Money, or such Necessaries as you want. But if, after this civil Request, you deny us, and act not like a Man of Honour, you may expect such military Treatment, as we are with Ease able to give. This we have thought fit to give under our Hands, recommending to you our Friendship and kind Treatment, which we hope you'll esteem, and assure your self we shall then be with the strictest Honour,

To the Honourable *Your assur'd Friends, and*
 the Governour of
 the Island Guam. *Humble Servants,*
 March the 11th.
 1709-10.

Tho. Dover, | Woodes Rogers,
 Steph. Courtney, | Edw. Cooke.

The Governour's Answer.

Gentlemen,

I Receiv'd a courteous Letter from you, the Bearer whereof acquainted me with your great Wants, and that you requested Refreshments, Wood, and Water; I answer you with the same Civility, and offer all I possibly can perform; but we have had a violent Distemper here, and bury'd abundance of our People. Tho' you are our Enemies, upon your paying for what you have, as you write in yours, I have order'd all under my Command to offer no Injury to any of yours, and desire you will do the same, permitting to pass to and fro without Molestation. Capt. Don Antonio Gutieres is my Friend, I have some Business with him, and desire you will let him come to me, and Capt. John Antony Pestana will remain in his stead. I also desire you will let me have all the Spanish Prisoners.

A VOYAGE to the South Sea, and

I have order'd Capt. J. R. to supply you with what we can.

To the four Captains,
viz. *Woodes Rogers,*
Steph. Courtney, Tho.
Dover, and E. Cooks.

Tours,

Don Juan Antonio Pimentel.

Sunday, March 12. 1709-10. our Pinnaces went a-shore to the Watering-Place with some of our Officers, where they were civilly treated by a *Spanish* Captain, and other Officers at the Port of *Umatta*. The Latitude and Longitude of this Place, is laid down wrong in most of our Books and Charts, except Capt. *Haley's* Variation-Chart, which comes very near the Matter, as well in this Run, as in our others; but none of our Authors that I have read, take any Notice of the Variation in these Parts, and we find it half a Point *Easterly* at this Island; and in our Passage to it, we had sometimes 12 Degrees. The Reason of this I take to be the Unevenness of the Globe of the Earth, and its unequal Mixture of much Matter differing in it self as to the magnetical Quality; as having large and stony Mountains, spacious Valleys, deep Seas, long Continents, high Promontories, with mighty scatter'd Rocks of Load-stone, Iron Mines, and other magnetical Substance.

We continu'd at *Guam* till *Tuesday, March 21. 1709-10.* which Time was spent in fitting, wooding, watering, and carrying off Provisions and Refreshments. The *Spanish* Gentlemen there treated us with all imaginable Civility, and supply'd us with the following Quantity of Provisions, asking nothing
for

for them; but we apprais'd the said Proviſions, and return'd the full Value in Goods they ſtood in need of, to their extraordinary Satisfaction.

Proviſions taken in at the Iſland Guam, and their Value.

	Dollars.
4000 Coco Nuts, at 10 Dol. per 1000,	0040
100 Baskets of Maiz, or Indian Wheat,	} 0075
at 1 Dol. 4 R. per 2 Baskets,	
60 Bags of Rice and Paddy, at 2 Dol.	} 0120
per Bag,	
250 Baskets of Yams and Patatas, at 7	} 0125
4 R. per Basket,	
360 Fowls ſmall and great, at 2 Roy.	0090
220 Hogs ſmall and great, at 4 Dol.	0880
51 Bullocks, at 14 Dol.	0714
8 Cows with Calves, at 18 Dol.	0144
300 of Eggs, at 2 Dol. per 100,	0006
	————
	2194
<i>Liquors, &c.</i>	
3 Cafes of Brandy, each containing 15	} 0045
Bottles, at 15 Dol. per Cafe,	
4 Jars of Coco Wine, at 15 Dol. per Jar,	0060
3 Jars of Nipa Wine, at 10 Dol. per Jar,	0030
11 Jars of Bread, at 3 Dol. per Jar,	0033
3 Jars of Sugar, at 5 Dol. per Jar,	0015
2 Jars of Vinegar, at 5 Dol. per Jar,	0010
	————
	0193
	2194
	————
Total,	2387
	————
	Value

Value of Returns made for the above Provisions, &c.

	Dollars,
2 black Women, at	0225
2 black Men, at	0225
40 Pieces of good Bays, at 25 Dol. per Piece,	1000
12 Pieces of damnify'd Bays, at 10 Dol. per Piece,	0120
6 Pieces of scarlet Shaloon, a little da- mag'd,	0180
20 Match-Locks, at 12 Dol. each,	0240
1 Box of Medals,	0120
1 Box of Relicks, Pictures, &c.	0157
6 Boxes of Nails, at 20 Dol. per Box,	0120
Total,	2387

2 black Boys, &c. a Present to the Governor.

The Governor, being lame, could not come Aboard us, but several of our Officers went to see him, whom he receiv'd and treated very civilly, we sending by them as a Present two black Boys in Liveries, and some other Things; for he liv'd not at the Port, but farther up to the *Northward*. None of our chief Commanders went to see him, but the Gentleman who is next to him in Command, came several Times, with other Officers, Aboard our Ships, and we went daily ashore to them, entertaining one another. *Monday* the 20th of *March*, all the *Spanish* Gentlemen, and most of our Officers in chief, were Aboard together, to conclude all Affairs among us, where it was agreed to give Certificates on both

both Sides, of the good Usage each Party had receiv'd from the other, and were as follows :

Guam, March 21. 1709-10.

WE the Commanders and chief Officers of four British private Ships of War and Prizes, do hereby acknowledge, that arriving at the Island of Guam, and in Want of Refreshments, we met with a kind and generous Reception from the Honourable Don Juan Antonio Pimentel, Governor and Captain General of the Marian Islands, and Capt. Don Juan Antoino Pretana, and other Officers and Gentlemen of the said Island, and were plentifully supply'd, in a shorter Time, and better Manner, than we could have expected. During our Stay here, we liv'd in a very Friendly Manner, and at our Departure, made such Presents to the said Gentlemen, in Return for the Necessaries they furnish'd us with, that they express'd themselves fully satisfy'd and contented therewith under their Hands, as on our Part we do the same,

William Dampier,		Thomas Dover,
Robert Fry,		Woodes Rogers,
William Stretton,		Stephen Courtney,
		Edward Cooke.

From the Lieutenant General Don Juan Antonio Pimentel, Governor and Captain General of the Marian Islands, &c.

In his Name,

CAPT. Don Juan Antonio Pretana informs, That four English Ships arriving at these Islands, whose Captains, are, Woodes Rogers, Stephen Courtney, Thomas Dover, and Edward Cooke, who came hither for Want of Provisions, they requested with much Courtesy, that we would

A VOYAGE to the South Sea, and

would spare them as much as we could, and they pay'd very liberally for it, more than double the Value, and treated all the Captains of this Island, with which they are well satisfy'd, and give it under their Hands,

Don Juan Antonio Prettana,
Don Sebastian Luis Romez,
Don Nicholas de la Vega,
Don Juan Nunez.

The Surgeons also belonging to the Ships, sign'd the following Certificate.

WE the Surgeons of the Duke, Dutchess, Marquis, and Batchelor, having view'd Senor Antonio Gomez Figueroa, a Spaniard, it is our Opinion, that he cannot live long at Sea, and therefore acquiesce with the Commanders to let him go ashore at the Island of Guam, to recover his Health, there being no Probability of carrying him to Great Britain. Witness our Hands, this 21st Day of March 1709-10.

James Wasse,
John Barry,
John Ballet,
Charles May.

The Day before the signing of the above Certificates, a Committee was held on Board the Marquis, the Result whereof was as follows.

IT is agreed, that we shall steer from hence a W. by S. Course, to go clear of some Islands that lie in our Way; and then we think it proper to steer a direct Course for the S. E. Part of Mindanao, and from thence the clearest Way to Ternate.

nate. It is also farther agreed, that Capt. Rogers shall deliver to Morrow Morning unto Capt. Courtney, one Chest of Plate and Money, to be put on board the Dutchess.

		T. Dover, <i>Presid.</i>
	W. Stretton,	Woodes Rogers,
Joh. Ballet,	Cha. Pope,	Steph. Courtney,
W. Dampier,	T. Glendal,	Edward Cooke,
	J. Connely,	Robert Fry.

The Prisoners taken Aboard the *Acapulco*, or *Manila* Ship, except such as were necessary to condemn the said Prize, were, according to our Promise made to the Governor, set ashore.

C H A P. II.

A brief Account of the Marian Islands, commonly call'd Ladrones; Description of the Island Guam, or Iguana; the Islands of Solomon; Paraos, a Sort of Boats; the Rima, Ducdu, Areca, and Pine-Apple Fruits, &c.



THE Island *Guam* is one of those Ladrones Islands. most generally known by the Name of *Islas de los Ladrones*, or Islands of Thieves, from the natural Inclination of the Natives to stealing. The famous *Magellan*, who first sail'd through the Streight of his Name, into the *South* Sea, was the first Discoverer of these

these Islands, and gave them this Name of *Ladrones*, because the Natives coming Aboard his Ships, would snatch up every Thing of Iron they could lay hold on, and leap over Board; which Practice they afterwards continu'd with other Ships passing by, and by that Means confirm'd the Denomination. The same *Magellan* call'd them also *Islas de las Velas*, or Islands of Sails, from the great Number of *Paraos*, or Boats resorting to his Ships, which had three-corner'd Sails, made of Mats. The *Spaniards*, who are the only constant Traders in those Parts, having found it convenient to settle on some of them, for supplying of their Ships with Provisions and Refreshments, have rejected both those Names, and given that of the *Marian* Islands, that is, Islands of *St. Mary*. Their Distance from *New Spain* is generally reckon'd between 2300 and 2400 Leagues; and, by our Reckoning, from Cape *St. Lucas* in *California*, it is about 2000 Leagues. The constant Trade-Winds which reign between the Tropicks, are the Occasion of rendering this long Run extraordinary easy; and it is generally performed in about 60 Days, some few over or under. As to their Number and Position, they will be best seen in the Charts and Maps of the Islands of *India*.

Guam
Island.

The Island where our Ships now anchor'd, is call'd *Guam*, *Guana*, or *Iguana*, lying in 13 Deg. 30 Min. of *North* Latitude, and 100 Deg. 20 Min. Longitude from Cape *St. Lucas* in *California*, and bears *S. S. W.* from *Sarpana*, another of the *Ladrones*, distant 8 Leagues. The *S. W.* Part of it is high, but the *N. E.* is low Land. The Valleys are very pleasant, having curious open Plains, Rivulets, and in
some

some Places fine Groves of Trees. The Length of the Island from *N. E.* to *S. W.* is about 10 Leagues, the Breadth six. The Land on the Hills is red, and in the Vales a good fat black Soil; which, if manur'd, would certainly produce any Thing that is necessary for the Support of human Life. At present it affords Rice, Plantans, Bananas, Yams, *Product.* Patatas, Rima, or Bread Fruit, Ducdu, Pine-Apples, Coco Nuts, Areca Nuts, Maiz, or *Indian* Wheat, Indigo, Jacas, Oranges, large Lemons, Limes, Guavas, Papas, Chaddocks, Water and Mush Melons, small *Garvanzors*, that is, *Spanish* Pease, Capers in Abundance, and Pompions. For Beasts, they have Black *Beasts,* Cattel, Horses, Swine, Sheep, and Deer; and *Birds, and* of Fowl, Hens, Pigeons, Curlieus, a Sort like *Fishes.* our Black-Birds, and Thrushes. There is no great Variety of Fishes, the chief Sorts being Grampusses, Thrashers, Flying Fish, some Eels, and small Fish like Old Wives, Crawfish, and a small Sort like our Gudgeons, in the fresh Water Rivers and Brooks; and among the Rocks, by the Sea-side, large Scollops. Venemous Creatures there are none, except the *Centipes.*

At the Port of *Umatta*, and another Place where the Governor resides, there are about 100 *Spanish* Soldiers, commanded by the *Garrison* Captain-General of these *Marian* Islands. In *and Cleric* this Island there are two Churches, and three *et.* *Jesuits*, who instruct the *Indians* in the Christian Faith. The King of *Spain* is at the Charge of maintaining them, and the Garrisons here and at *Sarpana*, only these two Islands being at present inhabited by the *Spaniards*, as they have been for these 40 Years past, to supply their Ships trading from *New*
Spain

Spain, to the *Philippine Islands* with, Refreshments, From hence runs a Ridge of Islands at some Distance from each other to the *Northward*, to above 20 Degrees of Latitude, and to the *Southward* there are others scatter'd about almost as far as the Coast of *New Guinea*.

I have here given a View of the Island *Guam*, or *Iguana*, as taken at Port *Umatta*. Plate 1.

Islands of
Solomon.

The *Spaniards* at *Guam*, or *Iguana*, inform'd us, that a Ship of theirs sailing formerly from *Manila* for *New Spain*, discover'd a Parcel of Islands very pleasant, and abounding in Gold, Amber-Grease, and other valuable Commodities, and gave them the Name of the Islands of *Solomon*. They say several Ships have been since sent out in quest of those Islands, but could never find them; and some *Paras*, which have ventur'd upon the same Discovery, not knowing how to steer, when out of Sight of Land, have never more been heard of. These Islands some place in 15 Deg. 20 Min. of *North* Latitude, and 300 Leagues to the *Eastward* of the *Ladrones*. Others will have them to be in 14 Degrees *South*. The aforesaid Ship having been drove by Strefs of Weather upon an Island, it appear'd that the Agitation of the Vessel had remov'd all the Earth from about the Hearth of the Furnace, which was supply'd with some taken from the said Island. When this Ship arriv'd at *Acapulco*, removing that Earth, they found under it a Mass of Gold, which the violent Heat of the Furnace had melted, and separated from the Earth. The Commander surpriz'd at this unexpected Accident, acquainted the Vice-Roy of *Mexico*, and he the King, who fitted out some Ships to find the said Island. They kept



This Shows the Land of the Island of Guam or Sguana when at Anchor off Port Umatta

H. Huggins del.

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kept to the *Southward* of the Line, and could not find it, only one of those five Ships returning Home to *New Spain*. I am of their Opinion, who believe it must be to the *Northward* of the Line, because the Ship which is said first to have found it, being bound for *New Spain*, must of Necessity keep well to the *Northward*, else could not make the Passage by Reason of the Trade-Winds between the Tropicks.

This my Opinion is grounded, as above, on the suppos'd Discovery made by the Ship bound from *Manila* for *New Spain*; however, the Fragment we have of the Discovery made of the Islands of *Solomon*, seems to place them to the *Southward* of the Line, which was by Ships sent from *Peru*; and in it there is no Notice taken, where they mention Latitudes, of their passing over to the *Northward*. That Relation is so main'd and imperfect, that it gives us little Light for finding of those Islands, which are there very advantageously represented; but since we have so little Knowledge of them, it will be proper to return to the *Ladrones*, or *Marian* Islands.

The Natives of them are of a dark Complexion, not so black as the *Indians* of *California*, but most of them the largest and best limb'd Men I ever saw, and some of them very hairy and strong. The Women are strait and tall; near about where the *Spaniards* reside, they have something to cover their Privities, but a League farther up, they go stark naked, both Men and Women. The savage Part of them are said to eat white Men, if they take them, and drink their Blood, devouring all they catch raw. Some have no peculiar Worship; but the most pay their Adoration

to the Sun, the Moon, and several other Creatures, according to every Man's particular Fancy. One arm'd *Spaniard* will beat 40 of them. They are very dexterous at catching of Fish, and building and managing their flying *Parasols*, which I shall describe below.

Tempera-
ture.

We found the Weather very hot here, and yet the Island is counted very healthy, by Reason of the fresh Trade-Wind continually blowing; however, many of the peaceable *Indians* have dy'd of late of the Leprosy, and I saw several who had it when we were there; but all the White Men were clear.

There is good Anchoring here, in clear Ground, within less than a Mile off the Shore, in 10 or 12 Fathom Water, right off the Village of *Umatta*, the Wind generally blowing off the Shore. The little Mr. *Funnel* says of this Island, and Parts about it, is not to be regarded, being all contrary to what I have found, and perhaps only taken upon Hear-say. *Cowley's* Voyage has as little of Truth; for he makes it 14 Leagues long, and talks of 600 *Spaniards* in Garrison there; which is all false, as may be seen by what has been said above.

Umatta
Port.

At *Umatta* there is a large House for the Governor, built after the *Spanish* Fashion, with Galleries about it, for Coolness. The Church is of Boards and Bamboes split, and cover'd with Palmito Leaves, as is the House for the Priest, and the Guard-House; besides which, there are several Pens for Cattel and Fowl, and many *Indian* Huts, all of Bamboe and Palm-Tree Leaves. About these Houses grow the several Sorts of Fruit above-mention'd.

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A Flying Parao.

N^o. 1.



N^o. 2.



The Roma Tree.

N^o. 3.



The Duck Tree.

N^o. 4.



The Areka Tree.

N^o. 5.

The Pine Apple.



An Indian Fish hook.

N^o. 7.



N^o. 6.

Another sort of Yellow Taja.



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A Ship comes hither once a-Year from *Manila*, with Necessaries for the *Spaniards* inhabiting the two Islands. I saw no Fortification at this Place; but it is likely, and we are told by others, that there is a small Castle up the Country, where the Governor resides, to curb the Natives.

The flying *Paraos* of this Island, are very unaccountable, as well for their strange Make, as for their extraordinary swift sailing. They are made of two Trees hollow'd, like a Canoe, and sew'd together with strong fine Sinner, made of the Threads of some of the Palm-Trees. When laden, they draw between a Foot and a half, and two Foot Water, being built sharp, and not above three Inches broad at the Bottom, and 20 Inches at the Top, and about 35 Foot in Length. Being so narrow, they have two Out-leakers, eight Foot distant, plac'd in the middle, always on the Weather-side, and about 12 Foot long, with a Log at the Ends of the Out-leakers, made fast with Stantions of two Foot long to the Log, which is about 15 Foot long, and made in the Shape of the Bottom of the *Parao*, which always swims in the Water, and keeps her steady; the Lee-side of the *Parao* being built near upon a Line, and the Weather-side rounding, for which Reason they are the best Boats in the World upon a Wind. They have but one Mast of about 20 Foot long, and a Sail made of a Mat, three corner'd, like that of a Settie, about 21 Foot deep at the Leech, with a Yard 25 Foot long, and a Boom of the same Length at the Foot of the Sail, with the Sheet made fast two Thirds out of the Boom, the Sail being lash'd both at the Yard and Boom, and the Boom

Paraos Boats.



Sculp.

lath'd at the Foot of the Yard. No Sort of Boats whatsoever can come near them for Swiftneſs in Sailing; for by Report of the *Spaniards* of this Iſland, they will run above 30 Leagues an Hour. *Don Juan Antonio Pretana* told us, he would loſe his Head if they did not perform it; and becauſe we thought it incredible, he affirm'd that one we had preſented us, and deſign'd to bring for *England*, would ſail 30 Leagues in an Hour. I could not believe it; but have ſeen them ſail at a prodigious Rate. When they turn to Windward, and deſign to ſtand the other Way, they let go the Sheet, and ſhift the Tack to the End the Sheet was at, placing the Tack, or End of the Yard, in a Notch cut in the *Thoughts* at each End of the *Parao* for that Purpoſe; and that which was the Stern before, thus becomes the Head; either End going foremoſt, there being no Difference in the Built of them, but the ſame ſtill remains, and always is the Weather-ſide. Moſt of theſe Boats are painted red above the Water, and black below. A Board, about eight Inches broad, is made faſt on the Weather-ſide, from End to End, to keep the Sea out; and for carrying of Goods or Paſſengers, they lay Boards a-croſs the Out-leakers, about two Foot out from the Side of the *Parao*, where they place them hanging over the Water. There are generally three *Indian* Sailors in theſe Boats, one being always in the middle to lade out the Water, which comes in thro' the Seams, and over the Sides; the other two ſit at each End of the Boat, to ſteer with a Paddle in the Lee-Quarter, ſhift the Sail, and hale aſt the Sheet. The Maſt ſtands with a Fork at the End of it, upon the middle Piece of the Out-leaker, from which

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which comes a forked Pole, made fast four Foot up from the Step of the Mast, to keep it from falling to Windward. The Mast always hangs forward; when they shift the Sail, and stand the other Way, they ease one Stay, and hale the other forward for that Purpose. See it exactly represented, Plate 2. Numb. 1.

I shall only add three or four Sorts of Fruit I took most particular Notice of. The *Rima* is a great Tree, as big as the Walnut, ^{Rima, or Bread-Tree.} with large Leaves, having five Indentures on each Side. The Flower is oblong, of a yellow Colour, and a Pith, or Down within. The Fruit is as big as a Man's Head, of a Date Colour when ripe, and a rough Outside; which boil'd or bak'd, is us'd instead of Bread, and serves the Natives for six Months. Cut in Slices, and dry'd in the Sun, it eats like Bisket. The Leaves serve the Cattel for Provinder, as well as those of the *Ducdu*. See it Plate 2. Numb. 2.

The *Ducdu* is like the *Rima*, both in Tree ^{Ducdu Tree.} and Fruit, bating that the latter is more oblong, and has about 14 or 15 Kernels in it, about as big as a Chesnut, and taste very like them when roasted, being all that is eaten of this Fruit. The Leaves are not so much indented as those of the *Rima*. You have the Figure of it Plate 2. Numb. 3.

The *Areca* Tree is like the *Palm*, but slenderer, and not so high. It bears a Bunch or Cluster of Fruit or Nuts, inclos'd in a Case or Husk, like the Coco-Nut, about as big as a Nutmeg, and not unlike it when cut. This Nut is chew'd with *Betels* Leaves and Lime all over *India*, making the Teeth black and the Lips red; but reputed by the Natives, and

A VOYAGE to the South Sea, and

all that use it, an excellent Preservative against the Tooth-ach and Scurvy, most of them being free from rotten Teeth, tho' of a great Age. It is represented, Plate 2. Numb. 4.

*Pine-Apple
Fruit.*

The Pine-Apple grows on a Stalk, about two Foot above the Ground, from amidst a Parcel of Leaves, not unlike the *Sempervivum*, or our *House-leek*, only the Leaves are two or three Foot long. The Fruit is oblong, about a Span in Length, yellow within, with Knobs or Squares on the Outside; whence it has the Name of a Pine-Apple, because resembling those which grow on our Pine-Trees. When ripe, it is yellow and red, with a Tuft of Leaves on the Top. It's Taste partakes of the Sweet and Sowre, with a most delicious Flavour, extraordinary pleasant. Some eat it with Sugar and Water. It is reckon'd very wholesom, tho' of a very hot Nature, inso-much that they affirm a Knife left sticking in it a whole Day, loses its Temper; yet it has no hot biting Taste, and is esteem'd by all *Europeans* as a most excellent Fruit. See this, Plate 2. Numb. 5.

*Yellow-
Tail Fish.*

The only particular Sort of Fish I took Notice of here, is a Species of *Yellow-Tail*, about 12 Inches long, and three in Breadth, having a small long Head, with a large Mouth and Eye, a Feather Fin on his Back, which runs to his large forged Tail. His other Fins and Tail as in the Figure, Plate 2. Numb. 6. His Back of a dark Yellow, the Belly of a Silver Colour. On his Sides, from Head to Tail, has two Streaks of Blue, and three of Yellow, the Tail and Fins Yellow.

*A Fish-
hook.*

The Fish-hooks these People use, are made of a large Bone, with a small one fix'd in it, looks white, and when tow'd in the Water, the

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the Dolphin takes Hold of it, and is caught.
See it represented Plate 2. Numb. 7.

C H A P. III.

Sail from the Island Iguana; see some small Islands; an Account of Spouts; Moratay and Gilolo Islands; of the Monsons; Signals; dreadful Weather; Mindanao and the Philippine Islands; their Trade.



Tuesday, March 21. 1709-10. in the Morning the Duke and Dutchest fir'd each of them a Gun, as a Signal to unmoor. At Eight the Dutchest, Batchelor, and Marquis weigh'd, and made easy Sail. Soon after the Duke came off with a small Breeze of Wind at N. E. At Noon the Body of the Island Iguana bore E. N. E. distant six Leagues.

Thursday 23. from our leaving the Island Iguana, to this Day, had moderate Gales of Wind at N. N. E. with some Showers of Rain, and close hot Weather, and steer'd away W. S. W. with half a Point Allowance for the Variation. Our Course to this Day Noon but W. by S. Distance 210 Miles, Westing 200, Southing 60, Latitude per Observation and Estimation 12 Deg. 30 Min. North, Meridian Distance from the Island Iguana 3 Deg. 30 Min.

Friday 24. at Night, by a good Amplitude, found we had still half a Point of Easterly Variation, and believe we had a Current that set us to the Northward. Course to Saturday 25

*Departure
from
Guam.*

at Noon *W.* quarter *S.* Sunday 26. in the Morning, judging our selves to the *Westward* of the Islands *Saavedra*, &c. steer'd away *S.* *W.* by *S.* and at Night, by a good Amplitude, had five Degrees of *Easterly* Variation, Latitude 10 Deg. 45 Min. *North*, Meridian Distance from the Island *Iguana* 8 Deg. 35 Min. *West*. Since our leaving that Island, Capt. *Courtney*, in the *Dutchess*, kept a-head, with a Light by Night, and every Day made Sail a-head of the other Ships, to discover any Danger before Night, and in the Evening brought to. I kept between him and the Prize, bringing to when the *Dutchess* did, and putting out Lights for the Prize; and when she came in Sight, made Sail again towards the *Dutchess*.

Thursday, March 30. 1710. we had now passed several small scattering Islands, as the *Matalotes*, *Arrecifes*, &c. but saw none of them, which we must have done, had they been right-laid down in our Charts; yet I suppose we could not be far from them, having seen several small Birds. This Day Capt. *Courtney* and I went Aboard the *Duke*, and there agreed to steer away half a Point more *Westerly*, being to the *Southward* of the Shoals which lie off the aforesaid Islands. We farther agreed, as follows:

Signals for
keeping
Company,
&c.

THE *Dutchess* to be a-head, the *Duke* next, the *Marquis* third, and the *Batchelor* last, all at a convenient Distance.

In case the *Dutchess* saw any Danger in the Night, she was to show a Light over the Poop-Light, and fire a Gun, making an easy Sail from it, so that the rest might be near enough to have sufficient Warning. Each Ship to answer with two Lights, and fire a Gun,

In

In case the head-most Ship found it most proper to lie by, she was to show another Light, and fire two Guns, the least Light to be kept at the Boltsprit-Head; but if to continue under Sail, only the first Signal to be made. When all Signals were answer'd, so as to satisfy each Ship, then to keep a single Light out all Night; and if the head-most Ship, or any other, found the first Soundings in the Night, she was to show three Lights of an equal Height on her Poop, or Bow; if less than 30 Fathom, to show three Lights, two equal, and one over them. The Dutchels generally had a Light at the Mizzen-Peak, which was not design'd for a Signal, but to know the Ship.

Monday, April 3. 1710. These Days past the Weather extremely hot, several Sharks and other Fish were about our Ships, some of which we took. Judg'd we had a strong Current setting us to the Southward, farther than could be expected, which I perceiv'd by an indifferent Observation this Day at Noon, having had none some Days, by Reason the Sun was near the Zenith; found now 5 Deg. 45 Min. Latitude North, Longitude from the Island Iguana 12 Deg. 18 Min. West.

Wednesday 5. Latitude per Observation and Estimation 3 Deg. 45 Min. North, Longitude from the Island Iguana 13 Deg. 8 Min. West; perceiv'd a strong Northerly Current, and at least five Degrees Variation.

Monday 10. split my Main Top-Sail, and was forc'd to bend another. At Two in the Afternoon made a pleasant small low Island, bearing E. S. E. distant about six Leagues, not laid down in any of our Charts. It is very low Land, and full of Trees; and I made it to lie in the Latitude of 2 Deg. 55 Min. North,

North, and of Longitude from *Iguana* 14 Deg. 40 Min. *West*. At Night we spoke to one another, and agreed to steer away *S. W.* till Ten, and then to lie by all Night, there being Danger, if we should meet with any more such Islands in the Night; for we saw the Trees long before the Land.

Thursday 13. at Two in the Afternoon saw an Island bearing *W. S. W.* distant 11 Leagues; then hoisted our Colours, as a Signal to the other Ships. *Friday* 14. at Noon the same Island bore *S. W.* half *W.* distant 10 Leagues; and then we saw another large Island, which bore *N. W.* distant 12 Leagues. Soon after perceiv'd several Spouts, which came very near our Ship, looking like boiling Water, smoaking in a Circle, drawn up into the Air, and when it comes near a Ship, for Want of the Moisture it sucks, breaks, and may be of bad Consequence to the Decks, Masts, Sails, and Rigging, if not prevented. Besides that, it is reputed very unhealthy, by Reason of its hot sulphurous Smell. When these Spouts come near a Ship, we commonly fire Shot to break them, as the *Dutchess* did, the Day before, at two, which were just under my Stern, and broke one of them; for I could not bring any of my Guns to bear upon them, and therefore clud up my Top-Sails, and put the Ship before the Wind; which is the best Way to receive least Damage, when they cannot be broke. It commonly proves bad Weather after these Spouts.

Moratay
Island.

Saturday 15. after lying by all Night, made Sail for the *N. W.* Island, which I suppos'd to be *Moratay*; but it prov'd a Mistake; for another which I then took for *Gilolo*, prov'd to be *Moratay*. This Island is high Land,

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Land, in Length about a Degree, and at least 30 Miles broad, lying at the *N. E.* End of *Gilolo*, distant four Leagues, the *North* End of it, according to my Reckoning, in 2 Deg. 20 Min. *North* Latitude, and Longitude from *Iguana* 17 Deg. 0 Min. *West*. Near this Island we saw abundance of Sea-Weeds, floating on the Water, which at a Distance look'd very like Bunches of Hops.

The Island of *Gilolo* above-mention'd, is very large, lies under the Equinoctial, and is of a very irregular Shape, having four long Points of Land running out several Ways, one of them about 20 Leagues in Length, another about 50. The capital City is call'd *Gilolo*, which is also the Name of a Kingdom. The other Towns of Note in it, are, *Cuma*, *Maro*, *Tolo*, &c. The Inhabitants are *Mahometans*. The *Dutch*-men Aboard us, who had been before in these Parts, said, there were some *Dutch* Soldiers in this Island, as on all the *Moluccos*, to take Care of the Spice, and cut down all the Trees, excepting such a certain Number, as they knew would suffice to furnish their own Trade. *Ternate*, *Tidore*, and the other Spice Islands, now under the *Dutch*, after their expelling the *Portugueses* and *English*, almost join to *Gilolo*.

We now endeavour'd for some Days to get as much as possible to the *Westward*, to weather *Moratay*, and found the Current help'd us, by Reason of its being to the *N. W.* the Winds being variable from the *S. S. W.* to the *W.* by *S.* and no less various Weather, sometimes very squally, wet, and thick, and then again extream hot and calm. I look upon it as the worst of Weather, and very unwholesome, and may perhaps be occasion'd by the Clouds,

Clouds, which are drove some thousands of Miles, by the Trade-Winds, and stop here, as if it were their Place of Rendezvous, then meet with opposite Breezes, which are here call'd *Monsons*, and drive them back; which contrary Motion and Agitation sets on Fire the sulphureous and nitrous Matter, and breaks through the Clouds in Thunder and Lightning, to such a Degree, as this Part of the World exceeds all others I have been in, and sometimes it is very dreadful.

We continu'd 'till the 23d of *April*, plying to Windward, hoping to weather the *Westermost* Point of *Moratay*, with such terrible *Westerly* Winds, and Storms of Thunder and Lightning, that I could compare it to nothing but Doomsday. Besides what has been said above, I attribute this to the shifting of the *Monsons*; for about the *Molucco* Islands, the *S. E.* Wind begins to reign the latter End of *April*, and continues 'till the latter End of *September*, being reckon'd the bad *Monson*, because very subject to hard Gales of Wind, with much Thunder, Lightning, Rain, and thick Weather, the most violent Part of it in *June*, *July*, and *August*; after which it abates, and in *September* quite breaks up. Then begins the *Westerly* *Monson*, which continues the other half of the Year, and is counted healthy, because the Weather is generally clear, with moderate *Westerly* Breezes of Wind. At *Batavia* it is quite contrary; for there the *Easterly* *Monson* is counted the good, and the *Westerly* the bad; the *Easterly* beginning in *April*, and ending in *October*; and the *Westerly* lasting the other six Months; there being generally thick Weather, with hard Gales of Wind,

Monsons.

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Wind, and much Thunder, Lightning, and Rain in *December, January, and February.*

To return to our Voyage, the Weather prov'd such, as broke most of our Main Shrouds, several of our Stays, most of our running Ropes, and the Mizzen Gears; so that the Yard came by the Board, broke in several Pieces, and knock'd down Mr. *Pope*, my Lieutenant, who lay speechless for some Time, but soon after came to himself. Most of our Sails were split, and I bent others. I was supply'd with new Shrouds by Capt. *Rogers*, and with others from Capt. *Courtney*; besides all which, my Ship was very leaky. The *Duke* and *Dutchess* far'd not much better, and the Prize split most of her Sails, but the Ship is so strong, that no Weather could well damage her. I could not imagine we should have met with such boisterous Weather in that Latitude, so near the Sun. It was as bad as what we met with at *Cape Horn*, but only warmer. Sometimes the excessive hard blowing oblig'd us to lie by, and then again to bear away, by which we lost Ground considerably.

Monday 24. we had the Wind at *W. S. W.* and *S. W.* then stood to the *Northward* for the Island *Mindanso*, the bad Weather continuing till *Friday 28*, when we had less Wind at *South*, and fine Weather, when I got some salt Provisions from the *Duke* and *Dutchess*, mine being almost spent, and the Allowance so short, that I have known the Men give a Groat or six Pence a-Piece for Rats, and eat them very favourly. Latitude this Day 5 Deg. *North*, Longitude from the Island *Moratay* 2 Deg. 19 Min. *West*.

Saturday,

Mindanao
Island.

Saturday, April 29. our Water and Provisions being very short, and the *Duke* continuing leaky, a Committee was held on Board the *Batchelor*, where Capt. *Rogers*, and others, were for making directly to some Port in the Island *Mindanao*; but it was carry'd against them for several Reasons. This Island is one of the *Philippines*, and the largest of them, next to that of *Luzon*, where is the *Spanish* capital City of *Manila*. The Compass of *Mindanao* is about 300 Leagues, and the Body of it lies in about seven Degrees of *North* Latitude. The Inhabitants are most Gentiles about the Mountains up the Inland, and *Mahometans* about the Sea-Coast, except on the *North* Side, where the *Spaniards* have subdu'd a considerable Part, and converted many to Christianity; the King of *Mindanao*, who lives up the Country, being tributary to *Spain*. The *Mahometans* know very little of their Religion, and the Idolaters are a brutal Sort of People. There is on the Mountains a Breed of perfect Blacks, who are scarce a Degree above Beasts. These, and many others of the Natives, go stark naked, and delight in being below Men, for the so much admir'd Sake of Liberty. Cinamon grows here wild on the Mountains, which also afford Gold; for it is found not only in the Rivers, but very often by digging; and in the Sea they take very good Pearls. The Woods are stock'd with Variety of Birds, and several Sorts of Beasts running wild.

Philippine
Islands.

Having mention'd the *Philippine* Islands, it would be improper to pass by, without giving some short Account of them. They are so many, that their Number cannot easily be ascertain'd, lying from 5 to 20 Degrees of

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of North Latitude; not to extend them, as some have done, to include *Celbes*, and many others, which cannot properly belong to them. The greatest of them, are *Luzon*, *Mindanao*, *Tandaya*, *Mindoro*, *Marbates*, *Panay*, *Isla de Negros*, *Abuyo*, *Cebu*, and *Matan*, not to descend to the many small ones. They lie S.E. from *China*, N.E. from *Borneo*, and West from the *Ladrones*, or *Marian Islands*. The largest of them, and chief Seat of the *Spaniards*, to whom most of them are subject, is *Luzon*, where is the City *Manila*, their Capital. *Michael Lopez de Legaspi* subdu'd this Island, in the Year 1543, others were afterwards reduc'd by Degrees, and the last Conquests were in that of *Mindanao*, which *Don Sebastian Hurtado de Corcuera*, Governor of the *Philippines*, began to reduce in the Year 1635. I will not enter upon any Discourse concerning the Natives, or particular Descriptions of the several Islands, which would take up more Time than can be spar'd from our Voyage; but Trade being the Support of all Nations, and we having the *Manila* Ship in our Company, it will be convenient briefly to mention what the Commerce between these Islands and *New Spain* consists in. The natural Commodities of the Islands themselves, are Pearls taken in the Sea round about them, Amber-Grease found also in the Sea; excellent Civet taken from the Cats running wild on the Mountains, which they catch with Snares; Cinamon growing wild on the Mountains of *Mindanao*; Wax made in many of the Islands; a Sort of Cotton Cloth call'd *Campotes*, wove and much worn by the *Indians*; and a considerable Quantity of Gold, found yearly in the Rivers, and brought down from the Mountains. All these

Trade of
these
Islands.

these Commodities are transported to *New Spain*, and with them many more they have from *China*, as Callicoes and Muslins, some of them the finest in the World; all Sorts of wrought Silks, and great Quantities of Silk both raw and spun, Silks flower'd with Gold and Silver, with Loops and Galoons, Cushions, Canopies, and Purlane; also Pearls, Gold, Iron, Thread, Musk, curious Umbrellas, slightly false Jewels, Salt-peter, Paper, white and of several Colours, Japan Work, and inimitable emboss'd Works. The main Return from *New Spain*, for all these Goods, is Plate, the only Thing the *Chineses* covet, who trade at the *Philippines*, and some *European* Commodities, for the Use of the *Spanish* Inhabitants of those Islands; which we will now leave, to return to our Voyage.



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C H A P. IV.

The Voyage continu'd among the Islands of India, and through several Streights to Batavia, the Capital of the Dutch Dominions in those Parts; some Particulars of the Island, Bourò, Cambava, Wanthut, Buton, Solayo, Madure, Carimon Java, and the General's Island.

At a Committee held on Board the Batchelor,
April 29. 1710.

I T is agreed to make the best of our Way to the Island of Talao, where we hope to supply our selves with Wood, Water, and Provisions, to cruize 10 or 12 Days for the same. In case the Wind should present sooner, so as that we can fetch Ternate, then to make the best of our Way for it; and in case the Wind should not present for Ternate, or the Island of Talao, then, if we see Occasion, to make the best of our Way for some Part of Mindanao. For all Opportunities of Satches, going about, and carrying the Light, &c. we leave it to Capt. Courtney and Capt. Dampier.

Sign'd by most of the Committee.

Tuesday, May 2. 1710. in the Morning saw a large Ring, like a Rainbow, quite round the Sun. We had often a Ring or Bur about the Moon, and seldom miss'd of hard blowing Weather soon after. Latitude 3 Deg. 30 Min. North, Longitude from the Island Moratay 2 Deg. 55 Min. West. We ran by the

*A Ring as
about the
Sun.*

Island of *Talao*, without seeing it, by Reason of our being to the *Westward*; and *Wednesday* 3. in the Morning saw some Land, which we took to be a small Island lying between *Celebes* and *Gilolo*, bearing *W.* by *S.* distant 10 Leagues. *Thursday* 4. Latitude at Noon 1 Deg. 50 Min. Longitude from *Moratay* 2 Deg. 55 Min. *West*.

Strong Current.

Monday 8. having had very uncertain Weather for some Days past, we now perceiv'd a very strong Current had set us to the *Eastward* near five Degrees more than we expected; for, to our great Astonishment, we found the Land we had seen the *Thursday* before, was *Moratay*, because, having made the Land this Morning, it prov'd to be *Cape Noba*, a Promontory at the *East* End of *Gilolo*, bearing *S. S. E.* distant 15 Leagues. At the same Time two other small Islands bore, the one *South*, and the other *West*. Perceiving now that we could not get up to *Ternate*, which we thought to have done with Ease, resolv'd to make the best of our Way thro' the Streight of *Gilolo*, that Passage lying between *Cape Noba* and the *Western* Point of *New Guinea*, or the Land of *Papous*, where there are many Islands to the *Eastward*, and some of them very near *Gilolo*. Latitude this Day at Noon per Estimation 0 Deg. 30 Min. *North*. I reckon *Cape Noba* lyes in the Latitude of 0 Deg. 5 Min. *North*, and Longitude from *Moratay* 2 Deg. *East*.

Wednesday, *May* 10. found a strong Current setting us to the *West*; and having had little or no Wind, gain'd little Ground; however got very near in with the Bite of *Gilolo*, the Land at Noon bearing from the *S. E.* to the *S. W.*

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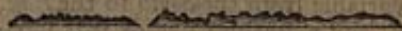
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Cape Noba.


Cape Noba.




When it bears *S. S. W.* distant nine Leagues, shews thus.




The low flat Islands bearing *N. N. E.* from Cape *Noba*, distant 14 Leagues, and in about 20 Min. of *North* Latitude, shew thus when they bear from you *N. by E.* distant two Leagues. They are very full of green Trees.



Another Island bearing from Cape *Noba*, *E.* by *S.* distant 18 Leagues, shews thus when bearing *N. E. by E.* four Leagues distant from you. When you are farther to the *East*, you'll see several other small ones, almost joining to it.



The high Land bearing *E. S. E.* from Cape *Noba*, distant 18 Leagues, and in 20 Min. Latitude *North*, shews thus when it bears from you *E. by N.* distant six Leagues. *South* from it, run out several small Islands or Rocks. Some Part of this Cape shew'd barren about the Hills, but coming near the Vales, appear'd full of green Trees, and very pleasant.



An Island bearing *S. S. W.* distant 30 Leagues, and in the Latitude of 1 Deg. 30 Min. *South*, shews thus when bearing from you *S. by W.*

distant five Leagues, being a small high Island, and very woody. To the *N.W.* of it, are two small Islands at some Distance, and one to the *S.E.*

Monday, May 15. The Winds having been very variable from the *South* to the *East*, and *E.S.E.* and a strong Current still setting to the *Westward*, we gain'd the Days past little Ground; but pass'd by several Islands, lying near Cape *Noba*, one of which lyes in 20 Min. *North* Latitude, and bears *N.N.E.* from the said Cape, distant 14 Leagues, mention'd p. 35, and laid down, being the second of the Bearings. It is a low flat Island, very well cloath'd with green Trees, and affords a pleasant Prospect; but at the *East* End of it there are Shoals, and at the *West* End is another small round low Island, almost joining to it. We sent our Pinnaces a-shore at this Island, to see if we might wood and water, and whether there were any Inhabitants. At their Return, they inform'd us there were none to be seen, but only Places where there had been Fire lately, no Water, yet abundance of large Trees of several Sorts, and among them many Cabbage-Trees, and Plenty of Fish near the Shore. We stood to the *East* towards several other Islands, some of which lye near the Latitude of the Cape, and are higher Land, as appears by the Figures above-mention'd, with deep Water about most of them; for we founded several Times, when clear of the flat Island, and found no Ground. Our Men at that Island saw the Track of several Tortoises, but could get none. We ply'd to Windward, and weather'd the Cape the 14th in the Morning, and stood away *S.S.E.* and the Current setting strong to the *Westward*, found

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we made but a *S. S. W.* Course. That same Evening we saw the Land of *Papous* or *New Guinea*, which is high craggy Land, inhabited by Blacks; but we were a good Distance from the Shore. This Day the *Duke*, *Dutchest*, and *Marquis*, were supply'd with near a Month's Bread from the *Batchelor*; our Water grew very short, so that the Men had but a Quart a Day for some Time past. This 15th Day at Noon, *Cape Noba* bore *N. N. E.* distant 19 Leagues; at the same Time saw an Island bearing *S. S. W.* 8 Leagues from us. It is small and high, and I take its Latitude to be 1 Deg. 30 Min. *South*, mention'd p. 35. and represented, being the 5th of those Bearings; *N. W.* from it, are two other small ones, and another to the *S. E.* Our Latitude this Noon per Estimation, 50 Min. *South*; Longitude from *Cape Noba*, 20 Min. *West*.

Monday 17. the Weather excessive hot, with small Breezes from the *N. E.* to the *E. S. E.* and sometimes calm, the Current still continuing to set very strong to the *Westward*. At Noon got up to the Island above-mention'd, in 1 Deg. 30 Min. *South* Latitude, which is full of green Trees from the Water-side, up to the very Mountain. I sounded very near the Shore, and found no Ground with the deep Sea-Line. From hence we could see several other small Islands, full of Trees, lying, as I thought, in a Line from this Place *N. W.* to *Gilolo*, and *S. E.* to the Coast of *New Guinea*. Naturalists differ very much in Opinion concerning these Islands of *India*, some affirming they were created with the World, when the Author of Nature separated the Land from the Water; others, that they were made by *Noah's* Flood; and others suppose

pose them to have been cut off from the Continent by Inundations of Provinces, Tempests, Earthquakes, Eruptions of Fire, and other Accidents, which occasion Alterations both at Sea and Land; and this seems probable enough, for where shall we hear of more burning Mountains, dreadful Earthquakes, amazing Thunder and Lightning, terrible Hurricanes, strong Currents, and violent Rains, than in these Parts, at certain Seasons of the Year? These are forcible enough to rend one Piece of Earth from another. This Day at Noon we were in 1 Deg. 25 Min. Latitude South, and 34 Min. Meridian Distance from *Noba West*. At Midnight made Shift to get through between the Islands, where we met with strong Tides and Counter-Currents, in-fomuch that sometimes our Ship would not feel the Helm, but ran quite round.

Thursday 18. made the *Southern Part of Gilolo*, and another long Island, which lies to the *Eastward* of it, and at the same Time saw the Islands we had left the Day before.



At Noon the *South Point of Gilolo*, bearing *W. by N.* distant 12 Leagues, shew'd thus.



The Body of the long Island above-mention'd, bearing *N. W. by N.* distant 6 Leagues, shew'd thus.

The



The other three small Islands, shew'd thus ; (A) bearing *N. N. E.* six Leagues distant ; (B) *N. N. E.* half *E.* seven Leagues ; and (C) *N. E.* half *N.* 10 Leagues ; the Latitude of this last 1 Deg. 30 Min. as was said before. The Ship's Latitude this Day at Noon 1 Deg. 50 Min. *South*, Longitude from Cape *Noba* 51 Min. *West*.

Saturday, May 20. a fresh Breeze at *S. E.* with strong Currents, setting us sometimes to the *South*, and at others to the *North*. Past by many Islands, leaving them to the *S. E.* of us. At Eight this Morning made the Island of *Ceram*, as we then thought, but it prov'd to be *Bouro*, and were come very near by Noon. It is high Land, full of Hills and Vales, and shews woody, but the Trees did not look so green as in the small Islands. This is an oval Island, inhabited by a People much like those of *New Guinsa*, and are *Mabometans*; produces Plenty of Rice, some Spice, and other *Indian* Commodities. This Island *Bouro*, when the *Eastermost* Point bears *E.* half *S.* distant six Leagues, and the *Westermost* Point *W. S. W.* distant nine Leagues, shews as over the Leaf, at p. 40.

Bouro
Island.

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At

A VOYAGE to the South Sea, and

At Noon the *Eastermost* Point of it bore *E. half S.* distant six Leagues, and the *Westermost W. S. W.* distant nine Leagues, in which Position it shew'd thus. Ship's Latitude three Deg. *South*, Longitude from Cape *Noba* to the *Westeru* Point of *Ceram* 1 Deg. 30 Min. *West*.

Sunday, May 21. having a hard Gale of *Easterly* Wind at Night, stood to the *Westward*, and for some Time had such a Head-Sea, occasion'd by the Current, that I thought the Ship would have pitch'd some of her Masts by the Board, which made her so leaky, that we could hardly clear the Water. *Monday 22.* in the Morning little or no Wind; whence I conclude *India* is the worst Country in the World for Storms and Calms, and thick, rainy, unwholsome Weather. Latitude at Noon 3 Deg. *South*, Longitude from the *N. W.* Point of *Bouro* 30 Min. *West*.

Thursday, May 25. at Four in the Morning, steering away *S. W.* saw a low Island right a-head of us; and when it was clear Day, bore away for the *N. W.* End, where we saw an opening, and prov'd to be two Islands, almost join'd. They were very full of green Trees, and by the Sea-side several Groves of *Coco Nut*, *Plantan*, and other Sorts of Fruit Trees, which appear'd very pleasant. Up the Bay we saw several Boats, Houses, and abundance of the Native *Malayes*, walking along the Shore. We sent in our Boats for Provisions and Pilots, and the *Duke* and my self turn'd up very near to the Town; but sounding several Times, found no Ground. The Natives inform'd us there was a Bank opposite to the
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Town, where we might anchor. Abundance of People came off with *Indian* Wheat, Coco Nuts, Yams, Patatas, Papas, Hens, and several Sorts of fine Birds, to truck with us for Cloaths, Knives, Sciffars, and other Toys, being very civil to all Appearance. They are *Mahometans*, of a middle Stature, and tawny; but the Women somewhat clearer than the Men, having very long black Hair, their Mouths, Lips, and Noses small. They wear a Linnen Waistcoat, which reaches only to the lower Part of their Breasts, and about their Waste a Piece of Cloth three or four Yards wide, and a Yard deep, which they wrap about them instead of a Petticoat. The Men that came off, were all naked, having only a Cloath roll'd about their Middle, to cover what ought to be. Some of the better People had a loose Sort of Waistcoat, and a Piece of Linnen roll'd about their Head, with a Cap of Palm-Tree Leaves to keep the Sun from scorching. They brought off several Cacatoes and Parrots, very fine Birds. Along the Shore-side we saw several Weares they had to catch Fish. In turning up, we found the Current very strong against us, and the Prize lost Ground considerably; wherefore in the Evening the *Dutchess* fir'd a Gun. We ran out, and drove all Night. The Names of these two Islands, are, *Cambava* and *Wansbut*.

The which

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when bearing *S. S. W.* half a League distant, shew as in the Margin. From hence the Middle of the Island *Buton* bears *West*, distant 8 Leagues. I take these two Islands to be in the Latitude of 5 Deg. 10 Min. *South*, Longitude from the Island *Bouro* 2 Deg. *West*.

Sunday 28. at Four in the Afternoon came to an Anchor in 18 Fathom Water, 3 Leagues from the Town of *Buton*, in 5 Deg. 40 Min. Latitude *South*, Longitude from *Gambava* 30 Min. *West*, off a Point of *Pulo Shampo* on the *N. by E.* Side, *Pulo Shampo* bearing *S. by W.* distant half a League; *Pulo Passia* *N. N. W.* two Miles; *Pulo Bounta* *N. by W.* five Leagues; the high Land off of *Pulo Cubina* *W.* eight Leagues, and the Southermost Land in Sight *W. by S.* 10 Leagues. *Monday* 29. in the Morning Capt. *Dampier*, Mr. *Connely*, and Mr. *Vanbrug* went with a Present to the King of *Buton*, to desire he would supply us with Provisions, and a Pilot to conduct us to *Batavia*. *Tuesday* 30. in the Morning a Parao came from the King, with a Nobleman, who had neither Shoes nor Stockings, and a Pilot to carry us up to the Town. He ask'd, how we durst come to an Anchor there, without Leave from the Great King of *Buton*, as he stil'd him. He brought each Commander a Piece of *Buton* strip'd Cloth, a Bottle of *Arack*, some Rice in Baskets, &c. as a Present from the King; as also a Letter from the Officers we had sent ashore, giving an Account that they had been very well receiv'd, and that the Town where the King resides, is large, wall'd and fortify'd, and has several great Guns. Another Present was return'd, and five Guns fir'd by every Ship at the Messenger's going off; at which he seem'd

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ed very well pleas'd. We wooded and water'd at the Island *Shampo*, and several *Parros* came off to us with Fowl, *Indian Corn*, *Pompions*, *Papas*, *Lemons*, *Guinea Corn*, &c. which they truck'd for *Knives*, *Scissars*, old *Cloaths*, &c. The People were civil, but sold very dear; yet, our Officers making a longer Stay at the Town than was intended, we began to suspect they might be detain'd, those *Moors* being very treacherous. However, we heard from them every Day, and on *Sunday, June 5.* the *Dutchess's* Pinnace came down with Lieutenant *Connely*, who told us there was four Last of Rice coming, which was bought of the King, and cost 600 Dollars, 50 Dollars in Tale being allow'd to make up the Weight, because the Royals were light, and that Mr. *Vanbrug* was detain'd for the Payment. The next Morning it came, and was equally distributed among the four Ships, some great Men coming to deliver it, and receive the Money. A *Portuguese* sent by the King, was detain'd 'till our Boat returned, and the Provisions began to come more plentifully and cheaper.

The Town of *Buton* is seated on the Ascent of a Hill, on the Top whereof is a Fort, enclosed with an old Stone Wall, on which there are Guns and *Pedrero's* mounted. The King and a considerable Number of People live in the said Fort, where an Herb Market is kept every Day. The King has five Wives, besides Concubines, and four Men call'd *Pury Bassas*, who carry great Canes, with Silver Heads, to manage his Affairs. His Majesty, on his long black Hair, wears a Sort of green Gause strew'd with Spangles, goes always bare-footed and bare-legg'd, is sometimes clad

Buton
Town.

like

like a *Dutch Skipper*, but when he appears in State, has a long *Calico Gown* over his short *Jacket*. In Council he sits on a *Chair* covered with *red Cloth*, is always attended by a *Serjeant*, and six *Men* with *Match-Locks*, besides three others, one of which wears a *Head-piece*, and carries a large *Scimiter* in his *Hand*, another holds a *Shield*, and the third a great *Fan*; four *Slaves* sit at his *Feet*, one of them holding his *Betele Box*, another a lighted *Match*, another his *Box* to smoke, and the fourth his *Spitting-Bafon*. The petty *Kings* and great *Men* sit on his *Left Hand*, and before him, every one of them attended by a *Slave* in the *Council-Chamber*, where they smoke *Tobacco*, and chew *Betele* in the *King's* Presence, and speak to him sitting cross-legg'd, joining their *Hands*, and lifting them up to their *Forehead*. The *Town* of *Buton* is very populous, and by it runs a fine *River*, which they say comes down from 10 *Miles* up the *Country*, ebbs and flows considerably, and has a *Bar* at the *Entrance*, so that *Boats* cannot come out at *low Water*. At least 1500 *Boats* belong to this *River*, 50 whereof are *Paraos* for *War*, carrying *Pedrerros*, and 40 or 50 *Men* each. About 50 *Islands* are tributary to the *King*, who sends some of his *Paraos* once a *Year* to gather in the *Tribute*, which consists of *Slaves*, each *Island* giving him two *Inhabitants* out of every hundred. There is one *Mosque* at *Buton*, which is supply'd with *Priests* from *Moca*, the *People* being *Mahometans*. They are great *Admirers* of *Musick*. Their *Houses* are built upon *Stilts*. *Dutch Money* is current there, and *Spanish Dollars*.

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Wednesday, June 7, 1710. The Duke's Pinnace being come from the Town with Mr. Vanbrug, and the rest of the Men, at Five this Morning the Dutchess fir'd a Gun to gunmoor, which I did, and weigh'd 3; but there being little Wind, and a strong Tide against us, came to an Anchor again at Noon. The Gunner of the Dutchess was sent Aboard me, and another Officer Aboard the Duke, for a Mutiny.



Thus shews the Island Buton, and other Parts about it, here mention'd, Lat. 5 Deg. 55 Min. South. At

At Four in the Afternoon weigh'd, with a small Breeze off the Shore, and made easy Sail all Night, to keep the Prize Company, steering away *W. S. W.* to get clear of Point Cabina; and *Thursday 8.* had a fine Breeze at East, and fair Weather. At Noon Point Cabina bore *N.* distant 7 Leagues. The Wind then coming to *S. E.* we hal'd up *W.* by *N.* till Twelve at Night, and then brought to till

Solayo
Island.

Friday, June 9. at Four in the Morning, then made Sail again; and as soon as it was Day, saw the Island *Solayo*, or *Zelayer*, as our Sea-

men call it, lying very close to the great Island *Celebes*, and inhabited by *Malayans*, who are said to pay Tribute to the *Dutch*. Between the South End of *Celebes*, and this Island of *Solayo*, are three small low Islands. The best Passage is between that which lies next to *Solayo*, and a little one lying to the Northward of that, as may be seen by this Figure. This is call'd the second Passage from *Solayo*, and much the better; for in the first there are many Shoals, which may be seen at a Distance, and in that next to *Celebes* it is necessary to anchor sometimes for the Land-Wind; but there is no Danger in going



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going thro' this, provided there be a leading Gale of Wind, and you mind to keep over to the Island that lies to the *Northward*, because there commonly sets a strong Current from the Shore of *Celebes* to the *Southward*. It is very dangerous going to the *Southward* of the Island *Solayo*, and the Pilot assur'd me, that the *Dutch* will never venture that Way; but that all the *Amboyna* and *Ternate* Ships come through the aforefaid Passage. This Morning we saw a *Parao* off the Passage, and gave Chase to her 'till Twelve, then brought to for the Prize, and the Pinnaces went in Quest of the *Parao*, and soon brought the Master A-board the *Dutchests*. He was a *Malayan* belonging to *Macassar*, bound thither, came last from *Buton*, and inform'd us, that he had been Pilot to several *Dutch* Vessels in those Parts, and engag'd to carry us thro' these and the Streights of *Salango*, which was very agreeable, we being all unacquainted there. We promis'd him a Suit of Cloaths, and as much Money as he could in Reason ask, to go with us to *Batavia*. By Night we were through the Passage, without any Difficulty. Our Course corrected from the Island *Shampo*, to the Passage of *Solayo West*, 100 Miles. Latitude per Observation 5 Deg. 45 Min. *South*, Longitude from *Shampo* 1 Deg. 40 Min. *West*.

Thus



Thus shews the Passage of Salango, when the Islands bear from you, as on the Side.

Saturday 10. in the Afternoon we steer'd N. W. by N. between the S. W. Part of the Island Celebes, and Salango, an Island lying off, sometimes haling up North, and saw the Water was chang'd, and we were in Soundings most Part of the Day. At Two in the Afternoon sound'd, and had always six or seven Fathom Water at least, in running thro'. At Six got clear, and stood to the Westward, to go between two small Islands, which lay to the Westward of us, but Night drawing on, oblig'd us to come to an Anchor, in 12 Fathom Water, the S. W. Part of the Island Celebes bearing N. E. by N. distant five Leagues, and the Passage between the two Islands S. W. by S. distant two Leagues.

Sunday 11. at Six in the Morning weigh'd, and steer'd away S W. by S. through the Passage, and then more to the West, having a fresh Breeze of Wind at S. E. Fifteen Leagues S. W. by W. from this Passage, are three small low Islands, and near to them there are Shoals; to avoid the which, all Ships keep to the Southward,

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ward of them, and then hale away more *West-
erly*. At Noon the *S. W.* End of the Island
Celebes bore *East*, distant 10 Leagues. Near
that Place the *Dutch* have a strong Garrison,
call'd *Macassar*, which formerly belong'd to
the *Englisb*. Our Pilot's Boat attended us 'till
we were through the last Streight, and then
bore away towards *Macassar*, without going
Aboard the *Dutchess*; for their Master; with
which we were well pleas'd; as being secure
of so able a Pilot; and he no less contented,
expecting a good Reward. Our Latitude per
Observation at Noon 5 Deg. 45 Min. *South*,
Longitude from the Streights of *Solayo* 1 Deg.
30 Min. *W.* the *S. W.* End of *Celebes* bearing *E.*
distant 10 Leagues. In the Afternoon saw 3
small Islands to the *Northward*; at Four one
of them bore *N. N. E.* distant seven Leagues,
and another *N. N. W.* distant four Leagues.
Till that Time we had steer'd *S. W.* by *W.* and
then all Night *W. S. W.*

Monday 12. The last twenty four Hours our
Course was *W. S. W.* Distance 110 Miles. La-
titude at Noon per Estimation 6 Deg. 27 Min.
South, Longitude from the *S. W.* Point of *Celebes*
2 Deg. 12 Min. *West*. At Six in the Evening
a small Island bore *N. W.* by *W.* distant 11
Leagues; and *Tuesday* 13. at Six in the
Morning, another small Island bore *S. S.*
E. distant nine Leagues. The last twenty
four Hours sail'd *West*, half *South*, Distance
110 Miles. Latitude this Noon 6 Deg. 38
Min. *South*, Longitude from the *S. W.* Point
of *Celebes*, 4 Deg. 1 Min. *West*. In the After-
noon made an Island lying to the *Eastward* of
Madure, and at Six in the Evening the *West-
ermost* Part of it bore *S. W.* by *W.* distant
seven Leagues.



Wednesday 14. saw several *Parrots*, plying to Windward, and *Fisher-men* Buoys, as we ran along the Shore. A very sweet Scent came off from the Island, which shews low and pleasant, we being then off *Madure*, a large Island, lying at the N. E. End of *Java*. At Noon the N. End of *Madure* bore S. distant 12 Leagues. Our Course the last 24 Hours *W.* Distance 100 Miles. Latitude per Estimation 6 Deg. 38 Min. S. Longitude from the S. W. Point of *Celebes*, 5 Deg. 41 Min. *W.* Steer'd *W.* 'till Ten at Night, then *W.* by S. 'till

Thursday 15. at Six in the Morning then hal'd away *W.* by N. and *W. N. W.* This Morning saw a high Land, being the Northernmost Part of the Island *Java*, call'd *Japara*. Thus it shews when the Island bears from you *W. S. W.* as in the Margin, distant five Leagues. At Noon the *Westermost* Part of *Japara* bore *W.* distant 7 Leagues. Latitude per Estimation 6 Deg. 38 Min. S. Longitude from the S. W. Point of *Celebes*, 7 Deg. 11 Min. *W.* Course the last 24 Hours *W.* Distance 90 Miles. From Noon steer'd *W. N. W.* and *N. W.* by *W.* 'till Six in the Morning.

Friday, June 16. then saw the Island *Carimon Java*, which shews as in the Margin, when bearing *N. N. E.* distant 4 Leagues. Then hal'd away *W.* and *W.* by S. The last 24 Hours Course *W. N. W.* Distance 90 Miles; Latitude per Estimation, 6 Deg. 4 Min. South. Longitude from the S. W. Point of *Celebes*, 8 Deg. 34 Min. *West.*

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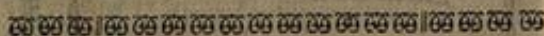


Monday 19. The Days not mention'd, had ^{Java} Land and Sea Breezes, from the *N. N. E.* to ^{Island.} the *S. E.* and very hot Weather. Saw two Ships, and several Boats, and pass'd by several Factories. The Island *Java* is in some Places very low Land. We anchor'd several Times two Leagues off the Shore in 15 Fathom Water, very holding Ground. At Seven this Night came to an Anchor in 15 Fathom, about three Leagues *E. N. E.* from the *General's Island*, which lies off the Harbour of *Batavia*. On this Island is a Wind-mill, and great Store-houses, where the *Dutch* land the Spice they bring from the *Moluccos*.

Tuesday 20. in the Morning sail'd again, with the Wind off the Sea, and at Noon the *General's Island* bore *W.* by *S.* distant two Miles; whence we could plainly see the Ships in the Road of *Batavia*. Note, That when you come from the *Eastward*, you will see

A VOYAGE to the South Sea, and

three small Islands, one whereof is the *General's*, by which you will know the Harbour of *Batavia*. Our Course since the 16th to the *General's* Island, *West*, Distance 120 Miles. Latitude of the *General's* Island, *per* Estimation, 6 Deg. 4 Min. *South*; of the City of *Batavia* 6 Deg. 10 Min. *South*. Longitude from the *S. W.* Point of the Island *Celebes*, to *Batavia*, 11 Deg. 34 Min. *West*.



C H A P. V.

How a Day is gain'd or lost in sailing round the Globe; a short Account of the Road and City of Batavia; Victualling and refitting there; Distribution of Plunder; Money advanc'd to Officers; the Ship Marquis sold; Orders and Resolutions of the Committee.

A Day lost in sailing round.



WE came to an Anchor at Seven in the Evening, in *Batavia* Road, on *Tuesday*, *June* 20. 1710, according to our Reckoning, but with the *Dutch* it was *Wednesday*, *June* 21; for we had lost 18 Hours in going round to the *Westward*, and they had gain'd six in sailing to the *Eastward*, which made a whole Day Difference between our Account and theirs. The Reason of it is, that a Ship sailing to the *Westward*, and so following the Course of the Sun, makes every Day something longer than it would be, continuing upon the same Meridian. Thus in every 15 Degrees she removes *Westward*, from the Meridian

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dian where she first set out, she gains an Hour, in 90 Degrees six Hours, and in the 360, which compose the whole Circumference of the Globe, will find a whole Day short in her Reckoning, according to the Account of the Place she arrives at. The contrary happens to the Ship that goes to the *Eastward*; for as she advances against the Course of the Sun, she loses so much of every Day, which is thereby shorten'd, and becomes less than 24 Hours, by Consequence gaining an Hour in every 15 Degrees, and in sailing round the World 24 Hours, and therefore will be a Day before the Account of the Place she arrives at. By this it appears, that the Ship which sails round the World *Westward*, loses a whole Day, and that which performs the same Voyage to the *Eastward*, gains a Day. So we having made the greater Part of the Circumference, and the *Dutch* at *Batavia* the other Part the contrary Way, our Loss and their Gain made up the 24 Hours, and thus we came to differ a Day.

We anchor'd here in five Fathom Water, ^{Batavia} the Ground so soft and oozy, that the Anchor ^{Road.} sinks above a Fathom, so that it cannot foul, and therefore Ships always ride single. The Town bore *S. by E.* distant a Mile and a half; the *General's* Island *N. N. E.* distant about three Leagues; and the Island *Onrest* bore *N. W.* by *N.* distant two Leagues and a half. At this Island the *Dutch* clean and careen all their Ships, and have two Windmills on it to saw Timber. They hale their Ships along the Side of a Wharf, where there are two Cranes to discharge them, and Store-Houses to lay up the Goods. The *Dutchess* fir'd 13 Guns to salute the *Dutch* Flag; but it being Night, he did not then answer, yet the next Morn-

ing he sent his Boat Aboard, to beg the Captain's Pardon for that Omission, which he would then repair. Soon after the *Duke* fir'd 13 Guns, and the *Dutch* Flag answer'd both our Ships Gun for Gun. Between Twelve and One, two *English* Gentlemen came Aboard us, the one Captain of an *English* Ship, there being three and a Sloop in the Road, all belonging to *Madras*. All we Commanders went ashore, and landed at *Bomb-Key*, whence we proceeded to the *Shabander*, who conducted us to the Castle, before *Abrabam Van Ribbeck*, General of *India*, who receiv'd us very kindly, and ask'd several Questions relating to our Voyage, which we answer'd, shew'd him our Commissions, and ask'd Leave to victual and fit our Ships. He directed us to send him an Account in writing of all the Particulars we stood in need of, and he would give us his Answer.

We went thence to see the City of *Batavia*, which is the Metropolis of the *Dutch* Dominions in *India*, and seems to be bigger than *Bristol*. It stands in a Bottom, and therefore is not very healthy, but always extraordinary hot. The Inhabitants are *Dutch*, who are Masters of it, a Number of *Portugueses*, and above 200000 *Chineses*, besides *Malayans*, *Javans*, *Persians*, Blacks, &c. The Languages generally spoken among the *Europeans*, are either *Dutch*, *Portuguese*, or *Malay*. The Houses are large and pleasant, as are the Streets, through the Midst of most of them runs a large Canal, with Trees on both Sides, to shade their Houses, and Arbours. The Town is wall'd and moated round, and well fortify'd with good Guns. The Governor has 10 or 12 prime Men for his Assistants, most of whom

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whom have been Governors of *Amboyna*, *Banda*, or some other Places. There are seven Churches in the City, belonging to the *Dutch*, *Portugueses*, and *Malayans*. Thus much may suffice concerning it in general, there being many particular Descriptions of it extant, to which the Curious may have Recourse. I shall only add, that the principal Inhabitants have, without the City, very pleasant Country Houses, Gardens, and Canals. They have of late planted abundance of Coffee-Trees, and have very many Sorts of Fruit. The chief Product of the Island *Java*, on which this City stands, is Pepper.

Soon after our Arrival at *Batavia*, went about fitting the *Marquis*, that being first order'd upon the *Careen*, the *Shabander* having allow'd us several *Malaye* Caulkers. When we came down to the Bends, found them, as well as the Stern and Stern-Post, so much worm-eaten and rotten, the Ship being very old, and having only a single Bottom, that we order'd a Survey of Carpenters to view her, who all agreed there was no fitting of her in that Place for going about the Cape of *Good Hope*, her Condition being extraordinary bad, which oblig'd us to hire a Vessel to take out her Lading: Then apply'd our selves to fitting of the other Ships, could not prevail for Leave of the Government to repair to the Island *Orreest*, but were allow'd to go to the small ^{Orreest and Horn Islands.} low Island *Horn*, which is near the other, inhabited by a few *Malaye* Fisher-men, and on it are abundance of Coco Nut, Plantan, *Papa*, *Guava*, and other Fruit Trees. The Government allow'd us a small Vessel of that Sort they call *Ghampan*, to careen our Ships by. We then hove down the *Duke* and *Dutch-*

ests, and found their Sheathing much worm-eaten in some Places. The *Dutchess*, in heaving down, sprung her Fore-mast, but we soon got another; and the *Duke*, after careening, was still leaky. I repair'd to this Place with the *Marquis*, took in all the Lading of the other Ships, and lay Aboard, on the off Side, to relieve the other Ships when on the Careen. When the Ships were fitted, return'd again to *Batavia* Road, where we rigg'd the three, and sold the *Marquis*, after taking out all her Goods, and most of the Stores, to Capt. *Opie* and Capt. *Oldham*. Then all the Officers and Men were distributed among the other Ships, except one *Dutch*-man, who ran away.

The Weather was extream hot during our Stay. Many Men and Officers fell sick, and I was one of the Number. The Master of the *Duke*, the Gunner of the *Dutchess*, and several of our Men, dy'd of the Flux. *John Read*, a young Man belonging to the *Dutchess*, venturing to swim, had both his Legs snapp'd off by a Shark, which at the second Bite, before we could get him aboard, took off the Bottom of his Belly, so that he was dead before we could take him up. During our Stay, we had the Liberty of the Town and Markets to buy what we pleas'd, yet found it very difficult to get salt Provisions, and were therefore oblig'd to kill several Bullocks, and pickle the Flesh, taking out all the Bones. Arrack, Rice, and Fowl, were cheap, and Beef not above two Stivers a Pound. Several *English* Ships arriv'd here at this Time, as the *Rochester* and *Springer* for *China*, Capt. *Opie* in a separate Stock-Ship, and others of those Parts. The Bay is seldom without some large *Dutch* Vessels,

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sels, driving a great Trade from thence to all the Countries round about.

Having continu'd here many Days, and being to settle all Affairs for our Return into *Europe*, several Committees were held to that Purpose, the Resolutions whereof it will be convenient to insert, as containing some material Points relating to our Voyage.

At a Committee held on Board the Batchelor Frigate, June 3. 1710, in the Road of Batavia.

A Greed to open and new pack all Goods Care of Goods and Provisions, &c. that appear damag'd; other Bails, which were not so, to be new cover'd with waste Cloth, or Tarpaulins, if necessary. That Mr. *Vanbrug* and Mr. *Goodal* should be at every Place, and the rest of the Agents accountable to them, and deliver them Duplicates of the whole, and ready to give Account to a general Committee. That Capt. *Courtney* should provide the Ships with all Neecessaries, and Capt. *Rogers*, as soon as well, assist in it, and each Commander to give them a List of what was wanting from Time to Time. Mr. *Pope* to continue ashore, and send Provisions for all the Ships, and keep a Book of the whole, and send it as early as possible, in a Country-Boat, not above nor under 350 Pounds every other Day, or as often as he could conveniently, as also Greens, Carrots, Eggs, or other small Refreshments, more than the common Allowance. A suitable Quantity of Arrack and Sugar to be sent aboard each Ship, to give a Quart per Mess; but whilst on the *Careen*, the Allowance might be enlarg'd, as the Commanders should think fit. If any Thing else were found necessary, for Dispatch, to avoid
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the Delays of the Committee meeting, it was left to Capt. *Dover*, Capt. *Rogers*, Capt. *Courtney*, and Capt. *Cooks*, who were to meet and have the same Power as the whole Committee. In Case of such Haste, that all four could not meet, then any three to act; Mr. *Vanbrug* to continue Agent of the *Duke*, Mr. *Goodall* of the *Dutchess*, Mr. *Vigor* constituted Agent of the *Batchelor*, and Mr. *Parker* of the *Marquis*, to keep Account of all Things aboard each Ship, and take Care of the general Interest. Agreed also to divide the Plunder aboard the *Batchelor*, and Capt. *Dampier* and Mr. *Glendal* appointed Judges of what ought to be given as such, and to govern themselves, as near as possible, to the Resolutions of the Committee of the 13th of *April* 1709. For the more Dispatch, Mr. *Ballet*, Mr. *Appleby*, Mr. *Selkerk*, and Mr. *Smith*, in appraising and dividing the said Plunder, to account for the Officers, and the Sailors allow'd to agree on a Man for each Ship, to act in Conjunction with those above, for the general Good. Mr. *Vanbrug* and Mr. *Goodall* to be present at the appointing and dividing of the Plunder, and to receive what belong'd to their Charge. All Trading was prohibited with the Inhabitants of *Batavia*, or the Natives of the Island, or in any Port of *India*; the same declar'd and publish'd at the Mast of every Ship, and a Protestation made against all Damages that might ensue by the contrary, and the Persons found guilty of such Offence. Resolv'd farther to give 100 Rix Dollars to the Pilot, who brought the Ships from the Streights of *Solajo* to *Batavia*. Order'd, that for promoting of their Dispatch, ten thousand Pieces of Eight should be deliver'd the next Day, being the first

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first of July, to the Captains, *Dover*, *Rogers*, *Courtney*, and *Cooke*.

July 1. 1710. it was resolv'd in a Committee, that Mr. ——— being found guilty of some Falsities and Mutinies, should be kept in Irons on the *Batchelor's* Poop, under an Awning, during our Stay at *Batavia*, or 'till another Committee should consider farther of it, to prevent his debauching any of the Men. Officers confin'd.

July 2. 1710. resolv'd to supply the Officers of the *Duke*, *Dutchess*, *Marquis*, and *Batchelor*, with such Sums of Money as shall be judg'd requisite to furnish them with necessaries for the long Voyage to *Europe*, it being reasonable to suppose that after so tedious a Navigation, without putting into any friendly Harbour, they must be in want of many Conveniencies. Orders were therefore given to the two Agents, Mr. *Vanbrug* and Mr. *Goodal* to deliver the said Sums out of the Money on Board the *Duke* or *Dutchess*, as either Commander should think convenient, &c. Officers supplied.

July 20. 1710. agreed in a Committee, that a great Part of the *Marquis's* Cargo being perish'd through the Weakness of the said Ship, and Damage done by the Worm, which had eaten through her Bends, and a considerable Part of her Bottom, the said Ship *Marquis* should be there sold, and her Cargo distributed among the other Ships. The Captains *Dover*, *Rogers*, *Courtney*, and *Cooke*, empower'd to sell the same. Marquis to be sold.

September

Money to
the Sea-
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Request to
the General

Allowance
to Officers.

September 15. 1710. agreed to divide the Money receiv'd of Mr. Charles Douglas, for a Quantity of Plate sold him, among the several Ships Companies, which had been adjudg'd Plunder. Also to make it our Request to the Dutch General, to have leave to carry the Duke at the Island Onrest, to sell the Marquis, to purchase a Supply of ten Hogheads of Dutch Beef or Pork, and for Permission to carry aboard some Arrack and Sugar for the three Ships. It was also agreed to allow the following Particulars for the Use of the Officers in the great Cabbin of every Ship, viz. Butter, sweet Oil, Bread or Rusk, Flower, Tamarinds, Spelman's Neap, Cheese, Cape-Wine, and some Spanish Money, to buy small Necessaries.

September 23. 1710. Contents of a small Box adjudg'd and accounted Plunder, exchang'd by Order of the Committee, for the Use of the Owners, and valu'd as follows.

	Dollars.
A Box of 2 Papers of Gold, making together 57 Ounces, 7 Penny Weight and a half, at 14 Spanish Dollars per Ounce	0700
1 Paper of Silver, weighing	0032
2 Strings of Stone Rings, set in Gold, and valu'd at 40 l. 11 s. makes	0162.2
A Girdle with Relicks and Toys, at	0051

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Dollars.

42 Boxes, 19 Images set in Silver, 1 silver Crucifix, 3 Purfes, 3 Cups tipp'd with Silver, some Amber and Coral, 2 old Silver Watches, and 1 Amber Rosary in Filigrane Work-	0060
2 Diamond Rings	0145
2 Gold Chains	0075
7 Silver hilted Swords	0105
Total	1341,2

To Mr. Carlton Vanbrug,

WE direct you to keep the above Box and Contents, separate from the Plate belonging to the Owners, and to pay the above Sum of one thousand three hundred and forty one Dollars Spanish weighty Money, to Mr. Robert Fry and Mr. William Stretton, to be divided as Plunder among the several Ships Companies.

Robert Fry,
William Stretton,
John Ballet.

Woodes Rogers,
Stephen Courtney,
Edward Cooke,
Charles Pope,

September 30. 1710. Resolv'd at a Committee, that the following Persons shall proceed from hence for Great Britain in the following Ships, Capt. Edward Cooke, second Captain in the *Dutchess*, Capt. Charles Pope, first Lieutenant in the *Duke*, Capt. William Dampier on Board the *Batchelor*; Mr. John Ballet on Board the *Dutchess*; Mr. Robert Knolman, Master on Board the *Batchelor*; Mr. Alexander Saltrag, Master on Board the *Duke*. Agreed also to sell the Ship *Marquis*, with all the Iron, plain and wrought, together or separate, which was

Distribu-
tion of Of-
ficers.

was left to the Management of the Captains *Rogers* and *Courtney*. Also that Captain *Dampier* should be farther supply'd with 200 Dollars *Dutch*.

Resolv'd also by the Committee to supply *Mr. Reynolds* will Money to purchase Provisions and other Necessaries for the Ships, and accordingly 500 *Dutch* Dollars were immediately put into his Hands, and Directions given for furnishing him with what more should appear to be requisite.

These Resolutions were all sign'd by the Committee, and I have here inserted only the Contents of them, to avoid Prolixity, and proceed on our Voyage.

C H A P. VI.

The Passage from Batavia to the Cape of Good Hope; the Journal-Table; Letter from thence to the Owners; Description of the Cape, the Town, and Natives of the Country about it; Preparations to return into Europe.

Departure
from Ba-
tavia.



Having compass'd all our Affairs at *Batavia*, and taken in Provisions, &c. to serve us to the *Cape of Good Hope*, on the 14th of *October*, 1710, at Six in the Morning, we were all three Ships under Sail, with the Land Breeze. At One in the Afternoon the

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the Sea-Breeze took us, and not being able to weather the Islands, were oblig'd to come to an Anchor with our small Bower, in twelve Fathom Water, ousy Ground, the Island *Horn* bearing S. by W. distant two Miles, and the *General's* Island N. E. by E. half E. distant two Leagues. Several of the Supercargoes and Officers of the *English* Ships in *Batavia* Road, as Capt. *Pike*, Capt. *Opie*, &c. went out with us to Sea, to make up their Accompts, and with us a prosperous Voyage.

The 15th at Six in the Morning weigh'd with a small Breeze at S. W. at Noon had the Wind more Easterly, *Buffins* Island bore N. W. and at Six in the Evening the Point of *Bantam* bore W. half N. distant eight Leagues; at Seven came to an Anchor in 14 Fathom, ousy Ground.

October 16. at Five in the Morning weigh'd with the Land-Breeze, at Noon the Point of *Bantam* bore S. by W. the outermost Land W. by S. and the Island of *Pulababe* N. N. E. several small Islands on both Sides. Capt. *Opie* and Mr. *Warren* went away to *Batavia*, carrying some Plate with them.

October 17. The Wind for 24 Hours past was at N. W. and about to S. W. At Noon the Island *Duarte* bore N. W. by N. another N. by W. and the outermost Point S. by W. We kept plying, making short Trips; Afternoon stood in, at Night stood off again 'till Nine, then tack'd and anchor'd in 14 Fathom Water, near the *Java* Shore; for when well over towards that of *Sumatra*, we had no Ground. The 18th at Eight in the Morning sail'd with small Gales of Wind at S. S. E. and S. all Night.

October

October 19. for 24 Hours had a fresh Gale of Wind in the S. E. Quarter. At Two in the Afternoon came to an Anchor with our best Bower in a Bay, about a League to the East-ward of Java Head, in 15 Fathom Water, on a Rocky Ground, about a Mile from the Shore. Sent our Pinnace for Water, and then our Sail-maker, Wooders, &c. Capt. Pike and Mr. Block came in a Boat from Batavia, the first of them chiefly after his Steward, who I suppose had conceal'd himself, unknown to most of us, aboard the *Batchelor*. In the Evening Capt. Pike lent us his Boat and Men; we put into her several of our Men, with Arms and Provisions from each Ship, and sent her away to *Pepper-Bay*, to buy Fowls and other fresh Provisions, giving them for that Purpose Knives, and other Toys, which the Natives there value above Money. In the Evening, much Thunder, Lightning, and Rain, which put us in Fear for the Men sent to *Pepper-Bay*. Continu'd wooding and watering till

Tygers.

October 23. 1710. and sent several Men ashore to kill Buffalo's; which being extremely wild, they could shoot none, and durst not stay ashore at Night, by Reason of the many Tygers. One of them was very near seizing a Man of ours, who, to save himself, was oblig'd to take the Water, at least 20 Shots were made at the Tyger before he went off, and they saw several others at the same Time. The *Indian King*, and his People, dealt friendly with us, trucking Fowls, and what else they had to spare, for Knives, and the like. They generally came aboard every Day; and we giving them some Trifle at their going off, they were kind to our Men ashore. The Wind

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Vol. II.

Wind commonly at S. E. a fresh Gale, and we were under some Apprehensions for our Men sent to buy Fowls at *Pepper-Bay*, having heard nothing of them since their Departure, and mistrusting the Boat might have been overfet, or the Men detain'd by the *Javans*.

October 24. 1710. at a general Committee on Board the Duke.

A Greed to assist Capt. *Richard Pike* with the *Batcbelor's* Long-Boat, ready fitted with all Necessaries to carry him to the Port of *Batavia*, he being destitute of a Boat, and desiring our Assistance. Sign'd by most of the Committee.

At a Committee held on Board the Duke, at an Anchor at *Java-Head*, October 24. 1710.

A Greed to make the best of our Way to the Cape of *Good Hope*; and if, through any Misfortune, any Ship should lose or part Company in our Passage, either by bad Weather, or otherwise, she to proceed to the Cape of *Good Hope*; and not finding the other Ships there, to stay 20 Days; and the missing Ship or Ships not appearing then, to make the utmost Dispatch to the Island of *St. Helena*; and if not there, to proceed thence, according to the Owner's Orders, for *Great Britain*. Sign'd as usual.

October 25. at Night the Boat return'd, to our great Satisfaction, with the Men, bringing about 12 Dozen of Fowl, some *Mango's*, &c. Capt. *Pike's* Steward came Aboard the *Batcbelor's*, hoping we would cancel him; but

was immediately sent Aboard the *Batchelor* to his Commander, who gladly receiv'd, and promis'd to pardon him.

October 26. 1710. at Seven in the Morning weigh'd with a fresh Gale at S. E. at Ten Capt. Pike and his Company parted from us, Capt. Rogers saluting them with seven Guns, we being far a-head, did not, but sent Capt. Opey's Carpenter, who was conceal'd Aboard of us, unknown to any of the Officers. Then we made Sail, and at Noon Java-Head bore E. by N. distant seven Leagues. From hence to the Cape of Good Hope, being a Run at Sea, I shall not enlarge upon it any farther than as may be seen in the Table adjoin'd containing all that was observable in this Passage.

It will be needless to add any Thing to this Table, wherein are all material Particulars as was said above.

Cape of
Good
Hope.

December 30. 1710. at Nine in the Morning we came to an Anchor at the Cape of Good Hope, in seven Fathom Water, red Sandy Ground, the *Nurward* Point bearing N. by E. the Island in the Offing N. by W. the *Westernmost* Point in the Bay N. W. half W. the Peak S. W. by W. the Table-Land S. W. by S. We saluted the Garrison with nine Guns, and they return'd seven. Then the *Donegal* India-Man saluted us with seven, which we also return'd. Some Time after it clear'd up, when the *Duke* and *Batchelor* came in, and saluted with the like Number of Guns. Then we all moor'd S. E. and N. W. and went ashore to the Governor, who receiv'd us very kindly, and invited all us Commanders and Officers to dine with him at the Fort the next Sunday. This Place is very well known for the high Sugar
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A JOURNAL-TABLE of our *Voyage*, in the Ship *Marquis*, from Cape *St. Lucas* in the Island of *California*, in the Latitude of 23 Deg. 10 Min. *North*; to the Island *Guam*, in the Latitude of 13 Deg. 30 Min. *North*, Longitude 100 Deg. 20 Min. *West*. Perform'd in the Year 1709.

Months and Days.	Course corrected.	Dista. sail'd.	Northings in Miles and Tenths.		Southings in Miles and Tenths.		Eastings in Miles and Tenths.		Westings in Miles and Tenths.		Latitude per Observation.		Latitude per Estimation.		Longitude.		Meridian Distance.		Winds.	Weather, and Bearings of the Land, &c.
			Miles.	Tenths.	Miles.	Tenths.	Miles.	Tenths.	Miles.	Tenths.	Deg.	Min.	Deg.	Min.	D.	M.	D.	M.		
Jan. 11, 12, 13	S. 24 Deg. W.	106	0	0	97	0	0	0	42	5	21	35	21	33	0	42	0	42	N.W. to E.N.E.	Cape <i>St. Lucas</i> , N. 24 Deg. E. Dist. 106.
14, 15	S. S. W.	115	0	0	106	3	0	0	44	0	10	47	10	47	1	29	1	26	N. E.	Fine Weather, little Variation.
16, 17	S.S.W. & W.	116	0	0	102	0	0	0	55	0	18	5	18	5	2	27	2	24	N. E. by E.	Fine Weather.
18, 19	S.W. & S.	120	0	0	93	0	0	0	70	0	16	32	16	32	3	46	3	40	E. N. E.	Fine small Breezes and hot Weather.
20, 21	S.W. & S.	146	0	0	92	0	0	0	113	0	15	0	15	0	5	43	5	33	N. E.	Fine Weather and fresh Breezes.
22, 23	W. 6 Deg. S.	236	0	0	28	0	0	0	234	2	14	30	14	30	9	45	9	27	N. E.	Fine Weather, fresh Breezes, Variation 5 Deg. E.
24, 25	W. & S.	250	0	0	24	5	0	0	248	8	0	0	14	6	14	3	13	36	N. E.	Fresh Gales and fine Weather, with some Squalls.
26, 27	W.	206	0	0	0	0	0	0	206	0	13	36	13	36	17	25	17	2	N. E.	Fresh Gales, with fine Squalls, and fine Weather.
28, 29	W. 4 Deg. S.	180	0	0	12	0	0	0	270	0	13	25	13	24	20	20	20	2	N. E. by E.	Moderate Gales and fine Weather.
30, 31	W.	260	0	0	0	0	0	0	260	0	13	25	13	25	25	0	24	21	E. N. E.	Fresh Gales, a Negro dy'd.
Febru. 1, 2	W. & N.	280	14	0	0	0	0	0	279	0	13	39	13	39	29	45	29	0	E. N. E.	Strong Gales and equally Weather, Variation † Point E.
3, 4	W. 2 Deg. S.	290	0	0	10	0	0	0	275	0	13	29	13	29	34	28	33	35	E. N. E.	Hard Gales and equally Weather.
5, 6	W.	240	0	0	0	0	0	0	240	0	13	29	13	29	38	36	37	35	E. by N.	Moderate Breezes and fine Weather.
7, 8	W. 2 Deg. S.	284	0	0	9	0	0	0	280	0	13	20	13	20	43	26	42	5	E. N. E.	Fresh Breezes and fine Weather.
9, 10	W. & N.	254	25	0	0	0	0	0	249	0	13	45	13	45	47	40	46	14	E. N. E.	Variation † Point Easterly.
11, 12	W. 1 Deg. S.	270	0	0	9	4	0	0	269	7	13	37	13	37	52	15	50	44	E. N. E.	Fresh Gales with some Squalls, Variation 6 Deg. E. (round the World.)
13, 14	W. 2 Deg. N.	270	9	7	0	0	0	0	269	7	13	47	13	47	56	38	55	14	E. N. E.	To this Day Noon, we want 3 Deg. 22 Min. to make up 180 Deg. being then half
15, 16	W.	230	0	0	0	0	0	0	230	0	13	47	13	47	60	32	59	4	E. by N.	Moderate Gales and fine Weather, Variation 7 Deg. E.
17, 18	W.	230	0	0	0	0	0	0	230	0	13	47	13	47	64	27	62	54	E. by N.	Moderate Breezes and pleasant Weather.
19, 20	W. 4 Deg. S.	271	0	0	19	0	0	0	270	0	13	28	13	28	69	1	67	24	E. N. E.	Pleasant Gales and fine Weather, Variation 8 Deg. E.
21, 22	W. & S.	212	0	0	20	0	0	0	210	0	13	8	13	8	72	36	70	54	E. N. E.	Small Gales and hot Weather.
23, 24	W.	160	0	0	0	0	0	0	160	0	13	8	13	8	75	21	73	34	E. N. E.	Small Breezes and fine Weather, Variation 9 Deg. E.
25, 26	W.	195	0	0	0	0	0	0	195	0	13	8	13	8	78	41	76	59	E. N. E.	Moderate Breezes and very hot Weather, 1 Point E. Variation.
27, 28	W. 1 S.	200	0	0	20	0	0	0	199	0	12	48	12	48	83	0	80	19	E. N. E.	Moderate Breezes, 22 Deg. E. Variation.
March 1, 2	W. by N.	240	35	0	0	0	0	0	237	4	13	23	13	23	87	40	84	16	E. N. E.	Moderate Gales and fair Weather, 1 Point Variation.
3, 4	W.	290	0	0	0	0	0	0	290	0	13	23	13	23	90	55	87	26	E. N. E.	Moderate Breezes, &c. Last Night <i>George Rowell</i> dy'd.
5, 6	W.	185	0	0	0	0	0	0	185	0	13	23	13	23	92	53	89	21	E. N. E.	Small Breezes, Variation 10 Deg. E.
7, 8	W.	176	0	0	0	0	0	0	176	0	13	23	13	23	95	44	92	17	E. N. E.	Yesterday a <i>Negro</i> dy'd, small Gales, Variation 8 Deg. E.
9, 10	W. 2 Deg. N.	210	7	4	0	0	0	0	209	0	13	30	13	30	99	30	95	47	E. N. E.	Moderate Breezes, Variation † Point E.
11	W.	47	0	0	0	0	0	0	47	0	13	30	13	30	100	20	96	34	E. N. E.	Fresh Gales and fine Weather.

This Day at Noon, the South Part of the Island *Guam*, bore *West* and by *South*, Distance 8 Leagues; and the *Northern* Part *North East* and by *East*, Distance 8 Leagues.

A TABLE of the Animals of the Year 1750

Year	Month	Day	Place	Species	Number
1750	Jan	1	London	W. L.	1
1750	Jan	2	London	W. L.	1
1750	Jan	3	London	W. L.	1
1750	Jan	4	London	W. L.	1
1750	Jan	5	London	W. L.	1
1750	Jan	6	London	W. L.	1
1750	Jan	7	London	W. L.	1
1750	Jan	8	London	W. L.	1
1750	Jan	9	London	W. L.	1
1750	Jan	10	London	W. L.	1
1750	Jan	11	London	W. L.	1
1750	Jan	12	London	W. L.	1
1750	Jan	13	London	W. L.	1
1750	Jan	14	London	W. L.	1
1750	Jan	15	London	W. L.	1
1750	Jan	16	London	W. L.	1
1750	Jan	17	London	W. L.	1
1750	Jan	18	London	W. L.	1
1750	Jan	19	London	W. L.	1
1750	Jan	20	London	W. L.	1
1750	Jan	21	London	W. L.	1
1750	Jan	22	London	W. L.	1
1750	Jan	23	London	W. L.	1
1750	Jan	24	London	W. L.	1
1750	Jan	25	London	W. L.	1
1750	Jan	26	London	W. L.	1
1750	Jan	27	London	W. L.	1
1750	Jan	28	London	W. L.	1
1750	Jan	29	London	W. L.	1
1750	Jan	30	London	W. L.	1
1750	Feb	1	London	W. L.	1
1750	Feb	2	London	W. L.	1
1750	Feb	3	London	W. L.	1
1750	Feb	4	London	W. L.	1
1750	Feb	5	London	W. L.	1
1750	Feb	6	London	W. L.	1
1750	Feb	7	London	W. L.	1
1750	Feb	8	London	W. L.	1
1750	Feb	9	London	W. L.	1
1750	Feb	10	London	W. L.	1
1750	Feb	11	London	W. L.	1
1750	Feb	12	London	W. L.	1
1750	Feb	13	London	W. L.	1
1750	Feb	14	London	W. L.	1
1750	Feb	15	London	W. L.	1
1750	Feb	16	London	W. L.	1
1750	Feb	17	London	W. L.	1
1750	Feb	18	London	W. L.	1
1750	Feb	19	London	W. L.	1
1750	Feb	20	London	W. L.	1
1750	Feb	21	London	W. L.	1
1750	Feb	22	London	W. L.	1
1750	Feb	23	London	W. L.	1
1750	Feb	24	London	W. L.	1
1750	Feb	25	London	W. L.	1
1750	Feb	26	London	W. L.	1
1750	Feb	27	London	W. L.	1
1750	Feb	28	London	W. L.	1
1750	Feb	29	London	W. L.	1
1750	Feb	30	London	W. L.	1
1750	Mar	1	London	W. L.	1
1750	Mar	2	London	W. L.	1
1750	Mar	3	London	W. L.	1
1750	Mar	4	London	W. L.	1
1750	Mar	5	London	W. L.	1
1750	Mar	6	London	W. L.	1
1750	Mar	7	London	W. L.	1
1750	Mar	8	London	W. L.	1
1750	Mar	9	London	W. L.	1
1750	Mar	10	London	W. L.	1
1750	Mar	11	London	W. L.	1
1750	Mar	12	London	W. L.	1
1750	Mar	13	London	W. L.	1
1750	Mar	14	London	W. L.	1
1750	Mar	15	London	W. L.	1
1750	Mar	16	London	W. L.	1
1750	Mar	17	London	W. L.	1
1750	Mar	18	London	W. L.	1
1750	Mar	19	London	W. L.	1
1750	Mar	20	London	W. L.	1
1750	Mar	21	London	W. L.	1
1750	Mar	22	London	W. L.	1
1750	Mar	23	London	W. L.	1
1750	Mar	24	London	W. L.	1
1750	Mar	25	London	W. L.	1
1750	Mar	26	London	W. L.	1
1750	Mar	27	London	W. L.	1
1750	Mar	28	London	W. L.	1
1750	Mar	29	London	W. L.	1
1750	Mar	30	London	W. L.	1
1750	Mar	31	London	W. L.	1

A JOURNAL-TABLE of our Voyage, in the Ship *Dutchess*, from the West Head of the Island of Java in East-India, belonging to the Bounds of Asia, to the Cape of Good Hope in Africa. Java Head being in the Latitude of 7 Deg. 5 Min. South, and Longitude from the Meridian of London 103 Deg. 8 Min. East; the Cape in the Latitude of 34 Deg. 15 Min. South, and Longitude 17 Deg. East. Perform'd in the Year 1711.

Days and Months	Course corrected.	Dist. sail'd.	Northings in Miles and Tenths.		Southings in Miles and Tenths.		Eastings in Miles and Tenths.		Westings in Miles and Tenths.		Latitude per Observation.		Latitude per Estimation.		Longitude.		Meridian Distance.		Winds.	Weather, Variation, and Bearings of the Land, &c.
			Miles.	Tenths.	Miles.	Tenths.	Miles.	Tenths.	Miles.	Tenths.	Deg.	Min.	Deg.	Min.	D.	M.	D.	M.		
Oct. 26, 27	S. W.	122	0	0	85	0	0	0	85	0	0	0	8	30	1	26	1	25	S. E.	Fresh Gales, close Weather, at Noon Java Head bore N. W. distant 122 Miles, and strong Current to the
28	S. W. by W.	50	0	0	50	0	0	0	75	0	9	0	9	0	2	41	2	40	E. S. E.	Fresh Gales and fine Weather, Variation here 4 Degrees West.
29	S. W.	121	0	0	65	0	0	0	85	0	10	25	10	25	4	9	4	5	S. E.	The same Weather; Variation 5 Degrees West.
30	S. W. by W.	120	0	0	66	7	0	0	99	7	11	32	11	32	5	46	5	43	S. E. by E.	Much the same Weather, Variation 4 a Point Westerly.
31 Nov. 1	W. S. W. 1/2 S.	250	0	0	109	0	0	0	226	0	13	20	13	20	9	35	9	29	S. E. by E.	Fresh Gales and close Weather, with some Rain.
2, 3	W. by S. 1/2 S.	235	0	0	79	2	0	0	221	4	14	39	14	39	13	20	13	10	E. S. E.	Moderate Gales and fine Weather. Variation 6 Degrees West.
4, 5	W. by S. 1/2 S.	200	0	0	58	0	0	0	191	4	0	0	15	37	16	57	16	31	E.	Fine Gales and close Weather. Variation 6 Degrees and 1/2 West.
6, 7	W. 1/2 S.	150	0	0	14	0	0	0	141	0	0	0	15	51	19	32	19	0	Variable	Close, thick, rainy Weather, Variation 7 Degrees West.
8, 9, 10	W.	161	0	0	0	0	0	0	181	0	0	0	15	51	22	39	22	0	Variable	Small Gales, with some Calms and Rain, Variation 7 Degrees West.
11, 12	W. 1/2 S.	154	0	0	22	0	0	0	152	0	16	13	16	13	25	17	24	34	E. N. E.	Moderate Gales and fair Weather, Variation 8 Degrees West.
13, 14	W. by S.	245	0	0	47	0	0	0	224	0	17	0	17	0	29	8	28	52	E. N. E. to S. S. E.	Pleasant Gales and fine Weather, Variation 9 Degrees West.
15, 16	W. S. W.	270	0	0	103	0	0	0	249	0	0	0	18	43	33	28	33	0	E. S. E.	Fine Weather and pleasant Breezes, Variation 10 Degrees West.
17, 18	W. S. W. 1/2 S.	210	0	0	99	0	0	0	185	2	0	0	20	22	36	42	36	0	S. E.	Pleasant Gales and hazy Weather, Variation 11 Degrees West.
19, 20	W. 1/2 S.	230	0	0	22	0	0	0	228	0	0	0	20	44	40	42	39	48	S. E.	Fresh Gales, variable and close Weather, Variation 12 Degrees West.
21, 22	W. S. W.	220	0	0	84	1	0	0	203	0	0	0	22	8	44	18	43	11	S. by W.	Moderate Gales, variable fine Weather, Variation by a good Amplitude, 16 Deg. W.
23, 24	W.	250	0	0	109	1	0	0	208	0	0	0	24	27	48	6	49	30	S. E.	Fresh Gales and fine Weather, Variation 20 Degrees West.
25, 26	W. S. W.	170	0	0	103	0	0	0	249	0	0	0	26	10	52	35	50	48	E.	Fine Weather, but no Observation, the Sun being in the Zenith, Variation 22 Deg. 30 Min. W.
27, 28	W. by N.	125	24	4	0	0	0	0	122	6	25	46	25	46	54	47	52	40	S. E. to S. by W.	Squally Weather, and a great S.W. Swell, which set us to the N. E. Variation 24 Deg. 30 Min. W.
29, 30	S. W. by W. 1/2 S.	74	0	0	44	0	0	0	39	0	26	30	26	30	55	51	53	39	S. to E. S. E.	Fine Weather, sometimes calm, Variation 25 Deg. W.
Decemb. 1, 2	S. W. 1/2 W.	120	0	0	70	0	0	0	83	0	0	0	27	46	57	26	55	23	S. E. to N.	Small Gales, variable fine Weather, a Man fell off the Main Top.
3, 4	W. S. W.	271	0	0	104	0	0	0	241	0	29	30	29	30	62	2	59	23	S. E.	Fresh Gales and Rain, Variation decreasing 23 Deg. 30 Min. W.
5, 6	W. by S. 1/2 S.	148	0	0	42	0	0	0	142	0	30	12	30	12	64	49	61	43	E. S. E. to S. S. W.	Squally Weather, and fresh Gales, Variation 21 Deg. 30 Min. W.
7, 8	W. S. W. 1/2 S.	160	0	0	75	0	0	0	141	0	31	27	31	27	67	25	64	4	S. S. E. to E. by N.	The first Day fresh Gales, the latter moderate, Variation 20 Deg. 30 Min. W.
9, 10	W. by S. 1/2 S.	100	0	0	29	0	0	0	95	7	0	0	31	56	69	17	65	40	E.	Close Weather, small Gales, and variable Winds, Variation 20 Deg. W.
11, 12	W. by S. 1/2 S.	100	0	0	29	0	0	0	95	7	32	30	32	30	71	8	67	14	E. to S. W.	Winds variable, small Gales, and uncertain Weather, Variation 19 Deg. W.
13, 14	W. 1/2 S.	160	0	0	15	0	0	0	158	0	0	0	32	45	74	16	69	52	S. W. to S. S. E.	Fine Weather, and moderate shifting Gales, Variation 18 Degrees W.
15, 16	W. 1/2 N.	101	5	0	0	0	0	0	100	0	32	30	32	30	76	16	71	31	N. E. to S. W.	Uncertain squally Weather, and shifting Winds, Variation 16 Deg. 30 Min. W.
17, 18	W. by S. 1/2 S.	56	0	0	16	0	0	0	53	0	32	46	32	46	77	16	72	25	S. E.	Small Breezes and fine Weather, but a great Sea coming from the S. W. Variation 17 Deg. West.
19, 20	S. S. W. 1/2 W.	100	0	0	88	0	0	0	47	0	34	14	34	41	78	16	73	12	E. to S. W. by W.	Small Breezes, variable and fair Weather; 19th made Cape <i>Aracifis</i> , bearing N. W. by W. distant 10 Leag.
21, 22	W. by S.	151	0	0	30	0	0	0	149	0	34	44	34	44	81	15	75	41	S. E.	Thick Weather and a hard Gale, Variation 15 Deg. W. (strong Current to the S. Variat. 16 Deg. W.)
23, 24	N. W.	20	14	0	0	0	0	0	14	0	34	30	34	30	81	29	75	55	E. S. E. to W. S. W.	Thick Weather, small variable Breezes, ply'd off and on Shore of Cape <i>Agulhas</i> , Variation 14 D. 30 M. W.
25, 26	W.	30	0	0	0	0	0	0	30	0	34	30	34	30	82	9	76	25	S. by W. 1/2 W. by N.	Small Breezes and close Weather, kept near the Shore, up the Country is high Land, Variation 11 D. W.
27, 28	W. S. W. 1/2 S.	70	0	0	33	0	0	0	61	0	35	3	34	3	83	27	77	26	S. W. to S. E.	Small Breezes variable and calm, had a great Swell from the S. W. at Noon Cape <i>Agulhas</i> bore N. W. dist. 10 L.
29, 30	N. N. W. 1/2 W.	55	48	0	0	0	0	0	26	0	0	0	24	15	83	40	77	52	S. E.	Thick Weather and small Gales, Variation 9 Deg. 30 Min. at 9 this last Day anchor'd at the Cape.

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Loaf Hill, Table-Mountain, &c. of which our Waggoners and other Books give a very good Description; for which Reason I shall not insert any Draughts, as being already common enough, and will only mention what I observ'd my self as to the Town, with some very short Remarks, as to the Country, for the Satisfaction of those who have not met with a more satisfactory Account.

Of the Cape of Good Hope.

THIS Cape was first discover'd by *Bartholomew Diaz*, sent out by King *John* the 2d of Portugal, with three Ships, about the Year 1486, who being toss'd there by dreadful Tempests, gave it the Name of *Cabo Tormentoso*, or the Stormy Cape; but at his Return Home, the King hoping then to discover *India*, chang'd the Name to that of *Cabo* By whom discover'd. *de Boa Esperanza*, that is, Cape of Good Hope, which it has ever since retain'd. Some assign *Vasco de Gama* for the Discoverer of it; but that is a Mistake. It lies in the Latitude of 34 Deg. 15 Min. South, and 17 Deg. East from the Meridian of London. About three Leagues from the Cape, is that the *English* call *Penguin* Penguin Island. Island, small, but has a Fort on it, and near it very good Anchoring; for which Reason Ships often stay there for the Sea-Breeze. Thither the *Dutch* often banish Malefactors. When they on the Island spy any Ships, they fire Guns, to give Notice to those at the Cape. The said Cape is easy to be known by its Marks to know it. high Table-Mountain, Sugar-Loaf Hill, and Lions Mountain, on the two last whereof there are always Look-outs, who fire Guns, and make other Signals, whensoever they see

Storms.

any Ships at Sea. There is another very high Hill, which the *English* call *Crown* or *Charles's Mount*. This Place is subject to violent Gales of Wind, and in their Summer, which is our Winter, the greatest Storms are generally at *S. E.* and blow off from *Charles's*, or the *Table-Mountain*. Before those violent Blasts come, the Tops of those Mountains begin to be hooded, which the Sea-men call the *Table-Cloaths* going to be laid, which is thick Clouds appearing on the Tops of those Mountains; and when the *Table-Mountain* is so hooded all over the Top, it soon blows powerfully.

The Town.

Under that *Table-Mountain*, in a Bottom, stands the Town, about as big as *Falmouth*, which, as well as the Ships in the Road, is commanded by a strong Fort, standing at one End of the Town, now in the Possession of the *Dutch*, but formerly belonging to the *English*. Wood is somewhat scarce there; but Corn, Wine, Fruit, Sallads, and other Provisions, as plentiful and cheap as in *Europe*; and the Ships are easily supply'd with Water, which they fill in their Boats at the Bridge, being convey'd thither in Wooden Pipes from the Bottom of the Hill. The *English* are not permitted to go up into the Country, but have all the Liberty they can desire of the Town and Gardens about it; as also to walk in the Company's Garden, which is large, at the upper End of the Town, with several fine Walks of Trees of sundry Sorts, one of them mostly of very thriving Oaks, at least half a Mile in Length, and very full of Acorns, besides others of all Variety of Fruit. It is divided into several Parts by Hedges of *Rosemary* and *Lawrel*, of a great Height, and

Gardens.

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and curiously cut; one Part is a Nursery of young Trees, another a Vineyard, another an Orchard, another affords all Sorts of Roots and Herbs for the Kitchin, and so others of divers Kinds. It is water'd by a pleasant Brook, running from the Foot of the neighbouring Mountain along the Hedges. All Parts are thoroughly improv'd, to answer what it is design'd for, that is, to afford all Variety of Refreshments. In a little House in this Garden, are the Skins of several Beasts stuff'd, well deserving to be taken Notice of, there being a Lion and Lionsess, a Mountain-Cow, a strip'd Ass, a Rhinoceros, an Elk, various Sorts of Antelopes, and other uncommon Creatures. The Houses are low built, tho' after the *European Houses*. Manner; but they are forc'd to thatch them on Account of the violent Winds.

The Country this Town is seated in, some *The Country* will have to be that commonly call'd *Momotapa*, but it is more properly the Land of the *Cafres*, which Name is given to a great Part of that *Southern Coast of Africk*, both on the *East* and *West* Sides, and round the Point. It is very full of Mountains in this Part we are now speaking of, and consequently there are vast Numbers of wild Beasts, mighty *Beasts, Birds, &c.* Swarms of Birds of several Sorts, and no less Variety of Insects and venomous Creatures, too tedious for me to take Notice of. Neither will I pretend to be so good a Botanist, as to treat of the Plants, or other Things out of my Province, or which I could not have Leisure to enquire into. What I could learn concerning the Natives, during my Stay there, may perhaps not be disagreeable. These People are call'd *Hottentots*, their Skin is naturally swarthy, but by greasing, and other dawb-

ing, they become all over of a dirty black, their Limbs indifferently well made, their Heads long, their Hair woolly, and generally clogg'd with Sheeps Dung, or other Filth, their Noses flat, because crush'd down in their Infancy. As to Disposition, they are crafty and perfidious, and given to most Vices, and very fond of living idle, indulging themselves in Lust and Debauchery. They wear raw Guts about their Necks and Legs, which look like Puddings, having much Ordure in them, and these serve both for Food and Ornament, being eaten by them raw as they are, and filthy, when tender'd by being almost rotten. Others wear greasy Thongs of stinking Leather. The Women and better Sort of Men, wear generally a nasty untann'd Hide, or a Sheep's Skin, or that of any other Beast, the hairy Side next them, and hanging about their Shoulders, which being rubb'd over with Grease and Ordure, they stink abominably. The Women wind Sheeps Guts about their Legs, which at a Distance look like Rolls of Tabacco, and about their Middle have a Skin, with a Flap hanging down before, sometimes with Beads about it, which serves to hide what Modesty forbids to be seen. However, for a *Dutch* Doubleke they will shew all to the waggish Sailors, that ask them. They are all great Admirers of Tabacco and strong Waters. Men, Women, Children, and any other Creatures they have, lie together in little low Huts, cover'd with Skins, and stinking intollerably. They are the most filthy beastly People of any yet discover'd, and harden'd in their Brutality; for those who have convers'd with them, say, it is impossible to reclaim them. A Gentleman,

man residing at the Cape, told me, that sometimes, when any of them live to a decrepid old Age, they shut them up in a Hut, and with them a Sheep, or some other Provisions, which, when spent, they bring no more, but leave them to famish to Death. Amidst this Beastliness, they are not altogether ignorant *Religion.* of the Being of a Deity, whom they call the Great Captain, and say he is angry, when there happens any Storm of Thunder and Lightning. They pay some worship to the Sun and Moon, and when she shines at Night, dance and revel, in Honour of her. Every Man has as many Wives as he can maintain, which are debauch'd by others before they marry them. On the Wedding-Day, the Bridegroom tells the Woman's Kindred, he can maintain her, and is past a Boy, in Testimony whereof he pisses upon one of them. Then they make merry, and rejoyce all together. Most of these Men have but one serviceable Testicle, the other being crush'd in their Infancy, which they pretend enables them to please more Women, as I was told in *Dutch* by an *Hottentote*.

They have nothing to tradewith, but Cattel, which they exchange with the *Dutch* for strong Waters, Tabacco, and any Sort of Beads, the Manner being to shew how much the latter will give for an Ox, or a Sheep, and adding to it, 'till the Owner is satisfy'd. Every Village is under the Government of a Captain, whom all the Inhabitants honour and obey, insomuch that they dare not marry without his Leave, his Will being all the Law they are acquainted with. As for Weapons in *Weapons.* War; they use Bows and Arrows, as also Darts, at casting which they are extraordina-

ry dexterous, and often use to poison the Points, which generally proves mortal; and they wear a Sort of Leather Jackets by way of Armour. They are bold enough among themselves, their Weapons being equal; but care not to engage where there are Fire-Arms, unless it be in very wet Weather, when they think they may be out of Order. The only Handicrafts among them, are a Sort of Taylors, who sew the Skins they wear together, and Barbers, who trim their Heads in several Shapes. Nature has taught them some Cures for Wounds and Diseases. Their Language is extremely uncooth to our Ears, as all their Course of Life is disagreeable.

During our Stay at this Place, we employ'd the Time in Viſualling and Watering, and making all other Dispositions for our Return Home. The *Duke*, commanded by Capt. *Woodes Rogers*, having been leaky ever since our being at *California*, where we had extraordinary good Weather, and generally smooth Water, and her Keel not being heav'd out, when we careen'd at the *Island Horn*, in *Batavia* Road, the Leak still continu'd, so that with the Bonnet on, she made nine Inches Water a Glass, and with the Bonnet off, we did suppose she would make twice as much, the Carpenters believing it was a Trennel-hole near the Step of the Fore-mast, by Reason it was constant. Notwithstanding all that could be done, this Leak continu'd 'till a few Days after we left the Cape, and then stopp'd of it self. The Committee empower'd Capt. *Rogers* and Capt. *Courtney* to carry one hundred Weight of Plate ashore, 60 Ounces of wrought Gold, and all the coin'd Gold and Silver in both their Ships, and, in Conjunction with
Capt.

The Duke
leaky.

Goods sold
for Provi-
sions.

Capt. *Dover* and my self, to purchase Necessaries wanting for them all, and to sell what Goods were proper for that Place, rather than exchange more Gold and Silver. Capt. *Courtney* was particularly directed to sell some Goods, and half a Dozen Blacks from Aboard the *Dutchess* and *Batchelor*.

Capt. *Opey*, Commander of an *East-India* Man, sailing from the Cape before us, we sent by him a Letter to our Owners, and a Copy of the same a few Days after by a *Dane*, which was as follows.

To Alderman *Batchelor* and Company, Owners of the *Duke* and *Dutchess* Frigats.

Gentlemen,

THIS is to acquaint you with our safe Arrival at the Cape of Good Hope, which was on the 29th of December 1710, with our Prize the *Manila Ship*, call'd *Nuestro Senora de la Encarnacion y Desengano*, commanded by Monsieur *John Pichberty*, and now by us nam'd the *Batchelor Frigat*, mounted with 20 great Guns, and 20 Brass *Peñero's*, and mann'd with 116 Men, a sound Ship. Each of our Ships is mann'd with 120 Men; and in Company with three *East-India* Ships, and expect three Sail more of *English* every Day. The *Dutch* from *Batavia*, being 12 Sail of stout Ships, are expected here every Hour, and 6 Sail more from *Ceylon*; which Fleet we have resolv'd in Council to accompany to *Holland*, unless we are assur'd of a Peace, or happen to meet with an *English* Convoy in crossing our Latitude. Our Ships are fitted with all Necessaries, and only wait for the Fleet, which we hope will sail by the last of March, hoping God will direct us, that we may come with Speech and Safety to your

Letter to
the Owners.

A VOYAGE to the South Sea, and

your selves, and the rest of our Friends, to whom we render all due Respects, and remain,

Gentlemen,

Your most humble, and
most obedient Servants,

Thomas Dover, *President*, Woodes Rogers,
Steph. Courtney, Ed. Cooke, Wil. Dampier,
Robert Fry, Will. Stretton, Charles Pope,
John Connely, Robert Glendal, John Ballet.

The Dutch Governor, and all other Persons in Command at the Cape, treated us very civilly, and gave full Liberty to supply our Ships with all that Place would afford.

February the 22d, the Dutch Fleet arriv'd from *Batavia*, being ten Sail, and two more in Sight, with three Flags. We saluted the Admiral, at his coming in, with seven Guns, as did the Fort with all or most of theirs; and so the Dutch Ships, for which the Flag return'd Thanks. When the Boats went with him ashore, he was saluted again, and so at the Fort with their Cannon and several Volleys of small Shot. There were at this Time in the Harbour 17 Dutch Ships, 12 of them homeward bound, and 6 English. During our Stay here, we bury'd on the 12th of February Mr. Carlton Vanbrug, the Owner's chief Agent, which was done as he desir'd of me, being one of his Executors, in a decent Manner in the Church-yard, most of the English Gentlemen there attending the Corps to the Church, the Ships firing Guns every half Minute, as is customary on such Occasions. Besides him, dy'd Mr. Appleby, Mate to the *Duke*, and some others.

After

After the 22d of *February*, we were taken up in killing Cattel for our Provision, and furnishing other Necessaries for our Voyage into *Europe*. The *Batavia Dutch Fleet* was soon follow'd by four Ships from *Ceylon*. Six came from that Island, but near *Madagascar* met with such a violent Storm, that some were forc'd to cut away their Main Masts, and throw over several of their Lee Guns, having much Water at the same Time in their Holds. The four came into the Cape much damag'd, and believ'd the other two had founder'd at Sea. Several *English India Men* arriv'd also in the Road, and some *Dutch*, these last from *Europe*, as also a *Portuguese Ship* from *Rio de Janeiro* in *Brazil*, and bound for *Mozambique*, on the *East Coast* of *Africk*, to take in Slaves. This is all that happen'd worth observing during our Stay at the Cape, we will now proceed on our Voyage.

C H A P. VII.

The Dutch Admiral's sailing Orders.



Have inserted this Chapter of sailing Orders and Signals, believing they will be acceptable to all curious Persons, who desire to understand in what Manner Ships are able to converse with, and understand one another at Sea.

For

For the Commanders of the homeward-bound Ships,
in their Voyage from the Cape of Good Hope,
under the Flag and Command of Peter de Vols,
Admiral of the Fleet bound for Holland.

The Northbeek, Admiral,
Herfetelede Leewice, Vice-Admiral,
Wassenaar, Rear-Admiral.

Dutch.	English:
Bannevelt,	Dnks Frigat,
Stantvastigheit,	Dutchefs,
Meyden,	Batchelor,
Limburgh,	Donegal,
Avanturier,	Loyal Blifs,
Oosterfeyn,	Blenheim,
D'benert,	Loyal Cook,
Arion,	Charlton,
Gamron,	
Corflood,	
Hetraad buys van Middleburg,	
Bentveld,	
Enbsverwiick.	

Signals by Day.

TO know the Admiral, Vice-Admiral, and
Rear-Admiral, they to wear their re-
spective Flags.

To unmoor, to loose the Fore-Top-Sail, and
fire a Gun.

To weigh, hoist his blue Ensign, and fire a
Gun.

To tack, he'll hoist his blue Jack at his
Mizen-Peak, and fire one Gun. The Stern-
most and Leewardmost Ships to tack first.

To bear away, to wear, he'll hoist his red
Pendant on his Ensign-Staff, and fire one Gun.

The

The Sternmoft and Leewardmoft Ships to wear firft.

To miss Stays. In case two Ships stand athwart each other, the Ship under Command in Steeridge and Way, to bear away firft.

When you sail by a Wind, or lie by, to bear away, he shall hoist his Ensign at his Mizzen Top-maft Head, and fire one Gun.

He that would speak with the Admiral, must hoist his Jack in his Place, and fire 'till the Admiral answers him with a Gun.

In case of losing Company, and meeting again, the Leewardmoft Ship to lower his Fore-Top-Sail, clew up his Fore-Sail, and fire a Gun; and the Weathermoft to answer, by lowering his Main Top-Sail, haling up his Lee clue. Garnet, and firing one Gun: But in case of blowing hard, and the Top-Sail not being out, then the Leewardmoft to clew up his Mizzen, hale him out again, and fire a Gun; if the Mizzen is not out, then to hale him out, and make the Sign, and fire two Guns, and the Windwardmoft to answer with his Main Stay-Sail, to hoist and lower it three times; but if he has not his Main Stay-Sail, he is to hoist it, and make the Signal, and fire two Guns. After the Signals are made and answer'd, he may come into the Fleet.

In case of seeing any Danger. If on the Starboard-side, to hoist a red Pendant at the Fore Top-maft Head; if on the Larboard-side, a Dutch Pendant at the same Mast, and fire one Gun; and every Ship that sees it, is to fire a Gun, to shew they know it.

In case of seeing Land. He who sees it, is to hoist his Jack and Ensign, and fire one Gun, and not to lower 'till the Admiral answers with his.

No Ship to go a-head of the Admiral. If any does by Day, he shall pay ten Dollars; if by Night 20 Dollars, to be on Account of the Mate who has the Watch.

In case of Need, to set up the standing Rigging. He who needs it, to hoist a red Flag at his Fore-Top-mast Head; and if he sails well, may get a-head of the Admiral, that they may not lose Time; if he sails not well, he must make the same Signal, and the Fleet will tarry.

In case a Ship should run on Shoals, or Rocks, he must hoist out his Jack half Way upon his Ensign-staff, and get off as soon as he can, till other Ships answer; and if he cannot get off, all Ships are to send their Boats to his Assistance.

In case of calling a Consultation, the Admiral will hoist a white Flag on his Ensign-staff, and fire one Gun, that every Commander may repair Aboard him, and bring with him his Latitude and Longitude.

In case the Admiral would speak with the Vice-Admiral, Rear-Admiral, or any other Commander. For the Vice-Admiral, he will hoist a Dutch Pendant on the Ensign-staff, and fire one Gun. For the Rear-Admiral, a Pendant on the Mizzen-Peak, and fire one Gun. For the *Standvassigheit*, a Dutch Jack on his Mizzen Top-mast Head, and fire one Gun. For the Commander of the *Limburg*, a white Flag on the Mizzen Top-mast Head, and fire one Gun. For the Commander of the *Tamert*, a blue Flag on the Mizzen Top-mast Head, and fire a Gun. For the Commander of the *Barnevelt*, a blue Pendant on the Mizzen Top-mast Head, and fire one Gun. For the Commander of the *Oostersteyn*, a white Flag on the Mizzen-Peak, and

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and one Gun. For the Commander of the *Meynden*, a Dutch Pendant at the Larboard Yard-Arm, and one Gun. For the Commander of the *Avanturier*, a red Pendant at the Mizzen Top-mast Head, and one Gun. For the Commander of the *Arion*, a red Jack at the Mizzen Top-mast Head, and one Gun. For the Commander of the *Raadbuis Van Middleburgh*, a Dutch Pendant on the Starboard Main Yard-Arm, and one Gun. For the Commander of the *Ganvon*, a Dutch Pendant at the Starboard Crochet Yard-Arm, and one Gun. For the Commander of the *Corflood*, a red Pendant at the Starboard Crochet Yard-Arm, and one Gun. For the Commander of the *Bentveld*, a Dutch Pendant at the Larboard Crochet Yard-Arm, and one Gun. For the Fiscal of the *Meynden*, a white Pendant at the Starboard Main Yard-Arm, and one Gun.

When the Admiral will have any of the English Commanders come Aboard in particular. For the *Duke Frigate*, an English Jack at his Ensign-Staff, and one Gun. For the *Dutchess*, a King's Jack at the Mizzen Peak, and one Gun. For the *Batchelor*, a King's Jack at the Mizzen Top-Mast Head, and one Gun. For the *Dougal*, a King's Jack at his Larboard Crochet Yard-Arm, and one Gun. For the *Blenheim*, a King's Jack at his Mizzen Top-Mast Larboard Back-stay, and one Gun. For the *Loyal Bliss*, a King's Jack at his Starboard Crochet Yard-Arm, and one Gun. For the *Loyal Cook*, a King's Jack at his Starboard Mizzen Top-mast Back-stay, and one Gun. For the *Charlton*, a King's Jack at his Main Top-mast Larboard Back-stay, and one Gun. For the *King William*, a King's Jack at his Starboard Main Top-mast Back-stay, and one Gun.

When

When he would have all the English Commanders come Aboard him, he will then hoist his Double Prince Flag at his Mizzen Top-Mast Head, and fire one Gun.

To alter the Compass, he will hoist his red Flag at his Mizzen-Peak, and fire a Gun.

To alter the Course, he will hoist a Dutch Flag at his Mizzen-Peak, and fire a Gun.

In case of seeing a strange Ship, he who first sees it, to fire a Gun, then hoist and lower his Ensign, as often as he sees Ships.

Signals for Chasing. The Admiral will make the same Signal as he does for the Commanders to come Aboard, and hoist an Ensign on that Side he sees the Ship, in his Mizzen-Shroud, and fire a Gun.

To forbear Chasing, he will hoist a blue Flag at his Fore Top-Mast Head, and fire a Gun.

To anchor, he will hoist double the Prince Flag, and fire two Guns.

To moor, he will hoist his Mizzen Top-Sail, with the Sheets clew'd up, and fire one Gun.

To cut or slip, hoist his blue Jack on his Ensign-staff, and two Guns, and loose both his Top-sails.

In case of Fire, the Ship on fire to fire five Guns, and clew up his Low-sails, and if at Anchor, to hoist a red Flag on his Ensign-staff, and every Ship to answer with a Gun, and send their Boats to his Assistance.

In springing a Leak, to hoist a Bonnet or Piece of Canvas at the Fore Top-Mast Head, and fire Guns as quick as he can, and every Ship that sees it, to fire one Gun, and come to his Assistance as soon as may be.

Losing a Mast, or other Accident, that you cannot keep Company with the Fleet, make a Waif with the Ensign, at the Fore Top-Mast Head, and

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and fire two Guns; then the Ship that is nearest, is to go to the Assistance of the Distress'd, till the Admiral stays for him; and when he is assisted, he is to take in his Waif, and fire one Gun.

To scud under a Fore-sail, the Admiral will hoist a red Jack on his Ensign-staff, and fire three Guns.

In case of bringing to, to sound, he is first to fire five Guns.

In case of Ground, he is to hoist his Jack at his Ensign-staff, and one Gun.

Signals by Night.

1. **L**ights by Night. The Admiral constantly carries a Light at his Main-Top, and one at his Stern. The Vice-Admiral and Rear-Admiral, one at their Stern. When the Admiral puts out two Lights in his Stern, then the other Admirals are to put out two, and every other Ship one.

2. To anchor, the Admiral will, besides his usual Lights, put one at the Main Shrouds, and one at his Fore-shrouds, of equal Height, and fire two Guns, and then every Ship to put out two Lights of an equal Height, at the same Place, and when let go their Anchor, fire two Guns.

3. To weigh, the Admiral will, besides his usual Lights, put out two Lights at his Main Top-Mast Shrouds, of equal Height, and fire one Gun; and then every Ship to put out two Lights at his Stern, to shew he sees it. When the Admiral is under Sail, he will fire one Gun, and take in his Light-Signals; and every Ship, when under Sail, to take in one Light, and fire one Gun.

4. *To tack*, the Admiral will hoist a Light at his Ensign-staff, and fire a Gun; and every Ship to put out a Light, to shew he sees the Signal; and before he tacks, to hoist the same Light at his Ensign-staff; and when tack'd, fire one Gun, the Sternmost Ship to tack first.

5. *To wear*, the Admiral will hoist a Light at his Mizzen-Peak, and fire two Guns, and every Ship to answer his Signal, by shewing a Light at his Mizzen-Peak. The Sternmost and Leewardmost Ships to wear first; and every Ship when wore, to fire two Guns.

6. *To band the Top-sail*, the Admiral will put out three Lights on his Main Shrouds, of an equal Height, and fire one Gun, and every Ship to answer by the same Signal.

7. *To lye by*, the Admiral will put out four Lights in his Fore-shrouds, of equal Height, and fire four Guns one after another, and every Ship to answer with two Lights in their Fore-shrouds, and fire two Guns, and not to take in their Lights 'till the Admiral has.

8. *To make Sail*, the Admiral will put out two Lights, one above another, in his Fore-shrouds, and fire three Guns; and every Ship, when the Fore-sail is set, to answer with one Gun.

9. *To bring to, with the Fore-sail to the Mast*, the Admiral will put out a Light in his Main Shrouds, and his Main Top-Mast Shrouds, and fire two Guns, and every Ship to answer by the same Signal of Lights, firing two Guns.

10. *To furl the Fore Top-sail*, the Admiral will put a Light in the Fore Top-Mast Shrouds, and fire two Guns, and every Ship to answer

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by the same Signal of Lights, and firing two Guns.

11. *To know one another by Night*, in case any Ship loses the Fleet, and comes in again by Night, he is to hail from whence your Ship, and the other to answer from *Guada*; then the other from *Groe*, *God be with us*; and as you have spoke, *God be with us*, to fire one Gun to Windward, the same to be answer'd by the Ship that is hail'd, with two Guns to Leeward.

12. *In case of seeing strange Ships by Night*, any one seeing a strange Ship, is to put out a Light at his Main Top-Mast Head, and another at his Mizzen-Peak, and lower his Light at his Mizzen-Peak, as often as he sees Ships, and fire sometimes a Gun, and make false Fires, 'till the Admiral puts a Light at his Main Top-Mast Head.

13. *In case of not being able to keep Company with the Fleet*, the Ship that is not able to keep Company by Night, to put out three Lights, one at the Sprit-sail Top-Mast Head, and the others at each Sprit-sail Top-sail Yard-Arm, and fire two Guns; the Admiral, and all other Ships to answer with one Gun, and every Ship to keep such Sail, as he thinks the other can keep Company with him; but in case the first judges himself capable to make more Sail, then he is to put out a Light at his Fore Top-Mast Head, and fire two Guns; then the Admiral and every Ship to answer with one Gun.

14. *In case of Fire, or dangerous Leak*, to fire seven Guns, and put out as many Lights as he can, and not to take them in 'till the Fire is out, or the Leak stopp'd; in the mean Time, every Ship to send their utmost Assistance.

A VOYAGE to the South Sea, and

15. To alter their Course, the Admiral will hoist three Lights one above another, at his Mizzen-Peak, and fire one Gun, and every Ship to answer by the same Signal.

16. To bear away, the Admiral will put out a Light at each Main Yard-Arm, and fire three Guns.

17. To lye by in bad Weather, when you bring to with Larboard Tacks on Board, the Admiral to put out three Lights of equal Height at his Fore-shrouds, and fire five Guns; and when he lyes by, his Starboard Tacks aboard, the Admiral will fire seven Guns, and the same Lights as before, or the first Signal, and every Ship to answer with one Gun, or the latter Signal with three Guns.

18. No Ship to bring to, 'till the Admiral has made the aforementioned Signal, N. 17.

19. To sound in the Night, any Ship desiring to sound, must first put three Lights astern, and fire one Gun.

20. Any Ship finding Ground, is to put four Lights one above another at his Mizzen-Peak, and fire one Gun.

21. Any one striking Ground, without bringing to, is to fire one Gun, and put out two Lights at his Mizzen-Peak one above another, and to hoist and lower them two Hours, or 'till the Admiral answers with one Gun.

22. Any Ship seeing Land or Shoals, is to put out three Lights one above another at his Ensign-staff, and two at his Mizzen-Peak, and fire three Guns, and then go about; then every Ship to tack, and fire one Gun. But in case the first cannot get off, to make the same Signal the Admiral does for Anchoring, and every one to make the best of his Way to anchor or get off.

23. Any Ship running on a Shoal, is to

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put a Light at the three Top-Mast Heads, and fire Gun after Gun, 'till every Ship answers with two, and every one to send Assistance.

Signals in a Fog.

1. **O** *N* a Mist first rising, the Admiral will shorten Sail 'till the worst Sailors come up with him, and keep the same Sail during the Mist, and fire two Guns every half Hour, and every one of the Ships to answer one after another, with one Gun, and now and then to fire a Musket, beating a Drum continually, and on the Mist rising, to get such a Berth as to keep clear of one another.
2. *To tack*, the Admiral will fire six Guns; the Sternmost to tack first, and when tack'd, to fire six Guns.
3. *To lye by*, when the Admiral brings to with his Larboard-Tacks, he will fire three Guns, and with the Starboard-Tacks five Guns; and when every Ship on his Larboard-Tack is brought to, must answer with three Guns, and with the Starboard with two.
4. *To go the same Course again*, the Admiral will make the same Signal, as he does for sailing, firing four Guns one after another, and must be answer'd by every Ship with four Guns, as soon as he has made Sail.
5. *To anchor*, the Admiral is to fire seven Guns, and every Ship anchor'd, answer with five Guns; and when the Admiral has been at Anchor half an Hour, he will fire seven Guns, in case any of the Sternmost Ships heard not the first.
6. *To weigh*, the Admiral will fire four Guns, one after another, and is to be answer'd by every Ship, when under Sail, by four Guns.

7. In case of seeing Shoals or Rocks, he who sees them, must make the same Signal to go about, as the Admiral does to tack in a Mist; but if he thinks better to anchor, he is to make the same Signal as the Admiral does to anchor in a Mist. In case of being fast ashore, to keep firing Guns, that the other Ships may tack, or come to an Anchor, and send Assistance.

8. In case of not being able to keep Company with the Fleet, such Ship is to fire eight Guns, and then the Admiral will shorten Sail, or lie by 'till he comes up.

9. To alter the Course, the Admiral will fire nine Guns, and is to be answer'd with nine Guns by every Ship.

10. In case of striking Ground. Any Ship striking Ground, and not imagining any Danger, is to fire eleven Guns, and keep on.

11. All the Signal-Guns mention'd to be fir'd in misty Weather, or by Night, are to be fir'd on one Side.

How Ships are to place themselves at Sea.

Barnvelt,	Noorbeck, Admiral,
Dehemert,	Den Avanturier must keep to
Dutchess,	Windward, and close by
Donegal,	him, d'Herstedeleevice, V. Ad.
Meynden,	d'Arion,
de Stantvastegheyt,	Duke Frigat,
Bentveld,	Loyal Cook,
Charlton,	Oostersteyn,
Blenheim,	Limburgh,
King William,	Traadhuys,
Beverwyck,	Loyal Blifs,
	Batchelor,
	Herflood,
	Gamron,
	Wassenaar, Rear-Admiral.

Order

Order'd by the Admiral, that all the foregoing Orders and Signals be strictly observ'd by every Officer, that has Charge of the Watch, on board every Ship.

Signals for the Ships to draw in a Line,

IN case of seeing strange Ships, the Admiral will hoist a red Flag at his Ensign-staff; every Ship to keep in the Line of Battel, sailing by the Wind, and afore the Wind; and when the Admiral desires to have Ships in a Line of Battel, he will hoist his Dutch Jack and Pendant at his Mizzen-Peak, and fire two Guns. Then every Ship to come before the Wind in a Line of Battel, as is after laid down.

Wassenaar, Barneveld, Dutchess, d'Hevert, King William, Bentveld, Charlton, Donegal, Beverwyck, Blenheim, Meynden, Noorbeck, Oosterfeyn, Batchelor, Corsflood, Loyal Bliss, Gamron, Loyal Cook, Limburgh, Arion, Duke, Traadbuys, Herfeldedevice.

When the Fleet sails in the above Order, and the Amiral will have them to hale upon a Wind, with the Starboard Tacks Aboard, in a Line, one after another, to attack the Enemy, he will hoist a blue Flag at his Mizzen-Peak, and fire one Gun. Then the Vice-Admiral is to be the headmost Ship; and when his Larboard Tacks are Aboard, he will hoist a red Pendant under the aforesaid Flag, and fire two Guns. Then the Rear-Admiral is to be the headmost Ship.

Line of Battel with the
Starboard Tacks Aboard.

Vice-Adm. *Herstedeleevice*,
Traalbuys van Middleburgh,
Duke,
Arion,
Limburgh,
Loyal Cook,
Gannon,
Loyal Bliss,
Corflood,
Batchelor,
Oostersteyn,
Admiral Noorbeck,
Meynden,
Blenheim,
Beverwyck,
Donegal,
Stantvastegheyt,
Charlton,
Bentveld,
King William,
T'Hevert,
Dutchess,
Barneveldt,
Rear-Admiral *Wassenaar*.

Line of Battel with
the Larboard
Tacks Aboard.

In this Case the
Names of all the
Ships are to be writ
or read from the
Bottom to the Top,
the Rear-Admiral
being a-head, and
the rest following
upwards.

All the Ships in the aforesaid Line, to keep
as near one another as they can, and not
give the Enemy Opportunity to break the
Line.

When the Vice-Admiral is to tack first, the
Admiral will hoist a red Pendant at his Fore
Top-mast Head, and fire one Gun.

When the Rear-Admiral is to tack first, the
Admiral will hoist a blue Pendant at his
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Mizen Top-Mast Head, and fire one Gun.

When the Headmost Ship is to make more Sail, the Admiral will hoist a double Prince-Flag at his Fore Top-Mast Head, and fire two Guns.

When the Headmost Ship is to shorten Sail, the Admiral will hoist a broad Dutch Pendant at the Fore Top-sail Yard-Arm to Leeward, and fire one Gun.

To make two Lines, the Admiral will hoist a double Prince-Flag at his Mizzen-Peak, and fire two Guns, sailing with his Starboard-Tacks aboard; the Vice-Admiral with his Division to shorten Sail, 'till the Rear-Admiral comes up with him, and to make two Lines with the Larboard-Tacks aboard. The Rear-Admiral is to shorten Sail, 'till the Vice-Admiral comes up with his Division, to make two Lines as before.

In case any Ship should be disabled or over-matched, any Ship being boarded, and finding the Enemy over-powering him, is to hoist a red Pendant at his Main Top-Mast Head. Then the Fly-Boats and small Ships are to assist him with what they are able, in case they are not engag'd themselves.

When the Admiral hoists a red, yellow, and white Flag, the Ships have Liberty to break the Line, and engage as they will.

To speak with the Commanders, when the Admiral hoists a double Prince's Flag at his Mizzen-Peak, then all the Ships to run astern one after another to the Noorbeck, to take his Orders.

Signal for the *Avanturier*, is a Dutch Pendant at his Fore Yard-Arm.

When the Admiral desires all Boats to come aboard arm'd, he will hoist a red Jack at his Mizzen

A VOYAGE to the South Sea, and

Mizen Top-Mast Head, and fire one Gun, and every one to repair to him as fast as he can.

Signals for Chasing, as in the general Orders, viz. the Dutchess's Frigate, King William, and Cline Capers.

IF you see a strange Ship, and have a Signal for Chasing, and come up with the Chase, you are to hail her, *From whence your Ship? How long have you been out? Whither are you bound? What is your Ship's and your Commander's Name? And, whether Peace or War with France?* If a Friend, command his Boat Aboard, with an Officer, and all the News-Papers he has; and if War, enquire where the French Fleet cruizes. If he refuse to come Aboard with his Boat, you are to fire a Shot over him, and command him. But if he proves to be an Enemy, and too strong for you, then you are to hoist a red Flag at the Fore Top-Mast Head, and fire three Guns on the contrary Side the Ship or Ships are, which will be a Signal to the Flag. But if a Friend, and such Weather that he cannot hoist his Boat out, he is to keep to Leeward of the Fleet, and bring to, and you to have a white Flag at your Main Top-Mast Head, and to fire five Guns to Leeward, 'till the Admiral speaks with him. But if he will not lye to at Command, then you are to hoist a red Flag at your Fore Top-Mast Head, and fire three Guns on the contrary Side, as aforesaid. When you come to the Latitude from 58 to 62, and happen to meet a Swede, Dane, or Dutch Ship, you are to command their Boats aboard, and oblige them to give Account, if

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War or Peace, and to stay with the Fleet. If we meet with a Ship between this and the Tropic, and they ask, *From whence your Ship?* you are to answer, *from Brazil, and bound for Lisbon, if not past Lisbon.* But if past Lisbon, then say to *Amsterdam.*

C H A P. VIII.

Departure from the Cape of Good Hope; Islands of St. Helena, and the Ascension, in the South; Bora, and Shetland Islands, in the Northern Sea; Arrival in Holland, and what happen'd there; Departure thence, and Arrival first at the Downs, and then in the Thames.

 April 6. 1711. Having stor'd and fitted our Ships for so long a Run, as from the Cape of Good Hope, into Europe, we weigh'd in the Morning, and sail'd with a small Breeze of Wind at E. S. E. and by Noon came to an Anchor at Penguin Island, in nine Fathom Water, the East End of the Island bearing South Westerly. At Three weigh'd again, being in all 25 Sail of English and Dutch, all good Ships, under the Command of Admiral Peter de Vos. At Six, the Cape of Good Hope bore S. by W. half W. distant seven Leagues. The 7th being hazy Weather, could not have an Observation, Wind at S. S. E. a small Breeze, and fine Weather. I have here inserted the Journal-Table from the Cape, 'till our meeting of the Dutch Cruizers

Cruizers in our Northern Seas, wherein are the Latitudes, Longitudes, Currents, Variation, Weather, &c. during all that long Run from Day to Day.

The sailing Part of this Voyage being contain'd in the Table, it only remains to add what else remarkable occur'd during that Time, where once for all it may be said, that the *Batchelor* Prize not keeping up with the Fleet, we were oblig'd several Days to take her in Tow; yet sometimes alter'd without any Help, and made Way as well as the rest.

April 23. being *St. George's Day*, and the Anniversary of her Majesty of *Great Britain's* Coronation, the *Duke* and *Dutchesss* saluted each other with several Cheers, Drums beating, Trumpets sounding, and *St. George's* Jack flying. In the Evening, gave all the Men Liquor, to drink her Majesty's Health.

*St. Helena
Island.*

April 3. 1711. in the Evening made the Island of *St. Helena*, at a good Distance. It lyes in 16 Degrees of *South* Latitude, and 22 Degrees Longitude *West* from the Cape of *Good Hope*, being about nine or ten Leagues in Length, not so much in Breadth, and above 300 Leagues from the Continent of *Africk*. Next the Sea it is almost every where encompass'd with high Rocks, which hinder the Approach, there being but one Place convenient for Landing, and within there is much Mountain, but most of it cover'd with wholesome Herbs and Plants; and the Valleys are so fruitful, that they produce whatsoever is brought from other Parts, and planted, in great Perfection. The *Portuguese* first discover'd it accidentally, as they were ranging down the Coast of *Africk*, to make their Way to the *East Indies*.

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JOURNAL-TABLE

Year	Month	Day	Wind	Sea	Temperature	Barometer	Remarks
1702	Jan	1	N	W	50	29.5	
1702	Jan	2	N	W	50	29.5	
1702	Jan	3	N	W	50	29.5	
1702	Jan	4	N	W	50	29.5	
1702	Jan	5	N	W	50	29.5	
1702	Jan	6	N	W	50	29.5	
1702	Jan	7	N	W	50	29.5	
1702	Jan	8	N	W	50	29.5	
1702	Jan	9	N	W	50	29.5	
1702	Jan	10	N	W	50	29.5	
1702	Jan	11	N	W	50	29.5	
1702	Jan	12	N	W	50	29.5	
1702	Jan	13	N	W	50	29.5	
1702	Jan	14	N	W	50	29.5	
1702	Jan	15	N	W	50	29.5	
1702	Jan	16	N	W	50	29.5	
1702	Jan	17	N	W	50	29.5	
1702	Jan	18	N	W	50	29.5	
1702	Jan	19	N	W	50	29.5	
1702	Jan	20	N	W	50	29.5	
1702	Jan	21	N	W	50	29.5	
1702	Jan	22	N	W	50	29.5	
1702	Jan	23	N	W	50	29.5	
1702	Jan	24	N	W	50	29.5	
1702	Jan	25	N	W	50	29.5	
1702	Jan	26	N	W	50	29.5	
1702	Jan	27	N	W	50	29.5	
1702	Jan	28	N	W	50	29.5	
1702	Jan	29	N	W	50	29.5	
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Indies. According to their Custom, they left there some Goats and Swine, which increas'd so considerably before the Island was inhabited, that they have ever since afforded Refreshment to Ships that touch there. The *Dutch* first inhabited, and some Time after abandon'd it for the Cape of *Good Hope*, when the *Englisb* possess'd themselves of it; but the *Dutch*, who had not thought it worth keeping before, then thought fit to turn them out; yet kept it not long, being some Time after expell'd by the *Englisb*, who still keep it, having erected a good Fort for its future Security, and built a small Town near the little Bay, where Ships generally anchor in their Way to or from *India*, to water and refresh their Men. The Island producing Oranges, Lemmons, all Sorts of Greens and Roots, the Sailors find much Relief at it against the Scurvy. Besides, it affords Plenty of Black Cattel, Swine, Fowls, Ducks, Geese, and *Turkeys*, which the Inhabitants sell for any Sort of Cloathing, or other Necessaries they stand in need of. It would be delightful living there, were the Spot larger, nearer some Christian Country, or more resorted to; but the Confinement to so small a Place in the midst of a vast Ocean, so remote from Communication with the rest of the World, renders it uncomfortable. Did not our *India* Ships often touch at the Cape of *Good Hope*, the Inhabitants of *St. Helena* would fare something the better, all their Trade depending on those Ships, which being but few, the want of any of them becomes a considerable Damage. The Sea round about affords Variety of good Fish, which is another Help to those who have liv'd long upon salt Provisions. Sick Persons are often set ashore whilst
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the Ships stay; and if their Distemper be occasion'd by the Sea, soon recover by Help of the wholsom Air of the Place, and the Variety of Refreshments. It is a mighty Satisfaction to Sailors, as well as Passengers, to set their Feet ashore, after so long a Passage as is from *Europa* thither, and before they proceed upon so great a Run as still remains from thence to *India*. The *Dutch* have made the Cape what it is, from a wretched desolate Place, only for the Relief of their *India* Ships; and were the *English* as industrious in promoting their own Interest, this Island might be considerably improv'd, and no less Advantages would accrue from it, the Situation being so convenient for that Trade, and the Soil producing all Things proper for Refreshment.

For some Days past, found we had met with strong Currents, setting us to the *N. W.* farther than we expected. *May* the first 1711. at Noon took our Departure from the Island *St. Helena*, bearing *East*, distant 11 Leagues.

May 7. 1711. after our Departure from *St. Helena*, to this Time, had fresh Breezes at *S. E.* as in the Journal Table, with strong *S. E.* Currents. This Morning at Six made the Island of *Ascension*, which shews to be bigger than *St. Helena*, which is not inhabited, has little fresh Water, therefore little resorted to, unless sometimes Ships touch there for Tortoises, whereof it has much Plenty. This Day at Noon it bore *E.* half *N.* distant 10 Leagues. I make its Latitude about 7 Deg. 40 Min. *South*; and Longitude from *St. Helena*, 9 Deg. 10 Min. *West*. We still found the Current set us to the *N. W.* and so continu'd

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May 23. were in about 7 Deg. of North Latitude, and since the 17th had small variable Breezes, with close, hazy, very hot Weather, and heavy Showers of Rain; but at this Time found little Current. The 22d the Admiral's Captain of the small Privateer had been Aboard, to bring our chasing Instructions. The *Dutchess* and *King William* Frigats, with the *Adventurer*, a *Dutch* Caper, were appointed for that Purpose; the Particulars whereof are among our sailing Orders from the Admiral.

June 8. two of our *Dutch* Sailors dy'd, and were decently bury'd, according to the Custom at Sea. Had very hot Weather for some Time before, and saw great Quantities of Gulph Weeds. About this Time all the Flag Ships struck their Flags, the Admiral hoisted a broad Penant, and all the other Ships theirs, which I take to have been done, that in case we should see any Ships, they might imagine us to be a Squadron of Men of War. The 12th, we whipp'd two *Dutch*-men severely for Mutiny and Quarrelling, and then put them into Irons. Had but little Wind for some Days, by Reason of our being in the calm Latitude, which we reckon from 25 to 28 Deg.

June 13. the Admiral made a Signal for each Ship to keep in the Line, the 14th black'd our Ship, the 15th in the Morning the Admiral made a Signal for all the *English* Commanders, who went Aboard and din'd with him, had a plentiful Entertainment, and were much caress'd. These Days small Gales from the *E. N. E.* and *N. E.* and very hot Weather.

June

June 22. were forc'd to cast off the *Batchelor*, which we would have tow'd, as was frequently done before; but could not then, by Reason of the Squalls coming stronger; therefore the *Batchelor* had leave to keep a-head of the Fleet, and we to be near, for Fear of any Misfortune. The squally Weather oblig'd us to go under our low Sails.

June 23. a *Dutch Ship* being in Distress, fir'd several Guns, whereupon we shorten'd Sail; but soon after the same, firing another Gun, to signify the Danger was over, we all made Sail again. The 24th endeavouring to tow the *Batchelor*, stav'd two Cask we had slung, and veer'd a-stern, instead of a Buoy for them; but they carrying so much Sail, could not get hold of it. In the Afternoon the *Batchelor* hoisted out their Pinnace, and sent Aboard, to carry the End of our Cable from us to them, with a Coil of small Rope, to veer away upon Occasion; but through Carelessness of those Aboard the Ship, as well as in the Boat, she sunk a-thwart the Hawser; however, the Men all got Aboard. Then we turn'd to Windward, and took up most Part of the Boat, the Ship having broke her Back in running over her. In the Evening the *King William* took the *Batchelor* in Tow, and cast her off again the next Morning. The 26th a Council of War was held Aboard the Flag. At this Time we again found a strong Current setting us to the N. E. Latitude, Longitude, &c. as in the Journal-Table.

June 30. from the 26th had *Southerly Winds* and thick Weather, therefore kept firing Guns, as directed by our sailing Orders, every half Hour. Continu'd the same the 1st and 2d of

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July; and being in above 58 Degrees of North Latitude, had little or no Night, but very thick cold Weather. Capt. Courtney, and many of our Men, were sick at this Time.

July 10. 1711. in the Morning, the *Donegal India-Man* having lost her Fore Top-Mast, made a Signal of Distress, whereupon the Fleet shorten'd Sail; but another Mast being got up, all sail'd again. July 12. in the Morning, reefed our Courses, then brought to, and lay by for the Fleet. Being at this Time in near 60 Degrees of North Latitude, had no Night, but cold drizzling Weather; yet nothing comparable to the Cold going about Cape Horn in the same Latitude Southward. These Days saw several Gulls, and other Sea-Fowl. The 14th at Seven in the Morning, made the Island ^{Bora} Bora, bearing about S. S. E. distant 8 Leagues, ^{Island.} had then a moderate Gale at S. W. At Three in the Afternoon spoke with a *Danish* Vessel, bound for *Dublin*, who acquainted us there was still War between *France* and the Allies, as also between the *Danes* and *Swedes*, and that he had spoken with a *Dutch* Squadron of about 13 Sail of Men of War and Victuallers, that were cruizing in quest of us, near *Fair Island*, so that keeping between that and *Shet-* ^{Shetland.} *land*, they must needs see us. The 15th in the Morning, we saw those Ships to Windward of *Fair Island*. Having made the Signal, they bore down to us, and by Noon several of them had join'd us. Then all our Fleet saluted the Commodore, and he made the Signal for all the Commanders to go aboard him for their Sailing-Orders. Capt. Courtney and Capt. *Dover* went, and were very well entertain'd by the Commodore, who told them he would supply their Ships with Beer, or any

other Thing he had aboard, they paying for the same. I reckon'd we were this Day at Noon in 59 Deg. 16 Min. Latitude North per Estimation. Longitude from the Island *Af-benson* to *Fair Island*, 17 Deg. 10 Min. East. Variation about 11 Deg. 30 Min. West. We lay off *Sbetland* two or three Days, for some of the Cruizers to join us; and having but little Wind, catch'd Ling, Cod, and other Sorts of Fish. The Inhabitants of *Sbetland*, who are *North Britains*, went aboard our Ships in *Norway* Yauls, carrying fresh Provisions, which they sold at very reasonable Rates, being a very poor People. It is not worth while to give any Account of this poor *Northern* Island, which can afford nothing remarkable; and indeed it is from my Purpose, being quite out of the Way as to our Voyage to the *South Sea*, or round the World. The Reason of our coming Home that Way, was for the avoiding of any strong *French* Squadron which might be abroad; and we coming from such remote and *Southern* Parts intirely ignorant of it. This Way *North* about has been often us'd, for the more Safety in Time of War with *France*, those Seas being so remote from their Parts; and where they are unwilling to expose their Men of War, as well by Reason of the little Security there is from the Wind and Weather, as because of the Danger of *Dutch* or *English* Fleets, which have nearer Places to retire to upon discovering any Danger; the nearest the *French* can pretend to make for out of those *Northern* Climes, being *Dunkirk*, well known to be none of the best, especially for great Ships to go into boldly in Case of Danger, notwithstanding the prodigious Ex-

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pence the King of *France* has been at for improving that Harbour.

July 19. at Noon I reckon'd the Head of *Sbetland* bore *N. N. W.* distant 150 Miles. The 16th before, we had sent our Agent, with the Agent of the *Batchelor*, aboard the *Duke*, to demand all the Gold, Plate, Pearl, and Jewels; and, in Case of Refusal, to protest against the Officers for refusing to deliver the same; but these being more private Differences, we shall pass them by for the future, as has been done before. The same Day we receiv'd four Hogheads of Beer from on Board the *Commodore*. We had above 40 sick at this Time in our Ship; and the 18th in the Morning *Mr. Duck*, another of our Mates, dy'd.

From the 19th the Wind continu'd variable, from the *E. N. E.* to the *S. W.* July 21. a Frigate was dispatch'd with Letters of Advice for *Amsterdam*. We kept sounding when upon the Banks, and found all agreed well with our Charts. July 23. at Eight in the Morning saw the Land bearing about *S. E.* by *S.* distant four Leagues, and soon after several Boats with Pilots. We made a Waift, and one of them presently came Aboard us. From *Sbetland*, to the *Texel*, I reckon the Course is near *S. E.* by *S.* Distance 160 Leagues. At Seven in the Evening, God be prais'd, we came to an Anchor in the *Texel*-Road, having before saluted the *Commodore*, who lay off to see the Ships go in for *Helvoet Sluice*, and other Places. We were on our Passage from the Cape of *Good Hope*, to the *Texel*, 3 Months and 17 Days. Arrive in the *Texel*.

July 24. 1711. in the Morning, the Flag and *India Men* bound for *Amsterdam*, weigh'd.

We saluted the Admiral with nine Guns, and then went ashore, to get Refreshments for our Men. The 27th receiv'd a general Letter from our Owners, which may not be unacceptable to such as desire to see all that relates to our Voyage, and is therefore here inserted.

Bristol, June 6. 1711.

SIRS,

WE have receiv'd several of yours from sundry Places, particularly that of the 7th of February last, from the Caps of Good Hope, by the Oley Frigate, which is arriv'd in Ireland. One of the Super-cargo Men came Post for London, and we had the Letters by Express, on Sunday the 27th of May last, with the agreeable News of the Duke, Dutchess, and Batchelor's safe Arrival there.

By the Council's general Letter, your Resolution seems for Holland, unless you hear of a Peace, or meet with an English Convoy. The War continues, and Convoy is doubtful. Upon Receipt of yours, we have consulted, and writ to sundry Friends in London, what proper Methods must be taken, should you arrive in England. We have also writ to several Friends in Holland, to be fully inform'd how to proceed, should you arrive there. We cannot yet expect Letters from Holland, but have receiv'd sundry Advices from London; all which confirm the East-India Company are incens'd against us, and have appointed a select Committee to inspect their Charter, as to their Privileges, Bounds, &c. and are resolv'd to take all the Advantages they possibly can against us. We doubt not but that you have acted with all due Precaution Aboard, but there may be Danger of offending at Home. Therefore we have writ divers of these

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Copies to several Ports, viz. Amsterdam, Rotterdam, and five or six Ports in Ireland, that it is our Opinion and Order, that at your Arrival in any secure Port in Holland or Ireland, you dispatch away Advice, as soon as possible, by Express or otherwise, and remain in Port 'till farther Orders; and particularly to take Care that nothing be landed out of your Ship or Ships, that it may not be in the Power of any Informer to lay the least Accusation against you; for we lye liable both to the English and the Dutch East-India Company upon any Mismanagement, and they are resolv'd to give us all possible Disturbance. And since it has pleas'd God to bless you and us with probable Success, after your long and dangerous Voyage; and since all your Company, from the Captain to the lowest Mariner, will have a good Interest therein, we doubt not but that you and they will be all unanimous to preserve their own and our Interest, and not commit any rash Act to expose and hazard the whole; it being our Resolution, that every Person Aboard shall have a just and faithful Distribution of his Shares and Wages, and all Encouragement that can be expected. We do recommend it to you, that you read this Letter and Order to your respective Crews, that every one may be appriz'd, that if either Officer, Sailor, or any who shall come Aboard of you, do carry any Goods ashore, for Sale or otherwise, the whole is forfeited and lost; and no doubt, but there will be some employ'd by the East-India Company to insnare some of you, who will use all imaginable Art for that Purpose. God send you safe to your discharging Port, that we may have a joyful Meeting, is the Desire and Prayers of

Your loving Friends,

John Batchelor,	Charles Shuter,
John Hawkins,	James Hollidge,
Thomas Clement,	John Romny,
Thomas Goldney,	Laurence Hollister.

Other Letters are omitted, as not material in the Main to the Publick, they generally contain'd fresh Precautions for securing our selves, upon Mistrust of the Designs of the *East-India* Company. Therefore a strict Watch was kept Aboard every Ship, to prevent the carrying of any Thing ashore; and no Person whatsoever permitted to come Aboard, for Fear of a Seizure.

The *Dutch* Men shipp'd at *Batavia*, being uneasy, I had sent up their Accompts to *Amsterdam*, in order to their being discharg'd; but on the first of *August*, 18 of them ran away in a Boat of the Country. Having receiv'd Letters directing to carry up the Ships into the *Flitter-Road*, where the *Dutch* *India*-Men usually ride, we anchor'd there on the 4th. The same Day the *English* *East-India* Men sail'd with Convoy for *England*. The 5th Mr. *Hollidge*, and others of the Owners from *England*, came Aboard, in their Way to *Amsterdam*, each Ship saluting them with 11 Guns at their coming and going. The 11th, most of the principal Officers in the three Ships went ashore with Mr. *Hollidge*, and the other Owners, to the chief Magistrate on the *Texel* Island, where most of the said Officers made Oath to a short Journal or Abstract of our Voyage round the World, and that, to the best of their Knowledge, they had not traded in *India* for any Thing but Necessaries and Provisions. The 12th, we all return'd Aboard our Ships, and held a Council

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Council Aboard the *Duke*, where, in Consideration of the long Time our Officers and Men had been from *Europe*, it was resolv'd to supply them with some Money to recruit themselves ashore, 20 Guilders to every Sailor, 10 to a Land-man, and to every Officer proportionably to his Necessities; for which, and for furnishing Provisions, &c. for the Ships; Mr. *Hollidge* was desir'd to receive the Value of 1800 Pounds Sterling in Gold and other Treasure, to be exchange'd at *Amsterdam*; however, upon second Thoughts he did not, but took up Money for the Use of the Ships, and gave Bills for the same.

The 13th, receiv'd another general Letter from our Owners in *England*, promising to do Justice to us all, recommending Unity, and directing us to continue there, as not knowing where we should unlade, understanding that the *English East-India Company* design'd to seize our Ships.

August 14. 1711. most of our Men sign'd the following short Account of our Voyage, being very near the same that several of the Officers had sworn to at the *Texel*.

We whose Names are under-written, being Sea-men belonging to the Ship *Dutchess* of *Bristol*, do hereby testify and declare, and are ready, if Occasion require, to make Oath, that what is contain'd in this Paper, is in every Particular true, to the best of our Knowledge.

August 1. 1708. we sail'd from *Bristol*, and arriv'd at *Cork* the 5th of the same Month, where we took in Provisions and Men for our Voyage.

A VOYAGE to the South Sea, and

September 1. 1708. sail'd from *Cork*, and arriv'd near *Teneriff* the 18th of the same Month; on which Day we took a small Spanish Bark, call'd the *St. Philip* and *St. James*, *Antony Hernandez* Master, come from *St. Cruz*, and bound to *Fuerte Ventura*; which Bark we ransom'd for some few Necessaries and Provisions, she being of little Value. The 21st of the same Month, we departed from those Islands, and arriv'd at the Island of *St. Vincent* the 30th of the same Month, where we wooded and water'd. Sail'd from thence the 7th of *October*, and arriv'd at the Island *Grande*, on the Coast of *Brazil*, the 21st of *November*, where we again wooded, water'd, and clean'd our Ships. Sail'd from thence the 1st of *September* 1708, bound for the *Pacifick* or *South Sea*, and arriv'd at the Island *Juan Fernandes* in the said Sea, the 1st of *February* 1708, where we wooded, water'd, and clean'd our Ships again. Sail'd from thence the 13th of the same Month, bound to the Island *Lobos de la Mar*. In our Passage thither, we took near the said Island, on the 16th of *March* 1708-9, a small Bark, call'd the *Assumption*, *Anthony Villegas* Master, bound from *Guayaquil* to *Santa*, Burthen 16 Tuns, which we ransom'd, and arriv'd at the said Place the 17th of the said Month. The 26th of the said Month, in the Latitude of 7 Deg. 12 Min. *South*, we took a small Ship call'd the *St. Joseph*, about 50 Tuns, laden with Planks from *Guayaquil* to *Lima*, which we ransom'd at *Guayaquil*.

On the 2d Day of *April* 1709, in the Latitude of 6 Deg. 16 Min. *South*, we took a Ship call'd the *Ascension*, *Joseph Morel* Master, bound from *Panama* to *Lima*, Burthen about 450 Tuns, laden for the most Part with Timber,

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some Bale-Goods, and 72 Negroes; the Ship was ransom'd at *Gorgona*. On the 3d of *April*, in the Latitude of 6 Deg. 14 Min. we took the Ship *Jesus Maria Joseph*, *John Gustelios* Master, Burthen 35 Tuns, bound from *Guayaquil* to *Chancay*, which was given to the Prisoners to carry them to *Guayaquil* ashore. The 15th of *April*, in the Latitude of 4 Deg. 8 Min. we took the Ship *Havredegrace*, *Joseph de Arisabalaga* Master, bound from *Panama* to *Lima*, Burthen 250 Tuns, laden with Bale-Goods and 74 Negroes, which Ship we fitted with 20 Guns, intending to bring her to *Europe*. The 16th, in the Latitude of 3 Deg. 20 Min. South, we took a small Shallop, Burthen 15 Tuns, laden with Provisions, bound for *Guayaquil*; which Shallop we sunk, and put the Prisoners ashore.

The 21st of *April* we took a Vessel call'd the *St. Francis*, *Simon Jacob Debreves* Master, bound from *Santa* to *Guayaquil*, Burthen 40 Tuns, laden with Flower. The Prisoners were turn'd ashore at *Guayaquil*, and the Vessel ransom'd at the Town of that Name.

On the 22d we took in the River of *Guayaquil* two large Ships at Anchor, and five small Barks, without Men, with a small Parcel of Bale-Goods on Board one of the Barks; all which were ransom'd at *Guayaquil*. The same Day at Point *Arena* we took a Vessel, which the Men had quitted, Burthen 50 Tuns, which was afterwards taken by the *Spaniards*. On the 23d of *April* we landed with about 180 Men, and took the Town of *Guayaquil*, and continu'd Masters of it 'till the 1st of *May* following; which Town we ransom'd, and sail'd the same Day. On the 5th of *June*, in the Latitude of 2 Deg. 36 Min. North, we took a small

small Vessel, call'd the *St. Thomas de Villa Nova* and *St. Dimas*, *John Navarro* Master, bound from *Panama* to *Guayaquil*, Burthen about 90 Tuns, laden with Iron, Pitch, Tar, and some dry Goods, ransom'd at *Gorgona*. The 8th of the same Month, Latitude 3 Deg. 0 Min. North, we took a small Vessel, call'd the *Golden Sun*, *Andrew Henriques* Master, bound from *Port St. Joseph*, to *Guayaquil*, about 30 Tuns, in Ballast, which we gave the Prisoners to put them ashore; which Day we arriv'd at *Gorgona*, and continu'd there fitting our Ships 'till the 8th of *August*. On the 18th of the same Month, in the Latitude of 1 Deg. 9 Min. North, we took a Ship, call'd the *Conception*, *Francis Salmon* Master, bound from *Panama*, to *Lima*, Burthen 60 Tuns, in Ballast, given the Prisoners to carry them ashore; at which Time we sail'd for the Islands *Galapagos*, and stay'd there a few Days, and thence sail'd to the *Tres Marias*, on the Coast of *Mexico*, Latitude 21 Deg. 30 Min. North, where we fitted our Ships, and thence proceeded to the S. E. End of *California*, where we cruiz'd 'till the 22d of *December* 1709. on which Day, in the Latitude of 22 Deg. 40 Min. North, we took, in sight of *Cape St. Lucas*, at the S. E. End of *California*, the Ship *Encarnacion*, Sir *John Pichberty* Commander, bound from *Manila* to *Acapulco*, Burthen about 400 Tuns, laden with several Commodities. The 10th of *January* 1709-10, we sail'd from *Cape St. Lucas* with the said *Manila* Ship, now by us call'd the *Batchelor* Frigate, and the Ship *Havredegrace*, by us call'd the *Marquis*, with Design to make the best of our Way for *Europe*.

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On the 12th of *March* 1709-10, we arriv'd at *Guam*, one of the *Ladrones* Islands, where we took in Refreshments for our Men, such as the Island afforded. Departed from thence the 21st of the said Month, and arriv'd at the Island *Bouton* the 28th of *May* 1710, where we wooded and water'd; and sail'd from thence the 8th of *June*, and arriv'd at *Batavia* the 20th of the said Month, where we made Application to the Governor for Liberty to purchase Provisions for our Men, and Necessaries for fitting our Ships; which, seeing our Commissions and Journal of our Voyage, they granted. We continu'd there fitting our Ships, which were very much disabled and Worm-eaten, 'till the 14th of *October* following; and examining the *Marquis*, found her Bottom so much eaten by the Worms, that it was impossible to bring her to *Europe*; on which Account, we took out what Goods were on Board of her, and put them on Board the Ships *Duke*, *Dutchess*, and *Batchelor*, and most of the Guns and Materials, and then dispos'd of the Hull for 575 Dollars, which Money was expended for Provisions for our Men, and Necessaries for our Ships. From *Batavia* we sail'd the 14th of *October* for *Java*-*Head*, where we wooded and water'd. Sail'd thence the 25th of the same Month, and arriv'd at the Cape of *Good Hope* the 29th of *December* 1710, and continu'd there for the Company of the *Dutch East-India Fleet* 'till the 6th of *April* 1711, and arriv'd at the *Texel* the 23d of *July* following.

We also farther make Oath, that we went out as private Men of War, and not as Trading-Ships, and that no Sort of Merchandize was shipp'd on Board the said Ships to trade

A VOYAGE to the South Sea, and

trade withal; and that we have not been in any Place or Places, or Islands in the *East-Indies*, more than what has been above express'd; and that we drove no Trade, nor made any Purchase at *Boston* or *Batavia*, or in any Part of the *East-Indies*, more than for Necessaries and Provisions.

Sign'd by most of the Men in the Ship.

After this, continu'd here, without any Thing remarkable, 'till the 30th of *September* 1711, when we sail'd from the *Texel*, under Convoy of her Majesty's Ships, *Essex*, *Canterbury*, *Medway*, and *Dullidge*, sent over for that Purpose from *England*. Came to an Anchor in the *Downs*, *October* 2. 1711, at 10 in the Morning. *October* 13. the *Duke* and *Dutchess* came up to *Erif*, the *Batchelor* having been there some Time before. At this Place all the Ships moor'd, and continu'd 'till unloaded.

The End of the Voyage round the World.



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Sea-Coasts, Head-Lands,
Soundings, Sands, Shoals, Rocks,
and Dangers; the Bays, Roads,
Harbours, Rivers, Creeks, Ports,
and Sea-Marks in the *South Sea*,
from the Port of *Acapulco*, to the
Streights of *Magellan*; shewing
the Courses and Distances from
one Place to another, the setting
of the Tides and Currents, and
the Winds generally reigning;
with exact Draughts of the Coast,
the Bearings, and of several Ports.

The whole translated and copy'd
from the *Spanish* Manuscript Coasting-
Pilots, gather'd from the Experience
and Practice of that Nation, for 200
Years on those Seas.

C H A P. I.

The Sea-Coasts, &c. from the City of Panama, on the Isthmus of America, to Callao, which is the Port to the City of Lima, Capital of Peru.

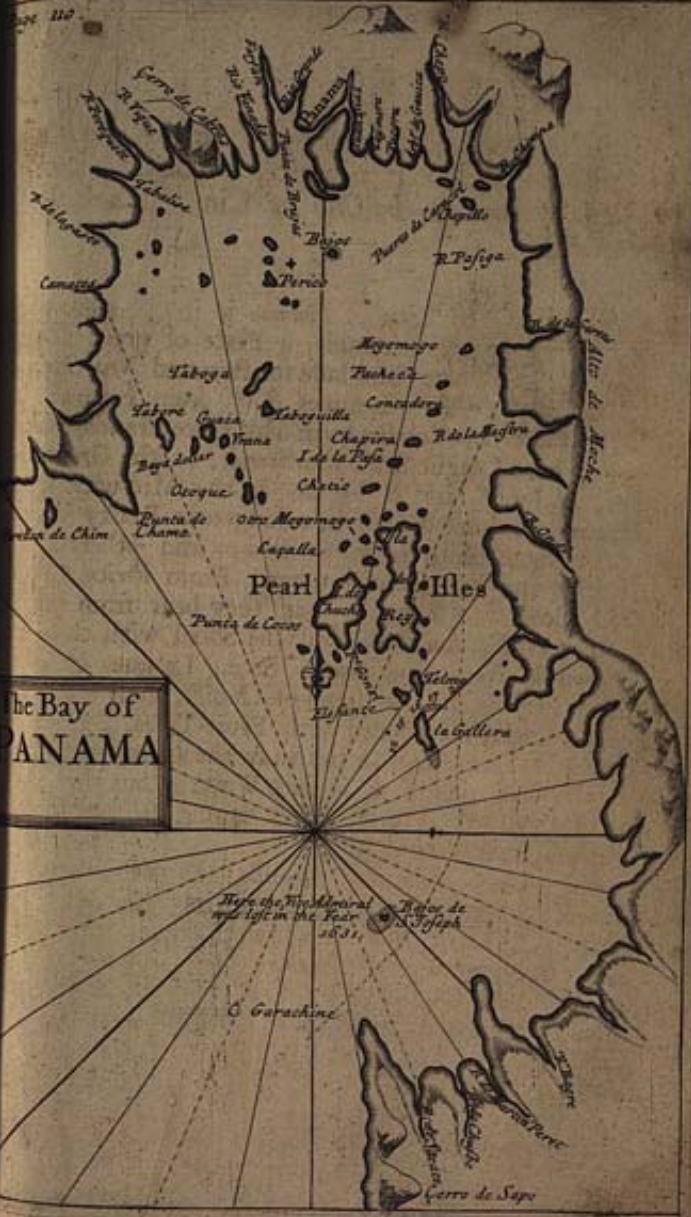


THE City of *Panama* is in 9 Degrees of North Latitude, a Place of great Trade, where Ships lade for *Peru* and *New Spain*. Two Leagues *S. W.* from *Panama*, is Port *Perico*, form'd by three Islands, which are a bare League from *Rio Grande*, or the Great River, *N.* by *W.* and *S.* by *E.* In the Mid-way from *Panama*, to Port *Perico*, is a dangerous Rocky Shoal, where some Ships have perish'd, and others have struck, and lost their Rudders. From *Perico*, to the said Shoal, is a League, and they bear from one another *N. E.* and *S. W.* and the Shoal with the Hill of *Paitilla* North and South. Seven Leagues *E. S. E.* from *Panama*, is the Island of *Chepillo*, half a League in Compass, all wooded with Fruit-Trees, and abundance of Plantans. It lies near the Continent, and on the South side of it, is deep Water; but the North is so shoal, that small Boats cannot pass, and on it there is fresh Water.

Between the Island of *Chepillo*, and the City of *Panama*, are three Rivers which fall into the Sea. The first the River of *Juan Diaz*, two Leagues from *Panama*; the next that of *Tuguman*, two Leagues farther; and that of *Paucora*, two Leagues beyond the last. The Tide goes up them, they are shoal next the Sea, and shaded with Mangroves.

Half a League to the Northward of the Island *Chepillo*, is the great River *Bayana*, which runs up to *Chepillo*, where there are many Farms, and much Timber.

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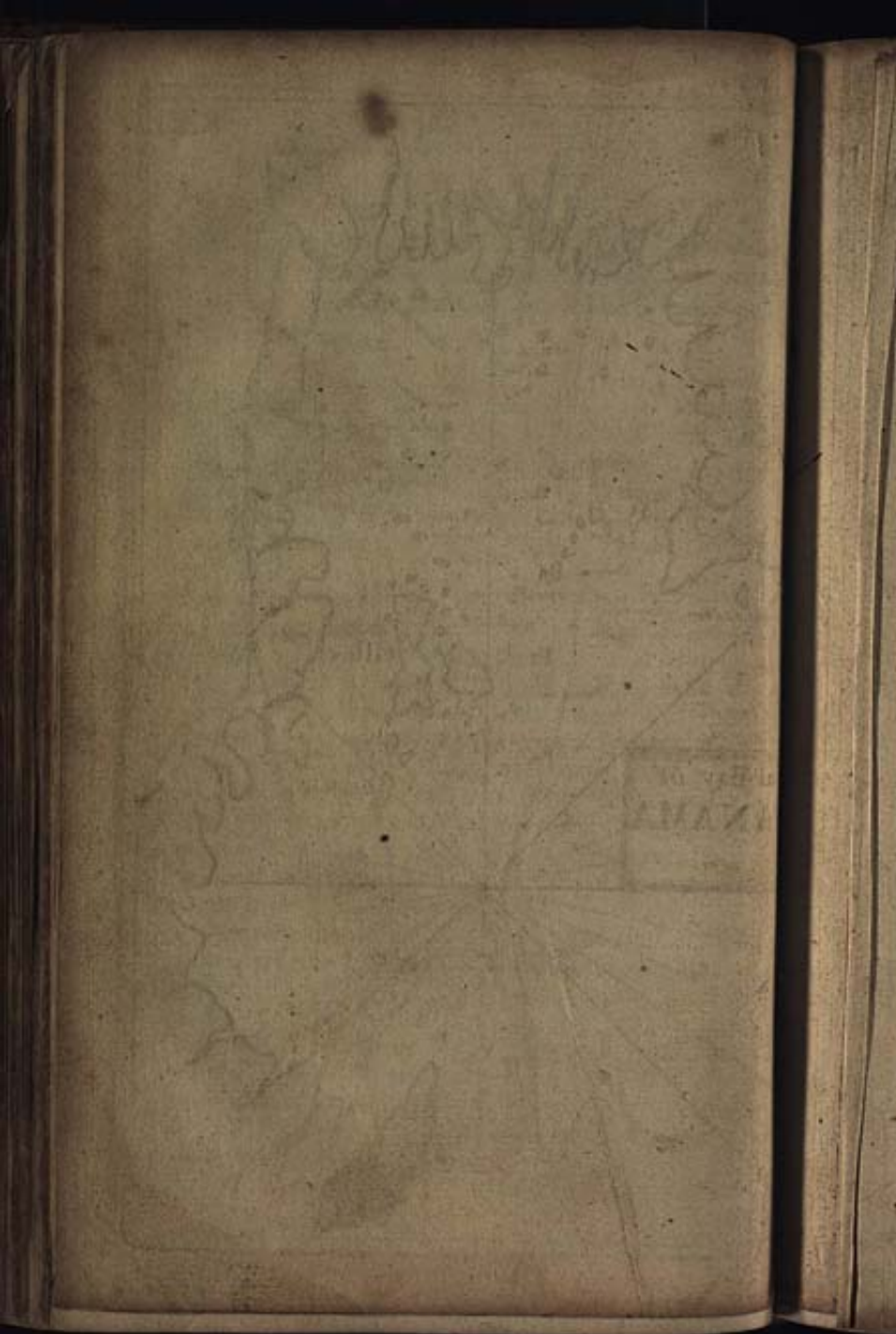
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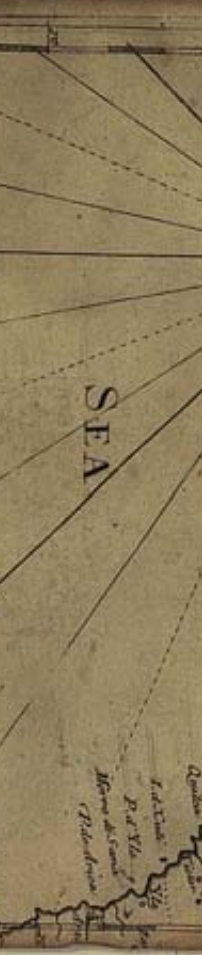
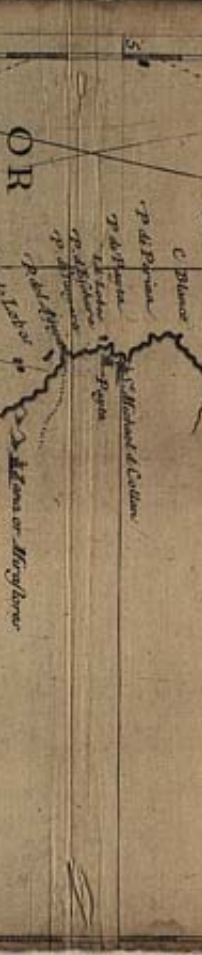
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From the Island *Chepillo*, to the River *Maestra*, and Point *Manglaves*, or Mangroves, five Leagues, and in that Way three Rivers, being those of *Cbinilla*, *Lagartos*, and that of *Pariga*. At the River of *Maestra*, and Point *Manglaves*, or Mangroves, there are some dangerous Shoals, running out to Seaward, which are to be carefully avoided; and those who are going in for the Shore, must sound all the Way, and when they come into six Fathom Water, turn off short for the Island *Pacheca*, lying East and West with Point *Manglaves*, or Mangroves; for close to that Island there is deep Water. All the Coast between the River *Maestra*, and the Island *Chepillo*, is flat, and full of Shoals, which run farthest out to Sea at the said River and Point.

The Island *Pacheca* is 11 Leagues from *Panama*, N. W. and S. E. and 11 Leagues from those of *Perico* E. S. E. and W. N. W. This Island *Pacheca*, and that of *Cbuchs*, lie N. N. E. and S. S. W. four Leagues distant. The Island of *Cbuchs* is the biggest of all the Pearl Islands, next to the King's great Island, and the Port where the Boats anchor at it, is on the North side. There are abundance of Mice on it; but the Water is deep: 14 or 15 Fathom within a Bow-shot, it has fresh Water, and on the South side there are seven Rocks above Water, or small Islands, close by one another. *Cbuchs* is 15 Leagues from *Panama*, North and South, 12 from the Island *Otoque*, N. W. and S. E. and 12 from that of *Taboga* N. N. W. and S. S. E.

Taboga and *Otoque* bear N. N. E. and S. S. W. four Leagues distant. *Taboga* is above a League in Compass, high and woody, the Port on the E. S. E. side, and in it is a Creek of fresh Water running down into the Sea, where the Boats take it up. This Port is deep, and has good Hold for Anchors, and about it are several other Creeks of fresh Water. Near this Island is another smaller, call'd *Taboguilla*, or little *Taboga*. Ships may pass between them, keeping close to *Taboga*;

Taboga; for *Taboguilla* has a rocky Shoal, where the Sea is often seen to break. Neither must you come too near the Head-land of *Taboga*, when getting out of the narrow, because, if the Flood rises, it will drive you upon the Head-land.

*Taboguilla.**Taboga.*

As you pass along between the Islands beyond *Pacheca*, facing West, you will see *Taboga*, which shews thus; as also *Taboguilla*, much less than the other, appears as above.

At *Isla del Rey*, or the King's Island, on the S. W. side, there is deep Water, but shoal on the N. E. as far as the River *Mabe*, at the Mouth whereof is a small Island; from the N. W. side whereof several Shoals run out; be sure to keep clear of them. Two small Leagues short of the River *Mabe*, is that of *Chiman*, with a little bare Island or Rock at the Mouth of it, which you run up close to, because there is deep Water, but cannot pass to the Landward of it, by Reason there are many Shoals. Between this River of *Chiman*, and that of *Maestra*, is *Rio Honda*, or deep River, by another Name call'd *Boca cuarta*, or wry Mouth, very deep, and so full of Windings within, that the Sea cannot be seen, having eight Fathom Water. At the Mouth of it, there are some Sand Banks; and there must be Care and Skill to get into it. All the Way from the River *Chiman*, to that of *Pena Oradada*, or the pierc'd Rock, which is two Leagues, there are good Trees, call'd *Marias*, for Masts and Yards, as also Cedars, Oaks, and Medlar-Trees.

From the small Island of *Chiman*, to Cape St. Lawrence, there is deep Water, and anchoring in 10 and 12 Fathom, but come no nearer to the Land, because there

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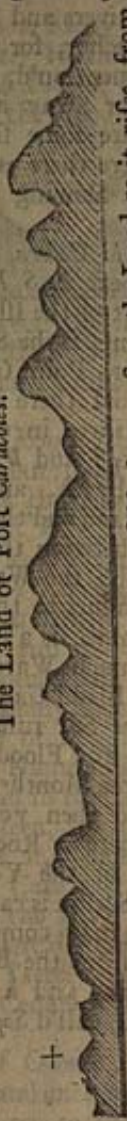
there are many Rivers and Shoals. At Cape St. Lawrence you may anchor, for it is clean Ground. All the Coast above-mention'd, is low, and cover'd with Mangroves, as far away as the Bay of St. Michael, in which there are some small Islands, and considerable Rivers, where there is safe anchoring, without Danger of Winds blowing in, in above 15 Fathom Water.

The Island *de la Galera*, or, of the Galley, and Point *Garachine*, bear *E. S. E.* and *W. N. W.* and two small Leagues short of the Island, and somewhat above three from the Point, is the Shoal of St. *Joseph*. From the Island *Galera*, to Point *Garachine*, is five Leagues. On St. *Joseph's* Shoal there is two Fathom Water in some Places, and three in others, and it bears with Point *Garachine East* and *West*, and with the Island *Galera* almost *E.* by *N.* and *W.* by *S.* Ships may pass between the Island and the Shoal, keeping closest to *la Galera*, as also between the Continent and the said Shoal. At the Ebb the Water sets strong upon the Islands. Two Leagues to the Offing *N. E.* and *S. W.* with the Island *Galera*, is a Bank the Sea uses to break on, but there is much Water about it; and on the *S. W.* side of the Island *Galera* close to it, there are rocky Shoals. The Sea runs violently between these Islands at the Ebb and Flood, from *August* to *October*, which are the three Months when the *S. W.* Winds blow hardest; and then you may sail without the Islands, because there is Room for long Trips upon tacking. The rest of the Year you may go within them, because the Season is calmer, and there are Land Breezes, and you may come to an Anchor. Point *Garachine* is small from the Bottom to the Top, somewhat full of Hillocks, and a Ridge on the Top, and in it a small Break, call'd *Sapo*.

Point Garachine.



When this Point *Garachine* at (○) bears *E.* by *N.* it shews thus. The next Bearing joining the two Lands, where the Crosses are, is the Coast as it runs along to Port *Pinas*; all which may be seen in clear Weather.

The Land of Port *Caracoles*.

Joining this with the other above, as is there said, it represents the Land as it rises, from Port *Caracoles*, to Port *Pinas*, which may be seen in clear Weather, the Cross being eight Leagues to the *Eastward*.

Point

Point *Garachine*.

Supp.

Point *Garachine*.

As you come from the Offing, to make the Land of *Garachine*, the Hill call'd *Sapo* above-mention'd bearing *N.* by *E.* it shews thus. If the Weather be clear, you will see Port *Pinas* towards the *S. E.*

Point *Garachine*.

When the Hill *Sapo* bears *E.* by *N.* it shews thus, seven Leagues out at Sea.

From Point *Garachine*, to Port *Pinas*, is seven Leagues *N. W.* and *S. E.* and by the Way, in a small Bay form'd by the Coast, is Port *Caracoles*, above-mention'd. Port *Pinas* is the highest Land, and most coping of any on that Coast; and on the Top of the highest Mountain are certain Brakes, which appear plain when Port *Pinas* bears *N. E.* A little without the Mouth of this Port, you'll see two little Isles, or Rocks, close to one another, on either side of which, Ships may pass in or out; but the best Way is between them. To the *S. E.* of this Port, there

there are four or five little Isles, which you are not to come too near. When in this Port, you'll see a large Bay, every where deep Water, and safe anchoring in any Part; and at the *N. E.* End of the Bay, is a sandy Shore, on which you may lay the Head of your Boat, going up. On the right Hand, is the Pine Grove, and on the left a River of Salt Water; but half a League up it, you'll find fresh Water, which runs down from the Top of the Mountain. Here are Masts and Yards, and Places to careen; and farther up, another little Bay is form'd by the Sea. At this Port *Pinas* there are sometimes *Indians* in Arms, for which Reason it is not safe to go ashore unprovided; and when up the River, take Heed your Boat be not left dry.

From Port *Pinas*, to *Morro Quemado*, or burnt Headland, 12 Leagues *N. W.* and *S. E.* the Land lowering all the Way from the high Mountains of Port *Pinas* to the *S. E.* till you come to *Morro Quemado*; and about the Mid-way, there are some flat Brakes among the Mountains, which may be seen when they bear *N. E.* Three Leagues short of *Morro Quemado*, is a small Bay, and at the lowest Land is a River, and abundance of *Coco-Nuts*. *Morro Quemado* is high Land; and when bearing *East*, at a considerable Distance, appears even on the Top; but when near, there is a Brake, which makes a large round Head, upright next the Sea, and without that Head is a high Rock.

Morro Quemado,



Bearing *E.* and *E. S. E.* shews thus.

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Morro Quemado.



Morro Quemado bearing *N. N. E.* shews thus, and the Land rises from the Cross towards the *S. E.* as far as *Puerto Quemado*.

From *Morro Quemado*, to *Puerto Quemado*, or burnt Harbour, which is a high Head-land, and to the *S. E.* of it are three or four small high Rocks, or bare Isles; the Distance between *Morro Quemado*, and *Puerto Quemado*, three Leagues.

Puerto Quemado.

When the Height of *Puerto Quemado* bears *E. by N.* it shews thus.

At this Head-land of *Puerto Quemado* begin the *Anegadas*, or overflown Islands, and run along till within six Leagues of *Cape Corrientes*, or Currents. At these *Anegadas* is a Bay of low Land, full of Hillocks, which, when out at Sea, look like so many Islands parted from each other, and much Depth of Water there is there. Note, That there is no anchoring all along this Coast, from Port *Pinas*, to *Cape Corrientes*; nor is it safe going in too close with the Shore, lest the Wind should start up athwart, and, together with the Sea, run the Ship a-ground, especially when the *Vendabales*, that is, the *South West* Winds prevail; but if the Trade-Winds reign, you may venture near the Coast, for then the Wind and Currents bear off. Observe, that all along this Coast, the *Indians* are not subdu'd. At the End of the *Anegadas*, is a large Bay, well land-lock'd, and good anchoring; and from this

Bay the Land runs somewhat towards the S. W. and the Point form'd by the Land coming from Cape *Corrientes*, and from the Bay on the other Side, is call'd *las Salinas*, or the Salt-Pits, which coming from the Seaward, looks like the Point of *Garabine*, bating that the high Land is not so lofty as that of the other call'd *el Sepo*.

From *Morro Quemado* to Port *Pinas*.



The Head-land, or Point at the Cross, is that which advances from *Morro Quemado* towards Port *Pinas*; and when the little Head-land at (o) bears East, it shews thus.

The Great *Anegada*.



The Great *Anegada*, bearing E. N. E. when you are eight Leagues out at Sea from it, shews thus.

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The Great *Anegada*.

The Great *Anegada*, bearing *E. N. E.* at a greater Distance, shews thus.

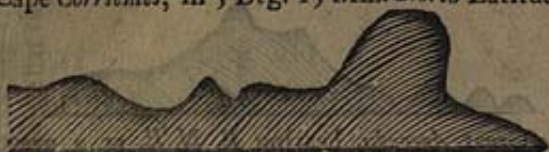
Point *Salinas*, in 5 Deg. 45 Min. North Latitude.



When the Point at the Cross bears *East*, the Land of *Salinas* shews thus.

From this Point *Salinas*, or, of Salt-Pits, to Cape *Corrientes*, or Currents, six Leagues; and from Port *Quemado*, to Cape *Corrientes*, 29 Leagues. This Cape *Corrientes* is a high round Head-land, on the Coast, with two Hillocks on it, close to each other. The high Head is half a League up the Land, and when it bears *S. E.* looks like a high round Island. From Cape *Corrientes*, to the River *Nionimos*, 10 Leagues *N. W.* and *S. E.* the Coast low, the River large, and has two Mouths. The Banks of it inhabited by *Indians*, who are sometimes at Peace, and other whiles at War; but there is no trusting them, for they go about in Canoes, robbing the Boats they meet. Opposite to this River, is the Island *Palmas*, low, and about it are many Shoals, and most on the *S. W.* side. From the River of *Nionimos*, to the Bay of *Buena Ventura*, or, good Fortune, 10 Leagues; to sail for which River, you are to make into a large Bay, call'd also *de la Buena Ventura*, or, of good Fortune, into which three Rivers and many Creeks fall. The Rivers are, those of *Lagua*, of *Buena Ventura*, and of *Ostiones*. The Bay has little Water, and many Shoals. From the River *Ostiones*, a Shoal runs half Way into the Bay.

Cape Corrientes, in 5 Deg. 15 Min. North Latitude.



Thus it shews, when bearing South.

Cape Corrientes.



Thus it shews, when coming from the Seaward, and bearing E. and N. E.

Cuchilla de Sotavento del Cabo de Corrientes, or the Leeward Ridge of Cape Currents.



Coming for the *Anegadas*, or Port *Quemado*, and facing to the S. E. in fair Weather, this Ridge may be seen within Cape Corrientes, at 10 Leagues Distance from the Coast.

In the Bay of *Buena Ventura* you may anchor under a Head of Mangroves, on the right Hand, which is an Island made by the River of *Ostiones*, and call'd *Realjo*; you are there to anchor before a small Creek, which, when moor'd, will be a-head of you. The Shoal I mention'd above to be in the Bay, does not appear but at low Water. If you would go up to the Fort, find out the Channel; and coming into the Bay, as far as the Land which runs to the N. W. you will find from four to five Fathom Water, sounding all the Way, and come not too near the Land, for there are many Shoals. This Land trends to the N. W. and has no Mangroves; but the Continent makes

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makes an indifferent upright Head, on which are some white and red Spots; and farther to the *N. W.* is the Island *Palmas*, making a sharp Point. Near the Head last mention'd, is a little round Island, with some Trees on it, not to be seen out at Sea, because it is close to the Shore; but when you are in the Bay, and when a-sterm of you. It bears with the Mouth of the River *Buena Ventura*, *E.* and *W.* somewhat inclining to *N. W.* and *S. E.* and in the same Manner with the Island call'd *Realejo*. The River of *Buena Ventura* has but little Water; so that no Ships can go up it, but only the Trading-Boats. When you come into the River, you will see a Tree in the Sea, which you are to leave on the Right Hand, to sail up; and then you'll see a Creek on the Left, go not up it, for there is no Way out; and when you come to the four Mouths, go not up the first, on the Right Hand, because there is no passing, and you'll be a-ground; but make up the second, which is safe, and tho' it seems narrow, is not so. Going up, you'll see a Creek on the Right, call'd *de Pera Lopez*, run not into it, because it leads into the Sea. Above it is another on the Right, call'd *de los Piles*. Keep always to the Left, till you come to *Puerto Viejo*, where there are many *Guayabas* and Lemons, from the Time when this Place was inhabited. From *Puerto Viejo*, is two Leagues to the Fort, opposite to which you are to anchor. The Marks to know this Bay of *Buena Ventura* out at Sea, are, low Land next the Sea, and high coping up the Country. If the Weather be fair, you'll see on the Inland a high Ridge, and on it a Sort of Peek, and to the Southward of this Ridge, another thicker Hill, call'd *de las Minas*, or, of the Mines, which seems to be separated from the high Lands; and still to the Southward of it, is another round Hill, like a Sugar-Loaf. If it be clear above, you'll see all this Land plain. Many considerable Rivers fall into this Bay, among which are those of *Piles* and *St. John*. There are

are many Shoals running two Leagues out into the Sea; so that it is a dangerous Coast.

Buena Ventura Bay, in 3 Deg. 45 Min. North Latitude.



If you will pass between the *Island Palmas* and the Continent, it is deep, and you may turn it in, for there is 12 Leagues Distance.

From the Bay of *Buena Ventura*, to the *Island Gorgona*, 20 Leagues N. E. and S. W. The Island is high Land, about two Leagues in Compass, lying in Length

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N. E. and *S. W.* and has fresh Water next the Continent at a sandy Shore, where there is much Water, about 50 Fathom, a dangerous anchoring Place when the Wind is *S. E.* for it blows full in. Here are Plantans, as also on the small Island. When you design to anchor on the *S. E.* side of this Island *Gorgona*, keep clear of the small Island, and a Parcel of Rocks you'll see there. From the Island to the Continent, which is there low and shoal, is four Leagues. This Island from the Offing, when it bears from *S. E.* to *N. E.* shews two Brakes; next the *N. E.* Point it is lower, to the *S. W.* it makes a thick Head-land, and in the Middle forms a round Peek rising higher than all the rest of the Island, which, seen at a Distance, looks like a high Rock, or small Hillock in the Sea; and when you draw nearer, shews as below.

Gorgona Island, in 3 Deg. 15 Min. North Latitude.



When it bears from *S.* to *S. E.* you'll see the little Island parted from the great one, and the low Point, which runs from *Gorgona* somewhat to the *S. W.* If the Weather be clear, when you look towards the *S. E.* you'll see high Mountains, which usually look white.

The



The Island *Gorgona*, at six Leagues Distance, and bearing from *S. E.* to *N. E.* shews as above.



The Island *Gorgona*, bearing *N. E.* at a small Distance, shews thus.



The Island *Gorgona* from the Seaward, at first Appearance on every Side, shews thus.

Standing





Standing in from the Offing to make Land, to the Windward of *Gorgona*, whether you see the Island at a great Distance, or see it not, the Land of the Continent bearing *E. S. E.* will shew as above.

From the Island *Gorgona*, to that call'd *del Gallo*, or, of the Cock, 24 Leagues, all the Coast low, full of Mangroves, subject to be overflow'd, and full of Shoals, occasion'd by the many Rivers coming from the Continent. The first of them call'd *de Cedros*, or, of Cedars; the second *de las Barbacoas*, near a low Point call'd also of *Barbacoas*, where those *Indians* formerly dwell, who are now remov'd near the Island *del Gallo*. From this Point *Barbacoas*, to the Island *del Gallo*, is still low Land, like that before-mention'd, cover'd with Mangrove Trees, and full of Flats, and all along it the Shoals run out two Leagues into the Sea. If you happen to ply upon a Wind on this Coast, come not within three Leagues of the Shore; and tho' the Wind be large, hale out, and come not into less than 15 Fathom Water, or you'll be a-ground, when you least think of it. Coming from the Offing, to make this Point *Barbacoas*, you'll see these Mountains up the Inland, and the Sea Coast, when near, very low, and subject to be flooded.



Thus shews the Point *Barbacoas*, when posited as above.

Short of the Island *del Gallo*, is the River of *St. John*, by others call'd of *Telembi*; and on the South side of this River, is a little Mountain, of no great Height, call'd *Morro de las Barbacoas*, or, the Head-land of the *Barbacoas*, because the Inhabitants of the Point above-mention'd planted Colonies here.

Head-land of *Barbacoas*, in 2 Deg. 20 Min. North Latitude, bearing S. E. by E.

S. W.



The Head-land of *Barbacoas* to the S. E. by E. shews thus.

You'll see the Island *del Gallo* to the S. W. making a Brake, which looks like a great Island and a small one, 'till you draw near, when it appears to be all one, and on the Head-land is a reddish Slough. When nearer, it makes not so many little Brakes, only the S. W. Head-land appears cleft on the Top next the Coast.

The

The same bearing East.

a reddish Slough. When nearer, it makes not to many little Brakes, only the *S. W.* Head-land appears cleft on the Top next the Coast.

The

The same bearing *E. off*.



N. E.

S. W.

When you come from the Offing, and this Head-land of *Barbacoas* bearing *E. off*, it shews thus; and the Island *del Gallo* is lower on the *South* side. If you view it more to the *N. E.*, the *S. W.* Point will appear lower, and that to the *N. E.* higher.

The same bearing *E. N. E.*



If it bears *E. N. E.* or more towards the *N. E.* distant about eight Leagues, it shews thus, and the Island *del Gallo* seems to be a Piece of the same Continent with the Head-land, and you always see the red Crag or Slough on this Head-land; and there are other small red Crags on the Island *del Gallo*.

The Island *del Gallo* is not so high as the Head-land of *Barbacoas*, and at a Distance has a Brake on the *N. E.* side, which looks like two Islands, that which is towards the *N. E.* being the smaller. The Island lies *N. E.* and *S. W.* and the Point to Windward is lower than that to Leeward. If you coast along upwards, at about six Leagues Distance, you'll see it parted

parted from the Continent, for they are half a League asunder. The Head-land of *Barbacooas* to the *N. E.* is higher than the Island. If you come from the Offing, to make this Coast, note, that from the Island *Gorgona*, to the Windward, there is no high Land on the Coast, besides the Head-land of *Barbacooas*, and this Island *del Gallo*.

The Island *del Gallo*, in 2 Deg. 15 Min. North Latitude.



This Island, bearing *S. E.* shews thus.



The same Island bearing *N. E.* shews thus.

When this Island bears *East*, there appears another Brake to the Windward, with a little upright Head-land, and the Point goes off sharpening to the Windward, and at the End is another little upright Head-land. If you discover it coming, from above, there will appear no Marks to be observ'd, by Reason it is lower than the Head-land of *Barbacooas*, and they are so posited, as to appear all the same Head-land and Continent. On the River *Tulebi*, on the Continent, there are Mangroves; if you stand in need of any Masts, you may anchor

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on the *N. E.* Side of this Island *del Gallo*, tho' there is but five Fathom Water, you may go up with Safety, for it is all clean, before a sandy Shore; and if there be Occasion, you may lay the Ship a-ground, and wood and water, just beyond the Island *del Gallo*.

From the *Island del Gallo*, to Point *Manglares* or *Mangroves*, nine Leagues, *N. N. E.* and *S. S. W.* and in the Mid-way between them, is a small Island call'd *la Gorgonilla*, somewhat high, otherwise call'd *Tumaco*, which, when bearing from the *South* to the *East*, shews round, as below.

La Gorgonilla bearing from *South* to *East*.



Opposite to this Island, is a River, where, in case of wanting Water, Ships may anchor at the Mouth, or within it; for there is a clear Bottom. All the Coast is low, and there is safe Anchoring along it. Point *Manglares* or *Mangroves*, is low, very woody, and from the Seaward, looks as if it were subject to overflow. Come not near, for the Shoals run from it two Leagues into the Sea.

Beyond Point *Manglares*, there runs in a large Bay of low Land, call'd *Ancon de Sardinias*, or the Bay of Pilchards, full of Shoals, as far as the Mouth of the River of *Santiago*, where the Land begins to rise. From Point *Manglares*, to the River of *Santiago*, is 15 Leagues, *N. E.* and *S. W.* There is five Fathom Water in the Channel of this River of *Santiago*, and along it there is much Cedar; the Country inhabited by *Indians*, who are not subdu'd. The River is in 1 Deg. 20 Min. Latitude *North*.

From the River of *Santiago*, to the Bay of *St. Matheo*, five Leagues, *N. N. E.* and *S. S. W.* high Land,
Vol. II. K with

with red Craggs or Sloughs. If you have Occasion to anchor, on Account of some hard Squals, and the Sea's running high, as often happens hereabouts; you may do it under the Shelter of some Points running out from the Coast, between the River of *Santiago*, and the Bay of *St. Matthew*, in what Depth you shall think fit, provided it be not under six Fathom. If you would go into the Bay of *St. Matthew*, you must keep close to the Windward Craggs, that the Ebb may not drive you out, or upon the Shoal that is at the Mouth of it. You must anchor in seven Fathom, and not under; and if you want Water, go up the River in your Boat, where you will find it. There was formerly on this River a Town of *Mulatto's*, who sold *Mix* and *Fowl*.

The Bay of *St. Matthew*.



The Bay of *St. Matthew* bearing *South*, at a great Distance, shews thus, and you'll see the low Land, full of *Hillocks*, running to *S.W.*

When





When the Break at the Cross bears East, about eight Leagues distant, it shews thus.

When you come from the Offing, to view the Bay of *St. Matthew*, and the high Part of it bears *E. N. E.* eight Leagues distant, it shews thus; and you'll see a little Mountain appear through the Break at the Cross.

From the Bay of *St. Matthew*, to that of *Tacames*, three Leagues. The I. and lowers all the Way from *St. Matthew's Bay*, to the middle of that of *Tacames*, and there begins to rise towards *Point Galera*. If you would water at *Tacames*, look out till you see five red Craggs, where it is all clean Ground, and deep Water; and opposite to the said Craggs, you'll find a Break, where there is Water, but if there should happen to be none, because it is Summer, go about a Musket-shot up the Break, and you'll find Water in a great Pool, where it never fails. Note, That between the Bay of *St. Matthew*, and that of *Tacames*, there is a dangerous Shoal somewhat near the Continent, keep clear of it.

The

The Bay of Tacames.



From the Bay of *St. Matthew*, to *Point Galera*, or the *Galley Point*, six Leagues *N. E.* by *E.* and *S. W.* by *W.* *Point Galera* is very slender, and sharpens away from *Tacames*. It looks like a *Galley* that is sunk, with the *Keel* up, and the sharp Point the *Sea* forms, represents the *Beak*. You may anchor in this *Point Galera*, half a League to the *Leeward* of it, keeping a little off from the *Point*, because of the *Shoals* there are under *Water*. There is *Water* up the *Wood*, in a little *Brook*, which runs not down to the *Sea*, unless in the *Rainy Winter Season*.

From *Point Galera*, to *Cape St. Francis*, two Leagues, high *woody Land*. The very *End* of the *Cape*, from a small *Distance* in the *Offing*, shews higher, and at a greater *Distance* looks like

like a great *Island*. If you coast along this *Cape*, take Notice that it makes three upright *Head-lands* towards the *Sea*; and when you will think to weather the one, you'll see the next; and near the third you'll discover two *Rocks* above *Water* close together, and thence

From Point *Galera*, to Cape *St. Francis*, two Leagues, high woody Land. The very End of the Cape, from a small Distance in the Offing, shews higher, and at a greater Distance looks like

like a great Island. If you coast along this Cape, take Notice that it makes three upright Head-lands towards the Sea; and when you will think to weather the one, you'll see the next; and near the third you'll discover two Rocks above Water close together, and thence you'll see the Land bend inward, forming a Bay of lower Land towards *Portette*.

Cape *St. Francis*, in 1 Degree, Latitude *North*.



When bearing *N. E.* eight Leagues distant, it shews thus.

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When you come from the Seaward, to make Cape *St. Francis*, at first Appearance it looks like a high round Island; when the Head-land at the Cross bears *E. S. E.* eight Leagues distant, it shews thus.

133
Bearing



Bearing East, it shews thus.

From Cape St. Francis, to Cape Pasado, 22 Leagues, in a direct Run, lying N. by E. and S. by W. Immediately beyond Cape St. Francis, to the Windward, begins a large Bay from Cape to Cape; go not into it, for there are many Shoals. Five Leagues from Cape St. Francis, is Portete, or the little Port, the Coast lying N. W. and S. E. The anchoring is in five Fathom, near the Head-land; but you must sound all the Way, because of some Sand Banks, call'd *del Portete*, or of the little Port. There is Water on the left Hand near the Head-land.

The Wind here generally blows hard from Noon 'till Night, and then it grows calm, especially from May 'till December. The Land at Portete is high, and then falls away to the Southward of it, where it is low as far as St. John de Quagues; and in this Bay of low Land, there are three Rivers call'd of the *Cojimies*, from which there run Shoals three Leagues out to Sea, and at the End of those Flats there are some little Islands. Come not near any Part of the Coast of this Bay; for if the Wind falls, and the Tide flows, you will be drawn up to the Rivers. When you sail from Cape St. Francis, or Portete, run not too far along the Shore, without standing for the Offing, tho' the Wind be large, till you come to *Barrancas Bermejas*, or the Red Crags, which some call *Vasfa Barrachor*, which is high Land, with deep Water along the Coast. These *Barrancas Bermejas*, are red and white Crags, which from the Seaward look like

like Heaps of Salt, and are six Leagues to the Windward of the Rivers *Cojimiez*. If there be Occasion, keep close up to the Land, leaving nine Crags to the Leeward, and you will then anchor conveniently a Musket-shot from the Land, in 14 Fathom clear Ground. There, about a

the Coast. These *Barrancas Bermejas*, are red and white Crags, which from the Seaward look like

like Heaps of Salt, and are six Leagues to the Windward of the Rivers *Cojimies*. If there be Occasion, keep close up to the Land, leaving nine Crags to the Leeward, and you will then anchor conveniently a Musket-shot from the Land, in 14 Fathom clear Ground. There, about a Musket-shot up a Break, you'll find some Pools, in which there is Water all the Year, and may use any of them. One of these Pools is directly under the Equinoctial.

From *Vaſta Borrachos*, to *Cape Pasado*, is six Leagues *N. E.* and *S. W.* from a Point, which makes a little white Head-land, call'd *Point de la Ballena*, or *Whale Point*. *Cape Pasado* is a double Land, that is, one high Land appearing above another, and full of Shrubs on the Top. Just at the very End of the Cape it forms a little upright Hollow, with Crags, which, when near, looks like a Wall, and to the Leeward of it is a small sort of Port, where you may take Shelter, if there be strong Gusts of Wind, keeping the Cape to the *W. S. W.* where you may ride.

Cape Pasado, in eight Minutes South Latitude.



When it bears South, shews thus.



When bearing *N. E.* it shews thus.

From Cape *Pajado*, to the Bay of *Caracas*, four Leagues, high Land next the Coast, with some white Crags, lying *N. W.* and *S. E.* There is no going into this Bay to the Leeward, for there are Shoals in the Entrance, and there is no plying to Windward, but you must keep to Windward to go up to the Crags of *Choropoto*, which are white, and then along the Coast. To put into the aforesaid Bay, you must keep close to the Crags of *Choropoto*, carrying little Sail, always clinging to the Leeward Shore in four Fathom, and four and a half. Within it is dead Water, where neither the Wind, nor the Sea can do any Harm. *Notes*, that if the Wind falls calm as you are going up this Bay, you may tow in, but must tow short, that the Sea and Stream may not drive you on the Shoals, which lye before the Bay. When you are to come out, do it to the Leeward, keeping close under the Land that runs to Cape *Pajado*. In this Bay there is Wood and Water, as also Plenty of Cattel and Shell-Fish.

From the Bay of *Caracas*, to the Port of *Manta*, nine Leagues, *N. E.* and *S. W.* high Land next the Sea, with some little Breaks and Crags to the River and Town of *Choropoto*, where the Coast begins to lower, and form a Bay 'till you come to *Manta*. About two Leagues short of which, is a low Point, call'd *Fuente de Camara*; come not near it, because there are Shoals running out to Sea. Somewhat short of *Manta*, up the Country, is a little Mountain, with some small

Breaks

Breaks on the Top, and still more to the *Southward* is the Hill of *Monte Christo*, which is high, and has a little Break on it, and the Land falls away towards the *S. W.* If you keep to Windward, to put into this Port of *Manta*, you must sound all the Way, because of the Flat which lyes at the Entrance and provided you keep the little Hill at the Coast.

out to sea. Somewhat short of *Manta*, up the Country, is a little Mountain, with some small Breaks

Breaks on the Top, and still more to the *Southward* is the Hill of *Monte Christo*, which is high, and has a little Break on it, and the Land falls away towards the *S. W.* If you keep to Windward, to put into this Port of *Manta*, you must sound all the Way, because of the Flat which lyes at the Entrance; and provided you keep the little Hill at the Crofs very open, so as you may see it above the Coast, you'll be safe from striking on the Bank; and as soon as the little Hill at the Crofs comes to bear with the End of the Town, you are past the Shoal, and will advance in six Fathom Water, to anchor in seven Fathom; and when the Church bears *S. W.* you are in the Port of *Manta*.

Monte Christo.



When the high Land of it bears *S. S. E.* it shews thus.

When bearing *E. S. E.* it shews thus.



When bearing N. W. thus. *Pointe de St. Laurent*

From the Port of *Monta*, to Cape St. *Lawrence*, four Leagues, E. N. E. and W. S. W. and from *Monta*, which is low Land, the Coast rises by Degrees to the Cape. Note, that at a Point there is in the Middle, with a little Island, there are Flats running out; and short of the Cape, at a Bay form'd by the Coast, there is a Bank running a League into the Sea. Cape St. *Lawrence* is high and perpendicular; close by it are two small Islands, or high Rocks, call'd the *Friars*, the one slender and higher than the other. It is all deep Water there.

All along the Coast, between *Monta* and *Santa Elena*, there are Anchoring-Places of a good Depth, and a great Ship may safely pass between the Island *Plata* and the Continent; for there is from 10 to 12 Fathom Water, and there is Anchoring at the East Side of it.

Cape St. Lawrence in 1 Deg. Lat. South.



When bearing South, distant four Leagues, shews thus. When Cape St. Lawrence bears as above, and the two little Islands or Rocks appear without it, look out to the S. W. and you'll see the Island *Plata*, or of Plate. All about it is clean; so that you may pass any Way. From the Cape, to the Island, is four Leagues. On the South side of it there are some high Rocks; at first Sight it appears round and high, nearer at Hand it looks like two Islands, and soon after you may see it is one.

The Island *de la Plata*, in 1 Deg. 15 Min. South Latitude.



Bearing S. S. W. at a small Distance, shews thus.

Bearing

Bearing *N. E.* thus.Bearing *S. E.* six Leagues distant, thus.Bearing *East*, distant six Leagues, thus.

From this Island *Plata*, to Point *St. Helena*, 18 Leagues *North* and *South*. From Cape *St. Lawrence* Leeward to Port *Callo*, five Leagues *N. W.* and *S. E.* the Land lowering all the Way to the very Port of *Callo*, which is a little Bay, and Ships anchor in it to the Leeward of a little Island, which is to remain to the *Southward*, in six Fathom Water. *Note*, That near this little Island, is a Shoal; and this is a better Port when the Trade-Winds prevail, than that of *Manta*, where there uses to be a rough Sea.

From the Port of *Callo*, to the Island *Selango*, four Leagues *North* and *South*; and between this Port and Island there are two Ports, about a League distant from each other, and they are known by some white Craggs to be seen there. The Port which lies most to Leeward, is the deeper; they are both inhabited. The Island *Selango* and that of *Plata* lie *N. N. W.* and *S. S. E.* six Leagues distant. The Land is somewhat high next the Sea, with high Hills up the Country; and along the Coast there are some little Bays and Strands.

From

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From the Island *Salango*, to the River of *Colanbe*, seven Leagues *N. by W.* and *S. by E.* indifferent high next the Sea, and higher up the Country, being the Mountains of *Picoasa*, which end at the very River of *Colanbe*; and if you observe them from the Offing, they narrow away to the *Southward* into a Ridge. Two Leagues short of *Colanbe*, you'll see two little Islands, or high Rocks, call'd *los Aborcados*; and two Leagues to the *Southward* of them, is a little Island with a Rock by it, call'd the Island of *Colanbe*. It is deep Water, and there is anchoring in any Part of this Bay, and Ships may pass by any Part of the little Island, for it is all clean Ground. In the River of *Colanbe* there is fresh Water, which is carry'd thence to the Town at Point *St. Helena*, which is two or three Leagues thence *N. E.* and *S. W.*

At this Port of *St. Helena*, if Occasion be, there are Refreshments to be had; the anchoring is before the Houses, in four Fathom, all about is flat, so that you will every where find the same Depth. Remember, not to anchor from the Town towards Point *St. Helena*, for there are abundance of Mice, and some Shoals.

From this Port of Point *St. Helena*, to the Point it self, is about a League and a half, the Coast almost level with the Sea *N. W.* and *S. E.* The Point it self is high, and at first Sight looks like a roundish Island, bare at the Top; but as you draw near, you'll see a lower Point run out, sharpening towards the Sea.

Point

Point St. Helena, in 2 Deg. 20 Min. Latitude South.



Bearing from South, to S. E. it shews thus.

Bearing North, thus.

To the Windward of Point St. Helena runs in a spacious Bay, lying N. by E. and S. by W. as far as *Iumbex*, where is the Mouth of the River of *Gurayagui*. From Point St. Helena, to *Chandui*, eight Leagues E. S. E. and W. N. W. low Land, and most of it white Sloughs; and three Leagues to the Windward of the said Point St. Helena, is the Point *del Carrero*, with some Rocks like little Islands close to it. Over *Chandui* you'll see some high Hills and Breaks and still to the Windward, if you are within the Bay, you'll see the Heights they call of the Island of *Puna* and *Chandui*, where is the Mouth of the River of *Gurayagui*. No Ships go up this Mouth, by Reason of the many Shoals.

The

The Mountains of *Chandui*.

up this Mouth, by Reason of the many Shoals.

The

The Mountains of *Chandui*.



Coming from the Seaward, to the Windward of Point *St. Helena*, you'll see this little Mountain over *Chandui*, which bearing *E. N. E.* at a good Distance, shews thus.

The Hill of *Chandui*.



Coming in to make the Land in the Middle of the Bay of *Guayquil*, this Hill appears over *Chandui*, and when bearing *H. N. E.* shews thus.



As you leave this Hill to the *Northward*, it seems to join to the Coast, with this Break and Peak. From 3

From the Point of *St. Helena*, to the Island *Santa Clara*, lying at the Mouth of the River of *Guayaquil*, is 14 Leagues, and they lie *N. W.* and *S. E.* The Island *Santa Clara* shews differently, as is here represented, and some Ways looks like a dead Body in a Winding-sheet. Ships bound for *Guayaquil* go up to the Southward of this Island, steering *E. N. E.* for Point *Arena*, on the Island *Puna*.

The Island *Santa Clara*, in 3 Deg. 20 Min. Latitude S.



Bearing from *E.* to *S. E.*



The same bearing from *N. E.* to *N.*



The same bearing *E. N. E.*

From the Island *Santa Clara*, to Point *Arena*, in the Island *Puna*, seven Leagues *E. N. E.* and *W. S. W.* Great Ships cannot pass between the Islands *Puna* and *Santa Clara*, because there are many Shoals; and tho' there be some Channels, none ought to venture in, who are not thoroughly acquainted.

The

The

The Island *Furua*.



Bearing *West*, distant six Leagues.

The Way from the Island *Santa Clara*, up to *Guayaquil*, is represented in the next Page.

The

A Description of
The Town and Port of Guayaquil, and Island Puna.



The Letters in this Cut of Guayaquil explain'd.

A. The Island Puna. B. The high Land of Mala. C. The anchoring Ground. D. Cambra Creek. E. Point St. Anne. F. Point Arena. G. The Salt-Pits. H. Cape Blanco bearing S. W. I. The River of Tumbes. K. Payana River. L. Another River Payana. M. River Machala. N. River Palao. O. Salto del Buey, or, Ox's Leap. P. River Suya. R. River Pala. S. Boca Chica, or, narrow Passage. T. Isla Verde, or, Green Island. V. Bajos de los Frailes, or, the Fryer's Shoals. W. Guayaquil. X. The Village call'd Pueblo de Daule.

From the Island Santa Clara, to Tumbes, four Leagues N. W. and S. E. Tumbes is low Land next the Sea, but high up the Country. This Place is known by a large Tree standing at the Mouth of the River and from its great Diameter.

From the *Iland Santa Clara*, to *Tumbes*, four Leagues *N. W.* and *S. E.* *Tumbes* is low Land next the Sea, but high up the Country. This Place is known by a large Tree standing at the Mouth of the River, and seen at a great Distance, because it rises above all the other Trees. Come not near this Coast, for there are Shoals running out above a League into the Sea, and it is all flat, because of the Rivers. Two Leagues farther to the Windward, begins a Ridge of high Hills, call'd the high Lands of *Tumbes*, and the Coast runs along to a low Point, call'd the Point of *Mera*. When out at Sea, you'll see these high Lands of *Tumbes*, which have some Breaks, and up the Inland high Mountains.

The Mountain of *Tumbes*.



Standing in from the Seaward, to make the Coast of *Tumbes*, you'll see this Mountain; and when the Break at the Cross bears *S. E.* it shews thus.

From Point *Mera*, to *Cabo Blanco*, or, white Cape, 13 Leagues *N. E.* and *S. W.* the Land next the Sea doubling, that is, showing one above another; and by the way there are other high Hills, call'd of *Mancora*; and at the End of them is a little Bay, and a sandy Shore, concluding to the Southward in an indifferent high Point. To the Leeward of this Point,

and in the little Bay, Ships may anchor to shelter themselves from the strong Gulls of Wind, and the roiling Sea, which is frequent along this Coast, and particularly at Cape *Blanco*.

From *Tumbes*, to Cape *Blanco*, 14 Leagues, the Land doubling next the Sea, and the Coast all even. About half a League to Leeward of this Cape, is a little Bay, fit to take Shelter in, against the violent Gulls of Wind and high Sea usual at this Cape. All along this Coast, from *Tumbes*, to Cape *Blanco*, the Current always sets upwards; so that there is generally a great Surf, occasion'd by the high Wind and roiling Sea. The best Way to weather this Cape, if there be Squalls of Wind, is, to keep close under the Land, where there is good Depth, and make short Trips, under Shelter of the Shore. This Cape is known by its Position, for the Coast downwards lies *N. E.* and *S. W.* and that upwards of it *N.* by *W.* and *S.* by *E.* and at the very Point of the Cape, there is a white Spot at the Edge of the Water.

Cabo Blanco.



Bearing *S. W.* by *S.* distant about four Leagues, shews thus.

Bearing *N. E.* by *N.* distant six Leagues, thus.

Bearing N. E. by N. distant six Leagues, thus.

Standing



Standing in to make the Land to the Windward of Cape Blanco, this Mountain will appear; and when the Hill at the Cross bears East, it shews thus; and from the Part at (o) the Land runs high, and full of Hillocks to the Northward.

From Cape Blanco, to Point Parina, is seven Leagues North and South, some white perpendicular Craggs in the Land, some sandy Shores and Bays, which look like Harbours, the chief and greatest of them about the Mid-way, call'd Malaca; and about a League and a half short of Parina, is a thick Point, being a perpendicular white Crag, and to the Leeward of it is a good Port, call'd Falara. Only Boats repair to this Port, to load Salt; for there is nothing else, nor so much as Water. Upon Occasion you may take Shelter there, if the Current sets down. They ride here with three Anchors out, one to the Southward, another to the S. W. because of the many Squals from Noon till Night, and the other to the N. E. on Account of the Land-Breezes. The anchoring is in above 12 Fathom. Note, That close to the very Point to Leeward, there is a Shoal, allow for it.

Point Parina is low Land, and seems to make two little Islands. Up the Inland there are high Mountains, and this Point looks as if it run out from the End of the Mountain. At Night, when the Sea runs high, and all is hush'd, it is sometimes heard 2 or 3 Leagues off.

Point

Point *Parina*, in 4 Deg. 20 Min. Latitude South.



When bearing *S. E.* distant three Leagues; shews thus.



Bearing *North*, distant three or four Leagues, thus.

From Point *Parina*, to *Paita*, seven Leagues *N. W.* and *S. E.* being a great Bay of low Land, with some white Crags, as far as the River of *Colant*. Venture not into this Bay, for there are often dead Calms, and then again a high Sea, and before the River of *Colant* there are Shoals, which must be kept at a Distance. From the River of *Colant*, to *Paita*, three Leagues, the Land a little doubling, with white Crags, perpendicular and level at the Top. The Marks to know this Port of *Paita* by, are, a high Hill, with some Breaks, which at first Sight looks like an Island, because the rest of the Land is low. Ships anchor at *Paita* where they can, because sometimes the Wind is large, and sometimes scant; but the right Part is before the Houses, in nine or ten Fathom Water.

The

The Saddle of *Paita*, in 5 Deg. Latitude South.

They can, because sometimes the Wind is large, and sometimes scant; but the right Part is before the Houses, in nine or ten Fathom Water.

The

The Saddle of *Paita*, in 5 Deg. Latitude South.



When bearing S. E. distant about six Leagues, shews thus.



When bearing from N. E. to N. N. E. distant eight Leagues, thus.



Coming from the Offing, to make *Laita*, this Hill, call'd the Saddle, appears; and when that Part at the Cross bears East, it shews thus.

From *Paita*, to *Pens Oradada*, or, the pierc'd Rock, two Leagues, the Land somewhat coping. *Note*, If you are to put into *Paita*, keep an Offing from the Point at the Entrance into the Port; for Ships have been lost on a Shoal there is by it. *Pens Oradada* is a high Rock, which looks whitish from the Seaward, and has a great Hole quite through it.

From this Rock to the Island of *Lobos de Paita*, is two Leagues *North* and *South*. The Coast is not high, but clean and safe, and the Island small and round.

From the Island *Lobos*, or, of Seals, to the Leeward Point of *Aguja*, or, Needle Point, 12 Leagues, forming a large Bay, call'd the Bay of *Cebura*. And from the Island *Lobos*, to *Cebura*, is 12 Leagues; and from the Leeward Point *Aguja*, to *Cebura*, is 10 Leagues *N. E.* and *S. W.* the Coast very low. Ships do not resort to *Cebura*, because there is no lading. All the Bay is fit, but deep and clean Ground; and if there be Occasion, either on Account of Squals, or a rowling Sea, Ships may take Shelter down in this Bay, to the Leeward of Point *Aguja*, where they may also wash and tallow.

Point *Aguja de Sotavento*, or, the Leeward Needle Point, is high white Land; and from this Leeward Point *Aguja*, to the Windward Point *Aguja*, is four Leagues *North* and *South*, high Land, tapering away to the Windward, down to the very Sea. Come not near this Windward Point, for there is generally a great Sea.

A Description of

The

The Windward Point *Aguja*, in 6 Deg. 20 Min. Latitude South.



When you come from the Offing, to make Point *Aguja*, it shews thus, bearing from E. N. E. to E. S. E.

Bearing S. S. E. it shews thus.

From this Point *Aguja*, to the Island *Lobos de Sotavento*, or, the Leeward Island of Seals, five Leagues. The Island is about two Leagues in Compass, low, and has some high Rocks and little Breaks. From this, to the Island *Lobos de Barlavento*, or, the Windward Island of Seals, seven Leagues. This is lower than the other, and white; it bears with Point *Aguja N.* and *S.*

The Windward Island *Lobos*



When bearing from the N. E. to the E. shews thus.



When bearing from *W.* to *N. W.* thus.

From the Windward Point *Aguja*, to the Head-land of *Eten*, 19 Leagues, the Coast level with a very sandy Shore, and little Water; but there is frequently a rough Sea, and a Current setting down. There is no high Land to be seen from Point *Aguja*, to the Head-land of *Eten*, but the Head-land it self.

The Head-land of *Eten*



Bearing from the *E.* to *N. E.* shews thus.



The same bearing from *N. E.* to *N. W.*

The

The



The same bearing from *E.* to *E. S. E.*



The same bearing from *S. E.* to *E.*



The same bearing *E. N. E.* distant eight Leagues.

If you come from the Seaward, to make *Cheripe*, and the Current and Calm should drive you into the Bay, you'll discover over the Head-land of *Eten* another thick lofty Head-land, which may be seen 10 or 12 Leagues off; and if you are much to Leeward, you'll see the Head-land of *Reguen*, with a Break on the Top to the Southward, making a Peek; and that which lies to the Northward, forms a long Table; and within it a little Mountain, up the Inland. As you go off to the Eastward, the Mountain will be hid by the Head-land. This Head-land of *Reguen* being divided, shews it self in several Shapes. The Head-land of *Eten* appears at the Edge of the Sea like a little Island; it is black, and has a little Break on the Top, the greater Part of it being to the Southward.

The

The same bearing from *N. E.* to *N. W.*

The Head-land of *Requih.*

Bearing *S. E.* somewhat to the *E.*

If you come from the Seaward, to make the *Island Lobar*, and cannot see it by Reason of foggy Weather, and go on to the Bay, the Head-land of *Requih*, bearing from *E.* to *N. E.* shews thus.

The

The same Head-land somewhat to the Northward of the N. E.



The same bearing N. somewhat inclining to N. W. shews thus; and then the Head-land of *Eten* will appear towards the N. W. on the Sea-Coast.

From the Head-land of *Eten*, to the Hills of *Mozzipe*, four Leagues E. S. E. and W. N. W. a low sandy Shore, as that before. When you have weather'd the Head-land of *Eten*, which runs into a Point, between that and the Head-land of *Regener*, is a little Hill, which



When bearing N. N. E. shews thus.

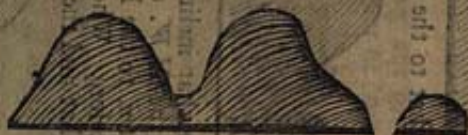
The Hills of *Mozupe* are black, not very high, and about a League in Length.

The Hills of *Mozupe*.



Bearing *E. N. E.* when you are near Land, the End of them shews thus.

As you leave them, they by Degrees appear round. They are about half a League from the Sea; and between them and the Sea, there are great Pools of fresh Water, which is usually carry'd to the Port of *Cberipe*, a League distant. To the Windward, is a Break of white Sand. You must be very near the Land, to see this Break and Pools, which few observe, because of the Bay. Take Heed not to run into it, for there is usually a great Sea and Calms. Some of the Marks to be observ'd along this Coast, follow.



Somewhat to the Leeward of the Head-land of *Eten*, these Hills appear up the Inland.



These Hills to the Leeward of *Cberipe*, bearing *N.* by *E.* shew thus.

The

The Mountains of Eten.



Coming from the Seaward, to make the Islands *Lobot*, without seeing them, and passing on to the Bay, you'll see above the other Land this Ridge of Mountains, and when the highest Table bears N. E. you are within the Head-lands of *Riquen* and *Eten*.

From the above Break, or Creek of white Sand, to the Port of *Cberipe*, two Leagues, higher Land than that above, lying *North* and *South*, with some red Crags. To the Leeward of *Cberipe*, is a Hill half a League up the Inland, higher and longer than the Hills of *Mozupe*, which shews severally, according to the different Positions. At a Distance it looks like an Island, and the Head-land here mark'd with a Cross, like a high Rock in the Sea.

Below Hill *above the Hill* *at this distance* *at this distance* *at this distance*
 The Hill to the Leeward of *Cberipe* *at this distance* *at this distance* *at this distance*



Bearing East, shews thus.

St. Peter's Hills.



When you make the Land to Windward of *Cheripe*, you'll see these which are call'd *St. Peter's Hills*. When the Hill at the Cross bears *E. S. S.*, it shews as there represented; but if you leave it to the *S. E.* a Passage opens where the (○) is, and the two Hills divide.

Making the Land above the Port of *Cheripe*, somewhat to Leeward, and this Heed-land, which is also to Leeward of *Cheripe*, bearing *E.* it shews thus, and at a great Distance it looks like two Islands, parting where the Cross is.



Over *Cberipe* appears this Hill, call'd *Pam de azucar de Guadalupe*, or *Guadalupe Sugar-loaf*, which bearing from *E.* to *S. E.* shews thus.

If you would anchor in the Port of *Cberipe*, which is the Port of the Vales, the Place is to the Leeward, under a low Point, which at a Distance looks like a little black Island; and if the Weather be clear, you'll see the white Church at above three Leagues Distance. In coming into this Port, take Heed of the Windward Point, which has a very dangerous Shoal, with a Ridge of Rocks running above half a League into the Sea. Sound all the Way, keeping in eight Fathom Water, and giving the Shoal a Berth; then make directly for the Church, and when it bears *E. S. E.* and a great Cross you'll see there at the Corner of the Church *South*, and you have between seven and eight Fathom Water, drop your Anchor, for there is the Port.

From Port *Cberipe*, which is in seven Degrees of South Latitude, to *Pacafinayo*, six Leagues *N. W.* and *S. E.* low Land and Sands, with some Crags here and there; and about half a League up the Inland, some Hills, call'd of *St. Peter de Illoque*; and at the *North End*, is a round

round Hill, call'd the Sugar-loaf of *Guzdalape*, which has a little Break at the Top when bearing *East*. These Hills of *St. Peter* and *Guzdalape* Sugar-loaf represented before.

Pacasmayo makes a great Strand on the Shore, and in the Midst of it a high Rock. To the Leeward of this Rock, which stands on the Land, there is 12 Fathom Water. Take Notice, that this is a foul dangerous Coast, and Ships do not go to load in this Port, because of the high Sea, and Hazard of being lost.

From *Pacasmayo*, to *Malabrigo*, five Leagues, low Land and sandy, with some low whitish Crags. About three Leagues short of *Malabrigo*, begins a Bay enclos'd with low Sands, and reaching to the Port of *Malabrigo*, which is a Harbour for the Vales. To com to an Anchor in it, you must found all the Way, in five or six Fathom Water, keeping close up with the Windward Head-land, 'till you come into four Fathom and a half; and when the high Break in the Head-land bears *South*, let fall your Anchor.

There is frequently a great Sea in this Port of *Malabrigo*, and it blows hard; and if you come from the Seaward, you'll see a Mountain, which at the End to the *Southward* has many small Breaks, and to the *Northward* on the Top of the Mountain forms a round Peek, not very high.



This Ridge of Hills appears at a great Distance in clear Weather, because it is high, and is seen from the Leeward of *Cberipe*, as far as to the Windward of *Malabrigo*. When the Peak at the Cross bears *East*, you are off *Cberipe*; and when *N. E.* off *Malabrigo*.

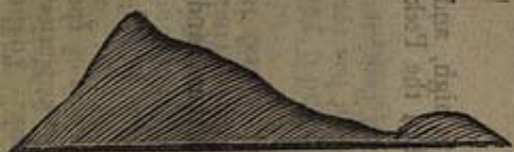
The Hill of *Malabrigo*.



When this Hill, which is above the Port of *Malabrigo*, bears *E. S. E.* it shews thus; and over it you'll see this next below.



This Hill, bearing *East*, shews thus.



The Head-land of *Malabrigo*, bearing *E. S. E.* distant between three and four Leagues, shews thus.



The high Rock of *Malabrigo*, from the *East* to the *North*, shews thus, and open where the (o) is, when left to the *S. E.*

From *Malabrigo*, to *Guanchaco*, which is the Port to the City of *Truxillo*, 11 Leagues. In the Mid-way is a great River, call'd the *Magdalen of Cao*, the Coast low and sandy, with many large Hills, and little Mountains, divided from one another, a little up the Country. Two Leagues short of *Guanchaco*, there rises a Point, and runs along somewhat higher than the other Land before, as far as *Guanchaco*. If you would anchor there, you must sound all the Way; and when the Church, which you will see look white, appears over the Town, and the Bell Hill bears *N. E.* by *N.* drop your Anchor in 10 Fathom Water. There is generally a great Sea in this Port. Take Heed often to observe your Anchor and Cable; for the Anchors sink much, by Reason of the great Sea.

From the Port of *Guanchaco*, to the Head-land of *Guanape*, nine Leagues *N. N. W.* and *S. S. E.* It forms a Bay half Way, at the Bottom of which is the Head-land of *Colletas*; the Coast is foul, and low next the Sea. None anchor at this Head-land of *Guanape*, unless in Case of absolute Necessity, because the Coast is, as has been said, foul, and there is a great Sea.

The Head-land of *Guanape*, in 8 Deg. 30 Min. South Latitude.



Bearing *S. S. W.* shews thus; and at a great Distance looks like an Island, because the other Land is low.



The same bearing *N. E.* shews thus.



The high Rock bearing *North*, thus.

Without the Head-land of *Guanape*, is a large high Rock, call'd *Farellon de Guanape*; and to the Landward of it, a little Island somewhat lower. Ships may pass on any Side of this high Rock, for there is every where Water enough, and the Ground is clean.

Farellon de Guanape, in 8 Deg. 30 Min. South Latitude.



When it bears *N. E.* shews thus.

The high Rock of *Malabrigo*, and that of *Guanape*, bear from one another *N. N. W.* and *S. S. E.* There is good anchoring to the Leeward of this Rock of *Guanape*, in a sandy Creek, in six Fathom Water, two Mullet Shot from the Shore. If the Boat goes up for Water, it must be at the Flood, because the River has rais'd a Bank, where Boats stick at the Ebb. Formerly Ships us'd to lade at this Port of *Guanape*, for *Panama*.

From the Head-land of *Guanape*, to that of *Cbao*, five Leagues, *N. W.* and *S. E.* the Coast low next the Sea; but the Head-land of *Cbao* is high, and has three or four little white high Rocks standing up before it; and to the Windward of it, is a little blackish Island. There is no anchoring at this Cape, because all the Coast is boisterous. The little Island before the Bay of *Cbao*, bears with the Head-land of *Guanape* *N. W.* and *S. E.* Short of that Island, there are dangerous Shoals. In the Bay, is a Port well shelter'd against the South Wind, but no fresh Water, unlets brought from the Town, a League up the Country.

The Island of *Cbao*.



The Head-land of *Cbao*.

The

The Head-land of *Chao*.

Standing in from the Seaward, to make the Head-land of *Chao*, when it bears *East*, it shews thus, and the Head-land of *Guanape* may be seen to the Leeward.

To the Windward of *Farellon de Malabrigo*.



Coming from the Seaward, to make the Rock of *Malabrigo* to the Windward, this Mountain appears; and when the Part at the Cross bears *East*, shews thus, and that same Hill is the Bell of *Truxillo*.

Mountain

Mountain to Leeward of *Truxillo*.

In the Offing appears this Mountain to the Leeward of *Truxillo*, as far as near *Santa*, and the Peaks at the Cross are over *Truxillo*; and when it bears *E. N. E.* you are to Windward of *Truxillo*.

The Bell of *Truxillo*.

When this Bell of *Truxillo* bears *N. E.* distant four or five Leagues, it shews thus; for at a greater Distance it looks otherwise, and to the *S. E.* is a Sugar-loaf Hill.

Between

Between *Guanabaco* and *Guanape*.

Between *Gumchaco* and *Guanape*.

This Hill appears above the Head-land of *Caracas*; and when bearing *E. S. E.*, shows thus. At the same Time the Head-land of *Guanape* appears to the Windward.

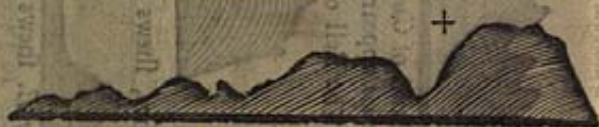
The Bell of *Truxillo*.

Bearing *N. N. W.* at a great Distance, shews thus.



The Bell of *Truxillo*, bearing *N. by E.* shews thus.

From the Head-land of *Chao*, to the Port of *Santa*, four Leagues *N. W.* and *S. E.* the Coast low, with some high Hills. Short of *Santa*, is a high Rock, call'd *el Corcobado*; pass not between it and the Land, for there are Shoals; and before the Port of *Santa*, you'll see an Island, about a League in Length, lying *North* and *South*. You may pass by either End of this Island into the Port, for it is all deep Water, the Passage being to the Leeward of the Island into the Port, when coming from below; and between the Island and the Continent, when from above. The anchoring Place is at the Foot of a Hill, that is on the Continent, where is a little Bay, lying *East* and *West*, in eight Fathom Water, beyond the first Point of the Head-land, where there are some sandy Creeks, for about a Stones Throw.

The Head-land of *Santa*.

When the Head-land at the Cross bears *S. S. E.* distant five Leagues, it shews thus.

The Island of *Santa*, in bare 9 Degrees *South* Latitude,



Bearing *North*, distant four Leagues, shews thus.

Chinbote.



When you come from the Windward, to make *Santa*, this Hill of *Chinbote*, at the Cross, shews thus.

From the Windward Point of the Island *Santa*, to *Ferol*, one League; and from the same Point, to *Cesna*, 10 Leagues *N. W.* by *N.* and *S. E.* by *S.* high Land, full of Hilllocks. The Port of *Ferol* is good and safe, the Passage into it between some small Islands, lying before the Entrance, where there is nothing to fear, for it is all clean and safe. There is a great Hill on each Side of this Port of *Ferol*, and the little Islands are between those Hills. The Hill to the *Southward*, is round and large, and has some great Spots in the Middle, towards the Sea. Before this Hill is a Shoal, near the Continent.

The

The Chinbote is a low Land, full of Hilllocks, lying before the Entrance, where there is nothing to fear, for it is all clean and safe.

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The Channels into the Port of *Ferol*, in 9 Deg. 40 Min. *South* Latitude.



From the Port of *Ferol*, to *Bombacho*, four Leagues. This is a good Port, tho' not frequented, because there is no Trade. There is nothing to fear, but what may be seen. If you would anchor there, take Notice, that to the Windward of the Head-land is a small Rock above Water; keep close to it, and go on to anchor at the said Head-land in five or six Fathom Water. There is no Shoal; and when the Boat would go ashore, it must be near the River, leaving it on the left Hand. The going out is bad, because it is to the *Westward*, to weather the Leeward Point. You must go out in the Afternoon, before the Wind falls; for it grows calm every Night in this Bay. When you weigh, all the Sails must be loose, and veer'd out at once, the Bowlings close hal'd, for you must go upon a Wind. Here is Wood, Water, and Flesh. The Place for the Boat to take in Lading, is a small sandy Shore, with a high Rock in the Midst of it, thro' which there is a Hole. *Bombacho* is in 9 Deg. 30 Min. of *South* Latitude.

Between

Between *Ferol* and *Bombacho*.

Coming from the Seaward, to make *Bombacho*, when that Port at the Crofs bears *Eaft*, the Land fhews thus.

From *Bombacho*, to *Cafma*, four Leagues; and by the Way there are fome small Iflands, and very deep Bays, which you'll not fee from the Offing, becaufe clofe in with the Continent. *Cafma* is a good Port, tho' the Wind blows hard from Noon forward; however, it makes no Sea, and at Night is quite calm. Without in the Bay is a little round low Rock, level with the Water, fomewhat more inclining to the *Northward*, than to the *Southward*, and it has a Shoal on the *South* fide, before Mount *Calvary*, under Water, and not to be feen but when the Sea is low, and then it has a Fathom and a half Water. Ships may pafs between this Shoal and the Continent, without any Danger, for there is 14 Fathom Water; and coming in large, they may cling as clofe as they will to the Continent. The anchoring is at a white Head-land. They may careen at the fame Head-land, for there is Convenience to bring the Ships down.

Casma, in 10 Degrees of South Latitude.



Coming from the Sea-ward, to make *Mongon*, to the Leeward of it, you'll see this Land, which is that of *Casma*; and if *Mongon* does not appear, as being often cover'd with Fogs, the Point at the Crofs looks like little Islands; and where the upper Crofs is, the Land rises to the S. E. as far as *Mongon*.

When this Point bears from N. E. to N. N. W. it shews thus. You will not see the two Hillocks at the Crofs at first; but as you come nearer, they will look like Rocks in the Sea; and soon after you'll see they are Part of the Continent.

From *Casma*, to *Mongon*, three Leagues; and along this Coast there is generally a Current setting down, occasion'd by the Shore and Point. *Mongon* is the highest Hill on that Coast, seen at a great Distance, having a little Break on the Top, and shews in several Shapes. Bearing S. E. it appears plain at the Top, like a Table; from E. S. E. to E. N. E. it looks round, with the little Break on the Top; and as you leave it towards the N. E. the Break opens more, and grows longer. The Current setting here, as was said above, downwards, often stops Ships in their Passage.

ing S. E. it appears plain at the Top, like a Table; from E. S. E. to E. N. E. it looks round, with the little Break on the Top; and as you leave it towards the N. E. the Break opens more, and grows longer. The Current setting here, as was said above, downwards, often stops Ships in their Passage.

Mongon,



Bearing from E. to N. E. at a great Distance, shews thus; and seen somewhat nearer, makes another little Head at the N. W. Point.

Coming from the Seaward, in the Latitude of 9 Deg. 30 Min. *Mongon* bearing S. E. shews thus.

From *Mongon*, to *Mongoncilla*, one League. This is also a Hill over the Sea, but less than *Mongon*, as the Name implies, which is a Diminutive, and stands upon a spacious sandy Shore.

The Hill of Mongoncilla

The Hill of *Mongoncillo*,

Bearing *E. N. E.* shews thus ; and if you coast along either upward or downward, it will grow round by Degrees.

From *Mongon*, to the Island of *Puerto Vermejo*, four Leagues. This Island is small and white, and in the Way to it is a Bay, call'd *el Jaguey de las Culebras*, having two Points running out, like a Harbour ; and here begin some Flats, a League short of the Island of *Puerto Vermijo*. Go not between it and the Land, for you'll be lost, the Flats being very dangerous. *Puerto Vermejo* is a good Harbour, and has fresh Water near the Sea. At a small Distance from the Shore, you'll see a little Well, with about half a Fathom Water in it ; and wheresoever you go but 10 or 12 Paces from the Sea, dig in the Sand half a Fathom, and you'll find reasonable good Water, not very brackish. Over this Port is a thick and high Hill, the Slit whereof runs *Southward* down to the Sea, and on the *North Side* it is almost perpendicular.



Coming up to Windward of *Puerto Bermejo*, you'll see this Hill, which, bearing *Easf*, shews thus, either near or at a Distance; and at the Head-land, (o) down by the Sea, it is all white Sloughs; and that which is to Windward of all the rest, looks like a half Moon, with the Horns upward; and within it is another white Spot, and without you'll see something white, like two Sails.

From *Puerto Bermejo*, to the Port of *Guarnei*, three Leagues, low Land next the Sea. This Port of *Guarnei* has a low level Point on the *South* Side of it; and a little Way up the Inland, there are many Hillocks and high Ridges; and over the Port somewhat up the Country, there are two round Hills, thicker and higher than any of the others. That which is to the *Noribward*, bigger than the other to the *Southward*. The anchoring Place is to the Leeward of the low Point above-mention'd, in seven Fathom Water, keeping a Rock you'll there see above Water right astern. The Anchors are sometimes apt to drag, with the violent Wind; and therefore it is best to go farther in, for it is all safe, and you may anchor in six Fathom Water. Here you may water, for the River runs down near the Landing-Place, where is an *Indian* Town, and you may be furnish'd with any Provisions you want.

Guarrai, in 10 Deg. 30 Min. of South Latitude.



When you make *Guarrai* from the Leeward of the Port, this Hill bearing *Easf*, shews thus.



The same Hill bearing *E.* by *N.* shews thus.



From the *N. E.* to the *N.* distant three Leagues, it shews thus, and the high Land runs out to the Leeward; and to the *Easward* is a high Hill, with three Breaks on the Top.



Bearing *N. E.* distant four Leagues, it shews thus.

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Between *Puerto Bermejo* and *Guaramei*, is a Hill, which looks like two Dugs, and is therefore call'd *Las Tetas de Puerto Bermejo*, that is, the Dugs of *Puerto Bermejo*, or *Red Port*, and coming up from the Offing directly upon it, shews thus.

From the Port of *Guaramei*, to *Jaguei de la Zorra* four Leagues, the Coast next the Sea low. *Jaguei* is a double Hill; and if you come towards it from the Offing, there appears a little Break on the Top, leaving the greater Part of the Hill to the *Northward*, and falls away on that Side quite down to the Sea. And a little more to the *Southward*, is an indifferent Sort of a Hill, which, if seen when there is a Fog on the Coast, looks like the Rock of *Maltesi*, or *Marsoque*.

The high Land of *Jaguei de la Zorra*,



Bearing *South*, distant five or six Leagues, shews thus.



Bearing *N. N. E.* distant four Leagues, it shews thus.



The same bearing *East*, shews thus.

From *Jaguei de la Zorra*, or, as some call it, *Haguei de la Costa*, to the River *de la Barranca*, nine Leagues, most low Land, with Hillocks next the Coast, and at the half Way a thick high Hill, call'd *Cerro del Gramadal*, on the Top whereof are two Breaks, and the middle Hill higher and bigger than the others; that to the *Southward* next in Bigness, and the other to the *Northward* the least, and roundish. *Note*, That if the Land be foggy, the Hills on this Coast look like Islands.

Barranca.



When this Point, and the Sloughs or Craggs bear *N. N. E.* they shew thus.

The

The Break of *Barranca*.

When you come from the Offing, to make *Barranca*, somewhat to Windward, you'll see the Break at (o) which bearing *E. S. E.* shews thus.



When the Break of *Barranca* bears *E. N. E.* it shews as you see at the Peak where the (o) is.



When the Break bears from *E.* to *N. E.* distant about six Leagues, it shews thus; and over the Hill at the Cross there sometimes appear Hills cover'd with Snow.

Yaguei de la Zorra, or, Hoguei de la Costa.

Making the Land as far on as *Barranca*, if the Ridge of Mountains happens to be cover'd by a Fog, and cannot be seen, looking towards the *N. E.* Somewhat *Northerly*, you'll see this Ridge, which is *Hoguei de la Costa*.

A League short of the River *Barranca*, is *Paramonguilla*, or *Paramonga*, being a small Ridge, or Hill, but looks like a white Rock in the Sea; and in the Offing looks white, like a Ship under Sail.

Paramonguilla,

Bearing *S. E.* shews thus.



Bearing *N. E.* it shews thus.

To

To the Leeward of *Paramonguilla*, is a low Point, but perpendicular and black; and to the Leeward of that, is a sandy Shore, where Ships may anchor in six or seven Fathom Wa-

Bearing N. E. it shews thus.

To

To the Leeward of *Paramongilla*, is a low Point, but perpendicular and black; and to the Leeward of that, is a sandy Shore, where Ships may anchor in six or seven Fathom Water, in case of Necessity, either for the Current setting down, or Squals of Wind.

The Hill *Gramadal*,



Said above to be half Way between *Haguei* and *Barranca*, bearing N. E. at a considerable Distance, shews thus.

The River *de la Barranca*.



When you are come the Length of the *Barranca*, you'll see this Head-land; which, to the Windward of the Point at the Cross, shews thus, and there runs out the River *de la Barranca*.

N
4

The Ridge to the Windward of the River de la Barranca.



You'll see this Head-land to the Windward of the River de la Barranca; and when the Peak at the Cross bears N. E. it shews thus, and the River falls into the Sea to the Leeward of the Head-land at (o)

When this Break at Barranca bears N. E. somewhat to Leeward, the Land at (o) shews thus.

From the River de la Barranca, to *Sups*, two Leagues; and to the Leeward of the Strand of *Sups*, there are some red Sloughs or Crags next the Sea; and to the Leeward of them again is a little low Point; and to the Leeward of that Point, is the Port of *Barranca*, where you anchor in seven Fathom Water, and must moor, that the Ship may not come about, because of the Land-Breeze. The Bearings along all the Coast hither, are above. *Sups* is a Bay forming a spacious sandy Strand. Here trading Boats use to come to an anchor, to load Corn. Take Notice there is often a great Sea in it; if you go ashore with the Boat, remember the Sea breaks on it.

From this Strand of *Sups*, to the Island of *Don Martin*, two Leagues, the Land low next the Sea but a little; in the Country there are some high Ridges, some of them like little

of the Land-Breeze. The Bearings along all the Coast hither, are above. *Sups* is a Bay forming a spacious sandy Strand. Here trading Boats use to come to an anchor, to load Corn. Take Notice there is often a great Sea in it; if you go ashore with the Boat, remember the Sea breaks on it.

From this Strand of *Sups*, to the Island of *Don Martin*, two Leagues, the Land low next the Sea, but a little up the Country there are some high Ridges, some of them like little burning Mountains, one of them the next represented here below. This Island of *Don Martin* is white, about a quarter of a League from the Continent, and its Compass is about half a League. It is plain, and not very high. When this Hill bears *Ess*, you are then the Length of the Island.

The Hill of *Sups*.
+ o



Bearing *Ess*, shews thus; but as you leave it towards the *N. E.* it will, by Degrees, look level at the Top, only where the Cross is will be a little Break, and the Peak at (o) becomes round, like a little burning Mountain.

Mountains to the Windward of *Sups*.



When this Point, which is to Windward of *Sups*, bears *N. E.* distant two Leagues, it shews thus.

From

From the Island of *Don Martin*, to the Port of *Guanra*, one League; and as soon as pass'd the Island to Windward, there is another small Island, call'd *de Lobos*, that is, of Seals, which has a Shoal close by it. Pass not between the two Islands, nor between them and the Continent, for there is but little Water. If you would anchor in this Port of *Guanra*, keep the little Island *Lobos* right a-fern. On the Top of the Head-land there are two Pieces of Wall, which look like two Pillars; when you have brought them together, and the little Island is right a-fern, you may anchor, for to the Windward there are Mice. There is generally a great Sea in this Port, the Town is a League from it; but there is Water, and all other Necessaries.

Guanra.



When you are up with the Length of *Guanra*, and the Land at the Cross bears *East*, it shews thus, and the Head-land of *Salinas* will be to the *S. E.*

The Head-land of *Guanra*,



Bearing *N. E.* shews thus.

From the Port of *Guaura*, to *Guacho*, one League; and here some of the trading Boats anchor to the Leeward of a little Head-land you'll see. Come not too near it on the Windward Side, for it has a dangerous Shoal, on which the Sea uses to break.

From Port *Guaura*, to *Salinas*, or, the Salt-Pits, two Leagues, low Land next the Sea. The Port is safe, tho' subject to much Wind, and a great Sea, but has neither Wood nor Water; so that the Ships which go to the Salt-Pits, if they want any Thing, send for it to *Guaura*, either by Sea or Land. The anchoring Place here, is before you come to the End of the Salt-Pits, in six or seven Fathom Water, where the sandy Shore begins, and is call'd the Port *de la Barca*. This Port has a Head-land, which throws out two Skirts towards the Sea, that to the Leeward the smallest; and when near, there appears a little Break on the Top of it, where the Cross is; and as you leave it towards the *S. E.* and to the Leeward, that Break opens, till it appears plainer.

The Head-land of *Salinas*, in 11 Deg. 30 Min. South Latitude,



When bearing *S. S. E.* shews thus.



The same bearing from *N. E.* to *N. W.* at a good Distance, shews thus.

From the Head-land of *Salinas*, to *Maltesi*, which is farthest in the Offing of all the abovesaid Rocks
of

of *Guauva*, otherwise call'd *Chontales*, four Leagues *N. E.* and *S. W.* and from *Maltesi*, to another great above Sea Rock, call'd *Marsoque*, a League and a half; and from *Marsoque*, to the Continent, about two Leagues. There are seven or eight of these above Sea Rocks of *Guauva*, between great and small, and they bear from one another *E. N. E.* and *W. S. W.* All about them is clean and deep Water, as well as without; and if you will pass between *Maltesi* and *Marsoque*, you may do it safely, for there is above 40 Fathom Water; but when you would pass between them, keep somewhat to Windward, and let your Anchors be ready to drop, if there be Occasion. About these Rocks of *Guauva* there is frequently a strong Current downwards, and Squals of Wind; and such Ships as cannot weather them, resort to *Salinas* for Water, and what else they stand in need of. This Rock of *Maltesi*, and the Island of *Don Martin*, bear to one another *N. E.* by *N.* and *S. W.* by *S.* and *Maltesi* and the *Hormigos* bear to one another *North* and *South*, distant seven Leagues. *Maltesi*, and the Island of *Callao*, bear to one another *N. W.* by *N.* and *S. W.* by *S.* distant fifteen Leagues. All the Coast from below, that is, from *Santa*, to these above Sea Rocks, has deep Water, and is clean. This Rock of *Maltesi* is in the Latitude of 11 Deg. 40 Min. *South*. *Maltesi* Rock is two Leagues and a half from the Continent; and *Marsoque*, which is nearer the Land, is larger, and they are above a League distant from each other.

*Maltesi.**Marsoque.*

The other Rocks.



These above Sea Rocks, near about *South*, shew thus.

From *Maltesi*, to the Strand, and *Tambo*, that is, the Inn, *de las Perdices*, or, of Partridges, five Leagues

East

East and West. When you come from the Offing, to make these above Sea Rocks, take Heed not to run into the Bay of *Chanca*, when you discover them; for there are commonly dead Calms, and a great Sea, and therefore stand away presently for the *Hormigas*.

From the Rock of *Maltesi*, the farthest to Seaward of those of *Guaura*, to *Hormigas*, seven Leagues North and South. This Island of *Hormigas* is small and white, and has a little Break in the Middle of the South side, the Bottom good and clean; and on the North and N. W. there is a Flat of Rocks, stretching out above a League, and at the End of that Flat is a little above a Sea Rock; by Day you'll see the Sea break on it, and by Night you may hear the Sea roar above a League to the Offing. Take Heed how you pass by this *Hormigas*, for Ships have been cast away there. If you are come the Length of, and would make it, and cannot see it by Day, tho' the Wind be large, do not make too long a Trip, but ply off and on all the Night, and make no long Runs towards the Land; for sometimes it may happen to be calm, and then you'll not hear the breaking of the Sea, but may be ground, as has happen'd to some who took too long a Trip towards the Land. *Hormigas* and *Maltesi* bear to one another North and South, distant seven Leagues. *Hormigas* and the Island of *Callao W.* by N. and E. by S. distant eight Leagues. *Hormigas* and *los Pescadores E.* by N. and W. by S. distant nine Leagues.

To return to the Continent, and the Coast running from *Salinas*, or, the Salt-Pits, to the Windward. Note, That near the Point, and End of the Coast, opposite to the above Sea Rocks of *Guaura*, there is a little Bay, call'd *la Herradura*, or, the Horse-Shoe. This is a good Port, and sometimes Ships which cannot weather the aforefaid above Sea Rocks, put in for Shelter between this Point of the Continent, and a little above Sea Rock, call'd *el Tanbillo*, in their Way downward; but it is best to keep without this Point the Land

Land makes, which comes from below, and proceed to *Tambo* and *Playa de las Perdices*, or, the Strand of Partridges, which is three Leagues, low Land, but a little up the Inland is a high sandy Ridge.

At this *Playa de las Perdices* there is good anchoring, and a clean Bottom, being deep Sloughs of Sand, and then a high Ridge which falls away to the *N. W.*

From *Playa de las Perdices*, to *Chancaillo*, three Leagues.

Chancaillo.



Over the Road of *Chancaillo* appears this Hill, which shews thus, whatsoever Way it is seen, but most exactly bearing *N. E.*

From *Chancaillo*, to *Chancai*, two Leagues, all Sloughs next the Sea, which at a Distance look black, and are green Plats of Grass and Sedge in the Sloughs, occasion'd by the Plenty of Water running down them to the Sea from all the Marshes. If you are near Land, you'll see some little Streams of Water fall into the Sea, as also the Town, and the white Walls of the Church of *St. Francis*. *Chancai* is a good Port, land-lock'd against the *South* Wind; but it has sometimes a great Sea, because of the Sea Breezes, which last long, blow directly in, and there is no Shelter against them. To anchor here, run along close by the Head-land, for the Port is to Leeward of it; and there you may anchor where you will, for it is all clean, provided you come not too near the little Bay the Port makes, for there are Mice within; and close under the very Head-land there is eight Fathom Water, clean Ground. Here you may have Water and Provisions. Over the Town is a Hill.

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The Hill of *Chancai*, behind the Town.

When bearing *N. E.* shews thus.

Run not into this Bay of *Chancai*, for there are frequently dead Calms, and a great Sea, which will drive you upon the Coast; and therefore, as I said above, rather chuse to go by the Island *Hormigas*. If you are bound for this Port of *Chancai*, you will know it by the Head-land underneath, for the Port is to the Leeward of it.

The Head-land of *Chancai*,

Bearing *N. E.* shews thus.

From the Port of *Chancai*, to the great above Sea Rock, call'd *de los Pescadores*, or, of the Fisher-men, three Leagues, high Land next the Sea, and makes a Break in the Middle. This high Land is call'd *el Cerro de la Arena*, that is, the Sand-Hill. East and West with the largest of the Rocks call'd *Pescadores*, is a Port, which some call *Puerto del Ancon de Rodas*, and others *el Ancon*. It is a good safe Port, a League distant from the aforesaid *Pescador* Rock; the Passage into it, is to the *N. W.* of the great Rock, for it is all clean. There is some Water to be had in some small Wells, but a little brackish, and no Sea.

These Rocks *de los Pescadores*, are six in Number, great and small, all white, and that to the *N. W.* is the biggest. They bear from one another *E. N. E.* and *W. S. W.* the great one and *Hormigas* bear from one another *E. by N.* and *W. by S.* and from the Island of *Callao* *N. N. E.* and *S. S. W.*

The Island of *Callao*, in 3 Deg. 20 Min. Latitude
South.



When you are near the Coast of *Chancai*, and the *Pescadores*, bearing near about South, shews thus.



The same Island bearing *S. E.* distant four Leagues, shews thus.



The same bearing *E. S. E.* shews thus; and as you leave it to the *East*, the Break at the Cross opens by Degrees.



The same bearing *E. by N.* shews thus.

The

The same when you are to the Windward, and it bears N. N. W. six or seven Leagues distant, shews thus.



When you come from the Seaward, to make this Island, and discover it at a great Distance bearing N. E. it shews thus; and the Breaks at the Cross by Degrees seem to sink even with the Water.

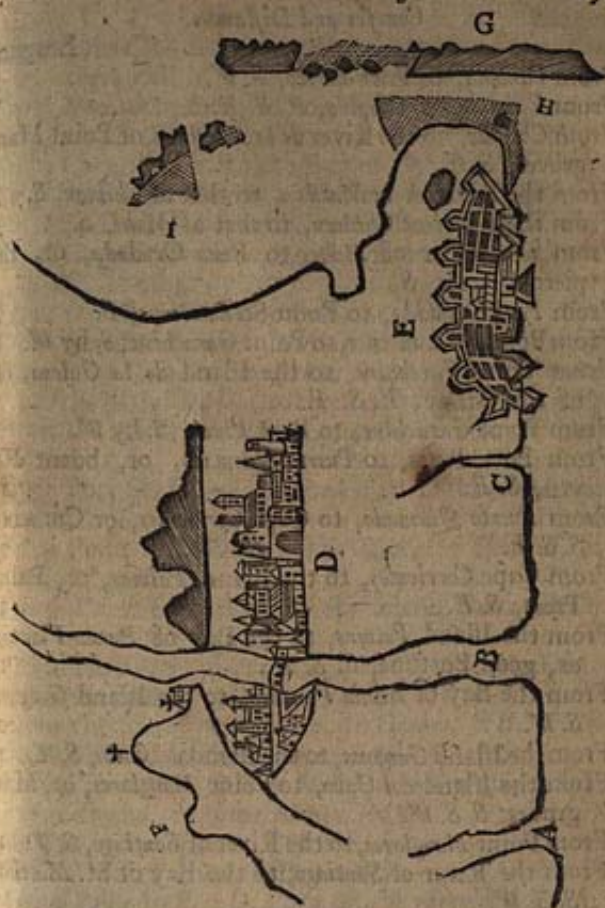
This Island is about two Leagues in Compass, and at the End of it has some very small Islands and above Sea Rocks; and beyond them another little Island, high and perpendicular to the Sea; and no Ships can pass between them, because the Distance is small, and but little Water in it.

From the *Pescadores* Rocks, to the Port of *Callao*, is five Leagues N. N. W. and S. S. E. and about the same Distance to the Head-land of the Island. From the *Pescadores*, to the high Rock call'd *de Dona Francisca*, the Land is high, and from thence to *Callao* low. In this Bay, which is form'd between the Island of *Callao* and the *Pescadores*, Ships may ply upon a Wind, and

and anchor any where, as they may all along the Coast from *Chancaillo*, for it is all clean and deep. The several Bearings of this Island are sufficiently expressed above. If you would pass in to Leeward of it, give it a Berth of at least a League, because it throws out many Sands; and sometimes there are such Gusts, that Ships cannot weather the Head-land in half a Day. When in, you may ply up and down, and anchor any where, for it is all clean and safe, in 10 or 12 Fathom Water; and even down to four Fathoms there is no Danger. The Head-land of the Island is to the *Northward*, and bears from the anchoring Place of the said Port *E.* by *N.* and *W.* by *S.* Only take Heed here of the Shoal that is at the Windward End of *Callao*. The anchoring Place is any where right before the Houses. Tho' some Coasting-Pilots make this Island to lie *North* and *South*, it is *N. W.* and *S. E.* Here you may be furnish'd with whatsoever you stand in need of.

A. The

A.
C. The
Town
of Callao
or, the



A. The

A. The River *Caravayllo*. B. The River of *Lima*.
 C. The watering Place. D. The City *Lima*. E. The
 Town of *Callao*. F. *St. Christopher's Hill*. G. The Island
 of *Callao*. H. The Gut, or Passage. I. *Peña Oradada*,
 or, the pierc'd Rock.

	Leagues.	
From Panama, to Port Perico, S. W.	2	From
From Panama, to Cbepillo, E. S. E.	7	as
From Cbepillo, to the River de la Maestra, or Point Mangroves, S. E.	5	From
From the River de la Maestra, to that of Chiman, S.	4	From
From the River of Chiman, to that of Mabe, S.	2	From
From the River of Mabe, to Pena Oradada, or, the pier d Rock, S.	2	From
From Pena Oradada, to Point St. Lawrence, S.	4	S.
From Point St. Lawrence, to Point Garachine, S. by W.	8	From
From Point Garachine, to the Island de la Galera, or, of the Galley, E. S. E.	5	From
From Point Garachine, to Port Pinas, S. by W.	7	From
From Port Pinas, to Puerto Quemado, or, burnt Haven, S. E.	12	S.
From Puerto Quemado, to Cape Corrientes, or Currents, S. S. E.	20	From
From Cape Corrientes, to the Island Palmas, or, Palm-Trees, S. E.	10	E.
From the Island Palmas, to the Bay of Buena Ventura, or, good Fortune, S. S. E.	10	From
From the Bay of Buena Ventura, to the Island Gorgona, S. W.	20	E.
From the Island Gorgona, to the Island del Gallo, S. W.	20	From
From the Island del Gallo, to Point Manglares, or, Mangroves, S. S. W.	9	From
From Point Manglares, to the River of Santiago, S. W.	15	From
From the River of Santiago, to the Bay of St. Matthew, S. S. W.	8	From
From the Bay of St. Matthew, to that of Tacames, S. W.	3	From
From the Bay of St. Matthew, to Point Galera, or, of the Galley, S. W. by W.	6	From
From Point Galera, to Cape St. Francis, W. S. W.	2	From
From Cape St. Francis, to Portete, or, the little Port, S. E.	8	From

	Leagues.
From <i>Portete</i> , to <i>Barrancas Bermejas</i> , the red Crags, or, as others call it, <i>Vasia Borrachos</i> , S. W.	11
From <i>Barrancas Bermejas</i> , or, <i>Vasia Borrachos</i> , to Cape <i>Passado</i> , S. W.	6
From Cape <i>Passado</i> , to the Bay of <i>Caracas</i> , S. E.	4
From the Bay of <i>Caracas</i> , to the Port of <i>Manta</i> , S. W.	9
From the Port of <i>Manta</i> , to Cape <i>St. Lawrence</i> , W. S. W.	4
From Cape <i>St. Lawrence</i> , to the Island <i>Plata</i> , or, <i>Plate</i> , S. W.	4
From the Island <i>Plata</i> , to Point <i>St. Helena</i> , S.	18
From Cape <i>St. Lawrence</i> , to Port <i>Callo</i> , S. E.	5
From Port <i>Callo</i> , to the Island <i>Salango</i> , S.	4
From the Island <i>Salango</i> , to the River <i>Colancho</i> , S. by E.	7
From the River of <i>Colancho</i> , to the Port of <i>St. Helena</i> , S. W.	3
From Port <i>St. Helena</i> , to the Point of the same Name, S. E.	13
From Point <i>St. Helena</i> , to the River of <i>Chandui</i> , E. S. E.	8
From Point <i>St. Helena</i> , to the Island <i>Santa Clara</i> , S. E.	14
From the Island <i>Santa Clara</i> , to Point <i>Arena</i> in the Island <i>Puna</i> , E. N. E.	7
From the Island <i>Santa Clara</i> , to <i>Tumbes</i> , S. E.	4
From <i>Tumbes</i> , to Point <i>Mero</i> , S. W.	1
From Point <i>Mero</i> , to <i>Cabo Blanco</i> , or white Cape, S. W.	13
From <i>Tumbes</i> , to Cape <i>Blanco</i> , S. W.	14
From Cape <i>Blanco</i> , to Point <i>Parina</i> , S.	7
From Point <i>Parina</i> , to <i>Paita</i> , S. E.	7
From <i>Paita</i> , to <i>Pena Oradada</i> , or, the pierc'd Rock, S.	2
From <i>Pena Oradada</i> , to the Island <i>Lobos</i> , S.	2
From the Island <i>Lobos</i> , or, of Seals, to the Leeward Point <i>Aguja</i> , or, Needle, S.	12
From the Leeward Point <i>Aguja</i> , to the Windward Point <i>Aguja</i> , S.	4
From the Windward Point <i>Aguja</i> , to the Head-land of <i>Eten</i> , S.	19

	Leagues.
From the Head-land of <i>Eten</i> , to the Hills of <i>Mozupe</i> , <i>E. S. E.</i>	4
From the Hills of <i>Mozupe</i> , to the Port of <i>Cberipe</i> , <i>S.</i>	3
From the Port of <i>Cberipe</i> , to <i>Pacasmayo</i> , <i>S. E.</i>	6
From <i>Pacasmayo</i> , to <i>Malabrigo</i> , <i>S. E.</i>	5
From <i>Malabrigo</i> , to <i>Guanabaco</i> , the Port of <i>Truxillo</i> , <i>S.</i>	11
From <i>Guanabaco</i> , to the Head-land of <i>Guanape</i> , <i>S. S. E.</i>	9
From the Head-land of <i>Guanape</i> , to that of <i>Chao</i> , <i>S. E.</i>	5
From the Head-land of <i>Chao</i> , to the Port of <i>Santa</i> , <i>S.</i> <i>E.</i>	4
From the Windward Point of the Island <i>Santa</i> , to <i>Ferol</i> , <i>S. E.</i> by <i>S.</i>	1
From the Port of <i>Ferol</i> , to <i>Bonbacho</i> , <i>S. E.</i> by <i>S.</i>	4
From <i>Bonbacho</i> , to <i>Casma</i> , <i>S. E.</i>	4
From <i>Casma</i> , to <i>Mongon</i> , <i>S. E.</i>	3
From <i>Mongon</i> , to the Island of <i>Puerto Vermejo</i> , <i>S.</i>	4
From <i>Puerto Vermejo</i> , to the Port of <i>Guarmeí</i> , <i>S. E.</i>	3
From <i>Guarmeí</i> , to <i>Jaguei de la Zorra</i> , <i>S. E.</i>	4
From <i>Jaguei de la Zorra</i> , or, as others call it, <i>Haguei de</i> <i>la Costa</i> , to the River <i>de la Barranca</i> , <i>S. E.</i>	9
From the River <i>de la Barranca</i> , to <i>Supé</i> , <i>S. E.</i>	2
From the Strand of <i>Supé</i> , to the Island of <i>Don Martin</i> , <i>S.</i>	2
From the Island of <i>Don Martin</i> , to the Port of <i>Gnaura</i> , <i>E.</i>	1
From the Port of <i>Gnaura</i> , to <i>Salinas</i> , or, the Salt-pits, <i>S. E.</i>	2
From the Head-land of <i>Salinas</i> , to <i>Maltesi</i> , <i>S. W.</i>	4
From the Rock of <i>Maltesi</i> , to <i>Tambo de las Perdices</i> , <i>E.</i>	5
From the Rock of <i>Maltesi</i> , to <i>Hormigas</i> , <i>S.</i>	7
From the Head-land of <i>Salinas</i> , as above on the Conti- nent, to <i>Tambo</i> , or, <i>Playa de las Perdices</i> , <i>S.</i>	3
From <i>Playa de las Perdices</i> , to <i>Chancaillo</i> , <i>S. E.</i>	3
From <i>Chancaillo</i> , to <i>Chancai</i> , <i>S.</i>	2
From <i>Chancai</i> , to the Rocks <i>de los Pescadores</i> , or, of Fish- er-men, <i>S.</i>	3
From the <i>Pescadores</i> Rocks, to <i>Callao</i> , the Port of <i>Lima</i> , <i>S. S. E.</i>	5

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C H A P. II.

The Sea-Coasts, &c. from the Port of Callao, in the Kingdom of Peru, to those of Caralmapo and Chiloe, the most Southern in Chile.



Ships sailing from *Callao*, the Port of *Lima*, above describ'd, to the Windward, must go out to the *Northward* of the Island of *Callao*; for they do not pass through the *Boqueron*, that is, the Mouth, Gut, or Channel, so call'd, which is between the Point of Land and the Island, because the Wind will not serve. But Ships coming from the Windward, to this Port, pass through the *Boqueron*, or Channel aforesaid; if they are small, they go in right before the Wind, and there is at least four Fathom Water in the shoalest Part of the Channel. The best Way is to stand in from somewhat to the Windward of the Island of *Callao*, and so pass on till the Part that is to the Landward, not that to Seaward, of a little Head-land there is without that call'd *Morro Solar*, be hid by the *Pena oradada*, or pierc'd Rock, which is a little Island you'll see there, about a League from the Continent, that is, all of it low there; and when the farthest inward Part, as I said above, of the little Head-land, where the Cross is, bears exactly with the *Pena oradada*, or pierc'd Rock, where the other Cross is, both Crosses being brought together, you may go in boldly without fearing any Thing, for provided you observe these Land-Marks, you are safe. At the End of the *Boqueron*, Channel, or Passage between the two great Islands, where the *North* Side of the greater Island begins, there also commences the shoalest Part of this Channel, which lies *N.W.* and *S.E.* and you must always keep your Poop towards *Pena oradada*, or the pierc'd Rock, as has

been above directed; and when you perceive a great Rock, which lies between the two great Islands, is hid by the South Part of the Island, then keep closer to the Island, for then you are past the Shoal, and the Island has more Water than the Point of *Callao*, where the Bank lies, where you'll see the Sea break. And when you are come up as far as a Break there is on the Island, with a white Spot at the Top of it, you may then incline a little towards *Callao*, still giving a Berth to the Shoal; and come not very close before the Point, when you sail in; and provided you keep the North Head-land of the Island to the Westward, you may safely go into the Port to anchor. Bring the two Crosses together, as was said above, you'll go safe, and then the Head-land call'd *Morro Solar*, and the Island *Pena otadada*, or, the pierc'd Rock, will shew as is here represented.

Morro Solar.*Pena otadada.*

From the Head-land of the Windward Island of *Callao*, to the Port of *Paraca*, 35 Leagues N. N. W. and S. S. E. But to observe every noted Place in this Distance. From the aforesaid Head-land of the Island, which is call'd *la Vieja*, or, the old Woman, to *Morro Solar*, two

two Leagues. This is a high Head-land, which at a Distance in the Offing, shews a flat Table

From the Head-land of the Windward Island of *Callao*, to the Port of *Paraca*, 35 Leagues *N. N. W.* and *S. S. E.* But to observe every noted Place in this Distance. From the aforesaid Head-land of the Island, which is call'd *la Vieja*, or, the old Woman, to *Morro Solar*, two

two Leagues. This is a high Head-land, which at a Distance in the Offing, shews a flat Table at the Top. From *Morro Solar*, to the Rocks of *Pachacama*, two Leagues. These are two great Rocks, and from the South Part of them runs a Ridge of little Rocks to the Continent, and they are all white.

Farellones, or Rocks of *Pachacama*.



From the Rocks of *Pachacama*, to the Point of *Cbilca*, three Leagues. This is a low Point, with some bare Hillocks; and just at the Point rises a Ridge, running up the Inland, with three Breaks.

The Ridge of the Point of *Cbilca*, up the Inland.



Whatsoever Way it be seen, it shews thus, bating that when you are near the Coast, either above or below, the Breaks appear narrower.



The same bearing *E. N. E.* shews thus.

From the Point of *Chilca*, to *Mala*, four Leagues; and from *Mala*, to the Island *Asia*, three Leagues. These seven Leagues make a Bay, and in the Middle of it three or four Hills, which, if the upper Land be cover'd with Fogs, looks at a Distance like black Islands, and are upright next the Sea; and the Shore from *Chilca*, to the Island *Asia*, lies *N. W.* and *S. E.* The Island *Asia* is white; and to the Landward of it, there are three Rocks, which are also white. This Island is in Compass about half a League; and as you come from above in the Offing, it has a Break in the Middle; and that Part of it which is to the *Southward*, is bigger and higher than the other Part to the *Northward*.

The Island *Asia*.



From the Island *Asia*, to *Canete*, or *Quenete*, or, as others call it, *Guarco*, seven Leagues *N. W.* and *S. E.* low Land next the Sea, and high a little up the Inland; and beyond that, is the *Cordillera*, or great Chain of Mountains. There is a large and deep Break, through which the River runs down, and forms on the Coast a little high Hill, which falls away towards the *S. E.* and ends over *Canete*. The Head-land of *Canete* is not very high, the Sea beats against it, and is frequently very high. On it are two Stone Forts built by the ancient *Indians*. You must anchor in nine Fathom Water.

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The Head-land of *Canete*,



Bearing N. N. E. shews thus.

The Break of *Canete*.



Coming from the Seaward, in somewhat above 13 Degrees of *South* Latitude, if the *Cordillera*, or great Ridge of Mountains, be clear, you will see this Break, which bearing E. N. E. at a great Distance, shews thus.

From *Canete*, to *Chincha*, nine Leagues, N. W. and S. E. low Land, with reddish and whitish Sloughs, and at the End of those Sloughs, to the S. E. is the Port of *Chincha*. If you would come to an Anchor there, you'll see a Palm-Tree a little up the Country, through a large *Guaca*, or eminent *Indian* Place of Worship, keep both of them right *East*; and when you are in seven or eight Fathom Water, you may drop your Anchor. Here the trading Vessels lade Corn and other Necessaries, some of them anchoring in six Fathom; but the King's Ships, which go to load *Quick-silver* at this Port of *Chincha*, to carry it to *Arica*, anchor farther out in nine Fathom, because there is generally a great Sea in the Port. Take heed therefore how

you

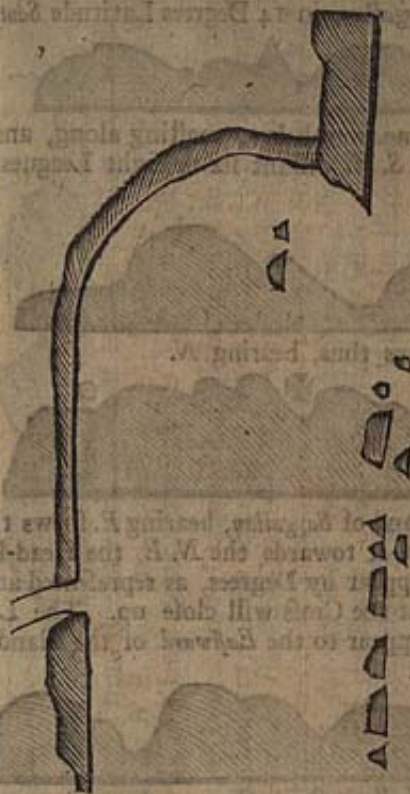
you go ashore. The Town is inhabited by *Spaniards* and *Indians*, by whom you may be furnish'd with all Necessaries. Before this Port there are six Islands, always white, with the Dung of the Fowls that live on them; and about the Landing-Place there is Plenty of Fish. They bear from the Anchoring-Place *N. E.* and *S. W.* distant three Leagues, are low, and somewhat reddish, intermix'd with the white above-mention'd.

From the Port of *Chincha*, to that of *Pisco*, six small Leagues *N. W.* and *S. E.* low Land, and in the mid Way is *Lorinchincha*, where the trading Vessels anchor, and load Corn and other Necessaries. There is no Town, but all the Coast is a sandy Strand, and there is a great Sea on it. The anchoring Ground is in six Fathom Water, before a House you'll see there, and a white Church; which Place they call *el Molino*, that is, the Mill.

In the Port of *Pisco* the Ships anchor before the Houses, in five or six Fathom Water. In order to anchor here, you must bring the Islands of *Chincha* to bear *N. W.* the Island *de la Ballesta*, or, of the Cross Row, *W. S. W.* and *Sangellan S. W.* There is fast clean anchoring Ground all along this Coast backward, from *Canete* to *Pisco*, bating that about a League and a half short of *Pisco*, there is a white Hill or Ridge, call'd *Caucato*; come not too close to this Bit of the Coast, because of the River of *Pisco*, for there are some Shoals running out from it. All along this Bay, which lies between the Islands of *Chincha* and *Pisco*, being three Leagues in Length, Ships may ply upon a Wind, and anchor any where, for it is all clean. You may sail into this Port of *Pisco*, between the Islands of *Chincha* and that of *Ballesta*, there being every where Water enough. At this Port there is Wood and Water, and all other Necessaries. The Wind blows hard here from Noon forward.

Pisco,

Pisco, in 13 Deg. 40 Min. Latitude South.



To the S. W. of *Pisco*, is the Island of *Sangallan*, high and thick, with a Break at the Top, and in some Positions, it shews two. The Continent opposite to this Island of *Sangallan*, is high, and call'd the Head-land of *Paraca*. All about the Island of *Sangallan*, is deep Water; on the North Side of it are two or three large Rocks, and some small ones, and some other small ones on the South Side. Between the said Island, and the Head-land of *Paraca*, is a deep Channel,

Channel, through which the Ships pass which come from above. It is very deep, but that close by *Sangallan* it has a little Shoal on the *S. E.* Side of it. This Island is in the Latitude of 14 Degrees South. It shews in several Shapes.

The Island *Sangallan*, in 14 Degrees Latitude South.



When you come from below, coasting along, and it bears from *S.* to *S. E.* distant six or eight Leagues, it shews thus.



The same shews thus, bearing *N.*



This same Island of *Sangallan*, bearing *E.* shews thus, and as you leave it towards the *N. E.* the Head-land of *Paraca* will appear by Degrees, as represented at (o) and the Break at the Cross will close up. The Land of *Paraca* will appear to the *Eastward* of the Island.



Bearing *E. N. E.* it shews thus.



When bearing *N. E.* at a great Distance, it shews thus.

Paraca,

Paraca, above-mention'd.



When you come from the Seaward, in about 14 Deg. 30 Min. Latitude South, this Land of *Paraca*, bearing *N. E.* at a great Distance, will shew thus; and without it you'll see *Sangallan*, which shews a large Break when it bears *N. E.* very distant.

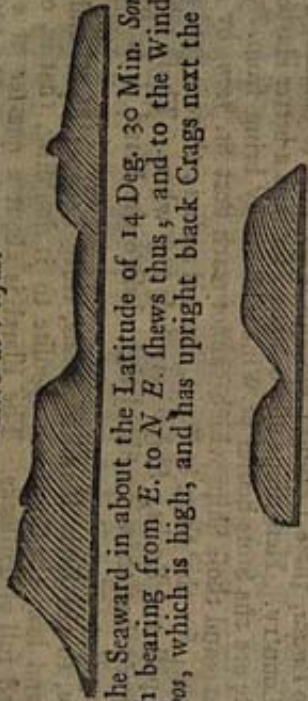
From *Pisco*, to *Paraca*, three Leagues; and this is the Port to *Chincha*, a *Spanish* Town, 15 Leagues up the Country. Here Ships use to careen, for it is a better Harbour than *Pisco*, and calmer; and here are the Store-houses of Wine which they bring from *Ica*. The anchoring is in five Fathom; and those Ships which cannot reach Port *St. John*, by Reason of the high Winds, put in here; for tho' there be Wind, there is no Sea; there is good anchoring Ground, and when once past the Rocks, Ships may ride any where. Those who sail out of this Port, are to observe, that there is a Shoal right before the Island *de la Ballesta*, towards the Head-land of *Sangallan*.

From *Sangallan*, to the little Island of *Sarata*, three Leagues *N. W.* and *S. E.* This little Island is round and low, the Continent opposite to it doubling, that is, one Land rising behind another, and full of Hillocks. The Island is about a quarter of a League from the Continent; and from it to *Morro de Viejas*, that is, the old Womens Head-land, is two Leagues *North* and *South*. This Head-land is high, and from the Seaward looks like an Island. The

South

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South Side is lower than the *North*, and on the Top of it is a Table, with a little Break, so hid, that it hardly appears; but in the Middle is a long and deep Break.

Morro de Viejas.



Coming from the Seaward in about the Latitude of 14 Deg. 30 Min. *South*, you'll see this Head-land, which bearing from *E.* to *N. E.* shews thus; and to the Windward of it you'll see the Island *Lobos*, which is high, and has upright black Craggs next the Sea.

The same Head-land to the Northward of the *N. E.* shews thus, at a great Distance, being high Land; but coming near, you'll see it rise and stretch out.

From this Head-land *Morro de Viejas*, to the Island *Lobos*, is little above half a League. The Island is high; there is anchoring on the *N. N. E.* Part of it, and to the *S. W.* it runs out in the Shape of a Galley, ending in a Sugar-loaf little Island, and beyond that another little Island, like a Ridge of Rocks, which all together at a Distance looks like Part of the Continent, lying close with the Sea and Craggs.

At

At *Morro de Viejas*, or, old Womens Head-land, begins a great Bay, which ends at *Puerto Quemado*, or, burnt Head-land; and from the Island *Lobos*, or, of Seals, to *Morro Quemado*, is about half a League. *Morro Quemado*, or, burnt Head-land, is high and thick next the Sea, and within it the Land runs high and even, and generally this Head-land is cover'd with Fogs. If you would put into this Port of *Morro Quemado*, you must keep the Ship's Side close up with the Rocks, your Anchors clear, and your Fore-sail half loose; but if the Ship answers the Helm well, it is better to go in under a Sprit-sail, to be the clearer to moor, for there is much Wind, and great Squals; and if you can run up to the Port, which is where the Rocks end, and the Strand begins, keep close up with the Rocks, as is said above; and as soon as in the Port, drop your Anchor to the Landward, and moor Head and Stern, that the Ship may not wind. If you be not moor'd before the Wind rises, you'll be apt to drag, and always into deeper Water; therefore endeavour to get in betimes, before the Wind rises. When you would go out of this Port, you must pass between the Island *Lobos* and *Morro de Viejas*, which is all clean. In this Port there is neither Wood nor Water.

Morro Quemado, or, burnt Head-land, in 14 Degrees South Latitude, large,



Bearing N. E. shews thus.

From *Morro Quemado*, to *Punta de Olleros*, or Potters Point, six Leagues N. W. and S. E. the Land high and level. To the Leeward of this Point *Olleros*, there are some Rocks near the Continent, which look like little Islands. You may pass to the Leeward of them, to anchor in a little Bay, which is a good Harbour, in case of Squals, or strong Currents setting downwards.

Pl. II.

P

This

At *Morro Quemado*, or, burnt Head-land, which all together at a Distance looks like Part of the Continent, lying close with the Sea and Crags.

This Port is not frequented, because there is nothing to lade.

Punta de Olleros, or, Potters Point.



Bearing *East*, distant five Leagues, shews thus.



The same bearing *N. N. E.* shews thus; at the same Time with it will appear the Point of *Curacancana*, which we shall represent below.

From *Punta de Olleros*, or Potters Point, to Port *Caballa*, six Leagues *E. S. E.* and *W. N. W.* high Land next the Sea, with sandy Sloughs, and in the mid Way is a large Bay; and about a League and a half from Point *Olleros*, within the Bay, there are some upright Crags; and on the upper Part and Extremity of the level high Land, running from below, is a flat Table, call'd *Mesa de Dona Mariana*, that is, *Dona Mariana's Table*. From thence the Land falls as far as the River *Ica*, where it rises again high and plain, only at the River *Ica* there is a Piece of Land, forming a Table at the Top, with a Break on each Side; and through that to the Leeward, runs the River of *Ica*. Put not into this Bay, for there is a great Sea; and if the Wind falls, it will throw you on the Coast. The Port of *Caballa* has a lofty thick Head-land, which from the Offing shews plain at the Top. If you would anchor in this Port, you must always endeavour to make the Land to Windward of it, one Reason is, that you may keep clear of the Bay, and another, that you may furl your Sails in Time; and when you have so done, hoist out your Boat, and lower

your

your Main Top-mast, for the Wind is apt to blow hard, and there is a great Sea; therefore endeavour to come to an Anchor under a Sprit-sail only. *Note*, That at the very Point of the Head-land, there is a sharp-pointed Shoal, give it a Berth; then observe to keep a sharp-pointed Rock, call'd *el Fraile*, or, the Fryer, to the East, somewhat to Windward, inclining to S. by E. and when you see it bears with a little Head-land, which is above on the level, being the least and most to Windward of three you'll see there; when the Fryer and this Hill are brought together, and you are in eight or nine Fathom Water, you may come to an Anchor. Observe, that, as I have said, there is much Wind, and a great Sea in this Port, and the Port *de la Barca* is at the End of all the Rocks, where the Strand begins; and you must moor with two Anchors a-head, and a Kedger a-stern.

The Head-land of *Cavalla*, in bare 15 Degrees Latitude South.



When the Break bears N. E. shews thus.

Mesa de Dona Mariana, or, Dona Mariana's Table.

When you come from above, or from the Seaward of Port *Cavalla*, the Land to Leeward *N. E.* from *Cavalla*, being the Table of *Dona Mariana*, will shew thus, at a good Distance, and you'll see this Coast lies almost *East* and *West*, and the Coast from above *N. W.* and *S. E.* and at the End of this Land is the Port.

From Port *Cavalla*, to Port *St. Nicholas*, five Leagues, higher Land than that of the Head-land of *Cavalla*; and about a League and a half from the said Head-land of *Cavalla* to Windward, is a deep Break down to the Sea, through which the River of *la Nagsea* runs. Farther to Windward in the higher Land, you'll see two white Sloughs, reaching from the Top to the Bottom, that which is to Windward the smaller of them. Over this high Land, as you come from the Offing, you'll see a Ridge of Mountains, Part whereof toward the *N. W.* is upright, or almost perpendicular, and toward the *S. E.* it grows slenderer, like a Galley, and has two or three small Breaks on the Top. This Ridge of Mountains is call'd *Curacangana*, or *Curacanicata*.

The

The Mountains of *Caracanicana*.



Coming from the Seaward, to make the Land about *la Nasca*, under 15 Degrees of South Latitude, when the Part at the Cross bears *East*, this Mountain of *Caracanicana* shews thus.



P 3

If you come from the Seaward in upward of 15 Degrees from the Point of *Nasca*, when this Mountain of *Caracanicana* bears *N. E.* it shews thus; and more to the *Northward* you'll see the Land of *Punta de Olleros*, or, *Potters Point*, and the Table of *Dona Mariana*.

The Port of *St. Nicholas* is very safe, but has neither Wood nor Water. Towards the *S. E.* of it is a low Point, which forms the Harbour; and over it is a topping round Hill, like a Sugar-loaf.

Point

A Description of
Point St. Nicholas,



Bearing *East*, shews thus.

From Port St. *Nicholas*, to Port St. *John*, two Leagues; but between these two Ports there are some red Sloughs. This Port St. *John* is a good Harbour, yet not resorted to, because there is no lading for Ships, nor has it Wood or Water. At the Entrance, to the Windward Side, is a Shoal, which is carefully to be avoided.

From Port St. *John*, to Port *Loma*, by others call'd *Acari*, six Leagues, low Land. The Head-land of *Ca-valla* and Port *Acari*. bear from one another *N. W.* and *S. E.* and the Head-land of *Acari* is about four Leagues up the Inland, being higher than that of *Ca-valla*, having another Piece of Ground still higher. This Port of *Acari* is call'd the Port of *Loma*, or, of the Ridge, because it has a double Ridge of Land next the Sea, which forms the Port, and is a very good and clean anchoring Place, tho' not resorted to, because there is no Trade. All these three Ports of St. *Nicholas*, St. *John*, and *Loma*, or *Acari*, are very proper for Ships to take Shelter in, as they sail for *Arica*, or *Arequipa*, if they happen to meet with Squals, or Currents setting down. This Head-land of *Acari* and Port of *Loma*, are in 15 Deg. 30 Min. Latitude *South*.

The Head-land of *Acari*, Latitude 15 Deg. 30 Min.



Bearing *East*, distant four or five Leagues, shews thus.

The



Coming from the Seaward in 15 Deg. 30 Min. Latitude, little over or under, you'll see this Head-land, and End of the high Land, which is over *Acari*; and when bearing *N. E.* it shews thus. Then the low Land runs about a League to the *N. W.* where it rises again the same Way on, somewhat double, looking at a Distance like an Island; and if it be clear Weather, you'll see the Head-land of *Acari*, which is generally under a Cloud or Fog.

From the Port of *Loma*, or *Acari*, to the Head-land of *Arequipa*, eight Leagues, low Land next the Sea, trending *N. W.* and *S. E.* This Head-land of *Arequipa* is high, and most of the Year under a Cloud or Fog. There is good anchoring, and the trading Boats usually lade there, nor is it so subject to high Winds as that of *la Nasca*.

The Head-land of *Arequipa*, in 16 Degrees, Latitude
South.



Bearing from *S. E.* to *S.* shews thus.



The same bearing from *N. W.* to *N. E.* shews thus.

From the Head-land of *Arequipa*, to that of *Atico* 14 Leagues, *N. W.* and *S. E.* a little inclining to *East* and *West*. To the Windward of the Head-land of *Arequipa*, begins a sandy Shore, and runs on two Leagues to the Port of *Chola*, which is deep, being at the End of that Strand where a Parcel of large high Rocks rises. The Passage into this Port, is to the Leeward of those

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Rocks, opposite to the End of the sandy Shore. If it be a small Ship, there is Shelter to the Leeward of those Rocks.

The Head-land of *Atico*,



Bearing *N. N. W.* shews thus.



Coming from the Seaward, in somewhat above 15 Degrees Latitude, you'll see this Land, being the Heights between *Arequipa* and *Atico*; and when the Heights at the Cross bear *E. S. E.* distant about ten Leagues, they shew thus; and if it be clear Weather, you'll see the Head-land of *Acari* to the *N. E.* and on the Coast the End of the high Land that comes to meet the low Land, running away to the *N. W.*

Lands between *Atico* and *Arequipa*.

Standing in from the Seaward, in 16 Degrees Latitude, little over or under, you'll see this Land, which is between *Atico* and *Arequipa*; and when the Break at the Cross bears *N. N. E.* it shews thus; but bearing *N. E.* the Break appears longer, with as it were a little Hillock in the Middle.

From the Head-land of *Atico* to *Ocana* eight Leagues, *N. W.* and *S. E.* somewhat inclining to *East* and *West*, high Land next the Sea, and up the Inland snowy Mountains. Between *Atico* and *Ocana*, is a great Break made by a River running down to the Sea, and two Musquet-shot up the Break there is fresh Water. Near the Break there are two Rocks, call'd *Los Pescadores*, or, The Fisher-men.

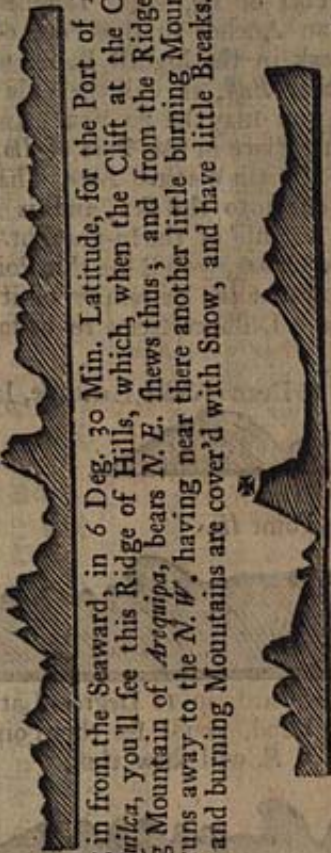
From *Ocana*, to *Camana*, six Leagues, *N. W.* by *W.* and *S. E.* by *E.* a furly Coast, and *Camana* is a *Spanish* Town.

From *Camana*, to the Creek of *Quilca*, five Leagues, where small Ships put in; but great Ships come to an Anchor, when a Rock you'll see there bears *East*, half a League from the Creek. If you intend for this Creek of *Quilca*, and cannot get into the Harbour, by Reason of the Wind's falling calm, or the Current's setting down, there is good anchoring to the Leeward,

ward, in 20 Fathom Water. Let go your Anchor as soon as you see the Strand of *Camana*, for it is every where clean and holding Ground. This Creek of *Quilca* is in 17 Degrees Latitude.

From the Creek of *Quilca*, to the Port of *Cbule*, ten Leagues, *N. W.* and *S. E.* thus. From *Quilca*, to the Island *del Guano*, three Leagues. From the Island *del Guano*, to *Ilai*, four Leagues. Here they anchor within a Parcel of Rocks you'll see, there is so much Depth, that you must be in above 40 Fathom Water. The Rocks are four or five, all white, and by them the Port of *Ilai* is known. There is no going into the Creek.

From *Ilai*, to *Cbule*, which was once the chief Port to *Arequipa*, three Leagues, all the Coast along nothing but Rocks; and here is a Creek, which Boats go into, being a meer Gut, and only one Boat can go in at once. When you would anchor, you must open this narrow Creek, and you'll find 20 Fathom Water. If you are making from the Seaward for this Port of *Cbule*, you'll see the burning Mountain of *Arequipa* which bears with this Port *N. E.* and *S. W.* distant 16 Leagues up the Inland; and if it be clear Weather, you'll see other high Mountains, near that *Volcano*, which resembles a Sugar-loaf with the Top broken off.

The burning Mountain of *Arequipa*.

Standing in from the Seaward, in 6 Deg. 30 Min. Latitude, for the Port of *Ilai*, or the Creek of *Quilca*, you'll see this Ridge of Hills, which, when the Clift at the Cross, being the burning Mountain of *Arequipa*, bears *N. E.* shews thus; and from the Ridge at (o) the Mountain runs away to the *N. W.* having near there another little burning Mountain. All these Hills and burning Mountains are cover'd with Snow, and have little Breaks.

Standing in from the Offing, in 17 Degrees Latitude, little over or under, if the *Cordillera*, or Ridge of Mountains, be clear of Clouds, you'll see these Hills, which are above *Arequipa*; and when they bear from *E.* to *N. E.* they shew thus; and the Clift at the Cross, is the burning Mountain of *Arequipa*. If you happen to be near the Coast, this burning Mountain shews in several Shapes.

From *Cbule*, to the Port of *Ilo*, twelve Leagues *N. W.* by *N.* and *S. E.* by *S.* high Land, thus. Two Leagues to the Windward of *Cbule*, is the River *Tambo*, where is a Piece of low Land,

Land, about a League in Length, all the rest steep and high. There is anchoring Ground before the River *Tambo*, in 20 Fathom Water, a clean Bottom. From the River *Tambo*, to *Terba Buena*, two Leagues. From *Terba Buena*, to the Port of *Ilo*, eight Leagues. If you would come to an Anchor in this Port of *Ilo*, you must make a Break in the highest Land, which you are to bring to bear *East*, as will the Vale thro' the Break, and then you may let go your Anchor. There is a good landing Place in this Port of *Ilo*, and close by it is a River of fresh Water. Note, That the Point of *Ilo* runs far out into the Sea, and is low; come not too near it, because of the In-draught. As you stand in from the Offing, you'll see this Point of *Ilo* low with the Sea, and at the Extremity of it is a little Island, which at a Distance seems to be four or five Rocks.

The Point of *Ilo*, in 18 Degrees South Latitude, large,



Bearing *N. E.* shews thus.

Point *Ilo*.



Coming from the Seaward, in 16 Degrees Latitude South, when near the Land, you'll see this Point of *Ilo*, which bearing *N. N. E.* will shew thus.



The same, when it bears *East*, shews thus; and then if you look out towards the *S. E.* you'll see the Head-land of *Sama*.

From

From the Point of *Ilo*, to the Head-land of *Sama*, eight Leagues *N. W.* and *S. E.* and by the Way is the Hill of *Acaguna*, and the River of *Ilo*, and the Hill call'd *Loma Quemada*, or burnt Ridge. The River of *Ilo* is very good; and a Quarter of a League to the Windward, is the Town of *Ilo*, inhabited by *Indian* Fisher-men. Upon Occasion, you'll there find *Maiz*, or *Indian* Wheat, Water, and what else you want. There is a great Sea along this Coast, and in the River of *Ilo*. The Head-land of *Sama* is high and thick, and with the Coast makes several Appearances.

The Head-land of *Sama*, in 18 Deg. 30 Min. Latitude *South*,



Bearing *E. S. E.*, makes a Point, with several small Breaks, and shews thus.

The same bearing *N. N. E.* distant 10 Leagues, shews thus.

wards *Arica*, low Land, and a landy Shore; only the Land of *Quiaca* is high. But in this Way; from the Head-land of *Sama*, to the River of *Sama*, three Leagues; and half a League to

to Windward of this River of *Sama*, is the Port of *Quiaca*, high Land, where there are *Spaniards* and *Indian* Fisher-men; and there, upon Occasion, you may water, and be supply'd with what you want.

The high Land of *Sama*.



When you come from the Seaward, to make the Land to Windward of *Sama*, when the Land at the Cross over the Head-land bears *N. N. E.* it shews thus; and the Break at (o) is the River of *Sama*, above-mention'd.

The high Land call'd *La Quiaca*, above-mention'd.



When the Height at the Cross bears *E. S. S.*, distant seven Leagues, shews thus.



The same, when the Height at the Cross bears *N. E.* distant seven Leagues, shews thus.

The same, when you make the Land to the Windward of *Arica*, and it bears *N. N. W.* shews thus.

From the Port of *Quitaca*, to the River of *Juan Diaz*, five Leagues; and from that River, to the Head-land of *Arica*, five Leagues, low Land, and a sandy Shore. Ships may anchor upon Occasion in this Bay, and along the Coast, for there is good holding Ground, and clean. *Note*, That the Sea runs high upon the Shore, if you happen to go in with your Boat. The Head-land of *Arica* is high and upright, and on it there are white Spots, being the Dung of Fowl. It is to be observ'd, that the Land to the Windward appears before this Head-land of *Arica*, as does the Head-land of *Sama*, and the Land of *Quitaca*, as being all higher than it, and because it lies up at the Bottom of the Bay. When they came to an Anchor in this Bay formerly, they us'd to open the Street call'd *de la Merced*, but now they anchor more to Windward. As soon as past the little Island, you may bend towards the Land; and when you have discover'd all the Ware-houses, and the first Street in the Town, which is call'd

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del Tambo on the Shore begins to open, and you are in eight or nine Fathom Water, you may let go your Anchor, keeping the little Island a-head. Here you must moor with the Kedger a-stern, because of the Land-Breezes, which blow hard in this Bay. This Port of *Arica* is in bare 19 Degrees Latitude South. If you be coming in from the Seaward, and have not yet had Sight of the Coast, by Reason of the Distance, or any other Cause, if the Weather be clear, and the Mountain-Land appears, you'll see on the Top of the *Cordillera*, or Ridge of Mountains, two Hills, which look like Rocks in the Sea, or burning Mountains, with the Snow upon them. If these two Hills bear *N. E.* from you, then you are somewhat to Windward of the Port; and to the *S. E.* of the said two Hills, on the same Ridge of Mountains, is another Hill, looking white like the others with the Snow.

The Head-Land of *Arica*, in 19 Degrees, Latitude South.



When you come coasting along from the Windward of *Arica* downwards, this Head-land bearing *N. N. E.* shews thus.



The same bearing *N. E.* shews thus.

From the Head-land of *Arica*, to that of *Tarapaca*, 25 Leagues, high Land next the Sea, lying North and South, a little inclining East and West, and it is known by its trending, because the Land to Leeward of *Arica* lies *N. W.* and *S. E.* Between *Arica* and *Tarapaca*, there are three deep Breaks made by Rivers running down to the Sea. If when you come in from the Seaward, for want of an Observation, or by Reason of the Currents,

rents setting down, you happen to make the Land of *Arquipa*, take Heed you are not deceived by some other Breaks there are on that Coast, tho' you may discern the Difference, by Reason that Land is lower, and lies *N. W.* and *S. E.* whereas this to Windward of *Arica* lies *North and South*. The first Break to Windward of *Arica*, is that of *Vitor*, which others call of *Corpa*, and it is five Leagues from *Arica*. About a League to the *Northward* of this Break, almost at the Edge of the Water, there are white and red Craggs, for about a League in Length, and look like a Wall, because that Part of the Coast is perpendicular. To the *Southward* of this Break, is a Head-land, with some Craggs that are white from Top to Bottom.

○ The Break of *Vitor*. †



When you make the Land, somewhat to Windward of *Arica*, and the Head-land at (o) which is to Windward of the Break of *Vitor*, bears *East*, somewhat *Northberly*, and the Head-land at the Cross is to the *Leeward* of the Break of *Camaronet*, to be mention'd below.



The same Land, distant better than four Leagues, when the Break at the Cross bears *E. N. E.* shews thus.

From the Break of *Vitor*, to that of *Camaronet*, seven Leagues; and to the *Southward* of this Break of *Camaronet*, close by it, is a little Rock, very white; which, when you are about five Leagues

Leagues from the Shore, looks like a Ship under Sail. You must always be near this Coast to

From the Break of *Vitor*, to that of *Camarones*, seven Leagues; and to the Southward of this Break of *Camarones*, close by it, is a little Rock, very white, which, when you are about five Leagues

Leagues from the Shore, looks like a Ship under Sail. You must always be near this Coast to know it; and when the two Breaks above-mention'd bear *East*, little over or under, they will be open to you, which is not so with the other more to Windward, call'd of *Pisagua*, which forms a Sort of Bay, the *North* Point whereof winds to Windward, and the Channel must bear *N. E.* to have it open to you.

The Break of *Camarones*, in 19 Deg. 30 Min. Latitude *South*.



When you have made the Coast to Windward of *Arica*, which runs almost *North* and *South*, the Break of *Camarones* at the Cross bearing *E. N. E.* about eight Leagues distant, shews thus with the Head-land at (o)

The burning Mountains of *Tacorral*.



If you happen to stand in from the Seaward in about 19 Degrees Latitude, and the *Cordillera*, or great Ridge of Mountains, is clear, so that you can make it, and not the Coast, when the burning Mountains at the Cross bear *N. E.* they shew thus, and you are to Windward of *Arica*. From

From the Break of *Camarones*, to that of *Pisagua*, eight Leagues, high Land next the Sea, and running *North* and *South*, like the rest.

Pisagua.



When you come from the Seaward, in about 19 Degrees and a half Latitude, little over or under, you'll see this Land; and at first Sight the Head-land at (O) will look like an Island, but drawing nearer, you'll see all the Land and Coast to Windward of *Arica*, which lies between the Break of *Camarones*, and that of *Pisagua*, and at the Cross is *Pisagua*.

Pisagua.



When you have made the Land between *Pisagua* and *Camarones*, you'll see this Land, being the Break of *Pisagua* at the (O) bearing *E. S. E.* distant 17 Leagues, when it shews thus, and the Break of *Camarones* will be open to you, and to the Windward of it a white Spot, with two or three little black Streaks in the Middle of it, from the Top to the Bottom.

To

To the Windward of *Pisagua*.

When you come from the Seaward, to make the Land to Windward of *Pisagua*, you'll see this Land, which bearing *E. N. E.* shews thus. The Head-land at the Cross is to Windward of the Mouth of the Break, and close by the said Head-land you'll see some Rocks, and to the Windward of it a little white Spot, and the Land farther up above the Break, is higher than that next the Sea, and here and there you'll see Hills of the *Cordillera*, or great Chain of Mountains, and among them the Hill at (o) and sometimes it will appear over the Break, and other Times to Windward with another on the Top of the Chain of Mountains, and they are both cover'd with Snow.

From the Break of *Pisagua*, to the Head-land of *Tarapaca*, six Leagues. This Head-land is high, and from it runs low Land every Way, the Head appearing in whatsoever Position you are to it. The Coast is boisterous, and on it is a little Island.

The Head-land of *Tarapaca*, in 20 Deg. 40 Min. Latitude *Sout*.



When you make the Land between *Pisagua* and *Tarapaca*, and the Head-land of *Tarapaca* bears *S. E.* it shews thus at a Distance; and tho' the Point at (O) looks low, near at Hand you'll find it as high as the rest of the Coast.



When you make the Land even with the Height of the Head-land of *Tarapaca*, and it bears near about *E. S. E.* it shews thus; and if you look towards the *S. E.* you'll see the Head-land of *Pica*, which makes two slender Skirts, or Descents, still falling away, the one to the *Northward*, and the other to the *Southward*, and the Head-land on the Top has a little Break, not deep.



The same, when you come to make the Land between *Pica* and *Tarapaca*, and this Head-land bears *E. N. E.* being somewhat to Leeward, shews thus; and to the Windward is the Head-land of *Pica*, with the two Skirts aforesaid.

From

From the Head-land of *Tarapaca* to that of *Pica* five Leagues *North* and *South*. Near it is

land bears *E. N. E.* being toward to Leeward, news thus, and to the windward is the Head-land of *Pica*, with the two Skirts aforesaid.

From

From the Head-land of *Tarapaca*, to that of *Pica*, five Leagues *North* and *South*. Near it is a little white Island, and to the Landward of it there is good anchoring in 7 Fathom Water.

The Head-land of *Pica*,



Bearing *E. S. E.* shews thus.



When you come from the Seaward, in about 20 Deg. 30 Min. Latitude, little over or under, at a great Distance this Head-land of *Pica* will shew near thus, howsoever you be posited.



But when you draw nearer this Head-land of *Pica*, and it bears *East*, it will shew thus, with these little Breaks, and the Coast runs away high, both to the *Northward* and to the *Southward*.

From

From the Head-land of *Pica*, to the River of *Lora*, 12 Leagues, high Land, lying *North* and *South*, a bold Coast, with white Crags. The River lies where the Land is lowest and drawn in, which must bear *East* if you would make it. The Water of this River is somewhat brackish. The anchoring Ground is a quarter of a League to Windward, near a Parcel of small Rocks, which are to be a-head of you.

From the River of *Lora*, to *Atacama*, 15 Leagues, high Land, lying *N. N. E.* and *S. S. W.* the Coast very rocky and deep; but keep clear of it. Five Leagues from *Lora*, *Southward*, and before a Ridge of Mountains, is *Hagney ds Paquifa*, where there is fresh Water. If you would water here at *Paquifa*, you must anchor before a Head-land, which forms as it were a Point, with some white Spots, and then you'll see a great Tree before the *Jagney*, or watering Place; and if right, you'll be before the highest Land of this Coast; and over the Point is a Hill, which, when you are out at Sea, looks like three or four Hills, and is full of Thistles.

This Hill of *Paquifa*, being in 22 Degrees Latitude *South*,



When you stand in directly upon it from the Sea-ward, shews thus.

In case you miss of Water at *Paquifa*, it is but two Leagues from thence to *Algodonales*, where there is fresh Water, to be known by some white Spots next the Sea.

From *Algodonales*, to *Atacama*, eight Leagues, where Water may also be had, but it is somewhat brackish.

From *Atacama*, to the Bay of *Mijillones*, or *Muscles*, five Leagues, *N. E.* by *N.* and *S. W.* by *S.* At the Point of it is a high round Hill, like a Sugar-loaf, and on the *North* Side of it another smaller. The Bay of *Mijillones* is deep, the anchoring Place is to the *Eastward*,

ward, and the Entrance lies North and South. Here is no Water. Ships may also anchor to the South of the Point, near a Rock that is to be seen there, in 15 Fathom Water.

The Hill forming the Point at the Bay of *Mijillonos*,



When it bears from East to S. E. shews thus.

From the Point of the Bay of *Mijillonos*, to *Morro Moreno*, or brown Head-land, eight Leagues, N. E. and S. W. This Head-land is high and thick, and there is anchoring on the North Side of it, near a little Island, where Ships may be shelter'd, when there are Squals from the South, and be in a Readiness to sail. Here is a good Port, tho' freight, and Ships may careen. There is Water, but it can only be taken up at low Ebb, because it has a Communication with the Sea upon the Flood. If you coast along, the Land will appear to you stretch'd out and plain next the Sea, like a little Table over the Point. When you come from above, *Morro Moreno* will appear high and round. Here is generally very blowing Weather in this Latitude of 23 Degrees.

Morro Moreno, or brown Head-land,



Bearing from South, to S. W. shews thus.

From *Morro Moreno*, to *Morro de Forge*, or *George's* Head-land, 10 Leagues, N. by E. and S. by W. and between them is form'd a Bay, which is dangerous when there is much Wind at S. W. because that blows right in, and it is unsafe to be in it at that Time. There is anchoring at the Point of *Morro de Forge*, in

25 Fathom, good holding Ground. This Head-land and *Sangallan*, lie *N.* by *W.* and *S.* by *E.*

From *Morro de Forge*, to *Baia de Nuestra Senora*, or our Lady's Bay, 20 Leagues, *N. N. E.* and *S. S. W.* very high desert Mountains, without any Water, bating that about six Leagues short of our Lady's Bay, there is some fresh Water; but it is in the highest Part of the Mountain, and in the very midst of it towards the Bay. Below the Place of the Water, there is a plain Spot down next the Sea, you may come to an Anchor before that Plain; for it is all clean, and there is much Water close under the Shore, so that you must anchor in 25 Fathom. Note, that a Ridge runs down from the Mountain to the Sea; and where the Ridge terminates, is a white Rock about half a League from the Continent. This Rock must be to the *Southward* and ahead of you, and you are to be a Mile from it. This white Rock is in 24 Degrees and a half Latitude *South*. From this same Rock, at the watering Place, you may see *Morro Moreno*, which thence looks high and round.

From this white Rock at the watering Place, to the *Baia de Nuestra Senora*, or our Lady's Bay, one half of the Country inhabited, and the other half desert; and here ends the Mountain, and begins the low Land. Here also the boisterous *North* Winds begin to reign. This Bay of our Lady is very deep, and the Coast so steep, that you'll scarce strike Ground with 50 Fathom Line, a very blowing Coast when there are Squals.

From *Baia de Nuestra Senora*, or, our Lady's Bay, to the Head-land of *Copiapo*, thirty Leagues *N. N. E.* and *S. S. W.* From our Lady's Bay, to Port *Betas*, 6 Leagues, good anchoring Ground, deep Water, and you must ride in 30 Fathom, to be ready to sail when the *North* Wind blows. You'll know this Port of *Betas* by a Spot of white Sand, and in the midst of the White another black Spot, and at the upper Part of the Port there are some Chaps or Clefts, which look like the Veins in a Mine, call'd in *Spanish*,

Betas,

Betas, whence the Name of the Place. Here is no fresh Water. The Latitude is 26 Degrees South.

From Port *Betas*, to *Juncal*, or, the rushy Ground, six Leagues. This is but a bad Harbour; for it is only shelter'd against the *S. W.* with Mountains, the Country desert, and no fresh Water.

From *Juncal*, to Port *Cheveral*, six Leagues, a good Port, and has an Island without, which secures it against all Winds; but it has no fresh Water.

From *Cheveral*, to the Head-land of *Copiapo*, 12 Leagues; and, by the Way, good Places to anchor, and Bays shelter'd from the *South*; but a desert Country, and without fresh Water. The Port of *Copiapo* is good, secure against the *South*, as also against the *North* Winds. The Head-land of *Copiapo* somewhat resembles an Island, is not unlike Point *Santa Elena*, and has a little Island on the *South* Side, about a League from the Head-land. There is also good anchoring on the Side of this Island next the Continent, near a high Head-land that is there to be seen. Ships may sail from this Port with a *North* Wind. The Country here is inhabited.

The Head-land of *Copiapo*,



Coming from the *Northward*, shews thus.

From the Head-land of *Copiapo*, to the Islands *de Pajaros*, or of Birds, 33 Leagues, *N. E.* by *N.* and *S. W.* by *S.* thus. From the Island of *Copiapo* to *Baia Salada*, or the Salt Bay, five Leagues. Here is good Anchoring and Water, but that none of the best. The River of *Copiapo* is between the Island and the Bay; and to the Seaward of this River, is a dangerous Shoal, bearing *West* from the River.

From *Baia Salada*, or Salt Bay, to *Totoral*, 10 Leagues, where the anchoring Ground is to the *Northward* of the Point, which is to bear from you *S. W.* by *W.* You must hold your self ready to sail, if the

North

North Wind should rise, which blows in. Here you may water.

From *Tatoral*, to the Port of *Guasco*, 10 Leagues; and here is Shelter from the *East* to the *S. E.* This is a Vale well peopled, with a River. You must anchor opposite to this River, near a little low Island. There are seven or eight Rocks at the Windward Point opposite to the Port, and on the very Point is a sandy Hill, with a Break at the Top, and Sands about on both Sides. There are three little Islands at the anchoring Place. This Hill of *Guasco* is high, thick, and round, and makes a Saddle at the Top, and it is higher to the *Northward* than to the *Southward*, running off low on both Sides.

The Hill of *Guasco*,



From the Seaward, shews thus.

From this Port of *Guasco*, to the Islands *de Pajaros*, or of Birds, eight Leagues. To the Landward of the greater Island, is a little one somewhat low, where you may anchor, and sail out again with a *North* Wind, which Way you please. There are four great Islands, and the middlemost, which is the largest, has five Breaks on it. That which lies most to the Landward has some high Rocks about it; and the two great Islands that lie together, bear from one another *N. N. W.* and *S. S. E.*

From these Islands *de Pajaros*, or of Birds, to the Port of *Coquinbo*, seven Leagues, *N. N. W.* and *S. S. E.* This Port of *Coquinbo* has a Point which is not very high, and at the Entrance into it are two Rocks opposite to the Point. These Rocks, if you would go in, you must leave on your Starboard Side, and 'till they

bear *S. S. W.* you'll find no Ground; for which Reason, you must make up close to the Point, and when near it, stand in to anchor before the highest Land in a Line, with a Rock there is in the Sea, call'd *la Tortuga*, that is, the Tortoise. From this anchoring Place, to the Sea-Port Town of *Coquinbo*, is two Leagues, and it is in 30 Degrees of *South Latitude*.

From the Point of *Coquinbo*, to the Bay of *Longoi*, seven Leagues, *N. E.* and *S. W.* and one League to Windward of *Coquinbo*, is a Port call'd *la Herradura*, that is, the Horse-shoe, which is safe and good anchoring Ground.

From the Bay of *Longoi*, to *Puerto del Governador*, or the Governor's Port, 24 Leagues, *N. N. E.* and *S. S. W.* thus. From *Longoi*, to *Limari*, eight Leagues. This Port of *Limari* is known by the Woods of very tall Trees on the Mountains, and in the midst of them a deep Break down to the Sea.

From *Limari*, to *Choapa*, 10 Leagues. The Land at *Choapa* high Mountains, most Part of the Year cover'd with Snow; the Coast upright, and without any Port.

From *Choapa*, to *Puerto del Governador*, or, the Governor's Port, six Leagues. This Governor's Port is good; you must anchor opposite to the lowest Land, and hold your self ready to sail when the *North* Wind comes up, right before a high Hill that has a small Break on the Top, and on the Side of the Hill towards the *S. W.* is a Tuft of Trees. The Port has a little Island; and, in case you cannot weather the Point with the *North* Wind, you may take Shelter to the Leeward of the little Island. This Governor's Port is in 31 Deg. 15 Min. Latitude *South*.

From the Governor's Port, to that of *Valparaiso*, 20 Leagues *North* and *South*. This Port and Point *Coroma*, bear from one another *N. by E.* and *S. by W.* This same Port and *la Ligua*, bear from one another *N. W.* and *S. E.* distant five Leagues. At this Port of *Ligua*,
near

near the Point, is a Shoal two Fathom under Water, and there is five Fathom Water at the anchoring Place.

From *la Ligua*, to *Puerto del Papudo*, three Leagues, the anchoring Place deep, and at it is a high Hill, with a Break on the Top, and a Spot of Trees, which looks like the Hill at the Governor's Port.

From Port *Papudo*, to the Flats of *Quintero*, five Leagues. These Flats are above Water, near the Continent, and the Sea sets very much towards them. Ships may safely pass between these Flats and the Continent, where there is twelve Fathom Water, clean Ground.

From these Flats, to Port *Quintero*, two Leagues. This Port *Quintero* is deep, and safe against the *Southerly* Winds, but the *North* blows directly in at the Mouth; take heed you be not catch'd there by it.

From Port *Quintero*, to the Port of *Valparaiso*, five Leagues, *N. E.* and *S. W.* By the Way, three Leagues from *Quintero*, is the River of *Chile*, *North* and *South*; and at the River of *Chile* is a Shoal, on which you'll immediately see the Sea break.

From the River of *Chile*, to *Valparaiso*, the Port to the City of *Santiago*, Capital of the Kingdom of *Chile*, two Leagues; and in this small Space between the aforesaid Places, there are three several Strands, and down the middlemost runs the River *de las Minas*, or, of the Mines, which others call of *Margamarga*; and at the End of the last Strand, to the Windward, is this Port of *Santiago*, call'd *Valparaiso*, where there is a Break and a little open Strand, and at the End of that Strand is a stony Point. You must come to an Anchor behind that Point, before the little Strand, which makes the Shelter from the *North* Wind, under the highest Land, which runs towards the Point of *Coroma*. There is seven Fathom Water in the anchoring Ground; when moor'd, one of your Anchors must be almost ashore, and the other to the *Northward* near a Parcel of Stones

on the little Strand near the Shore, good holding Ground. However, you must keep your self in a Readiness to sail, because the South Wind blows hard, and there is a rowling Sea, especially after Noon. This Port of *Valparaiso* is in 32 Degrees South Latitude, large.

From the Port of *Valparaiso*, to the Point of *Coroma*, two Leagues. The Course *W. S. W.* On the Inside of this Point, is a Shoal; come not too near in your Way from above for *Valparaiso*. There is anchoring at this Point of *Coroma*. This Point and the Islands of *Coquinbo*, the Head-land of *Copiapo* and *Morro Moreno*, or brown Head-land, all bear from one another alike, that is, *N. E.* and *S. W.*

From the Point of *Coroma*, to *Potocalma*, 18 Leagues *N. E.* and *S. W.* and six Leagues to Windward of the Point of *Coroma*, are *las Salinas*, or, the Salt-Pits, where there is anchoring Ground, with a South Wind, the Land low, with many Shoals, and you must anchor in 10 Fathom.

You may anchor within the Head-land of *Potocalma* with a South Wind; and a very little League within it the Wind blows hard, and the Sea is boisterous, and so deep, that very near the Land you'll ride in 25 Fathom Water, clean Ground. This Head-land of *Potocalma* is in bare 34 Degrees Latitude South.

From the Head-land of *Potocalma*, to the Break or River of *Lora*, 14 Leagues. Here at *Lora* is a large Break, like that of the Island of *Lima*, and a Piece of the Coast is low, being sandy, lying *N. E.* and *S. W.* and right before the Middle of the higher sandy Ground, is good anchoring. At *Lora* the Mountains begin to have Trees on their Tops; so that there is Plenty of Wood, and so all the Coast continues to the City of the *Conception*.

From the Break or River of *Lora*, to the River of *Maule*, seven Leagues. This River has three Fathom Water at low Ebb, on the Bar; and there are two Rocks

Rocks at the Entrance; and about half a League to the Leeward of them, there is anchoring, against the *South* Wind. This River of *Maule* is so boisterous, as if the *North* Wind were produc'd in it.

From the River *Maule*, to Point *Humos*, 10 Leagues. This is a dangerous Point, for from it several Shoals run out, and some Ships have been lost at it. The River *Maule*, and this Point, bear from one another *N. N. E.* and *S. S. W.*

From Point *Humos*, to the River of *Itata*, seven Leagues. The Country is very populous about this River of *Itata*, and there is anchoring at a Point which runs out, and it makes a deep, upright, and very large Break. From Point *Humos*, to *la Herradura*, or, the Horse-shoe, there is no Bottom, unless it be in these Parts here mention'd.

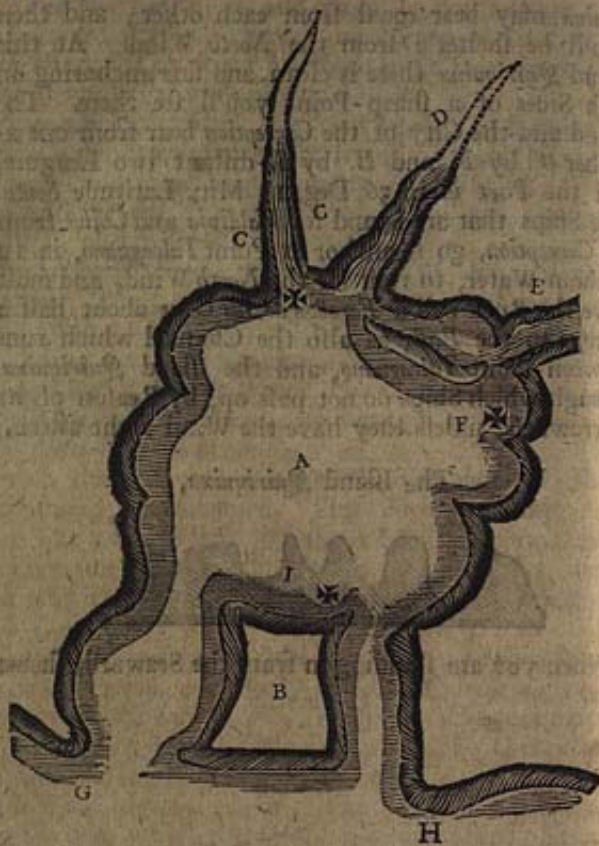
From the River of *Itata*, to *la Herradura*, or, the Horse-shoe, five Leagues. This Port is a Bay, in Form like a Horse-shoe, whence it has the Name. At the Entrance there are three or four high Rocks, and within it is land-lock'd against both the *North* and *South* Winds.

From *la Herradura*, or, the Horse-shoe, to the Island of the *Conception*, commonly call'd *la Quiriquina*, two Leagues *N. E.* and *S. W.* These two Leagues make the Passage, or Mouth for going up to the *Conception*, and this Passage lies *North* and *South*; so that the *North* Wind blows right in. The *Spanish* Town lies along the Sea, which there forms a spacious sandy Shore. A quarter of a League from the City of the *Conception*, is a River, call'd *Andalin*, where the trading Boats can run up. In this Port of the *Conception*, you must anchor before a small Rivulet, that runs through the Middle of the City, and ride out at some Distance from it, to be ready to sail, in case the *North* Wind should come up, when you are to make for the Point of *Talcaguano*, and there come to an Anchor to Leeward of a low Point, so that *Talcaguano* Point and the Island *Quiriquina*

Quiriquina may bear equal from each other; and then you'll be shelter'd from the *North* Wind. At this Island *Quiriquina* there is clean and safe anchoring on both Sides of a sharp Point you'll see there. The Island and the City of the *Conception* bear from one another *W.* by *N.* and *E.* by *S.* distant two Leagues, and the Port is in 36 Deg. 15 Min. Latitude *South*. The Ships that are bound for *Valdivia* and *Cbiloe* from the *Conception*, go to anchor at Point *Talcaguano*, in 12 Fathom Water, to wait for the *North* Wind, and must leave the Rock call'd *Farellon de las Ollas* about half a League to the *East*, as also the Channel which runs between Point *Talcaguano*, and the Island *Quiriquina*, through which Ships do not pass up, by Reason of its Narrowness, unless they have the Wind right astern.

The Island *Quiriquina*,

When you are standing in from the Seaward, sheweth thus.



A. The Bay of the *Conception*. B. The Island of *Quiriquina*. C. The Town of the *Conception*. D. The River *Andalita*. E. *Itata* River. F. Port *Talcaguano*. G. Point *Hervadura*. H. Point *Talcaguano*. I. Port *Quiriquina*.

From the Point of *Talcaguano*, to *St. Mary's Islands* 11 Leagues *N. E.* and *S. W.* thus. From Point *Talcaguano*, to Port *St. Vincent*, two Leagues; and this is a good Port, safe against all Winds, except the *West*, which blows right in.

From Port *St. Vincent*, to the River of *Biobio*, two Leagues. This is a mighty River, at the Mouth of it are two high Rocks; and between it and Port *St. Vincent*, is a high Hill, which looks like two Dugs, and is therefore call'd *Las Tetas de Biobio*, that is, the Dugs of *Biobio*.

Tetas de Biobio.



From the Seaward, shews thus.

From the River *Biobio*, to *Lavapie*, seven Leagues; and this is a Bay affording Shelter against the *South* Wind, but the *North* blows right in. Here is the Island of *St. Mary*, where there is anchoring Ground on the Side next the Continent, and Shelter against the *North* Wind, but little Water. Near this Island is a high Rock, and the *North* Point is low, with anchoring Ground about it, but not clear of Rocks; and on the Outside is a Shoal running about half a League out to Sea; take Heed of it, for some Ships have perish'd on it. This Shoal and the Dugs of *Biobio* bear from one another *N. E.* and *S. W.* The Dugs are high, and may be seen at a great Distance, making a large Break in the Middle, as represented above. The Island of *St. Mary* is inhabited, plain Land, and about two Leagues in Compass.

From *St. Mary's* Island, to the Island *Mocha*, 20 Leagues *N. N. E.* and *S. S. W.* thus. From *St. Mary's* Island, to *Puerto del Carnero*, or, the Sheep's Port, 10 Leagues. Near this Port is a high Rock, and in it

there is fresh Water and a River; and hither the Boats resort with Provisions for the Garrisons.

From Port *Carnero*, to the Island *Mocha*, 10 Leagues; but from Port *Carnero*, to *Tucapel*, four Leagues. This is no good Port, and worst of all when the *North* Winds prevail along the Coast. The Island *Mocha* is high Land, well peopled by *Indians*, come over from the Continent, which is four Leagues distant, and to the *W. S. W.* there are Shoals.

The Island *Mocha*, in 38 Deg. 40 Min. Latitude South,



To the Leeward, shews thus.



The same to the Windward, shews thus.

This Island and the Port of *Valdivia* bear from one another *North* and *South*, distant 25 Leagues. The Island and the River *Imperial* *N. W.* by *W.* and *S. E.* by *E.* the same and Point *Galsra* *N.* by *W.* and *S.* by *E.* the same and the Island *Juan Fernandes* *N. W.* by *W.* and *S. E.* by *E.* distant 90 Leagues.

From the River of *Tucapel*, to the River *Imperial*, 10 Leagues. This River has good Depth of Water, the Land is low, and you may anchor in it, for it is clean.

From the River *Imperial*, to *Alquivite*, 10 Leagues low Land; and between these two Places, is a Hill which falls away both to the *Northward* and the *Southward*, down to the very low Coast; for such it is all the Way to near *Valdivia*.

The Hill between *Imperial* and *Alquivite*,

Shews thus in any Position whatsoever.

Note, That the lowest Land on this Coast, is at *Alquivite*; and if it be clear Weather, you'll see some burning Mountains up the Country, and then the Land rises to the *Southward*, as far as the Head-land of *Bonifacio*, which is 10 Leagues.

This Head-land of *Bonifacio* is the one Side of the Entrance into the Port of *Valdivia*, the other is *Morro Gonzalo*, or, *Gonzalo's Head-land*, opposite to it on the other Side, and three Leagues distant; and this Head-land of *Gonzalo* is perpendicular, but not very high, and has some white Spots upon the very Point, or End of it.

The Head-land *Morro de Bonifacio*,

When bearing *N. N. E.* shews thus.



When bearing E. N. E. shews thus.

A Description of
 Between these two Head-lands, as I have said, is the Passage up to *Baldoria*; and from the Head-land of *Bonifacio*, to the Port *del Coral*, is five Leagues N. by W. and S. by E. and from the Head-land of *Gonzalo*, to the Port *del Coral*, is two Leagues, and somewhat better. The Course between this same Mouth of the Harbour, and the Point of *Niebla*, is N. W. and S. E. and when you are up as far as the Point of *Niebla*, in the Midst of the River, you may bend to the Southward, and you'll presently see the Bay and Port of *Coral*, and may come to an Anchor where you please, near the Shore, in six or seven Fathom, for it is all clean; and at the End of the Strand towards the S. E. is the watering Place, tho' there is also Water in several other Places on the same Strand to the Southward. Take Heed how you go there, for there are unconquer'd *Indians*, and they are very treacherous. You'll find them all about that Side, and must not trust them if you go ashore, but stand always upon your Guard, whilst the Men fill the Water, and look out sharp. Take Heed your Boat be not aground, lest a great Number of *Indians* attack you, that you may not want that Retreat in case of Need, and let your Oars be clear. I am particular in this Point, lest you come by
 the

the same Misfortune, as has befallen others, of being surpriz'd. Here has been a Fort built some Years since, which has render'd this Place the safer, most of the *Indians* about having submitted.

If you would proceed from the Port *del Coral*, to the Island *Constantina*, which you will see towards the *E. S. E.* you may proceed boldly, for all the Way there is five Fathom Water, half a Fathom over or under; but be sure both in entering this River, and running up it every where, to sound all the Way, and then come to an Anchor on the *East Side* of *Constantine's* Island, which will be on your *Starboard-Side*. When within the Island, you'll anchor in four Fathom, or four and a half, in which Position the *King's* Island will bear from you *East*, somewhat *Northerly*. This is a large Island, and the Channel lying between it and the Continent to the *Northward*, is that the Boats pass up to *Valdivia*, being three Leagues. There is but little Water in this Channel, not above three Fathom at most, and in some Places only one and a half. By the *South* Channel there are five Leagues from the Mouth of it to the Town; and this Way Ships go up, because there is four or five Fathom Water. On the *S. E.* side of the Island, is a Bay of little Depth; go not into it with a Ship. The Draught here represents all the Parts of this Harbour, from the Mouth upwards, and the Depth of Water in every Part.

R 4

The



A. The Town of Valdivia. B. The River of Matriquina. C. The River Callacalla. D. The King's Island. E. The Passage or Channel for great Ships. F. Constantine's Island. G. The Passage of Channel for Boats. H. The River Claro. I. St. John's Bay. K. St. Christopher's River. L. Port Corral. M. Watering Place. N. Port Amargos. O. Point Niebla. P. The Head-land Morro Gonzalo. Q. The Head-land Morro Bonifacio. R. Valdivia River. S. Point Galera. T. The Mouth of the River. V. Mota Island.

From

From Port *Coral*, to the Head-land *Morro Gonzalo*, two Leagues, and from *Morro Gonzalo*, to the Point de *la Galera*, or of the Galley, three Leagues, *E.* by *N.* and *W.* by *S.* the Land doubling, or appearing one above another, only Point *Galera* is low next the Sea, and then the Land rises a little to the *Southward*.

Point *Galera*,

Bearing *S. S. W.* shews thus.



The same bearing *N. N. E.* shews thus.

From Point *Galera*, to *Rio Bueno*, or good River, five Leagues, high Land next the Sea, and the River makes a large Break above.

From *Rio Bueno*, or, Good River, to *Puerto de san Pedro*, or *St. Peter's Port*, nine Leagues, high Land like the last, and at this Port, is another Break like that of *Rio Bueno*.

From *St. Peter's River*, to the Point of *Quedar*, eight Leagues, the same Sort of Land as above. Between Point *Galera* and the Point of *Quedar*, the Coast runs *N. N. E.* and *S. S. W.* 22 Leagues. This Point of *Quedar* appears in several Shapes, according to your Position.

The Point of *Quedar*,

Bearing *S.* by *E.* shews thus.



The same bearing *S. S. E.* shews thus.

The



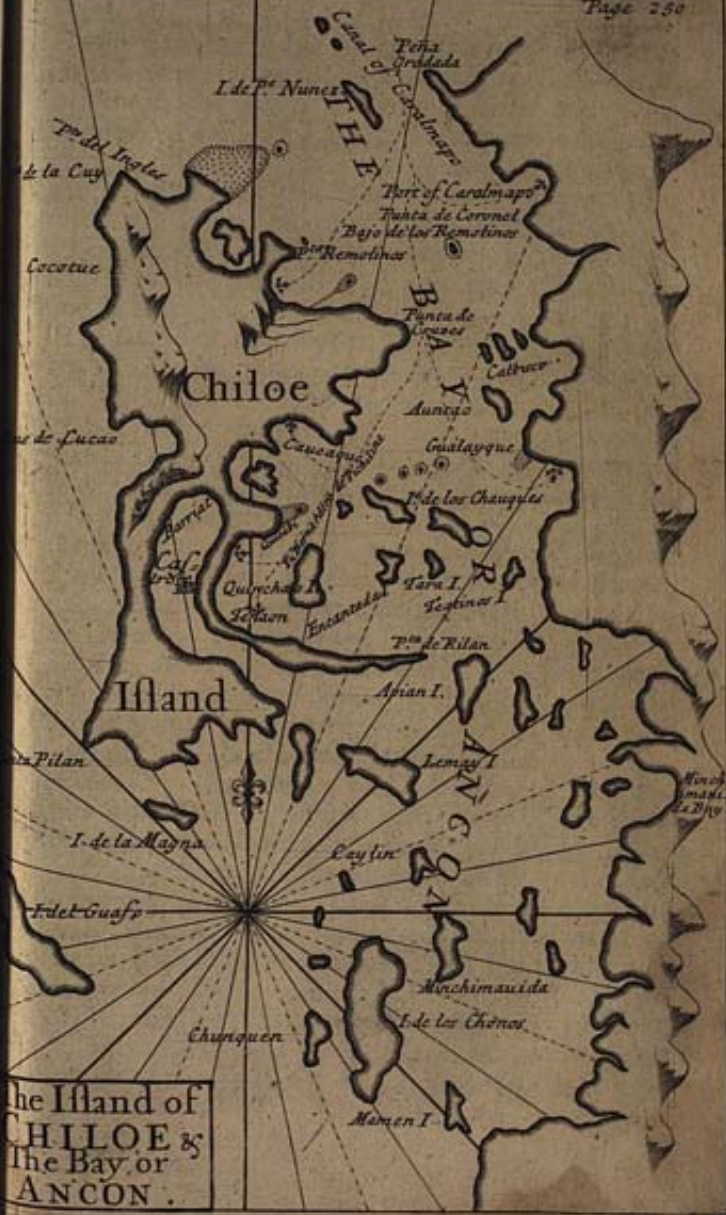
The same bearing *S. E.* shews thus.

From the Point of *Quedar*, to Point *Godoi*, four Leagues. There are three Rocks bearing with this Point *N. E.* and *S. W.* Ships may safely pass close by them, for there is no Danger.

From Point *Godoi*, to the *Babias*, or, Bays of *Lago*, four Leagues *North* and *South*. None should put in here, without Necessity obliges; and if any do go in, let them keep up close to the *North* Side, and not to the *South*, because there are Sands which run out very far.

From these Bays, to the Port and Fort of *Caralmapo*, three Leagues. Here the Vessels put in with Necessaries for the Garrisons. To go safe into this Harbour, they must cling close under the Shore, because else the Current, which sets out between the Continent and the great Island of *Chilos*, and is very strong in that Channel, will be apt to drive them out. This Port of *Caralmapo*, is a small Bay, in 42 Deg. 30 Min. Latitude *South*, and in it you must anchor very close to the Shore.

From this Port of *Caralmapo*, to the nearest Land of the great Island of *Chilos*, two Leagues, *North* and *South*. This Island is very large, being above 22 Leagues in Length, lying *North* and *South*. At the *North* End is a Point call'd *del Anco*, and at the *South* End another call'd of *Quela*. All the Side of the Island towards the Sea, is Crags, except in the Middle, where is the Port of *Cucao*, over which are two high Hills, much alike, resembling Dugs, and therefore call'd *las Tetas de Cucao*, that is, the Dugs of *Cucao*. The Port is small, and therefore not resorted to. At the Point *del Anco*, there is a very good Harbour, Landlock'd against all Winds, call'd *Puerto del Ingles*, or the *English* Man's Harbour; but none use it, because foul.

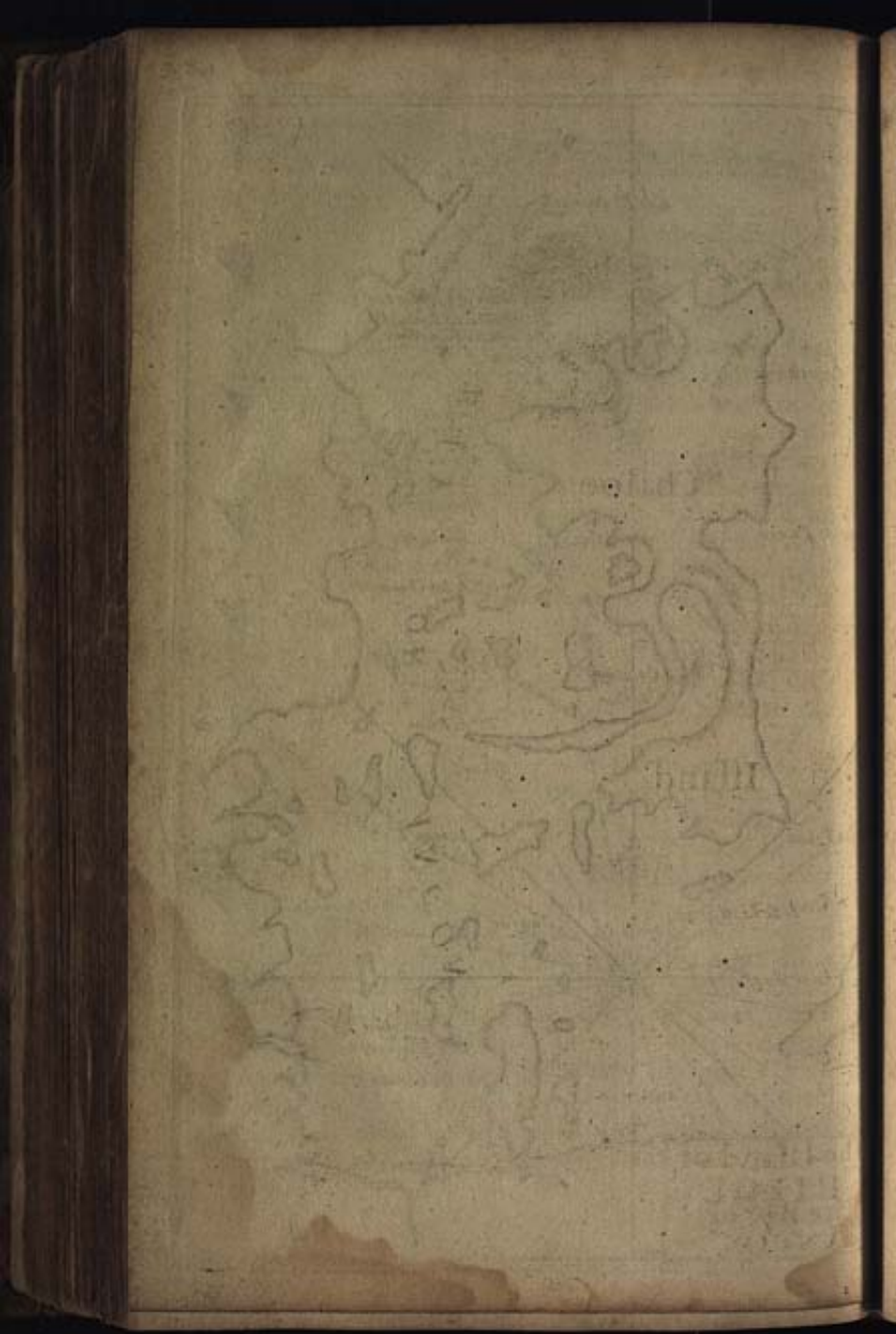


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At the *South* End of this great Island, are three smaller, the largest of them call'd of the *Magdalen*, and there the Bay runs in and forms a spacious Coast, and in it is a great Number of Islands. On the *East* Side of it, is the *Spanish* Town of *Castro de Chiloe*, where the Ships from *Peru* load Timber, whereof there is great Plenty, and several Ships are built here. If you would go in, it must be at the *South* Channel, between the great Island and the Island of *Guafu*, which Channel is 10 Leagues wide, the Distance between the two Islands, which is a safe Channel, and you may ply upon a Wind in it.

The Island of *Guafu* is four Leagues in Length, having two Points, the one to the *N. E.* and the other to the *S. E.* for so the Island is posited. Take heed of this *S. E.* Point, for there are Shoals running out from it half a League to Sea, on which some Ships have perish'd. The middle Part of the Island of *Chiloe* is in 43 Degrees, Latitude *South*.

From the Island *del Guafu*, to *Cabo de Tres Montes*, or, Cape Three Mountains, where the great Bay, form'd by the Island of *Chiloe*, terminates, is 10 Leagues; so that the whole Extent of the said Bay is 96 Leagues. Cape *Tres Montes*, and the Land of it, lyes *N. E.* and *S. W.* is high and mountainous, and at the End of the Cape it forms three Points, and therefore it has the Name of Cape Three Mountains or Hills.

From Cape *Tres Montes*, to Cape *Corzo*, 63 Leagues, *North* and *South*, in which Distance there are some Bays and Rivers, but never a Rock, nor Island.

At Cape *Corzo*, the Land turns away to the *East* 36 Leagues, forming a Nook call'd *Ancon sin salida*, that is, without a Thorough-fare. On the *North* Side of it, are high Mountains and two spacious sandy Bays, and at the End of the Mountain there are two small Rivers. and at the very Extremity of this Nook a mighty River falls into the Sea, where the Coast turns again to the *S. W.* 62 Leagues, that is, to the Mouth

Mouth of the Streights of *Magellan*. In this Space there are some Bays, and three Rivers, and in this Bay there are eleven Islands, two large, and nine small. The great one to the *Northward*, is call'd *St. Mary's* Island, and about it are the four smallest of the others. The other great Island, which lies nearer the *Magellan* Streights, is *St. Martin's* Island, and about it are five other small Islands. There is a Passage to the Landward of all these Islands.

At the very Mouth of the Streights of *Magellan*, to the *Northward*, are four Rocks together, call'd the Four *Evangelists*. *Magellan's* Strait is in 52 Degrees of *South* Latitude.

To the *Southward* of the Streights, close to the Mouth, are other twelve Rocks call'd the twelve *Apostles*, and from this Place the Coast winds away *Eastward* 125 Leagues, the Distance from the Streights of *Magellan*, to those of *le Maire*, or, as the *Spaniards* call them, of *St. Vincent*, the Breadth whereof is eight Leagues large, and the Length of the Passage five. Strait *le Maire* is in 55 Degrees, Latitude *South*.

Courses and Distances.

	Leagues.
From the Head-land of the Windward Island of <i>Callao</i> , call'd <i>la Vieja</i> , or, the old Women, to <i>Morro Solar</i> , S. S. E.	2
From the Head-land <i>Morro Solar</i> , to the Rocks of <i>Pachacama</i> , S. S. E.	2
From the Rocks of <i>Pachacama</i> , to the Point of <i>Cbilca</i> , S. S. E.	3
From the Point of <i>Cbilca</i> , to <i>Mala</i> , S. S. E.	4
From <i>Mala</i> , to the Island <i>Asia</i> , S.	3
From the Island <i>Asia</i> , to <i>Canete</i> , S. E.	7
From <i>Canete</i> , to <i>Cbincha</i> , S. E.	9
From the Port of <i>Cbincha</i> , to that of <i>Pisco</i> , S. E.	6
From <i>Pisco</i> , to <i>Paraca</i> , S. E.	3
	From

Leagues.

From <i>Sangallan</i> , the Head-land at <i>Port Paraca</i> , to the Island <i>Sarate</i> , S. E.	3
From the Island <i>Sarate</i> , to <i>Morro de Viejas</i> , or, Old Wo- mens Head-land, S.	2
From <i>Morro de Viejas</i> , to the Island <i>Lobos</i> , S.	1
From the Island <i>Lobos</i> , to <i>Morro Quemado</i> , or, Burnt Head-land, S.	1
From <i>Morro Quemado</i> , to <i>Punta de Olleros</i> , or, Potters Point, S. E.	6
From <i>Punta de Olleros</i> , to <i>Port Caballa</i> , E. S. E.	6
From <i>Port Caballa</i> , to <i>Port St. Nicholas</i> , S. E.	5
From <i>Port St. Nicholas</i> , to <i>Port St. John</i> , S. E.	2
From <i>Port St. John</i> , to <i>Port Loma</i> , or <i>Acari</i> , S. E.	6
From <i>Port Loma</i> , or <i>Acari</i> , to the Head-land of <i>Are- quipa</i> , S. E.	8
From the Head-land of <i>Arequipa</i> , to that of <i>Atico</i> , S. E.	14
From the Head-land of <i>Atico</i> , to <i>Ocana</i> , S. E.	8
From <i>Ocana</i> , to <i>Camana</i> , S. E. by E.	6
From <i>Camana</i> , to <i>Quilca</i> , S. E.	5
From <i>Quilca</i> , to the Island <i>del Guano</i> , S.	3
From the Island <i>del Guano</i> , to <i>Ilai</i> , S. E.	4
From <i>Ilai</i> , to <i>Chule</i> , S. E.	3
From <i>Chule</i> , to the Port of <i>Ilo</i> , S. E. by S.	12
From the Point of <i>Ilo</i> , to the Head-land of <i>Sama</i> , S. E.	8
From the Head-land of <i>Sama</i> , to the River of <i>Sama</i> , S. E.	3
From the River of <i>Sama</i> , to the Port of <i>Quiaca</i> , S. E.	1
From the Port of <i>Quiaca</i> , to the River of <i>Juan Diaz</i> , S. E.	5
From the River of <i>Juan Diaz</i> , to the Head-land of <i>Ari- ca</i> , S. E.	5
From the Head-land of <i>Arica</i> , to the Break of <i>Vitor</i> or <i>Corpa</i> , S.	5
From the Break of <i>Vitor</i> , to that of <i>Camarones</i> , S.	7
From the Break of <i>Camarones</i> , to that of <i>Pisagua</i> , S.	8

From

Leagues.

From the River of <i>Chile</i> , to the Port of <i>Valparaiso</i> , S. E.	2
From the Ports of <i>Valparaiso</i> , to the Point of <i>Coraoma</i> , W. S. W.	2
From the Point of <i>Coraoma</i> , to the Head-land of <i>Potocalma</i> , S. W.	18
From the Head-land of <i>Potocalma</i> , to the River of <i>Lora</i> , S. by W.	14
From the River of <i>Lora</i> , to the River of <i>Maule</i> , S. by W.	7
From the River of <i>Maule</i> , to Point <i>Humos</i> , S. S. W.	10
From Point <i>Humos</i> , to the River <i>Itata</i> , S. S. W.	7
From the River <i>Itata</i> , to <i>la Herradura</i> , or, the Horseshoe, S. S. W.	5
From <i>la Herradura</i> , to the Island of the <i>Conception</i> , commonly call'd <i>la Quiriquina</i> , S.	2
From Point <i>Talcaguano</i> , opposite to the Island <i>Quiriquina</i> , to St. <i>Mary's</i> Island, S. W.	11
From Point <i>Talcaguano</i> , to Port St. <i>Vincent</i> , S.	2
From Port St. <i>Vincent</i> , to the River <i>Biobio</i> , S.	2
From the River <i>Biobio</i> , to <i>Lavapie</i> , S. by W.	7
From St. <i>Mary's</i> Island, to the Island <i>Mocha</i> , S. S. W.	20
From St. <i>Mary's</i> Island, to <i>Puerto del Carnero</i> , or, Sheeps Port, S. E.	10
From Port <i>Carnero</i> , to the Island <i>Mocha</i> , S. W.	10
From Port <i>Carnero</i> , to <i>Tucapel</i> , S. by W.	4
From <i>Tucapel</i> , to the River <i>Imperial</i> , S.	10
From the River <i>Imperial</i> to <i>Alquivite</i> , S.	10
From <i>Alquivite</i> , to the Head-land of <i>Bonifacio</i> , S. by W.	10
From the Head-land of <i>Bonifacio</i> , being the North Side of the Entrance into the Port of <i>Valdivia</i> , to <i>Morra Gonzalo</i> , or, <i>Gonzalo's</i> Head-land, which is at the South Side, S. by E.	3
From the Head-land of <i>Bonifacio</i> , to the Port <i>del Corral</i> , S. by E.	5
	From

	Leagues,
From the Head-land of <i>Gonzalo</i> to the same Port del <i>Coral, E.</i>	2
From the Head-land of <i>Gonzalo</i> , to Point <i>Galera</i> ; or, of the Galley, <i>W.</i> by <i>S.</i>	3
From Point <i>Galera</i> , to <i>Rio Bueno</i> , or, Good River, <i>S.</i>	5
From <i>Rio Bueno</i> , to <i>Puerto de san Pedro</i> , or, St. <i>Peter's</i> Port, <i>S.</i>	9
From St. <i>Peter's</i> River, to Point <i>Quedar</i> , <i>S. S.W.</i>	5
From Point <i>Quedar</i> , to Point <i>Godoi</i> , <i>S.W.</i>	4
From Point <i>Godoi</i> , to the Bays of <i>Lago</i> , <i>S.</i>	4
From the Bays of <i>Lago</i> , to the Port of <i>Caralmapo</i> , <i>S.</i>	3
From the Port of <i>Caralmapo</i> , to the nearest Land of the great Island <i>Chiloe</i> , <i>S.</i>	2
From the <i>North</i> , to the <i>South</i> Point of the Island <i>Chiloe</i> ,	22
From the <i>South</i> Point of <i>Chiloe</i> , to the Island <i>Guafo</i> , <i>S.</i>	10
From the Island <i>Guafo</i> , to Cape <i>Tres Montes</i> , or, Three Mountains, <i>S. E.</i>	10
From Cape <i>Tres Montes</i> , to Cape <i>Corzo</i> , <i>S.</i>	63
From Cape <i>Corzo</i> , to the Nook call'd <i>Ancon sin Salida</i> , <i>S. E.</i>	36
From <i>Ancon</i> , to the Cape, at the Mouth of <i>Magellan's</i> Straights, <i>S. W.</i>	62





CALIFORNIA
 Barmaby B.
 C. S. Lucia

Amatlan
 Culiacan
 S. Sebastian

Tempico or Pecos

GULF OF MEXICO

las Marias

P. de Comodoro

THE KINGDOM OF MEXICO

MEXICO NEW SPAIN

THE PACIFIC

OR SOUTH SEA

P. del Espiritu Santo
 P. de Guadalupe
 P. de la Navegacion
 P. de S. Jago
 P. de Alvarado

Plaza de S. Luis
 Acapulco
 P. de Reynosa

Guacacoy
 Antequera
 S. Pedro

Tabasco - Victoria
 Salama

Merida

S. Francisco - Campeche

Barranca
 P. de S. Jago
 P. de los Angeles

P. de S. Pedro
 P. de S. Jago
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Guatemala
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C H A P. III.

The Sea-Coasts, &c. from the Port of Panama, on the Isthmus of America, to that of Acapulco, in the Kingdom of New Spain, and thence to California.



FROM *Panama*, to *Port Perico*, two Leagues, as has been said above, and they bear from one another, *N.E.* and *S.W.* and in the Mid-way is a dangerous Shoal, which bears *North* and *South* with *Patilla*.

From *Port Perico*, to *Otoque*, four Leagues, coasting along the Shore at a convenient Distance.

Otoquillo.

Otoque.



These two Islands of *Otoque* and *Otoquillo*, that is, little *Otoque*, bearing *S.W.* shew thus.

When you are come up the Length of *Otoque*, steer away *S.S.W.* for *Morro de Puercos*, or, the Head-land of Swine, and the *Point de Higuera*, or of the Fig-tree; and when you are up with *Otoque*, you'll see the Head-land of *Chame*, where a spacious Bay runs in, being that of *Nata*. Venture not in, lest the Wind should blow up it, which may endanger your Ship, and not getting out. This Bay ends at the Island *Iguanas*, to the Leeward of which there is good Anchoring, and Shelter from the *S.W.* Wind, and to the Windward of it is also anchoring Ground at the Continent, in a Creek, the Shore whereof is all a white Sand, and here also is good Shelter against the *S.W.* Wind. From *Otoque*, to this Island *Iguanas*, is two Leagues.

S

The

A Description of
The Island Iguanas,



Bearing *S. W.* shews thus.

From the Island *Iguanas*, to *Punta Mala*, two Leagues *S. W.* To the Leeward of this Point, is anchoring Ground in a Cove the Continent makes, safe against the *S. W.* Wind, clean Bottom, and ouffy. At this Point, the Land trending *North* and *South* with *Nata* terminates.

From Point *Mala*, to Point *Higuera*, seven Leagues, *N. W.* This Point in a Ridge, which runs tapering out to the Sea *S. E.* to the Leeward of it is anchoring Ground, and Shelter against the *S. W.* Wind. If you would get up to this anchoring Place, you must keep close under the *S. W.* Head-land, and may ride where you think fit; for it is all clean Bottom, and you'll find Wood and Water. Note, that two Leagues short of Point *Higuera*, there are two small Islands call'd *los Fryales*, or, the Fryers, little above half a League distant from each other. The nearest to the Continent, is about a League distant; the other more to the Seaward, is higher, round, and bare at the Top; and without this bare Rock, is a Sand under Water, on which the Sea usually breaks with a *S. W.* Wind.

Point *Higuera*, and the Islands call'd the Fryers,



Bearing *W.* by *N.* shew thus.

From Point *Higuera*, to *Morro de Puercos*, or, the Head-land of Swine, two Leagues, *W.* by *N.* Between the said Point and Head-land, is a Sand under Water, on which the Sea breaks with the *S. W.* Wind. It is about

about a League from the Continent, and all round the Point is flat, and you'll find 15 Fathom Water a League from the Shore, all Sand. If you want to take Shelter against the *S. W.* Wind,

About a League from the Continent, and all round the Point is flat, and you'll find 15 Fathoms Water a League from the Shore, all Sand. If you want to take Shelter against the S. W. Wind, there is anchoring Ground to Leeward of *Morro de Puerco*. You'll there see a Bay it forns, before a sandy Shore. The anchoring Place is near a Rock there to be seen, which Rock is to be kept a-head. At the Entrance into this Place, there is very deep Water, and Ships ride within in 15 Fathom.

Morro de Puerco, or, the Head-land of Swine,



Bearing W. S. W. distant seven Leagues, shews thus, and the Mountains of *Guacete* rise on to the Westward.



The same bearing W. by S. shews thus.



The same bearing North, shews thus.

If you would strike over from *Morro de Puerco*, to the Coast of *Peru*, at the Time when the Trade-Winds reign, you must steer from this Head-land, to *Malpelo*, *S. S. E.* and from *Malpelo South*, to the Coast of *Peru*. This Island of *Malpelo* is little and high, and when bearing *East*, shews many little Breaks; bearing *S. W.* shews a Break in the Middle, not very deep; and from the *North*, to the *N. E.* it shews round. If it be the Season when the *S. W.* Winds reign, and you are forc'd to ply upon a Wind, make the most of the Trip to the *West*, rather than that to the *S. E.* because the Coast you are design'd for lies *N. E.* and *S. W.* and the more you gain towards the *S. W.* the more you'll be to the Windward of *Malpelo*. If the strong Currents should happen to carry you to the Island *Gorgona*, you may know it by two Breaks it makes, with a Peek in the Middle, being all high Land, the Windward Head-land larger than the other to Leeward, and you'll see no other Land about it.

The Island of *Malpelo*,



Bearing *S. E.* distant three Leagues, shews thus.



The same bearing *S. W.* distant four Leagues, shews thus.



The same bearing *South*, distant five Leagues, shews thus.

From

From *Morro de Puerco*, the Mountains of *Guanico*, go rising to the *Westward*, 'till they terminate in the Coast of *Peru*. From *Morro de Puerco* to this Point, is 12 Leagues; the Coast

From *Morro de Puercos*, the Mountains of *Guatico*, go rising to the *Westward*, 'till they terminate at *Point Mariato*. From *Morro de Puercos*, to this Point, is 12 Leagues; the Coast lying *East* and *West*, is steep and rocky. The Mountains are high, and full of Heads or Hills, and on the highest Part is a large round Hill, and a Break on the *West* Side. About these Mountains there are frequently fierce *S. W.* Winds, mighty Squalls, and a high Sea.

The Mountains of *Guatico*,

Bearing *N. N. E.* distant 12 Leagues, shews thus.

The *Point Mariato* is high, mountainous, and wooded, and has a little Rock to the *Westward*, close by it, which is also full of Trees. The Coast is upright, deep, and rocky.

Point Mariato,

Bearing *N. N. W.* distant eight Leagues, shews thus, with the low Island without the Rock. If

If you are bound from *Morro de Puercos*, for *Nicaragua*, your Course is *W. by S.* for the Island *Quicara*, distant 18 Leagues. From *Quicara*, to *Montuosa*, six Leagues, *N. W.* From *Montuosa*, to Point *Burica*, your Course is *N. W. by W.* 14 Leagues. Observe that in this Way, four Leagues from *Montuosa*, there are two small Islands call'd *los Frayles*, or the *Fryers*: Four Leagues from *Montuosa*, give the Island to the Landward a *Berth*, for it has a Shoal running a League from it to the *Eastward*. From Point *Burica*, to *Cabo Blanco*, or, *White Cape*, the Course is *N. W.* and in the Mid-way, that is, 16 Leagues from Point *Burica*, is the Island *del Cano*, where you may wood and water on the *North Side*. These Directions from *Morro de Puercos*, to *Cape Blanco*, are to *Seaward*, from Point to Point, and from Island to Island; in case you will not put into the Bays, in the following Directions you may see the Land-marks, Depths, and Entrance into Harbours.

If you would coast it along from Point *Mariato*, where the Mountains of *Guanico* terminate, to *Nicaragua*, or *New Spain*, from Point *Mariato*, to the Island of *Sebaco*, is three Leagues, and the Island is about five Leagues in Length, lying *North* and *South*, all wooded, and the new Point of it is about a League and a half from the Continent, with a good Channel between them, through which they pass who are bound for *Philipinas*, if they think fit. At the *North* Point of the Island, is a Shoal; on the *West* Side of it, is the Island *Governadora*; close by, and on the *West* Side of the *Governadora*, is another Channel leading into the same Bay of *Philipinas*. When you sail into this Bay, you are to sound all the Way, because there are Banks of Sand, and you may be left aground upon the Ebb, therefore come not into less than six Fathom Water. If you would go up to *Philipinas*, which is a *Spanish* Town, you must anchor to the *Leeward* of that they call *Isla de Leones*, or, *Lions Island*, that is on the *North* Side of it. The Channel is close under the Continent;

continent; take Head of coming near the Island, because there are Shoals, and you must anchor at the End of it, a little to the *Westward*. To go up to the River of *Philippinas*, which is two Leagues, you must steer *North* to the Mouth of it, and at the opening is a little high Wood of Mangroves. From the Mouth of the River, to the Town, is three Leagues. There are many more Islands in this Bay, and several Channels; but the best to go out, is that to the *S. E.* of the Island *Governadora*. There is nothing to fear, but what may be seen. There is anchoring on the Outside of it, any where in 15 or 20 Fathom Water.



A. Point *Mariato*. B. The Island *Quicara*. C. *Baco* Island. D. *Governadora* Island. E. *Montuosa* Island. F. *Coiba* Island. G. H. Islands without Names. I. *Ladrones* Islands. K. has no Name. L. Anchoring Ground. M. has no Name. N. *Philippinas* River.

To the *Eastward* of *Sebaco* Island, the Continent lies as far as the Island *Canales East* and *West*, and is low Land till within four Leagues of the said Island *Canales*, where a little Mountain of copling Land rises next the Coast, very woody. If from the Island *Sebaco*; you would sail for that of *Quicara*, your Course is *S. W.* 15 Leagues.

If from the Island *Quicara*, you would sail for *Pueblo Nuevo*, or, new Town, your Course will be *West* for the Island of *Canales*, which is the same above said to be at the End of the Coast which runs from *Philipinas Westward*. To the *Southward* of the Island *Canales*, is the Island *Corba*; and near *Corba* another small Island, call'd *la Rancheria*, forming a Bay to the *Northward*, opposite to the Head-land, with a sandy Shore. Here is good anchoring, Wood, and Water, and Shelter from the *North* Wind. Upon Occasion you may take Shelter in this Harbour, which is call'd *la Rancheria*, and if you stand in need of Masts or Yards, you will find very good on the Island of *Coiba*.

This Island of *Coiba* is about 18 Leagues in Length, the Land not very high, and has good Ports to the *North* and *West*. In the Middle of the Island, is a sandy Shore, with a Break, whence a Stream of good fresh Water runs down to the Sea, to the Leeward of a sharp Point that is to the *Northward*. This is call'd *Port de Mas*. At the *S. E.* Point there are Shoals and Ridges of Rocks, give them a Berth.

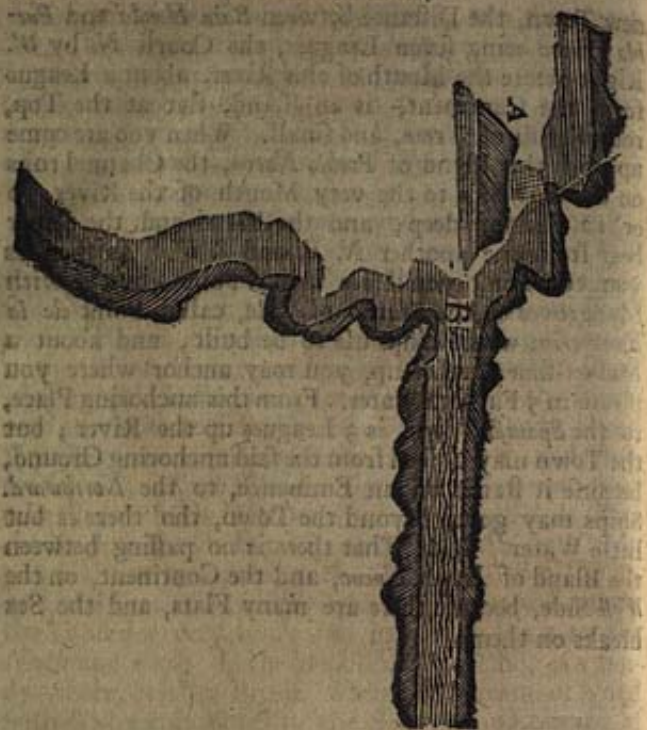
To the *Northward* of the Island *Canales*, where the Land which runs from *Philipinas* terminates, is a Bay call'd *Baia Honda*, or, deep Bay, a very good Harbour, land-lock'd against all Winds, with 15 Fathom Water.

If from the Island *Canales*, or *Baia Honda*, you would go to *Pueblo Nuevo*, take Notice that two Leagues to the *Northward* of the said Island is the said Bay of *Baia Honda*; and thence the Coast runs on to *Chiriqui*, and in the mid Way is the Town of *Pueblo Nuevo*, or,
new

new Town, the Distance between *Baia Honda* and *Pueblo Nuevo* being seven Leagues, the Course *N. by W.* Right before the Mouth of this River, about a League from the Continent, is an Island, flat at the Top, round, full of Trees, and small. When you are come up with this Island of *Pueblo Nuevo*, the Channel runs on the *East Side* to the very Mouth of the River 10 or 12 Fathom deep; and the Island and the River bear from one another *N. E.* and *S. W.* As soon as you come in, you'll see a low Point cover'd with Mangroves on the Starboard Side, call'd *Point de la Rancheria*, where Ships use to be built; and about a Musket-shot farther up, you may anchor where you please in 5 Fathom Water. From this anchoring Place, to the *Spanish Town*, is 3 Leagues up the River; but the Town may be seen from the said anchoring Ground, because it stands on an Eminence, to the *Northward*. Ships may go up beyond the Town, tho' there is but little Water. *Note*, That there is no passing between the Island of *Pueblo Nuevo*, and the Continent, on the *West Side*, because there are many Flats, and the Sea breaks on them.

A The Island of Pueblo Nuevo, or New Town.
The Mouth of the River.

As you come out from the Bay, you will see the Bay
N. about four Leagues, there are three or four Islands
call'd the Islands of the Islands of the Islands of
A. The
The Islands of the Islands of the Islands of the Islands of
From the Bay, or the Bay Islands, to the Bay
four Leagues, and there are the Bay and Bay, which
lie with the Bay and Bay and Bay. At the
Mouth



A. The Island of *Pueblo Nuevo*, or, new Town. **B.** The River of *Pueblo Nuevo*.

As you come out from *Pueblo Nuevo*, towards the *S. W.* about four Leagues, there are three or four Islands, call'd *Islas de Contreras*, or, the Islands of *Contreras*; and to the *Westward* there are four other Islands, call'd *Islas Secas*, that is, dry Islands, not but that they have abundance of Trees, particularly *Coco Trees*; and they all afford Water.

From *Islas Secas*, or, the dry Islands, to *Chiriqui*, four Leagues, and here ends the Coast and Bay, which lies with the Island *Canales East and West*. At the Mouth

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Chiriqui.

Mouth of this River *Chiriqui*, are eight or ten Islands, great and small, among them some Shoals the Sea breaks on at low Water. If you are to put into *Chiriqui*, which is a Spanish Town, you'll see an Island close to the Mouth of the River, about a League in Compass, and you may go up on either Side of it, for there is Depth enough, and all the Islands of *Chiriqui* afford Water and Coco Nuts.



A. The Islands of *Chiriqui*. B. The River of *Chiriqui*.

At the Islands of *Chiriqui*, begins another Bay, extending to Point *Burica*, lying *N. W.* and *S. E.* the Bay running up to the *Northward*. From the Islands of *Chiriqui*, to Point *Burica*, is six Leagues. On the *North* Side of this Point *Burica*, within the Bay, is a Port, where Ships may anchor and water. Departing this anchoring Ground, towards the *N. W.* for Point *Burica*, you'll see some Ridges of Rocks; and near the first Ridge to the *Northward*, is Port *Limonet*, or Lemons. When you come out from Port *Limonet*, give Point *Burica* a Berth; for there are many Flats, running a League out to Sea; and two Leagues to the *Westward* of this Point *Burica*, you'll see the Point of a little white Wood of Mangroves. There is a Port, where the Sailors gather Coco Nuts, when the Trade-Winds blow, which are very frequent; for then the Wind blows upon the Land; but when the opposite Winds reign, they cannot come to gather them, because there is a great Surf.

Port *Limonet*.Point *Burica*.

When they bear *N. W.* shew thus.

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From Point *Burica*, to *Golfo Dulce*, or, fresh Water Bay, four Leagues, the Coast lies *N. W.* and *S. E.* and within the Bay is a Head-land; on the *N. W.* Side whereof are two little Rocks, near the Continent. When half a League within this Bay, you may anchor, if there be Occasion; for it is a very good Harbour, has fresh Water, and there is nothing to fear, but what is in Sight. All the Coast above-mention'd is high, and very mountainous.

From *Golfo Dulce*, to the Island *del Cano*, seven Leagues, lying *N. W.* and *S. E.* The Island is a League from a very sharp Point on the Continent; and they bear from one another North and South, forming between them a Bay, in which is another Island, about two Leagues in Compass, inhabited by *Indians*; and from the Island *del Cano*, to this inhabited Island, is about four Leagues.

From the Island in the Bay, to the River *de la Estrella*, or, of the Star, five Leagues *N. W.* and *S. E.*

From the Island *del Cano*, to *la Herradura*, or, the Horse-shoe, 16 Leagues; and this is that they call *Costa Rica*, inhabited by the *Indians*, call'd *Buracos*, and the *Coles*, who are all peaceable, and supply the *Spaniards* who travel by Land.

From the River *de la Estrella*, to this same *Herradura*, 11 Leagues, being a Bay, in which the Sea runs high, the Mouth of it lying *W. S. W.* and on the West Side of it is an Island at the Point; the Mouth of the River is about half a League wide.

The Island at the Mouth of Rio de la Estrella,



Shews thus, when bearing *N. N. W.* and as you leave it to the *S. E.* the Peck at (o) opens. In this same Position you'll see towards the *N. W.* Point *Herradura*, which is hilly; and if the Weather be clear, you may see the Mountains of *Cosca Rica*, being the highest of all that Coast.

From *la Herradura*, to the Island of *Cbira*, is Leagues *N. N. W.* and *S. S. E.* and about the mid Way is a Spanish Town, call'd *Landecbo*, where there are Herds and Flocks of Cattel. The Land along the Coast is low, with many Creeks, and abundance of Mangroves, as far as the River of *Cipariso*, which is two Leagues beyond *Cbira*, whither the Ships go to take in the Lading that is brought from *Nicoya*. This Island of *Cbira* is inhabited by *Indians*, and affords Water and Provisions. Close by it, is another low round Island; and on the *N. E.* Side of it is a Bank the Sea washes over. Now, that to go into *Cbira*, you must keep close to the Island, leaving all the other Islands on your Lar-board Side, except the little one where the Shoal is. The Channel lies between the great and the little Islands leading up to the Town, which

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which you'll see by the Sea Side, and there you may water, and be supply'd with other Necessaries.

From the Island of *Chira*, to that of *St. Luke*, eight Leagues. They bear from one another *N. N. E.* and *S. S. W.* and in the mid Way there are three Islands, call'd *Islas de en Medio*, or, the middle Islands. From *Chira*, to these middle Islands, it is all Shoal, and there is not above six or seven Fathom Water. Ships sailing this Way, must always keep closer to the Islands, than to the Continent, which is low Land, full of Mangroves. Not far from these middle Islands, and nearest to the outwardmost of them, is another, call'd the Island of *Gnayana*. At the Island of *St. Luke*, is a Port, where they lade Mules and other Things for *Panama*. The Harbour is in the lowest Part of the Land, half a League from *St. Luke's* Island, and is call'd *Faro*, where you may water, as also in all the Islands, lying in a Triangle. Towards *Cabo Blanco* there are many small Islands close to the Continent.

From *la Herradura*, above-mention'd, to *Cabo Blanco*, or, white Cape, 30 Leagues, lying *East* and *West*. *Cape Blanco* and the Island *del Cano* bear from one another *N. W.* by *W.* and *S. E.* by *E.* the same Cape and the Island of *St. Luke* *N. E.* by *N.* and *S. W.* by *S.* distant nine Leagues. *Cape Blanco* is high Land next the Sea, sloping away, and then makes as it were a Table up to the Mountain; and from the Offing, looks like an Island. Close by this Cape is a little Island, on the highest Part whereof is a black Spot of Trees, and it is in 10 Degrees of North Latitude.

Cape

Cape Blanco,



When bearing *N. W.* shews thus; the Land between this Cape and *la Caldera*, lies North and South; and Point *Guiones* and it bear from one another *N. W.* and *S. E.*



The same bearing *N. N. W.* looks like an Island, thus.



The same, when the Head at the Crofs bears *N. E.* distant three or four Leagues, shews thus, and the Land runs away full of Hillocks, to the *N. W.* as far as Point *Guiones*, From

From Cape *Blanco*, to Point *Guiones*, 10 Leagues; and in the Mid-way there are two Shoals, running a League out to Sea, being equally distant from the Cape and Point, take heed of them. Point *Guiones*, howsoever it bears from you, shews like a steel Cap, and close by it is a little Island, all about the which there are Shoals; therefore give them a Berth. Between Cape *Blanco* and Point *Guiones*, there are some white Rocks in the Bay.

From Point *Guiones*, to *Morro Hermoso*, or, Beautiful Head-land, eight Leagues, they bear from one another *N. N. W.* and *S. S. E.* a clear Coast; this Head-land is high and upright; when near, you'll see the Sea beat on it.

Morro Hermoso, or, Beautiful Head-land,



Bearing *N. N. W.* shews thus

From *Morro Hermoso*, to Port *Velas*, seven Leagues; the Coast lies *N. W.* by *N.* and *S. E.* by *S.* Port *Velas* lies up in the lowest Part of the Land, and has fresh Water. Three Leagues before you come to the Harbour, you'll see a little Island, with three or four Rocks by it; and farther on, towards the Port, there are three or four other Rocks, which at a Distance look like Ships under Sail; and therefore the Port is call'd *de Velas*, that is, of Sails; and near the Port, is a Ridge of Rocks a League out at Sea, lying along the Coast, about a League in Length.

From Port *Velas*, to Point *St. Catherine*, eight Leagues; the Coast lying *W. N. W.* and *E. S. E.* From Point *Guiones*, to this Point of *St. Catherine*, is 22 Leagues *N. W.* and *S. E.* in a direct Course. Two Leagues out at Sea, from Point *St. Catherine*, is a high Rock, and to the Landward of these, there are two little Islands,

and again, within the Point in the Bay towards the *S. E.* there are two more small Islands, the Distance between the former and the latter about a League.

At Point *St. Catherine*, begins the Bay call'd *del Papagayo*, or, of the Parrot, stretching towards the *N. W.* about 16 Leagues; and in the mid'st of it appears a burning Mountain, which is near *Granada*, and call'd of *Bombacho*, cleft from the Top down to the Bottom in the Nature of a broken Saw; and to the *N. W.* of it, is Port *St. John*, five Leagues distant. The Mark to know this Port by, is a Table, about two Leagues in Length, on a Hill that is not very high, and this is call'd *St. John's Table*.

From Point *St. Catherine*, to *St. John's Port* 15 Leagues, *N. W.* and *S. E.* Take heed how you sail by this Bay *del Papagayo*, especially between *November* and *April*, for then the *North Winds* prevail, and make a high Sea, therefore be sure to keep close under the Land. In the middle Part of this Bay, is a fresh Water-River; but there is always a high Sea, and in the Mouth of Port *St. John*, is good Shelter against the *N. W.* Wind; but the *S. E.* blows right it, and makes a great Sea, and then there is no going ashore, because the Coast is high.

The burning Mountain of *Bombacho*,



Bearing *N. W.* shews thus.



The same bearing *W.* shews thus.

From

From Port St. *John*, to *Realejo*, 15 Leagues, *N. W.* and *S. E.* and at this Port St. *John* begin the burning Mountains towards the *N. W.* as far as *Teguantepeque*, being above 200 Leagues along the Coast.

Seven Leagues *N. W.* from St. *John's* River, is a River of fresh Water call'd of *Tofta*, running down into the Sea, small, and without Mangroves, next the Sea-Coast, and four or five Leagues up the Inland; you'll see a burning Mountain call'd of *Leon*, casting out much Smoke, which is seen at Sea.

The burning Mountain of *Leon*,



On one Side shews thus.



In another Position, thus.



In a third, thus.

From the River of *Tofta*, to *Realejo*, eight Leagues, the Coast lying *N. W.* and *S. E.* and at this River of *Tofta* begins a Ridge of Land, which next the Sea stretches out three Leagues in Length, plain and level.

A Description of
The Ridge of *Tofa*.



This Land, as you come from the Seaward, shews thus.

The burning Mountain of *Telica*, and this Ridge of *Tofa*, bear *N. E.* and *S. W.* from one another, and the Mountain is six Leagues short of it.

The burning Mountain of *Telica*,



When bearing *N. N. E.* and *E.* shews thus, over the Ridge of *Tofa*.

From the End of the Ridge of *Tofa*, to *Realejo*, is four Leagues, *N. W.* and *S. E.* the Shore low and sandy, full of Mangroves, but deep Water; yet in some Places, as far as *Teguantepoque*, there is anchoring from 15 to 20 Fathom, two Leagues out at Sea, for the most part a sandy Ground. Between the burning Mountain of *Telica*, and that call'd *del Viejo*, or, the old Man's, is a Piece of hilly Land, not very high.

The Land between *Telica* and *Volcan del Viejo*, shews thus.



From the River of *Telica*, to *Realejo*, eight Leagues, the Coast being *N. W.* and *S. E.* and in this River of *Telica* begins a Ridge of Land, which next the Sea, stretches out three Leagues in Length, plain and level.

The

Between *Telica* and *Volcan del Viejo*, are two



Other burning Mountains, which shew thus.

From the burning Mountain of *Telica*, to *Volcan del Viejo*, or, the old Man's burning Mountain, six Leagues. This last lies seven Leagues up the Country, bearing with the Bar of *Realejo* N. E. and S. W.

Volcan del Viejo,



Bearing *East*, shews thus.



The same bearing *West*, shews thus.

There is a great Trade at the Port of *Realejo*, from all Parts along the *South Sea*. If you are to put into it, and stand in from the Seaward, you must come up very close with the Land, to discover the Harbour, which cannot be seen at a Distance, because the Coast is very low Land, and full of Trees; so that unless you come so near as to discern the sandy Strand, which stretches five or six Leagues in Length, there is no seeing of the Port. To know when you are up the Length with this Harbour of *Realejo*, as you stand in from the Seaward, you must bring the burning Mountain above-mention'd, call'd *Volcan del Viejo*, to bear

N. E. then stand in for the Harbour, and you'll soon see the little low Island, which is little above half a League in Compass, being flat at the Top, and cannot be seen 'till within a League. This Island shelters the Harbour, and makes two Mouths or Channels into it; that on the *S. E.* larger than that to the *N. W.* but you must go up the smallest on the *N. W.* Side; for no Ships pass through the other to the *S. E.* because there is little Water, and many Rocks; whereas in that to the *N. W.* there is four or five Fathom Water at low Ebb. When you go in, keep your Starboard Side close up to the very Rocks about the little Island, where the Channel lies, which is narrow, not above half a Cable's Length over. *Note*, That if the *S. W.* Wind should happen to blow hard as you are going over the Bar of *Realejo*, you need not come to an Anchor; for provided there be Day-light enough, and the Wind stiff, you may make your Way at Pleasure, tho' it be Ebb and Spring Tide, there being Water enough. As soon as in, with your Side, as has been said, close up with the Rocks, and that you are come the Length of a Parcel of Spots overgrown with Thistles, which are on the Island; if you are not thoroughly acquainted with the Harbour, you must come to an Anchor, that at low Water you may see the Flats, which are then bare, and by them you will know the Channel. From the aforesaid Spots of Thistles, strike over to the sandy Point, which lies towards the Larboard Side on the Continent, for that Way the Channel runs. Keep along so, founding all the Way, in six or seven Fathom Water, 'till you come up to the sandy Point, then run along the Shore next the Point, and drop your Anchor about the mid Way over, for that is the Place to ride. The Town of *Realejo* is three Leagues up the River. When you go up in your Boat, keep up towards the *N. W.* that is, to the Left Hand, or Larboard Side, 'till you come to a Creek, then hold on the same Way, 'till you come

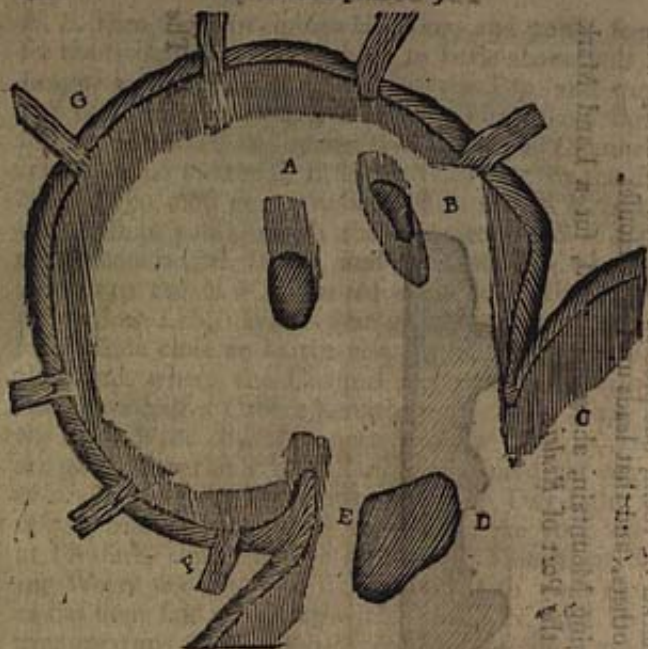
to another Creek farther on ; go not up either of them, but proceed 'till you come up with a third, which looks narrower than the others, and that leads up to the Houses.

Volcan del Viejo, or, the old Man's burning Mountain, above-mention'd, for a Land Mark to find the Port of *Realajo*,



When bearing *N. E.* shews thus.

A. The



A. The Port of *Realejo*. B. The Island *del Castaño*. C. *S.W.* Point. D. *Realejo* Island. E. The Channel into the Port. F. *Aferradores*, or, *Sawyers* Creek. G. *Realejo* Creek.

From the Bar of *Realejo*, to *Consibina*, 12 Leagues, the Coast lying *W. N. W.* and *E. S. E.* When you depart *Realejo*, shape your Course *S. W.* till past the Island *de los Aferradores*, or, of *Sawyers*, which is four Leagues from the Bar of *Realejo*, small and plain, and must be left to the *N. E.* Close to it, on the *S. E.* Side, are two Rocks; and near them is the Mouth of a Creek, call'd *de los Aferradores*, or, of the *Sawyers*, up which Boats can pass at high Water; from thence

thence the Shoals run out a League to Sea. One League beyond the Island *de los Aferradores*,

thence the Shoals run out a League to Sea. One League beyond the Island de los *Aferadores*, towards the *N. W.* and two Leagues up the Inland, is a round Hill, the Top as it were cut off, and call'd *Mesa de Roldan*, that is, *Orlando's Table*.

Mesa de Roldan,



Bearing *N. W.* shews thus.

From *Mesa de Roldan*, or *Orlando's Table*, to *la Confina*, seven Leagues, the Coast low and wooded; and about a League up the Country, is a Hill, which bears the Name of *la Confina*. It was formerly a burning Mountain, and burst open, since when the upper Point has remain'd hanging, as is here represented.

The burning Mountain of *Consibina*,

Bearing *N. W.* shews thus.

Two other Views of this Mountain are laid down in the Spanish Manuscript, without mentioning how they bear, but represented as underneath.



Consibina and *Volcan del Viejo*, or, the old Man's burning Mountain, bear from one another *East* and *West*. At that of *Consibina* there are Docks for building of Ships, and they go thence by Land to *Realejo*.

From the Point and Extremity of *Consibina*, to Port *Martin Lopez*, otherwise call'd *el Condadillo*, or, the little Earldom, eight Leagues; and between them is form'd the Bay of *Fonsaca*, running into the Continent; and there is the Ferry they cross who go by Land from *Amapala*, to *Bolcan del Viejo*. This Bay is 10 Leagues over, from *Mapala* to *el Viejo*; and some Ships put into it, to load with Tar, or to careen; and there is every where 10 or 12 Fathom Water.

You

You may go in boldly for what you have Occasion; and as soon as in, you'll see three Islands, stretching out *East* and *West*, two of them large, and the Middlemost smaller. One of them is call'd *la Conchagua*, another *la Miangola*. You must make for *Conchagua*, which lies farthest *West* of the three, near the Continent, sounding all the Way; and come to an Anchor near it, where you think fit. If you are unacquainted, and apprehend any Danger, you may go in your Boat to find out the anchoring Place at *Mapala*, which lies on the *N. W.* Side of the Island, in the Nook of the Bay, which you'll readily find. Take Heed your Cables be good, for the Tides run very strong. These Islands are inhabited by *Indians*, where you may water, and be furnish'd with Malts, and all other Necessaries. Opposite to the Islands, is the River, the Mouth whereof you'll soon see, and on it a-bundance of Mangroves, fit for any Ship. This River of *Conchagua*, and the Point of *Consibina*, bear from one another *N. W.* and *S. E.* distant eight Leagues. On the *West* Side of this Bay of *Fonseca*, is a high and sharp Hill, call'd the Hill of *Mapala*; and at the Foot of this Hill of *Amapala*, is the Port of *Martin Lopes*, otherwise call'd *el Condadillo*, or, the little Earldom, in large three Degrees Latitude *North*.

From Port Martin bear to the River of St. Mi-
 chael 18 Leagues, the Coast lying East and West high
 land near the Sea; and without any Mangroves all
 the Way to the River, in which there is three Fathoms
 Water at the Flood, so that small ships may go up
 to *N. E.* and *S. W.* and it is the great burning Mountain
 call'd *el Condadillo* lying on the Island *Mapala*
 is a good Port, which has no other Name
 The Mountains call'd *el Condadillo*
 which may be seen out at Sea

A. Con



A. Conchagua River. **B.** Conchagua Island. **C.** *Mi-angola* Island. **D.** The Bay of *Fonseca*. **E.** The Rock.

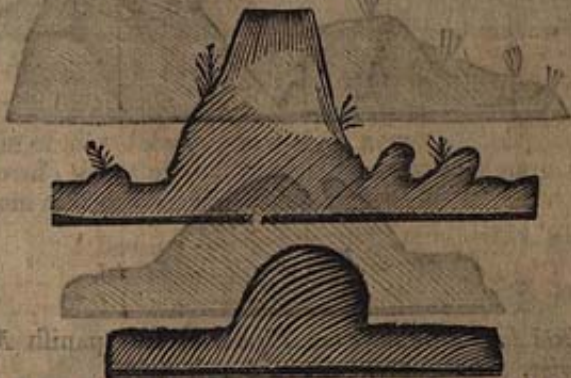
From *Port Martin Lopes*, to the River of *St. Michael*, 18 Leagues, the Coast lying *East* and *West*, high Land next the Sea, and without any Mangroves all the Way to the River, in which there is three Fathom Water at the Flood, so that small Ships may go up it. *N. E.* and *S. W.* with it is a great burning Mountain, call'd of *St. Michael*, lying up the Inland five or six Leagues, in an open Plain, which has no other Eminence about it. This Mountain casts out Smoak, which may be seen out at Sea.

The burning Mountain of St. Michael,



Bearing *N. N. E.* at a great Distance, shews thus.

This same burning Mountain is represented in two other Views by the Spanish Manuscript, without mentioning how it then bears; but they are the two next below.



From the River of St. Michael, to that of *Guibaltique*, three Leagues *West*, low Land, full of Mangroves next the Sea, with several Creeks. Many Shoals run out about a League to Sea from this River of *Guibaltique*, and the Extremity of it bears with that of St. Michael *N. E.* and *S. W.* and with *Consibina N. by W.* and *S. by E.* distant 18 Leagues, all the Coast low and shoal, and the Sand Banks lie *East* and *West* along the Coast, two Leagues out at Sea. You may anchor in 15 or 20 Fathom Water, and will see the Country up the Inland is mountainous, and full of Hillocks.

From

From the River of *Guibaltique*, to that of *Linpa*, is all a sandy Shore, with a high Sea continually on the Coast, the Land low, and the Water shoal; so that you may anchor, as has been said, in 20 Fathom.

From the River of *Linpa*, to *Sacatecolula*, four Leagues. This is an *Indian Town*, and some *Spaniards* among them, and the Country about produces abundance of *Cacao*. Near the Town, is a great burning Mountain of the same Name with it, and it is six Leagues from the River *Linpa*.

The burning Mountain of *Sacatecolula*.



Laid down as in these two Figures by the Spanish Manuscript, but without mentioning how it bears.

Two Leagues up the Inland, and bearing with this burning Mountain *N. E.* and *S. W.* is a Hill, like a Sugar-loaf; and at this Hill begins the Coast of *Tonela*, or, of *San Salvador*, that is *St. Saviour*, high Land next the Sea, and the burning Mountain of *St. Saviour* is ten Leagues from that of *Sacatecolula*, appearing over the Coast of *Tonela*, which is an indifferent even Ridge of Land.

The

The high Land between the burning Mountain of St. Michael, above-mention'd,



And that of *Sacatecolula*, appears thus.

The burning Mountain of *San Salvador*,



Appears thus over the Ridge of *Tonela*.

Four Leagues to the *Westward* of the burning Mountain of *San Salvador*, is a Hill, near the Coast, call'd *Bernal*; and this and the said burning Mountain bear from one another *E. N. E.* and *W. S. W.*

Bernal.

Bernalillo, or, little *Bernal*.



Bearing *E. N. E.* they shew thus.

At this Hill of *Bernal*, commences the Coast call'd *de las Italias*, and terminates the high Land of *Tonela*; and from hence runs the low Land and Coast as far as Point *Remedios*, being ten Leagues, and is call'd the Coast *del Balsamo*, or, of Balsam, being a low Ridge, level at the Top, stretching along the Sea Coast, and terminating before it comes to Point *Remedios*. Opposite to the End of the Ridge, bearing *North* and *South* with

with it, is an upright Hill, three or four Leagues up the Inland, flat at the Top, call'd the Hill of *Italías*; and it is seven Leagues from the burning Mountain of *San Salvador*, towards the *N. W.*

From the Hill of *Italías*, to the burning Mountain of *Sonfonate*, is three Leagues; and this burning Mountain bears with Point *Remedios*, where is the Port of *Sonfonate*, *North* and *South*.

Point *Remedios* is low next the Sea, and has a Rock standing up by it, about which there are many Sands running out above half a League into the Sea, under Water. If you would go up to anchor in the Port of *Sonfonate*, be sure to give them a sufficient Berth. Point *Remedios* gives Shelter against the *S. E.* Wind. *Note*, That all this Bay, which makes the Port of *Sonfonate*, is Shoal; and therefore you must sound as you come in, 'till the burning Mountain bears *N. by E.* giving a Berth to the Point and Sands, 'till you come into twelve Fathom; and when you are in this Depth, and right before the Store-houses, you are in the anchoring Ground. You'll see the Store-houses upon a Crag, and then you'll be half a League from the Land; go no nearer the Shore than 11 Fathom, for there are Mice that gnaw the Cables. If you would ride safe, keep the burning Mountain *N. by E.* and the Mouth of the River *N. E.* Be sure to look to your Cables, because of the Mice; and take Heed how you go ashore, for there is generally a great Surf, and you must land near a Parcel of Stones, which are before a Cross in the Nook. From the Port, to the Town of the *Trinity*, is three Leagues. If you would put into this Port of *Sonfonate*, you must, when out at Sea, make the burning Mountain that has the Top broken off, and looks whitish, by Reason of the great Quantity of Ashes about it. Farther on towards the *N. W.* is another little burning Mountain, call'd *de la Paneca*, distant about three Leagues from that of *Sonfonate*.

Near



A. Sonsonate River. B. The Anchoring Ground.
C. Point Remedios. D. Paneca Rocks.

To ride safe in this Harbour, you must keep the Ridge of Paneca, N. by E. and S. by W. in seven Fathom Water, and the Mouth of the River North and South, distant a quarter of a League.

Between the Port of Sonsonate, which others call the Strand of Catulta, and the Strand of Estapa, the Coast lies W. by N. and E. by S. the Distance 26 Leagues. This is the Port of Guatemala, all the Coast low Land, sandy, and full of Mangroves next the Sea, and there is clean anchoring Ground all the Way.

From Catulta, or Sonsonate, to the River Moticalco, seven Leagues. This River is much infested with the North Wind, and opposite to it there are some small high

high Hills, by which it is known; and at the Mouth there are no Mangroves, as there are all along the Coast, except only at this Place.

The burning Mountain of *Moticalco*,



Bearing *S. E.* shews thus.

Four Leagues to the *Westward* of *Moticalco*, is another great River, which has two Fathom Water upon the Bar. From this River, to the Bar of *Estapa*, is 15 Leagues. This River of *Estapa*, and the burning Mountains of *Guatemala*, bear from one another *N. E.* and *S. W.* Note, that the Land-marks to know this River of *Estapa* by, are the tallest Mangroves of the whole Coast growing about it, and in the mid'd of these mighty Trees, is the Bar or Entrance into it.

The burning Mountains of *Guatemala*,



Bearing from *East* to *North*, shew thus.



The same in another Position, is represented thus in the *Spanish* Manuscript; but the Manner of bearing not set down.

The Bar of *Estapa* and *Teguantepeque*, bear from one another *N.W.* and *S.E.* low Land, and full of Mangroves next the Sea, but high; and with many burning Mountains up the Country; and from the Bar of *Estapa*, to *Teguantepeque*, which others call *Sequetepeque*, is 65 Leagues, as particularly mention'd below.

The burning Mountain of *Teguantepeque*, or *Sequetepeque*,



Bearing *N.W.* shews thus.

About 12 Leagues from *Estapa*, towards the *N.W.* is another burning Mountain, and much high Land, and in the highest Part of all, is this burning Mountain, call'd of *Sapotitlan*.

The burning Mountain of *Sapotitlan*,



Bearing *N.W.* shews thus.



The same in another Position represented, but not nam'd in the *Spanish* Manuscript.

From *Sapotitlan*, to *Milpar*, being two other burning Mountains, twelve Leagues.

The burning Mountains of *Milpas*,

Bearing *N. W.* shew thus.



The same in another Position.

From these burning Mountains of *Milpas*, to that of *Soconusco*, 12 Leagues. This is a low burning Mountain, lying near the Sea-Coast, which is also low there.

The burning Mountain of *Soconusco*,

Bearing *N. W.* shews thus.

From the burning Mountain of *Soconusco*, to the *Encomienda*, or Cross, seven Leagues. This Hill of the Cross is low, distant from the Sea about half a League, and on it is a Cross form'd by the Greens growing on the Flat, which is to be seen the Year about, and therefore it is call'd *la Encomienda*, or, the Cross. There is good anchoring all along this Coast; and at this Hill of the Cross Ships take Shelter, when the North Wind is boisterous, or else at *Teguatepeque*, if they cannot reach to *Bernal*, or Port *Mosquitos*.

The Crose above-mention'd,



From the Seaward, shews thus.

From *La Encomienda*, or, the Hill of the Crose, to *Bernal*, which is the Entrance into the Bay of *Teguantepesque*, five Leagues. The Mountain running out from the Inland, towards *Bernal* and the Sea, till within half a League of it, as you come coasting from *Socomusco*, this Point seems to run out into the Sea, and the high Land to terminate there, which it does not, but returns up the Inland.

Bernal, at the Mouth of the Bay of *Teguantepesque*,



When bearing N. E. shews thus, but that upper Part they call *Bragueta* and *Bernal*, does not appear, unless you are near the Land.

The



The same bearing *South*, shews thus.

This Hill of *Bernal*, and the River of *Samitlan*, bear from one another *East* and *West*, distant 41 Leagues, as follows.

From *Bernal*, to Port *Mosquitos*, nine Leagues, low Land, wooded with Mangroves, and subject to be flooded. In this Port *Mosquitos* Ships anchor when the *North* Winds rage; and from it runs a River, which puts out many Banks of Sand towards the *N. W.* and there is a great Surf on them, tho' the Sea runs not very high. All this Country about being liable to Inundations, three Leagues up the Inland, there are some higher Grounds, which look like Islands.

From Port *Mosquitos*, to the Bar and Port of *Teguantepeque*, eight Leagues; and near the Bar there is a Parcel of lofty *Hillocks*, being Islands in the River, by which it is known where the Bar lies. To the *N. W.* from this River, is a round Hill or Head-land, call'd *Morro del Carbon*, or, Coal Head-land.

Morro del Carbon,



Bearing *N. W.* shews thus.

From the Bar of *Teguantepeque*, to *la Ventosa*, four Leagues. This is call'd *la Ventosa*, that is, the Windy Place, because the *North* Wind is there very boisterous. Here Ships take in the Cannon, and other Stores, which are brought along the River of *Guasacalco*, from the *North* Sea, there being but nine Leagues of Land

Carriage, to the Ships of *Philippinas*. The Ships that are to cross this Bay of *Teguantepaque*, usually come to an Anchor, as has been said, at *Bernal*, Port *Mosquitos*, or any other about the Bay. When you are to cross this Bay of *Teguantepaque*, be sure to keep as close under the Land as you can; for the farther you are out at Sea, the worse it is, and contend not with the *North* Wind, for Ships are frequently lost by so doing, or at least oblig'd to throw over Part of their Lading. When you are half way over the Bay towards the *N. W.* the Wind comes larger, and you may steer due *West*. You are to be two Leagues from the Land of *Bernal*, when you cross this Bay, and always keep up towards the Land of the Bay.

Morro del Carbon,



In some Part of your Passage, will shew thus.

From the Bar of *Teguantepaque*, to *las Salinas*, or, the Salt-Pits, six Leagues, the Coast lying *E. S. E.* and *W. N. W.* At these Salt-Pits the low Land terminates, and before them are two high Rocks, to the Landward of which is a Harbour for Ships. Hence they carry Salt to *Teguantepaque*.

From *Salinas*, or, the Salt-Pits, to *Puerto de los Angeles*, or, Port Angels, 38 Leagues, the Coast lying *W.* by *N.* and *E.* by *S.* From *Salinas* to *Guatalco*, 25 Leagues, all clean anchoring Ground.

From *Salinas*, to the Head-land of *Macatan*, two Leagues. At this Head-land a fresh Water River falls into the Sea. The Head-land it self next the Sea, is black, very rocky, but the Top of it is white, having a Spot of Sand; and there are no other Spots of white Sand all along the Coast, except two or three at *Salinas*, or, the Salt-Pits; and on the Top of all the

the Headland is a Peek, like a little burning Mountain, which appears out at Sea, and near the Headland is a dangerous Bank of Sand.

From the Head-land of *Macatan*, to that of *Banba*, four Leagues; and close by it is a dangerous Shoal, a League out at Sea; and they bear from one another *North* and *South*. It is all high Land and Rocks, and next the Sea sandy Strands at certain Distances.

From the Head-land of *Banba*, to the Island of *Itata*, three Leagues. This Island of *Itata* is close up by the Land, within a quarter of a League; and in that Space is good anchoring, shelter'd from all Winds. The Island is small and white, and is cleft in the Middle. Half a League from the Head-land, is a fresh Water River, and an *Indian* Town. The Coast is bold, and when the *North* Wind blows, you may land.

From the Island of *Itata*, to Point *Artea*, seven Leagues, most of it sandy Strands; and between the Island and the Point, is the Town of *Gama*, a League up the Inland. Short of Point *Artea*, is a Farm of black Cattel, where is also Water, and other Necessaries, if you have Occasion. You may safely land at this Point of *Artea*, unless the *S. E.* Wind blow, for that makes a great Surf. This Point is low, and at a Distance looks like a little Island. It affords Shelter against the *N. W. West*, and *S. W.* Winds. All this Coast lies *W.* by *S.*

From Point *Artea*, to the River of *Samitlan*, four Leagues, where is an *Indian* Town, fresh Water, and what else you may stand in need of. Going along the Shore, where the Strand ends, is the River, where you may water, for there is no great Sea.

From the River of *Samitlan*, to the River of *Copalita*, two Leagues. This is a great and deep River, and along it runs the Road from *Guahaca* to the Sea. There is anchoring Ground all along this Coast, the Land clean and level.

To

To the *Westward* of this River of *Copalita*, is the Harbour of *Guatulco*, the Port to *Mexico* and *Guaxaca*, a safe Place, and shelter'd against all Winds, except the *S. E.* The Mark to know this Port by, for it is close hid up, is a League before you come to it, a little round mountainous Island, call'd *Tangolotango*. At the Mouth of the Harbour, is another little Island, without any Trees. A little farther to the *Westward*, is *el Enfadero*, that is, the Roaring Place; and when the *S. W.* Wind blows, you'll hear it roar. If you come in from the Seaward, you'll see a high Mountain, make for the Harbour, keeping the highest Part of it right before you. When in *Guatulco*, keep to the *East Side*, for there is most Water, and best Shelter.

A Strand runs from the Port of *Guatulco*, to *Calluta*, whither the Boats go for Water. You'll see a little Island to the *Westward*, where you may anchor to water. About a League to the *Westward* of this watering Island, is another Island; and to the Landward of it is good anchoring Ground, safe from all Winds, it is call'd *Sacrificios*, or, the Island of Sacrifices, and there also you may water.

From this Island of Sacrifices, to the River of *Coiula*, three Leagues, a deep Coast, and bad landing.

From the River *Coiula*, to the River of *Julian Carrasco*, four Leagues. This River runs out at the Strand, where there is a good landing Place; but before you come to it, there is a Bank of Sand, which appears above the Water, like a Tortoise, about a quarter of a League from the Continent, and half a League from the River, bearing from one another *N. W.* and *S. E.*

From the River of *Julian Carrasco*, to *Puerto de Angeles*, or, Port Angels, five Leagues; and two Leagues short of Port Angels, is a Creek, which affords very good Shelter; and to the *S. E.* from this Creek, there runs out into the Sea a Row of little high Rocks, about half a League, but there is no fresh Water in the Creek. In the Way from it, short of Port Angels,

is a dangerous Bank of Sand, under Water; and near it is a little high Rock, which bears with the Port *N. W.* and *S. E.* Port Angels is a good Harbour, and within it, on one Side, is a Creek; the *S. E.* Side affords better Shelter than the other. It is high Land on both Sides. Towards the *S. E.* at the Mouth of it, is a high Rock; and up some Way in the Creek, a Brook runs down to the sandy Shore, and is lost in the deep Sand. A little higher you may see the Brook run down, and a Ground of Reeds. In this Port there is some Wood.

From Port Angels, to the River that runs by *la Galera*, three Leagues; and here terminates the Coast, bearing *E. S. E.* and *W. N. W.* From this River *de la Galera*, runs a large sandy Shore, and above that Shore there are abundance of Mangroves, which may serve to make Masts for Ships, and they extend about two Leagues. The Coast is upright, with anchoring Grounds all the Way, Hills and Dales, with greater and lesser Strands.

From the River *de la Galera*, to the River of *Mafia*, 18 Leagues. This is a fresh Water River, swells much in rainy Weather, and sometimes floods the Town call'd *Mafia*. Half a League without the River, is a small Island, and a Parcel of little Rocks.

From the River *Mafia*, to a Point to the *Westward*, two Leagues. Before this Point, which is low, is a little Rock, and behind the said Point a little Rivulet runs into the Sea. When the Wind blows at *N. W.* you may go ashore for Water, which is to be had to the *S. E.* of the Point, where the Sea is still.

From this Point and River, to *Puerto Escondido*, or, hidden Harbour, eight Leagues. *Puerto Escondido* is a small Bay, having a Point which runs out into the Sea half a League beyond the Shore; and a little Way within the Point, is a small Island, which closes and makes the Harbour. There is good anchoring to the Landward of that little Island, tho' the *W.* and *S.*

W. Winds drive in; however, you may safely go ashore.

From *Puerto Escondido*, or, hidden Harbour, to *Pesqueria de Don Garcia*, or, *Don Garcia's* Fishery, 30 Leagues, the Land all Vales, and open Strands, without any Harbour. Ten Leagues to the *Westward* of *Puerto Escondido*, before a Parcel of Craggs, there are many dangerous Shoals, which run out two Leagues into the Sea, and shew the Bottom; for there is but a Fathom, or a Fathom and a half Water at low Ebb; take Heed of them, for they lie above two Leagues in Length; the Craggs and they bear from one another *N.* by *E.* and *S.* by *W.* distant two Leagues.

From these Craggs and Shoals, to the Port of *Acapulco*, 25 Leagues, the Coast lying *W. N. W.* and *E. S. E.* Three Leagues to the *Westward* of the Shoals, is a little white Island, where there is anchoring Ground, and is call'd the Island of *Alcatrazes*, being half a League from the Continent. To the *Westward* of the said Island, is a River, which runs out as far as the Island, and there Ships may water. The Coast is mountainous, and the Shore upright, and between this Place and *Acapulco* there are abundance of Craggs.

From this River to *Don Garcia's* Fisheries, 15 Leagues, a spacious Shore, stretching out as far as Port *Marquis*, which others call *Puerto Chico*, or the little Port. Near these Fisheries there are two little Rocks, and a fresh Water River; the Place generally very still, but when the Sea swells, it is boisterous.

Between these Rocks and the Port of *Acapulco*, the Coast bears *N. W.* by *W.* and *S. E.* by *E.* to Port *Marquis*, 5 Leagues, and from Port *Marquis*, to *Acapulco*, one League. If you come in from the Seaward, you'll see four Mountains, the first next the Sea somewhat high, and the others rise higher gradually behind one another, and on the highest, is a burning Mountain toward the *S. E.* At the Foot of all these Mountains, is the Harbour of *Acapulco*, spacious and very safe; and

a little without the Mouth of it is an Island. On the *N. W.* Side of this Island, is a narrow Channel, at which Ships may safely go in; for there is Water enough. When you sail in on the *S. E.* Side, which is a wide Channel, you'll see a Bank of Sand above Water, call'd *el Griso*, leave it on your Larboard-side; but you must keep close to it to sail in, and very hard up with a little Point there is by it, and you'll soon see the Town within. To the *Westward*, on the Shore, you'll see two little Rocks. *Port Marquis* stretches out *N. W.* and *S. E.* a League. The Mouth of it lies *E. S. E.* and *W. N. W.* It is a safe Harbour, and very deep, having 20 Fathom Water. The Marks to know it by, are high Land, rocky, and next the Sea is a round Hill somewhat higher. Opposite to the Harbour, on the said Hills, you'll see some red and white Stones, which appear, as it were, through a Mist. Observe the Land-marks well, for the Harbour lies up very close; take special heed that you miss not the Island. On both Sides of *Port Marquis*, as far as *Acapulco*, is rocky for above two Leagues, and on both Sides of those Rocks low Land and sandy Shores, and in the mid st of those Rocks is the Port of *Acapulco*. Note the Land-marks carefully.

The Mountains of *Acapulco*.

These are the four Mountains that appear above the Port of *Acapulco*, and the burning Mountain is towards the *S. E.* of the highest, the lowest is next the Sea. The

The Island of Acapulco,



Bearing N. N. W. Shews thus.

A. The

The Port of Acapulco.



A. The Town of Acapulco. B. The Harbour. C. Port Marques. D. The little Channel. E. The Island. F. The little Island, call'd *el Grifo*. G. The great Channel. H. The Mountains call'd *Cerros de la Brea*, or, Tar-Hills.

From

From the Port of *Acapulco*, to that of the *Nativity*, 70 Leagues, the two Ports bear from one another *N. W.* and *S. E.* Coming out of the Port of *Acapulco*, to the *Westward*, you'll see a spacious Strand, extending above 24 Leagues, all of it low next the Sea, with many Palm-Trees in several Places, and is call'd the Strand of *Sitala*, or of *Apusaguale*. At 18 Leagues distance from *Acapulco*, you'll see a Spot of Mangroves higher than all the other Trees, about a League up the Inland, and stretching out half a Leagues along the Coast, which is here call'd *Tequepa*. Five Leagues farther *N. W.* is an upright Point next the Sea, not very lofty, and the highest Part of it, at a Distance, looks like Islands. Here is Shelter against the *West*, the *S. W.* and the *South* Winds, which are the most boisterous on that Coast in Winter. You'll also see a white Rock, standing out a quarter of a League from the Land; there is anchoring Ground between it and the Continent in 10 Fathom Water. The same is all along the Coast, the Bottom clean.

From Point *Tequepa*, to the Head-land of *Petaplan*, 10 Leagues, *N. W.* This Head-land looks like a little Island, and a quarter of a League to the Seaward of it, are three very white Rocks, which at a Distance look as if they were all but one. You may pass between them and the Head-land, and come to an Anchor close to them, next the Continent, in a convenient Depth. There is Shelter against the *South* and *S. W.* Winds, on the *N. E.* Side of the Head-land, because the Coast stretches out *East* two Leagues. It is all clean, and you may land upon the Strand behind the Head-land. At the End of the Bay, about half a League up, there are *Spaniards*, and an *Indian* Town.

About four Leagues *N. W.* from *Petaplan*, is a little Rock, half a League from the Continent, the Coast lying *North* and *South*. About the Length of these Rocks, is a good Harbour, call'd *Signatanejo*. Note, That tho' this Port cannot be seen from the Offing, as soon

soon as the Rock comes to bear *North* you'll see it, and may pass by either Side of it. A League farther, towards the *N.W.* there are five or six Islands, great and small; where is a Village, but inconsiderable, towards the *S.E.*

Two Leagues still *N.W.* from these Rocks, is a Spot of high hilly Land, call'd the Land of *Tacomatlan*; and before this Land, close to the Sea, is a Town call'd *Istapa*; and on the Brink of the Sea, is a small Spot of Land, which looks like an Island, shelter'd from *East* to *S.E.* and this Spot of Land may be seen at above ten Leagues distance every Way, because it is high, and the rest of the Land low.

To the *N.W.* of *Istapa*, is a flat level Shore, without any Harbour for about 12 Leagues, in some Places full of Trees, and at the End of it a Spot of thick and green Mangroves. There is the Mouth of a large River, call'd of *Sacatula*, and half a League up the River, is a *Spanish* Town call'd the Town of *Sacatula*. Note, That you must keep within two or three Leagues of the Land, to be able to make these Land-marks. Over this River of *Sacatula*, next the Sea, are some Hills, the least of them open without Trees.

From this River of *Sacatula*, the Land runs away *N.W.* rugged next the Sea, full of Hillocks, of a moderate Height, and is call'd *los Motines*. This high rugged Land holds for 25 Leagues. In the highest Part of this Land, about half a League beyond *Sacatula*, you'll see two, as it were little Dugs, very close together; and when you are near the Land, bearing *North* and *South* with them, you'll discover an indifferent high Rock, with a Spot of Strand like a Creek; when you are posited *North* and *South* with it, you may discern the white Church of a great Town call'd *Tutapan*. You may anchor to the *Southward*, between that Rock and the Strand, in four Fathom Water, clean Ground; and if you would go ashore, make up to the End of the Strand, towards the *N.W.* near the Stones, and

you'll presently see the Way to the Town, which is inhabited by *Indians*.

Four Leagues to the *N. W.* of *Tutapan*, is a Point indifferent high, with a Parcel of Rocks by it on the *S. E.* Side, which you will not see, unless near the Land. Between these Rocks and the Land to the *S. E.* is a Piece of a Strand, like a Creek, and a very green Vale. Here is good Anchoring and Shelter from the *West* and *N. W.* Winds, in 12 Fathom Water, and the Place is call'd *Muibata*. If you have Occasion to go ashore, you'll find *Indians*, who generally reside there, and follow Tillage. There you'll see a River, which runs only in Winter, and the Way, which leads up the same River to the Town, standing on the Top of a Hill call'd *Pomaro*.

Six Leagues *N. W.* from this Town of *Pomaro*, is a high Point perpendicular next the Sea, looking like an Island, or small Head-land, call'd *Tuchisi*, and here ends the Land above-mention'd call'd *Motines*. Tho' this be rugged Land, like all the rest of the Coast, yet there are Strands, and anchoring Places, and Shelter from the *N. W.* Wind, which is the most boisterous along that Coast during the Summer Season. To the *N. W.* of this Point, is plain Land full of Mangroves, keep an Offing of three Leagues from it. From this Point you'll see a Parcel of Ridges or high Land, all champion Country, which is call'd *Colima*. Among these Ridges, is a smooth Break running *N. E.* up the Country; and, if it be clear Weather, you may discern at the farther Part of the Break a burning Mountain, continually smoaking, and call'd the burning Mountain of *Colima*. It is all cover'd with Cattel, and Orchards of *Cacao*.

Eight Leagues from the Vale of *Colima*, is a very round Head-land call'd *Santiago*; and on the *S. E.* Side of it, are two Hillocks, like Dugs; between those Dugs and the Head-land of *Santiago*, is the Port of *Salagua*. In order to know this Port of *Salagua*, you are

to observe, that there is a very white Rock clinging close to the Head-land of *Santiago*, which may be seen at eight Leagues Distance, whatsoever Way you come towards it. Between this Rock and the opposite Point, being about three Leagues Distance, is a Bay with a Strand, and farther up it is all wooded. If you would put into this Port of *Salagua*, stand strait in for the Strand, for at the Ends of it, there are two very good Harbours, where many Ships may ride. They are call'd *las Calletas*, that is, the Creeks; and that which is to the *N. W.* of the said Strand, is also very safe, Land-lock'd against all Winds, tho' smaller than the other. In this Port of *Salagua*, is a fresh Water River, and there are Plantans and Wood. As soon as landed, you'll see the Road that leads to *Salagua*, which is a League and a half from the Sea. Note, That between *Salagua* and the white Rock, is the Port of *Santiago*.

Six Leagues *N. W.* from the white Rock, is a little Head-land, which afar off looks like an Island, and when near, will appear to be an indifferent Head-land, all craggy next the Sea, with a little Rock close by it, made like a Sugar-loaf very shapable. On the *N. W.* Side of this Rock, is a Strand about a League in Length, call'd the Port of the *Nativity*.

At the End of the Coast, which forms the Port of the *Nativity*, towards the *N. W.* is another Port, by the Natives call'd *Melaque*, Land-lock'd against the *N. W.* the *West*, and the *S. W.* Winds.

Bare three Leagues from Port *Melaque*, is a Row of four or five Rocks above Water, or small naked Islands, running from the Continent, and stretching out *N. E.* and *S. W.* and if the Weather be fair, you'll see the burning Mountain of *Colima* to the *Eastward* up the Country, smoaking. The Coast between these Rocks and the Port of *Acapulco*, lies *E. S. E.* and *W. N. W.*

Four Leagues *N. W.* from these Rocks, or small Islands, are two other such Rocks or Islands, about half a League from the Shore, and, at a Distance, look

like Ships under Sail, call'd the Rocks of *Aquiapulco*. You may safely anchor near them, close under the Shore, for Shelter against the Sea and Wind.

Between two and three Leagues to the *N. W.* from these Rocks, is a low Point, with red Crags, and a little Rock or bare Island close to it, on the *N. W.* Side whereof is good anchoring, under Shelter from the *S. E.* to the *S. W.* At this Point runs in a Bay trending towards the *N. West*, about eight Leagues, where you'll see two or three small low Islands, call'd the Islands of *Chametla*; between which and the Continent is very good anchoring. The Way in, is from the *S. E.* and there is a Fishery belonging to the Town of the *Purification*, which lies fourteen Leagues up the Country.

From these Islands of *Chametla*, the Coast runs to the *N. W.* a strait Shore, as far as Cape *Corrientes*, or Currents. When near the Cape, if you happen to meet with any Squalls of Wind at *N. W.* there is a Parcel of upright white Crags next the Sea, make directly for them, because to the *S. E.* close up there is very good anchoring, shelter'd from the *N. W.* the *West*, and the *S. W.* Winds, the Place call'd *las Salinas del Piloto*, or, the Pilot's Salt-Pits, by Reason Salt is made very near this Port. The foresaid Cape *Corrientes*, or Currents, being in 20 Degrees of *North Latitude*, is indifferent high Land rising by Degrees, barren and bearing few Trees; but up the Country there appears above it a high Ridge of Mountains, forming many Heads, and call'd *las Coronados*.

From Cape *Corrientes*, there runs in a Bay *E.* by *S.* 10 or 12 Leagues. All the Land, to the *N. E.* and *N. N. E.* is low, and looks very pleasant to the Eye. This Bay is six or seven Leagues in Breadth, and all the low Land, which is full of *Guayavas*, Cacao, and Breeds of Mules, belongs to the Liberty of the City of *Compostela*.

From

From Cape *Corrientes*, or, *Currents*, to the Point at the other End of the aforesaid Vale, is about 10 Leagues, *N. by E.* and *S. by W.* That Point forms a round Head-land, of an indifferent Size, which looks like an Island, without any Trees, and is call'd Point *Pontegue*. In the Offing, to the *Westward* of it, are two small Islands call'd the *Isles of Pontegue*, almost a League from the Continent. Ships may safely pass between them and the Shore. On the *West* of these Islands, are some small white Rocks, and then a Bank of Sand on which the Sea breaks, at the End whereof are two other little Rocks, the whole extending two Leagues.

Three Leagues to Seaward of these Rocks, is another small one, clove in the middle, which, at a Distance, looks like a Ship without Masts. You may safely pass between this and the Rock of *Pontegue*.

About 14 Leagues *N.W. by W.* from the said Rock, are three large Islands and a small one, the three greater call'd *las Tres Marias*, or, the *Three Marys*; and the lesser, *la Isla Baja*, or, the *Low Island*, lying towards the *N.E.* and by it a white round Rock; all these Islands lie *N.W.* and *S.E.*

From the Rocks of *Pontegue*, the Coast runs *N.E.* above 20 Leagues, to the Port of *Matanchel*; and if the Weather be clear, you'll see a very high Hill over the Port, with a Break on the Top, which is call'd the Hill of *Xalisco*, and may be very well made eight or nine Leagues before you come to the Port of *Matanchel*. In a Bay of sandy Shore, joining to some high Land, at half a League distance from the Shore, you'll see a small, round, mountainous Island, call'd *Maxantella*, and on the Shore opposite to it, are Orchards of *Cacao*, and grazing Lands. About two Leagues to the *N.W.* of this Island, is a Piece of Land full of small red Crags, where this Course ends.

None of the *Spanish* Manuscripts which I have seen, go any farther *Northward* in the Description, nor do they afford us any Draughts beyond *Acapulco*.

	Leagues.
From Panama, to Port Perico, S. W.	2
From Port Perico, to Otogue, S. W.	4
From Otogue, to the Island Iguanas, S. W.	2
From the Island Iguanas, to Point Mala, S. W.	2
From Point Mala, to Point Higuera, N. W.	7
From Point Higuera, to Morro de Puercos, W. by N.	2
From Morro de Puercos, to Point Mariato, West.	12
From Point Mariato, to the Island of Sebaco, West.	3
From the Island of Sebaco, to that of Quicara, S. W.	15
From the Island Quicara, to Baia Honda, or, deep Bay, West.	19
From Baia Honda, to Pueblo Nueva, or, New Town, N. by W.	7
From Pueblo Nueva, to the Islands of Contreras, S. W.	4
From the Islands of Contreras, to Islas Secas, or, the dry Islands, West.	1
From Islas Secas, to Chiriqui, N. W.	4
From the Islands of Chiriqui, to Point Burica, N. W.	6
From Point Burica, to Golfo Dulce, or, fresh Water Bay, N. W.	4
From Golfo Dulce, to the Island del Cano, N. W.	7
From the Island del Cano, to the Island in the Bay, N. W.	4
From the Island in the Bay, to the River de la Estrella, or, of the Star, N. W.	5
From the River de la Estrella, to Herradura, or, the Horse-shoe, N. W.	11
From la Herradura, to the Island of Chira, N. N. W.	15
From the Island Chira, to that of St. Luke, N. N. E.	8
From Herradura, above-mention'd, to Cabo Blanco, or, white Cape, West.	30
From Cape Blanco, to Point Guiones, West.	10
From	

From Point Guiones, to Morro Hermoso, or, beautiful Head-land, N. N. W.	8
From Morro Hermoso, to Port Velas, or, Sails, N. W. by N.	7
From Port Velas, to Point St. Catherine, W. N. W.	8
From Point St. Catherine, to Port St. John, N. W.	15
From Port St. John, to the River of Tosta, N. W.	7
From the River of Tosta, to Realejo, N. W.	8
From Realejo, to Consibina, W. N. W.	12
From Consibina, to Port Martin Lopes, or, el Condadillo, W. N. W.	8
From Port Martin Lopes, to the River of St. Michael, West,	18
From the River of St. Michael, to that of Guibaltique, West,	3
From the River of Guibaltique, to that of Linpa, West,	3
From the River of Linpa, to Sacatecolula, West,	4
From Sacatecolula, to the burning Mountain San Sal- vador, West,	10
From San Salvador, to Bernal, West,	4
From Bernal, to the Hill of Italias, N. W.	3
From the Hill of Italias, to the Port Catulta, or, of Sonsonate, N. W.	3
From Sonsonate, to the River of Moticalco, N. W.	7
From the River of Moticalco, to the Bar of Estapa, West,	19
From Estapa, to Sapotitlan burning Mountain, N. W.	12
From Sapotitlan, to Milpas, two burning Mountains, N. W.	12
From Milpas, to Soconusco burning Mountain, N. W.	12
From Soconusco, to la Encomienda, or, the Cross, West,	7
From la Encomienda, to Bernal, N. W.	5
From Bernal, to Port Mosquitos, N. W.	9
From Port Mosquitos, to Teguatepeque, N. W.	8

From <i>Teguantepeque</i> , to <i>la Ventosa</i> , <i>W. N. W.</i>	4
From <i>Teguantepeque</i> , to <i>las Salinas</i> , or the Salt-Pits, <i>W. N. W.</i>	6
From <i>Salinas</i> , to the Head-land of <i>Macatan</i> , <i>N. W.</i>	2
From <i>Macatan</i> , to the Head-land of <i>Banba</i> , <i>W. N. W.</i>	4
From the Head-land of <i>Banba</i> , to the Island of <i>Itata</i> , <i>West</i> ,	3
From the Island of <i>Itata</i> , to Point <i>Artea</i> , <i>W. N. W.</i>	7
From Point <i>Artea</i> , to the River of <i>Samitlan</i> , <i>N. W.</i>	4
From <i>Samitlan</i> , to the River of <i>Copalita</i> , <i>West</i> ,	2
From the River of <i>Copalita</i> , to <i>Guatulco</i> , <i>West</i> ,	1
From <i>Guatulco</i> , to the Island of <i>Sacrifices</i> , <i>West</i> ,	2
From the Island of <i>Sacrifices</i> , to the River <i>Coiula</i> , <i>N. W.</i>	3
From the River <i>Coiula</i> , to that of <i>Julian Carrasco</i> , <i>West</i> ,	4
From the River of <i>Julian Carrasco</i> , to Port <i>Angels</i> , <i>West</i> ,	5
From Port <i>Angels</i> , to the River <i>de la Galera</i> , <i>W. N. W.</i>	3
From the River <i>de la Galera</i> , to the River <i>Mafia</i> , <i>W. N. W.</i>	18
From the River <i>Mafia</i> , to <i>Puerto Escondido</i> , or, hidden Harbour, <i>West</i> ,	10
From <i>Puerto Escondido</i> , to <i>Pesqueria de Don Garcia</i> , <i>W. N. W.</i>	30
From <i>Don Garcia's</i> Fishery, to Port <i>Marques</i> , <i>N. W.</i> by <i>W.</i>	5
From Port <i>Marques</i> , to <i>Acapulco</i> ,	1
From the Port of <i>Acapulco</i> , to <i>Tequepa</i> , <i>N. W.</i>	18
From Point <i>Tequepa</i> , to the Head-land of <i>Petaplan</i> , <i>N. W.</i>	10
From <i>Petaplan</i> , to Port <i>Siguatejejo</i> , <i>N.</i>	4
From Port <i>Siguatejejo</i> , to <i>Tacomatlan</i> , or, <i>Istapa</i> , <i>N. W.</i>	2
From <i>Istapa</i> , to <i>Sacatula</i> , <i>N. W.</i>	12
From <i>Sacatula</i> , to <i>Tutapan</i> , <i>N. W.</i>	1

From

4	From <i>Tutapan</i> , to <i>Muibuta</i> , or <i>Pomaro</i> , N. W.	4
W.	From <i>Pomaro</i> , to <i>Colima</i> , or <i>Santiago</i> , N. W.	8
6	From <i>Santiago</i> , to the Port of the <i>Nativity</i> , and that of	
2	<i>Melaque</i> , N. W.	6
W.	From Port <i>Melaque</i> , to the Rocks of <i>Aquiapafulco</i> , N. W.	7
4		
ata,	From the Rocks of <i>Aquiapafulco</i> , to the Islands of <i>Cha-</i>	
3	<i>metlan</i> , N. W.	3
7	From the Islands of <i>Chametla</i> , to Cape <i>Corrientes</i> , or	
4	<i>Currents</i> , N. W.	10
2	From Cape <i>Corrientes</i> , to Point <i>Pontegue</i> , N. by E.	10
I	From Point <i>Pontegue</i> , to the Islands <i>Tres Marias</i> , N.	
2	W. by W.	17
ula,	From <i>Pontegue</i> , to Port <i>Matachel</i> , or <i>Xalisco</i> , N. E.	20
3		

[A decorative horizontal line with a repeating floral or scrollwork pattern.]

C H A P. IV.

Of the Winds and Currents in the South Sea; as also a large Table of the Latitudes and Longitudes of all remarkable Places along that Coast.



Uppose an imaginary Line from Port St. Mark at *Arica*, to Point *Aguja*, or, Needle-Point, which is near the Port of *Paita*, drawn 30 Leagues at Sea from each of those Ports, from that Line to the Coast, the S. E. and S. S. E. Winds reign all the Year. In Winter they are very boisterous, and keep more to the S. E. But it is to be observ'd, that within a League or two of the Coast, there are sometimes *North* and *N. E.* Winds, which are not very lasting, and blow weekly, and are most frequent in the large open Bays along the Coast.

Suppose another imaginary Line from the said Point *Aguja*, or, Neddle-Point, to Point *Santa Elena*, 20 Leagues

Leagues out at Sea from each of them, and from that to the Continent, the *South* Wind reigns all the Year; but five or six Leagues from the Shore there are sometimes *S.W.* Winds, more especially in the Angles the said Coast makes, and these Winds are generally moderate, but not lasting.

Imagine another Line ten Leagues out at Sea from the said Point *Santa Elena*, to Cape *Pasado*, and between that and the Shore the Wind is *S.W.* all the Year.

From Cape *Pasado*, to Cape *St. Francis*, draw also a Line five Leagues out at Sea, and between it and the Land the *S.W.* Wind prevails. Not to limit the several Winds which happen to blow without these Lines, according to the Times of the Day or Night, sometimes coming off the Shore, and then again from the Sea, and being more or less boisterous, according to the Season of the Year.

In like Manner; draw a Line from Cape *St. Francis*, to *Morro de Puercos*, or, the Head-land of Swine, and all to the *Eastward* of that is call'd *la Travesia*, that is, the crossing to *Panama*; and here is a Winter and Summer Season, tho' after an odd Manner, that is, without Regard to the Nearness of the Sun; for, according to the Course of Nature, the Summer ought to begin there on the 25th of *March*, when the Sun passes the Equinoctial, to the *Northward*, on which Side that Coast and Sea lie, where he should produce the usual Effects till the 25th of *September*, when that noble Planet crosses the Equinoctial again to the *Southward*. Yet is this known to be otherwise; for the Summer along this cross Sea and Coast of *Panama*, begins in *January*, when the Sun is farthest to the Southward of the Equinoctial, so that there the Season is contrary to the Course of Nature, and the Winter begins in *June*, when the Sun is on the *North* Side, which is directly opposite to the Effects of the Sun.

Along

Along this Coast of *Panama*, and the Sea before it, there are six Summer and six Winter Months. The Summer begins in *January*, and ends in *June*, and during this Season the *North, N. E. and N. W.* Winds reign. In *January, February, and March*, they are very boisterous, and there falls no Rain along that Coast of *Panama, Port Pinas, Malpelo, Puerto Quemado*, or, Burnt Haven, and all the rest on, as far as *Cape St. Francis*. At the same Time it rains much on the Coast of *Manta* and *Guayaquil*; and the Reason is, because those reigning Winds have drove the Clouds upon that Coast, and the said Winds stopping there, the Clouds can pass no farther, but are dissolv'd by the Sun, and fall down in heavy Showers. These reigning Winds, during the three first Summer Months, sometimes reach as far as *Manta, Point Santa Elena*, and *Cape Blanco*; and sometimes they do not reach to *Cape St. Francis*, which happens according as they are stronger or weaker on the Coast of *Panama*.

During these same three Months, there is generally an *E. N. E.* Wind reigning about *Malpelo*, being a settled Breeze and fair; and between *Malpelo* and the Land of *Buenaventura*, this Wind becomes *North*; and from within Sight of the Island *Gorgona*, to *Puerto Quemado*, or, Burnt Haven, it is generally *N. W. W. N. W.* and *West*, with heavy Showers of Rain.

Such is the Weather during these three Summer Months, and such is the Variety of it, according to those several Places. About the first Days of *April*, the Rains begin to fall all along that Gulph and Coast of *Panama*, and the peaceable Winds prevail, with Calms, for the most Part, or those they call *Viraxones*, which are *South, S. W.* and *S. S. W.* Winds, and sometimes they fly over to *N. W.* generally with most violent heavy Rains, and thus the Winds flutter between strong Gulls, gentle Gales, and Calms, 'till the End of *June*, when the Summer ends.

In *July* begin those they call *Vendavales*, and last 'till

till the End of *December*, and these *Vendavales* are *S.* and *S. W.* Winds, with mighty Rains, Thunder, and Lightning, and the Fury of these *Vendavales* is in *September*, *October*, and *November*; and then at Times about *Panama*, the *S. W.* Winds blow up fair Weather for ten or twelve Days together, and they are not so fierce as to obstruct Navigation. They blow generally most fierce during the aforesaid six Winter Months, and sometimes the Wind will slip over to the *N.* and *N. E.* with heavy Rains; but that lasts not long, and it never reaches above 20 Leagues out at Sea.

During the same Season, there are sometimes *West* and *W. S. W.* Winds, which carry over the Ships to the Coast of *Peru*, and at Night the Wind uses to come about *N. W.* with heavy Showers; but that is not lasting, which may be met with half Way over the Gulph, to *Panama*. When the *North*ly settled Winds reign at *Panama*, there are usually Calms and good still Weather from *Cape St. Francis*, to *Cape Blanco*; and when the Summer begins at *Panama*, then the Winter commences at *Guayaquil*, and it rains five Months in the Year, that is, from the Beginning of *January* till the End of *May*; and all the Winds blow from the Island *Santa Clara* towards the River, and it thunders and lightens very much, more especially on the Mountains of *Cuenca*, which are those that appear on the right Hand going up the River; and yet at the same Time, for the most Part within the River, the Weather is fair and calm. Here the Summer commences in *June*, when it does not rain; but the *West* Wind blows very hard, which the Natives call *Chanduy*.

Cape Blanco is very pleasant and calm for four Months in the Year, which are *January*, *February*, *March*, and *April*; all the rest of the Year is very stormy, and the Current sets up from the said Cape, that is, to the *Southward*.

It is absolutely necessary in Navigation, to be acquainted with the setting of the Currents, which frequently

quently put Ships from their intended Course, and run so unperceivably, that when a Pilot expects to make one Land, he finds himself upon another he never thought of, occasion'd by the Force and Rapidity of the Waters setting along the Coasts and spacious Bays; nor is he able to perceive which Way they drive, till he makes the Land, and by it discovers whether the Ship has made a long or a short Run. This he may also discover by the Latitude, and his Approach to, or Distance from the Equinoctial, and so find out, whether he has advanc'd much or little, in Proportion to the Wind as it was for or against him, and by that the Course of the Water will appear.

This setting of the Currents, has occasion'd the Loss of many Ships; for sometimes they run towards the East, or the West, or South West, in such Places as is unknown to Sailors; and thus they are often a-ground on some Bank or Shoal, without any Fault on their Side, as being altogether unacquainted with that Motion of the Water. In other Places the Water has no Motion at all, and it is safer in Sailing, to suspect the Motion of the Water, than to rely too much upon it, and particularly when the Sun is not to be seen, and consequently the Latitude cannot be taken; for it may happen, that when the Ship stands her due Course, the Pilot may fancy the Water sets some other Way, and consequently make an Allowance for it, by which Means he will in the End find himself out in his Reckoning; for the Water is so uncertain, that there often appear on it Tokens of strong Currents, Streams, or other Motions, and at the same Time it is quite still, which is made out by the Land. However, great Regard must be had to observe Currents, especially in Sailing, where any Effects of them appear, always providing with Caution, lest they force the Ship ashore, or upon some Bank of Sand, or imbay it; to prevent which, there is to be timely Allowance, that the Danger may be prevented.

As

As soon as the Sun is gone over to the *South* of the Equinoctial, which commences the Summer in the *Southern* Parts, the Waters begin their Motion, setting *South* and *S. W.* and this they do from Cape St. Francis along the Coast, and thirty or forty Leagues out to Sea; and in the same Manner, when the Sun crosses the Equinoctial, to the *Northward*, they move back, and begin to run to the *N.* and *N. W.* from the Port of St. Mark at Arica, along all the said Coasts, and for the same Breadth of thirty or forty Leagues out at Sea. And it is to be observ'd, that in all these Motions, either in Summer or Winter, they always bend off from the Coast; and this is the most general Rule in those Parts, tho' there are some Exceptions, and the contrary happens in some Places; but that does not hold for any long Space, and you soon come again into the usual Course.

From the aforesaid Cape St. Francis, as far as Malpelo, it is most certain the Current sets *E.* and *E. S. E.* towards the Island Gorgona, and the Bay of Buenaventura; and this is most frequent in Winter, tho' sometimes the Water is quite still.

From Malpelo, as far as the Head-land Morro de Puercos, the Water has generally no Run at all.

From the Island Gorgona, to Cape St. Francis, the Current seldom sets to the *S. W.* but its usual Motion is to the *N. W.* and at other Times it stands still.

From the Island Gorgona, to the Head-land Morro de Puercos, the Water sets along the Coast Winter and Summer towards the *N. W.*

When the Trade-Winds prevail, the Sea between Morro de Puercos and Malpelo sets towards the *S. W.*

The setting of the Sea and Currents is so various, that no human Understanding is able to comprehend it, not only in these Seas, but in many other Parts of the World. It is a Secret Providence has conceal'd from us. Experience informs us of its Being; but the Reasons of it are above our Reach.

A

T A B L E

O F T H E

Latitudes and Longitudes

O F

All the noted Ports, Islands, Rivers, Bays, Capes, and other Places worth observing along the *Western Coast of America*, that is, in the *South Sea*, from *California* in the *North*, to the *Streights of Magellan* in the *South*, from the same Manuscript *Spanish Coasting-Pilots*, as above.

Note, That the Longitudes are taken from the *Westernmost Point of the Island Gran Canaria*, the largest of the *Canaries*, where the *Spaniards* generally place their *first Meridian*.

	Latit.		Longit.	
	D.	M.	D.	M.
T HE Island of <i>California</i> ,	24	40	255	15
The <i>Eastermost</i> Head of it,	24	40	258	15
The Point,	25	30	259	50
Cape <i>St. Lucas</i> ,	25	42	259	07
The <i>Southernmost</i> Part,	24	40	285	03
Last Point of the Continent,	24	40	260	55
The River <i>de la Sal</i> , or, of Salt,	23	30	262	10
<i>Las Chinitas</i> ,	22	55	262	28
The River of <i>St. Andrew</i> ,	22	30	264	08

The

	Latit.		Longit.	
	D.	M.	D.	M.
The Islands <i>Tres Marias</i> ,	22	07	264	14
The River of <i>San Milpa</i> ,	22	05	264	23
<i>Boca de las Higueras</i> ,	21	32	264	38
<i>Punta de la Cruz</i> , or, Point of the Cross,	21	26	264	16
The Island of <i>Calisto</i> ,	20	10	264	22
Cape <i>Corrientes</i> , or, Currents,	20	20	265	20
<i>Juan Ballegas</i> ,	20	28	265	50
<i>Cabo de los Angeles</i> , or, Cape Angels,	20	20	266	00
<i>New Galicia</i> ,	20	25	266	26
<i>Puerto de la Navidad</i> , or, Port Nativity,	20	10	266	40
Bay of <i>Santiago</i> ,	20	04	266	08
River of <i>St. Peter</i> ,	19	52	267	30
River of <i>Aculima</i> ,	19	30	267	50
River of <i>Sacatula</i> ,	18	40	269	16
Island <i>de Ladrillos</i> , or, of Bricks,	17	52	270	05
River <i>de Gaviotas</i> ,	17	40	270	28
<i>Fayallon</i> , or, the Rock,	17	35	270	16
Point <i>Siguantanejo</i> ,	17	20	270	04
River <i>Piticalla</i> ,	17	15	270	55
River of <i>Mitala</i> ,	17	08	271	28
River of <i>Sitala</i> ,	17	40	272	04
Port of <i>Acapulco</i> ,	17	00	272	04
<i>Rio de Pescadores</i> , or, Fisher-mens River,	17	00	272	45
<i>Rio de Don Garcia</i> , or, <i>Don Garcia's Riv.</i>	16	45	273	00
<i>Punta de la Galera</i> , or, the Galley Point,	16	08	273	42
<i>Rio Verde</i> , or, green River,	16	08	273	45
The Hill of <i>Talcamanca</i> ,	16	00	273	55
<i>Puerto Escondido</i> , or, hidden Port,	15	50	274	32
The Island <i>de la Brea</i> , or, of Tar,	15	40	274	45
River <i>Milcas</i> ,	15	38	275	00
River <i>de la Galera</i> , or, of the Galley,	15	36	276	06
Port <i>Angeles</i> , or, Angels,	15	26	276	06
River <i>Carrasco</i> ,	15	18	276	18
River <i>Dicilo</i> ,	15	20	276	40
Port <i>Aguatulco</i> ,	15	36	276	25
The Head-land of <i>Mafatlatlan</i> ,	15	30	277	46

The

	Latit.		Longit.	
	D.	M.	D.	M.
The Island <i>Itata</i> ,	15	30	277	26
<i>Las Salinas</i> , or, the Salt-pits,	15	42	278	20
The Bay of <i>Teguantepeque</i> ,	15	50	278	46
<i>Barra de Macias</i> ,	15	20	278	46
<i>Morro</i> , or, the Head-land <i>Bernal</i> ,	14	56	279	47
<i>Carro de la Encomienda</i> , or, Cross Hill,	14	58	280	00
The burning Mountain of <i>Soconusco</i> ,	14	51	280	36
Bay of <i>Milpas</i> ,	14	51	281	07
River of <i>Anabastos</i> ,	14	29	282	20
River of <i>Sapotitlan</i> ,	14	40	281	49
The Bar of <i>Istapa</i> ,	14	24	282	50
<i>Rio Grande</i> , or, the great River,	14	20	283	40
River <i>Motualpe</i> ,	14	07	284	00
Port of <i>Sonfonate</i> ,	14	00	284	35
Point <i>Remedios</i> ,	13	48	284	38
The Head-land of <i>Icacos</i> ,	13	55	285	00
The Coast of <i>Tonela</i> ,	13	50	285	22
Bar of <i>San Salvador</i> , or <i>St. Savior</i> ,	13	40	285	55
The River of <i>Lampa</i> ,	13	10	286	30
The River of <i>St. Michael</i> ,	12	45	287	05
The Bay of <i>Condadillo</i> , or, the lit. County	12	38	287	46
<i>Punta Gorda</i> ,	12	30	287	45
The Gulph of <i>Amapala</i> ,	12	20	288	08
Point <i>Arenas</i> ,	12	10	288	10
Port <i>Realejo</i> ,	12	30	288	48
<i>Punta del Oeste</i> , or, <i>East Point</i> ,	11	40	289	00
The Bay of <i>Tosta</i> ,	11	30	290	10
Gulph <i>del Papapayo</i> , or, of the Parrot,	11	10	290	37
Point <i>St. Catherine</i> ,	10	34	288	48
Port <i>Delas</i> ,	10	30	289	00
<i>Morro Hermoso</i> , or, Beautiful Cape,	09	17	290	10
Point <i>Guionas</i> ,	09	47	290	17
Cape <i>Blanco</i> , or, White Cape of <i>Nicoya</i> ,	09	20	290	50
<i>Morro de la Ensenada</i> , or, H. la. of the Ba.	10	10	291	20
The Bay of <i>Nicoya</i> ,	09	18	291	49
The <i>East Point</i> of <i>Caldera</i> , or, the Kettle,	09	50	291	56

	Latit.		Longit.	
	D.	M.	D.	M.
Port Caldera,	09	43	292	27
La Herradura, or, the Horse-shoe,	09	20	292	40
Rio de la Estrella, or, River of the Star,	09	08	292	47
Puerto del Ingles, the English-man's Port,	09	00	293	00
Punta Mala, or, bad Point,	08	55	293	17
The Island del Cano,	08	45	293	30
Golfo Dulce, or, fresh Water Gulf,	08	47	293	05
Point Burica,	08	30	294	21
Port Limones, or Lemons,	08	38	294	16
Island de Limones, or, of Lemons,	08	17	294	10
River of Chiriqui,	08	37	295	00
La Montuosa,	08	53	295	36
Pueblo Nuevo, or, new Town,	07	22	295	40
The Island of Quicara,	07	41	295	00
Point Philipinas,	07	40	296	10
Point Mariato,	08	26	296	52
Bay of Philipinas,	07	12	296	40
The Head-land of Riercos,	07	15	296	50
Point Higuera, or, of the Fig-Tree,	07	21	297	44
Punta Mala, or, bad Point,	07	35	297	07
River Mensave,	08	47	297	40
River Covita,	08	01	298	35
River of Parita,	08	11	298	36
River of Nata,	08	26	298	37
Port of Villa,	08	28	299	58
Portete,	08	56	299	20
River Caymito,	09	09	299	30
Island Otoque,	08	30	299	37
Island Taboga,	08	40	299	40
Ancon,	08	55	299	50
Panama City,	09	00	300	56
Chepillo,	09	00	301	01
Point Manglares, or Mangroves,	08	53	300	23
Island Contadora,	08	46	300	32
Isla del Rey, or, King's Island,	08	10	300	05
Cape St. Laurence,	08	10	300	58

River

	Latit.		Longit.	
	D.	M.	D.	M.
27	07	53	301	43
40	08	18	301	20
47	08	10	301	30
00	07	52	301	00
17	07	24	301	08
30	06	45	301	19
05	06	46	301	37
21	05	50	301	50
16	06	20	302	00
10	06	14	302	02
00	06	55	302	03
36	05	35	302	05
40	05	09	299	08
00	05	15	302	05
10	05	00	301	57
52	04	38	302	23
40	04	08	302	41
50	04	00	302	50
44	04	00	299	46
07	03	45	302	39
40	03	35	302	20
35	03	25	302	07
36	03	24	301	54
37	03	15	301	36
58	02	20	300	45
20	02	17	300	40
30	02	05	300	50
37	01	57	300	26
40	01	58	300	25
50	01	40	300	10
56	01	15	300	02
01	01	14	299	30
23	00	50	299	57
32	00	46	299	05
05	00	25	299	00
58	00	05	298	44
er	00	08	298	32

	Latit.		Longit.	
	D.	M.	D.	M.
Bay of <i>Caracas</i> ,	00	28	298	43
Bay of <i>Manta</i> ,	00	50	298	31
Cape St. <i>Laurence</i> ,	01	09	298	10
Island <i>Plata</i> , or, of <i>Plate</i> ,	01	15	298	15
Bay of <i>Salango</i> ,	01	20	298	56
<i>Los Aborcadors</i> ,	01	25	298	15
Island of <i>Salango</i> ,	01	40	298	25
River <i>Colonche</i> ,	02	00	298	18
Point St. <i>Elena</i> ,	02	20	298	04
Point <i>Carnero</i> ,	02	26	298	10
River of <i>Chanduy</i> ,	02	27	298	38
Point <i>Chanduy</i> ,	02	56	298	43
<i>Boca Chica</i> ,	02	40	299	00
Bay of <i>Chanduy</i> ,	02	26	299	14
The Point of the Bay,	02	43	299	24
Island <i>Pana</i> ,	02	54	299	10
Island <i>Santa Clara</i> ,	03	23	298	50
<i>Isla Verde</i> , or, Green Island,	02	26	299	48
River of <i>Bolao</i> ,	03	36	298	38
River <i>del Busy</i> , or, Ox River,	03	40	299	20
River of <i>Payana</i> ,	03	50	298	50
River of <i>Tumbes</i> ,	03	52	298	40
Point <i>Mero</i> ,	03	54	298	25
<i>Mancora</i> ,	04	10	298	17
<i>Cabo Blanco</i> , or, White Cape,	04	22	298	06
Point <i>Farina</i> ,	04	50	298	06
Bay of <i>Colan</i> ,	04	55	298	26
Point <i>Paita</i> ,	05	17	298	17
Little Island of <i>Lobos de Paita</i> ,	05	23	298	40
Bay of <i>Secbura</i> ,	05	23	299	00
Point <i>Nonura</i> ,	05	45	298	40
Point <i>Aguja</i> , or, Needle Point,	06	00	298	06
Island <i>Lobos</i> , next the Main,	06	25	298	24
Head-land of <i>Eten</i> ,	06	08	298	45
Island <i>Lobos</i> to Seaward,	06	33	298	10
River of <i>Sma</i> ,	06	40	299	37
			Head-land	

it. M.		Latit.		Longit.	
		D.	M.	D.	M.
43	Head-land of <i>Requen</i> ,	06	28	299	17
31	Port <i>Cberipe</i> ,	07	00	299	50
10	River <i>Pacasmayo</i> ,	07	18	300	07
15	Port <i>Malabrigo</i> ,	07	30	300	18
56	Head-land of <i>Malabrigo</i> ,	07	47	300	10
15	Bay of <i>Cao</i> ,	07	44	300	37
25	Port <i>Guanchaco</i> ,	08	00	300	50
18	Head-land of <i>Carretas</i> ,	08	15	300	50
04	Head-land of <i>Guanape</i> ,	08	34	301	02
10	Rocks of <i>Guanape</i> ,	08	36	300	50
38	Port <i>Santa</i> ,	09	00	301	15
43	Island <i>Santa</i> ,	09	10	301	10
00	Port <i>Guambacho</i> ,	09	20	301	20
14	Port <i>Casma</i> ,	09	28	301	30
24	Port <i>Bermejo</i> , or, Red Port	09	40	301	38
10	<i>Guarmey</i> ,	10	00	301	45
50	Port and River <i>de la Barranca</i> ,	10	30	301	46
48	Port <i>Guaura</i> ,	10	52	301	43
38	Head-land of <i>Carquin</i> ,	11	00	301	37
20	<i>Marfoque</i> ,	11	05	301	30
50	<i>Malgesi</i> ,	11	08	301	28
40	<i>Las Perdices</i> , or, the Partridges,	11	16	301	52
25	Port <i>Chancay</i> ,	11	32	301	51
17	<i>Los Pescadores</i> , or, the Fisher-men,	11	46	301	56
06	<i>Las Ormigas</i> , or, the Pismires,	11	55	301	55
06	Port <i>Callao</i> ,	12	06	302	15
26	Port <i>Chilca</i> ,	12	20	302	25
17	Island of <i>Asia</i> ,	12	35	302	14
40	Port <i>Canete</i> ,	13	02	302	37
00	Port <i>Chincha</i> ,	13	34	302	55
40	Port <i>Pisco</i> ,	13	50	303	00
06	Island <i>Sangalla</i> ,	14	05	302	35
24	<i>Morro de Viejas</i> , or, old Wom. Head-land,	14	22	303	15
45	Island <i>Lobos</i> ,	14	28	303	20
10	<i>Morro Quemado</i> , or, Burnt Head-land,	14	30	303	34
37	River <i>Tea</i> ,	14	44	303	33
nd					Head-land

	Latit.		Longit.	
	D.	M.	D.	M.
Head-land of <i>Canas</i> , or, of Reeds,	15	00	303	50
Port St. <i>Nicholas</i> ,	15	06	304	40
Port St. <i>John</i> ,	15	15	304	15
Bay of <i>Arequipa</i> ,	15	25	304	40
Point <i>Arequipa</i> ,	15	37	304	36
Port <i>Chala</i> ,	15	40	305	00
Head-land of <i>Atico</i> ,	15	48	305	46
River of <i>Camana</i> ,	15	46	306	19
Port of <i>Ocana</i> ,	15	57	306	32
Creek of <i>Camana</i> ,	16	20	307	35
Creek of <i>Chilca</i> ,	16	30	307	50
Island <i>Guano</i> ,	16	40	308	09
The <i>Guaca</i> and Point of <i>Cornejo</i> ,	16	48	308	15
Point <i>Ilay</i> ,	16	48	308	45
Head-land of <i>Ilay</i> ,	17	07	308	40
Creek of <i>Chala</i> ,	17	00	309	03
River <i>Tambo</i> ,	17	02	309	15
Point <i>Terba Buena</i> ,	17	40	309	35
Port <i>Ilo</i> ,	17	42	309	40
Point <i>Ilo</i> , and its Rocks,	17	46	309	35
Head-land of <i>Sama</i> ,	17	55	310	19
River of <i>Quiaca</i> ,	17	45	310	35
Port of <i>Arica</i> ,	18	00	311	08
Head-land of <i>Arica</i> ,	18	05	310	55
The Break of <i>Vitor</i> ,	18	30	311	08
Break of <i>Camarones</i> ,	19	17	311	14
Break of <i>Pisagua</i> ,	19	26	311	15
Head-land of <i>Tarapaca</i> ,	20	00	311	05
Island <i>Iquique</i> ,	20	00	311	52
River <i>Loa</i> ,	21	06	311	17
<i>Algodonales</i> ,	21	30	311	15
Port <i>Cobija</i> ,	21	40	311	14
Point <i>Angama</i> ,	21	54	311	05
The Bay to it,	22	06	311	09
Bay of <i>Mijillones</i> , or, <i>Muscles</i> ,	22	00	311	15
<i>Morro Moreno</i> , or, <i>Brown Head-land</i> ,	23	00	311	08

The

	Latit.		Longit.	
	D.	M.	D.	M.
The Bay to it,	23	12	311	12
Morro de Forge, or George's Head-land,	23	30	311	15
Bay of St. Nicholas,	24	20	311	25
Port Betas,	24	45	311	42
Point Betas,	24	54	311	30
El Yuncal, or, the rushy Ground,	25	55	311	28
Chanalar, and its Islands,	25	14	311	26
Head-land of Copiapo,	26	58	311	14
Babia Salada, or, Salt Bay,	27	05	311	10
Totoral,	27	50	311	19
Head-land del Yuncal, or, of the rushy Gr.	28	36	311	03
Port Guasco,	28	30	311	03
Island Paxaros, or, of Birds,	29	46	310	10
Port Coquimbo,	30	00	310	40
Bay of Longoi,	30	24	310	46
Guamaquero,	30	16	310	40
Break of Limari,	31	00	310	35
Island of St. Felix, next the Continent,	26	15	303	15
The other to Seaward,	26	17	303	05
High-lands of Chupa,	31	14	310	37
River of Conchali,	31	26	310	50
Point Ballena, or, of the Whale,	31	32	310	50
Port Guillermo, or, William,	31	41	311	00
La Silla del Governador, or, the Gov. Saddle	32	00	310	00
Papudo,	32	25	311	29
River Ligua,	32	20	311	20
River Quintero, and the three Shoals,	32	28	311	26
River Concon,	32	45	311	23
Port Valparaiso,	33	00	311	30
Point Curoama,	33	10	311	10
Port St. Antony,	33	29	311	08
River Maipo,	33	43	311	03
The Shoals of Rapel,	33	50	310	57
Topocalma,	34	00	310	53
River Maule,	35	00	311	30
Point Humos, and its Shoals,	35	40	311	18

	Latit.		Longit.	
	D.	M.	D.	M.
River of <i>Itata</i> ,	36	05	311	27
Port of the <i>Conception</i> ,	36	30	311	20
Island <i>Quiriquina</i> ,	36	42	311	10
Point <i>Talcaguano</i> ,	36	45	311	10
River <i>Biobio</i> ,	36	54	311	00
Bay of <i>Aranco</i> ,	37	12	311	12
Island of <i>John Fernandes</i> ,	33	50	305	17
Island of <i>John Fernandes</i> to Seaward,	34	00	303	50
Island of <i>St. Mary</i> ,	37	14	311	00
River of <i>Tucapel</i> ,	37	48	311	03
River of <i>Imperial</i> ,	38	27	311	06
Island <i>Mocha</i> ,	38	28	310	46
River of <i>Tolten</i> ,	39	12	311	21
Head-land of <i>Bonifacio</i> ,	39	40	311	07
The Leeward Land of <i>Niebla</i> ,	39	55	311	25
<i>Valdivia</i> ,	40	00	311	10
Point <i>Gallera</i> , or, Gally Point,	40	00	310	43
<i>Rio Bueno</i> , or, Good River,	40	20	311	17
High-lands of <i>St. Peter</i> ,	40	35	311	18
<i>St. Peter's</i> Rock,	41	00	311	08
Point <i>Queda</i> ,	41	30	311	08
Point <i>Godoy</i> ,	41	45	311	23
Point <i>Caralmapo</i> ,	41	52	311	30
Rocks of <i>Caralmapo</i> ,	41	52	311	26
Point Whirlwinds at <i>Chacao</i> ,	42	00	311	18
Point of the Cross to Leew. of the Island,	42	12	000	00
<i>Tetas</i> , or Dugs of <i>Cucac</i> ,	43	00	311	02
Point <i>Gilan</i> , to Windw. of the Ill. <i>Olygue</i> ,	42	00	311	00
Island <i>Guafo</i> ,	44	20	310	46
<i>Corcobado</i> on the Continent,	43	30	313	28
Point of the Bay,	44	05	313	00
Windward Point of the Bay,	44	05	313	00
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