

A
V O Y A G E
T O W A R D S
T H E N O R T H P O L E.

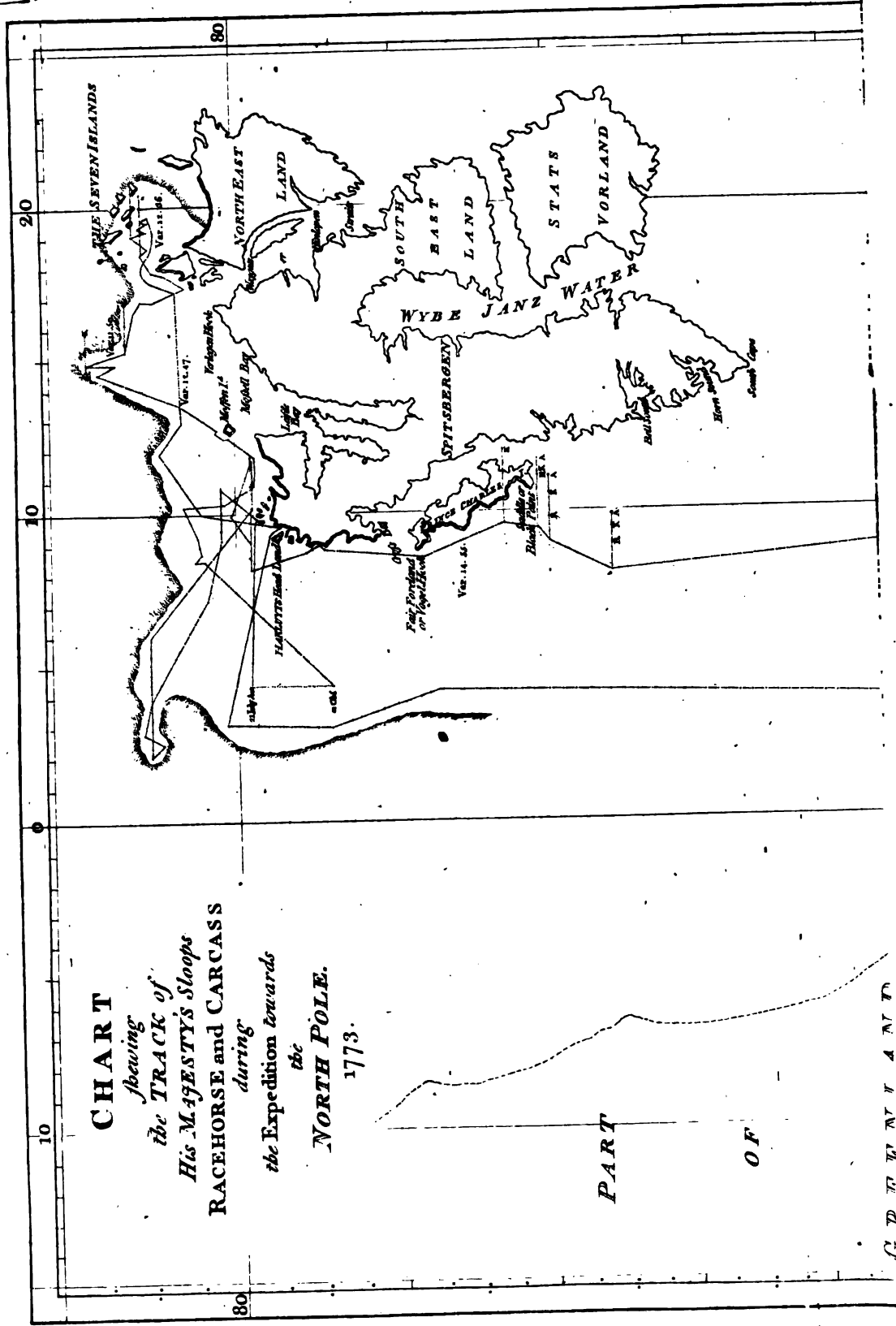


CHART
showing
the TRACK of
His Majesty's Sloops
RACEHORSE and CARCASS
during
the Expedition towards
the
NORTH POLE.
 1773.

PART
 OF

C R T W Y T A N T

A
V O Y A G E
TOWARDS
THE NORTH POLE

UNDERTAKEN
BY HIS MAJESTY'S COMMAND

1773

BY CONSTANTINE JOHN PHIPPS

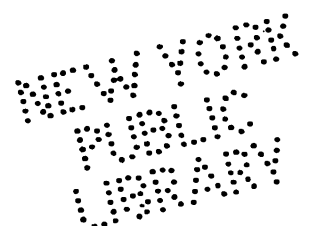
L O N D O N;

PRINTED BY W. BOWYER AND J. NICHOLS,
FOR J. NOURSE, BOOKSELLER TO HIS MAJESTY,
IN THE STRAND.

MDCCLXXIV.

TO

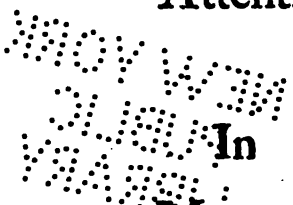
T H E K I N G.



S I R E,

AS a Sea Officer addressing Your MAJESTY
on a professional subject, I might justly be
accused of singular ingratitude did I not avail
myself

myself of this opportunity of reminding the World, that the Voyage to explore how far Navigation was practicable towards the North Pole, was undertaken at a Period peculiarly distinguished by Your MAJESTY'S gracious Attention to Your Navy.



In a Time of profound Peace Your MAJESTY, by a liberal Addition to the Half Pay of the Captains, relieved the Necessities of many, and gratified the Ambition of all, at once demonstrating Your MAJESTY'S regard to their Welfare, and Remembrance of their Services.

The Armament which followed in a few Months, and Your MAJESTY'S Review of that Armament which by the Dispatch of its
Equipment

Equipment had prevented a War, afforded to Your Navy the most flattering and distinguished Mark of Royal Favour, and to Your Majesty an additional Proof of that Alacrity for Your Service which had so recently received both its Reward and Encouragement from Your MAJESTY'S Protection.

Permit me, SIRE, to add, that Your MAJESTY'S gracious Approbation of my Endeavours, and the Permission I have been honoured with, of inscribing the following Account of them to Your MAJESTY, are strong Proofs of that Indulgence with which Your MAJESTY receives every Attempt to promote Your Service.—An Indulgence which, at the same Time that it cannot fail of animating the Zeal of others more worthy of
Your

Your MAJESTY'S Notice, has added to the
most devoted Attachment the warmest Gra-
titude of,

SIRE,



Your MAJESTY'S most dutiful

Subject and Servant,

CONSTANTINE JOHN PHIPPS.

INTRODUCTION.

THE idea of a passage to the East Indies by the North Pole was suggested as early as the year 1527, by Robert Thorne, merchant, of Bristol, as appears from two papers preserved by Hacklitt; the one addressed to king Henry VIII; the other to Dr. Ley, the king's ambassador to Charles V. In that addressed to the king he says, "I know it to be my bounden duty to manifest this secret to your Grace, which hitherto, I suppose, has been hid." This secret appears to be the honour and advantage which would be derived from the discovery of a passage by the North Pole. He represents in the strongest terms the glory which the kings of Spain and Portugal had obtained by their discoveries East and West, and exhorts the king to emulate their fame by undertaking discoveries towards the North. He states in a very masterly style the reputation that must attend the attempt, and the great benefits, should it be
B crowned

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crowned with success, likely to accrue to the subjects of this country, from their advantageous situation; which, he observes, seems to make the exploring this, the only hitherto undiscovered part, the King's peculiar duty.

To remove any objection to the undertaking which might be drawn from the supposed danger, he insists upon "the great advantages of constant day-light in seas, "that, men say, without great danger, difficulty, and peril, "yea, rather, it is impossible to pass; for they being past "this little way which they named so dangerous (which "may be two or three leagues before they come to the "Pole, and as much more after they pass the Pole), it is "clear from thenceforth the seas and lands are as temperate as in these parts."

In the paper addressed to Dr. Ley he enters more minutely into the advantages and practicability of the undertaking. Amongst many other arguments to prove the value of the discovery, he urges, that by failing northward and passing the Pole, the navigation from England to the Spice Islands would be shorter, by more than two thousand leagues, than either from Spain by the Straits of Magellan, or Portugal by the Cape of Good Hope; and to shew the likelihood of success in the enterprise he says, it is as probable that the cosmographers should be mistaken in the opinion they entertain of the
polar

polar regions being impassable from extreme cold, as, it has been found, they were, in supposing the countries under the Line to be uninhabitable from excessive heat. With all the spirit of a man convinced of the glory to be gained, and the probability of success in the undertaking, he adds,—“ God knoweth, that though by it I should have no great interest, yet I have had, and still have, no little mind of this business: so that if I had faculty to my will, it should be the first thing that I would understand, even to attempt, *if our seas Northward be navigable to the Pole or no.*” Notwithstanding the many good arguments, with which he supported his proposition, and the offer of his own services, it does not appear that he prevailed so far as to procure an attempt to be made.

Borne, in his *Regiment of the Sea*, written about the year 1577, mentions this as one of the five ways to Cathay, and dwells chiefly on the mildness of climate which he imagines must be found near the Pole, from the constant presence of the sun during the summer. These arguments, however, were soon after controverted by Blundeville, in his *Treatise on Universal Maps*.

In 1578, George Best, a gentleman who had been with Sir Martin Frobisher in all his voyages for the discovery of the North West passage, wrote a very ingenious discourse, to prove all parts of the world habitable.

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No voyage, however, appears to have been undertaken to explore the circumpolar seas, till the year 1607, when “ Henry Hudson was set forth, at the charge of certain “ worshipful merchants of London, to discover a passage “ by the North Pole to Japan and China.” He sailed from Gravesend on the first of May, in a ship called the Hopewell, having with him ten men and a boy. I have taken great pains to find his original journal, as well as those of some others of the adventurers who followed him; but without success: the only account I have seen is an imperfect abridgement in Purchas, by which it is not possible to lay down his track; from which, however, I have drawn the following particulars:—He fell in with the land to the Westward in latitude 73°, on the twenty-first of June, which he named Hold-with-Hope. The twenty-seventh, he fell in with Spitsbergen, and met with much ice; he got to eighty degrees twenty-three minutes, which was the Northernmost latitude he observed in. Giving an account of the conclusion of his discoveries, he says, “ On the sixteenth of “ August I saw land, by reason of the clearness of the “ weather, *stretching far into eighty-two degrees*, and, by “ the bowing and shewing of the sky, much farther; “ which when I first saw, I hoped to have had a free sea “ between the land and the ice, and meant to have com- “ passed this land by the North; but now finding it was “ impossible, by means of the abundance of ice com- “ passing us about by the North, and joining to the “ land;

“ land ; and seeing God did bless us with a wind, we re-
“ turned, bearing up the helm.” He afterwards adds :
“ And this I can assure at this present, that between
“ seventy-eight degrees and an half, and eighty-two de-
“ grees, by this way there is no passage.”—In consequence
of this opinion, he was the next year employed on the
North East discovery.

In March 1609, old style, “ A voyage was set forth by the
“ right worshipful Sir Thomas Smith, and the rest of the
“ Muscovy Company, to Cherry Island, and for a further
“ discovery to be made towards the North Pole, for the like-
“ lihood of a trade or a passage that way, in the ship called
“ the Amity, of burthen seventy tuns, in which Jonas
“ Poole was master, having fourteen men and one boy.”—
He weighed from Blackwall, March the first, old style; and
after great severity of weather, and much difficulty from
the ice, he made the South part of Spitsbergen on the
16th of May. He sailed along and sounded the coast,
giving names to several places, and making many very
accurate observations. On the 26th, being near Fair
Foreland, he sent his mate on shore;—and speaking of
the account he gave at his return, says, “ Moreover, I was
“ certified that all the ponds and lakes were unfrozen, they
“ being fresh water; which putteth me in hope of a mild
“ summer here, after so sharp a beginning as I have had;
“ and my opinion is such, and I assure myself it is so, that
“ a passage may be as soon attained this way by the Pole,
“ as

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“as any unknown way whatsoever, by reason the sun doth
 “give a great heat in this climate, and the ice (I mean
 “that freezeth here) is nothing so huge as I have seen in
 “seventy-three degrees.”

These hopes, however, he was soon obliged to relinquish for that year, having twice attempted in vain to get beyond $79^{\circ} 50'$. On the 21st of June, he stood to the Southward, to get a loading of fish, and arrived in London the last of August. He was employed the following year (1611) in a small bark called the Elizabeth, of 50 tuns. The instructions for this voyage, which may be found at length in Purchas, are excellently drawn up: They direct him, after having attended the fishery for some time, to attempt discoveries to the North Pole as long as the season will permit; with a discretionary clause, to act in unforeseen cases as shall appear to him most for the advancement of the discovery, and interest of his employers. This however proved an unfortunate voyage: for having staid in Cross Road till the 16th of June, on account of the bad weather, and great quantity of ice, he failed from thence on that day, and steered W b N fourteen leagues, where he found a bank of ice: he returned to Cross Road; from whence when he failed, he found the ice to lie close to the land about the latitude of 80° , and that it was impossible to pass that way; and the strong tides making it dangerous to deal with the ice, he determined to stand along it to the Southward, to try if he could find the sea more open that way, and so
 2 get

INTRODUCTION.

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get to the Westward, and proceed on his voyage. He found the ice to lie nearest S W and S W b S and ran along it about an hundred and twenty leagues. He had no ground near the ice at 160, 180, or 200 fathoms: perceiving the ice still to trend to the southward, he determined to return to Spitsbergen for the fishery, where he left his ship.

In the year 1614, another voyage was undertaken, in which Baffin and Fotherby were employed. With much difficulty, and after repeated attempts in vain with the ship, they got with their boats to the firm ice, which joined to Red-Beach; they walked over the ice to that place, in hopes of finding whale-fins, &c. in which they were disappointed. Fotherby adds, in his account: " Thus, " as we could not find what we desired to see, so did we " behold that which we wished had not been there to be " seen; which was great abundance of ice, that lay close " to the shore, and also off at sea as far as we could " discern." On the eleventh of August they sailed from Fair-Haven, to try if the ice would let them pass to the Northward, or Northeastward; they steered from Cape Barren, or Vogel Sang, N E b E eight leagues, where they met with the ice, which lay E b S and W b N. The fifteenth of August they saw ice frozen in the sea: of above the thickness of an half-crown.

Fotherby

Fotherby was again fitted out the next year in a pinnace of twenty tons, called the Richard, with ten men. In this voyage he was prevented by the ice from getting farther than in his last. He refers to a chart, in which he had traced the ship's course on every traverse, to shew how far the state of that sea was discovered between eighty and seventy-one degrees of latitude, and for twenty-six degrees of longitude from Hackluit's headland. He concludes the account of his voyage in the following manner :

“ Now, if any demand my opinion concerning hope
 “ of a passage to be found in those seas, I answer; that it
 “ is true, that I both hoped and much desired to have
 “ passed further than I did, but was hindered with ice;
 “ wherein although I have not attained my desire, yet
 “ forasmuch as it appears not yet to the contrary, but
 “ that there is a spacious sea betwixt Groinland and king
 “ James his new land [Spitsbergen] although much pester-
 “ ed with ice; I will not seem to diswade this worship-
 “ ful company from the yearly adventuring of 150 or 200
 “ pounds at the most, till some further discovery be made
 “ of the said seas and lands adjacent.” It appears that
 the Russia company, either satisfied with his endeavours
 and despairing of further success, or tired of the expence
 of the undertaking, never employed any more ships on this
 discovery.

All

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

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All these voyages having been fitted out by private adventurers, for the double purpose of discovery and present advantage; it was natural to suppose, that the attention of the navigators had been diverted from pursuing the more remote and less profitable object of the two, with all the attention that could have been wished. I am happy, however, in an opportunity of doing justice to the memory of these men; which, without having traced their steps, and experienced their difficulties, it would have been impossible to have done. They appear to have encountered dangers, which at that period must have been particularly alarming from their novelty, with the greatest fortitude and perseverance; as well as to have shewn a degree of diligence and skill, not only in the ordinary and practical, but more scientific parts of their profession, which might have done honour to modern seamen, with all their advantages of later improvements. This, when compared with the accounts given of the state of navigation, even within these forty years, by the most eminent foreign authors, affords the most flattering and satisfactory proof of the very early existence of that decided superiority in naval affairs, which has carried the power of this country to the height it has now attained.

This great point of geography, perhaps the most important in its consequences to a commercial nation and

C

maritime

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maritime power, but the only one which had never yet been the object of royal attention, was suffered to remain without further investigation; from the year 1615 till 1773, when the Earl of Sandwich, in consequence of an application which had been made to him by the Royal Society, laid before his Majesty, about the beginning of February, a proposal for an expedition to try how far navigation was practicable towards the North Pole; which his Majesty was pleased to direct should be immediately undertaken, with every encouragement that could countenance such an enterprize, and every assistance that could contribute to its success.

As soon as I heard of the design, I offered myself, and had the honour of being entrusted with the conduct of this undertaking. The nature of the voyage requiring particular care in the choice and equipment of the ships, the Racehorse and Carcass bombs were fixed upon as the strongest, and therefore properest for the purpose. The probability that such an expedition could not be carried on without meeting with much ice, made some additional strengthening necessary: they were therefore immediately taken into dock, and fitted in the most compleat manner for the service. The complement for the Racehorse was fixed at ninety men, and the ordinary establishment departed from, by appointing an additional number of officers, and entering effective men instead of the usual number of boys.

I was allowed to recommend the officers ; and was very happy to find, during the course of the voyage, by the great assistance I received on many occasions from their abilities and experience, that I had not been mistaken in the characters of those upon whom so much depended in the performance of this service. Two masters of Greenlandmen were employed as pilots for each ship. The Racehorse was also furnished with the new chain-pumps made by Mr. Cole according to Captain Bentinck's improvements, which were found to answer perfectly well. We also made use of Dr. Irving's apparatus for distilling fresh water from the sea, with the greatest success. Some small but useful alterations were made in the species of provisions usually supplied in the navy ; an additional quantity of spirits was allowed for each ship, to be issued at the discretion of the commanders, when extraordinary fatigue or severity of weather might make it expedient. A quantity of wine was also allotted for the use of the sick. Additional clothing, adapted to that rigor of climate, which from the relations of former navigators we were taught to expect, was ordered to be put on board, to be given to the seamen when we arrived in the high latitudes. It was foreseen that one or both of the ships might be sacrificed in the prosecution of this undertaking ; the boats for each ship were therefore calculated, in number and size, to be fit, on any emergency, to

C 2

transport

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transport the whole crew. In short, every thing which could tend to promote the success of the undertaking, or contribute to the security, health, and convenience of the ships' companies, was granted.

The Board of Longitude agreed with Mr. Israel Lyons to embark in this voyage, to make astronomical observations. His reputation for mathematical knowledge was too well established to receive any addition from the few opportunities which a voyage in such unfavourable climates could afford. The same Board supplied him with such instruments as they imagined might be useful for making observations and experiments. The Royal Society favoured me with such information as they judged might serve to direct my enquiries, whenever the circumstances of the voyage should afford me leisure and opportunity for making observations. Besides these learned bodies, I was obliged to many individuals for hints; amongst whom it is with pleasure I mention Monsieur D'Alembert, who communicated to me a short paper, which, from the conciseness and elegance with which it was drawn up, as well as from the number of interesting objects that it recommended to my attention, would have done honour to any person whose reputation was not already established upon so solid a foundation as that learned philosopher's. To Mr. Banks I was indebted for very full instructions in the branch of natural history, as I have since been for his assistance

assistance in drawing up the account of the productions of that country; which I acknowledge with particular satisfaction, as instances of a very long friendship which I am happy in an opportunity of mentioning.

As a voyage of this kind would probably afford many opportunities of making experiments and observations in matters relative to navigation, I took care to provide myself with all the best instruments hitherto in use, as well as others which had been imperfectly, or never, tried.

The length of the Second Pendulum in so high a latitude as I was likely to reach, appearing to me an experiment too interesting to be neglected, I desired Mr. Cumming to make me such an instrument as he thought would best answer the purpose. That modesty and candour which always attend real merit, induced him to lend me the identical pendulum with which Mr. Graham had made his experiments, rather than furnish me with one of his own construction; but the judgment as well as skill with which the apparatus joined to it was contrived and executed, notwithstanding the shortness of the time, will, I am sure, do him credit.

The Board of Longitude sent two watch machines for keeping the longitude by difference of time; one constructed by Mr. Kendal, on Mr. Harrison's principles; the

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the other by Mr. Arnold. I had also a pocket watch constructed by Mr. Arnold, by which I kept the longitude to a degree of exactitude much beyond what I could have expected; the watch having varied from its rate of going only 2' 40" in 128 days.

In the Journal which follows, I mean to confine myself to the occurrences of the voyage as they succeeded in order of time; which, for the convenience of the generality of readers, I have reduced from the nautical to the civil computation: to this I shall add, by way of Appendix, an account of all the experiments and observations under their respective heads, that those who interest themselves in any particular branch, may find whatever they want, unmixed with foreign matters; while those who may wish only to trace the whole progress of the voyage, as well as those who may be satisfied with the general results of the experiments, will find the account unincumbered with that detail which I wish to submit to others, who may chuse to examine more minutely, and compare the facts with the conclusions.

A voyage of a few months to an uninhabited extremity of the world, the great object of which was to ascertain a very interesting point in geography, cannot be supposed to afford much matter for the gratification of
mere

mere curiosity. The experiments and observations may possibly from their novelty, and the peculiar circumstances of the climate in which they were made, afford some entertainment to philosophers; and might perhaps have been more numerous and satisfactory, if the pursuit of the great object of the voyage had not rendered them, however interesting in themselves, but a secondary consideration.



J O U R N A L.



D

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APRIL 19th, 1773, I received my commission for the Racehorse, with an order to get her fitted with the greatest dispatch for a voyage of discovery towards the North Pole, and to proceed to the Nore for further orders.

1773.
April.

23d. The ship was hauled out of dock.

May 21st. The ship being manned and rigged, and having got in all the provisions and stores, except the Gunner's, we fell down to Galleons.

May.

22d. We received on board the powder, with eight six-pounders, and all the gunner's stores. Lord Sandwich gave us the last mark of the obliging attention he had shewn during the whole progress of the equipment, by coming on board to satisfy himself, before our departure, that the whole had been compleated to the wish of those who were embarked in the expedition. The Easterly

D 2

winds

winds prevented our going down the river till the 26th, when I received my instructions for the voyage, dated the 25th; directing me to fall down to the Nore in the Racehorse, and there taking under my command the Carcass, to make the best of my way to the Northward, and proceed up to the North Pole, or as far towards it as possible, and as nearly upon a meridian as the ice or other obstructions might admit; and, during the course of the voyage, to make such observations of every kind as might be useful to navigation, or tend to the promotion of natural knowledge: in case of arriving at the Pole, and even finding free navigation on the opposite meridian, not to proceed any farther; and at all events to secure my return to the Nore before the winter should set in. There was also a clause authorizing me to proceed, in unforeseen cases, according to my own discretion; and another clause directing me to prosecute the voyage on board the Carcass, in case the Racehorse should be lost or disabled.

27th. I anchored at the Nore, and was joined by Captain Lutwidge, in the Carcass, on the 30th: her equipment was to have been in all respects the same as that of the Racehorse, but when fitted, Captain Lutwidge finding her too deep in the water to proceed to sea with safety, obtained leave of the Admiralty to put six more guns on shore, to reduce the complement to eighty men, and return a quantity of provisions proportionable to that reduction.

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May.

duction. The officers were recommended by Captain Lutwidge, and did justice to his penetration by their conduct in the course of the voyage. During our stay here, Mr. Lyons landed with the astronomical quadrant at Sheerness fort, and found the latitude to be $51^{\circ} 31' 30''$, longitude $0^{\circ} 30'$ East. The Easterly winds prevented our moving this day and the following.

Junc.

June 2d. Having the wind to the Westward of North, at five in the morning I made the signal to weigh; but in less than half an hour, the wind shifting to the Eastward and blowing fresh, I furled the topails. The wind came in the afternoon to N b E; we weighed, but did not get far, the tide of flood making against us.

3d. The wind blowing fresh all day Easterly, we did not move.

4th. The wind coming round to the Westward at six in the morning, I weighed immediately, and sent the boat for Captain Lutwidge, to deliver him his orders. At 10 A. M. longitude by the watch $56'$ E. At noon the latitude observed was $51^{\circ} 37' 36''$ N. At eight in the evening we had got as far as Balfey Cliff, between Orford and Harwich. Little wind at night.

5th. Anchored in Hoveley Bay at half past seven in the evening, in five and an half fathom water. Orford Castle N E b N. Angle

June.

Angle between Aldborough Church and Orford Light House.	}	7° 38'
Light House and Orford Church,	- -	18 16
Orford Church and Castle,	- -	2 20
Castle and Hoveley Church,	- - -	100 59
Hoveley and Balfey Church,	- - -	35 27

6th. At five in the morning, the wind at SSW, weighed, and stood out to sea, finding I might lose two tides by going through Yarmouth Roads. Examined the log line, which was marked forty-nine feet; the glass was found, by comparing it with the time-keeper, to run thirty seconds: at noon latitude observed $52^{\circ} 16' 54''$, longitude by the watch $1^{\circ} 30' 15''$ E.

Angle between Southwold and Walderswick,	10° 39'
Walderswick and Dunwich,	- - - 20 21
Dunwich and Aldborough,	- - - 46 53

Southwold N W $\frac{1}{2}$ N, supposed distance three leagues. We concluded the latitude of Southwold to be $52^{\circ} 22'$, and longitude $1^{\circ} 18' 15''$ E. The dip was $73^{\circ} 22'$.

7th. The wind was Northerly all day, and blew fresh in the morning. We had flood far out in the night and the day before, to clear the Lemon and Ower.

8th. Little wind most part of the day, with a very heavy swell. Stood in for the land. At half past ten longitude by the watch $0^{\circ} 41' 15''$ E. At noon the latitude was

was $53^{\circ} 38' 37''$. We saw the high land near the Spurn, in the evening.

9th. About noon Flamborough Head bore NW b N distant about six miles: we were by observation in latitude $54^{\circ} 4' 54''$, longitude $0^{\circ} 27' 15''$ E; which makes Flamborough Head, in latitude $54^{\circ} 9'$, longitude $0^{\circ} 19' 15''$ E. In the afternoon we were off Scarborough. Almost calm in the evening.

10th. Anchored in the morning for the tide in Robin Hood's Bay, with little wind at NW: worked up to Whitby Road next tide, and anchored there at four in the afternoon, in fifteen fathom, with very little wind.

11th. Calm in the morning; compleated our water, live stock and vegetables. At nine in the morning longitude observed by the watch $1^{\circ} 55' 30''$ W; Whitby Abbey bore S $\frac{1}{2}$ W. Weighed with the wind at SE, and steered NE b N to get so far into the mid-channel as to make the wind fair Easterly or Westerly; without being too near either shore, before we were clear of Shetland and the coast of Norway.

12th. The wind at SE, and the ship well advanced, I ordered the allowance of liquor to be altered, serving the ship's company one-fourth of their allowance in beer, and the other three-fourths in brandy; by which means the
beer

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beer was made to last the whole voyage, and the water considerably saved. One half of this allowance was served immediately after dinner, and the other half in the evening. It was now light enough all night to read upon deck.

13th. The weather still fine, but considerably less wind than the day before, and in the afternoon more Northerly. The longitude at ten in the morning was found by my watch $0^{\circ} 6' W$. We took three observations of the moon and sun for the longitude; the extremes differed from one another near two degrees: the mean of the three gave the longitude $1^{\circ} 37' E$. At noon the latitude observed was $59^{\circ} 32' 31''$. We found a difference of $36'$ between the latitude by dead reckoning and observation, the ship being so much more Northerly than the reckoning. The distance by this log was too short by forty-three miles. A log marked forty-five feet, according to the old method, would have agreed with the observation within two miles in the two days' run. The circumstance of steering upon a meridian, which afforded me such frequent opportunities of detecting the errors of the log, induced me to observe with care the comparative accuracy of the different methods of dividing the line, recommended by mathematicians, or practised by seamen. In the afternoon I went on board the Carcass to compare the time-keepers by my watch. At six in the evening the longitude by my watch $0^{\circ} 4' E$. This evening the sun
set

set at twenty-four minutes past nine, and bore about N N W by the compass. The clouds made a beautiful appearance long after to the Northward, from the reflection of the sun below the horizon. It was quite light all night: the Carcass made the signal for seeing the land in the evening.

14th. Little wind, or calm, all day; but very clear and fine weather. Made several different observations for the longitude by the sun and moon, and by my watch. The longitude of the ship was found by my watch, at ten in the morning, to be $1^{\circ} 11' 45''$ W. The longitude by the lunar observations differed near two degrees from one another. By the mean of them the ship was in longitude $2^{\circ} 57' 45''$ W. Some Shetland boats came on board with fish. At noon the latitude by observation was $60^{\circ} 16' 45''$. At one in the afternoon the dip was observed to be $73^{\circ} 30'$; and at eight, $75^{\circ} 18'$: the evening calm, and very fine; the appearance of the sky to the Northward very beautiful. Variation, by the mean of several observations, $22^{\circ} 25'$ W.

15th. By an observation at eight in the morning, the longitude of the ship was by the watch $0^{\circ} 39'$ W: Dip $74^{\circ} 52'$. At half past ten in the morning, the longitude, from several observations of the sun and moon, was $0^{\circ} 17'$ W; at noon being in latitude $60^{\circ} 19' 8''$, by observation, I took the distance between the two ships by
 E the

the Megameter; and from that base determined the position of Hangcliff, which had never before been ascertained, though it is a very remarkable point, and frequently made by ships. According to these observations it is in latitude $60^{\circ} 9'$, and longitude $0^{\circ} 56' 30''$ W. In the Appendix I shall give an account of the manner of taking surveys by this instrument, which I believe never to have been practised before. At one, observed the dip to be 75° . A thick fog came on in the afternoon, with a flat calm; we could not see the Carcass, but heard her answer the signals for keeping company. Variation, from the mean of several observations, $25^{\circ} 1' W$.

16th. A very thick fog in the morning; latitude observed at noon $60^{\circ} 29' 17''$: the dip was observed at nine in the evening to be $76^{\circ} 45'$. In the afternoon, the weather clear, and the wind fair, steered NNE: sent Captain Lutwidge his further orders and places of rendezvous.

17th. Wind fair, and blowing fresh at SSW, continued the course NNE: ordered the people a part of the additional clothing: saw an English sloop, but had no opportunity of sending letters on board, the sea running high. At ten in the morning, longitude by the watch $0^{\circ} 19' 45''$ W: at noon, the latitude observed was $62^{\circ} 59' 27''$. The ship had out-run the reckoning

eleven miles. I tried Bouguer's log twice this day, and found it give more than the common log. Variation $19^{\circ} 22' W$.

18th. Little wind all day, but fair, from SSW to SE: still steering NNE: latitude observed at noon $65^{\circ} 18' 17''$. At three in the afternoon, sounded with 300 fathom of line, but got no ground. Longitude by the watch $1^{\circ} 0' 30'' W$.

19th. Wind to the NW. Took the meridian observation at midnight for the first time: the sun's lower limb $0^{\circ} 37' 30''$ above the horizon; from which the latitude was found $66^{\circ} 54' 39'' N$: at four in the afternoon, longitude by the watch $0^{\circ} 58' 45'' W$: at six the variation $19^{\circ} 11' W$.

20th. Almost calm all day. The water being perfectly smooth, I took this opportunity of trying to get soundings at much greater depths than I believe had ever been attempted before. I sounded with a very heavy lead the depth of 780 fathom, without getting ground; and by a thermometer invented by lord Charles Cavendish for this purpose, found the temperature of the water at that depth to be 26° of Fahrenheit's thermometer; the temperature of the air being $48^{\circ} F$.

June.

We began this day to make use of Doctor Irving's apparatus for distilling fresh water from the sea: repeated trials gave us the most satisfactory proof of its utility: the water produced from it was perfectly free from salt, and wholesome, being used for boiling the ship's provisions; which convenience would alone be a desirable object in all voyages, independent of the benefit of so useful a resource in case of distress for water. The quantity produced every day varied from accidental circumstances, but was generally from thirty-four to forty gallons, without any great addition of fuel. Twice indeed the quantity produced was only twenty-three gallons on each distillation; this amounts to more than a quart for each man, which, though not a plentiful allowance, is much more than what is necessary for subsistence. In cases of real necessity I have no reason to doubt that a much greater quantity might be produced without an inconvenient expence of fuel.

21st. A fresh gale at S E all day; steered N N E. At four in the morning we spoke with a snow from the seal fishery, bound to Hamburg, by which we sent some letters. At six in the morning the variation, by the mean of several observations, was $23^{\circ} 18'$ W. Longitude by the watch at nine was $0^{\circ} 34' 30''$ W. Latitude observed at noon $68^{\circ} 5'$.

22d.

June.

22d. Calm most part of the day; rainy and rather cold in the evening. At noon observed the dip to be $77^{\circ} 52'$.

23d. Very foggy all day; the wind fair; altered the course and steered N E and E N E, to get more into the mid channel, and to avoid falling in with the Western ice, which, from the increasing coldness of the weather, we concluded to be near. At seven o'clock in the morning, being by our reckoning to the Northward of 72° , we saw a piece of drift wood, and a small bird called a Redpoll. Dip observed at nine in the evening to be $81^{\circ} 30'$.

24th. Very foggy all the morning; the wind came round to the Northward. The dip observed at noon was $80^{\circ} 35'$. In the afternoon, the air much colder than we had hitherto felt it; the thermometer at 34° . A fire made in the cabin for the first time, in latitude $73^{\circ} 40'$.

25th. Wind Northerly, with a great swell; some snow, but in general clear. At eight in the morning, the longitude observed by the watch was $7^{\circ} 15'$ E. Made several observations on the variation, which we found, by those taken at seven in the morning, to be $17^{\circ} 9'$ W; by others at three in the afternoon, only $7^{\circ} 47'$ W. I could not account for this very sudden and extraordinary decrease,

decrease, as there were several different observations taken both in the morning and evening, which agreed perfectly well with each other, without any apparent cause which could produce an error affecting all the observations of either set. At eight in the evening the longitude by the moon was $12^{\circ} 57' 30''$ E, which differed $2^{\circ} 35'$ from that by the watch. Little wind at night.

26th. Little wind all day; the weather very fine and moderate. The latitude observed at noon was $74^{\circ} 25'$. The thermometer exposed to the sun, which shone very bright, rose from 41° to 61° in twenty minutes. By each of two lunar observations which I took with a sextant of four inches radius, at half past one, the longitude was $9^{\circ} 57' 30''$ E; which agreed within thirty-seven minutes with an observation made by the watch at half an hour after three, when the longitude was $8^{\circ} 52' 30''$ E. Dip $79^{\circ} 22'$.

27th. At midnight the latitude observed was $74^{\circ} 26'$. The wind came to the S W, and continued so all day, with a little rain and snow. The cold did not increase. We steered N b E. At seven in the morning the variation, by a mean of several observations, was found to be $20^{\circ} 38'$ W. We were in the evening, by all our reckonings, in the latitude of the South part of Spitzbergen, without any appearance of ice or sight of land, and with a fair wind.

28th.

June.

28th. Less wind in the morning than the day before, with rain and sleet: continued steering to the Northward. At five in the afternoon picked up a piece of drift wood, which was fir, and not worm-eaten: sounded in 290 fathoms; no ground. At six the longitude by the watch was $7^{\circ} 50'$ E: between ten and eleven at night, saw the land to the Eastward at ten or twelve leagues distance. At midnight, dip $81^{\circ} 7'$.

29th. The wind Northerly; stood close in with the land. The coast appeared to be neither habitable nor accessible; it was formed by high, barren, black rocks, without the least marks of vegetation; in many places bare and pointed, in other parts covered with snow, appearing even above the clouds: the vallies between the high cliffs were filled with snow or ice. This prospect would have suggested the idea of perpetual winter, had not the mildness of the weather, the smooth water, bright sunshine, and constant day-light, given a cheerfulness and novelty to the whole of this striking and romantick scene.

I had an opportunity of making many observations near the Black Point. Latitude observed at noon $77^{\circ} 59' 11''$. The difference of latitude, from the last observation on the 27th at midnight to this day at noon, would according to the old method of marking the log have been

two

two hundred and thirteen miles; which agrees exactly with the observation. At three in the afternoon, brought to and founded 110 fathom; soft muddy ground: hoisted out the boat and tried the stream; found it, both by the common and Bouguer's log (which agreed exactly) to run half a knot North; Black Point bearing E N E. At four the longitude by the watch was $9^{\circ} 31' E$: at eight the variation, by the mean of nineteen observations, $11^{\circ} 53' W$. I could not account from any apparent cause for this great change in the variation: the weather was fine, the water smooth, and every precaution we could think of used to make the observations accurate. The dip was $80^{\circ} 26'$. Plying to the Northward.

30th. At midnight the latitude by observation was $78^{\circ} 0' 50''$. At four in the morning, by Lord Charles Cavendish's thermometer the temperature of the water at the depth of 118 fathoms was 31° of Fahrenheit's; that of the air was at the same time $40^{\circ} \frac{1}{2}$. At nine in the morning we saw a ship in the N W, standing in for the land. Having little wind this morning, and that Northerly, I stood in for the land, with an intention to have watered the ship, and got out immediately, but was prevented by the calm which followed. At noon the latitude observed was $78^{\circ} 8'$; the dip $79^{\circ} 30'$. At two in the afternoon we founded in 115 fathom; muddy bottom: at the same time we sent down Lord Charles Cavendish's thermometer, by which we found the temperature

temperature of the water at that depth to be 33° ; that of the water at the surface was at the same time 40° , and in the air 44° $\frac{1}{2}$. Fahrenheit's thermometer plunged in water brought up from the same depth, stood at 38° $\frac{1}{2}$. This evening the master of a Greenland Ship came on board, who told me, that he was just come out of the ice which lay to the Westward about sixteen leagues off, and that three ships had been lost this year, two English, and one Dutch. The weather fine, and rather warm. At six in the evening the longitude by my watch was $9^{\circ} 28' 45''$ E.

July 1st. Little wind Northerly, or calm, all day: the weather very fine, and so warm that we sat without a fire, and with one of the ports open in the cabin. At noon the latitude observed was $78^{\circ} 13' 36''$; Black Point bearing S 78° E; which makes the latitude of that point nearly the same as that of the ship, and agrees very well with the chart of this coast in Purchas.

July.

2d. Little wind, and calms, all day; the weather very fine. At six in the morning five sail of Greenlandmen in sight. At noon the latitude observed was $78^{\circ} 22' 41''$. I took a survey of the coast, as far as we could see: I took also with the megameter the altitudes of several of the mountains: but as there is nothing particularly interesting to navigators in this part of the coast, I shall only mention the height of one mountain, which was

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fifteen

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fifteen hundred and three yards. This may serve to give some idea of the appearance and scale of the coast. At half past six the longitude by the watch was $9^{\circ} 8' 30''$ E: Variation $14^{\circ} 55'$ W.

3d. Latitude at midnight $78^{\circ} 23' 46''$: Dip $80^{\circ} 45'$. The weather fine, and the wind fair all day. Running along by the coast of Spitsbergen all day: several Greenlandmen in sight. Between nine and ten in the evening we were abreast of the North Foreland, bearing E b S $\frac{1}{2}$ S, distance $1 \frac{1}{2}$ mile. Sounded in twenty fathom; rocky ground.

4th. Very little wind in the morning. At noon the latitude by observation was $79^{\circ} 31'$. Magdalena Hook bore N 39° E distant about four miles; which gives the latitude of that place $79^{\circ} 34'$; the same as Fotherby observed it to be in 1614. Stood in to a small bay to the Southward of Magdalena and Hamburger's Bay: anchored with the stream anchor, and sent the boat for water. About three in the afternoon, when the boat was sent on shore, it appeared to be high water, and ebbd about three feet. This makes high water full and change at half an hour past one, or with a S S W moon; which agrees exactly with Baffin's observation in 1613. The flood comes from the Southward. Went ashore with the astronomer, and instruments, to observe the variation. A thick fog came on before we had completed the observations.

The

The ship driving, I weighed and stood out to sea under an easy sail, firing guns frequently to shew the Carcass where we were; and in less than two hours joined her. Soon after (about four in the morning of the 5th) the Rockingham Greenland Ship ran under our stern, and the master told me he had just spoke with some ships from which he learnt, that the ice was within ten leagues of Hacluyt's Head Land, to the North West. In consequence of this intelligence, I gave orders for steering in towards the Head Land; and if it should clear up, to steer directly for it; intending to go North from thence, till some circumstance should oblige me to alter my course.

5th. At five the officer informed me, that we were very near some islands off Dane's Gat, and that the pilot wished to stand farther out; I ordered the ship to be kept N b W, and hauled farther in, when clear of the islands. At noon I steered North, seeing nothing of the land; soon after I was told that they saw the ice: I went upon deck, and perceived something white upon the bow, and heard a noise like the surf upon the shore; I hauled down the studding sails, and hailed the Carcass to let them know that I should stand for it to make what it was, having all hands upon deck ready to haul up at a moment's warning: I desired that they would keep close to us, the fog being so thick, and have every body up ready to follow our motions instantaneously, determining to stand on under such sail as should enable us to keep

the ships under command, and not risk parting company. Soon after two small pieces of ice not above three feet square passed us, which we supposed to have floated from the shore. It was not long before we saw something on the bow, part black and part covered with snow, which from the appearance we took to be islands, and thought that we had not stood far enough out; I hauled up immediately to the N N W and was soon undeceived, finding it to be ice which we could not clear upon that tack; we tacked immediately, but the wind and sea both setting directly upon it, we neared it very fast, and were within little more than a cable's length of the ice, whilst in stays. The wind blowing fresh, the ships would have been in danger on the lee ice, had not the officers and men been very alert in working the ship. The ice, as far as we could then see, lay nearly E b N and W b S. At half past seven in the evening, the ship running entirely to the Southward, and the weather clearing a little, I tacked, and stood for the ice. When I saw it, I bore down to make it plain; at ten the ice lay from N W to East, and no opening. Very foggy, and little wind, all day; but not cold. At eleven came on a thick fog. At half past midnight, heard the surge of the ice, and hauled the wind to the Eastward.

6th. Clear weather all day, and the wind Easterly off the ice. In the morning I stood in to make the land plain. At six, was within four miles of the ice, which bore

bore from ENE to WNW: at ten near Vogel Sang: at noon, latitude observed $79^{\circ} 56' 39''$; wind Easterly. Continued plying to windward between the land and the ice: was within a quarter of a mile of the ice, which lay from ENE to NNW, when I tacked at two in the afternoon; and within half a cable's length at midnight: the Carcass was a great way astern and to leeward all day. Being so near the last rendezvous, I did not chuse to bring to for her, but was very anxious to avail myself of this favourable opportunity, having the wind off the ice and clear weather, to see whether there was any opening to the NE of the Head Land. By all the accounts from the Greenlandmen this year, and particularly the last account from the Rockingham, as well as from what we had seen ourselves, the ice appeared to be quite close to the NW. We had seen it from ESE to WNW. It was probable that the sea, if open any where, would be so to the Eastward, where the Greenlandmen do not often venture, for fear of being prevented from returning by the ice joining to Spitsbergen. I determined therefore, should the wind continue in the same quarter next day, to find whether the ice joined to the land, or was so detached as to afford me an opportunity of passing to the Eastward. In case of the ice being fast I could, with the wind Easterly, range close along the edge of it to the Westward. The weather exceedingly fine. At six in the afternoon, the longitude by the watch was $9^{\circ} 43' 30''$ E.

7th

July.

7th. At five in the morning the wind was Northerly, and the weather remarkably clear. Being near the ice I ranged along it. It appeared to be close all round; but I was in hopes that some opening might be found to get through to a clear sea to the Northward. I ran in amongst the small ice, and kept as close as possible to the main body, not to miss any opening. At noon, Cloven Cliff W $\frac{1}{2}$ S. seven leagues. At one in the afternoon, being still amongst the loose ice, I sent the boat to one of the large pieces to fill water. At four we shoaled the water very suddenly to fourteen fathom: the outer part of Cloven Cliff bore W $\frac{1}{2}$ N.: Redcliff, S $\frac{1}{2}$ E. The loose ice being open to the ENE, we hauled up, and immediately deepened our water to twenty-eight fathom; muddy ground, with shells. At half past four, the ice setting very close, we ran between two pieces, and having little wind were stopped. The Carcass being very near, and not answering her helm well, was almost on board of us. After getting clear of her, we ran to the Eastward. Finding the pieces increase in number and size, and having got to a part less crowded with the drift ice, I brought to, at six in the evening, to see whether we could discover the least appearance of an opening: but it being my own opinion, as well as that of the pilots and officers, that we could go no farther, nor even remain there without danger of being beset, I sent the boat on board the Carcass for her pilots, to hear their opinion; they both
 7 declared

declared that it appeared to them impracticable to proceed that way, and that it was probable we should soon be beset where we were, and detained there. The ice set so fast down, that before they got on board the Carcass we were fast. Captain Lutwidge hoisted our boat up, to prevent her being stove. We were obliged to heave the ship through for two hours, with ice anchors, from each quarter; nor were we quite out of the ice till midnight. This is about the place where most of the old discoverers were stopped. The people in both ships being much fatigued, and the Carcass not able to keep up with us, without carrying studding-sails, I shortened sail as soon as we were quite out, and left orders to stand to the Northward under an easy sail: I intended, having failed in this attempt, to range along the ice to the N W, in hopes of an opening that way, the wind being fair, and the weather clear; resolving, if I found it all solid, to return to the Eastward, where probably it might by that time be broken up, which the very mild weather encouraged me to expect.

8th. Little wind in the morning, and a swell setting on the ice, we were obliged to get the boats a-head, to tow the ship clear; which they effected with difficulty. A breeze springing up when we were within two cables lengths of the main body of the ice, stood in for the land, and tacked at two, to stand to the N W for the ice; but the weather coming thick between five and six, I stood

flood in again for the land. It clearing up soon after, I bore away again N W for the ice. At ten, spoke with a Greenland Ship which had just left the ice all close to the N N W. Between eleven and twelve the wind came to the S W, with an heavy swell, and thick weather. Double-reefed the topfails, and tacked at twelve, to stand in for Hacluyt's Head Land, not thinking it proper to run in with the fast ice to leeward in thick weather, without even the probability of an opening; and proposing if that weather continued, to complete the ship's water, and be ready with the first wind, off or along the ice, to look out for an opening, and run in. To avoid any inconvenience which from the experience of the preceding day I perceived might happen, from too many running to one place on any sudden order, I divided the people into gangs under the midshipmen, and stationed them to the ice hooks, poles, crabs, and to go over upon the ice when wanted.

9th. Having a fair opportunity, and S W wind, stood to the Westward; intending, when the weather was clear, to make the ice to the Northward, and run along it. About twelve, clearer; saw the fast ice to the Northward, and the appearance of loose ice to the N W: stood directly for it, and got amongst it between two and three; steering as much to the Northward as the situation of the ice would permit. At six observed the dip $81^{\circ} 52'$. At half past seven, found the ice quite fast to the West, being
in

in longitude $2^{\circ} 2' E$, by our reckoning, which was the farthest to the Westward of Spitzbergen that we got this voyage. At eight the fog was so very thick, that we could neither see which way to push for an opening, nor where the Carcass was, though very near us. That we might not risk parting company with her, I was obliged to ply to windward under the topsails, tacking every quarter of an hour to keep in the opening in which we were, and clear of the ice which surrounded us. At four in the afternoon we were in $80^{\circ} 36'$.

10th. We lost the Carcass twice in the night, from the very thick fog, and were working all night amongst the ice, making very short tacks; the opening being small, and the floating ice very thick about the ship. The situation of the people from the very fatiguing work and wet weather, made the most minute precautions necessary for the preservation of their health: we now found the advantage of the spirits which had been allowed for extraordinary occasions; as well as the additional cloathing furnished by the Admiralty. Notwithstanding every attention, several of the men were confined with colds, which affected them with pains in their bones; but, from the careful attendance given them, few continued in the sick list above two days at a time. At nine in the morning, when it cleared a little, we saw the Carcass much to the Southward of us. I took the opportunity of the clear
G weather

weather to run to the Westward, and found the ice quite solid there; I then stood through every opening to the Northward, but there also soon got to the edge of the solid ice. I was forced to haul up to weather a point which ran out from it. After I had weathered that, the ice closing fast upon me, obliged me to set the foresail, which, with the fresh wind and smooth water, gave the ship such way as to force through it with a violent stroke. At one in the afternoon, immediately on getting out into the open sea, we found a heavy swell setting to the Northward; though amongst the ice, the minute before, the water had been as smooth as a mill pond. The wind blew strong at S S W. The ice, as far as we could see from the mast head, lay E N E: we steered that course close to it, to look for an opening to the Northward. I now began to conceive that the ice was one compact impenetrable body, having run along it from East to West above ten degrees. I purposed however to stand over to the Eastward, in order to ascertain whether the body of ice joined to Spitzbergen. This the quantity of loose ice had before rendered impracticable; but thinking the Westerly winds might probably by this time have packed it all that way, I flattered myself with the hopes of meeting with no obstruction till I should come to where it joined the land; and in case of an opening, however small, I was determined at all events to push through it. The weather clearer, and the land in sight.

11th.

July.

11th. At half past four in the morning the longitude by the lunar observation was $9^{\circ} 42' E$. And at the same time by my watch $9^{\circ} 2' E$. Cloven Cliff SSE , distant eight miles. This would make the longitude of Cloven Cliff $9^{\circ} 38' E$; which is within twenty minutes of what it was determined by the observations and survey taken in Fair Haven. At noon the latitude observed was $80^{\circ} 4'$; Vogel Sang WSW . Little wind and a great swell in the morning. Calm most part of the day.

12th. Calm all day, with a great swell from the SW , and the weather remarkably mild. At eight in the evening longitude by the watch $10^{\circ} 54' 30'' E$: Cloven Cliff $SWbS$. The Carcass drove with the current so near the main body of the ice, as to be obliged to anchor; she came to in twenty-six fathom water.

13th. Calm till noon, the ship driving to the Westward with the current, which we observed to be very irregular, the Carcass being driven at the same time to the Eastward. Near the main body of the ice, the detached pieces probably affect the currents, and occasion the great irregularity which we remarked. We had found an heavy swell from the SW these two days. At two in the afternoon it came on very suddenly to blow fresh from that quarter, with foggy weather: we worked into Vogel

G 2

Sang,

Sang, and anchored with the best bower in eleven fathom, soft clay.

The place where we anchored is a good roadstead, open from the NE to the NW. The Northeasternmost point is the Cloven Cliff, a bare rock so called from the top of it resembling a cloven hoof, which appearance it has always worn, having been named by some of the first Dutch navigators who frequented these seas. This rock being entirely detached from the other mountains, and joined to the rest of the island by a low narrow isthmus, preserves in all situations the same form; and being nearly perpendicular, it is never disguised by snow. These circumstances render it one of the most remarkable points on the coast. The Northwesternmost land is an high bluff point, called by the Dutch, Vogel Sang. This sound, though open to the Northward, is not liable to any inconvenience from that circumstance, the main body of the ice lying so near as to prevent any great sea; nor are ships in any danger from the loose ice setting in, as this road communicates with several others formed by different islands, between all which there are safe passages. To all the sounds and harbours formed by this knot of islands, the old English navigators had given the general name of Fair Haven; of which Fotherby took a *plat* in 1614: that in which the Racehorse and Carcass lay at this time they called the North Harbour; the harbour of Smeerenberg, distant about eleven miles, (in which we anchored in August) they named the

the South Harbour. Besides these, there are several others; particularly two, called, Cook's Hole, and the Norways, in both which several Dutch ships were lying at this time. Here the shore being steep-to, we completed our water with great ease, from the streams which fall in many places down the sides of the rocks, and are produced by the melting of the snow. I fixed upon a small flat island, or rock, about three miles from the ship, and almost in the center of those islands which form the many good roads here, as the properest place for erecting a tent, and making observations. The foggy weather on the 14th prevented us from using the instruments that day. I regretted this circumstance much, fearing it would deprive me of the only probable opportunity of making observations on shore in those high latitudes, as our water was nearly recruited: however, having little wind, with the weather very fair from the 15th to the 18th in the morning, I made the best use of that time. Even in the clearest weather here, the sky was never free from clouds, which prevented our seeing the moon during the whole of our stay, or even being sure of our solar observations, Mr. Lyons never having been able to get equal altitudes for settling the rates of going of the time-keepers. Once indeed we were fortunate enough to observe a revolution of the sun, of which I availed myself to determine the going of the pendulum adjusted to vibrate seconds at London. During the course of this experiment, a particular and constant attention was paid to

to the state of the thermometer, which I was surpris'd to find differ so little about noon and midnight; its greatest height was $58^{\circ}\frac{1}{2}$, at eleven in the forenoon; at midnight it was 51° .

On the 16th, at noon, the weather was remarkably fine and clear. The thermometer in the shade being at 49° , when expos'd to the sun rose in a few minutes to $89^{\circ}\frac{1}{2}$, and remained so for some time, till a small breeze springing up, made it fall 10° almost instantly. The weather at this time was rather hot; so that I imagine, if a thermometer was to be graduated according to the feelings of people in these latitudes, the point of temperature would be about the 44th degree of Fahrenheit's scale. From this island I took a survey, to ascertain the situation of all the points and openings, and the height of the most remarkable mountains: the longest base the island would afford was only 618 feet, which I determined by a cross base, as well as actual measurement, and found the results not to differ above three feet. To try how far the accuracy of this survey might be depended upon, I took in a boat, with a small Hadley's sextant, the angles between seven objects, which intersected exactly when laid down upon the plan. I had a farther proof of its accuracy some days after, by taking the bearings of Vogel Sang and Hacluyt's Head Land in one, which corresponded exactly with their position on my chart.

On

July.

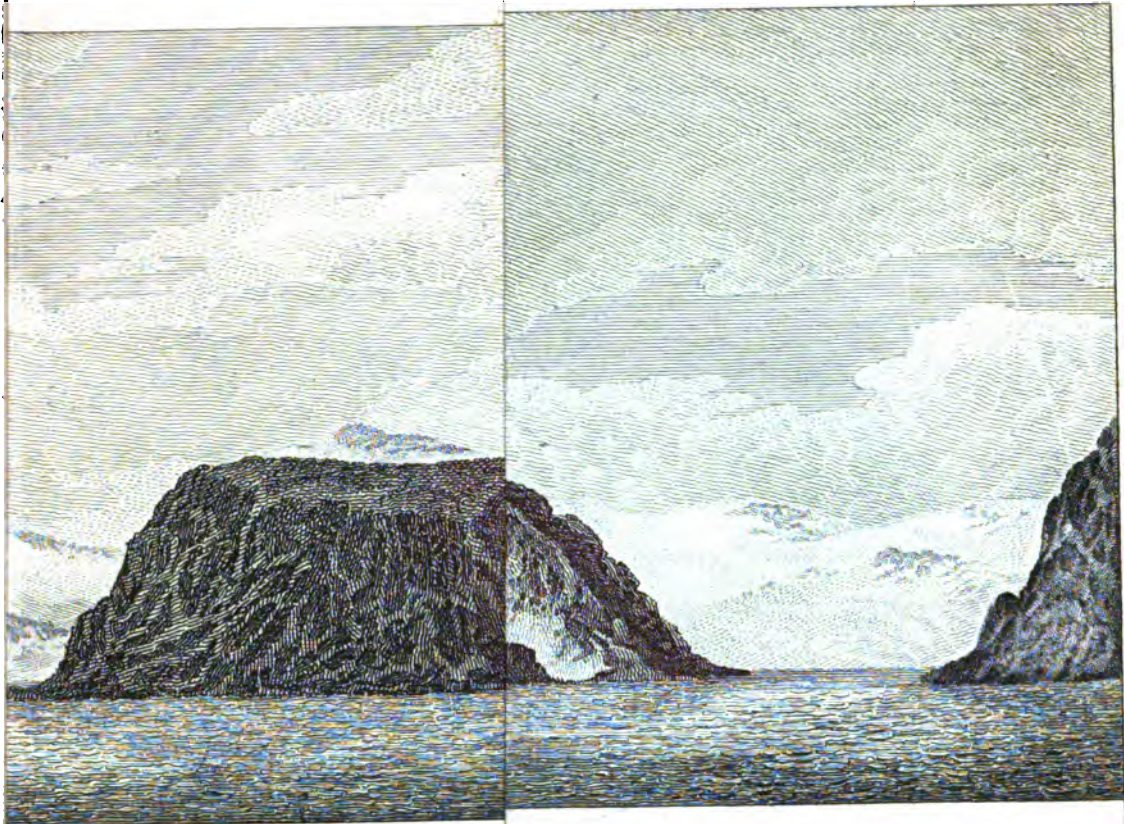
On the 17th, the weather being very clear, I went up one of the hills, from which I could see several leagues to the NE: the ice appeared uniform and compact, as far as my view extended. During our stay here, we found the latitude of the island on which the observations were made, to be $79^{\circ} 50'$; longitude $10^{\circ} 2' 30''$ E; variation $20^{\circ} 38'$ W; dip $82^{\circ} 7'$: latitude of Cloven Cliff $79^{\circ} 53'$; longitude $9^{\circ} 59' 30''$ E: Hacluyt's Head Land $79^{\circ} 47'$; longitude $9^{\circ} 11' 30''$ E. The tide rose about four feet, and flowed at half an hour after one, full and change. The tide set irregularly, from the number of islands between which it passed; but the flood appeared to come from the Southward.

18th. The calm weather since the 14th had given us full time to finish the observations, and complete our water: a breeze springing up in the morning, I went ashore to get the instruments on board. Between one and two we weighed, with the wind Westerly, and stood to the Northward. Between eleven and twelve at night, having run about eight leagues, we were prevented by the ice from getting farther. We stood along the edge of it to the Southward. At two in the morning, being embayed by the ice, I tacked, and left orders to stand to the Eastward along the edge of the ice, as soon as we could weather the point; hoping, if there should be no opening
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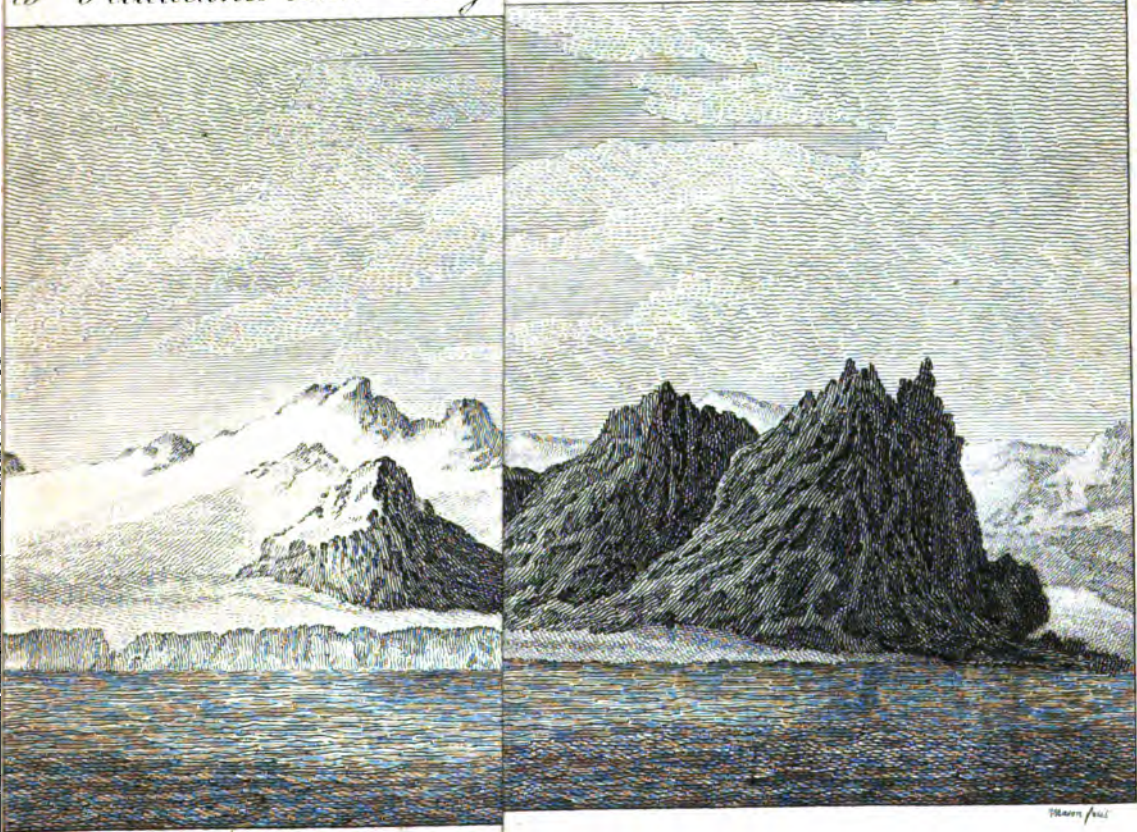
between the land and the ice, that I should at least be able to ascertain where they joined, and perhaps to discover from the land, whether there was any prospect of a passage that way: At that time the ice was all solid as far as we could see, without the least appearance of water to the Northward.

19th. At six in the morning we had got to the Eastward among the loose ice which lay very thick in shore, the main body to the Northward and Eastward: the land near Deer Field not four miles off, and the water shoaled to twenty fathoms. Here we found ourselves nearly in the same place where we had twice been stopped, the ice situated as before, locked with the land, without any passage either to the Eastward or Northward: I therefore stood back to the Westward. At noon the Northernmost part of Vogel Sang bore SW b S, distant about seven leagues. The weather being very fine, and the wind to the Eastward, we were enabled to coast along the ice to the Westward, hauling into all the bays, going round every point of ice in search of an opening, and standing close along by the main body all day, generally within a ship's length.

20th. At half after three in the morning the land was out of sight, and we imagined ourselves in rather more than eighty degrees and an half; some of the openings being
near



its Headland taken July



racehorse anchored July 4.

W. H. H. H.

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NOTATIONS

near two leagues deep, had flattered us with hopes of getting to the Northward; but these openings proved to be no more than bays in the main body of the ice. About one in the afternoon, we were by our reckoning in about $80^{\circ} 34'$, nearly in the same place where we had been on the 9th. About three we bore away for what appeared like an opening to the SW; we found the ice run far to the Southward.

21st. We still continued to run along the edge of the ice, which trended to the Southward. At noon we were in the latitude of $79^{\circ} 26'$, by observation, which was twenty-five miles to the Southward of our reckoning. Finding that the direction of the ice led us to the Southward, and that the current set the same way, I stood to the Northward and Westward close along the ice, to try whether the sea was opened to the Northward by the wind from that quarter. At nine in the evening we had no ground with 200 fathom of line. At ten we got into a stream of loose ice. The weather fine, but cool all day, and sometimes foggy.

22d. At two in the morning we bore away to the NE, for the main body of the ice; the weather became foggy soon afterwards. At six we saw the ice; and the weather being still foggy, we hauled up to the SSE, to avoid being embayed in it. The air very cold.

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23d.

July.

23d. At midnight, tacked for the body of the ice. Latitude observed $80^{\circ} 13' 38''$ Rainy in the morning; fair in the afternoon: still working up to the Northward and Eastward, with the wind Easterly. At six in the evening, the Cloven Cliff bearing South about six leagues, sounded in 200 fathom, muddy ground; the lead appeared to have sunk one third of its length in the mud. At two in the morning, with little wind, and a swell from the South West, I stood to the Northward amongst the loose ice: at half past two the main body of the ice a cable's length off, and the loose ice so close that we wore ship, not having room or way enough to tack; struck very hard against the ice in getting the ship round, and got upon one piece, which lifted her in the water for near a minute, before her weight broke it. The ships had been so well strengthened, that they received no damage from these strokes; and I could with the more confidence push through the loose ice, to try for openings. Hacluyt's Head Land bore S 50° W distant about seven leagues.

24th. By this situation of the ice we were disappointed of getting directly to the Northward, without any prospect after so many fruitless attempts of being able to succeed to the Westward; nor indeed, could I with an Easterly wind and heavy swell attempt it, as the wind from that quarter would not only pack the loose ice close to the Westward, but by setting the sea on it, make it as improper to be approached

approached as a rocky lee shore. To the Eastward on the contrary it would make smooth water, and detach all the loose ice from the edges; perhaps break a stream open, and give us a fair trial to the Northward; at all events, with an Easterly wind we could run out again, if we did not find it practicable to proceed. Finding the ice so fast to the Northward and Westward, it became a desirable object to ascertain how far it was possible to get to the Eastward, and by that means pursue the voyage to the Northward. These considerations determined me to ply to the Eastward, and make another push to get through where I had been three times repulsed. In working to the Eastward, we kept as near the body of the ice as possible. At noon the Cloven Cliff bore S W b S about seven leagues. At six we were working to the N E, and at nine we steered to the S E, the ice appearing more open that way: we had fresh gales and cloudy weather. The ship struck very hard in endeavouring to force through the loose ice. At midnight the wind freshened, and we double reefed the topsails. It was probably owing to the fresh gales this day, as well as to the summer being more advanced, that we were enabled to get farther than in any of our former attempts this way. We continued coasting the ice, and at two in the morning the north part of Vogel Sang and Hacluyt's Head Land in one bore S 65° W; Cloven Cliff S 52° W; the nearest part of the shore about three leagues off. When I left the deck, at four in the morning, we were very near the spot where the ships had been fast in the ice

on the 7th in the evening, but rather farther to the Eastward; we had passed over the same shoal water we had met with that day, and were now in twenty fathom, rocky ground; still amongst loose ice, but not so close as we had hitherto found it.

25th. At seven in the morning we had deepened our water to fifty-five fathom, and were still amongst the loose ice. At noon we had deepened our water to seventy fathom, with muddy bottom, at the distance of about three miles from the nearest land. By two in the afternoon we had passed Deer Field, which we had so often before attempted without success; and finding the sea open to the NE, had the most flattering prospect of getting to the Northward. From this part, all the way to the Eastward, the coast wears a different face; the mountains, though high, are neither so steep or sharp-pointed, nor of so black a colour as to the Westward. It was probably owing to this remarkable difference in the appearance of the shore, that the old navigators gave to places hereabouts the names of *Red Beach*, *Red Hill*, and *Red Cliff*. One of them, speaking of this part, has described the whole country in a few words: "Here (says he) I saw a more natural earth and clay than any that I have seen in all the country, but nothing growing thereupon more than in other places." At two in the afternoon we had little wind, and were in sight of Mofsen Island, which is very low and flat.

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The Carcass being becalmed very near the island in the evening, Captain Lutwidge took that opportunity of obtaining the following exact account of its extent, which he communicated to me.

“ At 10 P.M., the body of Moffen Island bearing
 “ E b S distant two miles; sounded thirteen fathoms;
 “ rocky ground, with light brown mud, and broken shells.
 “ Sent the master on shore, who found the island to be
 “ nearly of a round form, about two miles in diameter,
 “ with a lake or large pond of water in the middle, all
 “ frozen over, except thirty or forty yards round the edge
 “ of it, which was water, with loose pieces of broken ice,
 “ and so shallow they walked through it, and went over
 “ upon the firm solid ice. The ground between the sea
 “ and the pond is from half a cable’s length to a quarter
 “ of a mile broad; and the whole island covered with
 “ gravel and small stones, without the least verdure or
 “ vegetation of any kind. They saw only one piece of
 “ drift wood (about three fathom long, with a root on it,
 “ and as thick as the Carcass’s mizen mast) which had
 “ been thrown up over the high part of the land, and lay
 “ upon the declivity towards the pond. They saw three
 “ bears, and a number of wild ducks, geese, and other
 “ sea fowls, with birds nests all over the island. There
 “ was an inscription over the grave of a Dutchman, who
 “ was buried there in July 1771. It was low water at eleven
 “ o’clock when the boat landed, and the tide appeared to
 “ flow eight or nine feet; at that time we found a current
 “ carrying

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“carrying the Ship to the N W from the island, which
 “before carried us to the S E (at the rate of a mile an
 “hour) towards it. On the West side is a fine white
 “sandy bottom, from two fathoms, at a ship’s length
 “from the beach, to five fathoms, at half a mile’s
 “distance off.”

The soundings all about this island, and to the Eastward, seem to partake of the nature of the coast. To the Westward the rocks were high, and the shores bold and steep to; here the land shelved more, and the soundings were shoal, from thirty to ten fathom. It appears extraordinary that none of the old navigators, who are so accurate and minute in their descriptions of the coast, have taken any notice of this island, so remarkable and different from every thing they had seen on the Western coast; unless we should suppose that it did not then exist, and that the streams from the great ocean up the West side of Spitsbergen, and through the Waygat’s Straits, meeting here, have raised this bank, and occasioned the quantity of ice that generally blocks up the coast hereabouts.—At four in the afternoon, hoisted out the boat, and tried the current, which set N E b E, at the rate of three quarters of a mile an hour. At midnight, Moffen Island bore from S E b S to S b W, distant about five miles.

26th. About two in the morning, we had little wind, with fog; made the signals to the Carcass for
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55
July.

keeping company. At half an hour after three in the afternoon, we were in longitude $12^{\circ} 20' 45''$ E; variation, by the mean of five azimuths, $12^{\circ} 47'$ W. At nine we saw land to the Eastward; steering to the Northward with little wind, and no ice in sight, except what we had passed.

27th. Working still to the NE, we met with some loose ice; however from the openness of the sea hitherto, since we had passed Deer Field, I had great hopes of getting far to the Northward; but about noon, being in the latitude of eighty and forty-eight, by our reckoning, we were stopped by the main body of the ice, which we found lying in a line, nearly East and West, quite solid. Having tacked, I brought to, and founded close to the edge of the ice, in 79 fathom, muddy bottom.

The wind being still Easterly, I worked up close to the edge of the ice, coasting it all the way. At six in the evening we were in longitude $14^{\circ} 59' 30''$ E, by observation.

28th. At midnight the latitude observed was $80^{\circ} 37'$. The main body of the ice still lying in the same direction, we continued working to the Eastward, and found several openings to the Northward, of two or three miles deep; into every one of which we ran, forcing the ship, wherever we could, by a press of sail, amongst the loose ice
which

which we found here in much larger pieces than to the Westward. At six in the morning the variation, by the mean of six azimuths, was $11^{\circ} 56' W$; the horizon remarkably clear. At noon, being close to the main body of the ice, the latitude by observation was $80^{\circ} 36'$: we founded in 101 fathom, muddy ground. In the afternoon the wind blew fresh at NE, with a thick fog; the ice hung much about the rigging. The loose ice being thick and close, we found ourselves so much engaged in it, as to be obliged to run back a considerable distance to the Westward and Southward, before we could extricate ourselves: we afterwards had both the sea and the weather clear, and worked up to the North Eastward. At half past five the longitude of the ship was $15^{\circ} 16' 45'' E$. At seven the Easternmost land bore E $\frac{1}{2}$ N distant about seven or eight leagues, appearing like deep bays and islands, probably those called in the Dutch charts the *Seven Islands*; they seemed to be surrounded with ice. I stood to the Southward, in hopes of getting to the Southeastward round the ice, and between it and the land, where the water appeared more open.

29th. At midnight the latitude by observation was $80^{\circ} 21'$. At four, tacked close to the ice, hauled up the foresail and backed the mizen topsail, having too much way amongst the loose ice. At noon, latitude observed $80^{\circ} 24' 56''$. An opening, which we supposed to be the

the entrance of Waygat's Straits, bore South; the Northernmost land NEbE; the nearest shore distant about four miles. In the afternoon the officer from the deck came down to tell me, we were very near a small rock even with the water's edge; on going up, I saw it within little more than a ship's length on the lee bow, and put the helm down: before the ship got round, we were close to it, and perceived it to be a very small piece of ice, covered with gravel. In the evening, seeing the Northern part of the islands only over the ice, I was anxious to get round it, in hopes of finding an opening under the land. Being near a low flat island opposite the Waygat's Straits, not higher, but much larger than Moffett Island, we had an heavy swell from the Southward, with little wind, and from ten to twenty fathom: having got past this island, approaching to the high land to the Eastward, we deepened our water very suddenly to 117 fathom. Having little wind, and the weather very clear, two of the officers went with a boat in pursuit of some sea-horses, and afterwards to the low island. At midnight we found by observation the latitude $80^{\circ} 27' 3''$, and the dip $82^{\circ} 2' \frac{1}{2}$. At four in the morning I found, by Bouguer's log, that the current set two fathom to the Eastward. At six in the morning the officers returned from the island; in their way back they had fired at, and wounded a sea-horse, which dived immediately, and brought up with it a number of others. They all joined in an attack upon the boat, wrested an oar from one of the

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men, and were with difficulty prevented from flaving or oversetting her; but a boat from the Carcass joining ours, they dispersed. One of that ship's boats had before been attacked in the same manner off Mofsen Island. From Dr. Irving, who went on this party, I had the following account of the low island.

“ We found several large fir trees lying on the shore,
 “ sixteen or eighteen feet above the level of the sea: some
 “ of these trees were seventy feet long, and had been torn
 “ up by the roots; others cut down by the axe, and
 “ notched for twelve-foot lengths: this timber was no
 “ ways decayed, or the strokes of the hatchet in the least
 “ effaced. There were likewise some pipe-staves, and wood
 “ fashioned for use. The beach was formed of old timber,
 “ sand, and whale-bones.

“ The island is about seven miles long, flat, and
 “ formed chiefly of stones from eighteen to thirty inches
 “ over, many of them hexagons, and commodiously
 “ placed for walking on: the middle of the island is
 “ covered with moss, scurvy grass, sorrel, and a few
 “ ranunculuses then in flower. Two rein-deer were
 “ feeding on the moss; one we killed, and found it fat,
 “ and of high flavour. We saw a light grey-coloured
 “ fox; and a creature somewhat larger than a weasel,
 “ with short ears, long tail, and skin spotted white and
 “ black. The island abounds with small snipes, similar
 “ to the jack-snipe in England. The Ducks were now
 “ hatching

“hatching their eggs, and many wild geese feeding by the water side.”

When I left the deck at six in the morning, the weather was remarkably clear, and quite calm. To the NE, amongst the islands, I saw much ice, but also much water between the pieces; which gave me hopes that when a breeze sprung up, I should be able to get to the Northward by that way.

30th. Little winds, and calm all day; we got something to the Northward and Eastward. At noon we were by observation in latitude $80^{\circ} 31'$. At three in the afternoon we were in longitude $18^{\circ} 48' E$, being amongst the islands, and in the ice, with no appearance of an opening for the ship. Between eleven and twelve at night I sent the master, Mr. Crane, in the four-oared boat, amongst the ice, to try whether he could get the boat through, and find any opening for the ship which might give us a prospect of getting farther; with directions if he could reach the shore to go up one of the mountains, in order to discover the state of the ice to the Eastward and Northward. At five in the morning, the ice being all round us, we got out our ice-anchors, and moored along-side a field. The master returned between seven and eight, and with him Captain Lutwidge, who had joined him on shore. They had ascended an high mountain, from whence they commanded a prospect extending to the East and North East

ten or twelve leagues, over one continued plain of smooth unbroken ice, bounded only by the horizon: they also saw land stretching to the S E, laid down in the Dutch Charts as islands. The main body of ice, which we had traced from West to East, they now perceived to join to these islands, and from them to what is called the North East land. In returning, the ice having closed much since they went, they were frequently forced to haul the boat over it to other openings. The weather exceedingly fine and mild, and unusually clear. The scene was beautiful and picturesque; the two ships becalmed in a large bay, with three apparent openings between the islands which formed it, but every-where surrounded with ice as far as we could see, with some streams of water; not a breath of air; the water perfectly smooth; the ice covered with snow, low, and even, except a few broken pieces near the edges: the pools of water in the middle of the pieces were frozen over with young ice.

31st. At nine in the morning, having a light breeze to the Eastward, we cast off, and endeavoured to force through the ice. At noon the ice was so close, that being unable to proceed, we moored again to a field. In the afternoon we filled our cask with fresh water from the ice, which we found very pure and soft. The Carcass moved, and made fast to the same field with us. The ice measured eight yards ten inches in thickness at one end, and seven yards

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The Cleaveland, Jan. 1774. May 1. 1774.

July.

yards eleven inches at the other. At four in the afternoon the variation was $12^{\circ} 24' W$: at the same time the longitude $19^{\circ} 0' 15'' E$; by which we found that we had hardly moved to the Eastward since the day before. Calm most part of the day; the weather very fine; the ice closed fast, and was all round the ships; no opening to be seen any where, except an hole of about a mile and a half, where the ships lay fast to the ice with ice-anchors. We completed the water. The ship's company were playing on the ice all day. The pilots being much farther than they had ever been, and the season advancing, seemed alarmed at being beset.

August 1st. The ice pressed in fast; there was not now the smallest opening; the two ships were within less than two lengths of each other, separated by ice, and neither having room to turn. The ice, which had been all flat the day before, and almost level with the water's edge, was now in many places forced higher than the main yard, by the pieces squeezing together. Our latitude this day at noon, by the double altitude, was $80^{\circ} 37'$.

August.

2d. Thick foggy wet weather, blowing fresh to the Westward; the ice immediately about the ships rather looser than the day before, but yet hourly setting in so fast upon us, that there seemed to be no probability of getting the ships out again, without a strong East, or North.

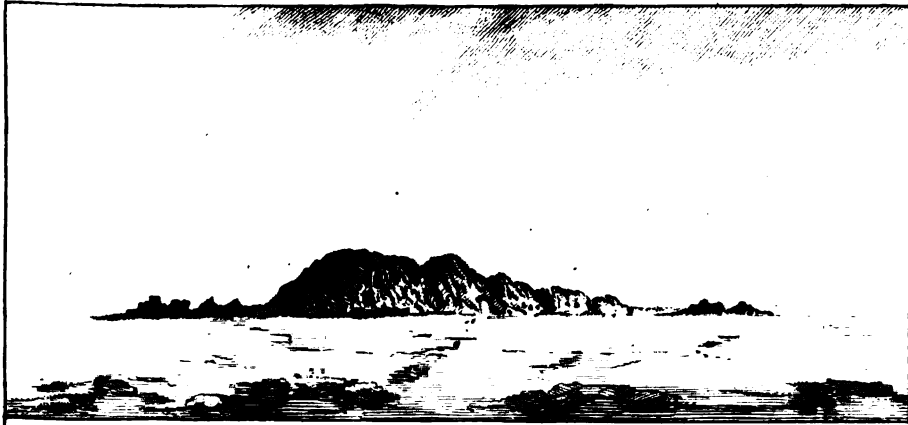
August.

North East wind. There was not the smallest appearance of open water, except a little towards the West point of the North East land. The seven islands and North East land, with the frozen sea, formed almost a basin, leaving but about four points opening for the ice to drift out, in case of a change of wind.

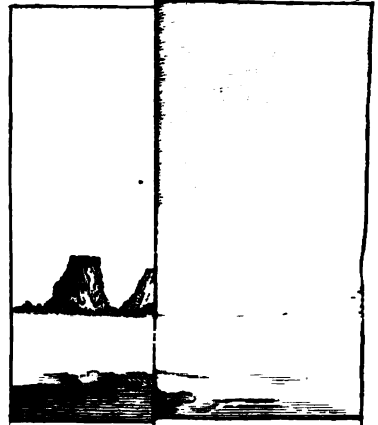
3d. The weather very fine, clear, and calm; we perceived that the ships had been driven far to the Eastward; the ice was much closer than before, and the passage by which we had come in from the Westward closed up, no open water being in sight, either in that or any other quarter. The pilots having expressed a wish to get if possible farther out, the ships companies were set to work at five in the morning, to cut a passage through the ice, and warp through the small openings to the Westward. We found the ice very deep, having sawed sometimes through pieces twelve feet thick. This labour was continued the whole day, but without any success; our utmost efforts not having moved the ships above three hundred yards to the Westward through the ice, at the same time that they had been driven (together with the ice itself, to which they were fast) far to the NE and Eastward, by the current; which had also forced the loose ice from the Westward, between the islands, where it became packed, and as firm as the main body.

4th.

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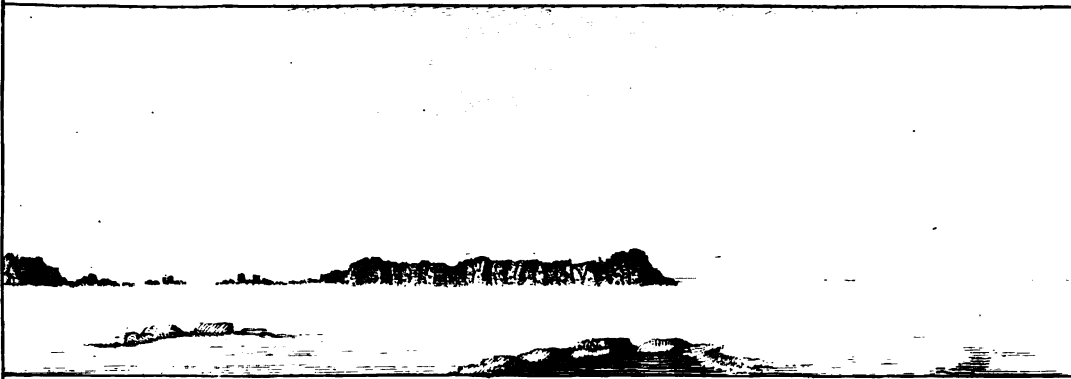
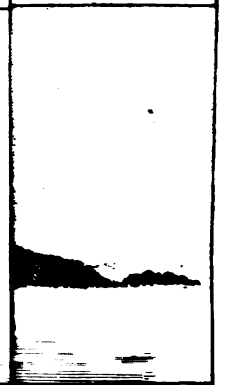
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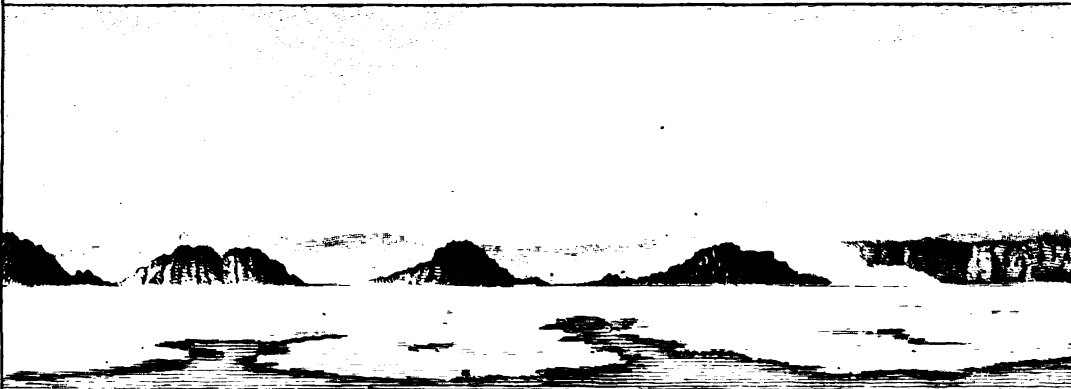
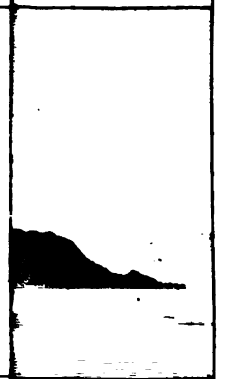
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EN.



SSE.



SW.

P. D'Auvergne delin. April 22. 1774.

4th. Quite calm till evening, when we were flattered with a light air to the Eastward, which did not last long, and had no favourable effect. The wind was now at N W, with a very thick fog, the ship driving to the Eastward. The pilots seemed to apprehend that the ice extended very far to the Southward and Westward.

5th. The probability of getting the ships out appearing every hour less, and the season being already far advanced, some speedy resolution became necessary as to the steps to be taken for the preservation of the people. As the situation of the ships prevented us from seeing the state of the ice to the Westward, by which our future proceedings must in a great measure be determined, I sent Mr. Walden, one of the midshipmen, with two pilots, to an island about twelve miles off, which I have distinguished in the charts by the name of Walden's Island, to see where the open water lay.

6th. Mr. Walden and the pilots, who were sent the day before to examine the state of the ice from the island, returned this morning with an account, that the ice, though close all about us, was open to the Westward, round the point by which we came in. They also told me, that when upon the island they had the wind very fresh to the Eastward, though where the ships lay it had been almost calm all day. This circumstance considerably lessened the
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the hopes we had hitherto entertained of the immediate effect of an Easterly wind in clearing the bay. We had but one alternative; either patiently to wait the event of the weather upon the ships, in hopes of getting them out, or to betake ourselves to the boats. The ships had driven into shoal water, having but fourteen fathom. Should they, or the ice to which they were fast, take the ground, they must be inevitably lost, and probably overfet. The hopes of getting the ships out was not hastily to be relinquished, nor obstinately adhered to, till all other means of retreat were cut off. Having no harbour to lodge them in, it would be impossible to winter them here, with any probability of their being again serviceable; our provisions would be very short for such an undertaking, were it otherwise feasible; and supposing, what appeared impossible, that we could get to the nearest rocks, and make some conveniences for wintering, being now in an unfrequented part, where ships never even attempt to come, we should have the same difficulties to encounter the next year, without the same resources; the remains of the ship's company, in all probability, not in health; no provisions; and the sea not so open, this year having certainly been uncommonly clear. Indeed it could not have been expected that more than a very small part should survive the hardships of such a winter with every advantage; much less in our present situation. On the other hand, the undertaking to move so large a body for
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so considerable a distance by boats, was not without very serious difficulties. Should we remain much longer here, the bad weather must be expected to set in. The stay of the Dutchmen to the Northward is very doubtful: if the Northern harbours keep clear, they stay till the beginning of September; but when the loose ice sets in, they quit them immediately. I thought it proper to send for the officers of both ships, and informed them of my intention of preparing the boats for going away. I immediately hoisted out the boats, and took every precaution in my power to make them secure and comfortable: the fitting would necessarily take up some days. The water shoaling, and the ships driving fast towards the rocks to the NE, I ordered canvass bread-bags to be made, in case it should be necessary very suddenly to betake ourselves to the boats: I also sent a man with a lead and line to the Northward, and another from the Carcass to the Eastward, to sound wherever they found cracks in the ice, that we might have notice before either the ships, or the ice to which they were fast, took the ground; as in that case, they must instantly have been crushed or overset. The weather bad; most part of the day foggy, and rather cold.

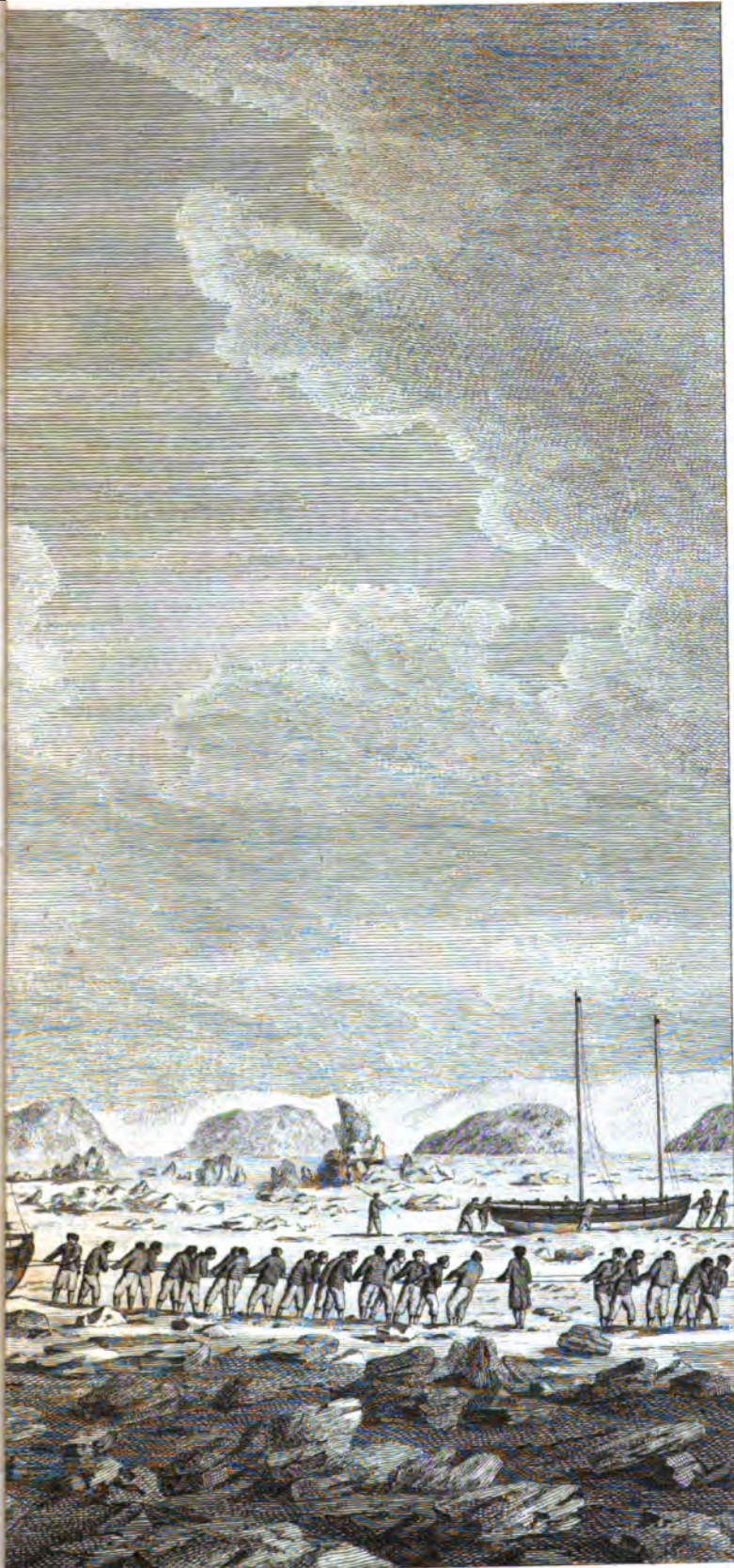
7th. In the morning I set out with the Launch over the ice; she hauled much easier than I could have expected; we got her about two miles. I then returned with the people for their dinner. Finding the ice rather

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more open near the ships, I was encouraged to attempt moving them. The wind being Easterly, though but little of it, we set the sails, and got the ships about a mile to the Westward. They moved indeed, but very slowly, and were not now by a great deal so far to the Westward as where they were beset. However, I kept all the sail upon them, to force through whenever the ice slackened the least. The people behaved very well in hauling the boat; they seemed reconciled to the idea of quitting the ships, and to have the fullest confidence in their officers. The boats could not with the greatest diligence be got to the water side before the fourteenth; if the situation of the ships did not alter by that time, I should not be justified in staying longer by them. In the mean time I resolved to carry on both attempts together, moving the boats constantly, but without omitting any opportunity of getting the ships through.

8th. At half past four, sent two pilots with three men to see the state of the ice to the Westward, that I might judge of the probability of getting the ships out. At nine they returned, and reported the ice to be very heavy and close, consisting chiefly of large fields. Between nine and ten this morning, I set out with the people, and got the Launch above three miles. The weather being foggy, and the people having worked hard, I thought it best to return on board between six and seven. The ships had in the mean time moved something through the ice, and the



August, 7.th 1773.

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the ice itself had drifted still more to the Westward. At night there was little wind, and a thick fog, so that I could not judge precisely of the advantage we had gained; but I still feared that, however flattering, it was not such as to justify my giving up the idea of moving the boats, the season advancing so fast, the preservation of the ships being so uncertain, and the situation of the people so critical.

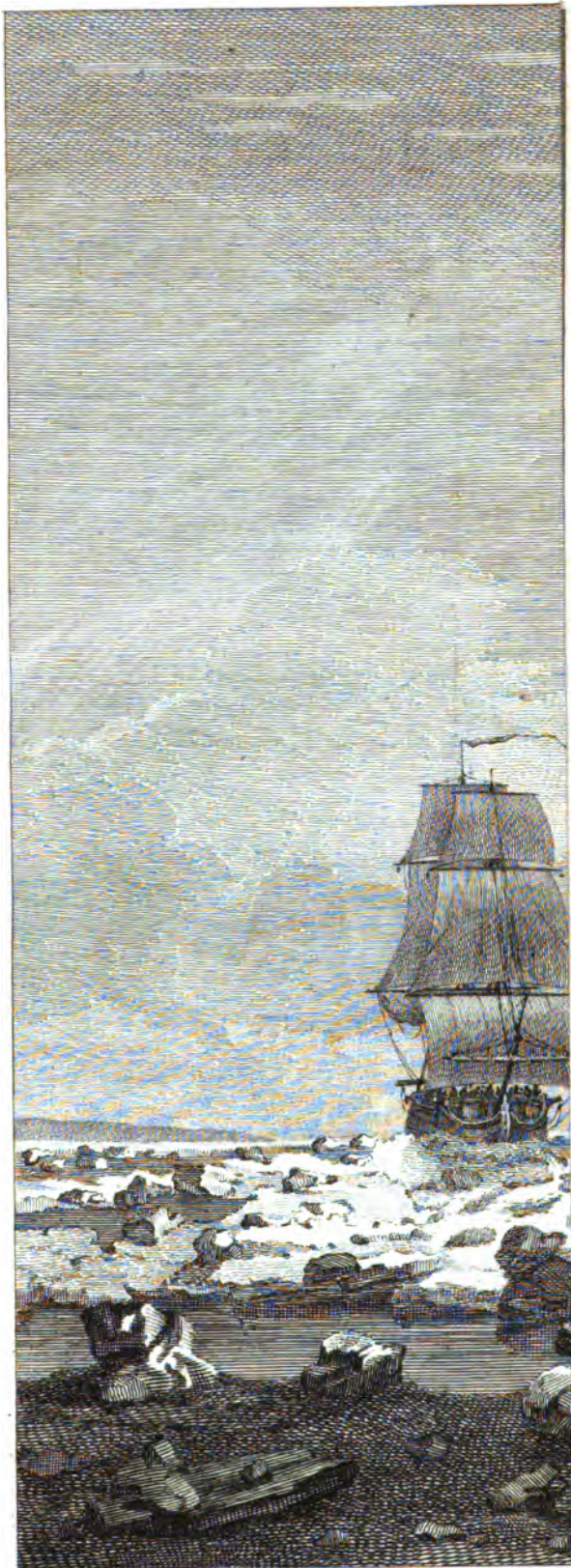
9th. A thick fog in the morning: we moved the ship a little through some very small openings. In the afternoon, upon its clearing up, we were agreeably surprised to find the ships had driven much more than we could have expected to the Westward. We worked hard all day, and got them something more to the Westward through the ice; but nothing in comparison to what the ice itself had drifted. We got past the Launches; I sent a number of men for them, and got them on board. Between three and four in the morning the wind was Westerly, and it snowed fast. The people having been much fatigued, we were obliged to desist from working for a few hours. The progress which the ships had made through the ice was, however, a very favourable event: the drift of the ice was an advantage that might be as suddenly lost, as it had been unexpectedly gained, by a change in the current: we had experienced the inefficacy of an Easterly wind when far in the bay, and under the high land; but having now got through so much of the
K 2 ice,

August.

ice, we began again to conceive hopes that a brisk gale from that quarter would soon effectually clear us.

10th. The wind springing up to the NNE in the morning, we set all the sail we could upon the ship, and forced her through a great deal of very heavy ice: she struck often very hard, and with one stroke broke the shank of the best bower anchor. About noon we had got her through all the ice, and out to sea. I stood to the NW to make the ice, and found the main body just where we left it. At three in the morning, with a good breeze Easterly, we were standing to the Westward, between the land and the ice, both in sight; the weather hazey.

11th. Came to an anchor in the harbour of Smeerenberg, to refresh the people after their fatigues. We found here four of the Dutch ships, which we had left in the Norways when we sailed from Vogel Sang, and upon which I had depended for carrying the people home in case we had been obliged to quit the ships. In this Sound there is good anchorage in thirteen fathom, sandy bottom, not far from the shore: it is well sheltered from all winds. The island close to which we lay is called Amsterdam Island, the Westernmost point of which is Hacluyt's Head Land: here the Dutch used formerly to boil their whale-oil, and the remains of some conveniencies erected by them for that purpose are still visible. Once they attempted to make an establishment, and left some people



San. Cleveland San. del. May 4. 1774.

The RACEHORS

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to winter here, who all perished. The Dutch ships still resort to this place for the latter season of the whale fishery.

12th. Got the instruments on shore, and the tent pitched; but could not make any observations this day or the next, from the badness of the weather.

13th. Rain, and blowing hard: two of the Dutch ships sailed for Holland.

14th. The weather being fine and little wind, we began our observations.

18th. Completed the observations: Calm all day. During our stay, I again set up the pendulum, but was not so fortunate as before, never having been able to get an observation of a revolution of the sun, or even equal altitudes for the time. We had an opportunity of determining the refraction at midnight, which answered within a few seconds to the calculation in Dr. Bradley's table, allowing for the barometer and thermometer. Being within sight of Cloven Cliff, I took a survey of this part of Fair Haven, to connect it with the plan of the other part. Dr. Irving climbed up a mountain, to take its height with the barometer, which I determined at the same time geometrically with great care. By repeated observations here we found the latitude to be $79^{\circ} 44'$, which by the survey corresponded

corresponded exactly with the latitude of Cloven Cliff, determined before; the longitude $9^{\circ} 50' 45''$ E; dip $82^{\circ} 8' \frac{1}{2}$; variation $18^{\circ} 57'$ W; which agrees also with the observation made on shore in July. The tide flowed here half past one, the same as in Vogel Sang harbour.

Opposite to the place where the instruments stood, was one of the most remarkable Icebergs in this country. Icebergs are large bodies of ice filling the vallies between the high mountains; the face towards the sea is nearly perpendicular, and of a very lively light green colour. That represented in the engraving, from a sketch taken by Mr. D'Auvergne upon the spot, was about three hundred feet high, with a cascade of water issuing out of it. The black mountains, white snow, and beautiful colour of the ice, make a very romantick and uncommon picture. Large pieces frequently break off from the Icebergs, and fall with great noise into the water: we observed one piece which had floated out into the bay, and grounded in twenty-four fathom; it was fifty feet high above the surface of the water, and of the same beautiful colour as the Iceberg.

A particular description of all the plants and animals will have a place in the Appendix. I shall here mention such general observations as my short stay enabled me to make. The stone we found was chiefly a kind of marble, which dissolved easily in the marine acid. We perceived no marks of minerals of any kind, nor the least appearance of present, or remains of former Volcanoes. Neither did we meet with insects, or any species of reptiles;



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reptiles; not even the common earthworm. We saw no springs or rivers, the water, which we found in great plenty, being all produced by the melting of the snow from the mountains. During the whole time we were in these latitudes, there was no thunder or lightning. I must also add, that I never found what is mentioned by Marten (who is generally accurate in his observations, and faithful in his accounts) of the sun at midnight resembling in appearance the moon; I saw no difference in clear weather between the sun at midnight and any other time, but what arose from a different degree of altitude; the brightness of the light appearing there, as well as elsewhere, to depend upon the obliquity of his rays. The sky was in general loaded with hard white clouds; so that I do not remember to have ever seen the sun and the horizon both free from them even in the clearest weather. We could always perceive when we were approaching the ice, long before we saw it, by a bright appearance near the horizon, which the pilots called the *blink of the ice*. Hudson remarked, that the sea where he met with ice was blue; but the green sea was free from it. I was particularly attentive to observe this difference, but could never discern it.

The Driftwood in these seas has given rise to various opinions and conjectures, both as to its nature and the place of its growth. All that which we saw (except the pipe-staves taken notice of by Doctor Irving on the Low Island) was fir, and not worm-eaten. The place of its growth I had no opportunity of ascertaining.

The

The nature of the ice was a principal object of attention in this climate. We found always a great swell near the edge of it; but whenever we got within the loose ice, the water was constantly smooth. The loose fields and flaws, as well as the interior part of the fixed ice, were flat, and low: with the wind blowing on the ice, the loose parts were always, to use the phrase of the Greenlandmen, *packed*; the ice at the edges appearing rough, and piled up; this roughness and height I imagine to proceed from the smaller pieces being thrown up by the force of the sea on the solid part. During the time that we were fast amongst the Seven Islands, we had frequent opportunities of observing the irresistible force of the large bodies of floating ice. We have often seen a piece of several acres square lifted up between two much larger pieces, and as it were becoming one with them; and afterwards this piece so formed acting in the same manner upon a second and third; which would probably have continued to be the effect, till the whole bay had been so filled with ice that the different pieces could have had no motion, had not the stream taken an unexpected turn, and set the ice out of the bay.

19th. Weighed in the morning with the wind at N N E. Before we got out of the bay it fell calm. I observed for these three or four days, about eleven in the evening, an appearance of dusk.

20th.

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PLAN
of
FAIR HAVEN,
with
the ISLANDS adjacent,
on
the North West Coast
of
SPITSBERGEN.
from
an actual Survey taken
1773.



Hakduyts Headland

20th. At midnight, being exactly in the latitude of Cloven Cliff, Mr. Harvey took an observation for the refraction; which we found to agree with the tables. The wind Southerly all day, blowing fresh in the afternoon. About noon fell in with a stream of loose ice, and about four made the main ice near us. We stood to the WNW along it at night, and found it in the same situation as when we saw it before; the wind freshened and the weather grew thick, so that we lost sight of it, and could not venture to stand nearer, the wind being SSW.

21st. At two in the morning we were close in with the body of the West ice, and obliged to tack for it; blowing fresh, with a very heavy sea from the Southward. The wind abated in the afternoon, but the swell continued, with a thick fog.

22d. The wind sprung up Northerly, with a thick fog; about noon moderate and clearer; but coming on to blow fresh again in the evening, with a great sea, and thick fog, I was forced to haul more to the Eastward; lest we should be embayed, or run upon lee ice.

The season was so very far advanced, and fogs as well as gales of wind so much to be expected, that nothing more could now have been done, had any thing been left untried. The summer appears to have been uncommonly

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favourable

favourable for our purpose, and afforded us the fullest opportunity of ascertaining repeatedly the situation of that wall of ice, extending for more than twenty degrees between the latitudes of eighty and eighty-one, without the smallest appearance of any opening.

I should here conclude the account of the voyage, had not some observations and experiments occurred on the passage home.

In steering to the Southward we soon found the weather grow more mild, or rather to our feelings warm. August 24th, we saw Jupiter: the sight of a star was now become almost as extraordinary a phenomenon, as the sun at midnight when we first got within the Arctic circle.

September.

The weather was very fine for some part of the voyage; on the 4th of September, the water being perfectly smooth with a dead calm, I repeated with success the attempt I had made to get soundings in the main ocean at great depths, and struck ground in six hundred and eighty-three fathoms, with circumstances (which will be mentioned in the Appendix) that convince me I was not mistaken in the depth; the bottom was a fine soft blue clay. From the 7th of September, when we were off Shetland, till the 24th, when we made Orfordness, we had very hard gales of wind with little intermission, which were constantly indicated several hours before they came on by the fall of the barometer, and rise of the manometer: this

proved to me the utility of those instruments at sea. In one of these gales, the hardest, I think, I ever was in, and with the greatest sea, we lost three of our boats, and were obliged to heave two of our guns overboard, and bear away for some time, though near a lee shore, to clear the ship of water. I cannot omit this opportunity of repeating, that I had the greatest reason on this, as well as every other critical occasion, to be satisfied with the behaviour both of the officers and seamen. In one of these gales on the 12th of September, Dr. Irving tried the temperature of the sea in that state of agitation, and found it considerably warmer than that of the atmosphere. This observation is the more interesting, as it agrees with a passage in Plutarch's *Natural Questions*, not (I believe) before taken notice of, or confirmed by experiment, in which he remarks, "that the sea becomes warmer
" by being agitated in waves."

The frequent and very heavy gales at the latter end of the year, confirmed me in the opinion, that the time of our sailing from England was the properest that could have been chosen. These gales are as common in the Spring as in the Autumn: there is every reason to suppose therefore, that at an early season we should have met with the same bad weather in going out as we did on our return. The unavoidable necessity of carrying a quantity of additional stores and provisions, rendered the ships so deep in the water, that in heavy gales the boats, with many of the stores, must probably have been thrown
L 2 overboard;

September.

overboard; as we experienced on our way home, though the ships were then much lightened by the consumption of provisions, and expenditure of stores. Such accidents in the outset must have defeated the voyage. At the time we failed, added to the fine weather, we had the further advantage of nearly reaching the latitude of eighty without seeing ice, which the Greenlandmen generally fall in with in the latitude of seventy-three or seventy-four. There was also most probability, if ever navigation should be practicable to the Pole, of finding the sea open to the Northward after the solstice; the sun having then exerted the full influence of his rays, though there was enough of the summer still remaining for the purpose of exploring the seas to the Northward and Westward of Spitsbergen.

APPENDIX.



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1904
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1904



A P P E N D I X.



Establishment of OFFICERS and MEN for the RACEHORSE.

ONE Commander.
 Three Lieutenants.
 One Master.
 One Boatswain.
 One Gunner.
 One Carpenter.
 One Purser.
 One Surgeon.
 One Surgeon's Mate.
 One Cook.
 Three Master's Mates.
 Six Midshipmen.
 One Captain's Clerk.
 Two Quarter Masters.
 One Quarter Master's Mate.
 Two Boatswain's Mates.
 One Coxswain.
 One Master Sail-maker.
 One Sail-maker's Crew.
 One Gunner's Mate.
 One Yeoman of the Powder Room.
 One Quarter Gunner.
 One Armourer.

Two.

Two Carpenter's Mates.

Two Carpenter's Crew.

One Steward.

One Corporal.

Fifty Seamen.

Two Pilots.

In all Ninety-two.

Comparative Table of the Latitudes and Longitudes of some remarkable Places.

Places.	By Sir Jonas Moore.		By the Atlas Maritimus.		By Robertson's Navigation.		By Observations made this Voyage.	
	Latitude.	Longitude.	Latitude.	Longitude.	Latitude.	Longitude.	Latitude.	Longitude.
Queenborough,	51 30	0 37E	. .	. . . .	. .	. . . .	. .	. . . .
Sheerness,	. .	0 37E	. .	. . . .	. .	. . . .	51 31	0 30E
Orfordness,	52 20	1 11E	52 14	1 36E	52 17	1 11E	. .	. . . .
Southwold,	. .	. . . .	. .	. . . .	. .	. . . .	. .	1 18E
Flamborough Head,	54 8	0 49W	54 9	0 10E	54 8	0 11E	54 9	0 19E
Whitby,	54 35	1 14W	54 28	0 22W	54 30	0 50W	. .	1 55W
Hangcliff,	. .	. . . .	. .	. . . .	. .	. . . .	60 9	0 56W
Black Point,	78 32	13 10E	77 58	. . . .	78 0	10 50E	78 13	10 33E
Hakluyt's Head Land,	. .	. . . .	. .	. . . .	79 55	12 0E	79 47	9 11E

TABLE

Day of the Month.	Bearings and Distances.
June	<p>6 NW $\frac{1}{4}$ N, distance 3 leagues. 77° W, distance 36 leagues. 85° 30' E, distance 22 leagues. 92° 10' E, distance 35 leagues. 107° 50' E, distance 47 leagues. 111. 12 W, distance 41 leagues. 13 40' W, distance 103 leagues. 14' W, distance 122 Leagues. Hangeliff, S 59° W, 10 or 11 miles. 15° W, distance 10 or 11 miles. 16° W, distance 9 leagues. 17 34' W, distance 56 leagues. 18 30' W, distance 102 leagues. 19 52' W, distance 121 leagues. 20 14' W, distance 138 leagues. 21 44' W, distance 157 leagues. 22' W, distance 211 leagues. 23' W, distance 243 leagues. 24 59' W, distance 265 leagues. 25° 9' W, distance 289 leagues. 26° 38' W, distance 296 leagues. 27° 17' W, distance 314 leagues. 28° 6' W, distance 350 leagues. 29° 24' W, distance 360 leagues. 30 NE $\frac{1}{4}$ E, distance 9 miles.</p>
July	<p>1 aft, distance 18 miles. 2 61° E, distance 27 miles. 3 42° E, distance 11 leagues. 4 k, N 25° E, distance 4 miles. 5 k, S 33° E, distance 17 miles. 6 nt, S 83° E, distance 5 leagues. 7 65° W, distance 5 leagues, 8 26° W. Vogel Sang Point, S 48° W, distance 7 or 8 miles. 9 nt, S 47° E, distance 55 miles. 10 nt, S 63° 15' E, distance 84 miles. 11 nt, S 48° W, distance 9 miles. 12 nt, S 25° W, distance 6 miles.</p>

TABLE

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Day of the Month.	Co	Bearings and Distances.
July	13	.
	14	.
	15	.
	16	ang.
	17	.
	18	.
	19	nd of Vogel Sang, S 15° W, distance 8 leagues.
	20	N S 58° E, distance 22 leagues.
	21	S N 63° 18' E, distance 21 leagues.
	22	N S 82° 15' E, distance 10 leagues.
	23	N S 4° W, distance 9 leagues.
	24	S 15° W, 7 leagues.
	25	most Land off Cloven Cliff, S 88° W.
	26	S 61° W, distance 40 miles.
	27	N S 42° W, distance 23 leagues.
	28	N S 58° 46' W, distance 26 leagues.
	29	S most Land, N 44° E, distance 10 miles. The middle of the Opening, the Waygat, S 12° E.
	30	most of the Seven Islands, N 3° E. Table Island, N 14° E.
	31	most of the Seven Islands, N 60° W, distance 7 miles.
August	1	S 75° W, Table Island, N 45° E, distance 7 miles.
	2	N 80° W, distance 4 leagues.
	3	S 50° W, Great Table Island, N 23° W.
	4	S 78° W, Great Table Island, N 19° W.
	5	Island, N 27° W.
	6	S 61° W, Table Island, N 39° W.
	7	S 61° W, Table Island, N 46° W.
	8	N 35° W, Black Point, N 62° W.
	9	.
	10	most of the Seven Islands, N 16° W. Black Point, S 32° E, distance
	11	Head Land, S 31° W, distance 3 miles. The North End of ng, N 67° E.
	12	.
	13	.
	14	.
	15	enberg.
	16	.
	17	.
	18	.
	19	.

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Day of the Month.	Bearings and Distances.
August 20	Wind, S 34° E, distance 10 leagues.
21	Sand, S 74° E, distance 70 miles.
22	Sand, N 74° 27' E, distance 82 miles.
23	Sand, N 16° 20' E, distance 188 miles.
24	Sand, N 9° 34' E, distance 232 miles.
25	Sand, N 11° 30' E, distance 278 miles.
26	Sand, N 14° 30' E, distance 133 leagues.
27	Sand, N 15° 18' E, distance 151 leagues.
28	Sand, N 19° 21' E, distance 162 leagues.
29	Sand, N 16° 24' E, distance 183 leagues.
30	Sand, N 14° 15' E, distance 195 leagues.
31	Sand, N 11° 44' E, distance 225 leagues.
Sept. 1	Sand, N 12° 16' E, distance 227 leagues.
2	Sand, N 10° 57' E, distance 237 leagues.
3	Sand, N 10° 14' E, distance 280 leagues.
4	Sand, N 12° 51' E, distance 303 leagues.
5	Sand, N 10° 38' E, distance 321 leagues.
6	Sand, N 10° 12' E, distance 351 leagues.
7	Sand, N 10° 39' E, distance 394 leagues.
8	Sand, N 9° 16' E, distance 403 leagues.
9	Sand, N 8° 43' E, distance 413 leagues.
10	Sand, N 6° 25' E, distance 435 leagues.
11	Sand, N 5° 15' E, distance 446 leagues.
12	Sand, N 6° 3' E, distance 459 leagues.
13	Sand, N 6° 15' E, distance 477 leagues.
14	Sand, N 7° 27' E, distance 486 leagues.
15	Sand, N 6° 56' E, distance 507 leagues.
16	Sand, N 7° 2' E, distance 535 leagues.
17	Sand, N 7° 4' E, distance 537 leagues.
18	Sand, N 7° 6' E, distance 543 leagues.
19	Sand, N 7° 5' E, distance 546 leagues.
20	Sand, N 7° E, distance 550 leagues.
21	Sand, N 7° E, distance 555 leagues.
22	Wind, N 8° E, distance 552 leagues.
23	S E, distance 12 leagues.
24	N by S, distance 5 miles.
25	Orfordness Lighthouse N 36° 30' E. Hosely Church, S 82° W, the shore, 1 mile.

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OBSERVATIONS on different METHODS of measuring a
SHIP'S WAY.

THE degree of accuracy with which the distance run by a ship can be measured, is a thing of great importance, but unfortunately not easily to be ascertained, from the great variety of circumstances which may occasion errors in the reckoning, and which, though not depending upon the measure of the ship's way, may in voyages not nearly upon a meridian be confounded with those that do. The circumstances of the present voyage gave me the fairest opportunity of trying this experiment, the weather being fine, and the course very nearly upon a meridian; so that an error of one point could not make more than the difference of one mile in fifty in the distance. When the difference of latitude is the same as the distance, it gives frequent opportunities of comparing the reckoning with the observation, and whatever error is found must be attributed to the imperfections in the manner of measuring the distance. Most of the writers on this subject have attributed the errors to a faulty division of the log-line.

Before Norwood measured a degree, the length of a minute had been erroneously supposed 5000 feet; in
P consequence

consequence of which, the log line, from the first use of that instrument about the year 1570, was invariably marked forty-two feet to thirty seconds. Norwood, when he published his *Seaman's Practice*, stated the true measure to be fifty-one feet to thirty seconds; but, as the ship would really run more than is given by the log, and it is right to have the reckoning ahead of the ship, he recommended marking the log line fifty feet to thirty seconds. It does not appear at what time an alteration either in the marking the log, or the length of the glass, took place in consequence of these observations: Sir Jonas Moore in his *Navigation* which was published in the reign of Charles II, mentions, that the seamen, having found the old log not to answer, had shortened the glass to twenty-five seconds, which was equal to a line marked fifty feet with a glass of thirty seconds; but he rather recommends restoring the half minute glass, and making the correction on the line. Since that time the seamen, whether from finding the allowance of one foot in fifty not a sufficient compensation for the accidental errors to which the log is subject, or from a preference of a measure nearly equal to the statute mile, have used a line of forty-five feet to thirty seconds, or a glass of twenty-eight seconds to forty-two feet.

All the writers I have met with, who have treated of the log, except Wilson, have complained of the seamen not having adhered to Norwood's measure. Norwood himself,

himself, however, seems to have been aware of the necessity of submitting to the test of experiment the advantages of a new measurement derived from theory. In the preface to his *Seaman's Practice* he says, "Because I am persuaded we have at this day as many excellent navigators in this kingdom, and as great voyages performed, as from any other place in the world, I should be glad to hear of the experimental resolution of this problem by some of them, though it were but running eight or ten degrees near the meridian; for so I doubt not but what I have here written thereof, would receive further confirmation and better entertainment than happily it will now, being so much different from the common opinion."

Had the errors in the distance arisen only from a fault in marking the line, nothing would have been more easy than to have removed that difficulty, by comparing carefully the different measures with the observations, and adhering to that which had been found to correspond best with them. But the distance measured by the log being rendered uncertain by many accidental circumstances, it becomes difficult, or rather impossible, to find any length of line which will shew invariably the distance run by the ship, or even to ascertain with precision that measure which will at all times come nearest the truth. Some of these circumstances are:

1. The effects of currents.
2. The yawing of the ship going with the wind aft, or upon the quarter, when she is seldom steered within a point each way : this I mention as an error in the distance, and not in the course ; since, though the ship by being yawed equally each way may make the intended course good upon the whole, yet the distance will be shortned as the versed sine of the angle between the line intended and that steered upon.
3. By the ship being driven on by the swell, or the log during the time of heaving being thrown up nearer the ship.
4. By the log *coming home*, or being drawn after the ship, by the friction of the reel and the lightness of the log. Norwood mentions these two last, and says, “ For these causes, it is like, there may sometimes be allowed three or four fathoms more than is veered out ; but this, (as a thing mutable and uncertain) being sometimes more, sometimes less, cannot be brought to any certain rule, but such allowance may be made as a man in his experience and discretion finds fit.”
5. By the log being only a mean taken every hour, and consequently liable to error from the variations in the force of the wind during the intervals, for which an arbitrary correction is made by the officer of the watch ; and though men of skill and experience come near the truth, yet this allowance must, from its nature, be inaccurate.

These

These circumstances did not escape M. Bouguer's attention, and his ingenuity suggested to him an improvement of the common log, which would correct the errors likely to arise from the most material of these circumstances: a description of this improvement he published at large in the Memoirs of the Academy of Sciences for the year 1747; it has since been abridged in the edition of his Navigation by De la Caille. It appears extraordinary that this log should never have been made use of by others;—the great reputation of the author, as well as the very good reasons he offers in favour of his improvement, were sufficient inducements to me to try the experiment.

In the log which I made use of,

The length of the cone was	—	12 inches.
The diameter of the base	—	5 $\frac{1}{4}$.
The weight of the cone	—	25 ounces.
The diagonal length of the diver	—	14 inches.
The length of each side	—	9 $\frac{1}{2}$.
The weight of the diver	—	26 $\frac{1}{2}$ ounces.

The length of line from the diver to the cone, 50 feet; the log line 51 feet to a knot.

Whether M. Bouguer's log will (as he expected) correct the errors arising from currents in the common log, I had no opportunity of discovering in this voyage.

The second error, which no log will correct, cannot be attended with any bad effect, as it must make the reckoning,

reckoning, in whatever degree it takes place, ahead of the ship.

By observing M. Bouguer's rules in comparing it with the common log, which for that purpose must be reckoned at fifty-one feet, it will, I think, very fully correct the third and fourth, which are the most material errors; as the agitation of the sea from winds does not exceed the depth to which the diver is let down, and the weight of the whole machine prevents the friction of the reel from having an effect in any degree equal to that which it has on the common log.

The fifth arises from the imperfection it has in common with the log generally used.

At first, on the passage out, I contented myself with heaving Bouguer's log occasionally, to observe what precautions were necessary to be taken to prevent errors, as well as to find whether its variations from the common log were on the same side as the meridian observation required. I found that it was necessary to take care that the diver should be of such a weight as to let only the top of the cone swim; but not heavy enough to sink it, as in that case it would be liable to an error in excess, by measuring the depth that the diver would sink in addition to the ship's way. It was necessary to put a weight of lead to the bottom of the diver, to sink it down to its
palce

place before the stray line was out. The line between the diver and the cone should not be more than fifty feet, that being as great a depth as it will sink to whilst the stray line is running off the reel when the ship has much way through the water.

On the passage out, the longest period of my trying this log between two observations, was from the twenty-fifth to the thirtieth; in which time the ship had run four degrees, and the reckoning by Bouguer's log was eighteen miles astern of the ship: but as it appears that the ship on the twenty-sixth, with the wind Northerly, and making barely an East course, was found by the observation to be twenty miles to the Northward of her reckoning, that distance must be attributed to a current; therefore if that current had not taken place, Bouguer's log would have been, instead of eighteen miles astern, two miles ahead of the ship.

On the passage home it was tried from the latitude of eighty degrees eleven minutes to sixty-eight degrees eleven minutes; in which distance, though the ship was much yawed from the sea being frequently upon the quarter, this log was only thirty-one miles ahead of the ship, which might be owing entirely to that circumstance without any other cause.

The state of the common log on the passage out, when the weather was remarkably fine and water in general smooth, was, from the latitude of sixty degrees thirty-seven minutes to seventy-eight degrees eight minutes, with
7 the

the line marked fifty-one feet to thirty seconds, one degree fifty-eight minutes astern of the ship, with the line marked forty-five feet to thirty seconds, four miles ahead of the ship. On the passage home, the log at fifty-one feet to thirty seconds, thirty-five miles astern of the ship; at forty-five to thirty seconds, one degree seven minutes ahead of the ship. As far therefore as the experience of this voyage extends, it appears that the errors of the log marked forty-five feet are always on the safe side, and that those of the longer marked line are always short of the run; but that Bouguer's is much more accurate than either.

It is not to be expected that the observations of a single voyage can be sufficient to determine the merit of any instrument, particularly one of so much consequence as the log. I thought it right, however, to give an account of the trial I made of the different methods, and of such remarks as occurred to me.

In the following table the course is put down, in the first column, for all the distances and latitudes; after the distance and latitude, according to each marking of the log, there is a column for the difference between that latitude, and the latitude observed. I thought it best to continue the reckonings without corrections, as if there had been no observation, in order to shew the difference upon the whole run, as well as from one observation to another.

T A B L E.

Day	Difference of the Distance by the Common and Bouguer's Log, each marked 51 Feet.	Bouguer's Log, increased by $\frac{1}{4}$ of the Difference of the Distance by the Common and Bouguer's Log.			Latitude by Observation.
		Distance.	Latitude by Account.	Difference between the Latitude by Account and Observation.	
	• • • •	• • • •	• • • •	• • • •	60 29
	• • • •	• • • •	• • • •	• • • •	62 59
	• • • •	• • • •	• • • •	• • • •	65 18
	• • • •	• • • •	• • • •	• • • •	• • • •
	• • • •	• • • •	• • • •	• • • •	68 5
	• • • •	• • • •	• • • •	• • • •	• • • •
	• • • •	• • • •	• • • •	• • • •	• • • •
	• • • •	• • • •	• • • •	• • • •	74 5
	1 $\frac{1}{2}$	34	74 5	0 20	74 25
	7 $\frac{1}{4}$	66 $\frac{1}{2}$	75 7	• • • •	• • • •
	5	127 $\frac{1}{4}$	77 12	• • • •	• • • •
	0	27	77 36	0 23	77 59
	2	21 $\frac{1}{4}$	77 50	0 18	78 8
A	• • • •	• • • •	• • • •	• • • •	• • • •
	2	50 $\frac{1}{2}$	80 4 $\frac{1}{2}$	• • • •	• • • •
	1	41 $\frac{1}{4}$	79 24 $\frac{1}{2}$	• • • •	• • • •
	9	144 $\frac{1}{4}$	77 6	• • • •	• • • •
	4	79	75 49	0 9	75 58
	4	51	75 3	0 12	75 15
	8	132	73 1 $\frac{1}{4}$	• • • •	• • • •
	3	46 $\frac{3}{4}$	72 24	0 5	72 29
	3	45 $\frac{3}{4}$	72 2	• • • •	• • • •
	10	79 $\frac{1}{2}$	70 43	• • • •	• • • •
	3	55 $\frac{3}{4}$	70 1	0 16	70 17
	3	86 $\frac{3}{4}$	68 34	• • • •	• • • •
Sept	3	3 $\frac{3}{4}$	68 32	• • • •	• • • •
	8	53 $\frac{1}{2}$	67 40	0 31	68 11
	• • • •	• • • •	• • • •	• • • •	65 59

also

I also tried two perpetual logs; one invented by Mr. Ruffell, the other by Foxon, both constructed upon this principle, that a spiral, in proceeding its own length in the direction of its axis through a resisting medium, makes one revolution round the axis; if therefore the revolutions of the spiral are registered, the number of times it has gone its own length through the water will be known. In both these the motion of the spiral in the water is communicated to the clock-work within board, by means of a small line, fastened at one end to the spiral, which tows it after the ship, and at the other to a spindle which sets the clock-work in motion. That invented by Mr. Ruffell has a half spiral of two threads, made of copper, and a small dial with clock-work, to register the number of turns of the spiral. Foxon's has a whole spiral of wood with one thread, and a larger piece of clock-work, with three dials, two of them to mark the distance, and the other divided into knots and fathoms, to shew the rate by the half minute glass, for the convenience of comparing it with the log.

This log, like all others, is liable to the first error, as well as to the second. The third it partakes of in a very small degree, only affecting the reckoning by that quantity which the spiral is thrown towards the ship; whereas in the log the same circumstance affects the whole rate for the hour. The fourth it is entirely free from, as well as the fifth. It will have the advantage of every other in

R

smooth

smooth water and moderate weather, when it is necessary to stand on one course for any particular distance, especially in the night, or a fog, as it measures exactly the distance run. It will also be very useful in finding the trim of a ship when alone; as well as in surveying a coast in a single ship, or in measuring distances in a boat between headlands or shoals, when a base is not otherwise to be obtained; both which it will do with the greatest accuracy in smooth water, with a large wind, and no tide or current. But notwithstanding these advantages, which will make it very useful and worth having, I doubt much whether it might ever be substituted entirely in the room of the common log. Machines easily repaired or replaced have advantages at sea, which should not lightly be given up for others more specious.

OBSERVATIONS

OBSERVATIONS on the Use of the MEGAMETER in Marine Surveying.

THE greatest difficulty in marine surveying is that of obtaining an accurate base, from the extremities of which the angles may be taken with precision, for ascertaining the bearings and distance of headlands and shoals, when either want of time or other circumstances make it impracticable to land and measure a base. The usual way is, to estimate the distance by the log, and to take the angles by the compass. This method is liable to many errors, and affords no means of correcting or discovering them. The Megameter, constructed upon the principles of the object-glass micrometer, described by M. de Charniere and applied by him to find the longitude at sea, I thought might be usefully applied to marine surveying. That which I used was made by Ramsden, with some improvements. The advantages I imagined might be derived from this instrument were, a more correct and expeditious manner of determining the position of coasts, and the distance of shoals or the ship from headlands. This instrument being divided to ten seconds, an angle may be taken by it with great accuracy to five seconds. The height of a ship's mast-head above the water being known, it is easy to find with this instrument, by a single observation, the distance between

two ships, and consequently to determine a base. The angles being taken with an Hadley's quadrant from each of the ships, to the objects whose situations are designed to be ascertained, the distance may be found; and, consequently, their relative situations. If there is a megameter in each ship, the altitudes taken from both ships at one instant, and the angles of the different parts of the coast intended to be surveyed observed with an Hadley's quadrant at the same time, will give the situation with more accuracy and expedition than any method of surveying from ships hitherto practised; with the farther advantage of the certain means of detecting any error in the observation, so as to judge whether it is of sufficient importance to be attended to. The only precautions necessary are; to make the observations at the same instant, to prevent their being affected by any alteration in the relative position of the ships, as a very small one there would occasion a considerable error in the distance; and to be careful in chusing objects sufficiently defined and remarkable. This method of surveying has the further advantage of giving the scale of a coast; Seamen, though they judge very accurately of their distance from places upon coasts well known to them, are very often mistaken when they fall in with land they have never seen before; of which we had, at first, some instances in this voyage, the height of the mountains, before we knew the scale of the coast, making us always think ourselves nearer the land than we really were. Where the coast is at all high,

high, the megameter affords a very accurate and expeditious method of determining the height of all the points, when their distances are found; and thence, the heights being known, of ascertaining immediately by a single observation the situation of the ship, or the latitude of any point by the bearings at the time of a meridian observation: the direction and rate of currents or tides may also be found in this manner with great accuracy. I made several observations during this voyage with the megameter, some of which I shall give as examples; they were sufficient to prove to me the great accuracy that may be attained with this instrument after some practice. The utility of such a method of obtaining a survey on an enemy's or undescribed coast, as well as that of being able to prove the truth of charts by a single observation, is obvious.

June the fifteenth, the ship being in latitude $60^{\circ} 19'$, longitude $0^{\circ} 39' W$, Hangcliff bore S $63^{\circ} 00' W$; variation; $23^{\circ} W$.

The altitude of the Carcass's mast, by the megameter, was $35' 48''$; height of the mast, 102,75 feet; hence the distance between the Racehorse and Carcass was 986.1 feet: angle between the Carcass and Hangcliff, $85^{\circ} 48'$; between the Racehorse and Hangcliff, $87^{\circ} 00'$; From whence the difference of latitude was found $10' S$; difference of longitude $17' W$. Therefore, the latitude of Hangcliff is $60^{\circ} 9'$; longitude $0^{\circ} 56' W$.

July

July the second, to try how far the megameter could be depended upon, I observed the altitude of the Carcass's mast $2^{\circ} 23' 48''$; the angle between the main-yard and main-topfail yard, $0^{\circ} 44' 26''$; hence the distance between the main-yard and main-topfail yard came out

—————	31,750 feet.
By measurement it was found	—————
	34,125 feet.

Difference 2,375 feet.

The distance between the two ships, deduced from the altitude of the mast, was

—————	2457 feet.
By the angle of the main and main-topfail yard,	
the distance between them being 34,125 feet,	2640 feet.

Difference 183 feet.

Which is not more than the ships might have changed their position in the time of reading off and setting down the first observation before taking the second.

An error of ten seconds in the observation of the angle subtended by the mast at this distance, would make an error of two feet and three quarters in the distance. At the distance of a nautical mile it would produce an error of sixteen feet. At other distances the error decreases as the squares of the distances decrease; and at other heights it decreases as the heights decrease.

Whenever

Whenever the distance of the object, whose angle is taken by the megameter, does not exceed that of the visible horizon, the very small portion of the earth's surface intercepted between the object and observer, may be considered as a plane, to which the object is perpendicular, and the distance may be concluded by resolving the right-angled triangle, formed by the upright object, and lines drawn from the observer's station to the top and bottom of it.

But in greater distances, the bottom of the object being concealed from the sight of the observer, it becomes necessary to have recourse to a different calculation.

The only cases which can occur in practice are two; the one when the height is given to find the distance; the other when, the distance being known, the height of the object is to be deduced from the observation: both which are easily solved by the following practical rules.

To find the Distance.

To the apparent altitude of the object above the sensible horizon, add the complement of the dip, answering to the height of the observer's eye above the sea; the sum is the angle BAE (fig. 1.); and say: As the semidiameter of the earth increased by the height of the object, is to the semidiameter increased by the height of the eye;

I

eye;

A P P E N D I X.

eye; so is the sine of B A E, to another sine, which is that of the angle B; the difference between 180° , and the sum of the two angles B A E and B, is the value, in degrees and minutes, of the arc G C of the earth's surface intercepted between the eye and object. Multiply the number of minutes and decimal parts of a minute in this arc by the value of one minute in miles, fathoms, or such measure as may be most convenient, and you will have the distance in the like measure.

E X A M P L E.

The height of Snow Peak being 1503 yards, its apparent altitude above the horizon of the sea was observed to be

The height of the eye being 16 feet,

the complement of the dip is - - - $82^\circ 56' 11''$

The sum is E A B $91^\circ 43' 17''$

To the semidiameter of the

earth in yards 6966382 - - - - - 6966382

Add the height

Add the height

of the object

1503

of the eye

5†

Semidiam.+height

of the object

6667885

Semidiam.+height

of the eye

6966387†

As

A P P E N D I X.

As 6967885	Co. Ar.	3,1568990
To 6966387 †		6,8430076
So is Sine E A B 90° 43' 17"		9,9998040
To sine B	87 54 30	19,9997106
	179 37 47	
Subtracted from	180 0 0	

0 22 13 the distance.

Therefore the distance is 22,22 minutes, or nautical miles.

This multiplied by $\frac{2040}{\text{one minute}}$ the number of yards in

The product 45328,8 is the distance in yards.

To find the Height.

To the apparent altitude of the object above the sensible horizon, add the complement of the dip answering to the height of the observer's eye above the sea, the sum is the angle B A E; to this add the horizontal distance of the eye and object in degrees and minutes, and subtract the sum from 180°, the remainder is the angle B: then say, as the sine of B is to the sine of B A E, so is the semidiameter of the earth increased by the height of the eye to a fourth number; from which subtracting the semidiameter of the earth, the remainder is the height of the object.

§

E X A M P L E.

A P P E N D I X.

E X A M P L E.

July the second, the apparent altitude
of Snow Peak was observed to be, at the
distance of 37507 yards or 18' 30",

The height of the eye being $5\frac{1}{2}$ yards,
the complement of the dip is - -

2° 12' 20"

89 56 11

Hence the angle B A E 92 8 31

Horizontal distance 18 30

92 27 1

Subtracted from 180

Angle B 87 32 59

Semidiameter of the earth 6966382

Height of the eye $5\frac{1}{2}$

Semidiameter + height of the eye 6966387 $\frac{1}{2}$

As sine B 87° 32' 59" Co. Ar. 0,0003972

To sine B A E 92 8 31 9,9996965

So is semidiameter + height

of the eye = 6966387 $\frac{1}{2}$ yards 6,8430076

To 6967888 6,8431013

Semidiameter 6966382

Height 1506 in yards.

DEMON-

D E M O N S T R A T I O N .

Let GFC (plate I. fig. 1.) represent the surface of the earth, E its center, BC the height of a hill or other object rising perpendicular from C ; A is the place of the observer's eye, whose height above the level of the sea is AG . Draw AH perpendicular to AE , and AF touching the circle GFC in F . Then HAF is the dip, EAF its complement, DAB is the apparent altitude of the object above the sensible horizon; to this add EAD , the sum is EAB . In the triangle EAB , the side EA is the sum of the semidiameter EG and GA the height of the observer's eye; EB the sum of the semidiameter EC and CB the height of the object; the angle AEB is measured by GC the horizontal distance between the observer and object. Now in the first case there are given in the triangle EAB , the sides EA , EB , and the angle BAE , to find the angle AEB ; and in the second there are given the angles BAE , AEB and the side EA , to find the side EB and consequently BC . The trigonometrical solutions of these cases are the above practical rules.

OBSERVATIONS ON the VARIATION.

THE Variation of the compass, always an interesting object to navigators and philosophers, became peculiarly so in this voyage from the near approach to the Pole. Many of the theories that had been proposed on this subject, were to be brought to the test of observations made in high latitudes, by which alone their fallacy or utility could be discovered. They of course engaged much of my attention, and gave me the fullest opportunity of experiencing, with regret, the many imperfections of what is called the Azimuth compass. This instrument, though sufficiently accurate to enable us to observe the variations so as to steer the ship without any material error, with the precaution of always using the same compass by which they are taken, is far from being of such a construction as to give the variation with that degree of precision, which should attend experiments on which a theory is to be founded, or by which it is to be tried. The observations taken in this voyage will fully evince this, by their great variations from one another in very short intervals of time; nor is this disagreement of successive observations peculiar to the higher latitudes, and to be imputed to a near approach to the Pole, as I found it to take place even upon the English coast.

As to the observations themselves, they were taken with the greatest care, and the most scrupulous attention
to

to remove every circumstance which might be supposed to create an accidental error; the observations being taken sometimes by different people with the same compass, in the same and different places; sometimes with different compasses, changing the places and the observers repeatedly, to try whether there was any error to be imputed to local attraction, or the different mode of observation by different persons. I have since my return tried the compasses by a meridian as well as by taking azimuths, and find them to agree with one another, though the same compass sometimes differs from itself a degree in successive observations.

That every person may (as far as is possible without having been present at the time) be enabled to judge of the degree of accuracy to be expected in such observations, as well as the degree of attention paid to those made by us, I have set down every circumstance that I thought material, giving every part of each observation, with each separate result, and the mean of every set, with the weather at the time. Whenever I mention its blowing fresh, it was only comparatively with respect to the rest of the voyage, no observation having been made in any weather which might not generally speaking be called fine.

Having said so much of the inaccuracy of the instrument, I must add, that I think some general and rather curious inferences may safely be drawn from these observations.

observations. One is, that the variation near the latitude of eighty, if it alters at all with time, does not alter in any degree as it does in these latitudes: the variation having been found by Poole in 1610 to be $22^{\circ} 30' W$ in latitude $78^{\circ} 37'$; $18^{\circ} 16' W$ in Cross Road in latitude $79^{\circ} 15' N$; and $17^{\circ} 00'$ within the foreland in latitude $78^{\circ} 24'$. By Baffin in 1613, in Horne Sound, latitude $76^{\circ} 55''$, the variation from the meridian was $12^{\circ} 14' W$; but by his compass 17° : his compass "was touched $5\frac{1}{2}$ Easterly," that being the variation in London at that time: in Green Harbour, latitude $77^{\circ} 40'$, he observed the variation $13^{\circ} 11' W$. Fotherby in 1614, made the variation in Magdalena Bay, latitude $79^{\circ} 34' N$, $25^{\circ} 00' W$; and in latitude $79^{\circ} 8'$, two points. Neither Poole nor Fotherby mention whether their variations are reckoned from the meridian, or whether their compasses, like Baffin's, were fitted to the variation at that time in London. If Fotherby's were taken with a compass in which a correction was made for the variation at London, his observation agrees exactly with those made by me in Vogel Sang and Smeerenberg; and those of Poole and Baffin differ so little from mine, that the difference need not be regarded. But the variation in London now differs from what it was at that time above twenty-six degrees.

The other inference is, that in going to the Eastward in the latitude of eighty, the Westerly variation decreases very considerably from a difference in the longitude.

Time of the Observations.	Remarks.
6 55 6 22	The Weather very fine, and the Water smooth.
11 53	The Weather very fine, and the Water smooth.
12 58	
13 31	
14 2	
19 22	Some Sea.
19 11	Fresh Breezes, and some swell.

Table

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Mean of the observations.	Remarks.
23 18	Fresh Breezes, not much Sea.
17 9	Blowing fresh, a good deal of Sea.
7 47 7 47	Blowing fresh, with some Sea; but not enough, in my opinion, to have occasioned so great a difference.
17 15 16 50 17 22 19 0	

Table

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TILDEN FOUNDATIONS

of the variations.	Remarks.
1 11	
3 8	
5 10 9 34 2 36 2 57	Light winds, the water smooth.
2 16 2 16	Light winds, the water smooth.
4 55	Light winds, the water smooth.
10 38	
2 47	Light airs, the water smooth.

Table

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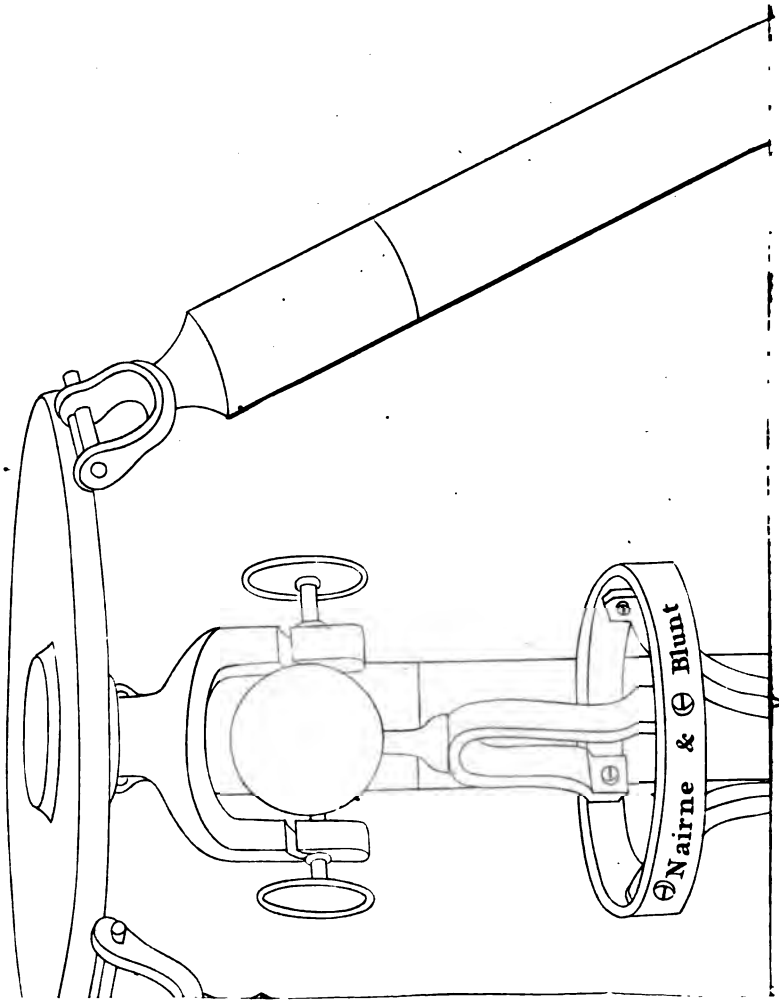
the tions.	Remarks.
5	Light Breezes, and the Water smooth.
	The Weather very fine, and the Water quite still.
7	Calm, and the Water very smooth.
5	Light Breezes, not much swell.
4	Light Breezes, and the Water very smooth.
	Fresh Breezes, and some Sea.
47	

ACCOUNT

MEMORANDUM FOR THE DIRECTOR
DATE: 11/11/1941
ACTOR, LENOX
THE FOUNDATIONS

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7



ACCOUNT of the OBSERVATIONS made with the MARINE DIPPING NEEDLE, constructed for the Board of Longitude by Mr. Nairne, from whom I received the following description of the instrument.

“ THE figure (plate 9.) is a representation of the
 “ instrument, hanging by an universal joint on a
 “ triangular stand. It is adjusted so as to hang in a plane
 “ perpendicular to the horizon, by means of a plumb line,
 “ which is to be suspended on a pin above the divided
 “ circle, and the dovetail work, which alters the position
 “ of the instrument, by turning the button A. The two
 “ 90° on the divided circle, are adjusted so as to be per-
 “ pendicular to the horizon, by the same plumb line and
 “ the adjusting screw B: and at the lowest 90° , when
 “ it is adjusted, the pointer C is fixed. The length of the
 “ magnetic needle is twelve inches, and its axis (the ends
 “ of which were of gold alloyed with copper) rested on
 “ friction wheels of four inches diameter, each end on two
 “ friction wheels; which wheels were balanced with great
 “ care. The ends of the *axes* of the friction wheels were
 “ likewise of gold alloyed with copper, and moved in small
 “ holes made in bell metal; and opposite the ends of the
 “ *axes* of the needle and the friction wheels, were flat
 “ agates finely polished. The magnetic needle vibrated
 S 8 “ within

“ within a circle of bell metal, divided from the lower 90°
 “ each way, as far as sixty-five degrees, into degrees and
 “ half-degrees: the other divisions were two degrees and a
 “ half; the needle being very nearly balanced before it was
 “ made magnetical: but by means of the cross D, fixed
 “ on the axis of the needle (on the arms of which were cut
 “ very fine screws, to receive the small buttons *dd*, that
 “ might be screwed nearer or farther from the axis) the
 “ needle could be adjusted both ways to a great nicety,
 “ after it was made magnetical, by changing the sides of
 “ the needle, and reversing the Poles. As this needle at
 “ sea could seldom remain at rest; to remedy in a great
 “ measure this inconvenience, the divided circle is made
 “ moveable by turning the button E; so that when it is
 “ used at sea, the divided circle is moved till some prin-
 “ cipal division is the mean of the vibrations: then that
 “ number of degrees and half-degrees distant from the
 “ pointer, subtracted from ninety, gives the dip, if the
 “ needle is properly balanced: but lest it should be some-
 “ what out of balance, the most certain way is, first, to
 “ take the dip with the face of the divided circle to the East,
 “ and afterwards to the West, and then changing the ends
 “ of the needle by reversing the Poles, and taking the dip
 “ as before, with the divided circle fronting the East and
 “ West: and the mean of those four dips will be the most
 “ accurate. In each case, when the dip is taken, the in-
 “ strument must be so placed that the needle vibrates in
 “ the magnetic meridian.”

The observations on the dip of the needle, during this voyage, were made with great care: first the dip was observed with the divided arch to the East, the instrument being placed as near as possible in the magnetic meridian; it was then turned, and the observation made with the divided arch to the West: the poles being changed, the observation was repeated in the same manner. The actual observations are expressed in the second, third, fourth, and fifth columns; and the mean result in the sixth. It appears by these observations that the dip increases in going North.

There is no reason at present to suppose that the dip is liable to any variation in the same place at different periods of time, it having been observed in London by Norman, who first discovered it in 1592, to be $71^{\circ} 50'$; and by Mr. Nairne, in 1772, about 72° . The difference between these observations, taken at such distant periods, is smaller than that found between several of Mr. Nairne's observations compared with each other; and therefore we have no reason to conclude that the dip has altered since Norman's time: the care with which his instrument was constructed, and his observations made, leaves no room to doubt of their accuracy.

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T A B L E

TABLE of the OBSERVATIONS made with the Marine DIPPING-NEEDLE.						
Day of the Month.	West.	East.	West.	East.	Mean Dip.	Place of Observation.
	° /	° /	° /	° /	° /	° /
June 2 P. M.	73 0	73 15	73 20	74 30	73 31	} Latitude 51 35 near the Buoy of the Upper Middle. Off Harwich.
2 P. M.	74 30	73 0	73 20	73 30	73 35	
5 P. M.	70 20	73 0	73 15	72 15	72 12	
6 P. M.	72 0	75 0	72 0	74 30	73 22	In Southwold Bay.
14 P. M.	72 30	73 30	74 0	74 0	73 30	} Off Shetland.
8 P. M.	75 15	75 30	74 0	76 30	75 18	
15, 8 A. M.	74 30	74 30	75 0	75 30	74 52	} Latitude 60 18
P. M.	74 30	75 30	75 0	75 0	75 0	
16 P. M.	77 0	76 30	76 30	77 0	76 45	
22 Noon	78 0	77 30	78 0	78 0	77 52	Latitude 70 45
23, 9 P. M.	81 30	80 0	83 0	81 30	81 30	Latitude 72 40
24 Noon	82 30	79 30	81 30	79 0	80 35	Latitude 73 22
P. M.	77 30	77 30	81 0	82 0	79 30	Latitude 73 36
26, 2 P. M.	77 30	80 0	82 0	78 0	79 22	Latitude 74 30
28 Mid.	83 30	80 0	82 0	79 0	81 7	Latitude 77 48
29, 2 P. M.	79 15	81 0	78 30	83 0	80 26	Latitude 78 2
30 Noon	76 45	79 30	82 30	79 45	79 30	Latitude 78 8
July 2, Mid.	80 30	82 30	80 30	79 30	80 45	Latitude 78 24
9, 6 P. M.	82 45	81 45	83 0	80 0	81 52	Latitude 80 12
15	81 45	81 15	82 0	82 30	81 52½	} On Shore.
	82 45	81 15	82 50	81 10	82 7½	
29 M d.	83 15	83 0	80 40	81 15	82 2½	Latitude 79 50.
August 14	83 0	83 0	81 15	81 20	82 8½	Latitude 80 27
						At Smeerenberg. Latitude 79° 44' on shore.
31 P. M.	79 30	77 45	80 0	79 0	79 4	Latitude 69° 2'

ACCOUNT

ACCOUNT of the INSTRUMENTS made use of for keeping the
METEOROLOGICAL JOURNAL.

THE Marine Barometer was made by Mr. Nairne,
from whom I received the following description:

“ The bore of the upper part of the glafs tube of this ba-
“ rometer, is about three-tenths of an inch in diameter, and
“ four inches long. To this is joined a glafs tube, with a
“ bore about one-twentieth of an inch in diameter. The
“ two glafs tubes being joined together, form the tube of
“ this barometer; and being filled with mercury, and in-
“ verted into a cistern of the same, the mercury falls down
“ in the tube till it is counterbalanced by the atmosphere.

“ In a common barometer, the motion of the mercury up
“ and down in the tube is so great at sea, that it is not
“ possible to measure its perpendicular height; consequently,
“ cannot shew any alteration in the weight of the atmo-
“ sphere: but in this marine barometer, that defect is reme-
“ died. The instrument is fixed in gimmals, and kept in a
“ perpendicular position by a weight fastened to the bottom
“ of it.

T 2

“ The

“ The perpendicular rising or falling of the mercury is
 “ measured by divisions, on a plate divided into inches and
 “ tenths, and by a Vernier division into hundredths of an
 “ inch, which is fixed to the side of the tube.”

The **HYGROMETER I** was favoured with by M. De Luc; and the following account is a literal translation of that which he gave me in French.

THE part of M. De Luc's Hygrometer which is affected by the impressions of the moisture of the air, is a hollow cylinder of ivory, two inches eight lines long, and internally two lines and a half in diameter. It is open only at one end; and the thickness of its sides, for the length of two inches six lines from the bottom, is but three-sixteenths of a line. It is this thin part which does the office of an hygrometer; the remaining part of the cylinder, towards its orifice, must be kept a little thicker, being destined for joining it to a tube of glass, thirteen or fourteen inches long. This junction is effected by means of a piece of brass, and the whole is cemented together with gum lac.

M. De Luc's reason for chusing ivory as the hygrometer, is, that this matter appeared to him more proper than any other for receiving the impressions of the moisture of the air, without suffering thereby any essential change.

The cylinder made of it becomes more capacious, in proportion as it grows moister. This is the fundamental principle of the instrument: M. De Luc has since found, that upon letting this cylinder lie some time in water of an uniform temperature, it swells to a certain point, after which it dilates no further. This circumstance furnished him with a *maximum* of humidity; and, consequently, with one point of comparison in the scale of the hygrometer; and this point he has fixed at the temperature of melting ice. For measuring the differences in the capacity of this ivory cylinder, and thereby discovering its different degrees of moisture, M. De Luc makes use of quicksilver, with which he fills the cylinder, and a part of the communicating glass tube. The more capacious this cylinder is, or, which is the same, the moister it is, the lower does the mercury stand in the glass tube; and *vice versa*. Now M. De Luc has found, that the lowest point to which it can sink, is that where it stands when the ivory cylinder is soaked in melting ice: he therefore names this point *zero*, in the scale of his hygrometer; and consequently, the degrees of this scale are *degrees of dryness*, counted from below upwards, as the quicksilver rises in the glass tube.

To give these degrees a determinate length, and thus render the hygrometers capable of being compared with each other, M. De Luc employs in constructing them such glass tubes as have been previously prepared, by being made into thermometers, and filled with mercury, so as
to

to ascertain upon them the points of melting ice and boiling water, and to take exactly the distance between those points by any scale at pleasure. That done, the bulb of this preparatory thermometer must be broken, and the quicksilver it contains exactly weighed. It is by knowing the weight of this, together with the distance between the fixed points of the thermometer, that the scale of the hygrometer is determined. For instance, let the weight of the quicksilver be one ounce, and the distance between the two abovementioned points, one thousand parts of a certain scale: then suppose that the quicksilver in the hygrometer, to which this tube is to be applied, weighs only half an ounce; this will give a fundamental line, consisting of five hundred parts of the same scale. The fundamental line, thus found, is applied to the scale of the hygrometer, beginning at *zero*, and measuring it off about four times over, that the whole variation of the instrument may be comprehended. Each of those spaces being afterwards divided into forty equal parts, gives such degrees as M. De Luc has found most convenient. In general terms, the length of the fundamental line of the hygrometer, must be to the interval between the two fixed points of the preparatory thermometer, as the weight of the quicksilver in the hygrometer, is to the weight of the quicksilver in that thermometer.

This proportion between the scale of the hygrometer and that of the preparatory thermometer, furnishes an
easy

easy method of correcting in this instrument the effects of heat upon the mercury it contains.

It will easily be conceived, from the construction of the scale of this hygrometer, that if its cylinder of ivory was suddenly changed into glass, the instrument would become a true thermometer, in which the interval between the points, answering to melting ice and boiling water, would be divided into forty parts. If, therefore, a thermometer, with a scale similarly divided into forty parts between the fixed points, be placed near the hygrometer, it will shew immediately the correction to be made on that instrument for its variation as a thermometer; with some restrictions, however; of which M. De Luc has given an account in the paper he sent to the Royal Society on the subject of this hygrometer.

That part of the frame of the instrument on which the scale is marked, is moveable; so that, before observing the points at which the mercury stands, it may be pushed upwards or downwards, according as the thermometer has risen or fallen with respect to the point of melting ice: and thus the indications of the hygrometer can at once be freed from the errors which would arise from the difference in the volume of the quicksilver, on account of the different degrees of heat.

Description.

Description of the Manometer, constructed by Mr.
Ramsden.

THE Manometer used in this voyage was composed of a tube of a small bore, with a ball at the end; the barometer being at 29,7, a small quantity of quicksilver was put into the tube to take off the communication between the external air, and that confined in the ball and the part of the tube below this quicksilver. A scale is placed on the side of the tube, which marks the degrees of dilatation arising from the increase of heat in this state of the weight of the air, and has the same graduation as that of Fahrenheit's thermometer, the point of freezing being marked 32. In this state therefore it will shew the degrees of heat in the same manner as a thermometer. But if the air becomes lighter, the bubble inclosed in the ball, being less compressed, will dilate itself, and take up a space as much larger, as the compressing force is less; therefore the changes arising from the increase of heat will be proportionably larger; and the instrument will shew the differences in the density of the air, arising from the changes in its weight and heat. Mr. Ramsden found, that a heat, equal to that of boiling water, increased the magnitude of the air from what it was at the freezing point $\frac{1}{180}$ of the whole. From this it follows, that the ball and the part of the tube below the beginning of the
scale

scale is of a magnitude equal to almost 414 degrees of the scale.

If we have the height of both the manometer and thermometer, the height of the barometer may be thence deduced by this rule; as the height of the manometer increased by 414, is to the height of the thermometer increased by 414; so is 29,7, to the height of the barometer.

This instrument, though far from complete, having been constructed in a hurry for the purpose of a first experiment, and liable to some inaccuracies in the observations from not having the thermometer with which it was compared attached to it, seldom differed from the marine barometer $\frac{1}{7}$ of an inch. Should it be improved to that degree of accuracy of which it seems capable, it will be of great use in determining refractions for astronomical observations, as well as indicating an approaching gale of wind at sea.

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Meteorological

Meteorological Journal.									
Day of the Month.	Time.	Fahren-heit's Thermo-meter.	Baro-meter.	Hy-gro-meter.	Ma-no-meter.	Lati-tude.	Longi-tude.	Winds and Weather.	Remarks, &c.
June 4 th	6 A. M.	58½	In. dec.	0	0	0	0	NNW, hazy weather. NW, NW, NNW, E by N, } cloudy.	
	Noon.	58½	29.99	77	.	.	.		
	4 P. M.	58½	.	.	.	.	.
	6 P. M. Midnight.	58 58	29.95	81	.	.	.		
5 th	6 A. M.	59½	.	.	.	.	.	N by W, cloudy. NE, NE by E, } hazy.	
	Noon.	59½	29.93	75	.	.	.		
	6 P. M.	54	29.96	79½	.	.	.		
6 th	6 A. M.	54	.	.	.	.	.	SSW, fair. SW, SW by S, } hazy.	
	Noon.	61	29.90	79½	.	57 17	1 30 E		
	6 P. M.	56	29.93	73	.	.	.		
7 th	Noon.	54	29.88	74	.	53 59	2 39	N by E, hazy.	
8 th	Noon.	58	30.04	75	.	53 36	0 56	NNE, } hazy. SSE, }	
	6 P. M.	53	30.08	75½	.	.	.		
9 th	Noon.	58	30.05	70	.	54 2	0 12	SSE, } hazy. S by E, }	
	6 P. M.	56	29.99	70	.	.	.		
10 th	Noon.	54½	30.05	68	.	54 27	0 31 W	NNE, cloudy.	
11 th	Noon.	58	29.90	70	.	.	0 31	SE, cloudy.	
12 th	Noon.	54	29.73	62	.	56 28	1 0	SE, hazy.	
13 th	6 A. M.	51½	.	.	.	.	.	} E, clear weather.	
	Noon.	57	30.07	65½	.	59 34	0 10 E		
	6 P. M.	51½	.	.	.	.	.
14 th	Noon.	60	30.16	62	.	60 21	0 40 W	N, clear weather.	
15 th	Noon.	58½	29.96	64	.	60 19	0 48	NE, foggy.	
16 th	6 A. M.	49	.	.	.	.	.	SSW, hazy. SW, foggy.	
	Noon.	55	29.54	61	.	60 37	0 31		
17 th	Noon.	52	29.64	63	.	63 0	0 2	SSW, } cloudy. SSE, }	
	Midnight.	49	.	.	.	.	.
18 th	6 A. M.	48½	.	.	.	.	.	SSE, cloudy. } SE, foggy.	
	Noon.	52	29.72	62	54½	65 20	0 17		
	6 P. M.	50		
	Midnight.	48		
19 th	Noon.	49	29.73	62½	54½	66 14	0 27	SE, cloudy.	

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Meteorological Journal.

Day of the Month.	Time.	Fahrenheit's Thermometer.	Barometer.	Hygrometer.	Manometer.	Latitude.	Longitude.	Winds and Weather.	Remarks, &c.
June 20 th	4 A. M.	43	In. dec.	0	0	0	0	N, fair weather.	
	Noon.	48½	29,90	62	47	67 5	0 46 E	Calm, cloudy,	
	Midnight.	44½						SSW, fair.	
21 st	Noon.	50	29,85	65	47	68 4	0 32	SSE, fresh, cloudy.	
	Midnight.	41½						S, cloudy.	
22 ^d	6 A. M.	41						W, } cloudy.	Thermometer in the air being 43°, in the surface water of the sea it was 31°. At 6 A. M. Thermometer exposed to the Sun 5' rose 12°.
	Noon.	42½	29,80	66	44	70 45	0 32	WSW, } cloudy.	
	Midnight.	37½						E, } cloudy.	
23 ^d	6 A. M.	38						SE, } foggy.	
	Noon.	40	29,77	61	44	72 22	0 45	SSW, } foggy.	
	6 P. M.	38						SE, } foggy.	
	Midnight.	37						SE by E, } foggy.	
24 th	6 A. M.	37½						SE by E, } foggy.	
	Noon.	40	30,03	63	38	79 22	3 53	WSW, } foggy.	
	6 P. M.	37	30,15					N, clear weather.	
	Midnight.	34						NNE, cloudy.	
25 th	2 A. M.	41						NNE, } hazy.	
	3 A. M.	35						NE by N, } hazy.	
	4 A. M.	36						N, } cloudy.	
	6 A. M.	36						N by E, } cloudy.	
	Noon.	36	30,13	67	34	74 5	9 44	{ N, squally, hail and sleet.	
8 P. M.	37½						NNE, cloudy.		
26 th	Noon.	40½	30,33	82½	39½	74 25	11 46	NE by N, fair weather.	
	8 P. M.	41						almost calm, cloudy.	
27 th	Noon.	40	30,02	87	41½	75 21	9 43	WSW, cloudy and snow	
	6 P. M.	39						WSW, cloudy.	
	Midnight.	39						SSW, rain.	
28 th	6 A. M.	38						SSW, rain.	
	Noon.	39	29,65			77 36	8 52	S, hazy and rain.	
	Midnight.	39½						ENE, cloudy.	
29 th	Noon.	39				78 1	9 48	N by E, hazy.	At Midnight Thermometer exposed to the Sun 20' rose 20°.
	Midnight.	37½						NNE, fair.	

Meteorological

Meteorological Journal.									
Day of the Month.	Time.	Fahren-heit's Thermo-meter.	Baro-meter.	Hy-gro-meter.	Ma-no-meter.	Lat-itude.	Long-itude.	Winds and Weather.	Remarks, &c.
June 30 th	Noon.	42	29.57	106	.	78 8	10 58 E	Calm and cloudy.	The rise of the Hy-grometer was occa-sioned by a fire being lighted in the ca-bin.
	Midnight.	42	..	..	..	..	..	{ Variable winds and fair.
July 1 st	Noon.	44	29.63	84	50	78 12	10 53	WSW, hazy weather.	At Noon, Thermo-meter exposed to the sun rose 10° in 10'.
	8 P. M.	50	..	..	..	..	..	Calm and fair.
	Midnight.	49	..	..	..	..	..	N, fine weather.
2 ^d	Noon.	43½	29.71	79	50	78 22	10 15	SSW, fair weather.	At 6 P. M. Thermo-meter exposed 10' to the Sun rose to 76°.
	Midnight.	45	..	..	..	..	..	Calm and cloudy.
3 ^d	Noon.	43½	78 36	10 15	S, hazy.	
	Midnight.	40½	..	..	..	..	..	SE, cloudy.
4 th	Noon.	44½	29.94	79 31	9 57	Calm and fair.	
	6 P. M.	40	..	..	..	..	..	Calm and clear.
	Midnight.	40	..	..	..	..	..	Variable and foggy.
5 th	Noon.	41	29.94	79 55	9 47	SW, foggy.	
	Midnight.	37½	..	..	..	..	..	S, cloudy.
6 th	Noon.	39½	29.80	79 57	8 37	SE, fair.	
	6 P. M.	41	..	..	..	..	..	{ SR, cloudy.
	8 P. M.	38½	..	..	..	..	..	..
7 th	Noon.	39½	29.78	{ N, rainy.	Thermometer placed close to a piece of ice, fell from 39½° to 37°.
	6 P. M.	..	29.84	..	..	..	..	N by E, cloudy.
8 th	6 A. M.	40	N by E, } cloudy.	Near the ice.
	Noon.	39½	29.83	..	..	..	..	W by S, }
	6 P. M.	37	..	..	..	..	..	SE, foggy.
	Midnight.	39	..	..	..	..	..	SW, cloudy.
9 th	1 A. M.	..	29.78	SW, cloudy.	At 3 P. M. Thermo-meter exposed to the wind blowing from the ice, fell 1st 5' from 42° to 39°. Near the ice.
	Noon.	40	29.83	..	..	80 7	5 5	{ SW by S, cloudy.
	6 P. M.	39	..	..	..	..	..	S by W, thick-fog.
	Midnight.	38	..	..	..	..	..	..
10 th	Noon.	39½	29.86	80 22	2 12	SSW, thick fog.	Among the ice.
	Midnight.	38½	..	..	..	..	..	SSW, cloudy.

Meteorological

Meteorological Journal.									
Day of the Month.	Time.	Fahren- helt's Thermo- meter.	Baro- meter.	Hy- gro- me- ter.	Ma- no- me- ter.	Lati- tude.	Longi- tude.	Winds and Weather.	Remarks, &c.
July 11 th		°	In. dec.	°	°	°	°		
	3 A. M.	41						} SSW, with rain. Calm and fair. Light airs and fair.	At 10 A. M. Thermo- meter exposed to the Sun 30' rose 26°. At 7 ¹ / ₂ P. M. Thermome- ter fell suddenly to 37°, then rose again about 8°.
	4 A. M.	37	29,66			80 4			
	Noon.	42							
Midnight.	44								
12 th	Noon.	45	29,58					ENE, cloudy. Calm, cloudy. Calm and fair.	Light winds.
	8 P. M.	45							
	Midnight.	44							
13 th	Noon.	46	29,63					Calm and cloudy. } SW by S, equally and cloudy.	
	8 P. M.	42							
14 th	Noon.	36						ENE, foggy. ENE, cloudy.	Thermometer exposed to the Sun rose to 86° ¹ / ₂ .
	Midnight.	38							
15 th	Noon.	45						NNE, } fair. W, }	
	Midnight.	46							
16 th	Noon.	49						} Light airs and clear.	Thermometer exposed to the Sun rose to 89° ¹ / ₂ .
	Midnight.	48							
17 th	Noon.	49						} Light airs and clear.	
	Midnight.	45							
18 th	Noon.	45 ¹ / ₂						} NW by W, cloudy.	Among the loose ice.
	Midnight.	42							
19 th	Noon.	42	29,60					SE, foggy. E, cloudy.	Thermometer exposed to the Sun 30' rose to 89°.
	Midnight.	39							
20 th	Noon.	37	29,70			80 30	3 26 E	NE, } snow and fleet. E, }	Near the ice. The rising of the Hy- grometer was occa- sioned by a fire lighted in the ca- bin.
	Midnight.	33 ¹ / ₂		110	37 ¹ / ₂				
21 st	4 A. M.	33						E, hazy and snow. SW, } hazy. NW, } WNW, cloudy. SW, hazy. SW by S, cloudy.	Close to the ice.
	9 A. M.	33 ¹ / ₂			34 ¹ / ₂				
	Noon.	34	29,74	73	34	79 27	4 29		
	6 P. M.	35							
	10 P. M.	32 ¹ / ₂							
Midnight.	32 ¹ / ₂	29,77	73						

Meteorological Journal.									
Day of the Month.	Time.	Fahrenheit's Thermometer.	Barometer.	Hygrometer.	Manometer.	Latitude.	Longitude.	Winds and Weather.	Remarks, &c.
July 22 ^d	6 A. M. Noon. 6 P. M. Midnight.	34 35 39½ 35½	In. dec. 29,76	° °	30½ 33	° / 80 1	° / 6 32	SW by S, cloudy. SW, } foggy. S } E by N, hazy.	Thermometer placed near the frozen ropes fell to 32°½.
23 ^d	4 A. M. Noon. 6 P. M. Midnight.	37 36 36½ 37½	29,74	48	36 40 39½	80 24	9 59 E	E by N, hazy. } E, rain. E, cloudy.	Hygrometer placed in Bittacle.
24 th	Noon. Midnight.	39 37	29,41	43	41 44	° . . .	° . . .	E, } cloudy. ENE, }	Near the floating ice.
25 ^h	Noon. 4 P. M. Midnight.	39½ 38 39½	29,64	39	41 41 39½	° . . .	° . . .	NW by N, hazy. N, cloudy. Light airs and foggy.	
26 ^h	Noon. Midnight.	39 39	29,90	39	32½ 41	80 17	13 22	NNW, foggy. SSE, cloudy.	
27 th	4 A. M. Noon. 8 P. M. Midnight.	39 38 39 ° . . .	30,17 30,30	° . . .	40½ 32	80 48	14 42	E, cloudy. ENE, } hazy. E, } E by N, cloudy.	
28 th	4 A. M. 8 A. M. Noon. 4 P. M. 6 P. M. Midnight.	36 37 37 35½ 36 40	30,35	62	26½ 27½ 33 20½ 27	80 36	15 30	Hazy. Foggy. E by N, foggy. } SE, hazy.	6 A. M. Thermometer exposed to the Sun 15° rose 9°½. Among the ice.
29 th	Noon. Midnight.	42 42	30,43	° . . .	33	80 25	18 18	ESE, clear. SSE, fair.	
30 th	Noon. Midnight.	48 44	30,43	86½	27	80 31	° . . .	NE by N, clear. Calm and fair.	
31 st	Noon. Midnight.	48 48	30,43 30,45	92	40	° . . .	° . . .	Light airs at E, fair. Calm and fair.	
August 1 st	Noon. Midnight.	48 ° . . .	30,45 30,43	73	36½	80 37	° . . .	Light airs at E, hazy. NNW, foggy.	
2 ^d	Noon. Midnight.	44 45	30,34 30,33	° . . .	° . . .	° . . .	° . . .	NW, } foggy. NNW, }	
3 ^d	Noon. 6 P. M.	47 ° . . .	30,17 0.17	96	38	° . . .	° . . .	} Light airs and fair weather.	

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Meteorological Journal.										
Day of the Month.	Time.	Fahren-heit's Thermo-meter.	Baro-meter.	Hy-gro-meter.	Ma-no-meter.	Lat-i-tude.	Longi-tude.	Winds and Weather.	Remarks, &c.	
August 4 th	Noon.	46	In. dec. . . .	88	30	. . .	. . .	ENE, foggy.	
7 th	Midnight.	38	. . .	. . .	. . .	. . .	. . .	W, foggy.	
8 th	8 A. M. 8 P. M.	32 36½	. . . . . .	. . . . . .	. . . . . .	. . . . . .	. . . . . .	} Calm and foggy.	
9 th	4 A. M. Noon. Midnight.	35 34 32	. . . 30,02 . . .	. . . 47 . . .	. . . . . . . . .	. . . . . . . . .	. . . . . . . . .	SE, foggy. Variable and foggy. NE, cloudy.	
10 th	Noon. 8 P. M. Midnight.	33 33 33	29,87	53	27 . . . . . .	. . . . . . . . .	. . . . . . . . .	NNE, cloudy and snow. ENE, } cloudy. NE, }	
11 th	Noon. 8 P. M.	33 33	29,70 . . .	46 . . .	32 . . .	. . . . . .	. . . . . .	} ENE, hazy weather.	
12 th	Noon.	36	29,60	46	31	At Smeeren- berg, Latitude 79° 44'. Longitude 9° 50' 45" E.		NE, snow.		
13 th	Noon. 8 P. M.	37 35	29,68 . . .	46 . . .	32 . . .				} NE, cloudy, snow and fleet.	
14 th	Noon. 8 P. M.	40 45	29,68 . . .	47 . . .	35 . . .				Calm, and fair. N, hazy.	
15 th	Noon. 8 P. M.	39 35	29,95 . . .	43 . . .	34 . . .				NE, hazy. Variable and cloudy.	
16 th	Noon. 8 A. M.	38 37	29,97 . . .	41 . . .	34 . . .				ENE, hazy. E, cloudy.	
17 th	Noon.	40	29,80	54	35				NE, hazy.	
18 th	Noon.	46	29,78	45	37				NE, clear.	
19 th	Noon. Midnight.	37 39	29,70 . . .	35 . . .	35 . . .			NNW, rain. ESE, cloudy.		
20 th	Noon. 8 P. M.	40 38	29,50 . . .	35 . . .	35 . . .	80 12 . . .	7 40 E . . .	SW, cloudy. SSW, rain.		
21 st	4 A. M. 8 A. M. Noon. 4 P. M. Midnight.	38 40 40 36 36	. . . . . . 29,06 . . . . . .	. . . . . . 29	34 35 34 35 . . .	. . . . . . 80 5 . . . . . .	. . . . . . 2 54	} SE, hazy and rain. SE by S, } foggy. SE, SE,	

Meteorological Journal.									
Day of the Month.	Time.	Fahren-heit's Thermo-meter.	Baro-meter.	Hy-gro-meter.	Ma-no-meter.	Lati-tude.	Longi-tude:	Winds and Weather.	Remarks, &c.
Aug. 22 ^d	Noon.	37	In. dec.	0	0	0	0	NE, hazy. NNE, rain.	
	Midnight.	36½	...	...	...	79 24	1 56 E
23 ^d	2 A. M.	32½	NNE, rain and fleet. } W by N, cloudy.	
	Noon.	37	29,98	30	31	77 10	4 58		
	4 P. M.	35½	...	...	34	...	...
	Midnight.	35	...	...	...	...	...
24 th	4 A. M.	35	31½	SW, cloudy. Calm and cloudy.	
	Noon.	42	29,79	31	33	75 59	6 13		
25 th	4 A. M.	36½	E, } cloudy. S by E, } SE, rain and fleet.	
	Noon.	42	29,79	31	40½	75 12	4 51		
	Midnight.	37	...	...	35½	...	...
26 th	Noon.	42	29,71	26	42	73 19	1 46	SE by S, rainy. S, hazy. S, cloudy.	
	6 P. M.	45	29,71	25	41	...	...
	Midnight.	42	29,78	25½	...	...	...
27 th	4 A. M.	43	47½	SW by S, } hazy. SSW, } SSW, }	
	Noon.	45	29,79	23	42	72 40	0 14		
	Midnight.	40	...	...	...	...	...
28 th	4 A. M.	45½	42½	SSW, foggy. W by S, fog and rain. } NW, hazy.	
	Noon.	46	29,93	25	42	72 19	1 49 W		
	4 P. M.	45	...	...	42½	...	...
	8 P. M. Midnight.	41½ 42	...	...	...	...	...
29 th	Noon.	40½	30,00	28	35	71 9	1 28	SW, fair.	
30 th	4 A. M.	44	35½	W by S, } cloudy. W by S, } W by S, } WNW, }	
	8 A. M.	44	...	...	35¾	...	...
	Noon.	53	30,28	33	39	70 29	0 18 E		
	8 P. M.	48	...	...	...	...	...
31 st	4 A. M.	44	} WNW, cloudy. Variable and fair.	
	8 A. M.	48	...	...	42½	...	...
	Noon.	55	30,23	39	38	69 3	0 18		
Sept. 1 st	Noon.	50	30,23	54	38	69 0	0 2	S, } cloudy. WNW, }	
	9 P. M.	46½	...	...	38	...	...
2 ^d	Noon.	57	30,09	32½	49	68 14	0 38	E, cloudy. ESE, hazy, ESE, foggy.	
	6 P. M.	52	...	44½	39	...	...
	8 P. M.	52½	...	40½	39½	...	...

Meteorological Journal.									
Day of the Month.	Time.	Fahrenheit's Thermometer.	Barometer.	Hygrometer.	Manometer.	Latitude.	Longitude.	Winds and Weather.	Remarks, &c.
Sept. 3 ^d	1 A. M.	52½	In. dec.	0	0	0	0	ESE, foggy.	
	4 A. M.	52½	• • •	25	39½	• • •	• • •	ESE, } hazy.	
	Noon.	65	30,06	34½	59	65 57	0 8 E	SE, }	
	8 P. M.	56	• • •	32½	48½	• • •	• • •	SSE, cloudy.	
	Midnight.	53	• • •	30	48½	• • •	• • •	ESE, clear.	
4 th	8 A. M.	62	• • •	29	51	• • •	• • •	ESE, clear.	
	Noon.	58	30,00	37	51	64 58	0 12 W	Calm and cloudy.	
5 th	4 A. M.	56	• • •	• • •	51½	• • •	• • •	SE, cloudy.	
	8 A. M.	58	• • •	• • •	51	• • •	• • •	SE, clear.	
	Noon.	57	29,81	30	52	63 58	0 54	{ SE by E, cloudy and rain.	
	Midnight.	56	• • •	44	51	• • •	• • •	SE by E, cloudy.	
6 th	2 A. M.	55½	• • •	44	51	• • •	• • •	} SE by E, cloudy.	
	4 A. M.	56½	• • •	45	52	• • •	• • •		
	Noon.	59	29,13	39	60	62 27	1 12	} E by S, hazy.	
	8 P. M.	56	• • •	• • •	54	• • •	• • •		
Midnight.	56½	• • •	• • •	58	• • •	• • •	• • •		
7 th	8 A. M.	58	• • •	• • •	61	• • •	• • •	} SE, hazy.	
	Noon.	61	29,02	36	64	60 1	2 35		
8 th	4 A. M.	54	• • •	33½	65	• • •	• • •	SW, small rain.	
	8 A. M.	54½	• • •	33	64½	• • •	• • •	Squally and rain.	
	Noon.	56	28,71	36	66	59 35	1 9	SW by S, hazy.	Fresh gales.
9 th	Noon.	56	28,70	41	66½	59 9	0 37	WSW, hazy.	Fresh gales.
10 th	• • •	• • •	• • •	• • •	• • •	• • •	• • •		The weather was so bad, and the ship had so much motion, that the aneroid could not be observed this day.
11 th	Noon.	58	29,20	41	59	57 25	1 32 E	SW, hazy.	Fresh gales.
12 th	Noon.	57	29,30	39	61	56 57	1 55	NW, squally.	
13 th	Noon.	56	29,70	30	53	56 4	1 31	SSW, rain.	At 1 A. M. a very hard gale of wind. Squally weather.
14 th	9 A. M.	• • •	29,79	• • •	• • •	• • •	• • •	} NW, ditto.	} Hard gales.
	Noon.	52	29,89	30	55	55 40	• • •		

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Day of the Month.	Time.	Fahrenheit's Thermometer.	Barometer.	Hygrometer.	Manometer.	Latitude.	Longitude.	Winds and Weather.	Remarks, &c.
15 th	Noon.	57	In. dec. 29,59	° 32	° 53	° / 54 33	° / 0 29 E	WSW, rain.	Very hard gales.
16 th	Noon.	57	29,90	40	53	53 13	0 1	W, cloudy.	Moderate.
	9 P. M.	. . .	29,70	. . .	. . .	. . .	. . .	} Rain.	} Squally.
	10 P. M.	. . .	29,60	. . .	. . .	. . .	. . .
17 th	Noon.	55	29,50	37	54	53 12	0 7	WNW, hazy and rain.	
18 th	Noon.	57	29,77	44	. . .	52 53	0 11 W	W by S, cloudy.	
19 th	Noon.	61	30,08	50	. . .	52 42	0 29	W by S, cloudy.	
20 th	Noon.	61	30,00	48	. . .	52 31	0 16	SW by W, hazy.	Fresh gales.
	Midnight.	. . .	29,90	. . .	. . .	. . .	. . .	W by S, cloudy.	Moderate.
21 st	10 A. M.	61	. . .	44	. . .	. . .	. . .	SW by W, cloudy.	Fresh gales.
	Noon.	63	29,88	44	. . .	52 17	0 5	SW by S, moderate.	Fresh gales.
	10 P. M.	. . .	29,23	. . .	. . .	. . .	. . .	S, hazy.	
22 ^d	Noon.	60	29,23	45	. . .	52 28	1 35	} SW by S, hard gales and squally. WNW, rain.	Squally.
	6 P. M.	. . .	29,43	. . .	. . .	. . .	. . .		Strong gales.
23 ^d	Noon.	51	29,91	50	. . .	52 2	0 49	W, cloudy.	} Moderate.
	6 P. M.	. . .	29,70	. . .	. . .	. . .	. . .	SW by W, ditto.	
24 th	Noon.	57	29,50	45	. . .	52 16	2 33	SSW, cloudy.	
25 th	8 A. M.	. . .	29,66	. . .	. . .	. . .	. . .	SW,	} cloudy.
	Noon.	61	29,66	44	. . .	. . .	. . .	SW by W,	
	11 P. M.	. . .	29,80	. . .	. . .	. . .	. . .	WSW,	

MISCELLANEOUS

MISCELLANEOUS OBSERVATIONS.

OBSERVATIONS for determining the refraction in high latitudes.

JUNE the thirtieth, at midnight, the distance of the two opposite horizons, taken by me with Ramsden's sextant, was $179^{\circ} 54'$; the height of the eye being sixteen feet above the level of the sea.

August the fifteenth, at midnight, by the astronomical Quadrant, the altitude of the sun's	
upper limb	$4^{\circ} 16' 55''$
lower limb	$3^{\circ} 46' 0''$
Error of the Quadrant	— 32
	<hr style="width: 50%; margin: 0 auto;"/>
	4 16 23
Semidiameter	— 15 51
	<hr style="width: 50%; margin: 0 auto;"/>
App. Alt. Sun's center	4 0 32
Co. Declin.	75 56 13
	<hr style="width: 50%; margin: 0 auto;"/>
App. Lat.	79 56 45
True Lat.	79 44 3
	<hr style="width: 50%; margin: 0 auto;"/>
Refraction	12 42
By Dr. Bradley's tables	11 18
Allowing for the therm.	11 53
Barometer, 29,6	Thermometer, 37°

5

August

A P P E N D I X

August the twentieth, at midnight, the sun's meridian
altitude by Mr. Harvey, $2^{\circ} 25' 00''$

Dip — 3 49

2 21 11

Semidiameter + 15 52

Altitude of the Sun's center 2 37 3

Co. Declin. 77 31 26

App. Latitude 80 8 29

Refr. by the tables 16 44

True Latitude 79 51 45

Hakluyt's Head-land SBE

Cloven Cliff - - - EBSIS

Variation - - - - 19° 30' S.

It may not be improper to mention here that Baffin, in 1613, made an observation of the refraction when the sun was in the horizon, in latitude $78^{\circ} 46'$, which also agrees exactly with Dr. Bradley's tables. It may therefore be presumed that the refractions in the higher latitudes follow the same law as in these.

Specific

Specific Gravity of Ice, tried by Dr. Irving.

A piece of the most dense ice he could find, being immersed in snow water, thermometer thirty-four degrees,—fourteen fifteenth parts sunk under the surface of the water.

In brandy just proof, it barely floated: in rectified spirits of wine it fell to the bottom at once, and dissolved immediately.

September the fourth, at two in the afternoon, we sounded with all the lines, above eight hundred fathom. Some time before the last line was out, we perceived a slack, and that it did not run off near so quick as before. When we got the lines in again, the first coil came in very easily, and twenty fathom of the next, after which it took a great strain to move the lead; a mark was put on at the place where the weight was perceived, and the line measured, by which the depth was found to be six hundred and eighty-three fathoms. The lead weighed above one hundred and fifty pounds, and had sunk, as appeared by the line, near ten feet into the ground, which was a very fine blue soft clay. A bottle fitted properly by
Y Dr.

A P P E N D I X.

Dr. Irving (none of those sent out having given satisfaction) was let down, fastened to the line, about two fathoms from the lead. A thermometer plunged into the water from the bottom stood at forty degrees:—in water from the surface at fifty-five degrees;—in the shade, the heat of the air was sixty-six degrees.

Experiments to find the Temperature of the Water at different Depths, made with Lord Charles Cavendish's Thermometer.					
Day of the Month.	Depth in Fathoms to which it was sunk.	Temperature of the Water as shewn by the Instrument.	Correction for Compression and unequal Expansion of Spirits.	Temperature of the Sea at the greatest Depth to which it was sunk, corrected for Compression and Expansion.	Heat of the Air.
		•	•	•	•
June 20	780	15	11	26	48½
30 A.M.	118	30	1	31	40½
P.M.	115	33	0	33	44½
August 31	673	22	10	32	59½

It appears from the Experiment of July 1st, in which the Instrument was compared with Fahrenheit's Thermometer at different Heats, that the Experiment cannot be depended on to less than two or three Degrees, as the Results drawn from the different Comparisons would differ by about five Degrees.

Experiments

Experiments to determine the Temperature of the Water at different Depths of the Sea, and Quantity of Salt it contains; made with the Bottle fitted by Dr. Irving. A Measure, containing 29 Ounces 59 Grains of pure Snow-water, was used as a Standard; Thermometer 59°, Barometer 30,06.

Day of the Month.	Weight of the Water.	Depth in Fathoms.	Thermometer at the Surface.	Thermometer in Water from the Bottom.	Thermometer in the Air.	Weight of the Salt.	Latitude, &c.
1773	Oz. Grs.		°	°	°	Grs.	° ' "
June 1	29 404				59	393	51 31 Nore 54 8 Off Flam- borough Head.
9	30 2					500	
11		32	51	49	55		
12	{ 29 440 29 442	Surface 65	50	44	50	490 490	} 60 Off Shetland.
26	29 462				36	496	
July 3	29 454		40		44	500	74 At Sea.
19	29 369				44	476	78
Aug. 4	30 15	60	36	39	32	510	80 Near the Ice.
31	12 360	80	51		48	220	80 30 Under the Ice.
Sept. 4	{ 12 365 12 365	68 3	55	40	66½	192 216	75 At Sea.
7		56	57	50	60		60 14

Sea water taken up at the back of Yarmouth Sands, was in the following ratio to distilled water:

	oz.	dwts.	grs.	} Thermometer, 53°;
Sea-water	21	16	13,7	
Distilled water	21	4	16	

which is, as 10192 : 10477,7 ; or, as 1 : 1,02803.
The quantity of dry salt produced from the above water, was 13 dwts. 15 grs.; it appears, therefore, that sea-water contains more air than distilled water.

The results of the experiments made with Lord Charles Cavendish's thermometer, and those with the bottle fitted by Dr. Irving, differ materially as to the temperature of the sea at great depths; I shall give an account, therefore, of the precautions used by Dr. Irving to prevent the temperature from being altered, as well as of the allowance made by Mr. Cavendish for compression, as they communicated them to me.

The following is the account of the precautions taken by Dr. Irving to prevent the temperature of the water being changed in bringing up from the bottom:

“ The bottle had a coating of wool, three inches thick,
 “ which was wrapped up in an oiled skin, and let into a
 “ leather purse, and the whole inclosed in a well-pitched
 “ canvas-bag, firmly tied to the mouth of the bottle, so
 “ that not a drop of water could penetrate to its surface.
 “ A bit of lead shaped like a cone, with its base downwards,
 “ and a cord fixed to its small end, was put into the bottle;
 “ and a piece of valve leather, with half a dozen slips of
 “ thin bladder, were strung on the cord, which, when
 “ pulled, effectually corked the bottle in the inside.”

The

The following is Mr. Cavendish's account of the corrections to be made for Lord Charles Cavendish's thermometer.

“ The Thermometer used in these experiments is fully
 “ described in the Philosophical Transactions, Vol. L. Page
 “ 308; so that I imagine it is unnecessary to mention it
 “ here. But since the publication of that volume, the late
 “ Mr. Canton discovered, that spirits of wine and other
 “ fluids are compressible; which must make the thermometer
 “ appear to have been colder than it really was, and renders
 “ a correction necessary on that account. There is another
 “ smaller correction necessary, owing to the expansion of
 “ spirits of wine by any given number of degrees of
 “ Fahrenheit's thermometer being greater in the higher
 “ degrees than the lower. As the method of computing
 “ these two corrections is not explained in that paper, it
 “ may be proper just to mention the rule which was made
 “ use of in doing it.

“ In adjusting the degrees on the scale of this thermo-
 “ meter, the tube was intirely full of Mercury, or the
 “ Mercury stood at no degrees on the scale, when its real heat
 “ was 65° of Fahrenheit. Let the bulk of the Mercury con-
 “ tained at that time in the cylinder be called M, and that
 “ of the spirits, S; let the expansion of spirits of wine by
 “ 1° of Fahrenheit, about the heat of 65° , be to its whole
 “ bulk.

" bulk at that heat, as s to 1; and let its expansion by one
 " degree at any other heat, as $65^\circ - x$, be to its bulk at 65° ;
 " as $s \times 1 - d'x$ to 1; let the expansion of Mercury by one
 " degree of heat be to its bulk at 65° , as m to 1; and let
 " $\frac{Ss + Mm}{Ss}$ be called G ; let the compression of spirits of
 " wine by the pressure of 100 fathom of sea-water,
 " when the heat of the spirits is nearly the same as
 " that of the sea at the depth to which the thermo-
 " meter was let down, be to its bulk at 65° , as C to 1;
 " the compression of the Mercury is so small that it may
 " be neglected; let the thermometer be let down N
 " hundred fathom, and when brought up and put into water
 " of $65^\circ - F$ degrees of heat let the Mercury in the tube
 " stand at E degrees; consequently the heat, as shewn by
 " the thermometer, is $65^\circ - F - E$: and let the real heat of
 " the sea at the depth to which it was sunk be $65 - x$ degrees;
 " then $65^\circ - x = 65^\circ - F - E + \frac{CN}{sG} - \frac{Ed \times E + F + x}{2G} + \frac{CNd \times E + x}{2sG}$.
 " In this thermometer $S = 1160$; $M = 97$; the expansion of
 " the spirits used in making it by 1° at the heat of 65° , was
 " found to be $\frac{1}{1786}$ of their bulk at that heat; that is $s =$
 " $\frac{1}{1786}$; $m = \frac{1}{11500}$; therefore $G = 1,013$. From M. De Luc's
 " experiments * it appears, that the expansion of spirits of
 " wine by 1° at any degree of heat, as $65^\circ - x$, is to its
 " expansion by 1° at 65° , nearly as $1 - \frac{x}{315}$ to 1: there-
 " fore, $d = \frac{1}{315}$. The compressibility of the spirits used for
 " this thermometer at the heat of 58° , was found to be

* Modifications de l'Atmosphere, vol. I. page 252.

" exactly

“ exactly the same as Mr. Canton determines it to be at that
 “ heat ; and therefore its compressibility at all other degrees
 “ of heat is supposed to be the same as he makes it. Ac-
 “ cording to his experiments *, the compression of spirits of
 “ wine by the pressure of 29½ inches of Mercury at the
 “ heat of 32°, *id est*, nearly the heat of the sea in these ex-
 “ periments, is 59¼ millionth parts of its bulk at that heat ;
 “ therefore $\frac{C}{G} = 1,9$ and $65 - x = 65 - F - E + N \times$
 “ $1,9 \frac{E \times E + F + x}{638} + \frac{N \times 1,9 \times F + x}{638}$.”

OBSERVATIONS made by Dr. Irving of the heat of the sea :
 agitated by a gale of wind, and that of the atmosphere.

September the twelfth, the thermometer plunged
 into a wave of the sea, rose to 62°; the heat of the
 atmosphere 50°.

This experiment was frequently repeated during the
 gale, and it gave nearly the same difference. At night,
 when the weather became moderate, the heat of water
 30 fathoms below the surface was 55°; the surface and
 the atmosphere were 54°.

September the twenty-second. The sea-water was 60°;
 the atmosphere, 59°: the wind at S.W, a fresh gale.

* Philosophical Transactions, Vol. LIV. page 261.

OBSERVATIONS

OBSERVATIONS for determining the height of a Mountain in Latitude $79^{\circ} 44'$; by the Barometer, and Geometrical Measurement.

Observations taken by the Barometer, by Dr. Irving.

AUGUST the eighteenth, the day remarkably clear :

At 6^h in the morning, the barometer by the sea side stood at - - - - - Inches.
30,040

The thermometer 50°

On the summit of the mountain, about an hour and three quarters later than the first observation below, - - - - - 28,266

Thermometer 42°

About an hour later at the same place - - 28,258

Thermometer 42°

By the sea side, where the first observation was made, and about three hours later - - 30,032

Thermometer 44°

Height of the mountain calculated by M. De Luc from the first observation - - - 1585 feet

From the second observation - - - 1592

Mean - - - - - 1588½ feet

4

Means

Means used to ascertain the Height of the Mountain
Geometrically.

A point was fixed upon, in the most convenient place the ground would admit of between the summit of the mountain (a well-defined object) and the sea side; from hence, in a right line from the mountain, a staff was placed at the sea side, by a Theodolite made by Ramsden, with two telescopes and double Vernier divisions. The instrument was carefully adjusted; first, by levelling the stand with a circular level, and afterwards the whole instrument by the cross levels. From hence (A) at right angles to the station at the sea side (C) and the top of the mountain (E), a base was measured each way to (B) and (D) of eight lines of seventeen fathom each; in all, five hundred and forty-four yards. The divisions of both the Verniers were carefully examined, both at setting off the station by the sea side, and those at the extremities of each base, the fixed telescope being kept directed to the summit of the mountain, and the moveable one directed at right angles each way, both divisions of the Vernier coinciding exactly. Station staves were fixed perpendicular by the vertical hair of the telescope. The altitude of the mountain was then taken with the vertical arch, as a means of detecting any error in the observation, and was found to be

Z 8° 50'.

$8^{\circ} 50'$. The distance not enabling me to take the depression of any particular part of the staff by the sea side under the land on the other side accurately, I sent a man to stand close before it, and took the depression nearly to his eye, which was found to be $1^{\circ} 54'$. The instrument was then removed to the station on the right (B). The instrument being adjusted with the same precautions as before, and the fixed telescope pointing to the center station (A); the angle to the mountain was $84^{\circ} 58'$, the angle to the station by the water side (C) $294^{\circ} 44'$. The instrument was then removed to the station by the sea side (C), the same precautions used in adjusting, and the fixed telescope pointing to the center (A) in one with the mountain, the angle to the staff on the right (B) was $24^{\circ} 44'$. Intending to make the triangle B C D isosceles, and imagining there might be some little error from the unevenness of the ground, I set off on the theodolite an angle equal to the last, having a person ready with a staff on the base line to fix it where that angle should intersect on looking through the telescope; I found it cut exactly at the staff D $335^{\circ} 16'$, and from thence concluded the measure of the base to be exact. I then took the altitude of the mountain by the vertical arch $7^{\circ} 44'$. I then removed the instrument to the station (D) to take the third angle; but from the badness of the ground, I could not place the instrument exactly over the spot where the staff stood; from hence I took the third angle of the triangle; the fixed telescope pointing to (A) and the same precautions

tions of adjustment being observed, the angle to C came out $65^{\circ} 15'$; less by one minute than it should have been. I then took from the same place the angle to the mountain (E) $275^{\circ} 1'$; more by one minute than the corresponding angle at the opposite station (B): but the errors correcting each other, the whole angle $CDE = 150^{\circ} 14' =$ the whole angle CBE .

By the triangle ABC , AC comes out 1771,4 feet:

By the triangle ABE , AE comes out 9265,0 feet:

Therefore the distance CE is - 11036,4 feet.

Angle of the mountain's elevation seen from C $7^{\circ} 44'$:

Height of the mountain above C - 1498,8 feet:

+ height of C above the water's edge 5:

Height of the mountain above the water's edge 1503,8 feet.

I prefer this observation to the others, because the three angles of the triangle ABC came out exactly 180 degrees by the observation. The distance AC found by the computation, differed only four feet from that by the measure; but, the ground being uneven, I did not depend upon the measure, but took it merely as a check upon the operation, to detect an error, in case of any great difference.

The distance found by the similar triangles

BCE and CDE comes out - 11037 feet;

The angle of the mountain's elevation seen

from A was - - $8^{\circ} 50'$;

Hence the height of the mountain above

A was found - - - 1439,8 feet:

Depression of C seen from A was $1^{\circ} 54'$;

Z 2

Hence

Hence the height of A above C is - 58,7 feet ;
 Height of the mountain above C 1498,5 feet :
 + height of C above water's edge - 5 ;
 Height of mountain above the level of the sea 1503,5 feet ;
 which differs from that found by the single angle three
 tenths of a foot.

I cannot account for the great difference between the geometrical measure and the barometrical one according to M. De Luc's calculation, which amounts to 84,7 feet. I have no reason to doubt the accuracy of Dr. Irving's observations, which were taken with great care. As to the geometrical measure, the agreement of so many triangles, each of which must have detected even the smallest error, is the most satisfactory proof of its correctness. Since my return, I have tried both the theodolite and barometer, to discover whether there was any fault in either, and find them upon trial, as I had always done before, very accurate.

OBSERVATIONS

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OBSERVATIONS for determining the Acceleration of the
PENDULUM.

Description of the Pendulum with which the Observations
were made, by Mr. Cumming.

“ THE apparatus with which the following experi-
“ ments were made, was prepared for the voyage
“ with all the care which the shortness of the time
“ would admit, and particular attention was paid to its
“ simplicity. The pendulum was that which the late Mr.
“ George Graham had constructed, to ascertain the exact
“ distance between the center of motion and center of
“ oscillation of a pendulum to vibrate seconds at London.

“ The ball is a sphere of solid brass, whose diameter is
“ three inches and ninety two hundredth parts of an inch ;
“ and whose weight is nine pounds and one quarter.

“ The rod is a round steel wire, one tenth of an inch
“ thick, and is so firmly screwed into the ball, that it
“ cannot be unscrewed by hand, nor the length of the
“ pendulum altered without the application of proper
“ instruments for that purpose, there being no adjusting
“ screw as in clock-pendulums.

“ The

“ The axis of the pendulum is of hard-tempered steel,
 “ nearly two inches long, and moves on angular or knife-
 “ pivots, whose edges are formed with great care, so as to
 “ lie exactly in the same right line ; the pivots are formed
 “ nearly to an angle of thirty-eight degrees from the edge
 “ to the back ; the sharpness of the edges is taken off,
 “ and they are carefully rounded, so that the lower parts
 “ of both (on which the pendulum moves) form parts of
 “ one continued cylinder, whose diameter is rather less
 “ than the two hundredth part of an inch.

“ Those pivots move in angular notches made in two
 “ pieces of hardened steel, each a quarter of an inch thick ;
 “ the notches are formed to an angle of one hundred
 “ and twenty degrees, with their bottoms somewhat
 “ rounding, and formed so that the whole length of the
 “ pivot has an equal bearing in them ; the ends or extremi-
 “ ties of the pivots are sloped from the edges on which
 “ they move, towards the backs, or upper side ; and
 “ two plates of hardened steel are screwed against the
 “ angular notches in which the pivots move, so as to
 “ confine them always to the same place in the notches,
 “ and prevent such irregularities as might otherwise happen
 “ if the shoulders of the pivots should chance to touch.

“ Towards one end of the axis is pierced an oblong
 “ square hole, from the upper to the under side, into
 “ which the upper end of the pendulum rod (having its
 “ sides

“ fides somewhat flattened) is fitted, without shake, but
 “ in such manner that it moves freely therein from back
 “ to front, round a steel pin which passes horizontally
 “ through it and the axis, that both the pivots may
 “ have an equal bearing, and the pendulum may hang
 “ truly perpendicular, without any tendency to bend its
 “ rod, and by that means alter its time of vibration, even
 “ though the axis be not accurately adjusted to a level
 “ position: The error which might arise from accidental
 “ friction on the above supposition, of an inaccurate
 “ levelling of the axis, is obviated by means of the steel
 “ plates against which the *very central point* of the lowest
 “ pivot must in such case act.

“ To the other end of the axis, is screwed a pair of
 “ pallets, constructed nearly on Mr. Graham's principle
 “ of the *dead-beat*, but differing from it in having a
 “ degree of recoil which tends to render the longer vibra-
 “ tions of the pendulum as quick as the shorter: but
 “ this precaution is the less necessary, because the weight
 “ which keeps the machine in motion is so adjusted, as
 “ to make the angle of constant vibrations as nearly as
 “ possible the same with the angle of scapement; that is,
 “ to make the vibrations the shortest, that will admit
 “ of the wheel to escape the pallets: by this means,
 “ if the oil applied should become glutinous, so as to
 “ diminish the action of the wheel on the pendulum, or
 “ if any other circumstance should happen to shorten the
 “ arc

“ arc of vibration of the pendulum, the weight which
 “ keeps it in motion must be increased, till it is found just
 “ sufficient to keep the machine going; by which means
 “ there is a certainty that the pendulum vibrates similar
 “ arcs in each experiment, even if the observer should not
 “ attend to that circumstance.

“ The swing-wheel is made of tempered steel, and the
 “ points of its teeth are left much thicker than they
 “ usually are in clocks, in order to avoid accidents; it
 “ has thirty teeth, and carries with it a divided circle
 “ which shews seconds.

“ On the axis of the swing-wheel there is a pinion, on
 “ which another wheel acts: and in the axis of this last,
 “ there is a small pulley, in the groove of which is applied
 “ the line which keeps the machine going, by means of
 “ a weight and counter-weight, in the manner described
 “ by Huygens in the eighth and eighteenth pages of his
 “ *Horologium oscillatorium*: this method is the simplest
 “ of any for keeping the wheels in motion while the
 “ weight is winding up, and is peculiarly advantageous
 “ in such machines as this, which require frequent
 “ winding: the weight applied to this machine was six
 “ ounces Troy, which with a descent of thirty-two inches
 “ kept it going for three hours, with a vibration of three
 “ degrees.

“ The whole is contained in a strong brass frame,
“ screwed on the top of a three-legged wooden stand,
“ three feet four inches high : the front legs extend three
“ feet eight inches in the direction of the vibration, and
“ the back leg extends three feet four inches from each of
“ the front legs, at which distance the three legs are
“ so connected at bottom, by horizontal rods, that
“ they cannot possibly alter their relative position ; by
“ these means the point of suspension of the pendulum
“ is rendered much more immovable than could be
“ done in any portable clock having a case of the usual
“ dimensions, without great trouble, and an apparatus ill
“ suited for experiments of this nature.

“ In the middle of the horizontal bar that connects the
“ front legs is fixed a piece of silvered-glass, by means of
“ which the whole machine is readily adjusted to its
“ proper position : the lower part of the pendulum-
“ ball hangs directly over this mirror, on which is drawn
“ a line from back to front ; and when the image of a
“ small pin, which is screwed into the lower part of the
“ pendulum, is seen bisected by this line viewed directly in
“ front, the position of the machine is properly adjusted.

“ On the back leg of the stand, immediately behind the
“ pendulum, is a hook to hang a thermometer on, for
“ making frequent observations of the temperature of the
“ air. In order to prepare for an experiment, the pendulum

A a

“ is

“ is made to vibrate till 60 on the second-circle comes to
 “ the index, and is then to be held at the extremity of
 “ its vibration by a trigger; on pressing which with the
 “ finger, the pendulum is disengaged in an instant: hence
 “ the vibrations must be of equal extent in every experi-
 “ ment.

“ The wooden stand which supports the pendulum is
 “ so constructed, that it forms an oblong square box, in
 “ which the pendulum, with every part of its apparatus,
 “ is with great facility and expedition packed; so securely
 “ that no part can receive damage; and the whole is so
 “ portable, that it may with ease be carried on a man’s
 “ shoulder to any accessible place.

“ This pendulum immediately before the voyage was
 “ compared with a well-regulated eight-day clock, and in
 “ twelve hours its beat did not differ sensibly from that of
 “ the clock; Fahrenheit’s thermometer being then at 60°.”

July the sixteenth the Pendulum and the Equatorial In-
 strument were landed on a small rocky island in latitude
 79° 50' N; and the pendulum being carefully set up in
 a small tent erected for that purpose, and its position truly
 adjusted, a thermometer was suspended on the hook
 behind the pendulum-rod; and the pendulum being re-
 2 peatedly

peatedly put in motion, it was found to stop, till a musket bullet and a half was added to the weight, which was found sufficient to keep it in motion; when it was thus found to continue its vibration, it was locked by the trigger at 60". The equatorial instrument was set up on a basis of solid rock, and being in this case to be used only as a transit instrument, no attempt was made to adjust it either to the latitude or meridian of the place; but the azimuth and equatorial circles being truly levelled, the telescope was directed towards the sun, and so elevated that it should pass as near as possible through the middle of the field. The instrument being thus prepared, the West limb of the sun was observed to touch the East side of the vertical wire in the telescope at 5^h 19' 28" in the afternoon, by the watch; and at the same instant the pendulum was unlocked, and kept vibrating till after the sun had completed its revolution, and its West limb was again seen to touch the same side of the vertical wire.

From the vertical position of the wire and the time of the day, the sun's motion had a degree of obliquity with respect to the wire, which must occasion its diameter to take a longer time in passing than if it crossed the wire at right angles: this position of the wire, together with the change of the sun's declination, prolong the time of the sun's coming again to the wire; so that there was an interval of twenty-four hours, forty-nine seconds and a half, from the time that the sun's limb touched the wire on the sixteenth day of July, to

A a 2

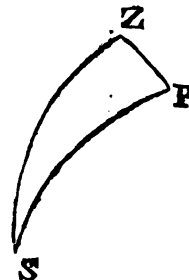
the

A P P E N D I X.

the time of its return to the same wire on the seventeenth day*.

During the time of this revolution of the sun, an account was kept of the thermometer, and several comparisons made of the rate of the going of the pendulum with my second-watch: in making which, I always took the time by the watch, when the pendulum shewed 60'': these comparisons were chiefly intended to prevent a mistake of a whole minute in estimating the acceleration of the pendulum, which only shewed seconds, having no index for minutes:

* July the sixteenth P. M. at 5^h 19' 28'' by the watch: the angle S between the vertical and circle of declination was 10° 49': the sun's altitude 20°; its declination 21° 8': the change in the sun's declination in 24^h, was 10' 11'': hence the time of the sun's coming to the same vertical hair of a telescope, will be retarded 44'', 1: for (by Cotes, *Æstimatio Errorum*, Theor. 35.)



As sine Z P or cosine latitude,	—	—	Comp. Ar.	0,75322
Is to tang. S. 10° 49';	—	—	—	9,28117
So is the change in declin. 10' 11'' sine,	—	—	—	7,47161
To 11' 1'' the change in the hor. angle sine,	—	—	—	7,50600
Which turned into time, gives	—	—	—	44'', 1
The change in the equation of time is	—	—	—	5,4
Therefore the interval between the two transits is	—	—	—	24 ^h 0' 49,5
It was observed	—	—	—	24 (2) 45
The difference is the gain of the pendulum	—	—	—	(1) 15

To

minutes: and as a candid investigation of a matter that had so much engaged the attention of the best philosophers and mathematicians was the only object of my wish, I judged it best, in the first place, to give the observations just as they were made, regularly numbered, that they may be readily referred to from the following tables, in which the order of the original observations is varied, according to the periods of time between each pair of observations. By thus giving the foundations on which the conclusions depend, all persons, who chuse it, may trace and examine every step towards the conclusion, and by that means be enabled to detect any error that may have crept into the operation; or draw such further conclusions as their ingenuity may suggest, and the materials here given may warrant.

To find the time of the sun's diameter passing a vertical hair. (Cotes, *Æstim. Error. Theor. 21.*)

As the product of	Cofine declination	—	—	Comp. Ar. 0,03024
	Cofine S.	—	—	Comp. Ar. 0,00778
Is to the product of Radius and Cof. Altitude;		—	—	19,97298
So is the sun's diameter in time 135'',6,		—	—	2,13226
To the time sought		139'',1	= 2' 19'',1	2,14326
It was observed		—	2' 21'',0	
		Difference	1'',9	

Although the observation of the sun's diameter passing the wire has no immediate connection with our conclusion; yet the agreement between the calculated and the observed time of its passing, serves to show that the proper allowance was made for the obliquity of the direction in which it passed the wire.

Day

A P P E N D I X.

Day of the Month.	N ^o	Time by the Watch.	Time by the Pendulum.	Thermometer.	Remarks.
		h ' "	"		
July 16th } P. M.	1	5 19 28	60	50	Equatorial fixed.
	2	6 30 00	. .	49½	
	3	7 00 00	. .	50	
	4	8 00 00	. .	49	
	5	8 30 00	. .	49	
	6	9 00 00	. .	45	
	7	9 30 00	. .	45	
	8	10 00 00	. .	45	
	9	11 00 00	. .	45	
	10	11 30 00	. .	48½	
	11	12 00 00	. .	48½	
	12	12 30 00	. .	46	
	July 17th } A. M.	13	12 39 14	60		51
14		1 00 00	. .	50½	
15		2 55 9	60	49	
16		5 00 00	. .	45	
17		6 00 00	. .	44	
18		7 00 00	. .	49½	
19		8 00 00	. .	47	
20		9 00 00	. .	49½	
21		11 2 23	60	58½	
22		12 00 20	60	56	
P. M.		23	1 00 00	. .	54
		24	2 30 00	. .	52½
		25	3 30 00	. .	56
		26	4 00 00	. .	55½
		27	4 46 10½	60	52½
	28	[5 19 24]	4½		} Transit of the Sun's West limb.
29	. . .	25		} Transit of the Sun's East limb.	
30	5 24 9	60	51		

It

It has already been said that the watch was used only to prevent an error of *whole minutes*, in estimating the time gained by the pendulum in twenty-four hours; the exact period of twenty-four hours being determined by the revolution of the sun.

In order to obtain the acceleration of the pendulum, the original observations are transferred from the foregoing table, to that which follows, for the convenience of arranging them according to the length of the intervals, beginning with those of the shortest duration: so that the conclusion from each period becomes a check upon those that follow.

In this table *the first column* refers to the original observations, from which a conclusion is here to be drawn; thus, in the first line, we find 27—30, by which is meant that a conclusion is to be drawn in this line from observations 27 and 30, that is, from the acceleration of the pendulum from four hours, forty-six minutes, ten seconds and a half, to five hours, twenty-four minutes nine seconds in the afternoon, July 17.

The second column expresses the interval of time by the watch, between each pair of observations referred to in the first.

The third column shews how much the pendulum gained on the watch, in each period expressed in the second.

The fourth column shews the mean height of the Thermometer for each period.

The

The fifth column expresses the difference between this mean height, and 60° , the height of the thermometer at London when the pendulum was adjusted.

The sixth column shews the contraction of the pendulum rod by the degree of cold expressed in the fifth column, according to Mr. Smeaton's experiments, published in N^o 79 of the Philosophical Transactions for the year 1754.

The seventh column shews how much this contraction would make the pendulum gain during each period of the second column.

The eighth column shews how much the pendulum would have gained on the watch in each period, if the thermometer had remained at 60° , and therefore no contraction of the pendulum-rod had taken place.

The ninth column shews how much the watch ought to have lost in each period, allowing it to have lost uniformly at the rate of four seconds in twenty-four hours, as was observed by the transit.

The tenth column shews how much the pendulum would have gained on the watch, in each period; allowing for its losing at the rate of four seconds in twenty-four hours, and supposing the thermometer to have remained constantly at 60° .

The eleventh column shews how much the pendulum would gain *per* hour according to the rate of acceleration given in the tenth column for each period.

T A B L E

tude 79° 50' N.		
Observed by the referent	Time gained by the <i>Pendulum</i> on the Mean Time, allowing for the Thermometer, and Rate of the Watch's losing.	<i>Ratio</i> of Acceleration <i>per</i> Hour.
	10	11
	by the accord- its Rate g, as de- ed by the	
	"	"
27-10	1,34	2,12
21-15	2,82	2,93
13-37	4,35	1,92
22-78	8,37	1,75
22-90	9,66	1,79
21-95	11,18	1,95
21-05	12,54	1,97
1-21	11,73	1,60
15-34	43,61	5,37
15-51	46,51	5,12
1-60	16,07	1,67
13-72	48,02	4,62
13-88	50,81	4,47
15-30	54,92	3,96
15-41	56,21	3,88
13-68	59,71	3,70
13-78	61,00	3,64
1-94	59,76	3,37
1-11	62,56	3,34
1-90	71,02	3,02
1-01	72,27	3,00

It

It appears by the original observations that the pendulum began its vibrations at 60", the instant in which the first limb of the sun was observed to touch the side of the vertical wire in the telescope of the Equatorial, that is, at five hours, nineteen minutes, twenty-eight seconds in the afternoon by the watch, on the 16th of July; and by every comparison of the pendulum with the watch, that the pendulum was constantly gaining on the watch, and in a period of twenty-four hours, four minutes, forty-one seconds, had gained on the watch seventy-nine seconds; and when the revolution of the sun was completed, it appeared, that the watch had lost four seconds in the exact period of twenty-four hours; therefore, if four seconds lost by the watch, be subtracted from seventy-nine, the time gained by the pendulum on the watch, it will leave seventy-five seconds for the time gained by the pendulum on the *mean*, or true time, no deduction being here made for the contraction of the pendulum-rod by the cold.

The odd fifteen seconds are determined by observing, that the pendulum shewed four seconds and a half exactly when the sun had again returned to the vertical wire; so that this period is determined wholly by the sun, and totally independent of the watch; but as the watch is found by the same observation to have lost only four seconds, recourse is had to the intermediate comparisons of it with the pendulum, which clearly show that the

C c

pendulum

pendulum had gained *one whole minute*, together with the fifteen seconds determined by the pendulum and the revolution of the sun: and although it appears by the eleventh column of the foregoing table that the watch did not lose uniformly at the rate of four seconds in twenty-four hours, yet its mean rate leaves as little doubt with regard to the *whole minute* gained by the pendulum, as if its going had been perfectly uniform during the whole time. For, if from the sum of all the periods in the second column, and of all the accelerations in the tenth, a mean rate be taken, it makes the acceleration of the pendulum on the watch to be $80''{,}79$ in twenty-four hours, which differs from the acceleration observed by the revolution of the sun only $5''{,}75$; and from the rate of going of the watch, determined by the revolution of the sun, only $1''{,}79$: hence there can be no possible room to suppose an error of a whole minute.

Although the period of twenty-four hours, and the rate of going of the watch for that time, are very accurately determined by the revolution of the sun; it may not be improper here to take notice, that from a mean of six altitudes of the sun, taken by a very good astronomical quadrant of eighteen inches radius, the watch was computed to have lost $5''{,}7$, in twenty-four hours, which differs from the rate given by the revolution of the sun only $1''{,}7$; this may serve to shew how far the mean of a great number of observations by the same observer and instrument

A P P E N D I X.

instrument may be relied on, when there is no other observation to check or corroborate.

It may also be proper here to mention, that the time by the watch was not observed at the instant that the sun had returned to the vertical wire, and at which the pendulum was observed to show $4\frac{1}{2}$ seconds, my attention being wholly engaged in observing the pendulum. The watch was found to have lost $77''\frac{1}{2}$ by the pendulum, in twenty-three hours, twenty-six minutes, forty-two seconds and a half. An allowance according to this rate for $34'4''$ (the supplement of the last observation by the watch to the time of the sun's passage when the pendulum shewed $4''\frac{1}{2}$) amounts to $1''\frac{1}{2}$.

From whence it follows, that the West limb of the sun touched the East side of the vertical hair at five hours, twenty minutes, thirteen seconds and a half, by the watch; which had therefore lost four seconds in twenty-four hours.

As the comparison of the watch and the pendulum in this one instance is not from actual observation, *at the instant*, but supposes that the watch had kept for thirty-four minutes to the same rate of losing at which it had been observed to lose for nearly twenty-four hours immediately preceding; the time by the watch *thus found* is inserted in the table of observations within

books to distinguish it, that every person may have an opportunity of judging how far it ought to be admitted. Upon the whole it appears, that by the revolution of the sun, corrected for the oblique direction in which it passed the vertical wire in the telescope, the change of declination and the equation from the time of its West limb touching the wire on the 16th, to the time of its touching the same wire on the 17th of July, that the pendulum gained seventy-five seconds in twenty-four hours. But as the mean height of the thermometer for the time of this experiment was $9^{\circ}\frac{1}{2}$ lower than 60° , the height at which it was at London when the pendulum was compared with the clock; the pendulum ought on this account, according to Mr. Smeaton's experiments, to have been contracted $\frac{1}{10000}$ of an inch, and to have gained on that account $2''\cdot72$; so that the acceleration of the pendulum arising only from the difference between the latitude of London and $79^{\circ} 50' N$, is $72''\cdot28$.

The pendulum was continued in motion, and the comparisons between it and the watch made as before, with intention to take a second revolution of the sun: but at eleven o'clock next morning, the wind being fair, and the weather cloudy so as to afford no prospect of seeing the sun in the afternoon, the instruments were taken on board, and the ships sailed immediately.

August

August the fourteenth, we landed the Pendulum, Equatorial Instrument, and astronomical Quadrant on Smeerenberg Point, latitude $79^{\circ} 44' N$; and set up the pendulum in every respect as formerly described. The equatorial and quadrant were also set up, and prepared for observation.

The pendulum was set a going when it was exactly $6^h 0' 0''$ P. M. by my watch, from which time it was frequently compared with the watch, till $5^h 50'$ A. M. the 15th; when the pendulum stopped. It was again set a going with the additional weight which had formerly been used, when the watch was exactly $6^h 00' 00''$, and continued going from that time till after five in the morning of the 18th, in which time the thermometer was observed, and the watch and pendulum compared, as in the following table: many altitudes of the sun were taken with the quadrant, on the 15th A. M. but without any further opportunity till the 18th A. M. when they were repeated to ascertain the rate of the watch's losing.

Day

Day of the Month.	N ^o	Time by the Watch.	Time by the Pendulum.	Thermo- mèter.	Remarks.	
		h / "	"	°		
Aug. 14th, } P. M.	1	6 00 00	60	44	The <i>Pendulum</i> set agoing with the additional Weight.	
	2	7 29 53½	60	43		
	3	12 13 30½	60	40		
15th, A. M.	4	5 09 09	60	36		
	5	6 00 00	60	35		
P. M.	6	2 09 22½	60	{ 36 36		
	7	8 59 49	60	37		
16th, A. M.	8	2 00 00	.	{ 36 36½		
	9	3 00 00	.	37		
	10	4 00 00	.	36		
	11	5 00 00	.	37		
	12	6 00 00	.	36½		
	13	7 00 00	.	37		
	14	8 00 00	.	37		
	15	9 00 00	.	37		
	16	10 00 00	.	37		
	17	11 00 00	.	37		
	Noon	18	12 00 00	.		37
	P. M.	19	1 00 00	.		37
		20	2 01 39½	60		37
		21	3 01 34½	60		37

Day

Day of the Month.	N ^o	Time by the Watch.	Time by the <i>Pendulum</i> .	Thermometer.	Remarks.
		h / "	"	°	
	22	7 13 16	60	38	
	23	9 00 00	.	38	
	24	10 00 00	.	37½	
	25	11 00 57	60	37	
Midnight, Aug. 17th, } A. M. }	26	12 00 00	.	38	
	27	1 00 00	.	38	
	28	2 00 00	.	38	
	29	3 00 00	.	38	
	30	4 00 00	.	37½	
	31	5 00 00	.	37½	
	32	6 00 00	.	38	
	33	7 00 00	.	37½	
	34	8 00 00	.	37½	
Noon.	35	9 00 00	.	37½	
P. M.	36	10 00 00	.	38½	
	37	11 00 00	.	37	
	38	12 00 00	.	39 ^F ⁄ ₅	
	39	1 00 00	.	40	
	40	2 02 58	60	41	
	41	4 23 45½	60	40	
	42	10 00 19½	60	39	

Between five and six in the morning of the eighteenth, it blew hard, and the *Pendulum* stopped.

The

The following table is constructed in every respect the same as that described page 163, and differs from it only in having an *additional column*, in which is given the rate of acceleration of the Pendulum in twenty-four hours, according to the time by the watch, corrected by a mean of sixteen altitudes of the sun taken on the 15th, and a mean of thirty-nine altitudes on the 18th of August, from which the watch appears to have lost, during the interval of the three days, at the rate of 23",7 per day. The rate of acceleration of the pendulum in twenty-four hours being thus determined, agreeable to the acceleration observed in each of the last eight periods, being those of the longest duration; and these observations being already corrected for the thermometer; a mean is taken from the whole as the true rate of acceleration of the pendulum on mean time in twenty-four hours.

TABLE

3, in Latitude 79° 44' N.			
	I 0	I 1	I 2
by the cord- Rate s de y the f the	Time gained by the <i>Pendulum</i> on the Mean Time, allowing for the Thermometer and rate of the Watch's losing.	Ratio of Acce- leration <i>per</i> Hour.	Ratio of acceleration of the <i>Pendulum</i> on the Mean Time in Twenty- Four Hours.
	"	"	
	3,75	3,75	
	4,78	3,19	
	9,65	4,11	
	19,12	3,41	
	21,95	3,52	
	27,20	3,34	
	37,44	3,41	
	41,04	2,73	"
	69,04	3,00	. . 72,07
	67,91	2,95	. . 70,79
	72,85	3,05	. . 73,24
	71,78	2,99	. . 71,71
	76,66	3,08	. . 73,98
	78,08	3,07	. . 73,86
	146,81	3,06	. . 73,57
	200,63	3,13	. . 75,23
			Mean 73,06
			Which gives the Accele- ration of the <i>Pendulum</i> on true Time from the change of Latitude.

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From the result of this table, the time gained by the pendulum in twenty-four hours of mean time, after deducting the acceleration on account of the contraction of its rod by the cold, is seventy-three seconds, and six hundredths of a second; which is one second, and two hundredths of a second more than by the result of the observations of the 16th and 17th of July. But although the rate of going of the watch from the 15th to the 18th days of August, was ascertained by a mean of fifty-five altitudes of the sun, I am inclined to give the preference to the observations of July, where the exact period of twenty-four hours was determined by a revolution of the sun, observed with a telescope whose magnifying power was sixty. And notwithstanding that the height of the thermometer during the time of observation in August was remarkably uniform, and that the watch was found by the comparisons with the pendulum to have lost during the whole time as uniformly as could reasonably be expected; yet a small irregularity in its rate of going near the beginning or end of the observation, might occasion the difference of this result from the former.

As the time corrected by the mean of six altitudes of the sun taken on the 16th and 17th July, differed only one second and a half from that observed by the

E e

revolution

revolution of the sun, there is reason to believe that the period of three days, determined by a mean of fifty-five altitudes, taken on the 15th and 18th of August, might be relied on to one second at most: and that, although the conclusion from the observations of August are not so decisive, on account of its depending in some small degree on the regularity of the watch, it strongly corroborates the conclusion from the observations in July, as it proves that the acceleration of the pendulum proceeded from an uniform cause, which produced equal effects in each case. This is yet further proved, by comparing the pendulum when it returned to London with the same clock with which it had been compared before the voyage, the thermometer being at this time also at 60° , and the additional weight of a musket bullet and a half being applied to the weight which kept it going; the pendulum and the clock were found to agree so well, that no sensible difference could be distinguished in their beats for the space of twelve hours.

From all which circumstances it may fairly be concluded, that a pendulum which vibrates seconds at London, will gain from seventy-two to seventy-three seconds in twenty-four hours, in latitude $79^{\circ} 50'$; allowing the temperature of the air to be the same at both places.

4

These

These observations give a figure of the earth nearer to Sir Isaac Newton's computation than any others which have hitherto been made.

According to Sir Isaac Newton the Pendulum gains in latitude $79^{\circ} 50'$, $66''$,9;
 In which case the equatorial diameter would be to the polar as - - 230 to 229:
 According to Mr. Bradley's computation, from Mr. Campbell's observations, $76,6$;
 Equatorial diameter to the polar as - 201 to 200:
 According to Maupertuis, - - $86,5$;
 Equatorial diameter to the polar as - 178 to 179:
 According to my observations, - $\left\{ \begin{array}{l} 72,28 \\ 73,06; \end{array} \right.$
 Equatorial diameter to the polar as - $\left\{ \begin{array}{l} 212,9 \text{ to } 211,9 \\ 210,7 \text{ to } 209,7: \end{array} \right.$
 The mean of which is very nearly as - 212 to 211.

R E F E R E N C E T O P L A T E X L

- Fig. 1. Is a general view of the apparatus when fitted up; the pendulum being locked by the trigger, and ready for an experiment:
- Fig. 2. The upper part of fig. 1, on a larger scale, in order to shew the several parts more distinctly.
- Fig. 3. Represents the whole frame and apparatus when packed for carriage.
- Fig. 4. Is the cap which covers the wheels and pallets, detached from fig. 3.

- A. Fig. 1. The pendulum-ball.
- B. B. The pendulum-rod.
- C. C. Fig. 2. The axis of the pendulum.
- D. An oblong hole in the axis, into which the end of the pendulum-rod is fitted, and secured by means of the steel pin *d*.
- E. E. - The upper part of the wooden frame; to which the three legs are strongly fixed by hinges and table-joints, and on which is screwed
- F. F. F. F. A strong brass frame which supports the pendulum and wheels.

G. G.

- G. G. Fig. 1.** A flat board that forms one of the sides of the box, fig. 3, and has two small mortises near its ends, which receive the points of the fore-legs of the stand; two small steel rods, which are jointed near the lower end of the back-leg hook into the ends of this board, so as to preserve the relative position of the three legs unalterable: and near the middle of it is fitted
- H.** - A piece of flinted glass, with a diamond line on it from back to front, for adjusting the position of the stand: and
- I.** - The trigger for locking the pendulum.
- K.** - A wooden wedge which is occasionally put under either end of the board G. G. to adjust the stand to its proper position; and when packed, is put in its place, as represented in the figure.
- L. L. L.** Pieces of wood screwed to the legs, having cavities in them which embrace the pendulum-ball when the legs of the stand are brought together in order to be packed, as in fig. 3.
- M.** - A flat piece of wood, under the ends of which are confined the steel rods that connect the back leg of the stands to the board G. G. when the stand is packed.

N. A turn-

A P P E N D I X.

- N. - A turn-button, under which the line which carries the weights is put when packed for carriage.
- O. - A pin on which the weights are put when packed.
- P. - The pulley and ratchet by means of which the machine is kept going whilst it is winding up.
- Q. - The weight that keeps the pendulum in motion.
- R. - The counter-weight.
- S. - The index which shows the seconds on a divided circle fixed on the axis of the swing-wheel.
- T. - The thermometer suspended on a hook immediately behind the pendulum wire.
- W. W. Two leather straps that secure the whole when packed, as in fig. 3.

N A T U R A L

Fig. 2.



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N A T U R A L H I S T O R Y.

THOUGH the shortness of my stay at Spitsbergen, and the multiplicity of occupations, in which I was necessarily employed, during the greatest part of that time, rendered it impossible for me to make many observations on its natural productions; yet as there are among those few some which have not before been made public, I am in hopes that this article will not be found wholly unprofitable. The following catalogue, imperfect as it is, may serve to give a general idea of the sparing productions of that inhospitable climate.

As modern naturalists have formed the technical terms of their science out of the Latin, it becomes necessary to make some use of that language, in order to render the descriptions of such things as are new, intelligible to those for whose use they are intended: I shall always, however, annex English names to the scientific ones, when such are to be found.

M A M M A L I A.

M A M M A L I A.

TRICHECHUS *Rosmarus*, *Linn. Syst. Nat.* 49. 1.
Arctick Walrus. *Penn. Syn. Quadr.*

P. 335.

This animal, which is called by the Russians Morfe, from thence by our seamen corruptly Sea Horse, and in the Gulph of St. Lawrence Sea Cow, is found every where about the coast of Spitsbergen, and generally where-ever there is ice, though at a distance from the land. It is a gregarious animal, not inclined to attack, but dangerous if attacked, as the whole herd join their forces to revenge any injury received by an individual,

PHOCA *Vitulina*. *Linn. Syst. Nat.* 56. 3.

Common Seal. *Penn. Syn. Quadr.* p. 339.

Found on the coast of Spitsbergen.

CANIS *Lagopus*. *Linn. Syst. Nat.* 95. 63.

Arctick Fox. *Penn. Syn. Quadr.* p. 155.

Found on the main land of Spitsbergen and islands adjacent, though not in any abundance. It differs from our Fox, besides its colour, in having its ears much more rounded. It smells very little. We ate of the flesh of one, and found it good meat.

URSUS Maritimus. Linn. Syst. Nat. 70. 1.

Polar Bear. *Penn. Syn. Quadr. p. 192. T. 20. F. 1.*

Found in great numbers on the main land of Spitzbergen; as also on the islands and ice fields adjacent. We killed several with our musquets, and the seamen ate of their flesh, though exceeding coarse. This animal is much larger than the black bear; the dimensions of one were as follows:

	Feet.	Inches.
Length from the snout to the tail, -	7	1
Length from the snout to the shoulder-bone,	2	3
Height at the shoulder, - - -	4	3
Circumference near the fore legs, - -	7	0
Circumference of the neck close to the ear,	2	1
Breadth of the fore paw, - - -	0	7
Weight of the carcass without head, skin or entrails, - - -	610 lb.	

CERVUS Tarandus. Linn. Syst. Nat. 93. 4.

Rein Deer. *Penn. Syn. Quadr. p. 46. T. 8.*

F. 1.

Found every where on Spitzbergen.

We ate the flesh of one which we killed, and found it excellent venison.

BALAENA Mysticetus. Linn. Syst. Nat. 105. 1.

Common Whale. *Penn. Brit. Zool. p. 85.*

F f

This

A P P E N D I X.

This species, which is sought after by the fishermen in preference to all other whales, is found generally near the ice. We saw but few of them during our stay.

BALAENA Physalus. Linn. Syst. Nat. 106. 2.

Fin Fish. *Penn. Brit. Zool. p. 41.*

Found in the ocean near Spitsbergen.

A V E S.

ANAS mollissima. Linn. Syst. Nat. 198. 15.

Eider Duck. *Penn. Brit. Zool. p. 454.*

Found on the coast of Spitsbergen.

ALCA arctica. Linn. Syst. Nat. 211. 4.

The Puffin. *Penn. Brit. Zool. p. 405.*

Found on the coast of Spitsbergen.

ALCA Alle. Linn. Syst. Nat. 211. 5.

Found on the coast of Spitsbergen in great abundance.

PROCELLARIA glacialis. Linn. Syst. Nat. 213. 3.

The Fulmar. *Penn. Brit. Zool. p. 431.*

Found on the coast of Spitsbergen.

COLYMBUS Grylle. Linn. Syst. Nat. 220. 1.

Found on the coast of Spitsbergen.

COLYMBUS *Troile*. *Linn. Syst. Nat.* 220. 2.

Found on the coast of Spitsbergen.

COLYMBUS *glacialis*. *Linn. Syst. Nat.* 221. 5.

The great Northern Diver. *Penn. Brit.*

Zool. p. 413.

Found on the coast of Spitsbergen.

LARUS *Rissa*. *Linn. Syst. Nat.* 224. 1.

Found on the coast of Spitsbergen.

LARUS *Parasiticus*. *Linn. Syst. Nat.* 226. 10.

The Arctic Gull. *Penn. Brit. Zool.* p. 420.

Found on the coast of Spitsbergen.

LARUS *Eburneus*, *niveus*, *immaculatus*, *pedibus plumbeo-cinereis*.

Found on the coast of Spitsbergen.

This beautiful bird is not described by Linnæus, nor, I believe, by any other author; it is nearly related indeed to the Rathsher, described by Marten in his voyage to Spitsbergen, (See page 77 of the English translation) but, unless that author is much mistaken in his description, differs essentially from it. Its place in the *Systema Naturæ* seems to be next after the *Larus navius*, where the specific difference given above, which will distinguish

F f 2

it

it from all the species described by Linnæus, may be inserted.

DESCRIPTION.

Tota avis (quoad pennas) nivea, immaculata.

Rostrum plumbeum.

Orbitæ oculorum crocæ.

Pedes cinereo-plumbei. *Ungues* nigri.

Digitus Posticus articulatus, unguiculatus.

Alæ cauda longiores.

Cauda æqualis, pedibus longior.

Longitudo totius avis, ab apice rostri ad

finem caudæ,	Uncias 16
--------------	-----------

Longitudo inter apices alarum expansarum,	- 37
-------------------------------------------	------

————— Rostri,	- 2
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STERNA *Hirundo*. Linn. *Syst. Nat.* 227. 2.

The greater Tern. *Penn. Brit. Zool.* p. 428.

Found on the coast of Spitsbergen.

EMBERIZA *nivalis*. Linn. *Syst. Nat.* 308. 1.

The greater Brambling. *Penn. Brit.*

Zool. 321.

Found not only on the land of Spitsbergen, but also upon the ice adjacent to it, in large flocks: what its food can be is difficult to determine; to all appearance it is a granivorous

granivorous bird, and the only one of that kind found in these climates, but how that one can procure food in a country which produces so few vegetables, is not easy to guess.

A M P H I B I A.

CYCLOPTERUS Liparis. Linn. Syst. Nat. 414. 3.

Sea Snail. *Penn. Brit. Zool. III. p. 105.*

Two only of these were taken in a trawl near Seven Island Bay.

P I S C E S.

GADUS carbonarius. Linn. Syst. Nat. 438. 9.

The Coal Fish. *Penn. Brit. Zool. III. p. 152.*

Though we trawled several times on the North side of Spitsbergen, and the seamen frequently tried their hooks and lines, yet nothing was taken except a few individuals of this and the foregoing species.

I N S E C T A.

CANCER Squilla. Linn. Syst. Nat. 1051. 66.

The Prawn. *Merr. Pin. 192.*

Found

Found in the stomach of a seal, caught near the coast of Spitsbergen.

CANCER *Boreas*, macrourus, thorace carinato aculeato, manibus lævibus, pollice subulato incurvo.

Tab. XII. Fig. 1.

This singular species of Crab, which has not before been described, was found with the former in the stomach of a Seal; its place in the *Systema Naturæ* seems to be next after *Cancer Norwegicus*.

DESCRIPTION.

Thorax ovatus, tricarinatus: *Carinæ laterales* tuberculosæ, antice spinâ acuta terminatæ; *Carina dorsalis* spinis tribus vel quatuor validis armata; antice producta in rostrum porrectum, acutum, breve, Thorace quintuplo brevius; præter spinas carinarum, angulî laterales thoracis antice in spinas terminantur.

Antennæ duæ, thorace fere triplo breviores, bifidæ: *Ramulus superior* crassiusculus, filiformis, obtusus; *Inferior* gracilis, subulatus.

Palpi duo, duplicati; *Ramus superior* foliatus, seu explanatus in *laminam* ovalem, obtusam, longitudine antennarum, intus et antice villis ciliatam; *Ramus interior* antenniformis, subulatus, multiarticulatus, antennis triplo longior.

Parasitides

Parastatides decem, anteriores parvi; postremi magni, pediformes articulo ultimo explanato in laminam ovali-oblongam.

Pedes decem, duo primores cheliferi, carpis incrassatis, reliqui simplices; pares secundi et tertii filiformes, graciles; quarti et quinti crassiusculi.

Cauda thorace longior, sexarticulata; articulis quinque anterioribus carinatis, carinis spina antrorsum vergente armatis; articulus sextus supra bicarinatus, muticus, terminatus *foliolis* quinque, articulis caudæ longioribus; intermedio lanceolato, acuto, porrecto, crasso, supra planiusculo, quadricarinato carinis interioribus obsoletis, subtus concavo; lateralibus ovali-oblongis, obtusis.

Neusteri decem (nulli sub articulo ultimo) duplicati: *Foliolis* lanceolatis, ciliatis.

Obs. Specimina magnitudine variant, alia triuncialia, alia septem uncias longa.

CANCER *Ampulla*, macrourus, articularis, corpore ovali, pedibus quatuordecim simplicibus, laminis femorum postici paris ovato-subrotundis.

Tab. XII. Fig. 3.

This singular animal was also taken out of the stomach of the same seal in which the two former were found. Its place in the *Systema Naturæ* is next to *Cancer Pulex*.

DESCRIPTION.

DESCRIPTION.

Insectum ex ovali-oblongum, glabrum, punctulatum, articulis quatuordecim compositum, quorum primus capitis est, septem thoracem mentiuntur, et sex caudam tegunt.

Capitis clypeus antice inter antenas in processum conicum, acutum descendit.

Antennæ quatuor, subulatæ, articulatae, simplices, corpore decuplo breviores.

Pedes quatuordecim, simplices, unguiculati; *femora* postremi paris postice acuta, lamina dimidiato-subrotunda, integra, magna, quatuor lineas longa.

Cauda foliata, foliolo unico brevi bifido: *Laciniae* lanceolatae, acutae.

Neusteri duodecim, duplicati, subulati, pilis longis ciliati, posteriores retrorsum porrecti.

Obs. Specimina magnitudine variant, uncialia et biuncialia erant.

CANCER *nugax*, macrourus, articularis, pedibus quatuordecim simplicibus, laminis femorum sex posteriorum dilatatis subrotundo-cordatis.

Tab. XII. Fig. 2.

This animal, which has not before been described, should be inserted in the *Systema Naturæ* near *Cancer Pulex*; it was taken in the trawl near Moffen Island.



Fig. 2.

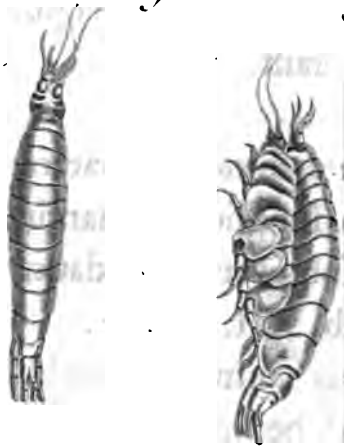


Fig. 1. Cancer (Boreas).

Barnes delin

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DESCRIPTION.

Insectum oblongum, compressum, dorso rotundatum, glabrum, sesquiunciale, articulis quatuordecim compositum, quorum primus capitis est, septem thoracem mentiuntur, et sex caudam efficiunt.

Capitis Clypeus sinu obtuso antice pro antennis emarginatus.

Antennæ quatuor, subulatæ, multiarticulatæ; *superiores* corpore sextuplo breviores, bifidæ: articulo baseos communi, magno; *Ramulus* interior exteriori duplo brevior.

Inferiores simplices, superioribus duplo longiores.

Pedes quatuordecim, simplices, unguiculati, unguibus parum incurvis. *Femora* sex posteriora postice aucta.

Lamina foliacea, subrotundo-cordata, dimidiata, margine integra, magna, (tres lineas longa.)

Cauda apice foliata. *Foliolis* duobus, oblongis, obtusis, parvis.

Neusteri duodecim, duplicati, lineari-lanceolati, posteriores retrorsum porrecti, ut facile pro appendicibus caudæ sumantur.

CANCER *Pulex*. Linn. *Syst. Nat.* p. 1055. 81.

Taken up in the trawl along with the former.

G g

VERMES.

VERMES.

SIPUNCULUS Lendix, corpore nudo cylindraco, apertura subterminali. Tab. XIII. Fig. 1.

Found adhering, by its small snout, to the inside of the intestines of an Eider Duck. Mr. Hunter, who at my request dissected it, informed me that he had seen the same species of animal adhering to the intestines of whales.

DESCRIPTION.

Corpus croceum, subcylindraco, tres lineas longum, crassitie pennæ passerinæ, utraque extremitate parum attenuatum, apice terminatum in *Rostrum* angustum corpore quintuplo brevius, quo tunicis internis intestinorum sese affigit; prope alteram extremitatem *Apertura* simplex, pro lubitu extensibilis.

- A. A piece of the intestine, with the animals adhering thereto.
- B. One of the animals magnified.
- C. The same cut open.

ASCIDIA gelatinosa. Linn. Syst. Nat. 1087. 2.

Taken

Taken up in the trawl, on the North side of Spitzbergen.

ASCIDIA rustica. Linn. Syst. Nat. 1087. 5.

Taken up likewise in the trawl, on the North side of Spitzbergen.

LERNEA branchialis. Linn. Syst. Nat. 1092. 5.

Found in the gills of the Sea Snail mentioned before.

CLIO belicina nuda corpore spirali.

Marten's Spitzbergen English, p. 141. t. Q.

fig. e. Snail Lime fish.

Found in innumerable quantities throughout the Arctick seas.

DESCRIPTION.

Corpus magnitudine pisi, in spiram ad instar heliis involutum.

Alæ ovatæ, obtusæ, expansæ, corpore majores.

CLIO limacina nuda, corpore obconico.

The Sea May Fly. Marten's Spitzbergen

English, p. 169. Tab. P. f. 5.

A P P E N D I X.

This little animal is found where the last is, in equal abundance, peopling as it were this almost uninhabited ocean. Marten says that they are the chief food of the whale-bone whale; and our fishermen, who call them by the name of whale food, are of the same opinion.

MEDUSA capillata. Linn. *Syst. Nat.* 1097. 6.

Sea Blubbet.

Taken up on the passage home, about the latitude 65°.

ASTERIAS papposa. Linn. *Syst. Nat.* 1098. 2.

Taken up on the North side of Spitzbergen.

ASTERIAS rubens. Linn. *Syst. Nat.* 1099. 3.

Sea Star.

Also taken up in the trawl on the North side of Spitzbergen.

ASTERIAS Ophiura. Linn. *Syst. Nat.* 1100. 11.

We likewise took this up in the trawl, on the North side of Spitzbergen.

ASTERIAS pectinata. Linn. *Syst. Nat.* 1101. 14.

This, as well as all the rest of this genus, was taken up in the trawl on the North side of Spitzbergen.

CHITON

CHITON *ruber*. *Linn. Syst. Nat.* 1107. 7.

Coat of Mail Shell.

Taken in the trawl, on the North side of Spitzbergen.

LEPAS *Tintinnabulum*. *Linn. Syst. Nat.* 1168. 12.

Acorn Shell.

Was picked up on the beach of Smeerenberg harbour; but as it is much worn and broken, it is impossible to be certain, whether it is a native of those seas, or has been brought there by accident.

MYA *truncata*. *Linn. Syst. Nat.* 1112. 26.

Likewise found on the beach in Smeerenberg harbour.

MYTILUS *rugosus*. *Linn. Syst. Nat.* 1156. 249.

Was found with the former on the beach at Smeerenberg.

BUCCINUM *carinatum*, testa oblongo-conica transversim striata; anfractibus superioribus oblique obtuseque multangulis; inferioribus unicaratis.

Tab. XIII. Fig. 2.

Found on the beach at Smeerenberg harbour.

N. B. The shell has been reversed by a mistake of the engraver.

TURBO

TURBO belicinus, testâ umbilicata convexa obtusa: anfractibus quatuor lævibus.

Taken up in the trawl, on the North side of Spitzbergen.

SERPULA spirorbis. *Syst. Nat.* 1265. 794.

Found in plenty sticking to the stones and dead shells in Smeerenberg harbour.

SERPULA triquetra. *Linn. Syst. Nat.* 1265. 795.

Found with the last adhering to dead shells.

SABELLA frustulosa, testâ solitaria libera simplici curvata: fragmentis conchaceis fabulosisque.

Taken up in the trawl on the North side of Spitzbergen.

DESCRIPTION.

Vagina spithamea vel longior, crassitie pennæ anserinæ, undique testâ fragmentis conchaceis sæpe magnitudine unguis, et fabulis magnitudine feminum cannabis.

MILLEPORA polymorpha. *Linn. Syst. Nat.* 1285. 53.

Varietas rubra.

Found thrown up on the beach at Smeerenberg harbour.

CELLEPORA

CELLEPORA *pumicosa*. Linn. Syst. Nat. 1286. 56.

Found on the beach at Smeerenberg.

SYNOICUM *turgens*. Tab. XIII. Fig. 3.

Taken up in the trawl, on the North side of Spitzbergen.

This animal is quite new to the Natural Historians, and so different from the Zoophytes which have been hitherto described, that it may be considered as a distinct genus, whose characters are the following:

Animalia nonnulla, ex apice singuli stirpis sese aperientia.

Stirpes plures, radicatae, carnosostuposae, e basi communi erectae, cylindratae, apice regulariter pro animalibus pertusae.

It should be inserted next to the Alcyonium, with which it in some particulars agrees, but differs from it materially in having the openings for the animals only at the top, and the animals themselves not exerted like polypes (Hydra) which is the case in the Alcyonium.

DESCRIPTION.

Stirpes plures, radicatae, carnosostuposae, digitiformes, cylindratae, superne paulo crassiores, obtusae, magnitudine digiti infantis, suberectae, apice orificiis nonnullis perforatae, inferne dilatatae seu explanatae in basin communem lapidibus adhaerentem.

Orificia

A P P E N D I X.

Orificia sex ad novem, ordine circulari plerumque disposita; sub singulo orificio cavitas longitudinalis, forsitan singulo animali propria, in qua

1^{mo} Faux angusta, brevis.

2^{do} *Intestinum* instar stomachi dilatatum, oblongo-ovatum, inferne *foraminibus* duobus pertusum; inter illa foramina aliud descendit intestinum, valde angustum, filiforme, arcum brevem formans.

Cavitas, quæ per totam stirpem longitudinaliter pro singulo animali deorsum tendit, superne ab intestinis vix distincta, infra illa autem cylindrum exhibet granulis parvis (forsitan ovulis) repletam.

- A. Shews the animals adhering to a stone.
- B. One of the animals separate, a little magnified.
- C. The same cut open lengthways.
- D. The same cut open across.

FLUSTRA pileosa. *Linn. Syst. Nat.* 1301. 3.

Found adhering to stones in Smeerenberg harbour.

FLUSTRA membranacea. *Linn. Syst. Nat.* 1301. 5.

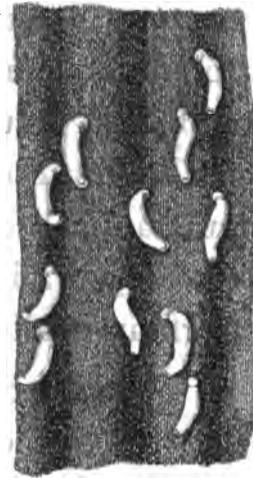
Found with the last mentioned species.

P L A N T Æ.

AGROSTIS algida panicula mutica contracta, calycibus brevissimis inæqualibus.

Fig. 1.

A



C



B



Fig. 1. Sipunculus Sena

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This small grass, which has not before been known to botanists, may be inserted among the species of *Agrostis* next to the *minima*.

DESCRIPTION.

Gramen in cæspitibus nascens.

Radix fibrosa, perennis.

Folia plurima radicalia, paucissima caulina, glabra, latiuscula, longitudine culmi, patula, basi dilatata in vaginas laxas.

Culmi adscendentes, glabri, sesquiunciales.

Panicula lineari-oblonga, contracta, stricta, multiflora.

Calycis Glumæ membranaceæ, albidæ, glabræ, muticæ, inæquales: *exterior* minutissima, ovata, obtusa; *interior* oblonga, acuta, corolla quintuplo brevior.

Corollæ Glumæ oblongæ, acutæ, carinatæ, muticæ, glabræ, semilineares: *exterior* paulo longior.

Stamina tria.

Stigmata duo.

Semen unicum, oblongum, utrinque acuminatum, a corolla liberum.

TILLÆA aquatica. Linn. *Spec. Plant.* 186. 2.

JUNCUS campestris. Linn. *Spec. Plant.* 468. 17.

H h

SAXIFRAGA

A P P E N D I X.

SAXIFRAGA *oppositifolia*. Linn. Spec. Plant. 575. 18.

SAXIFRAGA *cernua*. Linn. Spec. Plant. 577. 26.

SAXIFRAGA *riouularis*. Linn. Spec. Plant. 577. 28.

SAXIFRAGA *caespitosa*. Linn. Spec. Plant. 578. 34.

CERASTIUM *alpinum*. Linn. Spec. Plant. 628. 8.

RANUNCULUS *sulphureus*, calycibus hirsutis, caule sub-
bifloro, petalis rotundatis, integerrimis, foliis inferioribus
sublobatis, supremis multipartitis.

Ranunculus *quartus*. Mart. Spitz. Engl. p. 58.
T. T. F. d.

Obs. Primò intuitu *Ranunculo glaciali* simillimus, differt
autem, quod *Petala* rotundata, integerrima, intense lutea,
fulgida; et *Folia* minus subdivisa; *superiora* fissa, laci-
niis oblongo-lanceolatis integerrimis; *inferiora caulina*
lata, plana, leviter triloba vel quadriloba.

This new plant should be inserted next to *Ranunculus
glacialis*.

COCHLEARIA *Danica*. Linn. Spec. Plant. 903. 3.

COCHLEARIA *Groenlandica*. Linn. Spec. Plant. 904. 4.

SALIX *herbacea*. Linn. Spec. Plant. 1445. 16.

POLYTRICHUM *commune*. Linn. Spec. Plant. 1573. 1.

BRYUM

BRYUM *Hypnoides*. *Linn. Spec. Plant.* 1584. 21.

Besides these, there were two other kinds of Bryum, the species of which could not be determined, for want of the fructification; the one resembled Bryum trichoides læte virens, &c. *Dill. Musc.* 391, t. 50, f. 61; and the other Bryum hypnoides pendulum, *Dill. Musc.* 394, t. 50, F. 64, C.

HYPNUM *aduncum*. *Linn. Spec. Plant.* 1592. 23.

JUNGERMANNIA *julacea*. *Linn. Spec. Plant.* 1601. 20.

Another species of Jungermannia was also found, but without fructification; it is not much unlike Lichenastrum ramosius foliis trifidis. *Dill. Musc.* 489, t. 70, f. 15.

LICHEN *ericetorum*. *Linn. Spec. Plant.* 1608. 12.

LICHEN *Islandicus*. *Linn. Spec. Plant.* 1611. 29.

LICHEN *nivalis*. *Linn. Spec. Plant.* 1612. 30.

LICHEN *caninus*. *Linn. Spec. Plant.* 1616. 48.

LICHEN *polyrrhizos*. *Linn. Spec. Plant.* 1618. 57.

LICHEN *pyxidatus*. *Linn. Spec. Plant.* 1619. 60.

LICHEN *cornutus*. *Linn. Spec. Plant.* 1620. 64.

LICHEN rangiferinus. Linn. Spec. Plant. 1620. 66.

LICHEN globiferus. Linn. Mant. 133.

LICHEN paschalis. Linn. Spec. Plant. 1621. 69.

LICHEN chalybeiformis. Linn. Spec. Plant. 1623. 77.

ACCOUNT

ACCOUNT of Doctor IRVING's Method of obtaining fresh
Water from the Sea by Distillation.

AS the method of rendering salt water fresh, by distillation, introduced by Doctor Irving into the Royal Navy in the year 1770, and practised in this voyage, is an object of the highest importance to all navigators, and has not hitherto been generally known, I have added the following very full account of its principles, apparatus, and advantages, with which I was favoured by Doctor Irving himself.

“ PREVIOUS to an account of this method of rendering
“ sea water fresh by distillation, it may not be improper
“ to give a short detail of the experiments which have
“ been formerly made by others on this subject; pointing
“ out at the same time the several disadvantages attending
“ their processes, and the general causes which obstructed
“ the desired success.

“ Without entering into an account of the earlier experiments, it will be sufficient to take a view of such as have been prosecuted with most attention, for the last forty years.

“ The

“ The first of these was the process of Mr. Appleby,
“ published by order of the Lords of the Admiralty, in the
“ Gazette of June 22d, 1734. By the account of that
“ process it appears, that Mr. Appleby mixed with the
“ sea water to be distilled, a considerable quantity of the
“ *Lapis Infernalis* and calcined bones. The highly un-
“ palatable taste of the water, however, exclusive of the
“ extreme difficulty, if not impossibility, of reducing the
“ process into practice, prevented the further prosecution
“ of this method.

“ Another process for procuring fresh water at sea,
“ was afterwards published by Doctor Butler. Instead of
“ the *Lapis Infernalis* and calcined bones, he proposed the
“ use of soap leys; but though the ingredients were some-
“ what varied, the water was liable to the same objections
“ as in the preceding experiment. Doctor Stephen
“ Hales used powdered chalk; and introduced ventila-
“ tion, by blowing showers of air up through the distil-
“ ling water, by means of a double pair of bellows. It
“ was found by this method, that the quantity of fresh
“ water obtained in a given time, was somewhat greater
“ than what had been procured by the process of Mr.
“ Appleby. This invention, however, was subject to
“ several disadvantages. The air box which lay on the
“ bottom of the still, as well as the chalk, much ob-
“ structed the action of the fire upon the water, at the
“ same time that the boiling heat of the latter was
“ diminished

“ diminished by the ventilation: so that more than double
“ the usual quantity of fuel was necessary to produce the
“ same effect. Besides this method by no means improved
“ the taste of the water.

“ The next who attempted any improvement was the
“ learned Doctor Lind, of Portsmouth. He distilled sea
“ water without the addition of any ingredients; but as
“ the experiment he made was performed in a vessel con-
“ taining only two quarts, with a glass receiver, in his
“ study, nothing conclusive can be drawn from it for
“ the use of shipping. Indeed experiments of the like
“ kind had been made by the chemists in their labora-
“ tories, for at least a century before.

“ In the year 1765, Mr. Hoffman introduced a Still of a
“ new construction, with a *secret ingredient*; but the large
“ space which this machine occupied, being seven feet
“ five inches by five feet eight inches, and, with its ap-
“ paratus, six feet seven inches high, made it extremely
“ inconvenient: at the same time that, on account of its
“ shallow form, the use of it was impracticable during
“ any considerable motion of the ship. The water ob-
“ tained, likewise, possessed all the disadvantages common
“ to the preceding methods.

“ About

“ About the same time experiments were made with a
“ still of the common construction, and Mr. Dove’s *in-*
“ *redient*. This method was attended with no advan-
“ tage over any that had been formerly used; the distilled
“ water was most unpalatable; and the enormous size of
“ the apparatus, which occupied a space of thirteen feet
“ seven inches by six feet one inch, and six feet five inches
“ in height, rendered it impracticable on board ships.
“ An experiment was immediately afterwards made with
“ the same still without any ingredient; the result, how-
“ ever, was uniformly a most unpalatable taste of the
“ water.

“ About this period, also, M. Poissonnier of Paris intro-
“ duced into the French marine a still, three feet six
“ inches long, two feet wide, and eighteen inches deep.
“ A portion of the chimney passed through the upper
“ part of the still, much in the same manner as that of
“ Mr. Hoffman: these gentlemen supposed that by this
“ means they should save fuel. The mouth of M.
“ Poissonnier’s still was thirteen inches wide, on which he
“ placed a tin plate, pierced like a cullender, with thirty-
“ seven holes of six lines diameter each; to these were
“ fixed tin pipes, of the same bore and seven inches long,
“ terminating within the still-head. The intention of
“ this contrivance is to prevent any of the water in the
“ still from passing over into the worm, while the ship
“ is in considerable motion.

" In every other respect M. Poissonnier employs
 " a still-head, worm-pipe, and worm-tub, with all its
 " usual apparatus; and he directs six ounces of *fossil*
 " *alkali* to be mixed with the sea water at each distilla-
 " tion, to prevent the acid of the Magnesia salt from
 " rising with the vapour, when salt begins to form on the
 " bottom of the still. It is probable that in M.
 " Poissonnier's still, which was even more shallow in its
 " form than Mr. Hoffman's, some of the water might be
 " thrown up toward the worm; in which case the pierced
 " plate with pipes might be of some service in breaking the
 " direction of the water. But by Doctor Irving's tube
 " this inconvenience is entirely prevented, as experience
 " fully evinces, viz. in a voyage to Falkland's Islands,
 " where it has been used in distillation every day; in
 " several voyages to the East Indies; and in this voyage, as
 " is mentioned in the Journal.

" M. Poissonnier, in correcting this error in the
 " construction of his still, has introduced another of the
 " most capital nature in distillation. For by means of
 " the pipe-cullender, the vapour will meet with the
 " greatest resistance to its ascent, which will retard the
 " progress of distillation in a very high degree, and
 " increase the *Empyreuma*.

" From all the experiments abovementioned, it
 " is evident, that no method had hitherto been
 " invented of making sea-water fresh, which was

“ not attended with such inconveniences as rendered
 “ the several processes of scarce any utility. The defects
 “ of the various methods above enumerated, may be re-
 “ duced to the following heads :

“ 1. The small quantity of water produced by the
 “ ordinary methods of distillation with a still-head, and
 “ worm, could never be adequate to the purposes of
 “ shipping, though the apparatus should be kept in con-
 “ stant use ; and at the same time, this mode of distilla-
 “ tion required a quantity of fuel, which would occupy
 “ greater space than might be sufficient for the stowage
 “ of water.

“ 2. A *still-burnt* taste, which always accompanies this
 “ method of distillation, and renders the water extremely
 “ unpalatable, exciting heat and thirst, if drank when
 “ recently distilled.

“ 3. A total ignorance with respect to the proper time
 “ of stopping the distillation, whereby salt was permitted
 “ to form on the bottom of the boiler ; which burning,
 “ and corroding the copper, decomposed the selenitic and
 “ magnesia salts, causing their acids to ascend with the
 “ vapour, and act on the still-head and worm pipe, im-
 “ pregnating the water with metallic salts of the most per-
 “ nicious quality.

“ 4. The space occupied by the still, still-head, and
 “ worm-tub, renders the use of them in most cases totally
 “ impracticable on board ships. Add to this, their wearing
 “ out so fast on account of the causes above mentioned,
 “ the

“ the great expence of the apparatus, with the hazard of
 “ the still-head being blown off, and the inconveniences
 “ thence arising.

“ 5. The use of ingredients, which though omitted in
 “ some experiments in small, were nevertheless erro-
 “ neously considered as essential to the making sea-water
 “ sweet and palatable by distillation.

“ 6. The inconvenience of a cumbersome apparatus,
 “ calculated only to be eventually useful in unexpected
 “ distress for water, but constantly occupying a great deal
 “ of room in a ship, too necessary for the ordinary pur-
 “ poses to be spared for that object.

“ Having specified the principal defects of the several
 “ methods hitherto proposed for making sea water fresh,
 “ it will be proper before stating the advantages of Doctor
 “ Irving's method, to consider briefly the principles of
 “ distillation in general, and the chemical analysis of
 “ sea water.

“ Water, in an exhausted receiver, rises in vapour more
 “ copiously at 180° of Fahrenheit's thermometer, than in
 “ the open air at 212° , which may be considered as its
 “ boiling point.

“ It therefore follows, that any compression upon the
 “ boiling fluid checks the vapour in rising, and conse-
 “ quently diminishes the quantity of water obtained. This
 “ is clearly exemplified in the steam-engine, where the

“consumption of water in the boiler is very inconsider-
 “able, in comparison to what would happen if the
 “compression arising from the throat-pipe and valve of
 “that machine was taken off, and the pressure of the
 “atmosphere only admitted. But by the restraint of that
 “valve, the vapour becomes hotter, and increases in
 “rarity and elasticity; qualities essential to the purposes
 “of the engine, although the reverse of those which
 “ought to take place in common distillation. For the
 “columns of vapour should be removed from the boiling
 “fluid as fast as they ascend, without suffering any other
 “resistance than that of the atmosphere, which, in the
 “ordinary business of distillation, cannot be prevented.

“The impropriety of the common process of distillation,
 “will appear evident by comparing it with the above
 “principles and facts.

“In the common method of distillation, the whole
 “column of vapour from a still of whatever size, after
 “ascending to the still-head, must not only find its passage
 “through a pipe of scarce an inch and half diameter; but
 “descend contrary to its specific gravity through air
 “which is fifteen times its weight, in spiral convolutions:
 “a course so extremely ill adapted to the progress of an
 “elastic vapour, that frequently the still-head is blown off
 “with incredible violence, owing to the increased heat

3

“ and;

“ and elasticity of the vapour confined by this construction.
 “ In the mean time, the external surface of the pipe
 “ communicates heat to the water in contact with it,
 “ which, instead of being entirely carried off, mixes with
 “ the surrounding fluid, and heats the whole, rendering
 “ it unfit for condensing the vapour within; especially
 “ when it is considered that the substance of the pipe is at
 “ least a quarter of an inch thick.

“ From what has been said, it is plain, that the quan-
 “ tity of distilled water will be lessened in proportion to
 “ the resistance made to the ascent of the vapour, while
 “ the difficulty of condensation will be greatly augmented,
 “ in consequence of the increased heat and elasticity of
 “ the vapour. But these disadvantages, however great,
 “ respecting the mode of distillation, give rise to another
 “ evil of a still more important nature, as affecting the
 “ distilled fluid with a noxious *burnt taste* or *empyreuma*;
 “ occasioned by the vapour, highly heated, passing over
 “ so much surface of metal, viz. the still-head, crane-neck,
 “ and a pipe of six or seven feet in length, before it reaches
 “ the water in the worm tub.

“ Having discussed the subject of distillation, we come
 “ now to treat of the chemical analysis of sea water.

“ Sea-water,

“ Sea-water contains chiefly a neutral salt, composed of
 “ fossil alkali and marine acid. It likewise contains a salt
 “ which has magnesia for its basis, and the same acid.
 “ These two salts are blended together in our common
 “ salt in England, which is prepared by quick boiling
 “ down sea water. But when the process is carried on by
 “ the sun, or a slow heat, they may be collected sepa-
 “ rately; that which has the fossil alkali for its basis
 “ crystallizing first; and this is of a vastly superior quality
 “ for preserving meat, and for the other culinary pur-
 “ poses. The mother liquor now remaining, being
 “ evaporated, affords a vitriolic magnesia salt, which in
 “ England is manufactured in large quantities, under the
 “ name of Epsom salt.

“ Besides these salts, which are objects of trade, sea-
 “ water contains a selenitic salt, a little true Glauber’s salt,
 “ often a little nitre, and always a quantity of gypseous
 “ earth suspended by means of fixed air.

“ The specific gravity of sea-water to that of pure dis-
 “ tilled water, is at the Nore as 1000 to 1024,6; in the
 “ North sea as 1000 to 1028,02.

“ The quantity of salt obtained by boiling sea-water in
 “ different latitudes, from $51^{\circ} 30'$ to $80^{\circ},43$ N. L. is in-
 “ serted in a table in the former part of this Appendix.

“ Sea-water,

“ Sea-water, when boiled down to a strong brine, admits
“ with difficulty the separation of fresh water from it; the
“ distillation becoming slower as the strength of the brine
“ increases, so that a greater quantity of fuel is consumed
“ in procuring a smaller portion of water, and this like-
“ wise of a bad quality. From this essential circumstance
“ arises the necessity of letting out the brine by the cock
“ of the boiler, when the distillation is advanced to a
“ certain degree; and of adding more sea-water to con-
“ tinue the process if required.

“ The defects of the several schemes formerly proposed for
“ rendering sea-water fresh being pointed out, the general
“ principles of distillation explained, and the component
“ parts of sea-water analytically examined; the advan-
“ tages of the method invented by Doctor Irving remain
“ to be stated, which may be reduced to the following:

“ 1. The abolishing all stills, still heads, worm pipes,
“ and their tubs, which occupy so much space as to
“ render them totally incompatible with the necessary
“ business of the ship; and using in the room of these,
“ the ship's kettle or boiler, to the top whereof may oc-
“ casionally be applied a simple tube, which can be easily
“ made on board a vessel at sea, of iron plate, stove
“ funnel, or tin sheet; so that no situation can prevent a
“ ship from being completely supplied with the means of
“ distilling sea-water.

“ 2. In

“ 2. In consequence of the principles of distillation
“ being fully ascertained, the contrivance of the simplest
“ means of obtaining the greatest quantity of distilled
“ water, by making the tube sufficiently large, to receive
“ the whole column of vapour; and placing it nearly in a
“ horizontal direction to prevent any compression of the
“ fluid, which takes place so much with the common
“ worm.

“ 3. The adopting the simplest and most efficacious
“ means of condensing vapour; for nothing more is re-
“ quired in the distillation but keeping the surface of the
“ tube always wet; which is done by having some sea-
“ water at hand, and a person to dip a mop or swab into
“ this water, and pass it along the upper surface of the
“ tube. By this operation the vapour contained in the
“ tube will be entirely condensed with the greatest rapi-
“ dity imaginable; for by the application of the wet mop
“ thin sheets of water are uniformly spread, and mechani-
“ cally pressed upon the surface of the hot tube; which
“ being converted into vapour, make way for a succession
“ of fresh sheets; and thus both by the evaporation and
“ close contact of the cold water constantly repeated, the
“ heat is carried off more effectually than by any other
“ method yet known.

“ 4. The carrying on the distillation without any addi-
“ tion, a correct chemical analysis of sea water having
“ evinced the futility of mixing ingredients with it, either
“ to prevent an acid from rising with the vapour, or to
“ destroy

“ destroy any bituminous oil supposed to exist in sea
 “ water, and to contaminate the distilled water, giving it
 “ that fiery unpalatable taste inseparable from the former
 “ processes.

“ 5. The ascertaining the proper quantity of sea water
 “ that ought to be distilled, whereby the fresh water is
 “ prevented from contracting a noxious impregnation of
 “ metallic salts, and the vessel from being corroded and
 “ otherwise damaged by the salts caking on the bottom
 “ of it.

“ 6. The producing a quantity of sweet and wholesome
 “ water, perfectly agreeable to the taste, and sufficient
 “ for all the purposes of shipping.

“ 7. The taking advantage of the dressing the ship's
 “ provisions, so as to distil a very considerable quantity
 “ of water from the vapour which would otherwise be
 “ lost, without any addition of fuel.

“ To sum up the merits of this method in a few
 “ words :

“ The use of a simple tube, of the most easy con-
 “ struction, applicable to any ship's kettle. The rejecting
 “ all ingredients. Ascertaining the proportion of water to
 “ be distilled, with every advantage of quality, saving of
 “ fuel, and preservation of boilers. The obtaining fresh
 “ water, wholesome, palatable, and in sufficient quantities.

K k

Taking

“ Taking advantage of the vapour which ascends in the
 “ kettle while the ships provisions are boiling.

“ All these advantages are obtained by the abovementioned
 “ simple addition to the common ship's kettles.
 “ But Doctor Irving proposes to introduce two further
 “ improvements.

“ The first is a hearth, or stove, so constructed, that the
 “ fire which is kept up the whole day for the common
 “ business of the ship, serves likewise for distillation;
 “ whereby a sufficient quantity of water for all the œconomical
 “ purposes of the ship may be obtained, with a very
 “ inconsiderable addition to the expence of fuel.

“ The other improvement is that of substituting, even
 “ in the largest ships, cast-iron boilers, of a new construction,
 “ in the place of coppers.”

DIRECTIONS for DISTILLING SEA-WATER.

“ As soon as sea-water is put into the boiler, the tube
 “ is to be fitted either into the top or lid, round which,
 “ if necessary, a bit of wet linen may be applied, to
 “ make it fit close to the mouth of the vessel; there will
 “ be

“ be no occasion for luting, as the tube acts like a funnel
 “ in carrying off the vapour.

“ When the water begins to boil, the vapour should
 “ be allowed to pass freely for a minute, which will
 “ effectually clean the tube and upper part of the boiler.
 “ The tube is afterwards to be kept constantly wet, by
 “ passing a mop or swab, dipped in sea-water, along its
 “ upper surface. The waste water running from the mop,
 “ may be carried off by means of a board, made like a
 “ spout, and placed beneath the tube.

“ The distillation may be continued till three fourths of
 “ the water be drawn off, and no further. This may be
 “ ascertained either by a gauge-rod put into the boiler,
 “ or by measuring the water distilled. The brine is then
 “ to be let out.

“ Water may be distilled in the same manner while the
 “ provisions are boiling.

“ When the tube is made on shore, the best substance
 “ for the purpose is thin copper well tinned, this being
 “ more durable in long voyages than tin plates.

“ Instead of mopping, the tube, if required, may have
 “ a case made also of copper, so much larger in diameter
 “ as to admit a thin sheet of water to circulate between
 K k 2 “ them

“ them, by means of a spiral copper thread, with a pipe
 “ of an inch diameter at each end of the case; the
 “ lower for receiving cold water, and the upper for
 “ carrying it off when heated.

“ When only a very small portion of room can be
 “ conveniently allowed for distillation, the machine
 “ (N^o 2. in the Plate), which is only twenty-seven inches
 “ long, may be substituted, as was done in this voyage.
 “ The principal intention of this machine, however, is to
 “ distil rum and other liquors; for which purpose it has
 “ been employed with extraordinary success, in preventing
 “ an *empyreuma*, or fiery taste.”

Explanation of Plate XIV.

“ Figure 1, represents in perspective a section of the
 “ two boilers taken out of the frame. In the back
 “ part at D, E, are seen openings for the cocks. On
 “ the top is a distilling tube A, B, C, five inches dia-
 “ meter at A, and decreasing in size to three inches at C;
 “ the length from B to C is five feet. Near C is a ring
 “ to prevent the water which is applied to the surface
 “ from mixing with the distilled water. In the inside of
 “ the tube, below B, is a small lip or ledging, to hinder
 “ the distilled water from returning into the boiler by the
 “ rolling of the ship.

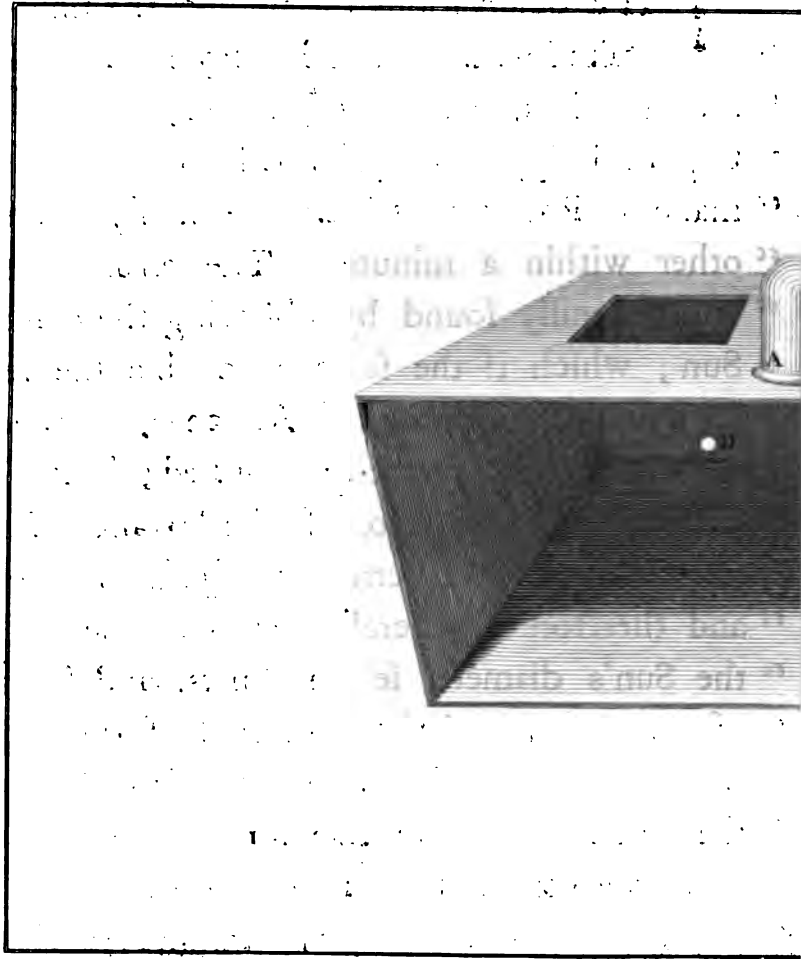
“ In

“ In figure 2, A, B, C, D, represent a vertical section
“ of a copper box, twenty-seven inches long, seven inches
“ wide, and eleven in height, tinned on the inside. In
“ the bottom F, is an aperture about six inches in diameter,
“ having a ring to fit on the still or boiler. The dotted
“ lines which run nearly horizontal, are vessels of thin
“ copper, tinned on the outside, two feet long, seven
“ inches wide, and three-quarters of an inch deep. At
“ G is a funnel to receive cold water, which is conveyed
“ into the vessels by communicating pipes, contrived in
“ such a manner as to form a complete and quick circu-
“ lation of the water through their whole extent. When
“ the water is become hot by the action of the steam, it
“ is discharged by the horizontal pipe at A. E is a pipe
“ from which the distilled water or spirits run, and is bent
“ in such a form, that the liquor, running from it, acts
“ as a valve, and hinders any steam from escaping that
“ way. On the top of the box, at H, is a safety-valve,
“ which prevents any danger from a great accumulation
“ of vapour, not condensed for want of a proper supply
“ of cold water.”

ACCOUNT

ACCOUNT of the ASTRONOMICAL OBSERVATIONS and
TIME-KEEPERS, by Mr. LYONS.

“ THE observations for finding the time at sea, were
“ taken with a brass Hadley’s Sextant of eighteen
“ inches radius, made by Dollond; and sometimes by
“ Captain Phipps, with a smaller of four inches radius,
“ made by Ramsden, which commonly agreed with the
“ other within a minute. The error of the sextant
“ was generally found by observing the diameter of the
“ Sun; which if the same as double the semidiameter
“ set down in the Nautical Almanac, shewed that the
“ instrument was perfectly adjusted; if it differed, the
“ difference was the error of the sextant. It was neces-
“ sary to know this error of adjustment very exactly,
“ and therefore I generally repeated the observation of
“ the Sun’s diameter several times, and from the mean
“ of the result found the error of the sextant. This error
“ will equally affect all the observations taken near
“ the same time, and therefore cannot be discovered
“ from the comparison of several observations. Under
“ the equator, an error of one minute in altitude, near
“ the prime vertical, will only produce an error of
“ four seconds in the apparent time; but in the latitude
of



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“ of eighty degrees it will cause an error of twenty-three
“ seconds. As we generally took several successive ob-
“ servations, any error in the observation itself will be
“ generally independent of the rest; and as I have calcu-
“ lated each separately, the conclusions will shew which
“ are erroneous, by their differing much from the mean
“ of all, which cannot but be very near the truth.

“ In calculating these observations, I found by the
“ logboard how much we had altered our latitude since
“ the last observation; and sometimes, when we had
“ an observation the noon following the observation
“ for the time, the latitude of the ship at the time
“ the altitudes were taken was inferred from it. As most
“ of our altitudes were observed when the sun was near
“ the prime vertical, a small error in the latitude will
“ not produce any considerable change in the time;
“ indeed, if it is exactly in the prime vertical, it will not
“ make any change at all.

“ To find the Longitude from these observations: to
“ the apparent time found by calculation, apply the
“ equation of time according to its sign, which will
“ give the mean time; the difference between which and
“ that marked by the watch, will shew how much it is
“ too slow or too fast for mean time.

“ Captain

A P P E N D I X.

“ Captain Phipps’s pocket watch, made by Mr.
 “ Arnold, when compared with the regulator at Green-
 “ wick, May 26th, was twenty-four seconds too slow ;
 “ it was there found to lose twelve seconds and a quarter
 “ a day on mean time. From this it is easy to find
 “ what time it is at Greenwich at any moment shewn by
 “ the watch.

“ The watch was compared every day about noon
 “ with the two time-keepers made by Mess. Arnold and
 “ Kendal; and from this comparison, and their rates of
 “ going previously settled at Greenwich, together with
 “ knowing how much they differed from mean time at
 “ Greenwich before we set out, was calculated the table
 “ which shews what the mean time is at Greenwich
 “ according to each time-keeper, when the watch is at
 “ twelve hours.

“ By the help of this table, we may easily find the
 “ longitude of the ship, as deduced from the going
 “ of each time-keeper. Having found how much the
 “ watch is too fast or too slow for mean time at the
 “ ship, we know what the mean time is at the ship
 “ when the watch is at twelve hours; and by the table
 “ we can find what is the mean time at Greenwich at
 “ the same time, supposing each time-keeper had kept
 “ the same rate of going as it had before our departure:

4

the

“ the difference of these mean times will give the longi-
 “ tude of the ship.

“ For example, June 19th, in the afternoon, the
 “ watch was 1' 24" too slow for mean time at the place
 “ where we observed; therefore, when the watch shews
 “ twelve hours, the mean time at this place was 12^h 1' 24".
 “ At this time I find by the table, that according to
 “ Kendal's time-keeper, the mean time at Greenwich was
 “ 12^h 2' 7": from this subtracting 12^h 1' 24", the mean
 “ time at the ship, the remainder, 0' 43" is the difference
 “ of meridians; which, converted into parts of a degree,
 “ gives 0° 10' 45" for the longitude of the ship according
 “ to Kendal, which is to the Westward, because the mean
 “ time at the ship is less than that at Greenwich.

“ When we were on shore, the observations were
 “ made with an Astronomical Quadrant, divided by Mr.
 “ Ramsden, of eighteen inches radius, which was
 “ placed on a solid rock of marble; the error of the line
 “ of collimation was found by inverting the quadrant,
 “ which was adjusted by a spirit level. The weather did
 “ not permit us to take corresponding altitudes of the
 “ Sun, so that we determined the apparent time by com-
 “ putation from altitudes of the Sun's limb; having before
 “ settled the latitude of the place of observation, from
 “ meridian altitudes of the Sun's limbs taken with
 “ the same instrument.

L 1

“ The

“ The Latitudes of the ship were determined most com-
 “ monly by the meridian altitude of the Sun’s lower limb ;
 “ in a few instances, by that of his upper limb, when the
 “ lower was not so distinct, or was hid by clouds. The
 “ height of the eye above the level of the sea, in all these
 “ observations, was sixteen feet. When we could not get
 “ a meridian observation, we made use of the method
 “ described in the Nautical Almanac for 1771, from two
 “ altitudes taken about noon, and at a little distance from it.

“ It sometimes happens that we can only take some
 “ altitudes very near the time of noon. If we have
 “ observed any altitudes of the Sun near the prime vertical,
 “ we may thence determine how much the watch is too
 “ fast or too slow for apparent time ; and consequently,
 “ how much the time when the altitudes were taken, is
 “ distant from noon ; it therefore remains to find how
 “ much these altitudes are different from the meridian
 “ altitude. This may easily be found by the following
 “ Rule :

“ To the logarithm of the rising, taken out of the
 “ tables in the Nautical Almanac for 1771, add the com-
 “ plement arithmetical of the logarithmic cosine of the
 “ supposed meridian altitude ; from the sum (the index
 “ being increased by five) subtract the logarithm ratio
 “ (found by the rules in the abovementioned Ephemeris)
 “ the remainder is the logarithmic sine of the change in
 “ altitude.

“ EXAMPLE.

“ E X A M P L E. I.

“ June the twenty-first, the altitude of the Sun’s center
 “ was observed to be $46^{\circ} 6'$ at $16' 45''$ after apparent noon ;
 “ the latitude by account was $67^{\circ} 17'$; the Sun’s declination
 “ being then $23^{\circ} 28' N$, the supposed meridian altitude
 “ $46^{\circ} 11'$.

“ Supposed Latitude $67^{\circ} 17'$	Co. Ar. Cof. 0,41322.	Rising $16' 45''$	5. 2,42643
“ Sun’s declination $23 28$	Co. Ar. Cof. 0,03749.	Supposed Mer. Alt. Ar. Co. Cof.	0,15967
			7,58610
“ Log. Ratio 0,45071			0,45071
“ The change in Altitude is $+0^{\circ} 5'$			Sine 7,13539
“ Observed Altitude $46 6$			
“ Meridian Altitude $46 11$			
“ Declination $23 28$			
“ Altitude of the Equator $22 43$			
“ Latitude $67 17 N$			

“ As the altitudes for determining how much the watch
 “ differs from apparent time were taken near the prime
 “ vertical, a great error in the supposed latitude will make
 “ a very insensible change in the apparent time; nor will
 “ it create any great difference in the variation of altitude
 “ near noon in a given time, as will appear by the following
 “ computation:

L 1 2

“ Suppose

A P P E N D I X.

“ Suppose the latitude by account was $68^{\circ} 17'$, a degree
 “ greater than before.

“ Supposed Latitude $68^{\circ} 17'$ Cof. Co. Ar. 0,43178	Rising $16' 45''$	5- 2,42643
“ Declination 23 28	0,03749	Supposed Mer. Alt. $45. 11.$ Cof.Co.Ar. 0,15191
		7,57834
“ Log. Ratio 0,46927		0,46927
“ The change in the Sun's Altitude is $0^{\circ} 4' 25''$		Sine 7,10907
“ Observed Altitude 46 6		
	46 10 25	
“ Meridian Altitude		
“ Declination 23 28		
	22 42 25	
“ Altitude of the Equator		
“ Latitude $67^{\circ} 17' 35''$ which only differs thirty-five seconds		
“ from the true latitude we found before.		

“ E X A M P L E II.

“ June the twentieth, the altitude of the Sun's center
 “ was observed $0^{\text{h}} 28' 38''$ after midnight, to be $1^{\circ} 13'$, the
 “ latitude by account being $67^{\circ} 40' \text{ N.}$

“ Supposed Latitude $67^{\circ} 40'$ Cof. Co. Ar. 0,42022	Rising $28' 38''$	5- 2,89380
“ Declination 23 28	0,03749	Supposed Mer. Alt. $1^{\circ} 8'$ Cof.Co.Ar. 0,00001
		7,89381
“ Log. Ratio 0,45771		0,45771
“ Change in the Altitude — $0^{\circ} 9'$		Sine 7,43610
“ Observed Altitude 1 13		
	1 4	
“ Meridian Altitude		
“ Co-Declination 66 32		
	67 36 N	
“ Latitude $67^{\circ} 36' \text{ N}$		

“ There

“ There were two time-keepers sent out for trial by the
“ Board of Longitude ; one made by Mr. Kendal after Mr.
“ Harrison’s principles ; the other, by Mr. Arnold : this
“ last was suspended in gimmals, but Mr. Kendal’s was
“ laid between two cushions which quite filled up the box.
“ They were both kept in boxes screwed down to the
“ shelves of the cabin, and had each three locks ; the key
“ of one of which was kept by the captain, of another by
“ the first lieutenant, and of the third by myself ; they
“ were wound up each day soon after noon, and compared
“ with each other and with Captain Phipps’s watch. They
“ stopped twice in the voyage, owing to their being run
“ down ; they were set a-going again, and as they had been
“ daily compared together, it was easy to know how
“ long each had stopped, from the others that were still
“ going ; this time is allowed for in the table of the mean
“ time at Greenwich by each time-keeper.

“ When we were on shore at the island where we ob-
“ served July 15th, we found how much the watch was too
“ slow for mean time. When we returned from the ice to
“ Smeerenberg, and again compared the watch with the
“ mean time, allowing the small difference of longitude
“ between the island and Smeerenberg, we found that it
“ went very nearly at the same rate, as it did when tried
“ at Greenwich : so that its rate of going was nearly the
“ same in our run from England to the island, from thence
“ to the ice and back again to Smeerenberg, and in our
“ voyage.

“ voyage from thence to England, as we found on our
“ return. By this means we were induced to give the
“ preference to the watch, and to conclude that the
“ longitude found by it was not very different from the
“ truth.

“ The principles on which this watch is constructed, as
“ I am informed by the maker, Mr. Arnold, are these: the
“ balance is unconnected with the wheel-work, except at
“ the time it receives the impulse to make it continue its
“ motion, which is only while it vibrates 10° out of 380° ,
“ which is the whole vibration; and during this small
“ interval it has little or no friction, but what is on the
“ pivots, which work in ruby holes on diamonds: it has
“ but one pallet, which is a plane surface formed out of
“ a ruby, and has no oil on it.

“ Watches of this construction go whilst they are wound
“ up; they keep the same rate of going in every position,
“ and are not affected by the different forces of the spring:
“ the compensation for heat and cold is absolutely ad-
“ justable.

“ Time-keepers of this size are more convenient than
“ larger, on several accounts; they are equally portable
“ with a pocket watch, and by being kept nearly in the
“ same degree of heat, suffer very little or no change from
“ the vicissitudes of the weather.

“ This

“ This watch was exceedingly useful to us in our obser-
“ vations on land, as the other time-keepers could not
“ safely be moved: and indeed, in the present voyage,
“ where they were on trial, it was contrary to the intent
“ for which they were put on board, and might have been
“ attended with accidents by which the rate of their going
“ might have been greatly affected.

“ The longitudes by Mr. Arnold’s larger time-keeper
“ are very different from those by the watch in our voyage
“ back from Spitsbergen to England; owing, probably, to
“ the balance-spring being rusted, as we found when it
“ was opened at the Royal Observatory at Greenwich,
“ on our return.

“ The longitudes found by the Moon are deduced from
“ distances of the Moon from the Sun’s limbs, or from
“ Stars, taken with the sextant; whilst the altitudes of
“ the Moon and Sun, or Star, were taken by two other
“ observers.

“ In one instance (June 26th) the observations were all
“ made by Captain Phipps with the small sextant suc-
“ cessively; and the altitudes of the Moon and Sun at the
“ very instant the distances were observed, are deduced
“ from the changes in these altitudes during the interval
“ of observation.

“ I have

A P P E N D I X.

“ I have calculated the longitude from each set of
“ observations separately, to shew how near they agree
“ with each other, and what degree of precision one
“ may expect in similar cases.

“ Observations of the distances of the Moon and Sun, or
“ Stars, may be useful to inform us if the time-keepers
“ have suffered any considerable change in their rate of
“ going. For if the longitude deduced from the moon
“ differs above two degrees from that found by the
“ watches, it is reasonable to imagine, that this difference
“ is owing to some fault in the watch, as the longitude
“ found by lunar observations can hardly vary this
“ quantity from the truth: but if the difference is much
“ less, as about half a degree, it is more probable that the
“ watch is right, since a small error in the distance will
“ produce this difference.

“ The distances of the Moon from Jupiter were ob-
“ served, because Jupiter is a very bright object; and the
“ observations are easier and less fallacious, particularly
“ that of the altitude, than those of a fixed star, whose
“ light is much fainter. This method, however, requires
“ a different form of calculation, from that of the observed
“ distance of the Moon from a fixed star, whose distances
“ are computed for every three hours, in the Nautical
“ Almanac. The principal difficulty in the calculation
“ is to find the Moon's longitude from the observation of
“ the

“ the distance. This I have endeavoured to facilitate by
 “ the following problem, which may be applied to any
 “ zodiacal star, and will be of use when the star set down
 “ in the Ephemeris cannot be observed.

“ P R O B L E M.

“ Having given the distance of two objects near the
 “ ecliptic, with their latitudes, to find their difference of
 “ longitude.

“ S O L U T I O N.

“ Find an arc A, whose logarithmic sine is the sum of
 “ the logarithms of the sines of the two latitudes and the
 “ logarithmic tangent of half the distance, rejecting twenty
 “ from the index of the sum.

“ Find an arc B, whose logarithmic sine is the sum of
 “ the logarithmic versed sine of the difference of latitude,
 “ and the logarithmic cotangent of the distance, rejecting
 “ ten from the index of the sum.

“ Then A added to the observed distance, and B sub-
 “ tracted from the sum, leaves the difference of longitude.

“ If one of the latitudes is South, and the other North,
 “ the sum of the two arcs A and B subtracted from the
 “ distance, leaves the difference of longitude.

M m

“ EXAMPLE.

" E X A M P L E.

" August the thirty-first, the observed distance of the
 " Moon's center from Jupiter, cleared of refraction and
 " parallax, was $32^{\circ} 35' 52''$, the Moon's latitude being
 " $1^{\circ} 47' N$, and that of Jupiter $1^{\circ} 36' S$.

" Latitude $1^{\circ} 47'$ Sine 8,4930 Difference of Latitude, $3^{\circ} 23'$ Vers. Sin. 7,2413

" Lat. $1^{\circ} 36'$ Sine 8,4459

" Half distance 16 18 Tang. 9,4660

Distance 32 36 Cotang. 10,1941

" Arc A. of $52''$ - - Sine 26,4049

Arc B. of $25''$ - - - Sine 27,4354

" The sum of these Arcs - $1^{\circ} 17''$ Subtracted from

" the distance - $32^{\circ} 35' 52''$

" leaves 32. 25 35 the difference of Longitude between the Moon and Jupiter.

" Knowing the longitude of Jupiter from the Ephe-
 " meris, and the difference between it and that of the
 " Moon, we may infer the longitude of the Moon by
 " observation: and from the longitudes set down for
 " noon and midnight of each day in the Nautical
 " Almanac, find the apparent time at Greenwich when
 " the Moon had that longitude, which compared with
 " the apparent time at the Ship, will give the difference
 " of meridians:

A Table

A Table shewing what the Mean Time is at Greenwich, by each Time-keeper, when the Pocket Watch made by Arnold is at 12^h.

Day of the Month.	Arnold.			Kendal.			Watch.			Day of the Month.	Arnold.			Kendal.			Watch.					
	h	'	"	h	'	"	h	'	"		h	'	"	h	'	"	h	'	"			
June	2	12	0	38	11	59	56	12	1	49	July	27	11	50	34	12	5	27	12	13	5	
	3	12	1	1	12	0	14	12	2	2		28	11	49	59	12	5	48	12	13	17	
	4	12	1	16	12	0	25	12	2	15		29	11	49	31	12	6	12	12	13	29	
	5	12	1	36	12	0	45	12	2	27		30	11	48	57	12	6	40	12	13	42	
	6	12	1	50	12	0	55	12	2	39		31	11	48	9	12	6	52	12	13	54	
	7	12	2	6	12	1	10	12	2	51		Aug.	1	11	47	24	12	7	0	12	14	6
	8	12	2	8	12	1	10	12	3	4			2	11	46	34	12	7	12	12	14	19
	9	12	1	50	12	0	53	12	3	16		3	11	45	50	12	7	32	12	14	31	
	10	12	2	3	12	1	5	12	3	28		4	11	44	39	12	7	34	12	14	43	
	11	12	2	11	12	1	28	12	3	40		5	11	43	43	12	7	38	12	14	55	
	12	12	2	16	12	1	34	12	3	53		6	11	42	36	12	7	31	12	15	8	
	13	12	2	4	12	1	28	12	4	5		12	11	58	7	.	.	.	.	.	.
	14	12	2	10	12	1	38	12	4	17		13	11	56	32	.	.	.	.	.	.
	15	12	2	16	12	1	48	12	4	29		14	11	55	16	12	5	21	12	16	45	
	16	12	1	59	12	1	35	12	4	42		15	11	54	3	12	5	38	12	16	58	
	17	12	2	6	12	1	48	12	4	54		16	11	52	46	12	5	53	12	17	10	
	18	12	2	5	12	1	51	12	5	6		17	11	51	27	12	6	10	12	17	23	
	19	12	2	14	12	2	7	12	5	18		18	11	50	8	12	6	33	12	17	35	
	20	12	2	2	12	2	3	12	5	31		19	11	48	41	12	6	38	12	17	47	
	21	12	1	57	12	2	5	12	5	43		20	11	47	7	12	6	52	12	18	0	
	22	12	1	43	12	2	3	12	5	55		21	11	45	23	12	6	58	12	18	12	
	23	12	1	13	12	1	30	12	6	8		22	11	43	34	12	6	47	12	18	24	
	24	12	1	2	12	1	39	12	6	20		23	11	41	51	12	6	55	12	18	36	
	25	12	0	24	12	1	17	12	6	32		24	11	39	51	12	6	58	12	18	49	
	26	11	59	52	12	0	59	12	6	44		25	11	37	56	12	6	56	12	19	1	
	27	11	59	44	12	1	4	12	6	57		26	11	35	56	12	6	58	12	19	13	
	28	11	59	26	12	1	2	12	7	9		27	11	34	7	12	7	15	12	19	25	
	29	11	59	11	12	1	3	12	7	21		28	11	32	17	12	7	32	12	19	38	
	30	11	58	55	12	0	59	12	7	34		29	11	30	17	12	7	32	12	19	50	
	July	1	11	58	45	12	1	7	12	7		46	30	11	28	9	12	7	43	12	20	2
2		11	58	29	12	1	21	12	7	58	31	11	26	14	12	7	57	12	20	15		
3		11	58	20	12	1	10	12	8	10	Sept.	1	11	24	5	12	8	13	12	20	27	
4		11	58	14	12	1	31	12	8	23		2	11	21	46	12	8	13	12	20	39	
5		11	58	2	12	1	39	12	8	35		3	11	19	43	12	8	38	12	20	51	
6		11	57	50	12	1	47	12	8	47		4	11	17	29	12	8	53	12	21	4	
7		11	57	42	12	1	59	12	8	59		5	11	14	59	12	9	4	12	21	16	
8		11	57	26	12	2	10	12	9	12		6	11	12	22	12	9	22	12	21	28	
9		11	57	20	12	2	25	12	9	24		7	11	9	38	12	9	22	12	21	40	
10		11	56	59	12	2	33	12	9	36		9	11	3	53	12	9	44	12	22	5	
11		11	56	47	12	2	45	12	9	49		11	10	57	16	12	9	46	12	22	30	
12		11	56	25	12	2	45	12	10	1		13	10	50	45	12	10	16	12	22	54	
13		11	56	13	12	2	58	12	10	13		14	10	35	0	12	10	31	12	23	6	
14		11	55	33	12	2	44	12	10	25		15	10	42	31	12	10	47	12	23	19	
15		.	.	.	.	.	.	12	10	38		16	10	39	36	12	11	4	12	23	31
16		11	55	20	12	2	34	12	10	50		17	10	35	59	12	11	31	12	23	43	
17		11	55	5	12	2	52	12	11	2		18	10	31	53	12	11	47	12	23	56	
18		11	54	56	12	3	18	12	11	14		19	10	27	11	12	11	52	12	24	8	
19		11	54	21	12	3	22	12	11	27		20	10	23	0	12	12	15	12	24	20	
20		11	54	1	12	3	32	12	11	39		21	10	18	38	12	12	40	12	24	32	
21		11	53	39	12	3	59	12	11	51		23	10	8	54	12	13	39	12	24	57	
22		11	53	15	12	4	18	12	12	4		24	10	4	13	12	14	10	12	25	9	
23		11	52	50	12	4	38	12	12	16		25	9	58	52	12	14	37	12	25	21	
24		11	52	15	12	4	47	12	12	28		26	9	53	54	12	14	59	12	25	34	
25		11	51	48	12	5	9	12	12	40		27	9	48	8	12	15	35	12	25	46	
26		11	51	10	12	5	16	12	12	53												

Observations for finding the Longitude by the Time-keepers.

May 30, P. M. off Sheerness.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.			
5 48 46	17 46 0	17 55 0	5 53 47	5 50 57	2 11	Mean of the two last, 3' 15"	Eq. Time 2'—50"	
5 51 12	17 14 0	17 23 0	5 57 25	5 54 35	3 23			
5 53 12	16 57 0	17 6 0	5 59 10	5 56 20	3 8			
						h / "	h / "	h / "
At 12 ^h by the Watch, mean Time at the Ship,						12 3 15	12 3 15	12 3 15
At Greenwich, by the Watch,						12 1 13	by Arnold, 12 0 27	by Kendal, 11 59 49
Difference of Meridians, Longitude of the Ship,						0 2 2	0 2 48	0 3 26
						0° 30' 30" E	0° 42' 0"	0° 51' 30"

June 4, A. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.			
9 44 15	51 47 30	51 56 30	9 52 44	9 50 37	6 22	Mean 6' 9"	Eq. Time 2'—7"	
9 47 30	52 8 0	52 17 0	9 55 32	9 53 25	5 55			
9 50 0	52 27 30	52 36 30	9 58 16	9 56 9	6 9			
						h / "	h / "	h / "
At 12 ^h by the Watch, mean Time at the Ship,						12 6 9	12 6 9	12 6 9
At Greenwich, by the Watch,						12 2 15	by Arnold, 12 1 16	by Kendal, 12 0 25
Difference of Meridians, Longitude of the Ship,						0 3 54	0 4 53	0 5 44
						0° 58' 30" E	1° 13' 15"	1° 26' 0"

June 6, A. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.			
9 49 15	52 25 0	52 33 50	9 59 43	9 57 55	8 40	Mean 8' 51"	Eq. Time. 1'—48"	
9 51 10	52 38 45	52 46 35	10 1 41	9 59 53	8 43			
9 52 45	52 51 30	53 0 20	10 3 43	10 1 55	9 10			
						h / "	h / "	h / "
At 12 ^h by the Watch, mean Time at the Ship,						12 8 51	12 8 51	12 8 51
At Greenwich, by the Watch,						12 2 39	by Arnold, 12 1 50	by Kendal, 12 0 55
Difference of Meridians, Longitude of the Ship,						0 6 12	0 7 1	0 7 56
						1° 33' 0" E	1° 45' 15"	2° 59' 0"

Observations

Observations for finding the Longitude by the Time-keepers.

June 8, A. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too flow.			
h ' "	o ' "	o ' "	h ' "	h ' "	' "			
9 28 0	48 48 0	48 56 45	9 35 11	9 33 49	5 45	Mean 5 ^h 49 ^m	Eq. Time 1'—26"	
10 54 0	57 10 0	57 19 0	11 1 19	10 59 54	5 54			1'—25"
			At 12 ^h by the Watch, mean Time at the Ship,			12 5 49	12 5 49	12 5 49
			At Greenwich, by the Watch,			12 3 4	12 2 8 by Kendal,	12 1 10
Difference of Meridians,						0 2 45	0 3 41	0 4 30
Longitude of the Ship,						0° 41' 15" E	0° 55' 15"	1° 0' 45"

June 8, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too flow.			
h ' "	o ' "	o ' "	h ' "	h ' "	' "			
5 42 0	19 53 0	20 0 0	5 48 12	5 46 56	4 56	Mean 4 ^h 51 ^m	Eq. Time 1'—16"	
5 44 35	19 32 0	19 38 50	5 50 38	5 49 22	4 47			4 50
5 46 50	19 12 0	19 18 50	5 52 56	5 51 40	4 50			
			At 12 ^h by the Watch, mean Time at the Ship,			12 4 51	12 4 51	12 4 51
			At Greenwich, by the Watch,			12 3 4	12 2 8 by Kendal,	12 1 10
Difference of Meridians,						0 1 47	0 2 43	0 3 41
Longitude of the Ship,						0° 26' 45" E	0° 40' 45"	0° 55' 15"

June 11, A. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too fast.			
h ' "	o ' "	o ' "	h ' "	h ' "	' "			
9 4 35	44 41 0	44 49 40	9 1 17	9 0 25	4 9	Mean 4 ^h 2 ^m	Eq. Time 0'—51"	
9 6 10	44 55 0	45 3 40	9 3 1	9 2 10	4 0			
9 7 50	45 9 0	45 17 40	9 4 45	9 3 54	3 56			
10 12 49	52 36 0	52 44 50	10 5 19	10 4 28	8 21			
			At 12 ^h by the Watch, mean Time at the Ship,			11 55 58	11 55 58	11 55 58
			At Greenwich, by the Watch,			12 3 40	12 2 11 by Kendal,	12 1 28
Difference of Meridians,						0 7 42	0 6 13	0 5 30
Longitude of the Ship,						1° 55' 30" W	1° 33' 15"	1° 22' 30"

Observations.

Observations for finding the Longitude by the Time-keepers.

June 13, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Arnold too flow.		
h / "	o / "	o / "	h / "	h / "	/ "		
10 16 17	49 39 0	49 50 10	10 20 37	10 20 11	3 54		Lat. 59° 24' Eq. Time 0—26"
10 20 17	49 55 0	50 6 10	10 24 8	10 23 42	3 25	Mean	
10 25 35	50 18 0	50 29 10	10 29 27	10 29 1	3 25	5 3' 26"	
			h / "	h / "	h / "		
At 10 ^h by Arnold, mean Time at the Ship,			10 3 26	10 3 26	10 3 26		
At Greenwich, by the Watch,			10 3 50	by Arnold, 19 1 49	by Kendal, 10 1 13		
Difference of Meridians,			0 0 24	0 1 37	0 2 13		
Longitude of the Ship,			0° 6' 0" W	0° 24' 15" E	0° 33' 15" E		

June 13, P. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Arnold too flow.		
h / "	o / "	o / "	h / "	h / "	/ "		
5 36 22	22 10 30	22 18 0	5 41 6	5 40 44	4 22	*	Lat. 59° 46' 0" Eq. Time 0—22
5 38 55	21 52 0	21 59 30	5 43 18	5 42 56	4 1	*	
5 39 57	21 44 30	21 54 10	5 44 20	5 43 58	4 1	* Mean of	
5 41 17	21 35 0	21 42 30	5 46 25	5 46 3	4 46	the five	
5 43 3	21 20 0	21 27 30	5 48 8	5 47 46	4 43	marked *	
5 45 9	21 6 30	21 13 50	5 49 43	5 49 21	4 12	4' 8"	
5 47 40	20 46 30	20 56 0	5 52 7	5 51 45	4 5	*	
	20 47 0	20 54 20	5 52 53	5 52 31	4 51	*	
			h / "	h / "	h / "		
At 6 ^h by Arnold, mean Time at the Ship,			6 4 8	6 4 8	6 4 8		
At Greenwich, by the Watch,			6 3 52	by Arnold, 6 1 49	by Kendal, 6 1 14		
Difference of Meridians,			0 0 16	0 2 19	0 2 54		
Longitude of the Ship,			0° 4' 0" E	0° 34' 45"	0° 43' 30"		

June 14, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Arnold too fast.		
h / "	o / "	o / "	h / "	h / "	/ "		
9 44 32	45 57 0	46 8 0	9 43 56	9 43 43	0 49		Lat. 60° 17' Eq. Time 0—15"
9 48 41	46 21 0	46 32 0	9 48 20	9 48 7	0 34	Mean 0' 48"	
9 52 53	46 41 0	46 52 0	9 52 4	9 51 51	1 2		
			h / "	h / "	h / "		
At 10 ^h by Arnold, mean Time at the Ship,			9 59 12	9 59 12	9 59 12		
At Greenwich, by the Watch,			10 3 59	by Arnold, 10 1 52	by Kendal, 10 1 20		
Difference of Meridians,			0 4 47	0 2 40	0 2 8		
Longitude of the Ship,			1° 11' 45" W	0° 40' 0"	0° 32' 0"		

Observations

Observations for finding the Longitude by the Time-keepers.

June 15, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Arnold too flow.			
h / ' / "	o / ' / "	o / ' / "	h / ' / "	h / ' / "	' / "			
8 26 48	38 3 0	38 13 40	8 28 16	8 28 13	1 35	Mean 1' 33"	Lat. 60° 17'	
8 28 5	38 11 30	38 22 10	8 29 40	8 29 37	1 32		Eq. Time 0-3"	
8 29 8	38 20 0	38 30 40	8 30 53	8 30 50	1 42			
At 8 ^h by Arnold, mean Time at the Ship,						8 1 33	8 1 33	8 1 33
At Greenwich, by the Watch,						8 4 9	by Arnold, 8 1 56	by Kendal, 8 1 28
Difference of Meridians,						0 2 36	0 0 23	0 0 5
Longitude of the Ship,						0° 39' 0" W	0° 5' 45" W	0° 1' 15" E

June 17, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Arnold too flow.			
h / ' / "	o / ' / "	o / ' / "	h / ' / "	h / ' / "	' / "			
9 33 11	43 41 0	43 52 0	9 35 29	9 35 53	2 42	Mean 3' 31"	Lat. 62° 43' 30"	
9 34 58	43 51 0	44 2 0	9 38 36	9 39 0	4 2		Decl. 23 25 20	
9 36 45	44 2 0	44 13 0	9 39 36	9 40 0	3 15		Eq. Time 0+24	
9 37 40	44 6 30	44 17 30	9 40 31	9 41 55	4 15			
9 42 4	44 30 0	44 41 0	9 45 13	9 45 37	3 33			
At 10 ^h by Arnold, mean Time at the Ship,						10 3 31	10 3 31	10 3 31
At Greenwich, by the Watch,						10 4 50	by Arnold, 10 2 2	by Kendal, 10 1 44
Difference of Meridians,						0 1 19	0 1 29	0 1 47
Longitude of the Ship,						0° 19' 45" W	0° 22' 15" E	0° 26' 45" E

June 18, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too flow.			
h / ' / "	o / ' / "	o / ' / "	h / ' / "	h / ' / "	' / "			
3 32 41	35 58 30	36 9 10	3 33 5	3 33 4	1 4	Mean 1' 4"	Lat. 65° 25' 0"	
3 34 24	35 50 0	36 0 40	3 31 35	3 35 15	0 51		Decl. 23 26 10	
3 37 38	35 29 0	35 39 40	3 38 15	3 38 55	1 17		Eq. Time 0+40	
At 12 ^h by the Watch, mean Time at the Ship,						12 2 4	12 1 4	12 1 4
At Greenwich, by the Watch,						12 5 6	by Arnold, 12 2 5	by Kendal, 12 1 5
Difference of Meridians,						0 4 2	0 1 1	0 0 4
Longitude of the Ship,						1° 0' 30" W	0° 15' 15"	0° 11' 45"

Observations

Observations for finding the Longitude by the Time-keepers.

June 19, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
3 51 38	33 33 0	33 43 30	3 54 51	3 55 45	0 7	*	Lat. 66° 27' 0"
3 56 39	33 30 0	33 39 30	3 57 09	3 58 03	1 24		Decl. 23 27 10
3 58 08	33 12 0	33 22 30	3 58 33	3 59 27	1 19		Eq. Time 0+54
4 02 28	32 30 0	32 40 30	4 05 55	4 06 49	1 21	Mean of all but the two marked *	
4 06 08	32 25 0	32 35 30	4 06 47	4 07 41	1 33		
4 07 57	32 16 0	32 26 30	4 08 20	4 09 14	1 17		
4 08 30	32 12 30	32 23 0	4 08 57	4 09 51	1 21		1' 24"
6 04 34	20 44 30	20 54 0	6 05 19	6 06 14	1 40		Lat. 66° 35' 0"
6 05 27	20 41 0	20 50 30	6 05 54	6 06 49	1 22		Decl. 23 27 0
6 09 09	20 09 0	20 18 20	6 11 25	6 12 20	3 11	*	Eq. Time 0+55

At 12^h by the Watch, mean Time at the Ship, 12 1 24 12 1 24 12 1 24
 At Greenwich, by the Watch, 12 5 19 by Arnold, 12 2 14 by Kendal, 12 2 7

Difference of Meridians, 0 3 55 0 0 50 0 0 43
 Longitude of the Ship, 0° 58' 45" W 0° 18' 30" 0° 10' 45"

June 21, A. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.			
8 50 33	37 14 0	37 24 40	8 52 41	8 53 56	3 23	Mean 8' 25"	Lat. 67° 35' 0"	
8 54 00	37 30 30	37 41 10	8 56 12	8 57 27	3 27			Decl. 23 27 55
8 59 22	37 53 0	38 04 00	9 00 57	9 02 12	2 50			Eq. Time 1+15

At 12^h by the Watch, mean Time at the Ship, 12 3 25 12 3 25 12 3 25
 At Greenwich, by the Watch, 12 5 43 by Arnold, 12 1 57 by Kendal, 12 2 5

Difference of Meridians, 0 2 18 0 1 28 0 1 20
 Longitude of the Ship, 0° 34' 30" W 0° 22' 0" E 0° 20' 0" E

Observations

Observations for finding the Longitude by the Time-keepers.

June 25, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Arnold too slow.		
h ' "	o ' "	o ' "	h ' "	h ' "	' "		
7 58 27	32 31 0	32 41 30	8 34 25	8 36 32	38 5	Mean 37' 30"	Lat. 73° 57' 0"
8 0 40	32 36 15	32 46 45	8 35 56	8 38 3	37 23		Decl. 23 24 25
8 2 58	32 42 30	32 53 0	8 37 41	8 39 48	36 50		Eq. Time 2+7
8 3 52	32 46 15	32 56 45	8 39 28	8 41 35	37 43		
8 4 58	32 50 30	33 1 9	8 40 0	8 42 7	37 9		
8 5 42	32 54 0	33 4 30	8 41 0	8 43 7	37 25		
At 8 ^h by Arnold, mean Time at the Ship,				8 37 36		8 37 36	
At Greenwich, by the Watch,				8 8 36	by Arnold,	8 2 28	by Kendal, 8 3 2
Difference of Meridians,				0 29 0		0 35 8	
Longitude of the Ship,				7° 15' 0" E		8° 47' 0"	0 34 15 8° 33' 45"

June 26, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h ' "	o ' "	o ' "	h ' "	h ' "	' "		
3 31 36	29 17 0	29 27 15	4 40 25	4 12 49	41 13	Mean 42' 14"	Lat. 74° 25' 0"
3 34 59	29 3 0	29 13 15	4 14 10	4 16 34	41 35		Decl. 23 21 50
3 35 31	28 58 30	29 8 45	4 15 21	4 17 45	42 14		Eq. Time 2+24
3 36 55	28 55 0	29 5 15	4 16 52	4 19 16	42 21		
3 38 14	28 49 0	28 59 15	4 17 52	4 20 16	42 2		
3 39 10	28 44 30	28 54 45	4 19 6	4 21 30	42 20		
At 12 ^h by the Watch, mean Time at the Ship,				12 42 14		12 42 14	
At Greenwich, by the Watch,				12 6 44	by Arnold,	11 59 52	by Kendal, 12 0 59
Difference of Meridians,				0 35 30		0 42 22	
Longitude of the Ship,				8° 52' 30" E		10° 35' 30"	0 41 15 10° 18' 45"

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Observations

Observations for finding the Longitude by the Time-keepers.

June 28, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too flow.		
5 56 50	20 45 0	20 54 30	6 33 21	6 36 5	89 15	} Mean 38' 29"	Lat. 77° 30' 0" Decl. 23 16 10" Eq. Time 2+44
5 58 40	20 42 0	20 51 30	6 34 18	6 37 2	88 22		
5 59 2	20 40 0	20 49 30	6 34 55	6 37 39	88 37		
At 12 ^h by the Watch, mean Time at the Ship,				12 38 29	12 38 29	12 38 29	12 38 29
At Greenwich, by the Watch,				12 7 9	12 59 26	12 59 26	12 7 2
Difference of Meridians,				0 31 20	0 39 3	0 39 3	0 37 27
Longitude of the Ship,				7° 50' 0" E	9° 45' 45"	9° 45' 45"	9° 21' 45"

June 29, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too flow.		
3 41 37	27 29 0	27 39 10	4 22 41	4 25 41	44 4	} Mean 45' 25"	Lat. 78° 1' 40" Decl. 23 13 15 Eq. Time 3+0
3 43 25	27 20 0	27 30 10	4 25 1	4 28 1	44 36		
3 46 30	27 11 0	27 21 10	4 28 47	4 31 47	45 17		
3 47 44	27 6 0	27 16 10	4 30 28	4 33 28	45 44		
3 48 53	27 0 0	27 10 10	4 32 36	4 35 36	46 45		
3 50 24	26 57 0	27 7 10	4 33 29	4 36 29	46 5		
At 12 ^h by the Watch, mean Time at the Ship,				12 45 25	12 45 25	12 45 25	12 45 25
At Greenwich, by the Watch,				12 7 21	11 59 11	11 59 11	12 1 3
Difference of Meridians,				0 38 4	0 46 14	0 46 14	0 44 22
Longitude of the Ship,				9° 31' 0" E	11° 33' 30"	11° 33' 30"	11° 5' 30"

June 30, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too flow.		
5 58 43	20 27 0	20 36 25	6 40 1	6 43 14	44 31	} Mean 45' 29"	Lat. 78° 7' 15" Decl. 23 9 20 Eq. Time 3+13
6 0 4	20 20 0	20 29 25	6 42 21	6 45 34	45 30		
6 1 37	20 15 30	20 24 55	6 43 52	6 47 5	45 28		
6 2 28	20 14 15	20 23 40	6 44 17	6 47 30	45 2		
At 12 ^h by the Watch, mean Time at the Ship,				12 45 29	12 45 29	12 45 29	12 45 29
At Greenwich, by the Watch,				12 7 34	11 58 55	11 58 55	12 0 59
Difference of Meridians,				0 37 55	0 46 34	0 46 34	0 44 30
Longitude of the Ship,				9° 28' 45" E	11° 38' 30"	11° 38' 30"	11° 7' 30"

Observations

Observations for finding the Longitude by the Time-keepers.

July 2, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h ' "	o ' "	o ' "	h ' "	h ' "	' "		
5 46 4	20 55 0	21 4 30	6 28 59	6 32 34	46 30	Mean 44' 58"	Lat. 78° 25' 50" Decl. 23 0 50 Eq. Time 5+35
5 47 44	20 52 0	21 1 30	6 29 59	6 33 34	45 50		
5 49 59	20 47 0	20 56 30	6 31 41	6 35 16	45 17		
5 52 57	20 41 0	20 50 30	6 33 47	6 37 22	44 25		
5 53 55	20 37 0	20 46 30	6 35 11	6 38 46	44 51		
5 54 49	20 35 0	20 44 30	6 35 47	6 39 22	44 33		
5 56 35	20 30 30	20 40 0	6 37 20	6 40 55	44 20	of the four last 44' 32"	
			h ' "	h ' "	h ' "		
At 12 ^h by the Watch, mean Time at the Ship,			12 44 32	12 44 32	12 44 32		
At Greenwich, by the Watch,			12 7 58	by Arnold, 11 58 29	by Kendal, 12 1 10		
Difference of Meridians,			0 36 34	0 46 3	0 43 22		
Longitude of the Ship,			9° 8' 30" E	11° 30' 45"	10° 50' 50"		

July 6, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h ' "	o ' "	o ' "	h ' "	h ' "	' "		
6 32 12	19 26 0	19 3 40	7 15 59	7 20 16	48 4	Mean 47' 41"	Lat. 79° 57' 0" Decl. 22 28 20 Eq. Time 4+17
6 36 0	19 18 0	18 55 40	7 19 19	7 23 36	47 36		
6 38 35	19 13 0	18 50 40	7 21 24	7 25 41	47 6		
6 39 23	19 9 0	18 46 40	7 23 4	7 27 21	47 58		
6 40 57	19 5 30	18 43 10	7 24 20	7 28 37	47 40		
			h ' "	h ' "	h ' "		
At 12 ^h by the Watch, mean Time at the Ship,			12 47 41	12 47 41	12 47 41		
At Greenwich, by the Watch,			12 8 47	by Arnold, 11 57 50	by Kendal, 12 1 47		
Difference of Meridians,			0 38 54	0 49 51	0 45 54		
Longitude of the Ship,			9° 43' 30" E	11° 27' 45"	11° 28' 30"		

July 11, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Arnold too slow.		
h ' "	o ' "	o ' "	h ' "	h ' "	' "		
3 32 22	17 39 20	4 19 49	4 24 45	52 23	Mean 52' 31"	Lat. 80° 4' 0" Decl. 22 7 20 Eq. Time 4+56
3 38 48	17 54 30	4 26 31	4 31 27	52 39		
			h ' "	h ' "	h ' "		
At 3 ^h by Arnold, mean Time at the Ship,			3 52 31	3 52 31	3 52 31		
At Greenwich, by the Watch,			3 16 23	by Arnold, 3 3 21	by Kendal, 3 9 19		
Difference of Meridians,			0 36 8	0 49 10	0 43 12		
Longitude of the Ship,			9° 2' 0" E	12° 17' 30"	10° 48' 0"		

Observations for finding the Longitude by the Time-keepers.

July 15, 1851

July 15, P. M.

Correction for Error of Sextant, -4' 30"

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
7 26 25	16 5 0	16 9 10	8 17 6	8 20 18	53 53		
7 27 28	16 3 0	16 7 10	8 16 8	8 21 17	53 19	Mean	Lat. 80° 4' 0"
7 28 44	16 2 25	16 6 25	8 16 50	8 21 39	52 55	53' 38"	Decl. 21 53 10
7 29 28	16 1 35	16 5 10	8 16 31	8 21 12	54 24		Eq. Time 5+9

At 12^h by the Watch, mean Time at the Ship, 12 53 38 12 53 38 12 53 38
 At Greenwich, by the Watch, 12 10 1 by Arnold, 11 56 25 by Kendal, 12 2 45

Difference of Meridians, 0 43 37 0 57 13 0 50 53
 Longitude of the Ship, 10° 54' 15" E 11° 18' 15" 12° 43' 15"

On Shore on an Island near Vogel Sang, Latitude 79° 50'

Correction for Error of the Astronomical Quadrant, + 7"

Day of the Month.	Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Eq. Time.	Mean Time.	Watch too slow.	Means.	Co. Decl.
July 15	3 30 53	25 21 50	25 35 29	4 16 31	5+29	4 22 0	51 7	} 51 0	68 33 2
	P. M. 3 32 57	25 17 0	25 30 39	4 18 23		4 23 52	50 55		
A. M.	3 34 22	25 13 20	25 26 59	4 19 52		4 25 21	50 59	} 51 5 1/2	68 37 39
	4 6 P. M. 5 55 25	18 55 12	19 8 8	6 41 1	5+35	6 46 36	51 11		
17 P. M.	5 59 0	18 46 10	18 59 6	6 44 25		6 50 0	51 0	} 51 5 1/2	68 43 44
18 A. M.	5 31 45	19 46 40	19 59 43	6 17 17	5+40	6 22 57	51 12		
	8 28 31	13 8 20	13 20 0	8 52 53	5+41	8 58 34	50 31		68 55 0

July 16, at 12^h by the Watch; mean Time at the Island, 12 51 0 12 51 0 12 51 0
 At Greenwich, by the Watch, 12 10 50 by Arnold, 11 55 20 by Kendal, 12 2 34

Difference of Meridians, 0 40 10 0 55 40 0 48 26
 Longitude of the Island, 10° 2' 30" E 11° 55' 0" 12° 6' 30"

Observations.

A P P E N D I X.

Observations for finding the Longitude by the Time-keepers.

July 26, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / / "	o / / "	o / / "	h / / "	h / / "	h / / "		
3 29 25	22 46 0	22 55 40	4 25 41	4 31 43	1 2 18	} Mean 1 ^h 2' 16"	Lat. 80° 20' 0" Co. Decl. 70° 40' 40" Eq. Time 6+2
3 31 14	22 42 0	22 51 40	4 27 23	4 33 25	1 2 11		
3 33 35	22 36 0	22 45 40	4 29 53	4 35 55	1 2 20		
3 35 34	22 33 30	22 43 10	4 31 4	4 37 6	1 1 32		
3 36 50	22 31 0	22 40 40	4 31 59	4 38 1	1 1 11		
3 38 47	22 29 0	22 38 40	4 32 51	4 38 53	1 0 6		

At 12^h by the Watch, mean Time at the Ship, 1 2 16 1 2 16 1 2 16
 At Greenwich, by the Watch, 12 12 53 by Arnold, 11 51 10 by Kendal, 12 5 16

Difference of Meridians, 0 49 23 1 11 6 0 57 0
 Longitude of the Ship, 14° 20' 45" E 17° 46' 30" 14° 15' 0"

July 27, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / / "	o / / "	o / / "	h / / "	h / / "	h / / "		
5 51 16	16 15 0	16 23 45	6 58 31	7 4 32	1 13 16	} Mean 1 ^h 13' 3"	Lat. 80° 23' 0" Co. Decl. 70 55 45 Eq. Time 6+1
5 53 22	16 10 30	16 19 15	7 0 24	7 6 25	1 13 3		
5 55 26	16 5 45	16 14 30	7 2 24	7 8 25	1 12 59		
5 58 35	15 58 0	16 6 49	7 5 40	7 11 41	1 13 6		
6 0 56	15 53 0	16 1 45	7 7 47	7 13 48	1 12 52		

At 12^h by the Watch, mean Time at the Ship, 1 13 3 1 13 3 1 13 3
 At Greenwich, by the Watch, 12 13 5 by Arnold, 11 50 34 by Kendal, 12 5 27

Difference of Meridians, 0 59 38 1 22 26 1 5 36
 Longitude of the Ship, 14° 59' 30" E 20° 37' 15" 16° 54' 0"

July 28, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / / "	o / / "	o / / "	h / / "	h / / "	h / / "		
5 22 34	17 10 0	17 18 50	6 38 46	6 36 46	1 14 12	} Mean 1 ^h 14' 24"	Lat. 80° 28' 10" Co. Decl. 71 9 10 Eq. Time 6+0
5 28 58	16 54 30	17 3 20	6 37 34	6 43 34	1 14 36		

At 12^h by the Watch, mean Time at the Ship, 1 14 24 1 14 24 1 14 24
 At Greenwich, by the Watch, 12 13 17 by Kendal, 12 5 48

Difference of Meridians, 1 1 7 1 8 36
 Longitude of the Ship, 15° 16' 45" E 17° 9' 0"

Observations

Observations for finding the Longitude by the Time-keepers.

July 30, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
3 14 40	21 17 0	21 26 30	4 37 24	4 43 20	1 28 40	Mean 1 ^h 28' 54"	Lat. 80° 33' 0" Co. Decl. 71 38 50 Eq. Time 5+56
3 22 6	20 59 0	21 8 30	4 45 1	4 50 57	1 28 51		
3 26 34	20 48 45	20 38 15	4 49 21	4 55 17	1 28 43		
3 29 11	20 41 30	20 51 0	4 52 21	4 58 17	1 29 0		
3 30 54	20 37 30	20 47 0	4 54 1	4 59 57	1 29 3		
3 32 45	20 33 30	20 43 0	4 55 33	5 1 29	1 28 44		
3 34 43	20 28 0	20 37 30	4 57 59	5 3 55	1 29 12		

At 12^h by the Watch, mean Time at the Ship, 1 28 54
 At Greenwich, by the Watch, 12 13 42 by Kendal, 12 6 40

Difference of Meridians, 1 15 12
 Longitude of the Ship, 18° 48' 0" E 1 22 14
 20° 33' 30"

July 31, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
3 53 30	19 26 0	19 35 10	5 18 7	5 24 1	1 30 31	Mean 1 ^h 29' 55"	Lat. 80° 37' 0" Co. Decl. 71 52 10 Eq. Time 5+54
3 55 46	19 21 30	19 30 40	5 19 55	5 25 49	1 30 3		
3 58 30	19 17 0	19 26 10	5 21 45	5 27 39	1 29 9		
4 0 2	19 12 30	19 21 40	5 23 29	5 29 23	1 29 21		
4 0 56	19 8 0	19 17 10	5 25 28	5 31 22	1 30 32		
4 1 57	19 7 0	19 16 10	5 26 29	5 32 23	1 30 26		
4 2 50	19 6 30	19 15 40	5 26 56	5 32 50	1 30 0		
4 4 19	19 3 0	19 12 10	5 27 31	5 33 25	1 29 6		
4 5 36	18 59 0	19 8 10	5 29 9	5 35 3	1 29 27		
4 6 35	18 56 0	19 5 10	5 30 23	5 36 17	1 29 41		
4 7 26	18 52 0	19 1 10	5 32 1	5 37 55	1 30 29		
4 8 14	18 50 30	18 59 40	5 32 39	5 38 33	1 30 19		
4 9 23	18 49 0	18 58 10	5 33 15	5 39 9	1 29 46		

At 12^h by the Watch, mean Time at the Ship, 1 29 55
 At Greenwich, by the Watch, 12 19 54 by Kendal, 12 6 52

Difference of Meridians, 1 16 1
 Longitude of the Ship, 19° 0' 15" E 1 23 3
 20° 45' 45"

Observations

Observations for finding the Longitude by the Time-keepers.

At Smeerenberg, Lat. 79° 44'

By the Astronomical Quadrant, Correction for Error of Quadrant — 32"

Day of the Month.	Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.	Eq. Time.	Co. Decl.
	h / "	o / "	o / "	h / "	h / "	h / "	h / "	o / "
August 14 P. M.	5 38 30	12 24 0	12 35 0	6 30 21	6 31 31	56 1	4+10	75 50 30
	5 47 37	12 0 0	12 11 0	6 39 31	6 43 41	56 4		
	6 1 15	11 24 0	11 34 40	6 53 24	6 57 34	56 10		
	6 2 39	11 21 0	11 31 40	6 54 59	6 59 9	56 30		75 50 50
	6 5 2	11 15 0	11 25 40	6 56 54	7 1 4	56 2		
	6 6 8	11 12 0	11 22 40	6 58 4	7 2 14	56 6		
	6 7 24	11 9 0	11 19 40	6 59 15	7 3 25	56 1		
	6 8 39	11 6 0	11 16 40	7 0 0	7 4 9	55 30	4+9	
	6 9 45	11 3 0	11 13 40	7 1 31	7 5 40	55 55		
	6 11 3	11 0 0	11 10 40	7 2 42	7 6 51	55 45		
	6 15 44	10 48 0	10 58 30	7 7 23	7 11 32	55 48		75 51 0
	6 16 41	10 45 0	10 55 30	7 8 41	7 12 50	56 0		
6 17 51	10 42 0	10 52 30	7 9 54	7 14 3	56 12			
6 19 10	10 39 0	10 49 20	7 11 8	7 15 17	56 7			
6 20 22	10 36 0	10 46 20	7 12 20	7 16 29	56 7			
15, A. M.	4 56 57	13 6 0	13 17 20	5 48 53	5 52 50	55 53	3+57	75 59 20
	4 59 20	13 12 0	13 23 20	5 51 9	5 55 6	55 46		
	5 2 26	13 21 0	13 32 20	5 54 32	5 58 29	56 3		
	5 3 35	13 24 0	13 35 20	5 55 43	5 59 40	56 5		
	5 4 46	13 27 0	13 38 20	5 56 55	6 0 52	56 6		75 59 30
	5 7 6	13 33 0	13 44 20	5 59 5	6 3 2	55 56		
	5 8 19	13 36 0	13 47 20	6 0 12	6 4 9	55 50		
	5 9 12	13 39 0	13 50 30	6 1 24	6 5 21	55 9		
	5 10 23	13 42 0	13 53 30	6 2 31	6 6 28	56 5		
	5 11 34	13 45 0	13 56 30	6 3 41	6 7 38	56 4		
	5 12 43	13 48 0	13 59 30	6 4 49	6 8 46	56 3		
	5 13 49	13 51 0	14 2 30	6 5 56	6 9 53	56 4		
5 20 42	14 9 0	14 20 40	6 12 44	6 16 41	55 59		75 59 40	
5 22 56	14 15 0	14 26 40	6 14 59	6 18 56	56 0			
5 24 2	14 18 0	14 29 40	6 16 5	6 20 2	56 0			
5 27 25	14 27 0	14 38 40	6 19 28	6 23 25	56 0			
18, A. M.	4 57 8	12 15 0	12 26 0	5 50 51	5 54 19	57 11	3+28	76 56 50
	5 0 31	12 24 0	12 35 0	5 54 13	5 57 41	57 10		
	5 1 46	12 27 0	12 38 0	5 55 21	5 58 49	57 3		
	5 2 51	12 30 0	12 41 0	5 56 29	5 59 57	57 6		
	5 3 57	12 33 0	12 44 0	5 57 35	6 1 3	57 6		
	5 6 14	12 39 0	12 50 10	5 59 54	6 3 19	57 8		
	5 7 20	12 42 0	12 53 10	6 1 2	6 4 30	57 10		
	5 11 52	12 54 0	13 5 10	6 5 35	6 9 3	57 11		76 57 0
	5 13 6	12 57 0	13 8 10	6 6 42	6 10 10	57 4		
	5 15 15	13 3 0	13 14 20	6 9 0	6 12 28	57 13		
	5 16 32	13 6 0	13 17 20	6 10 8	6 13 36	57 4		
	5 17 39	13 9 0	13 20 20	6 11 15	6 14 43	57 4		
5 19 50	13 15 0	13 26 20	6 13 29	6 16 57	57 7			
5 20 55	13 18 0	13 29 20	6 14 37	6 18 5	57 10			
5 22 4	13 21 0	13 32 20	6 15 48	6 19 16	57 12		76 57 10	
5 24 24	13 27 0	13 38 20	6 18 3	6 21 31	57 7			
5 25 35	13 30 0	13 41 20	6 19 11	6 22 39	57 4			
5 27 43	13 36 0	13 47 30	6 21 29	6 24 57	57 14			
5 28 55	13 39 0	13 50 30	6 22 36	6 26 4	57 9			

Observations for finding the Longitude by the Time-keepers

Day of the Month.	Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.	Eq. Time.	Co. Decl.
	h ' "	o ' "	o ' "	h ' "	h ' "	' "	' "	o ' "
August 18 A. M.	5 37 58	14 3 0	14 14 40	6 31 44	6 35 11	57 13	3+21	76 57 20
	5 41 23	14 12 0	14 23 40	6 35 44	6 39 11	57 48		
	5 42 28	14 15 0	14 26 40	6 36 19	6 39 46	57 18		
	5 43 39	14 18 0	14 29 40	6 37 27	6 40 54	57 15		
	5 45 49	14 24 0	14 35 40	6 39 1	6 42 28	56 39		
	5 47 4	14 27 0	14 38 40	6 40 49	6 44 16	57 12		
	5 48 13	14 30 0	14 41 40	6 42 1	6 45 28	57 15		
	5 49 21	14 33 0	14 44 40	6 43 9	6 46 36	57 15		
	5 59 39	15 0 0	15 11 50	6 53 27	6 56 54	57 15		
	6 0 53	15 3 0	15 14 50	6 54 37	6 58 4	57 11		
	6 1 58	15 6 0	15 17 50	6 55 45	6 59 12	57 14		
	6 3 8	15 9 0	15 20 50	6 56 53	7 0 20	57 12		
	6 4 17	15 12 0	15 23 50	6 58 3	7 1 30	57 13		
	6 5 29	15 15 0	15 26 50	6 59 12	7 2 39	57 10		
	6 6 36	15 18 0	15 29 50	7 0 24	7 3 51	57 15		
	6 7 42	15 21 0	15 32 50	7 1 33	7 5 0	57 18		
	6 11 19	15 30 0	15 41 50	7 5 1	7 8 28	57 9		
	6 13 32	15 36 0	15 47 50	7 7 19	7 10 46	57 14		
6 14 49	15 39 0	15 51 0	7 8 33	7 12 0	57 11			
6 16 1	15 42 0	15 54 0	7 9 43	7 13 20	57 9			
18, P. M.	5 10 49	12 18 0	12 29 0	6 4 21	6 7 42	56 53	3+21	77 6 50
	5 12 55	12 12 0	12 23 0	6 6 35	6 9 56	57 1		
	5 14 6	12 9 0	12 20 0	6 7 48	6 11 4	56 58		
	5 15 14	12 6 0	12 17 0	6 8 51	6 12 12	56 58		
	5 16 16	12 3 0	12 14 0	6 9 58	6 13 19	57 3		
	5 17 22	12 0 0	12 11 0	6 11 5	6 14 26	57 4		
	5 18 40	11 57 0	12 8 0	6 12 13	6 15 34	56 54		
	5 19 35	11 54 0	12 5 0	6 13 21	6 16 42	57 7		
	5 20 48	11 51 0	12 1 50	6 14 27	6 17 48	57 0		
	5 21 51	11 48 0	11 58 50	6 15 40	6 19 1	57 10		

I. Aug. 14, P. M. | II. Aug. 15, A. M. | III. Aug. 18, A. M. | IV. Aug. 18, P. M.

At 12 ^h by the Watch, mean Time at Smeerenberg,	12 ^h 56' 2"	12 ^h 56' 0"	12 ^h 57' 11'	12 ^h 57' 1
At Greenwich, by the Watch,	12 16 45	12 16 45	12 17 35	12 17 35
Difference of Meridians,	0 39 17	0 39 15	0 39 36	0 39 26
Longitude of Smeerenberg,	9° 49' 15"	9° 48' 45"	9° 54' 0"	9° 51' 30"
Mean of the first, second, and fourth,	9° 49' 40"; or all, 9° 50' 45" E.			

At 12 ^h by the Watch, mean Time at Smeerenberg,	12 ^h 56' 2"	12 ^h 56' 0"	12 ^h 57' 11"	12 ^h 57' 1
At Greenwich, by Kendal,	12 5 21	12 5 21	12 6 31	12 6 33
Difference of Meridians,	0 50 41	0 50 39	0 50 40	0 50 28
Longitude of Smeerenberg,	12° 40' 15"	12° 39' 45"	12° 40' 0"	12° 37' 0"
Mean	12° 39' 15" E.			

From comparing the 1st with the 3d, the Watch loses in a Day, 19,7
 4th, 14,8
 2d . . . 3d, 23,7
 4th, 17,4
 Mean of all four, 18,9

Observations for finding the Longitude by the Time-keepers.							
August 31, P. M.							
Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / ' / "	o / ' / "	o / ' / "	h / ' / "	h / ' / "	' / "		
6 1 54	4 35 0	4 36 10	6 35 43	6 35 31	33 37	Mean 33' 51"	Lat. 68° 46' 0" Co. Decl. 81 37 10 Eq. Time 0—12
6 4 31	4 23 0	4 23 50	6 38 1	6 37 49	33 18		
6 6 20	4 10 0	4 10 30	6 40 33	6 40 21	34 1		
6 7 40	4 2 0	4 2 10	6 42 7	6 41 53	34 15		
6 10 1	3 51 0	3 50 50	6 44 16	6 44 4	34 3		
6 11 33	3 44 0	3 43 30	6 45 39	6 45 27	33 54		
			At 12 ^h by the Watch, mean Time at the Ship,		12 33 51		12 33 51
			At Greenwich, by the Watch,		12 28 15	by Kendal,	12 7 57
			Difference of Meridians,		0 13 36		0 25 54
			Longitude of the Ship,		3° 24' 0" E		6° 28' 30"
Sept. 3, P. M.							
Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / ' / "	o / ' / "	o / ' / "	h / ' / "	h / ' / "	' / "		
5 14 0	7 50 0	7 55 30	5 46 34	5 45 25	31 25	Mean 30' 41"	Lat. 65° 31' 0" Co. Decl. 82 41 20 Eq. Time 1—6
5 16 30	7 30 0	7 35 20	5 48 52	5 47 46	31 16		
5 17 7	7 24 30	7 29 30	5 49 34	5 48 28	31 21		
5 18 20	7 20 0	7 25 0	5 50 6	5 48 59	30 39		
5 18 55	7 16 30	7 21 30	5 50 30	5 49 24	30 29		
5 19 40	7 13 0	7 18 0	5 50 55	5 49 49	30 9		
5 20 50	7 4 30	7 9 20	5 52 16	5 51 10	30 20		
5 21 50	6 58 0	7 2 50	5 52 43	5 51 37	29 47		
			At 12 ^h by the Watch, mean Time at the Ship,		12 30 41		12 30 41
			At Greenwich, by the Watch,		12 20 51	by Kendal,	12 8 38
			Difference of Meridians,		0 9 50		0 22 3
			Longitude of the Ship,		2° 27' 30" E		5° 30' 45"
Sept. 6, A. M.							
Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / ' / "	o / ' / "	o / ' / "	h / ' / "	h / ' / "	' / "		
8 56 25	26 50 0	27 0 10	9 22 57	9 20 59	24 34	Mean 24' 22"	Lat. 62° 50' 0" Co. Decl. 83 41 30 Eq. Time 1—58
8 58 27	26 58 0	27 8 10	9 24 36	9 22 38	24 11		
			At 12 ^h by the Watch, mean Time at the Ship,		12 24 22		12 24 22
			At Greenwich, by the Watch,		12 21 28	by Kendal,	12 9 22
			Difference of Meridians,		0 2 54		0 15 0
			Longitude of the Ship,		0° 43' 30" E		3° 45' 0"

Observations for finding the Longitude by the Time-keepers.

Sept. 6, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / / "	o / / "	o / / "	h / / "	h / / "	h / / "		
4 44 14	10 35 0	10 42 10	5 15 17	5 13 14	29 0	Mean 28' 49"	Lat. 61° 57' 0" Co. Decl. 83 49 0 Eq. Time 2-3
4 45 54	10 26 0	10 33 0	5 16 35	5 14 32	28 38		
4 47 20	10 13 0	10 20 0	5 18 27	5 16 24	28 55		
4 48 59	10 4 0	10 10 50	5 19 45	5 17 42	28 43		
4 50 0	9 56 0	10 1 50	5 21 2	5 18 59	28 59		
4 52 36	9 39 0	9 45 40	5 23 20	5 21 17	28 41		
						h / / "	h / / "
At 12 ^h by the Watch, mean Time at the Ship,						12 28 49	12 28 49
At Greenwich, by the Watch,						12 21 28	by Kendal, 12 9 22
Difference of Meridians,						0 7 21	0 19 27
Longitude of the Ship,						1° 50' 15" E	4° 51' 45"

Sept. 14, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / / "	o / / "	o / / "	h / / "	h / / "	h / / "		
2 54 41	22 39 0	22 48 50	3 30 55	3 26 8	31 27	Mean 31' 12"	Lat. 55° 32' 0" Co. Decl. 86 50 0 Eq. Time 4-47
2 55 40	22 36 0	22 45 50	3 31 21	3 26 34	30 54		
2 56 34	22 29 0	22 38 50	3 32 17	3 27 30	30 56		
2 57 41	22 18 0	22 27 50	3 33 48	3 29 1	31 20		
2 58 52	22 10 0	22 19 50	3 34 52	3 30 5	31 13		
3 2 24	21 43 0	22 52 50	3 38 31	3 33 44	31 20		
						h / / "	h / / "
At 12 ^h by the Watch, mean Time at the Ship,						12 31 12	12 31 12
At Greenwich, by the Watch,						12 23 6	by Kendal, 12 10 31
Difference of Meridians,						0 8 6	0 20 41
Longitude of the Ship,						2° 11' 30" E	5° 10' 15"

Sept. 25, A. M. in Hofely Bay.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Sun's Center.	Apparent Time.	Mean Time.	Watch too slow.		
h / / "	o / / "	o / / "	h / / "	h / / "	h / / "		
9 22 47	30 54 0	31 4 40	9 58 47	9 50 17	28 30	Mean 28' 16"	Lat. 52° 6' 0" N. Pol. dist. 91 1 10 Eq. Time 8-30
9 24 17	31 5 0	31 15 40	10 0 49	9 52 19	28 2		
						h / / "	h / / "
At 12 ^h by the Watch, mean Time at the Ship,						12 28 16	12 28 16
At Greenwich, by the Watch,						12 25 23	by Kendal, 12 14 37
Difference of Meridians,						0 2 55	0 13 39
Longitude of the Ship,						0 43 45" E	3° 24' 45"

Observations

Observations for finding the Longitude by the Moon.

June 13, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Moon's lower Limb.	Distance of the Sun and Moon's nearest Limbs.	True Distance of the Centers.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meri- dians.	Longitude of the Ship.
h ' "	o ' "	o ' "	o ' "	o ' "	h ' "	h ' "	" "	o ' "
10 16 17	49 39 0	21 17 0	74 37 6	74 30 53	22 17 17	22 20 37	3 20	0 59 0 E
10 20 17	49 55 0	20 54 0	74 37 0	74 30 39	22 17 47	22 24 8	6 21	1 35 15
10 25 35	50 13 0	20 20 0	74 37 6	74 30 22	22 18 23	22 29 27	11 4	3 46 0
							Mean	1 43 45

June 14, A. M.

Correction for Error of the Sextant, — 3' 46"

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Moon's lower Limb.	Distance of the Sun and Moon's nearest Limbs.	True Distance of the Centers.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meri- dians.	Longitude of the Ship.
h ' "	o ' "	o ' "	o ' "	o ' "	h ' "	h ' "	" "	o ' "
9 44 32	45 57 0	30 42 0	63 47 30	63 45 45	21 52 12	21 43 56	8 16	2 4 0 W
9 48 41	46 21 0	30 26 0	63 44 0	63 41 54	22 0 42	21 48 20	12 22	3 5 30
9 52 53	46 41 0	30 10 0	63 41 30	63 39 3	22 6 59	21 52 4	14 55	3 43 45
							Mean	2 57 45 W

June 15, A. M.

Time by Arnold.	Alt. of the Sun's lower Limb.	Alt. of the Moon's lower Limb.	Distance of the Sun and Moon's nearest Limbs.	True Distance of the Centers.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meri- dians.	Longitude of the Ship.
h ' "	o ' "	o ' "	o ' "	o ' "	h ' "	h ' "	" "	o ' "
10 30 36	49 50 0	34 20 0	52 35 0	52 37 41	22 32 3	22 32 14	0 9	0 2 15 E
10 32 4	49 54 0	34 20 0	52 34 45	52 37 23	22 34 56	22 33 46	1 16	0 19 30 W
10 34 33	50 3 0	34 10 0	52 32 0	52 34 26	22 39 17	22 36 5	3 8	0 47 0
10 36 23	50 9 0	34 4 0	52 32 0	52 34 18	22 39 35	22 37 56	1 36	0 24 0
10 39 54	50 18 0	33 51 0	52 31 15	52 33 29	22 41 44	22 41 36	0 14	0 3 30
10 41 34	50 28 0	33 40 0	52 31 0	52 32 51	22 42 47	22 42 14	0 37	0 9 15
							Mean	0 17 0 W

June 25, P. M.

Time by the Watch.	Alt. of the Sun's lower Limb.	Alt. of the Moon's lower Limb.	Distance of the Sun and Moon's nearest Limbs.	True Distance of the Centers.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meri- dian.	Longitude of the Ship.
h ' "	o ' "	o ' "	o ' "	o ' "	h ' "	h ' "	" "	o ' "
7 49 2	12 54 0	11 40 0	65 58 0	66 21 55	7 30 23	8 22 13	51 50	12 57 30 E

Observations for finding the Longitude by the Moon.

June 26, P. M.

Time by the Watch.	Alt. of the Sun's		Alt. of the Moon's		Distance of the Sun and Moon's nearest Limbs.	True Distance of the Centers.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meridians.	Longitude of the Ship.
	lower Limb.	Center.	lower Limb.	Center.						
h 24 25	0 1	0 1	0 1	0 1	0 1	0 1	h 1 25 1	h 1 24 15	1 39 50	9 57 30 E
1 28 14	35 58			12 51	75 39 30	75 41 30	1 25 1	2 4 15	39 50	9 57 30 E
1 29 48			12 50 0							
1 32 5			36 1	13 6	75 43 0	75 45 13	1 32 5	2 11 55	39 50	9 57 30
1 34 3			12 58 30							
1 36 9	35 41									

July 11, A. M.

Arnold too slow for Apparent Time 47' 35".

Correction for Error of the Sextant, + 4' 24"

Time by Arnold.	Alt. of the Sun's		Alt. of the Moon's		Distance of the Sun and Moon's nearest Limbs.	True Distance of the Centers.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meridians.	Longitude of the Ship.
	lower Limb.	Center.	lower Limb.	Center.						
h 3 28 15	0 1	0 1	0 1	0 1	0 1	0 1	h 15 32 47	h 15 15 50	17 45 3	10 45 45
3 30 12	17 25		17 20 10	13 6 0	95 44 0	96 3 35	15 32 47	16 15 50	45 3	10 45 45
3 32 22			17 39 20	13 9 0	95 40 0	95 59 20	15 41 58	16 19 57	37 59	9 29 45
3 34 7	17 31									
3 38 48			17 54 30	13 13 0	95 36 0	95 55 8	15 51 3	16 26 23	35 20	8 50 0
3 40 24	17 50									

Mean 9 42 0 E

Sept. 1, P. M. Moon's Distance observed from Aldebaran.

Time by the Watch.	Computed Alt. of Aldebaran.	Alt. of the Moon's		Distance of the Moon from Aldebaran.	True Distance of the Centers.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meridians.	Longitude of the Ship.
		lower Limb.	Center.						
h 11 45 15	17 49 0	17 3 0	17 3 0	76 57 nearest Limb	77 0 59	11 56 7	12 22 44	16 37	6 39 15 E
12 7 43	20 45 0	17 10 0	17 10 0	77 18 farthest Limb	76 48 53	12 19 29	12 45 12	25 43	6 25 30
12 22 44	22 8 0	17 6 0	17 6 0	76 44 nearest Limb	76 44 15	12 27 33	13 0 13	32 40	8 10 0

Sept. 3, P. M. Moon's Distance observed from Aldebaran.

Time by the Watch.	Computed Alt. of Aldebaran.	Alt. of the Moon's		Distance of the Moon's W. limb from Aldeb.	True Dist. of the Moon's Cent. from Aldeb.	Apparent Time at Greenwich.	Apparent Time at the Ship.	Diff. of Meridians.	Longitude of the Ship.
		lower Limb.	Center.						
h 11 20 35	17 47 0	24 47 0	24 47 0	39 39 0	39 57 5	11 30 43	11 55 47	25 4	6 16 0 E

Observations

Time the Watch	Reference Longitude	Apparent Time at Greenwich.	Apparent Time at the Ship.	Difference of Meridians.	Longitude of the Ship.
	6 ^h				
h / ' / "	h / ' / "	h / ' / "	h / ' / "	' / "	o / ' / "
8 51 13	29	8 33 22	9 25 37	52 15	13 3 45
9 3 9	29	8 48 10	9 37 31	49 21	12 20 15
9 32 3	40	9 25 7	10 6 49	41 42	10 25 30
9 51 1	55	9 40 17	10 25 58	45 41	11 25 15
9 51 9	46	10 31 29	11 12 29	41 0	10 15 0
10 38 3	49	11 30 34	12 17 22	46 48	11 42 0
11 43 12					
1 35 8	17	13 29 40	14 9 41	40 1	10 0 15

Mean 11° 13' E.

Time the Watch at Night.	Reference Longitude	Apparent Time at Greenwich.	Apparent Time at the Ship.	Difference of Meridians.	Longitude of the Ship.
h / ' / "	h / ' / "	h / ' / "	h / ' / "	' / "	o / ' / "
8 16		12 15 39	12 36 49	21 10	5 17 30
11 51 3	2	12 24 40	12 53 43	29 3	7 15 45
12 11					

2''.

Time the Moon corrected by Parallax.	Longitude of the Moon	Apparent Time at the Ship.	Apparent Time at Greenwich.	Difference of Meridians
h / o / ' / "	h / ' / "	h / ' / "	h / ' / "	' / "
10 13 50 59		10 6 5	10 8 43	2 38 W
9 3 14 2 32		10 20 32	10 31 14	10 42
9 4 14 9 38		10 36 16	10 45 4	8 48
10 0 14 14 29		11 1 19	10 54 24	6 55 E
10 0 14 20 56		11 16 6	11 7 13	8 53

Latitude of Jupiter, 1° 37' S
 Longitude, 0° 7' 4"
 Watch too slow for }
 Apparent Time, } 35' 12"

Distance of the Moon and the Nonagefimal.

h / ' / "
47 4 8 43
17 4 16 55
48 4 23 34