



**Barry Lawrence Ruderman
Antique Maps Inc.**

7407 La Jolla Boulevard
La Jolla, CA 92037

www.raremaps.com

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blr@raremaps.com

(East Indies Manuscript Log Book) A Journal of a Voyage to the East Indias and From the East Indias [Illustrated Manuscript Journal of the Voyages of the Dolphin and the Medway Prize (the Favorite), with folding maps and charts, and original pen and wash artwork of animals, coastal profiles and a chart of the First Battle of Negapatam (1746) on the southern coast of India]

Stock#: 91991
Map Maker: French

Date: 1744 - 1749
Place: East Indies
Color: Pen & Ink with Wash Color
Condition: VG+
Size: 10 x 15 inches

Price: SOLD



Description:

East Indianman Logbook by a Royal Navy Officer, 1744-1749

With Manuscript Maps of Subjects Around the Indian Ocean

Including a Remarkable Thames School Track Chart of the Strait of Malacca

Wonderful Ink and Wash Illustrations of Battles, Coastal Views, Animals

Richly Detailed Vernacular Descriptions About the People and Places in Present-Day India, Malaysia, Indonesia, South Africa

An outstanding and beautifully illustrated manuscript logbook, including several finely executed pen and wash maps and views, kept during the voyage of HMS *Dolphin* and the *Medways Prize* (the erstwhile French man of war *Favorette* or *Le Favory*). The journal was compiled by Lieutenant Wildy French, who has signed various entries as well as several of the original pen and wash drawings. The manuscript charts are notable as outstanding examples of the late Thames School, a style of English chartmaking that flourished from about 1590 to the 1740s. One of the more exciting incidents recorded and illustrated in the journal is the First Battle of Negapatam (June 25, 1746), fought off the Coromandel coast of southern India, between French and British squadrons. Commodore Edward Peyton commanded the British. The journal entries go far beyond the usual record of weather and position, and often digress into lengthy and fascinating descriptions about the people, animals and natural features seen, especially in the various



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Indonesian islands.

The journal covers the period from April 29, 1744 to August 25, 1749.

The first page of the volume contains a handwritten copy of French's original commission by the British Admiralty, issued on April 3, 1744: "To Mr. Wildy French hereby appointed Lieutenant of his Maj. Ship the Dolphin."

The daily entries describe the voyage via Madagascar, Sumatra, Malacca, Ceylon, the Coromandel coast, Madras, Table Bay, St. Helena, returning to Deptford in August 1749. There are many nicely delineated coastal profiles of these places interspersed among the entries.

First Battle of Negapatam (1746)

One of the notable folding charts depicts the First Battle of Negapatam, a naval battle fought June 25 (old style) or July 6 (new style) 1746, between the French and British fleets during the War of the Austrian Succession. The battle took place off the coast of Negapatam (Nagapattinam), a port city in southern India. The War of the Austrian Succession was a global conflict that began in 1740 and lasted until 1748, and was primarily fought between France and Great Britain, with their respective allies, over the control of overseas trade and colonial expansion.

The British East India Company, a powerful mercantile company, played a central role in this conflict. The company controlled the British trade and presence in India and was heavily invested in the region's trade routes and commerce. The French East India Company, its main rival, was also seeking to expand its influence and control over the region's trade routes.

The French squadron was under Admiral La Bourdonnais, an energetic commander who managed to cobble together a group of ten vessels, mostly improvised warships. The British squadron, comprising six ships, was under the command of Commodore Edward Peyton, a less energetic officer than his predecessor, Commodore Curtis Barnet, who had recently died. La Bourdonnais intended to board the British ships, but the wind prevented him from executing his plan. Peyton showed little willingness to engage the French and for most of the day the two fleets were out each other's range. At four in the afternoon fighting began, mostly conducted at long range. The result was inconclusive, with the British suffering fourteen dead and forty-six wounded, the French twenty-seven dead and fifty-three wounded.



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One French ship, the *Le Insulaire*, was badly damaged, while one British ship, the *Medway's Prize*, also suffered some damage. In the aftermath Commodore Peyton abandoned the Indian coast, and headed to Ceylon to conduct repairs. In early August Peyton sailed back towards Madras, but on August 6th he ran into the French again. After several days Peyton disappeared. He eventually replaced by Commodore Thomas Griffin, who had him arrested and sent back to Britain, but no further action was taken against him. Peyton's failure to act gave great umbrage to the East India Company, as the lack of British ships left Madras exposed to attack by the French. In September 1746 a siege of Madras resulted in the town falling to the French. It remained in French hands until being exchanged for Louisburg in Canada.

In addition to the Battle of Negapatam, Lieut. French records several other scrapes with French ships, often involving cannon fire and deaths. Indeed, he incorporates much additional fascinating material, always in a characteristic vernacular, concerning the people and places observed. See below for excerpts from the logbook to get a flavor of French's descriptive style:

Remarks on various lands and inhabitants, encounters with other ships, and records of tragedies including an account of the massacre of English prisoners by Spanish privateers of the coast of St. Jago:

May, 26, 1744: Towards night the squadron went under an easy Sail, plying to windward between the Island May and St. Jago... The land hereabouts looks pleasant and fruit full with regular hills and a small Valley... At 9 of the Clock this morning we anchor:d in Porta Praya Bay in 11 Fath: Water... Presently afterwards anchored his Maj. Ship Deptford, Medway, Preston, and the Commodore's Tender the Galloper, Sloop. Found here a Portaguze Ship and a Scooner. With two Spanish Ships which we took with our Barge without any Resistance. They were boath priveters and ware desighnd. for the East Indeas. Commanded by Count Dunoveill who had his Lady on Board. At the same time saw a Brigg in the Offing which the Galloper Tender gave chase too. And next day brought her in. She was an English Brigg taking by the Spanish Priveters and the day before we came in the English prisoners overcoming the Spanish that was in charge of her in the night they cutt her cable and was making off to sea. But by accident having some Rum and other Spiritous Licquors on board the English rejoicing of there Victory, all of them gott Fudeld. And the Spaniards preceiving that attackt them again sword in hand and murdered every Soul of them except two Boys which hid themselves in the Hold.



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A small description of Porto Praya [Cape Verde] and the inhabitants during the time I was on shore and what little I could learn..... The inhabitants here for the most part are Black some of them Tawany, speak broken Portaguze and are very Treachers, trafficking very fair to your face and afterwards if they have any opportunity will rob and stripp you naked...You must be on your guard in the Night for they will come in a Friendly manner to Trade with you, and at the same time snatch your Hatt and Wigg... Here is great plenty of Hogs, Goats, and other Cattle will all sorts of Fowls and great plenty of Fruit...

May 28, 1744: ...this morning his Maj. Ship the Dolphin returned from the Island of May, and anchored here, having brought from thence several English that was put on Shore by the Spaniards. After they had taking, burned, and Distroyed there Ships.

June 6, 1744: ...Abraham Renaugh, the Ship's Stuard, finding is Quarters in the Stuard Room to hott to sleep in, got up into the main top fell a sleep there Dreaming he was Serving of the Ships Company there Allowance. Got up in his Sleep, Da-md his Eyes for there taking away the Biscacks, fell over the Top brim down upon Deck and Died Instantly.

Description of the people of Saint Augustin, Madagascar:

Sept. 1744: A Small Description of the Inhabitants of St. Augustine. One [of] the Islands Madagascar... For the general part of what little I have observed they are a sort of People no ways treachous nor giving to any sort of roughishness, for with civile usage they will Correspond freely with you and will supply you with all sorts of Fresh provisions as the Country affords. There complexion mostly is Black and is not much unlike the Negroes on the Coast of Guinea. They in a manner goes Naked except a kind of a Blankett which they rowle up like a Sash and ties around there middle which Covers there private parts. As for there Buttocks there not in the least ashamed to show to any Body for thats allways expos'd to Publick view. Here are at present two noted men which at first coming here it would not be improper to gett acquainted with them they speake a little broken English; and they go by the Names of Messrs. Will. and Robin Hood, and by making a Small Present or two to them they will order the people of the Country to bring down all sorts of Necessaries. A Bottle of Brandy or a string of Glass Beads will gain there Assteem, much tho they inquire, much after powder shot and small arms, which we did not chuse to let them have. Here is a great deal of good Cattel extrodinary cheap and good Meat.



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Description of Aceh, Sumatra:

Nov. 1744. A Small Description of Achin. Achin lays at the North end of the Island Sumatra with Several Islands adjacent, which makes the road. It's no town but a small village of houses built with Canes and Bambues, with One Factory House belonging to the Deans from whence they cary on there Trade to Trankambar on the Coast of Cormandell. Before you gett up to the Villiage, you must go up a River which as a Barr before it which continuously more or less the Sea makes a Breach from side to side and makes it difficult for Boats to go on shore. And the River so very shoald theres hardly water enough to float a small Yawl.... The inhabitants here seems to be very Fearfull Jealous and shy provisions and refreshment not very plenty, but very extravagant.

Sailing directions for the Strait of Malacca:

Directions for Sailing from the Island of Poulo Pisang in the Straits of Malaca through the Straits of Drion, Banca and so to Batavia. Poulo Pisang, is an Island of a Modern Highth and as ... small Islands neare it, and lays nearest the Malaca Shore and when you are about 4 or 5 miles to the Southard of it you'll plainly see the Islands: Cardamum, which is the smallest Island of the two biggest you'll see several other small Islands, which when you bring to bare South about 5 miles...

June the 18th 1745. Tuesday. In Mue Bay you may anchor in what depth you please from 20 to 12 fathoms water...The Land here abouts is very Woody and Full of Trees and Bushes no Inhabitants. And is reported many Tygers... Here are plenty of dear, wild buffallows, peacocks, and several other foules....

Tiger Hunting

October the 2d 1745. We got a pilot and then proceeded over the lands, they call the Braces... Coulpea Creek or Roges River is very narrow and bout one mile up is a small village of Hutts. Built with Mudd and Thatched over with Straw ware you may gett all sorts of provisions at the country affords very cheap fish... This place is much frequented with tygers especially in the night, one tyger destroyed 3 men and one woman which I had the curiosity next morning to go on shore to see, taking with me a muskett with baynet fixed. I was conducted to ware the corps of these 4 people lay, each was wounded near the back of the neck and under there ear ware he had sucked their bl[ood].



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The rest of there Bodys not being mangel'd at all. Some time afterwards I was greatly alarmed by three or four of the Natives, rushing out from a thicket of bushes making towards me with Hideous Noise, called out Bogrie, Bogrie, which in there Language signifies Tyger, Tyger - which at first I was surprised me much Thinking the Tyger must certainly be close at there heels. But upon further inquiry I found they had only Found Him a Sleep a Small Distance from the Village, and came to Interseed with me to shoot Him. Which at first I readily condesended to. And being conducted part of the way amongst some bushes I found the print of one of His Feet, which for curiosity sake I measured and found the extream Breadth to be six inches and 1/4. Upon which I altered my resolution knowing very well I was no Ways very expert in Tyger Hunting. I thought it would be the most prudent thing of me not to undertake such a Wild Goose Chase with a pack of Blacks. So I left them to dispatch the Tyger as they thought proper, which they did some Days afterward with there Bows and Arrows.

October 20, 1745: Calicula is much frequented by many of our English East India man that dont: approve of going up the River to Fort William at Calicutt.... And at this place we lay about two months constantly attended with Musketas of which here is great Numbers and very Troublesome, with Jackalls in abundance which setts up such a Hollowing Toward Evenings that a Body would amagine that all the Wild Beasts in the Country ware coming to Distroy the Inhabitants.

December 21, 1745: Kadgerree, Is a place ware most of our East Indea men takes in there remainder part of there Laden that cent venter from Calicutt or Calicula down the River; It being in many places very narrow, Shoald and Dangerous. At Kadgerree theres good Fowling and Fishing, particularly a very large Fish Pond which by the help of Nett, I have caught great Numbers of Fish some of them very fine Carp, abundance of prawns, shrimps and variety of other sorts.

Exchange of Fire with a French ship off the Coromandel coast, illustrated with a fine ink and wash view:

March 30, 1746. This Day the Squarden being cruzeing on the Coast of Cormandell and a Breast of a Factory belongen to the Deans called Trankambar we got sight of a ship close under the Fort upon which the Commodore made the Signal for the Lively and us, to go in and see what she was and coming pretty neare she hoisted French Colours, the Fort Deans & we English; And fired a shot at the Lively upon which they Anchored close along side the French Man - Gave him a Broad side and



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began an Ingagement, presently afterwards we got within two cables length of the French ships Starboard Bow - Fired all our Starboard Guns into him Then, Tacked ship and brought all our Land Guns to Bare - Gave him the other Broad side and Anchored close to him. Some time after this the Deans Fort Fired upon us and the Lively; We Clapt a Spring upon our cable, brought our Broad side to Bare upon the Fort: And gave them our Broad side, shot away there Flagstaff killed 4 of there people and Damaged severall of there Houses which for a small time silenced them.

Commodore Barnett at the same time being at Anchor in the Offing about three miles from us sent all the Boats in the Squarden man'd and arm'd to assist us and for the Lively to weigh and get out of gun shot of the Fort and we to either Take Sink or Destory the said French ship Consequences be what it would.

Upon which I went in our Yawel within Haile of the French Ship and asked him if he would surrender his ship it being a French War, and we ware greatly Supera to Him; Speaking to him in French He answer'd me in English; He would not nor He Could not; I told him if we began to Ingage again, that the Captain of the English Man of War would not Cease Fireing till we had intirely Distroy'd His ship. He answered again, with His Complements to our Captain, and that His Guns was as ready as Ours.

I return'd, and Some time After this we attempted to Board him with our Boats when being about a ships length of him; he called to us to keep off. But we taken no Notice still advancen, with our Boats He Fired One Carriage Gun and a Volly of Small Arms, which made some of our Boats Retreat instantly, wounding the Lieutenant of the Lively, and the Mate. We all Returned on Board here again and Fired one shot into him, which he returned again; Fired all our starboard Guns Fore and Aft. We boath began to Ingage; which sett the Deans Fort at Work upon us again; But during the Hole time, did us little or no Damage. The Dean's Fort being high and we close In, they fire'd most of there shot over our Mast Head tho we kep a Constant Fire upon the French Ship, Till we found by there not returning our Fire; They must have quited here with there Boats and got on Shore. We made the second attempt with our Boats and Boarded Her about 2 a Clock in the Morning; And hoisted English Colours. And began to unrigg and gett every thing of use out of her. She being fast on Shore and Allmost full of Water. This morning several messages pass'd between Commodore Barnett and the Governor of Trankambar, the contents I know not.



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Death of Comm. Barnett. Captain Peyton orders 30+ Gun Salute and Firing Salutes All Round

April the 12th 1746. ...Being on our Cruze and a Breast of a French Factory call'd Carocall we got sight of a ship close in with the shore unrigged, which upon the Approach of us they hoisted French Colours, sett Fire to there Ship, and Landed with there Boat and we lay by her till she was intirely consumed.... Some time afterwards a Cattamaran, was dispatched from the Governor of Fort St. Davids to Capt: Peyton, of the Death of Comm:dr Barnett, who Departed this Life, the 29th of April 1746. At half an hour after. Six a Clock in the Evening of a Feaver. Capt: Peyton directly made the best of his way with the Squarden to Fort St. Davids and Anchored the 2d of May, 1746. With the colours hoisted half staff up and at 7 in the Evening we all Fired half minuet guns. Capt: Peyton beginning first fired 16 and the rest of the ships in there turns 14 each. At Sun Rising Capt: Peyton Hoisted a Broad Pendant on Board his Maj. Ship Medway and all the ships in the Squarden saluted him with 13 Guns. He return'd 17 for all. Fort St. Davids Saluted him with 15 Guns. He return'd the same Number.

May the 24th 1746. This Day Anchored in Fort St. David's Road his Maj. Ship Winchester from Bombay, Who saluted Capt. Peyton with 13 Guns. He return'd the same Number.

June the 23d 1746. ...This Day came on Board the Dutch Governor of Negapatam to pay his Complements to Capt. Peyton and in the Afternoon the Medway Fired Upwards of 200 Guns at Different times in making Merry and Drinking of Healths. The Dutch supplied the Squarden with Fresh Pork.

Detailed Account of the Battle with French at Negapatam in June 1746. Illustrated with large folding view.

June the 26th 1746. At Sun Rising the Medway discovered from there Mast Head ten Sail of Ships to the SE of us at an Anchor. Upon which they made the usiale Signal by hoisting there Insignh 10 Seperated times and Hauing it down again. Presently afterward I went to our Mast Head and Discovered them all getting under Sail and Stood towards us with Dutch Colour hoisted. However we amedeatly gott under Sail and made the Line of Battell as is mention'd above and stood towards them. And soon aftewards as we began to draw neare one another they hauled down there Dutch Coulours and hoisted a French Jack upon there Insign Staffs. And Made what sail they could



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thinking to gett the Weather gage of us byt about 2 a Clock in the Afternoon Our line Weather'd there about 2 miles. And at 4 a Clock the French, Shortened Sail and form'd there Line under an easy sail. For as to Bare down and Ingage as they saw we ware preparing for them. Presently afterwards we Bore down to them in the Line of Batteland being within Gun Shot of there Rear. The Medway hoisted the Red Flag at the Fore topmast Head a signal for to fire upon the Enemy which was accordingly done. And began the Ingagement. Under our topsails and Fore Course, the French at the same time Laying too under our lee with there Main topsail to the Mast. We stood on to there Van or Headmost ship and Tacht each ship in thereturns, we got our Broad Sides to bare upon them. Kept a Constant Fire and passed back again to there rear or Starnmost Ship, which by that time Night came on and began to grow very Dark, the two Squardens Seperated, we kept Our wind all that Night and next Morning we saw the French to leeward of us... But at 4 a Clock in the Afternoon it being very little wind, Capt. Peyton shortned sail and brought too with the Main topsail to the Mast as did the rest of our Squarden. And about 8 a Clock at Night we made Sail again toward the Island of Ceylon and as I believe to gett into the Bay Cranksnala. The Medway being so very Leaky they can hardly keep her above water with there chain Pumps working. Next Morning no sight of the French Squarden. The Damage received on Board here in the Ingagement with the French, nine men kill'd some of which Died shortly after they were wounded, seven more wounded which recover'd. I myself a Contus'd Wound the Starboard side of my Tempels with Splinters. My Sword at the same time broke to pieces in my Hand. Our three lower Masts Disabl'd the Rigging and Sail very much Cutt and Shatter'd with 4 of our upper Deck Guns Dismounted. Our topsail Sheet Bitts Broke and our Booms and Barges allmost down upon Deck. Power and Shot expended, was powder 1602 pounds, shot of Different Natures 397.

July the 2d, 1746. This Day we arrived with the Squarden in Crankenala Bay, Isd. Ceylone and Moored the Ship in the inner Bay a Breast the Coco Nutt Garden about 1/4 of a mile from the Shore. And began to refitt the Ships in general. And made Tents on Shore for the Recovery of the Sick, and Wounded of which many of them Died of Feavers and Quinces in there Throats. This place belongs to the Dutch who has a small garison situated upon the side of a Hill or upon the Bluff Head of Crankenala where they frequently hoise there Flag. Fresh provisions here are Seare and Dear, Except Fish and Oysters you may gett in plenty. Oysters in general you may in many parts of the Bay, pluck of the Rocks and are reckon'd tolierable good when in season.

August the first 1746. ... Cruzeing off the Friers Hood, Island Ceylone. Saw a ship to the NE of us,



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the Winchester and We Gave Chase but in letting a Reef out of our Main topsail the sail Split, which gave the Winchester an Oppertunity of getting a Head of us and first up with the Chase. She hoisted English Colours till the Winchester run up alongside. She Hoisted French and Fired a Shot and then Struck her Colours. The Ship was an English Ship some time ago Taken from Us, Her Name was the Lorrان, and belonged to Bengall; made a prize of her.

August the 6th 1746 ...At 8 a Clock this morning we were on the coast of Cormandell and in sight of the Dutch settlement Negapatam we saw lay in the Road 12 Sail of Ships under Dutch Colours who upon the Approach of our Squarden, 8 of them got under Sail hoisted French and Stood towards us in two Division. At the same time made all cleare for Ingagingand the Signal for this Line of Battel which was Made by His Maj: Ships Medway, Hanwhich, Preston, Winchester and Medway's Prize....

Decemr: the 17th 1746. This Day we had intelligence that Commodore Griffin from England was arriv'd at Ballasore Road with his Maj. ships, Princess Mary & Pearl.

Janr. 22d, 1746. This Day had orders from Commdr. Griffin to make the best of our way with the Ship Down the River and Joyn the Squarden at Ingerlee and on the 26th Instant we anchored and saluted the Princess Mary with 13 Guns they retur'd 11.

Febr. the 13th 1746/7. Point Palmiras. ... We anchor'd the 3d. of March ware we found the French, from Pontichery had laid Siege to it by Land. We Amedeatly Landed most of our Seamen and all our Soldiers and proceeded to give them Battel in the Feild. But opou our Approach they Sett Fire to there Tents and Amunition and March'd away into there Garrison at Pontichery with great precipitation.

August the 4th 1747. This Day Being Station'd off Madrass got Sight of a Ship wareing Portaguze Coulours. We gave Chase to Her and Brought Her Too. I went on Board to Search found three Chests of Money to the Value of 19,950 Rupeas. And having a Suspicion it belong'd to the French I sent it on Board the Medway's Prize. As they could give no regular account who it Belong'd too. And as there was a French Governors Lady on Board, passanger, I had great Reason to Believe it belong'd to her. As she seemed to be very uneasy when I mention'd the sending it on Board our Ship. ... Twas the French Ladys which we made a prize off and proposes to Share it amongst us.



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Sept. the 23d, 1747. Being at an Anchor with the Squarden off the Town of Madrass the French then having Possession of that Fortification. There lay at an Anchor close under the Fort Two Ships warring French Colours. One Formerly beong'd to our East India Company call'd the Princess Amelia. The other a French 40 Gun Ship Call'd the La Neptune. Our Boats in the Night about 10 a Clock ware all order'd to be Man'd and arm'd and about 2 in the Morning They surpris'd the French 40 Gun Ship by Boarding of her and setting her on Fire and by Day light she was all in a Flame. And the next Day, she was Intirely consum'd to the Water's Edge. The French Fired several Shot at the Retreat of the Boats but the Night Favoreing them, it being Dark, did no Damage.

Novemr: the 2d, 1747. Being about 50 Leagues SE from the Fort St. Davids. We found the Ship so very Leaky. We are Obliged to keep our people Constantly to the Pump... I take it now We are now in a very Bad Situation Fifty Leagues from the Land No Ship in Company, a Leaky Ship taking in Water, nearest at the rate of 4 foot a watch, Scarse of Fresh Water. And Our people frequently falling sick of the Scurvy.`

Novemr: the 7th, 1747. It was Concluded upon to Bare away towards the Island Ceylone for Crankenala Bay Our ship being so leaky we are not able to keep the Sea.

Decembr: the 11: 1747. This Day All our Gun Powder being on Shore to Lift and Air being in all 150 Barrels. By some Accident or other took Fire and Blow'd up 4 men with three more that lost there Limbs and Died Shortly afterwards of there Wounds.

April the 30th 1748. Being Stationed and Cruzeing of a Dutch Setteltment Negapatam we Fell in with a Ship having Portuguze Coulours Hoisted and pretended to belong to that Nation. But Having French Officers on Board and there heaving some French Letters into the Sea we Detain'd her and Brought her too Fort St. Davids. Her Laden Consists of Persian Wines, Fruits &c with 92 Chests of Money on Board besides some Jewels. We made a prize of Her and Sold the Ship and Cargo for the Benefit of the Captors. At a Moderate Computation She's valued at 48,000 Sterling.

July the 27th, 1748. At Sun Rise, Discover'd 20 Sail of Ships to the Northward of us, being the remainder part of Admiral Biscowans Squarden with a Convoy of East Indies Ships. And they all Anchored in Fort St. David's Road. The Blue Squarden Commanded by Admiral Biscowan, consists now of His Maj. Ships Namure, Vigilant, Deptford, Pembroke, Ruby, Chester, Deale Castle, Swallow



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Show, Basilick Bomb Ketch, and the Bomb's Tender, a French Settlement.

August the 31th 1748. This Day we Sailed from Vizacapatam in Company with the Apolo and the Convoy Bound to Bengall. At our Departure the Fort Saluted us with 13 Guns we Returned the same Number.

A description of Cape of Good Hope, with a fine and detailed folding plan of "the Table Land of Cape Bona Esprance from the Bay"

A Discription of Table Bay. Cape Bona Esprance. Table Bay, by several good observations Lays in the Latitude of about 34:29 S. And is a good Bay for Ships in 2 proper seasons of the Year, which is from July to April that being there Summer. And I would advice no man to stay longer with his Ship in the Bay, then the 30th of April, for Fear of being ketchr: with a North Wester, which is Terriable, Not only for the Hard Gales, but the Greatness of the Sea which tumbels in between, Penquin Island and the Main. So that if your cables should part, theres nothing but present Death before your Eyes may be expected.

...This place is Inhabited by the Dutch who have a Citadel and two or three Forts with about 400 Soldiers, seemingly likely Sturdy Fellows, and if they'll Fight as Bad as they look I may venter to Say they are a Match for the Devil. I must now speake of the Fair Sex, if they possiable may be called so. They are some of them half white, and some of them upon the Senement, and Mahogana Coulour. As Artfull as Satin and as Covetious as Misers. And as for there Shapes, I may compare them to the Ships Main Mast, sett a side there large Buttocks, there all of a thickness from Heal to Head.

As for Religion they have got a very pritty Church, ware the Malata Ladys goes about 8 a Clock of a Sunday Morning, sett in the Middle of the Church till 10 then is Accomadated Home by some Drunken Dutch man. For in my Opinion the Generality of the men are more Fonder of smoaking there pipes and Drinking of Holland's Gin, then they are of any Religion at all. The Soil of the Country is Sandy of a warm nature and very fitt for there Vinyards of which they make a great deale of Wine. And abounds will all kinds of Food and Vegetables. And was the peoples as kind as the Earth it might be said to be a very delightfull place, and what no man would have thought to have found on the Southernmost part of Africa.



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May the 11th, 1749. Thursday. ... This Morning the Admiral Made the Signal for all Lieuts. I went on Board and Receiv'd an Order, for us to have great Regard and take perticular Care not to Hazard the Ship by coming to neare, lern and follow the General printed Sailing and Fighting Instructions.

May the 20th, 1749. Saturday. ... About 5 a Clock in the Morning saw the Island St. Helena, bearing WBN about 5 Leagues, We made the Night Signal for Seing the Land and brought too under our Topsails, to lett the Admiral go a head of us.

July the 24th, 1749. Monday. This Afternoon we gave Chase to the NE and Fired a Shot and Brought Too, an English Ship come from Rotterdam and the Isl of White; bound to Philedelph having on Board 280 Palinhnes [Palinknes?]

July the 28th. ...In the Afernoon, His Maj. Ship Winchester made the signal to speake with the Admiral and Shortly afterwards hoisted there Coulours half staff up there Captain being Dead, Lord Thomas Berke.

As mentioned, the logbook contains over 30 finely executed pen and wash illustrations including maps (seven folding) and profiles, described below:

Maps:

- *Part of the Island of St. Jago.* Large compass rose. With numerous annotations: "here we got grass to feed our Cattle"; "here about we anchored in the Dolphin"; "a castle and a small viliage upon the top of a hill"; "a grove of coco nutt trees"; "here is good fishing with a Seney Nett"
- *Part of the Island of Madagascar. St. Augustine Bay.* With notes: Mangroves; a Hill up in the Country Called Westminster Hall; Here the Dolphin anchor'd. Latd. in 23°: 42' S. Variation 22°:30' W.
- *Part of the N. W. Coast of Sumatra.* Double-page map of Sumatra with large compass rose, and with notes: the High Land in the Country is Frequently Clouded, it's very rare you can see these peaked mountains; A. His Maj. Ship Medway a Prospect of the Road of Achin from the Ship in the Road; B. His Maj. Ship Dolphin comeing into the Road; C. A French Ship Firing Upon the Medway; D. Several Merchant Vessels some unriggerd.



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- Another with caption: "In surveying this part of the Bay the Indians shot an Arow so I do not proceed any farther..."
- *Cape Bona Esperance 1749*
- *A Prospect of the Island of St Hellena*
- *A Plan or Draught of part of the Straits of Malaca...*
- *A Prospect of the Town of Malaca from the Ship in the Road.* Coastal details include a flag, several buildings, Mount Malaca. Also Red Island, Crimanal Island, Part of the Malaca or Water Islands. Ships illustrated: The Medway, The Havory, Dolphin.
- *Part of the Coast of Malay. A Plan or Draught of part of the Straits of Malaca. From the Water Islands Through the Straits of Drion, Copyed from One of the Pilots. W. F. 1745.* With track of the passage: *this Prick'd track is the Passage of His Maj. Ships Medway and Dolphin, from Malaca through the Straits of Drion with Their Prizes.* Folding chart, 12 x 37 inches. A fine and beautiful late Thames School chart by Wildy French.
- *A Plan of the Island Onrust and Coopers neare the Road of Batavia. Here Commodore Barnett Hove Down His Maj. Ships and Refitted.* Folding map, 17 x 17 1/2 inches. With key: A. The Master Builder's House. B. The Church. C. The Cranes and a Warfe to heave down ships. D. The Warfs: for taking store out of ships. E. The Landing place of the pacquet boat from Batavia. F. A Bason for small vessels. G. The Flagg staff. H. The Saw Mills for Timber. I. Ponds for Masts. K. The Master's attendants House on Coopers Island. L. Store Houses. M. Warfes.
- *Part of the Straits of Sunday. When at an Anchor in Mue Bay, the Land appears as above.*
- *A Large Chart or Plan of part of the Coast of Cormandel from Calimere Point to Trankambar. With a View of the French and English Squadrons, Before they engaged. June the 25th: 1746. The English Comman'd by Capt: Peyton and the French by Mons: Burdena.* Large folding map, 23 1/2 x 14 inches. Detailed pen and wash map of the 1st Battle of Negapatam, between British and French squadrons off the Coromandel coast of India. Shows the coast from Calimere to Tranquebar, with Negapatam in the center. Includes lists of English and French ships.
- *Part of the Island Leloan. Crankenala Bay.* Large folding map, 17 1/2 x 22 inches. With note: "In surveing this part of the Bay the Indians shot an arow, so I did not proceed any farther."

Original pen and wash artwork:

- *His Maj. Ship Medways Prize... 1745*
- *Flying fish at full proportion. Drawn from one of them that flew on board the Ship last Night*



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- *A Boneta [Bonito fish]*
- *A view of Commodore Barnett's [i.e. Curtis Barnet] Squadron according to there Stations at Sea. A. His Majst. Ship Deptford. B. The Medway. C. The Preston. And D. The Dolphin.*
- *His Maj. Ship Dolphin in a Hard Gale of wind at North bound round Cape Hona Esperance Latitude in 35° 48' South.*
- *A Sea pidgon*
- *A St Augustine Canoe with two of the Natives in it.*
- *A makcoca. By some called Wild Catts. There's great Numbers of them upon the Isd. Madagascar.*
- *Water snack [snake]*
- *Coastal profiles: The Island Poulo Prarch appears thus...; Thus appears the Island Poulo Jarra; Thus appears Poulo Prarch...*
- *Mount Monipin. This appears the High land upon the Is. Banca, Mt. Monipin...; Mt. Monipin. Coastal profiles at Bangka Island.*
- *The Favorite a French Man of War taking by the Medway and Dolphin and afterwards called the Medway's Prize. Thos: Griffen, Capt: W: French. Lieut: Lower: Fletcher 2d. Peter Wilding. 3d. Fran: Broughton, Master. Full-page, nicely finished pen and wash, with color. Signed and dated: W. F. 1745.*
- *When lay at Anchor in Mue Bay, the Island princess appeared as above. Two coastal profiles.*
- *A Dolphin*
- *Part of the Island Ceylone. Several coastal profiles.*
- *Part of the Coast of Cormandel. A View of Trankambar from the Road. Nicely detailed pen and wash coastal view of Tranquebar on the Bengal coast of India. Shows buildings, including a fort structure, "a Pagoda" and "an old ruined fort."*
- *A Representation of a Catamaran much used upon the coast of Cormandell.*
- *Thus appears the Table Land of Cape Bona Esprance.... Coastal profile.*
- *Cape Bona Esperance 1749. A Prospect of the Table Land of Cape Bona Esperance from the Bay. Folding pen and wash view of eastern Cape, with Sugar Loaf Hill in the distance. Shows forts, buildings, a bridge or pier. Several ships illustrated in the bay: A. The Princess, Admrl. Griffin. B. The Winchester, Lord Thos: Berke. C. The Pearl, Capt. Boys. D. The Medway's Prize, Capt Vincents. E. The Lively, Capt. Parker. F. Several Ships in the Bay. Folding pen and wash view. 19 x 11 1/2 inches.*
- *Island St. Hellena. 1749. A Prospect of the Island St. Hellena from the Ship in the Road. Folding pen*



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and wash view. 19 x 7 inches. Pen and wash view shows St. Helena: fort, walled town with buildings and church. Union Jack flying over the town and the fort.

- *The Form of our Sailing according to our Stations at Sea.* Pen and wash drawings of six ships: Pearl, Princess Mary, Lively, Medways Prize, Eastcoat East Indianman, Winchester.

Lieutenant Wildy French

The first record of service for Lieutenant Wildy French (c. 1720-1791) was in January 1734/5. In the first few pages of the present log he informs us that he passed his lieutenant's exam in April 1744 and soon after set sail on the *Dolphin*, an East Indiaman under Captain Charles Pigot that plied the Coromandel Coast of India to Madras from 1744-5. In 1753 he married a Mary Hewson.

French's log notes that in February 1744 he was transferred to a captured prize ship, the *Medways Prize*, then in Batavia Bay:

...the Favorite, a French ship taken by his Majestys ship Medway and Dolphin at Achin. And brought it in here. Is found to be a ship fit for His Majestys Service... the Command given to first Lieut. Thos Griffin and... called the Medways Prize... The Dolphin being made a Store and Hospital ship...

French served on the *Medways Prize* until it was paid off at Deptford Dockyard in August 1749 and was sold the following year. It was fortunate that he changed ships - the *Dolphin* disappeared on the homeward leg of her second voyage to Madras in 1750, exact date and place unknown.

French's death was announced in *The Gentleman's Magazine: Obituary of considerable persons* of 1791, wherein he is described as the former commander of the Zebecque packet and the oldest lieutenant in the Royal Navy.

Detailed Condition:

Folio. 20th-century antique half calf and marbled boards. Original manuscript cover title preserved and mounted on tipped in leaf. [137] pages of manuscript text plus 7 folding pen and wash maps and views and 30 pen and wash illustrations and maps in the text. Text written in an elegant, very legible hand. The folding maps professionally conserved (with silk reinforcement at folds, or at times the entire sheet silked) and interleaved with protective sheets. Occasional minor foxing. Overall very clean and nice. Trimmed leaf



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tipped in at rear, with message in pencil by the original compiler: "The Gentelmen and Ladys who out of Curiosity to inspect this book is desired not to Cut or destroy any of the leafs as they are of no use but to the owner. W. French."