Translation and Transcription of a Passage from the Baduem Manuscript:
An Eighteenth-Century Portuguese Embassy to China

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A thesis submitted to the faculty of Brigham Young University
in fulfillment of the requirements for the degree of

Master of Arts

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ABSTRACT

Translation and Transcription of a Passage from the Baduem Manuscript: 
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This project is a diplomatic transcription and English translation of a passage from an 18-century manuscript that chronicles a remarkable Portuguese embassy to China (Macau). The embassy embarked from Lisbon in February 1752, sailing in a luxuriously outfitted ship (Nossa Senhora da Conceição e Lusitânia Grande), in convoy with a warship (Nossa Senhora das Brotas). The English translation is important because it makes the account accessible to scholars who lack familiarity with Portuguese.

This voyage to China is remarkable in light of the long history of maritime loss by the Portuguese. Although the normal projected loss of life on this route was 20%, this journey was made without one death. Some of the most fascinating aspects of the journey include the following: a) how the intrepid crew of Nossa Senhora (most of whom were novices) and the passengers dealt with bad weather at sea; b) the religious rites conducted during the voyage by Jesuit priests en route to the Far East missions, which the passengers firmly believed mitigated the dangers and were thus responsible for their safe journey; c) the intriguing political maneuvering between the Portuguese and Chinese in Macau; and d) the meticulous descriptions of the different cultures, peoples and places encountered on the journey.

Keywords: Portugal, China, Sino-Luso Relations, Early-modern Portuguese History, Nautical History, Portuguese Colonies in Asia, Asia, Brazil, Diogo Baduem da Serra, Portuguese embassies, Asian-maritime history, Macau, Francisco Xavier de Assis Pacheco e Sampaio, Indonesia, Java, Banten, Sumatra, Sunda Strait, Eighteenth-Century Navigation, Nossa Senhora da Conceição e Lusitânia Grande, Nossa Senhora das Brotas, King Joseph I of Portugal
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Introduction

Delimitation of the Project

This project will be limited to the diplomatic transcription of the first 32 pages of the Baduem Manuscript (hereafter MS) and an English translation of the same 32 pages. The 1928 Maggs Bros. Catalog in which the MS appears describes it thus: an illustrated manuscript (diary) comprised of 8 laminas 612 [i.e. 252] pages, each measuring 32 x 22 cm., bound in cowhide and stored in a protective box. Furthermore, according to the Maggs Bros. Catalog, originally there were eleven laminas of illustrations, but three of them are missing and pages 63-64 are also missing. There are many pagination errors, and the total number of pages is 252 although the pages are numbered up to 612.

The manuscript is part of the Félix Pacheco Collection housed in the Special Section of Rare and Special Works (Seção de Obras Raras e Especiais) at the Mário de Andrade Library, the largest public library in the city of São Paulo, Brazil (founded 1925). Félix Pacheco was a Brazilian author, Senator, and Minister of Foreign Relations who gathered together the largest private collection of rare and Brazilian works in Brazil at the time. He purchased the Baduem MS in the late 1920s and his entire collection was acquired by the Mário de Andrade Library in 1936.

18th-century Navigation

Sea voyages aboard sailing ships in the 18th century, like the one that is chronicled in the MS were long, arduous, dangerous and terrifying. Although the art of navigation in Europe had advanced by leaps and bounds during the 16th and 17th centuries, the dangers from
stormy weather, lack of wind, pirates, enemy ships and shipboard accidents were real and constant. The ship, or nau, on which the Ambassador sailed, *Nossa Senhora da Conceição e Lusitânia Grande* (hereafter Nossa Sra.), was basically a trading vessel, or merchantman. We know from the MS that she carried a crew of 90 sailors, most of whom were novices, along with roughly 360 other passengers, including at least 5 Jesuit priests en route to missionary labors in China and a valuable cargo that included a present destined for the Emperor of China.

Nossa Sra. is listed in a catalog of Portuguese sailing vessels as a “Nau de licença da carreira de Macau”. What is a Nau? It is difficult to say exactly, because by the 18th century the Portuguese had made many different models of ships, and not many have survived intact. However, according to Carlos Montalvão from the Nautical Archaeology Department at UT Austin, Portuguese naus had from 50 to 75 cannons. The MS describes Nossa Sra. as “one of the finest and best-equipped vessels in the port of Lisbon.” It most likely had three masts, fore, main and mizzen (counting from fore to aft). We learn from contemporary iconography that the the fore and main masts were probably square-rigged and the mizzen was probably lateen-rigged [see Fig. 4].

By 1752 the trade routes from Europe to Asia were so well-established that the pilots on board *Nossa Senhora* were able to calculate the exact day on which they expected to arrive in the Port of Macau, this despite the fact that they spent more than twenty days stuck in the doldrums at the equator off the west coast of Africa. The Jesuits on board had planned out a detailed schedule of novenas and trezenas, or prayers for help dedicated to a
particular saint that are said over a period of nine or thirteen days, which I have reproduced below.

<table>
<thead>
<tr>
<th>Date</th>
<th>Saint</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 4-13</td>
<td>St. Francis Xavier</td>
<td>Patron saint of this voyage</td>
</tr>
<tr>
<td>March 12-20</td>
<td>St. Joseph</td>
<td>Husband of the virgin mary</td>
</tr>
<tr>
<td>May 1-9</td>
<td>St. Anne</td>
<td>Mother of the virgin mary</td>
</tr>
<tr>
<td>May 14-20</td>
<td>St. John</td>
<td>The baptist</td>
</tr>
<tr>
<td>June 1-13</td>
<td>Saint Anthony of Padua</td>
<td>Famous for his missionary work in Asia and his knowledge of doctrine</td>
</tr>
<tr>
<td>July 8-16</td>
<td>Our Lady of Mt. Carmel</td>
<td>The Virgin Mary in her role as patron saint of the Carmelites</td>
</tr>
<tr>
<td>July 29 to August 6</td>
<td>St. Francis Xavier</td>
<td>Patron saint of this voyage</td>
</tr>
</tbody>
</table>

Figure 1. Schedule of novenas and trezenas on board *Nossa Senhora*

Nossa Sra. actually managed to pass the Island of Shangchuan (a Chinese version of São João) on the 6th of August, the very day they celebrated the final day of the second novena to Saint Francis Xavier, who died on that island, and on the eleventh of August they struck anchor in the Port of Macau. The expected loss of life on such a voyage was 20%, so the fact that this embassy arrived in China without a single person dying is indeed remarkable, especially given the inexperience of the ship's crew, long periods of being becalmed (during which times many of the ship's provisions spoiled) and many treacherous storms at sea.
European Trade with the East

Since the 16th century, when European nations first began building colonial empires and competing amongst themselves for trade routes to the East, their trading ships, or merchantmen, had grown to need larger and larger fighting forces and bigger and more numerous guns. The resulting lack of cargo space necessitated the development of the convoy, in which a specialized naval ship, or warship, would sail with the merchantman to protect her (sailing craft, 2013). This allowed the merchantman to use its valuable cargo space for carrying cargo. Nossa Sra. sailed in convoy with the warship known as Nossa Senhora das Brotas. This is why the MS makes frequent reference to the two ships sending messages back and forth about the importance of maintaining the convoy.

One of the main motivations for this embassy was to protect the Portuguese settlement at Macao, which was a critical link in the lucrative eastern spice trade route. According to Encyclopaedia Britannica (sailing craft, 2013), “competition was fierce among the Europeans for the riches of the overseas trade”, and because the standard profits of round-trips were 100 percent or more, nearly all of the European maritime powers were contesting trading concessions in the East.

The Portuguese in China

The history of the Portuguese in China has been accurately characterized by Latourette (1942, p. 105) as “stormy”. Portuguese explorers first reached China in the sixteenth century and the first Portuguese envoy to reach Peking, in 1520, “was treated as a spy, [and...] conveyed by imperial order to Canton (Latourette) where, according to Parry
(1969, p. 213), "he was treated as a spy and died in a Cantonese prison." Next the Portuguese established factories at Ningpo and Ch’uanchow, but, according to Clark (1971, p. 361) "by outrageous exactions and killings, [the Portuguese] brought Chinese indignation down on their heads again." In 1545, the Chinese wiped out the settlement at Ningpo, killing 12,000 Christians, (including 800 Portuguese) and then “the Chinese emperor issued a decree ordering the extermination of the Portuguese wherever they were found, because of their cruel and lawless conduct (ibid.).” After the destruction of the Portuguese factory at Ch’uanchow, in 1549, the small number of Portuguese survivors moved to a small island near Macao and later “they helped the Chinese put down some pirates and in return got permission, in 1557, to build a few drying sheds at Macao itself. The camel had his head in the tent (ibid.)." According to Gowen (1927, p.47), "much of the trouble which came to these first Portuguese arrivals in China they brought upon themselves.” The Portuguese appear to have been unaware of the vastness and power of the Chinese empire, or incredibly naive, or unbelievably cocky. Perhaps their long history of conquests around the globe had given them a false sense of greatness. The author of the MS shows every sign of a firm belief in the unshakable power and superiority of the Portuguese, as demonstrated by this statement made after a short time in Macau: “the entire [Chinese] nation labors under the delusion that the Chinese are superior to every other nation on earth (MS, p. 28).”
Macao in the Mid-Eighteenth century

Macao was not, like the Portuguese colonies in the New World, a true colony that attracted large-scale Portuguese migration. This is because when Europeans arrived in China they found an ancient civilization that was already well-developed economically and did not require pioneering a trading route or the creation of new production: “In establishing a sea link with the East, European merchants could hope to get under way quickly using the producers already resident there and the goods in established production. What resulted were European “factories,” settlements for trade established on coasts [...] Some European merchants settled there, but there was no large-scale migration; production of the goods
followed established procedures and remained in Asian hands.” This probably accounts for the fact that the Portuguese who settled in Macao were, according to Limberd (1845, p. 265) “in part peopled by those who ought to have been sent to the galleys.” According to a Swedish writer, Sir Andrew Ljungstedt (1845, p. 52), “Some of this unholy stock respected neither friends nor foes; they seized every opportunity to enrich their commander and his horde. They were at times pirates or smugglers; at times strolling merchants.” The Mirror (1852, p. 263) tells a story that unfortunately seems to have been the normal state of affairs in Macau ever since its settlement by the Portuguese:

“The revenue of Macao is raised from duties paid on goods imported, the inhabitants being neither burdened with a poll tax, nor with taxes on houses or windows; but from the limited trade the revenue is much less than the expenditure. At present the government is in great distress for funds to meet their unavoidable expenses, though they [the expenses] are reduced to the lowest scale. The troops are unpaid, and said to be mutinous; money has even been borrowed upon anticipated duties, but still they are unfortunately in arrears.”

Such allegations go far towards explaining the initially perplexing reaction of the Macao Senate when they learn of the impending arrival of Ambassador Pacheco e Sampaio. The crown required them to pay the Ambassador’s expenses out of their own pocket, and they were so poor that they refused to make any of the necessary arrangements for his arrival until they had certain proof that his ship had actually arrived in their port. Once they got this proof, they had to keep the poor Ambassador waiting on his ship for several days while they scrambled to get his lodgings ready.
History of Macau: Portuguese versus Chinese

As one reads the account of what happened once the Ambassador arrived in Macau, it would be wise to keep firmly in mind that the history of Macau according to the Portuguese is very different from the history of Macau according to the Chinese. According to the Portuguese, the factory at Macau was an official Portuguese, whether the Chinese recognized it as such or not. This becomes very obvious to the careful reader of the Baduem MS, in which the Portuguese regularly express their indignation at the failure of the Chinese to recognize the undisputable greatness of Portugal, and the status of Macau as a Portuguese colony, and are constantly preoccupied with their efforts to impress the greatness of Portugal on the minds of the Chinese with costly displays of pomp and circumstance. According to Limberg, (1845, p. 54) “their pride was deeply shocked at the supreme indifference with which the Chinese treated them.” Possibly the most frequent word used in the MS after the arrival of Ambassador Pacheco e Sampaio in Macao is “ostentatious”. Many pages of the MS are devoted to describing the elaborate costumes, ceremonies and processions of the Ambassador’s entourage. Just the cost of the gunpowder used in these ceremonies and processions must have been staggering, as it was fired up with abandon as part of the constant salutes by the ships and the fortresses in Macau.

The Chinese version of the history of Macau is quite different. The official history on the website of the People’s Republic of China has this to say:

“Macao has always been Chinese territory. [...] In 1535 [...] Portuguese bribed local officials of Guangdong to acquire the right of berthing ships on the wharf and conducting trade. In 1553 [...] Portuguese landed in Macao to reside on the pretext of drying soaked goods in the sun. Beginning from 1557 [...] Portuguese built houses to
settle in Macao. [...] Since the founding of the People’s Republic of China, [...] Macao is part of Chinese territory.

**Research Question**

This project is a diplomatic transcription and English translation of the first thirty-two pages of an eighteenth-century Portuguese manuscript entitled “O relato da viagem que fez Diogo Baduem da Serra a Macao, China,” (hereafter MS) which has languished in obscurity for the past 257 years in an archive at the Mário de Andrade Library¹. The author, Diogo Baduem da Serra, claims to be a member of the entourage of Ambassador Francisco Xavier de Assis Pacheco e Sampaio. However, besides that fact and that he wrote this MS (with the help of at least eight different scribes, judging from the handwriting), which indicates that he was a wealthy and important person, we know virtually nothing about him.

**The Manuscript**

I obtained a photocopy of the MS from Dr. George B. Souza who is affiliated with the University of Texas at San Antonio. Dr. Souza discovered the MS in the Mário de Andrade Library in São Paulo many years previously. I had the MS scanned by the BYU Print Shop, and worked from this digital copy and the photocopy from which it was made. The MS appears to have been written on one side of each page (it was not divided into folios) possibly because of the eleven full-color illustrations that were designed to be removed from the book and displayed as works of art.

¹ The original is housed in the Mário de Andrade Library (*Biblioteca Mário Andrade*), Rare Books Section, Felix Pacheco Collection.
Previous Related Research

The Baduem MS is not the official account of the embassy. The official one was published after the return of the embassy to Lisbon in 1754, and it is beyond the scope of this project to compare it with the Baduem MS. The official account has been digitized and is available online in Portuguese, but to my knowledge it has not been translated into English. On the other hand, there are no published studies, transcriptions, digitizations or translations of the Baduem MS.

The Initial Decision of the Translator

At the beginning of any translation project, the translator must make what is known as the “initial decision” upon which all the other decisions depend. According to Nord (1997, p. 140), “the prime principle determining any translation process is the purpose (aka Skopos) of the overall translational action”. Vermeer (1989, p. 20) says, “Each text is produced for a given purpose and should serve this purpose. The Skopos rule thus reads as follows: translate/interpret/speak/write in a way that enables your text/translation to function in the situation in which it is used and with the people who want to use it and precisely in the way they want it to function.” I knew from the start that I wanted to use this project as my thesis project, so I have allowed myself to be guided by the thesis committee who is the intended readership of this project. I have tempered that with the knowledge that I may potentially publish this project later as one volume in a scholarly Asian-maritime series.

Translation Strategies

Part of the initial decision is deciding on a translation strategy for the Target Text (hereafter TT). There are two basic translation strategies:
1. Communicative-interpretative: literary translations generally fall into this category, as does my TT

2. Annotated translation: the translator or the annotator is given a voice

The TT that I have created from the Source Text (hereafter ST) is a hybrid of these two strategies, that is, a communicative-interpretive translation with annotations. There are many different sub-strategies, and the one I have chosen is known as "transcreation". The term was "coined by the Brazilian poets Augusto de Campos and Haroldo de Campos to refer to their experiments in translation" and involves "the invention of sound and sense links that cross the interlinguistic gap"(Portela, 2003, pp. 305 & 310). Transcreation does not aim for accurate translation but close imitation (McClure, 1991). I chose transcreation because I want my TT to be accessible to an educated reader of modern English, so the meaning of the ST can be easily understood. One goal of transcreation is to avoid making the English-speaking reader have to decipher the meaning of the ST (we don’t want him to go through the same process that the translator had to go through just to understand the meaning of the text). This is a complicated and time-consuming exercise that requires much original research, such as examining old maps to locate place names that do not appear on modern maps, or learning how eighteenth-century mariners calculated and notated longitude and latitude and then how to translate the older style of notation into modern notation. Another goal of transcreation (which is included in the family of communicative-interpretive strategies) is to make the TT sound like it was originally written in the target language: if one were to read the TT only, she should not be able to tell that it was originally written in another language. The process involves “undressing” the ST (i.e. removing all of the trappings that make it sound “Portuguese” to get down to the basic
meaning of the narrative), and then “dressing it back up again” in English trappings so that the TT seems to have been written originally in English.

The TT should be of the same literary genre as the ST: a formal informative account of an embassy designed for the educated layperson to read and enjoy. I want to maintain the formal tone and the format of the source document, so that the reader might have a similar experience with the TT as its eighteenth-century readers might have enjoyed with the ST. Finally, I have chosen to translate the ST into modern standard American English since that is my own linguistic variety.

**Translation paradigms: Literal to Free**

Once she has chosen a translation strategy, the next decision the translator must make is where the TT will fall on the continuum between literal and free. Although different authors use different taxonomy, all translation strategies are located somewhere on the continuum between two opposing paradigms: *literal* and *free* translations. In descriptive translation studies this part of the initial decision. Will the TT be free or literal? Should the translator conform to source cultural norms or obey target cultural norms? Translators are always trying to find themselves between these two poles, and any given translation might travel between them: one might keep some things, change some, and adapt others. According to Gideon Toury (2012, p. 81), a translator can’t be expected to be completely consistent—some elements of a free translation may be literal because they solve certain problems. Here are some examples of TTs that fall at the two extremes at either end of the continuum:
1. **Strictly Literal:** follows the ST exactly (for example, a translation of official
documents for administrative purposes, such as a driver’s license, birth certificate
or educational transcript)

2. **Completely Free:** a whole new artistic creation (can be fiction or nonfiction, poetry,
prose, film, opera, what have you)

To illustrate this concept further, I have taken an excerpt from the ST and translated it with
varying degrees of freedom in the examples below.

**Examples of Different Translation Strategies**

**Source Text**

*eSe embarcarão em hum escaLer que lhe estaua bem peruenido com outras m.*
tas embarcaçois
equerque hião aLgunş aMigos eCausalheiros que lhe formarão VistozO aComaphnam.10 athe a
Nau aCual guarneçida de bandeiras pauezes eoutras famullas eguarlhadetes eemtuando
Senoros cLarinş. eoutrOs bem Comçertados jnstrom.10s Serruam tanto dRecreyo dos olhos
quanto a atracsão dos ouuidos Suauizando Naquella maludia apena Comque Largando a
patria nos apartauamos daterra

**Literal Translation**

*And they themselves embarked in a schooner that for him was well prepared with other many
vessels in which traveled some friends and gentlemen that formed beautiful company unto the
ship which was decorated with flags, streamers and other banners and pennants. And the
playing of sonorous bugles and other well-tuned instruments served as much as recreation for
the eyes as attraction for the ears, soothing with that melody the pain with which, leaving the
motherland, we departed from shore.*
Free Translation

(To be sung to the tune of Yankee Doodle Dandy)

We all went out to Sodré Pier
And hopped into a boat
All our friends were waiting there
To wish us bon voyage! (singing...)

Chorus

O, ye brave ones, do not fear
Ye shall overcome,
You'll return in three short years
To your beloved homes!

The intrepid nau awaited there
Bedecked with decorations
To carry us in comfort and style
Unto our destination.

Chorus

As we out to Nossa Senhora
We all tried not to cry
The band was playing cheerful tunes,
The trumpets were quite spry. (Oh!)
(Slightly Less) Free Translation

They took us to the dock, where we were put onto one of the King’s boats that was waiting to take us to the ship. All our friends were there, in their own boats, waiting to accompany us to the ship, along with pretty much everybody who was anybody in Lisbon. It was definitely one of the biggest events of the year, not to be missed. The ship was decked out to the nines, and there was even a band playing for the occasion. The musicians kept up their playing as we moved away from shore, and it helped us forget our homesickness for a while.

Communicative-Interpretive Transcreation

This is the strategy I have settled on for the present translation.

Then they embarked in the schooner that was waiting to take them to the ship. They were accompanied by many other vessels filled with friends and well-wishers from among the nobility. The whole entourage made a lovely escort to the ship, and the ship herself was a true feast for the senses, bedecked with all sorts of flags, pennants and bunting. There was even a band of well-tuned instruments, including trumpets, that serenaded us as we left the shore, and their lovely melodies helped to soothe the pain we felt at leaving the land of our birth.

To use Lawrence Venuti’s (2010) terminology, I want my TT to be “domestic” so that it reads as if the author were part of the target culture (in this case, middle-class American culture). The purpose in doing this is to avoid creating any resistance in the reader by smoothing out the features of the source language or making it flow nicely, in order to help the reader understand the meaning of the ST. In that regard, my version of the Communicative-interpretive strategy is located on the free side of the continuum (but not so free as the song above). In contrast, I could have chosen to stay so far towards the literal
end of the continuum that the TT would allow calques and borrowings, even maintaining the word order of the original language (like the literal example above).

**Communicative Function**

Finally, the translator must decide which of the following communicative functions she wishes her TT to perform:

- **Informative**: as in an encyclopedia article, the information is most important.
- **Expressive**: (a poem or a novel) both form and content are equally important. However, aesthetics are also important.
- **Apellative**: the transfer of information is preeminent, but the purpose is to influence the reader to take action (marketing and publicity; political discourses).
- **Phatic or Contact function**: ensuring that the communication channel is working properly (such as when you pick up the phone and say *hello*).

My TT aims to conform to the functions of the ST, namely, that it be both informative and expressive. It is common for the four functions above to overlap within a single document.

**Resources used in the Translation and Transcription Process**

I have used a great variety of resources to help with both the transcription and the translation, but primarily Bluteau’s Bilingual Portuguese/Latin Dictionary (1728) which is the earliest Portuguese dictionary to which I have access. I have also consulted two other dictionaries on the same website that I also consult when needed. Also extremely useful has been the *Glosario de terminología marítima interamericana*, which gives equivalents in four Romance languages (French, Italian, Portuguese and Spanish).
Anticipated Contribution of the Study

This project will be of interest to researchers in many different disciplines, such as paleography, translation studies, foreign relations and diplomacy, meteorology, marine biology, and Portuguese, Chinese and Asian history, as well as maritime history.
Translation

The Account of the Voyage that Diogo Baduem da Serra, of the Staff of His Excellency the Ambassador, Made to Macao, China, Mozambique and Rio de Janeiro on the Ship Nossa Senhora da Conceiçao e Lusitania Grande, with News from the Provinces of China: Its Cities and Villages, Manufacturing, Revenue, Crops, and the Conduct and Dealings of the Bonzos, their Priests, with Detachable Illustrations of Some of the Cities He Visited during His Travels

Figure 3. The Pier of Sodré, in Lisbon (1785).
Lisbon, Europe

His Most Faithful Majesty, King Joseph the First of Portugal, in the second year of his reign, having been apprised of some disturbances in Macau, City of the Name of God, in China, that were disrupting not only the affairs of God’s Heavenly Kingdom but also the affairs of mortal kings, resolved to send an embassy to the Emperor of China, Kien Lum [Qianlong], who was in the seventeenth year of his reign.\(^2\) His Majesty, having carefully considered the many different proposals that were made regarding the course that should be undertaken to protect the interests of the state, without interfering with the affairs of the devout Catholic clergy, was pleased to send His loyal and trustworthy subject and counselor, Francisco Xavier de Assis Pacheco e Sampaio, as his ambassador extraordinary and plenipotenciary.

The Ambassador’s noble roots stretch deep into our nation’s history. Many of his forebears were appointed to positions of great responsibility in the armed forces and the judiciary, and all of them proved themselves through exemplary service, whether wielding the swords of war or wearing the robes of justice. The promise that the Ambassador himself has shown from a very tender age speaks to the renown of his ancestors and the fact that he takes after them. Therefore, the King’s Royal Council has placed their full trust in his abilities, confident that His Excellency the Ambassador will be a good example to those who serve at his side in this Embassy and all who may succeed him in appointments to the Royal Diplomatic Corps at the Court of Peking.

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\(^2\) According to Herbert H. Gowen (1926, p. 156), Qianlong, the fourth of the Manchu Emperors, should be ranked among the greatest Asiatic rulers of all time. He was a mighty soldier and accomplished poet who reigned for 60 years and then abdicated.
By official decree His Majesty also appointed Józeph Ignácio de Brito Bocarro e Castanheda as the Secretary to the Ambassador, and entrusted him with his own letters patent and credentials, naming him ambassador plenipotenciary in case His Excellency the Ambassador should become unable, for any reason, to fulfill his embassy.

For this voyage His Majesty granted us a magnificent boon from his royal estate, His Majesty’s ship Nossa Senhora da Conceição e Lusitânia Grande3 4, one of the finest and best-equipped vessels to be found in the port of Lisbon.

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3 It seems reasonable to assume that the dates given for Nossa Sra. (1752-55) in a catalog of Portuguese ships are correct. As the Ambassador returned to Lisbon in 1755, this would mean that the Baduem voyage was her maiden and only voyage. However, there are some textual evidences that cast doubt upon this theory. For example, “when we realized that we were entrusting our lives in this treacherous storm to the foresail alone, we felt less than secure, seeing that it had already endured the winds of other voyages” (MS 09 May). Would there be any reason for a brand-new ship to employ used sails?

4 According to an article in the Gazeta de Lisboa on February 26, 1752, (p. 159) the name of the Ambassador’s ship was Europa.
February

Sunday, February 20, 1752

On the twentieth day of February, 1752, an order arrived from the Secretary of State who was at Salvaterra de Magos, where Their Majesties the reigning King and Queen were amusing themselves with the pleasures of the hunt, in which he commanded the

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5 Salvaterra de Magos is 62.7 kilometers (45 minutes by car) northeast of Lisbon. In 1542 the Infante Dom Luis constructed his palace in Santarém. Although it burned to the ground in 1824, this is probably where King Joseph I and his Queen were staying.

6 We know from an article in the Gazeta de Lisboa on January 22, 1752 (p.54), that King Joseph I was an avid hunter in the habit of taking hunting trips in the vicinity of Lisbon.
Ambassador and his Secretary to appear before him to receive their instructions, permits and letters of credence required for embarkation.

Once this had been taken care of, the Ambassador and his Secretary were accorded the honor of kissing the hand of the Queen Mother. Then they embarked in a schooner that was waiting to take them to the ship. They were accompanied by many other vessels filled with friends and well-wishers from among the nobility.

The entourage made a lovely escort to the ship. She was a true feast for the ears as well as the eyes, decked out with flags, decorative screens and all sorts of flags, pennants and bunting, with a band of well-tuned\textsuperscript{7} instruments, including trumpets, that serenaded us as we left the shore, their lovely melodies helping to

\textsuperscript{7} Pleasant or melodious
soothe the pain we felt at leaving the land of our birth. As we boarded the ship, the officers paid us the honor of coming on deck to receive us, and then we were escorted aft with the rest of the party to the cabin\(^9\) that had been prepared for His Excellency.

The Ambassador’s cabin was carpeted in silk and comfortably furnished with scarlet\(^9\) curtains of damask silk.\(^{10}\) In it were several tables, each with velvet chairs upholstered in coordinating colors. Above each table was a matching mirror that had a beautifully painted frame with a gilded filet.\(^{11}\) From this chamber we descended to the door of another small room, equally well-appointed, containing two bunks, one for the Ambassador and the other for his secretary. There were ten more bunks, each with its own drapes, in the antechamber. These were reserved for the Ambassador’s personal servants: his butler, equerry, six gentlemen and two manservants. The hairdresser, barber, cupbearer, assistant waiter, three cooks, four trumpeters, one kettledrummer and the other servants necessary for the voyage had other cabins set aside for them.

\(^8\) Câmara de rabada, literally means oxtail cabin, but as I was unable to find an English equivalent, I have called it merely cabin. The ambassador’s quarters were traditionally located in the stern of the ship up in the aftcastle near the ship’s officers, while the crew was housed at the opposite end of the ship, in the forecastle.

\(^9\) Cramezim: carmesim, or scarlet.

\(^{10}\) Damask (damasco) is “a rich silk fabric woven with elaborate designs and figures, often of a variety of colors” that was “originally produced at Damascus (OED Online).

\(^{11}\) The part of a picture frame that is right next to the picture itself.
All the ships in the bay, including the warship that had been appointed as our escort and a corsair\textsuperscript{12} that would take advantage of the chance to convoy with us on the journey to Rio de Janeiro, enthusiastically expressed their pleasure at our embarkation with a fine parade.

Our departure was delayed by contrary winds that kept us waiting on board for three straight days, until finally they took pity on us and began to blow more favorably. Consequently, we did not cast off and set sail until February 23\textsuperscript{rd}.

**Wednesday, February 23, 1752**

As we shared final farewell embraces with our friends, the first tears of homesickness fell from our eyes. But the wind played another trick on us by ceasing to blow at the very moment the sail was being spread. The result was that we got caught up in a really strong current and slammed into another ship that was anchored nearby. We escaped unscathed from this scary misadventure, thanks to the diligent efforts of our pilots, but the other ship did not fare so well. The yardarm of her jib got broken in the collision. However, if one of the two ships had to sustain damage from the collision, it was better them than us, because we could not spare the time to stop for repairs, but the other ship could.

\textsuperscript{12} *Corsário*
The wind that had abandoned us eventually returned, so we could finally get underway. We sailed down the Tagus River, keeping our beloved city of Lisbon in sight, whose coordinates are 38°43’N 9°12’W. In the company of the warship and the corsair, we soon passed

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13 Sailors in the 18th century calculated their latitude by observing the position of the Sun every day at noon using a simple brass device called an astrolabe and comparing the observed altitude of the Sun with the known declination.

14 Longitude as reckoned in modern times is an east-west coordinate system measured relative to the Prime Meridian running through Greenwich, England. The longitude of a given location is the angular measurement east or west from the Prime Meridian (0°) to +180° eastward or -180° westward. The MS makes no mention of east or west in references to longitude (the coordinates in the MS more literally translated read, “in the latitude of 38 degrees 43 minutes and a longitude of 9 degrees and 12 minutes”). Complicating the issue further is the fact that the different scribes of the original MS were not consistent in their use of longitude. Sometimes, as in this instance, the longitude coordinate is given as the angular measurement westward from the Prime Meridian, namely, “longitude of 9 degrees and 12 minutes”. West longitude coordinates are listed elsewhere as the total angular measurement east of the Prime Meridian, which in this instance would have been rendered as, ‘longitude of 350 degrees and 48 minutes’. This beginning coordinate reading at the
the tower, which we saluted, and our salute was returned from the tower. Because of the love we feel for our homeland, we were dismayed at how soon we arrived at the bar. Nevertheless, we set our sails to the wind and in a few hours lost all sight of land, which heartlessly fled from our view despite the fact that we yearned for her as a child for his mother. The favorable winds and calmness of the waters did not help us escape the tradition with which all sailors customarily begin their voyages. This tradition is more outrageous on some ships

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beginning of their voyage—“We began our journey at 38°43'[N] 9°12'[W]”—is helpful because these coordinates match the modern coordinates for Lisbon, telling us that this particular scribe accurately reckoned longitude using the modern east-west system. Other scribes later in this document will record longitude coordinates that are wildly inaccurate—sometimes off by 1000 miles—which is puzzling given the accuracy with which skilled pilots had been navigating the seas for over two hundred years. The India-China trade route was one of Portugal’s most lucrative and surely the Portuguese would have assigned some of their best pilots to this embassy. In the future, I will investigate the possibility that different scribes may have used different prime meridians as their reference points, which may possibly reconcile these errant longitude readings.

15 “The importance of recording climatic data whilst at sea was not the result of purely scientific interest but was a consequence of the need to know the location of the vessel in question. Until the mid-nineteenth century navigation was an imprecise science. The various methods of dead reckoning that were widely employed required information on wind direction and wind force in particular in order to determine the vessel’s daily progress and situation. Disasters as a result of miscalculation were all too commonplace and [...] encouraged deck observers to be as diligent as possible in their observations and note-making. [...] The cumulative effect of the previous day’s winds were calculated at the start of each nautical day, which was at midday. Log books also registered other aspects of the weather and precipitation, the state of the sea and sky, thunder, lightning etc. were all noted with, seemingly, remarkable consistency.” (CLIWOC, Climatological Database for the World’s Oceans 1750-1850)

16 Corsario

17 This is probably a reference to the tower of Belém. Although there are two today, the Map of the Harbour of the City of Lisbon shows 1752 only one, “The Castle of Belem,” situated on the west bank of the Tagus.

18 It’s hard to tell what this tradition might be, but it might be helpful to remember that many sailing rituals and traditions can get out of hand and turn ugly.
than others, but luckily for us, the ceremonies on our ship didn’t strike us as terribly offensive.

About midnight, while we were waiting for the warship to catch up to us, we were ordered to slow our speed to match the speed of the corsair, who was falling behind.

According to custom, all of the ship’s provisions, which were of excellent quality and considerable value, were entrusted to the care of the Capitão de mar e guerra, Joseph Rodrigues-Vareiro. It was rumored that he did not collect a salary for this position, because the honor of receiving letters patent from the King himself was considered more than sufficient compensation. The Captain was in charge of selecting the meals that were to be served at the Ambassador’s table from his larder. The Ambassador ate in his cabin with his secretary, attended by his noblemen and

\[\text{Figure 7. Drawing of a astrolabe from Carta en que se contiene todo lo que del mundo se ha descubierto fasta agora (Diego Ribero 1494)}\]

\[\text{[p. 3]}\]

\[\text{As there is not really an English equivalent for this Portuguese Officer, I have left it in Portuguese. Each ship had her own Capitam de mar e guerra, and although the MS only tells us the name of the one on the Ambassador’s ship, we learn from the Gazeta de Lisboa (February 25, 1752, p. 159) that the warship was Nossa Senhora das Brotas, and her Capitam de mar e guerra was Manoel de Mendonça e Silva.}\]
manservants. The servants ate at their own table next to the one belonging to the captain of the warship, where the officers were also served. All of them were served the same meals at the same time.

**Thursday, February 24, 1752**

On the 24th day of February, which was reckoned according to maritime tradition as the first day of the voyage, we began to calculate our location by taking the position of the sun.\(^{20}\) We calculated our present location at 37°38’N 7°27’W\(^{21}\). This meant that we had

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\(^{20}\) Sailors in the 18th century navigated by calculating the position of the sun every day at noon using a simple brass device called an astrolabe.

\(^{21}\) Baduem’s coordinates never specify north-south or east-west, but these can be inferred from the descriptions that indicate the change in distance along the cardinal points. In this case, the listed coordinates of “37°38’N 7°27’W” are clearly in error as it locates their position squarely in the Portuguese countryside. However, based upon the change in
already traveled 21 and 1/3 leagues south and 45 and 2/3 leagues west. At three o’clock in the afternoon, the warship signaled that there was another ship nearby, but despite our most diligent efforts, we were unable to catch sight of her.

**Sunday, February 27, 1752**

At about ten o’clock in the morning while we were celebrating mass, the warship signaled that they had sighted land. We didn’t respond because by the time we figured out that they meant Porto Santo Island, it was plainly visible to everyone. Upon taking the position of the sun we found ourselves to be at 34°44’N 2°44’W having traveled 87 and 1/3 leagues southwards and 63 and 1/3 leagues eastwards. Alongside our ship we discovered an immense whale that blew out huge clouds of water with every breath. Those who had not heard it before were astonished by the roaring sound of the spray that comes out of a whale’s blowhole. After dinner we sighed Madeira Island and at sunset a vessel appeared which was hailed by our frigate, but soon became hidden by the night and disappeared from view. The warship told us later that the ship was French.

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distance information supplied—“This meant that we had already traveled 21 and 1/3 leagues south and 45 and 2/3 leagues west”—their position should have been 37°47’N 11°41’W which would set them on an approximate course for their next landmark, the island of Porto Santo, which they sight three days later. I have no explanation for the error in Baduem’s coordinates. NOTE: What follows are my calculations for the theoretical coordinates 37°47’N 11°41’W cited above:

\[
\Delta \text{latitude} = 21.3 \text{ leagues} = 63.9 \text{ mi sea} \quad (1 \text{ league} = 3 \text{ mi sea}) \quad 63.9 \text{ mi sea}/69.1 \text{ mi sea} = .93°. \\
38°.72’N \quad [\text{previous coordinates}] - .93° = 37°.79’N = 37°47’N. \\
\Delta \text{longitude} = 45.6 \text{ leagues} = 136.8 \text{ mi sea} \quad 136.8 \text{ mi sea}/55 \text{ mi sea} \quad (\text{per degree longitude at latitude } 38°) = 2°.49. \\
9°.2W \quad [\text{previous coordinates}] + 2°.49 = 11°.69’W = 11°41’W.
\]

22 The word used here is *fraguata*. I’m assuming it is a synonym for *Nau de Guerra*, or warship.
March

Wednesday, March 1, 1752

On the first day of the month we calculated the position of the sun, locating us at 28°21’N 137°49’E, having traveled 127 and 1/3 leagues to the south and 88 leagues to the east. At five o’clock in the afternoon we sighted the Canary Islands and by midnight came within sight of El Hierro.24

23 Although the MS seems to say “137°”, this is probably a scribal error because they were close to the Canary Islands whose known coordinates are 28°N 15°W (east-west system) or 28° latitude (North) and 345° longitude (east of Prime Meridian system).
24 I can’t find a modern Portuguese version of the name for this island, so I’ve used the modern Spanish name. On the map below it is called by the French name, Isle de Fer.
Figure 9. Canary and Cape Verde Islands (1738) from *Coste occidentale d’Afrique.*
Friday, March 3, 1752

We lowered our flag to the [other] ship, giving her a salute of 9 cannons that she returned in kind, and we thanked them with another salute of 3 cannons. The ambassador sent out [p. 4] the skiff with a boarding party that included a servant, the Captain and the Ensign Manoel Barreto with the letters [patent] from Lisbon, to request permission for us to sail through the Canary Islands unescorted. This would allow us to reduce the length of our journey by several leagues, and would also avoid placing the political goals of the Society [of Jesus] in jeopardy. We started the process of setting our sails, thanking him for the courtesy of his escort, and he, noting the rigging of our ship, wished us safe voyage, and we wished him the same. He told us that since we hadn’t yet accomplished our mission, it would be a good idea to sail through the Canaries to be safe from the Moors. Although his orders were to escort us as far as Cape Verde, he said that if we still wished to proceed on our own, we should give him a sign. This was the reason that he had not yet ordered his sloop to board us. Upon the departure of our skiff he saluted us with thirteen cannons, and our frigate responded with the same number. This roar of cannons made for a delightful day on the sea. The corsair seconded our salute with seven cannons, and then we saluted her with five. There was already open water between us and the warship, so she signaled us with nine cannons to wait for her. We replied with seven cannons our consent to maintain the convoy.

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25 The MS doesn’t name this person. From textual evidence, I assume it refers to the commander of the Spanish fleet in charge of guarding the Canary Islands.
26 *Inçarcias*, mod. *enxárcias*.
27 Most likely referring to African pirates, who would have been delighted to get their hands on the rich cargo carried by *Nossa Sra.*
Today we calculated our position at 25°19'N 2°20'W, having traveled 61 and 2/3 leagues southwards and 18 leagues eastwards. After getting that order, we were careful to maintain our convoy with the warship.

**Sunday, March 5, 1752**

Today we sent him\(^{28}\) to retrieve the letters, signaling with one cannon and a flag our intent to send our ship's boat across the water and board [the other ship]. Finding ourselves at 18°5'N 22°20'W\(^{29}\), we reckoned that we had traveled southwards 108 and 1/3 leagues. At this point we entered the latitude of the Cape Verde Islands, where the calms intensify the heat. Here, where the fog\(^{30}\) is so thick that not even the sun's rays can penetrate, a gloomy sadness prevails. The warship raised its colors and gave a royal salute in honor of the Holy Day of Our Lady of Mount Carmel, of whom the commander is a devotee.

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\(^{28}\) Once again it is unclear to whom *him* refers. Perhaps it is the Lieutenant Commander Manoel de Castro Ribeiro mentioned on the 8\(^{th}\) of March?

\(^{29}\) The MS here reads “in the latitude of 18°5’ minutes and the longitude of 337°40’ minutes.”

\(^{30}\) *Os ares*
Wednesday, March 8, 1752

Today, after the Carrack had signaled us, Lieutenant Commander Manoel de Castro Ribeiro was sent back to us. He informed His Excellency that our ship would be allowed to remain there thanks to the orders of the King, and that he would follow the Ambassador’s orders in whatever he wished. Both he and the Captain were very gracious, and he begged us that in return for this favor we would be very careful to follow all of His Majesty’s orders. He returned the letters and then we took our leave.

[p. 5]

with the customary courtesies of the sea. At nightfall we lost sight of the ship and the corsair, and even at dawn we could barely see them at all. When we took the position of the sun we found ourselves at 15°8’N 2°41’W having traveled southwards 117 and 2/3 leagues and eastwards 6 leagues.

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31 I’m guessing here, based on the theory that this is the same person they sent to retrieve the letters patent on Sunday, March 5th.
32 The MS reads, “in the latitude of 15°8’ and the longitude of 357°19’.” This must be a scribal error as it puts our embassy in the interior of the continent of Africa by hundreds of miles. Fortunately, the author tells us the distance he has traveled south and east, the latter
Monday, March 13, 1752

We found ourselves at 10°37′N 2°50′W\(^{33}\), adding 138 and 2/3 leagues to our southward progress and 8 leagues towards the east. Here we encountered diminished winds and suffered the oppressive calms of the doldrums. Today we celebrated the feast of Saint Francis Xavier,\(^{34}\) whose novena\(^{35}\) we had completed the day before. Because it fell on the first Sunday of Lent, we had postponed St. Xavier’s mass [until today]. It was celebrated with great solemnity by the Reverend Father Francisco. When the mass was over, Father Prior, one of the five Jesuit priests who had taken passage to the missions, preached an elegant sermon. Then we gave a seven-cannon salute and the flags were kept flying until the setting of the sun.

Saturday, March 18, 1752

During this part of our voyage we were tormented by the great calms that resulted from the lack of wind. As we were wishing heartily for some rain showers that would mitigate the heat and help us get moving again, we were surprised by the sudden appearance of two being very small, therefore, I estimate he must be nearly at the same longitude as before, namely 22°W.

\(^{33}\) The MS reads, “in the latitude of 10°37′ and the longitude of 357°10′.”

\(^{34}\) St. Francis (1506-1552) was the co-founder of the Society of Jesus. Because of the fact that this voyage began and ended with novenas to him, combined with the fact that he is the Ambassador’s namesake and that he was a famous missionary in Asia who died while trying to reach the mainland of China, I believe that the Jesuits on board Nossa Sra. had chosen him as the patron saint of this voyage.

\(^{35}\) A novena is a series of vocal prayers that a person commits to praying over an extended period of time, most commonly nine days, hence the name. The prayers are usually linked to a specific saint or other devotion. We estimate that the Jesuits had probably begun this novena on the 4\(^{th}\) of March. They had a schedule of novenas all worked out before the journey, and it appears that the plan was to finish each of the novenas on the feast day of the saint to which it was linked.
showers, one to the east of us and the other to the southwest of us. The pilots seemed to feel threatened when they saw them, but by spreading the sails we were able to receive them without any trouble; we just took advantage of the wind. When the winds abandoned us, we were at 4°51’N 1°38’W\(^{36}\), having traveled 57 and 2/3 leagues farther south.

**Monday, March 20, 1752**

On the day appointed for the novena of Holy Saint Joseph, we commemorated his feast day as well, because his name day had gotten mixed up with the Holy Day of Saint [Francis] Xavier. The Reverend Father Superior celebrated the mass and the Reverend Father Antonio Falcão preached, his efforts being received with the customary acclaim.\(^{37}\) We greeted the day with flags flying and a seven-cannon salute. When we took the position of the sun we found ourselves at 3°28’N 0°43’W\(^{38}\). This meant we had traveled 21 leagues south and 9 and 2/3 leagues east.

Our challenges here were not over yet, as we were completely subject to the vagaries of the winds. We had no refuge from the sun, and we were forced to invent our own amusements, which mainly consisted of fishing. While there was no wind we were able to catch sharks with ease. These fish were so stupid that even after they had been rescued from imminent capture by a stroke of luck such as the fishing line breaking or the hook coming loose from their mouths, they wasted no time in jumping right back into captivity. Because we were stuck in the doldrums for such a long time, here in the

\(^{36}\) The MS reads, “in the latitude of 4°51’ and the longitude of 358°22’.”

\(^{37}\) Father Antonio must have been well-known in Lisbon.

\(^{38}\) The MS reads, “3°28’ latitude and 359°17’ longitude.”
vicinity of the equator, we nearly wiped them out with our continual fishing.

**Saturday, March 25, 1752**

The day of Our Lady of the Annunciation\(^{39}\) arrived, with no respite from wind or breeze. We were afflicted all day by a blazing sun, but on the following day we got a little relief from the oppressive heat from a sea breeze that came up from the west and growing towards the west-southwest. We made good use of the easterly breeze because by our reckoning we hadn’t made much progress in that direction.

During the night the winds gathered so densely around our ship that the more experienced sailors, despite being unfamiliar with the promontories in the area, found it difficult to prevail against those who felt we should get moving. So they set the sails to take advantage of the winds that were favorable to our route and sailed on, using the light of the lightning bolts to see by.\(^{40}\)

**Sunday, March 26, 1752\(^{41}\)**

There was little wind today, so we amused ourselves by catching large numbers of the dogfish that swarmed around the ship. Some people fished for days on end, and judging from the pleasure they took in it, it must have come as a welcome respite.

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\(^{39}\) The Annunciation, also known as the Annunciation to the Blessed Virgin Mary or Annunciation of the Lord, celebrates the announcement by the Angel Gabriel to the Virgin Mary that she would conceive and bear the Son of God. It is commonly celebrated on the 25\(^{th}\) of March because that is a full nine months before Christmas, when Jesus’s birthday is celebrated.

\(^{40}\) I’m not really sure what’s going on here. This is just my best guess.

\(^{41}\) Even though the MS does not indicate the date at this spot, it seems logical that it must be a new day, since they begin by saying there was little wind.
Tuesday, March 28, 1752

Today when we took the position of the sun we found ourselves at 2°22′N 0°13′W, meaning we had traveled 43 leagues south and 17 degrees east.

Thursday, March 30, 1752

Holy Thursday,\textsuperscript{43} which fell on the 30\textsuperscript{th} of March, blew in with clouds so black that the day appeared to have mistaken itself for night. We endured several rainstorms similar to those we had already experienced. When we inquired as to why the rains made the sailors hoarse,\textsuperscript{44} we were told by the very best doctors that the sore throats were the result of an illness brought on by the intense heat.\textsuperscript{45} The clouds that came from Africa were full of water that had evaporated when they were passing over Africa, and they told us that when any mist\textsuperscript{46} from those clouds touches a piece of cloth,\textsuperscript{47} it tends to make worms breed in it.\textsuperscript{48}

\textsuperscript{42} The MS reads “in the latitude of 2°22′ and longitude of 359 degrees 47 minutes.”
\textsuperscript{43} Holy Thursday, also known as Maundy Thursday, commemorates the Last Supper of Jesus Christ with his Apostles. Maundy refers to the ordinance of washing of feet performed by Jesus on that occasion. A mass or worship service is usually celebrated in the evening.
\textsuperscript{44} I’m guessing this is what they are saying here. Maybe I can get some documentation from an article in Pub Med.
\textsuperscript{45} I don’t know what illness this might be.
\textsuperscript{46} \textit{Borrifa}
\textsuperscript{47} \textit{Roupa}, according to Bluteau (1728), can mean clothing, bedclothes, linens, or cloth in general. I’m guessing that the main reason this was noteworthy to seafarers was because of the cloth sails on the ship.
\textsuperscript{48} This is also quite interesting, but I don’t know to what it refers.
Because the sun did not uncover its face even once all morning, we were forced to estimate our position as $1^\circ 43'N$ $0^\circ 28'W$, adding 17 and $2/3$ leagues to our southward progress and 15 leagues eastwards.

After we had finished calculating our progress at midday, the winds began to blow so fiercely that we wondered if the sun had fled from that hemisphere. In the darkness the clouds burst upon us with such thunderous noise that heaven seemed to have forgotten its natural firmness to fall upon us in pieces. The lightning bolts that struck with the rain terrified us so much that we prayed unceasingly to God for redemption, that in the great mercy of his love he would calm the tempest so that we wouldn’t have to suffer any damage from his anger that day.

Thanks to God, by 2 o’clock in the afternoon all was calm. The air was clear and the wind was less angry and more steady. During the squall the wind had made the sail dizzy by blowing with equal force from all different directions, which was not only very dangerous, but caused us lots of work. We had a near miss when a lightning bolt almost struck the prow between the spritsail and the jib, and we had only just recovered from that scare.
when we heard people shouting that a grummet\textsuperscript{55} had fallen into the sea. Thankfully they were able to rescue the man by having a rope lowered to him, by which means they brought him safely back on board, no worse for the wear.

April

Sunday, April 2, 1752

On the second, which was Easter Sunday,\textsuperscript{56} we found ourselves at 0°29′N 0°30′W\textsuperscript{57}, having progressed southwards 2 leagues and eastwards 18 and 1/3 leagues. We changed our course at this point towards the southwest, as we found that we had come too far east. Much to the dismay of our pilots, there was very little wind. Since we had already spent several days waiting for the trade winds that are normally found along that route, we decided to make use of a small breeze to go in search of a southeast wind, and with its help, on the following day we finally crossed the equator heading south.

Monday, April 3, 1752

We discovered large flocks of flying fish here. Their bodies are like sardines. The birds\textsuperscript{58} in this area make pigs\textsuperscript{59} of themselves by snatching them up in their talons and feasting upon

\textsuperscript{55} According to Raphael Bluteau’s 1728 Vocabulario Portuguez e Latino (Vol. 5), this could be either boy or servant or slave boy: “Mancebo. Moço. Chama se o homem mancebo até a idade de 30. ou 40. annos. ... Outra corrupção, & impropriedade ha na palavra Mancebo, de Mancipium, que quer dizer Escravo; chamamos assim ao moço, que nos serve, ainda que seja livre...” Grummet is the proper English term for a man or boy with limited or no experience at sea, an apprentice seaman.

\textsuperscript{56} Easter Sunday marks the end of Lent in the Liturgical Calendar.

\textsuperscript{57} The MS reads, “in the latitude of 29 minutes north of the equator, and the longitude of 30 minutes.”

\textsuperscript{58} Paçaros
them. The abundance of fish here has turned them into sentinels, who joyfully take advantage of every opportunity to gorge themselves. When they find themselves pursued by other predators in the water, they rise up from the sea like sparrows, in great flocks that are so large they hide the sun. They fly quite far, and sometimes they are so blind that they fall into the ships. The poor little fish must feel quite discouraged in the face of so many enemies. They have nowhere to rest except inside the bellies of those birds.

**Friday, April 7, 1752**

Even our most experienced pilots were amazed by the total lack of concern that the trade winds displayed towards us. Because of this we endured twenty-six consecutive days of

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59 *Fazendo ja arpia*

60 *Depardais*

61 “Flying fish are gliders, not true flyers like birds, bats, and insects, all of which fly by beating their wings. Researchers arrived at this conclusion only after much debate, because they had misunderstood the fluttering of wings from fish in flight. The wing flutter is not—as with birds—an oscillatory mechanism to generate lift, but the result of air rushing by a flexible structure. It is like a flag waving in the breeze. To take to the air, a flying fish leaps from the water or rises to the surface continually beating its tail to generate propulsion as it starts to taxi. The taxiing run lets the fish accelerate at the water surface and build momentum for takeoff. Once the fish reaches its top speed of 20 to 40 miles per hour it spreads its elongate fins and becomes air-borne.” (Fish, F. 1991.)

62 *Dentro do bucho*
insufferable calms during which time we made absolutely no progress, except with the aid of the occasional thunderstorm or shower. Sometimes we went entire days without so much as a gentle breeze, which only made the heat worse.

A large blue shark was caught here, a female, and from inside her belly they took 120 pups the size of sardines, by which we learned that not all fish reproduce from eggs. Attached to the shark were some fish called shark suckers whose bellies are where their backs ought to be. When they are cut up live and thrown into the sea, they have medicinal value for women, and when prepared for the table they are not disagreeable to the taste.

Thanks to God, a hurricane appeared to our southeast that helped us make headway by making the trade winds blow. By setting a westerly course we made more progress southwards than we had been able to previously, and the result was that we ended up at 3°36’S 0°1’W, having traveled 76 leagues south and 2/3 of one league to the east.

It was here that we began to understand the ruin that can be wreaked by the doldrums in the vicinity of the equator. Many of us felt the effects in our own bodies, in the form of some mild illnesses that afflicted us, but the doldrums took their most serious toll on our provisions, many of which spoiled. Not one of the sweets was spared, and there was not a cheese that was fit to eat. The Captain alone lost more than 800,000 reals worth of liquor, because most of the bottles burst. They were able to prevent some from bursting by

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63 Interesting insight into the medical practices of the times.
64 The MS reads, “in the latitude of 3°36’ and the longitude of 359°59’.” The scribe recorded on April 2 that the embassy had crossed the equator and was sailing south.
emptying out some of the liquid, and these bottles, plus the ones that were already partially empty, were the only ones that escaped destruction. I am told that such prolonged periods of doldrums and the consequent spoiling of provisions only befall sailors on the equinoctial line of this meridian. This is because here there tends to be a lack of wind, while in other latitudes it is more common to sail with constant wind.

**Wednesday, April 12, 1752**

Owing to the progress we made a few days ago, we were now farther from the sun where the wind was cooler and the weather was too, so we began to feel stronger. Taking the position of the sun gave us a position of $12^\circ 21'S$ $3^\circ W$\textsuperscript{65}, making our total southward progress 165 and 1/3 leagues and our total westward progress 52 and 2/3 leagues.

\textsuperscript{65} The MS reads, “a latitude of $12^\circ 21'$ and a longitude of $357^\circ$.”
To our great delight, in the afternoon the sailors staged a show\textsuperscript{66} that is traditional when heading southwards. One of the sailors played the famous part of Neptune,\textsuperscript{67} complete with trident and crown, riding horseback on top of two other sailors.\textsuperscript{68} He was dressed up as a fish and his Chaplain\textsuperscript{69} was dressed up as a Capuchin friar accompanied by three counselors of state. Their job was to take down the name of every person who had the audacity to cross his seas. The guard served as sergeant and judge for the subpoenas, and everybody presented humorous complaints to the deputees about the crimes that had allegedly been committed during the voyage. Then, taking the appropriate preventative safety measures for the seriousness of the crimes of which the Captain was accused, they commanded Neptune to assign whatever punishments he saw fit. Then Neptune commanded the Captain of the Warship to present himself directly in front of him, and there he was accused of recklessness and got his staff taken away. Neptune, exercising his power as a despotic and supreme ruler, sent for somebody else to take the helm, and commanded a carpenter to strike down the large young man [the Captain]. At the end they proposed settlements that everyone was forced to accept under protest, and they demanded that the Captain resign his position, seeing as how he was a criminal. Thus we

\textsuperscript{66} This is the famous ceremony known as \textit{Crossing the Line}, which celebrates a sailor’s first crossing of the Equator.

\textsuperscript{67} The sailors are usually divided into two groups: those who have crossed the equator previously and those who have not. The ones who have already crossed act the part of King Neptune and his court, and they usually send out subpoenas to all the novices, who are required to present themselves to be taxed for crossing the equator. J.H. Ingraham (1847), penned a fictional account of such a ceremony: “The usual custom of paying a tax to Neptune upon crossing the line, was by no means omitted in the present instance. The idea that something might be done to kill the dullness of the calmness revived us all. The tribute to the king with the sea-green beard, is paid only by the green ones, that is, those luckless wights who have never before crossed the line.”

\textsuperscript{68} \textit{Mosos}

\textsuperscript{69} \textit{Capellam}
spent a delightful afternoon, and finished up by making offerings to the Virgin Mary, to whom the ship belonged, after all.\textsuperscript{70}

[p. 9]

**Sunday, April 23, 1752**

Today the wind yielded to us\textsuperscript{71} so that we were finally able to sail with our prow towards the southeast, although up to that point we had been able to keep our course by sailing on a bowline and the breezes had been quite refreshing. A little later, when we sighted several rainstorms, we felt threatened, seeing as how the night before one of them had ripped our topsail and the sailors were having some trouble replacing it. We calculated our position at 28°33'S 3°10'E\textsuperscript{72}, having traveled 282 and 1/3 leagues farther south, 48 leagues west and 164 leagues east.\textsuperscript{73}

**Sunday, April 30, 1752**

Today there was no trace of the wind under whose power we had made great headway the day before. But thankfully we had enjoyed her presence for several days in a row. We had not spared the sailors nor the sails during this time, as they were preparing the sailors, most of whom were novices, for the Cape of Good Hope, which by our reckoning was quite close. The days were growing steadily shorter and colder, which forced us to wear extra

\textsuperscript{70} The ship bears the name of the Virgin Mary.
\textsuperscript{71} Neste dia nos tinha rendido o vento
\textsuperscript{72} The MS reads, “in the latitude of 28°33'S with a longitude of 3°10'.”
\textsuperscript{73} It seems likely that they traveled 282.3 leagues (847 miles) south, during which time a contrary wind must have blown them 48 leagues (144 miles) west, but later they were able to regain the lost ground by traveling 164 leagues east.
clothing because it felt like winter. Today’s reading put us at 32°6’S 18°44’E, meaning that we had traveled 49 and 1/3 leagues south and 228 leagues east.

May

Monday, May 1, 1752

The first day of the month dawned with a brisk north wind whose company we welcomed. Nevertheless it soon proved to be the same as the other winds, abandoning us after only a few hours, and we bemoaned its lack. Because we had been afflicted by many such fickle winds while we were still quite a distance from the harbor we sought, we began a novena to Saint Anne, asking her to intercede in our behalf by bringing us the best winds and keeping us from sailing out of their range. We trusted that she knew we were very close to the Cape of Good Hope, where there is great danger of encountering storms.

It seemed like forever since the power and fury of the winds and the violence of the waves had made us fear for our lives, and of being entombed in the voracious waters where many other ships have been lost. At nightfall the wind kicked up, so we reefed the main topsail and began sailing, keeping within sight of the Cape.

74 Mother of the Virgin Mary
75 Reefing the sails means rolling them up tight with only a small surface area left exposed to the wind. This keeps the sails from ripping and the boat from being blown over in high winds.
We saw large numbers of birds there, of various shapes and colors. Some of them were like doves, and the sailors called them pinto beans.\textsuperscript{76} Their symmetrical greyish-brown and white coloring\textsuperscript{77} is so beautiful that it impresses upon the mind of the observer the divine wisdom of the Artist who painted them. Some of the birds there are as large as albatrosses, and they are plentiful even as far as 100 leagues from shore. The days passed with occasional showers.

**Sunday, May 7, 1752**

Today, finding the sun covered by clouds, our pilots were forced to estimate

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\textsuperscript{76} The word *feijão* could be either pinto beans or small multi-colored pebbles, both of which would accurately represent the coloring of the laughing dove (*Streptopelia senegalensis*) which used to be very plentiful in southern Africa but is now on the IUCN Red List of threatened species.

\textsuperscript{77} “The Laughing Dove is a long-tailed, slim pigeon, typically 25 cm (9.8 in) in length. It is pinkish brown on the underside with a lilac tinged head and neck. The head and underparts are pinkish, shading to buff on the lower abdomen. A chequered rufous and grey patch is found on the sides of the neck and are made up of split feathers. The upper parts are brownish with a bluish-grey band along the wing. The back is uniform and dull brown in the Indian population. The African populations *senegalensis* and *phoenicophila* have a bluish grey rump and upper tail coverts but differ in the shades of the neck and wing feathers.” (Novitates Zoologicae, p. 82)
our latitude, which they reckoned at approximately 54°13’S 30°59’E\textsuperscript{78}, meaning we had traveled 98 and 1/3 leagues more toward the south and 194 degrees and 2/3 to the east. At nightfall we got drenched by a downpour, so we sailed using only the foresail\textsuperscript{79} and the pintle.\textsuperscript{80} As the night grew darker the wind grew stronger. The seas got so rough that there wasn’t a single thing on the ship that wasn’t being tossed around, nor a crate\textsuperscript{81} that wasn’t out of place. At dawn we were able to see the extent of the disarray. We had been caught ill-prepared by the comparative tranquility of our voyage up to this point, so we decided to take this turbulence as a warning, and take the precaution of securing everything that didn’t have a place. We were afraid that the yardarms of the topsails were about to fall down, so we took the precaution of carefully reefing the main topsails close down,\textsuperscript{82} all the way to the last reef lines.

**Tuesday, May 9, 1752**

This morning a terribly fierce northwesterly wind came up that darkened the sea with its furious lashings. The sea became so rough that it proved impossible to light the ovens, so for breakfast we were served a few leftovers from yesterday’s lunch, which we ate standing

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\textsuperscript{78} Based upon the evidence of the change in leagues south and east, their position should be approximately 34°S.

\textsuperscript{79} The lowest square sail on the foremost of a square-rigged ship, very useful for steering.

\textsuperscript{80} I’m not sure of the translation of *traquete e macho* here. *Macho* could be translated as pintle (a pin that is part of the hinge of a rudder), but it sounds more like *macho* refers to a sail. Since I haven’t been able to figure out what the correct equivalent would be in English, I just left it as *pintle*.

\textsuperscript{81} *Nem cacha que não dezarrumace*

\textsuperscript{82} *E uindo as uergas dos juanetes p." bacho desfizemos as gauias ahinda que nos ultimos rinzes; com m." to medo porem com grande cautela*: I’m not sure what was wrong with the yardarms here.
up. Upon taking the position of the sun we found ourselves at \(35^\circ35'S\) \(35^\circ24'E\), having advanced 29 and \(2/3\) leagues further south and 89 and \(1/3\) leagues further east.

The increasing violence of the winds tossed the waves so high that the sea seemed to have jumped its bounds, as if it were trying to reach the stars. Each mountainous wave that attacked us seemed to be trying to entomb our ship in the horrifying sepulchers that gaped open their mouths before us. There was no escaping unscathed from its ravages, which reached as high as the quarterdeck. A rogue wave tossed the Captain all the way from the rigging\(^{83}\) of the main mast to the middle of the quarterdeck,\(^{84}\) where he fell. Immediately all of the pilots started trying to make their way to the helm, but it was slow going because they had to be so careful in such a terrible storm. Some of the more experienced pilots said they had never seen such a wind, and that if we had not had a following wind it would have been impossible to endure without even greater discomfort. The darkness of nightfall multiplied our terrors, and the dreadful silence seemed to press down upon us, which frightened us still more. The only things we could hear were the deafening roar of the sea and the furious blasts of wind that screamed through every hole and made every rope howl.

At seven o’clock in the evening the ship took on a small quantity of water that reached up to the knees of the men at the helm. The two sailors who were on the quarterdeck at the time were swept away from

\(^{83}\) *İncarcias*

\(^{84}\) *Tolda*
the ship’s wheel and ended up underneath the handles from whence they had great difficulty extracting themselves. They were both so traumatized that one of them completely lost the power of speech. This confusion and danger exposed us to an even greater peril, for with nobody at the helm to steer, the foresail almost got carried overboard. We were running the risk of capsizing until one of the pilots was finally able to make his way to the helm and the Captain was able to man the rolling tackle, which left us with two steering and two above.

When we came to the realization that we were entrusting our lives to the foresail alone, in such a treacherous storm, we felt less than secure, seeing as how it had already endured the winds of other voyages, so we threw ourselves upon the mercy of Heaven. His Excellency made an offering to Nossa Senhora da Penha de França, to whom we all knelt and devotedly sang the Salve Regina, although we cried more than we sang. With great

85 A roda de encontro
86 Malagueta: “qualquer das pegas da roda do leme que então na sua periféria em direcção radial (Leitão-Lopes)
87 E o Capp.am ao po’ol a guarnecer com as talhas: I’m not sure if this translation is right, but according to the Oxford English Dictionary, rolling tackle is “tackle used to strengthen the yards against the strain produced by the rolling of the vessel; a device used for this purpose.” The entry includes a quotation from the year “?1752” and an entry in The Universal Dictionary Marine (1780): “Rolling-tackle, a pulley or purchase fastened to that part of a sailyard which is to the windward of the mast, in order to confine the yard close down to..leeward when the sail is furled.”
88 Emq.to ficauam dois; gouernando: edois em Sima: I’m not entirely sure what this means.
89 According to the website for her sanctuary in Salamanca, the Virgin of Peñafrancia is an apparition of the Virgin Mary to a French monk named Simón Vela in 1434 in Salamanca, Spain. http://www.dominicos.org/pdefrancia/pagines/PFrancia.htm
90 An antiphon recited after the Divine Office between Trinity Sunday and Advent.
faith in Our Lady we spent the night with as much rest as these duties allowed us. The violent heaving of the ship left us without a single place where we could feel safe, and so many people fell during the night that several were injured.

**Wednesday, May 10, 1752**

On the following day, although the wind was less violent and the sea was less rough, we still bore the evidence of the night’s terrors in our countenances, and most of us didn’t take the trouble to hide it. We went around congratulating each other, telling and retelling the narrow escapes of the past twenty-four hours, as if we weren’t all eyewitnesses and hadn’t all paid the same price for the calm.

Amongst these tales it is told that one of the black slaves on board, who had never in his life worn any shoes other than those with which nature had blessed him, had in his fright made many promises to God. One of the promises was that he would walk barefoot to Our Lady of Peñafrancia, as if doing so without shoes would be some great penance. But perhaps even if the barefoot part weren’t such a good penance, the effort of walking would still help him to feel properly contrite.
While we were becalmed we had constantly begged God for wind, but that was no longer the case. We had been so traumatized by the recent storm that we were now frightened of any breeze that blew slightly harder than the others. The constant tossing of the ship made even the animals\textsuperscript{91} seasick. The Captain commanded the sloop\textsuperscript{92} and the skiff\textsuperscript{93} to be turned

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{cape_of_good_hope_map.png}
\caption{The Cape of Good Hope. (1750). The red line indicates the equator, also known as the doldrums. From \textit{L’Afrique, dressée sur les relations e nouvelles découvertes}.}
\end{figure}

\textsuperscript{91} \textit{Os iracionais}
\textsuperscript{92} \textit{O escaler}
\textsuperscript{93} \textit{O catrayo}
upside down, and a hole to be drilled\textsuperscript{94} in the bottom of the launch\textsuperscript{95} so that it would not hold water if we took on water again. From that day on we all changed our ways, exchanging the carelessness to which we had become accustomed around the doldrums for caution. We spent all our time giving each other warnings and admonitions.

\textbf{Friday, May 12, 2013}

After calculating the position of the sun, which placed us at 38°28'S 44°55'E,

[p. 12]

having traveled 38 and \(\frac{2}{3}\) leagues further south, the \textit{Capitam de mar e Guerra} [translate?] together with the Lieutenant Captain António Fernandez went to inform His Excellency that during the afternoon of the previous day, Ascension Thursday, we had rounded the Cape of Good Hope. Because they had been forced to estimate the passage the day before, they hadn’t wanted to announce it officially until they calculated the position of the sun today. All of the officials and noblemen, together with the clergy, immediately started congratulating each other. We gave thanks to God by singing psalms, including the \textit{Te Deum}, the \textit{Laudamus Te}, the \textit{Magnificat}, and \textit{Beneath Thy Protection},\textsuperscript{96} finishing up with the \textit{Litany}, which is sung every day. Then we gave Our Lady of the Cape\textsuperscript{97} a nine-cannon salute, which is the tradition for everyone who passes that way.

\textsuperscript{94} \textit{Arrombar}
\textsuperscript{95} \textit{A lancha}
\textsuperscript{96} \textit{Suntum presidio}: probably \textit{Sub tuum praesidium}, a hymn of praise to the Virgin.
\textsuperscript{97} The Lady of the Cape is name given to the Virgin Mary when she appeared to the first Portuguese sailors to round the Cape of Good Hope in the 15\textsuperscript{th} century. Bartolomeu Dias originally called it the Cape of Storms. After rounding the cape is when a ship starts traveling more eastward than southward.
Saturday, May 13, 1752

Today we sailed close-hauled with foresail and mizzen, because the east wind was strong and it was blowing contrary to our route. This caused us a few close calls and nearly forced us to backtrack and leave the Cape again, but thanks to God, on the following day we were able to continue on our course with winds that were without exception strong and steady. While the winds blue out of the NE or the ENE, they quieted the rolling of the ship better than when they blew from the NNW, when we were sailing large, at which times there was nobody who could calm her, because the following wind made her roll and pitch terribly.

At mealtime it was impossible to eat without holding our plates in our hands, and we had to abandon all notions of correct posture and propriety just to keep ourselves safe. It was even more difficult for His Excellency’s staff to keep themselves safe. While they were serving at table they were forced to hold onto a cord that they had attached to the ceiling of the chamber. They did this because of the falls and scares they had in the past, when their plates were tossed up in the air and they were flung sprawling on the floor and flung from larboard to starboard. With each heave of the ship the danger grew, until finally they decided it was safer to throw themselves to the floor rather than risk suffering a painful blow.

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98 Judging from 18th-century iconography (see Fig. 2) Nossa Senhora was most likely lateen-rigged on the mizzen, an arrangement that allowed for precise navigation in shallow coastal waters.
99 Winds are named by the direction from which they are coming.
100 Em que heram descompaçados: in trying to figure out what this meant I came across a nautical phrase in Bluteau (1798) that might account for the use of descompaçados: não de ruim compass refers to a ship that is poorly laden, so the weight is uneven and it doesn’t ride evenly in the water. However, the most likely possibility is that descompaçados (plural) is referring to the winds themselves.
101 Corda: could be a cord or a rope
Friday, May 19, 1752

After midnight on the nineteenth we were forced by the deep darkness of the sky and swirling winds to furl the mainsail, which left only the fore-topsail drawing free. With the winds swirling around and around in circles, began one of the most dark and gloomy nights imaginable. It would be impossible to find its equal amongst all the nights there have ever been in the world. The restless clouds burst upon us with such thunderings that they could have frightened fear itself. Our senses were completely confused by the lightning that blinded our eyes and the crashes of thunder that deafened our ears. Those on the quarterdeck were forced to recognize each other more by touch than by sight, as sight was a completely useless sense. Sometimes the lightning bolts fell so close that they not only set the air on fire but we could feel the heat on our faces. Although the wind seemed to have grown even fiercer than it was at first, we gave thanks to God, and we begged Him for salvation while entrusting ourselves to His will.

The lights that the sailors call St. Elmo’s Fire appeared to us here on the masthead and along the yardarms of the

\[ \text{Figure 15. St. Elmo’s Fire on Masts of Ship at Sea.} \]

\[ \text{(1866). Author unknown. Public Domain.} \]

\[ ^{102} \text{Serrandose de roda todos os ares} \]

\[ ^{103} \text{Corpo santo. St. Elmo is another name for St. Erasmus, a patron saint of sailors.} \]
topgallant sails. St. Elmo’s Fire is considered a miracle that guarantees good fortune for the ships it appears on, and some believe it to be so infallible as to be a point of doctrine. There are many other superstitions connected with this phenomenon, based on which part of the ship the lights appear on, and it is called by various names depending on the number of lights it is made up of. Many requests are made of the Fire and then when it departs, it is bid farewell with many tears, sobs and shouts, and the captain is entreated to join in.\textsuperscript{104} In the morning the second pilot came around soliciting alms for \textit{San Pedro Gonzales Telmo},\textsuperscript{105} who is considered the patron saint of sailors, as well as for St. Elmo’s fire, whose apparition they believe to be infallible. We gave him our donations out of respect for the Saint, not the lights.

With the setting\textsuperscript{106} of the sun the winds began to calm, and by noon we were at 38°31’S 36°31’E\textsuperscript{107}, having come 29 leagues south and five north, with an eastward progress of 193 and 2/3 leagues.

In the afternoon we saw two sea lions struggling in the waves. The winds began to grow stronger and stronger until by nighttime the tempest was so furious that it seemed just as bad as the storm we had endured before doubling the Cape. This storm was a little thicker than the other, but it caused us just as much trouble. The Captain dedicated the foresail to Our Lady the Mother of God, and we all recited the Salve Regina to her with many tears and

\hspace{1cm}\textsuperscript{104} This translation is problematic. It could also mean that they beg the captain’s permission or pardon.
\textsuperscript{105} Patron saint of sailors.
\textsuperscript{106} A \textit{cahida} must mean the setting of the sun, but this translation doesn’t seem to make much sense here.
\textsuperscript{107} The longitude listed by the scribe does not agree with the difference in eastern leagues traveled—if the latter is correct, then the longitude would be 56°32’E.
much sighing. We spent the night as might be expected in such a storm. His Excellency spent the night in his cabin with his retinue and the Fathers of the Company [of Jesus], all of them praying the Litany of the Saints and other prayers. Everyone was so terrified of being injured again that it would have broken your heart to see it. Some nearly died just from the fright, while others were so panic-stricken that they spent the night wandering about the cabin, never taking advantage of the opportunity of sitting down on the floor for safety. There were still others who lashed themselves to the iron railings to save themselves from being injured.

At two o’clock in the morning the wind shifted from the northwest to the southwest, growing more gentle but also much colder, and we all tried to make ourselves as comfortable as possible, even though the dead work\(^{108}\) was complaining loudly with the rolling of the ship as the cold set in, and we knew the worst was not over with yet so our efforts\(^{109}\) were most likely in vain. In the morning we enjoyed a small respite because the wind veered to the northeast and this wind is as hot as the southern winds are cold. The days here are as short as the days of December, and the winds are frightful and fierce, so strong that if they blow even a little bit harder they cause a storm.

**Saturday, May 20, 1752**

In the morning the wind had calmed so much that we had to switch out the large sail for the fore-topsail, which the Lieutenant Captain dedicated to the Lord by clewing it

\(^{108}\) *Obras mortas:* dead-work (obsolete) refers to the parts of the ship that are above the waterline.

\(^{109}\) *Deligência*
to the pillar of Saint Justa.

Sunday, May 21, 1752

On the Sunday of the Holy Spirit\textsuperscript{110} we finished the novena to Saint Rita of Cascia, the patron saint of impossible causes, begging her to ask God to grant us a safe and successful voyage. Mass was not celebrated on this day so as not to risk any irreverence towards the sacrifice.

Because of shifting winds we turned our prow towards the east in order to stay at this latitude and keep on a straight eastern line.\textsuperscript{111} This was dependent upon the whims of the winds,\textsuperscript{112} and they were not often scarce. During one of the watches\textsuperscript{113} we sailed with a NNE wind that though brisk, kept the ship so steady that we were able to travel at over ten miles per hour.

At dawn one day we awoke to a sea completely devoid of waves, the air perfectly still and the sky without a single cloud. It should have made us feel happy to find such good weather at this latitude, but because of our previous experiences we were instead suspicious. Sure enough, within a short time our distrust was validated when in the afternoon an ENE wind came up that was just like the rest and forced us to return to our labors. We reefed the

\textsuperscript{110} Pentecost, which was celebrated exactly seven weeks after Easter Sunday.
\textsuperscript{111} \textit{Com muito pouca diferença do norte sul}
\textsuperscript{112} \textit{Comforme a feição dos ventos}
\textsuperscript{113} \textit{Octava} could be a reference to the oitava, an eight-day celebration dedicated to a particular saint, or to the watches of the ship, but we don’t really have enough context to tell for sure.
main topsail and returned to navigating with the sails that we used the most often, the foresail and the spritsail.  

The winds in this place are so frightening, usually at sunset, that they make one forget the danger of the waters and fear the menace of the clouds even more. But we were starting to get used to such delights since not an hour passed without some new scare and we had forgotten what it was like to sleep through the night. So we commended ourselves to the care of God and Saint Anthony.  

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114 St. Anthony of Padua, born and raised in Lisbon.
June

Thursday, June 1, 1752
On the first day of the month we started praying a novena to Saint Anthony.

Friday, June 2, 1752
On the second we sighted the Islands of Saint Paul and Amsterdam. We found ourselves at 38°12’S 94°12’E. During the last few days we had traveled 38.66 leagues south, 82 leagues north, 7 leagues south and about 44 leagues east.

We saw seven whales here, one of them of such gigantic size that it was able to keep up with the ship on the port side for more than four hours even though we were sailing with a brisk wind. The whale swam like this without tiring, not having to rest at all.

We sailed along with the many changes of direction that the wind dictated, having more favorable winds than not, and with our course set slightly towards the north, until the seventh day of June.

Wednesday, June 7, 1752
Today we found ourselves at 35°40’S 104°42’E, having traveled northwards 42 leagues, southwards 2.3 leagues, and eastwards 141.3 leagues. Once the trezena for that day had been said, one of the priests started thinking about the way that the wind had grown

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115 *Abustardam* would appear to be a variant of *Amsterdam Island* (38°S 77°E). While the latitude is dead on, the difference between Baduem’s longitude (94°E) and the actual location of the islands (77°E) is over 900 miles.

116 Originally I translated this as 644 leagues, but as this number is absurd in context, I looked again at the MS and decided that the character that I had originally interpreted as a 6 could be a shorthand symbol for about.

117 This is the same thing as a novena, only it lasts thirteen days instead of seven.
steadily gentler for the last three days, and it made him angry. So he decided to approach St. Anthony\textsuperscript{118} during the \textit{salvatorias}.\textsuperscript{119} He was upset because he felt that St. Anthony had been neglectful of the care that he owed us due to the fact that we were praying a trezena to him. So he decided to snatch the Baby Jesus from St. Anthony’s arms,\textsuperscript{120} vowing to not return the baby until St. Anthony acknowledged our devotion by granting us favorable winds for the rest of our journey. Some of those present were sincere devotees of St. Anthony, and they were horrified. The most horrified of all was a layman of the Jesuits who looked like a man of means. This layman talked the priest into returning the holy plunder, and promised that if he did so, he would take upon himself the duty of making sure that the Saint did not neglect our needs any longer. It was a long-remembered fact that within a mere half hour a gentle wind began to blow, which grew stronger and stronger by nightfall. There was a squall right at dinnertime that we presumed was just Saint Anthony taking his revenge for the kidnapping of the child, and later that evening, the priest whose fault it was, feeling repentant for his joke, went to beg the saint’s forgiveness for his tasteless insult. He promised the saint that if his errors were forgiven he would not vex him again. The priest also begged that Saint Anthony would have compassion, remembering when he himself had wanted to become a martyr by sowing the wheat of the gospel in Africa and watering it with his own blood.\textsuperscript{121} He requested the help of the monster of the

\begin{footnotes}
\item[118] Surely a statue of the Saint.
\item[119] This must be some kind of prayer said to a saint.
\item[120] St. Anthony of Padua is usually depicted holding the Christ Child in his arms.
\item[121] St. Anthony of Padua decided to join the Franciscan Order when he saw the bodies of five Franciscan missionaries who had been murdered in Morocco and felt a desire to become a martyr like them.
\end{footnotes}
deep, or that man who showed him such great disrespect when he vainly set sail without the Saint’s consent[?] and was mercifully forced to return to Padua by the terrible storms.[?] The faithful were crying uncontrollably as they prayed, begging the Saint, as one who embraced God in his own arms, for mercy. Unfortunately it appeared as though the saint was not yet mollified towards the thievery, because he continued to punish us with redoubled winds and monstrous waves. Throughout the night we wrestled with the waves and in the morning the wind grew stronger yet, with the promise of yet another 24 hours of struggle, but finally it pleased God to calm the storm with a shower and it passed us by on the north, leaving us with favorable weather, although we were still unable to steady the swaying of the ship because of the rough seas that it left in its wake. These are the cords that Saint Anthony bound us with. We vowed never to offend him again and to show him more respect in the future.

The terrible cold here had frozen the hands of the crew so badly that they couldn’t even grip the lines. They hid themselves belowdecks\(^{123}\) so they wouldn’t have to work, and it was very difficult for their master to find them and get them to return to their duties. We continued our journey with strong winds, too many rainstorms and the work that such frights demanded.

**Sunday, June 11, 1752**

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\(^{122}\) This is probably a reference to an incident in St. Anthony’s life when he became ill on his voyage to Africa because of the terrible storms at sea and decided to go to Padua, Italy, the center of the Franciscan order, instead. However, the scribe appears to have left out the verb in this sentence so I was unable to make much sense of it.

\(^{123}\) *Cubertas*
The wind grew stronger, with such angry blasts that our souls were terrified at the arrogance of the sea. We were propelled forward by a fierce gale, and if we hadn’t already descended to a much lower latitude we would have passed through a terrible storm. Thankfully the fierce blasts of the wind grew quiet by the following day.

[p. 16]

**Tuesday, June 13, 1752**

On the thirteenth we weren’t able to celebrate a mass to Saint Anthony but we finished his trezena. In the afternoon the soldiers constructed an elaborate altar for him, celebrating its installation with the same well-composed music that had been repeated every day of the trezena in that same place.

**Thursday, June 15, 1752**

Today we spread the sails to the wind with more confidence because the winds were more favorable and the seas were calmer. We sent the gallant sails, which had been taken down before we rounded the cape, to the top of the mast. Even though we hadn’t kept count of the storms we endured during that time, none of us had escaped the trauma. Our calculated position today was 26°48’S 121°51’E, having traveled 197 leagues northwards, 17.66 leagues southwards and 297 leagues eastwards. The same northeasterly winds that had becalmed us at a higher latitude with their extreme laziness returned to us with their gentle favors. But after a few days the sea grew rough again and we came to understand

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124 *Nós puzemos a capa*: Leitão: Nome com que era designada a situação do navio a navegar muito chegado ao vento, e somente com a vela grande larga

125 These coordinates are in error, as they would put the embassy in the interior of Australia.
that we were not yet safe from this journey’s storms even though we were now in the tropics.

**Monday, June 19, 1752**

At nightfall we sailed close-hauled\(^\text{124}\) because we thought we were close to New Holland,\(^\text{126}\) and our pilot was curious to see it. We couldn’t reach the bottom at 150 fathoms of depth. In the morning the wind veered to the ESE. Since it proved impossible to sight the land we were seeking, a mass was said to Saint Anthony and Father Antonio Falcão preached a wonderful panegyric that fulfilled all expectations of his abilities.

**Saturday, June 24, 1752**

The feast day of Saint John the Baptist dawned bright and clear. The sky was clear, the air was clean and the waters were tranquil. Having just endured a labyrinth of horrendous storms helped us really appreciate just how precious these kinds of days are to a sailor. We were sailing with an ESE wind that was favorable to our course, and we calculated our position as 17°40'S 132°38'E\(^\text{127}\), having come 176 leagues farther north and 107 farther east.

\(^{126}\) Australia was discovered by Dutch explorers in 1606 and although the English claimed it in 1770, the MS still calls it New Holland.

\(^{127}\) These coordinates are also in error as once again they place the embassy in the interior of the Australian continent.
We had performed our novena to St. John with devotion, and here we finished it. The weather was getting hotter and the days were now really long.\textsuperscript{128}\textsuperscript{129} We had now traversed more than 80 leagues eastwards under the trial,\textsuperscript{130} almost always with favorable winds in our sails that were a blessing from God, and New Holland\textsuperscript{126} was little more than 8 leagues to our southeast.

\textsuperscript{128} This translation is problematic. Bluteau (Vol. 6) says that the plural form of the word \textit{paços} means the material that the palace and royal dwellings are made out of, but that doesn’t make any sense here unless you try to make it a reference to days spent at court, and that is highly doubtful.

\textsuperscript{129} The lengthening of the days resulted mainly from their being considerably closer to the equator than while at Lisbon (17° versus 38°).

\textsuperscript{130} \textit{Debacho do trial}: I have translated each word literally because I am not sure what it means. It must be some kind of sail, perhaps related to the \textit{treo/treu}.
Wednesday, June 28, 1752

Today we sighted the island of Java and changed our course so as not to lose sight of it, sailing along the coast for three days\textsuperscript{131} until

[p. 17]

the wind grew so feeble that we began to fear we might drift farther west, so we struck soundings in 17 fathoms at our first anchorage, up in a natural harbor\textsuperscript{132} near the mouth of the strait.\textsuperscript{133}

July

Saturday, July 1, 1752

In the morning\textsuperscript{134} we set sail, but there was so little wind that by ten o’clock in the morning we were forced to lay anchor at depth, only six leagues from our anchorage near the mouth of the strait.

\textsuperscript{131} They must have been further south than they meant to be, so they had to change course and sail NW along the southern coast of Java to get back to the Strait of Sunda.

\textsuperscript{132} I have translated this word as harbor (\textit{ ancorada}) even though the MS looks like it says \textit{ançiada}.

\textsuperscript{133} The Strait of Sunda

\textsuperscript{134} Because the nautical day begins at noon, I’m not sure whether to count “in the morning” as Saturday or as part of Friday. I have called it Saturday because in the left margin right next to \textit{as des horas} the MS says \textit{julho}. 
Sunday, July 2, 1752

When we calculated our position today we found ourselves at $6^\circ 58'S$ $97^\circ 16'E^{135}$, having traveled 213 leagues farther north. At two o’clock in the afternoon a favorable wind kicked up and we took advantage of it. As we sailed along we were able to see the land [Java] up close. The height of its mountains and the beauty of its trees are a fantastic sight for sore eyes. At five o’clock in the afternoon we left the farthest point of Java behind, and rounding

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$^{135}$ In the MS, the identification of the first longitude number is problematic—if it is not a “9” then my next-best guess would be a “2” which would put the Nossa Senhora in the middle of Africa.
the small headland we passed between Prince’s Island and Java to cast anchor near the mouth of a freshwater stream around eight o’clock that night.

**Monday, July 3, 1752**

On the morning of the third we came near the island of *Cataja,* one league inside the strait, where it is customary to take on fresh water because it is the most convenient place near the island of Java to do so. We found two French ships that had been anchored there for days trying to refresh themselves because they were burdened with many sick people and several dead. Some of our people who were homesick for land went ashore to satisfy their desires, but for all their diligence they came away astonished at the exuberance of nature demonstrated by the denseness of the forests, so dense that not even the rays of the sun were able to reach the earth. Some tried to make their way into the forest using some narrow trails, but they quickly gave that up because after only a few steps they found that they were really just game trails, not suited for humans. I’m told that the entire island of Java is covered with similar forests, and the ones in the south are so dense that they don’t permit native habitation. The Dutch live in the city of Batavia, the headquarters of their possessions in Asia, and the Malays, who are natives of the north, live on the northwestern tip of the island. The Dutch tolerate the natives although the latter feel that the governance of the Dutch is burdensome. At its widest point the island of Java measures 30 leagues, and it is more than 200 leagues long, not including its harbors. The mouth of the Bantam

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136 In Figure 12 it is labeled *Princen Eylandan,* a group of three small islands. On modern maps it appears as a single island called *Pulau Panaitan.*

137 Probably Peucang Island (6°44'21"S 105°15'27"E).

138 Later it becomes clear that this anchorage was in Welcom Bay (mod. Slamadarang Bay).

139 Now Jakarta, the capital and largest city of Indonesia and de-facto capital of the Dutch East Indies from 1619-1949.

140 The Dutch had been at war with the natives since the mid-17th century.
River, which is near the mouth of the strait where we made land, is about one league from Prince’s Island, which must be about ten to twelve miles in circumference. The other entrance [to the Strait of Sunda], between Prince’s Island and Sumatra, is much longer and more difficult to navigate.

**Thursday, July 6, 1752**

This morning the French ships set sail

[p. 18]

while we were busy tarring our ship, which was totally covered with moss.

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141 From the 16th to the 18th centuries, Bantam, (near present-day Banten) was a major trade city, due to its secure harbor, high-quality pepper and strategic location close to the Strait of Sunda. Its harbor silted up near the end of the 18th-century and the old townsit is now more than a mile from the sea. (Encyclopaedia Britannica 2013). Another article in the 1911 Encyclopaedia Brittanica claims that the eruption of Krakatoa in 1883 destroyed a large stretch of coastline and two seaport towns, which wiped out the coastal and fishing trade and hastened its decay. ([http://en.wikisource.org/wiki/1911_Encyclop%C3%A6dia_Britannica/Bantam](http://en.wikisource.org/wiki/1911_Encyclop%C3%A6dia_Britannica/Bantam))

142 A messy and time-consuming task that had to be performed at least once every six months during a long voyage.
Saturday, July 8, 1752

Once we had refreshed our water supply, we weighed anchor at four o’clock in the morning.

Continuing our voyage with fair winds, in the afternoon we sighted the French ships that had anchored [near us] in Welcome Bay.\textsuperscript{143} Then we re-familiarized ourselves with the anchorages of Java and we sighted the Islands of Krakatoa\textsuperscript{144} to the north. We could still

\textsuperscript{143} Now Slamadarang Bay (6°43'S 105°28'E)
\textsuperscript{144} Krakatoa is a volcanic island that erupted on August 27, 1883, and since then the remaining pieces have been uninhabited. However, it is logical to assume that in 1752 there were people living there, since we have records of people living on the island in 1780 when Captain James Cook’s crew stopped there on the way home from Hawaii. There is also a new active volcano that emerged nearly 40 years after the 1883 eruption, called Anak Krakatau (Krakatoa’s Child). (http://wikimapia.org/#lang=en&lat=-6.757352&lon=106.270752&z=9&m=b&show=/3677846/Anak-Krakatau)
make out the island of Sumatra, but by evening it was hidden behind the prow. Having rounded the northwest point of Java, we dropped anchor at nine o'clock at night in 12 fathoms of water because the many shallows made these straits dangerous to navigate. We were detained there for two days because of the lack of winds. During this whole time not one Malay came on board.

**Monday, July 10, 1752**

We were greatly amazed by the appearance of two boats that came out of the mouth of the river to bring us some fish, several turtles, and a few coconuts and bananas, because it is not customary for the Malays to do such things. In the afternoon 200 Malays came out on the beach. They were formed into companies and were marching to war with their banners flying. Except for covering that which shame teaches them to hide, they wore no other clothing besides that which nature had given them. In the afternoon we saw a huge cloud that was sucking up water from the sea and grew to a tremendous size. The sailors call this a siphon, or pump.

**Tuesday, July 11, 1752**

Even though there wasn’t much wind, we made some progress and finally struck anchor at ten o’clock in eleven fathoms of water. We saw two French ships there that were en route

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145 This makes sense because Sumatra is more than 50 miles north, across the Strait of Sunda. It might also have been hidden behind Krakatoa.

146 This is a waterspout, a relative of the tornado that forms over bodies of water. As you can tell from the Baduem MS, people used to think that the waterspout was sucking up water from the sea. However, according to National Geographic Education (2013) “A waterspout is a column of cloud-filled wind rotating over a body of water. [...] Despite its name, a waterspout is not filled with water from the ocean or lake. [...] The water inside a waterspout is formed by condensation in the cloud.”
to Batavia. At noon four young men\textsuperscript{147} swam over to the shore, and when the Malays found out that we were Portuguese they decided to send us some of their provisions. They filled the ship to overflowing with chickens, ducks and other foods. This was very fortunate for us, because our provisions were running low, plus it was entertaining when large numbers of them came aboard. It was difficult to understand them, but as far as we could tell they said they lived in mortal fear of the Dutch and at first they thought we were Dutch, so that’s why they hadn’t come aboard sooner. They also explained that the people we had seen marching on the shore with the long sticks were pursuing people from the forest, with whom they were always at war. Some of the other Malays sold us a few goats and two \textit{bufanas}. A small group of men asked us for balls and powder, and within less than half an hour they returned with two wild pigs and a brace of deer to prove to us that their islands are overflowing with good hunting. Because they had lots of merchandise and were very shrewd traders, they managed to exchange one of the pigs for a couple of hunting knives.\textsuperscript{148}

[p. 19]

We unfurled\textsuperscript{149} the sails, but later that night we struck anchor in 27 fathoms of water, in front of the island we had just traversed.

\textbf{Thursday, July 13, 1752}

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\textsuperscript{147} \textit{Moços}: Bluteau (Vol. 5) says that the term can mean a young man between the ages of adolescence and forty years old, but usually is somewhere from 14 or 15 years old to 25 years old.

\textsuperscript{148} \textit{Facas framenjas}: this is my best guess because I can’t find an English equivalent.

\textsuperscript{149} \textit{Soltamos}
On the morning of the thirteenth we found ourselves in the company of the French ships. Leaving behind a small islet that they call Botam,\textsuperscript{150} we passed by another called Barrete\textsuperscript{150} in order to avoid a large 14-foot-tall rock to the southeast. We were now in an area of calms, because we were between such high mountains where there was no wind, and because we were so close to the sun. Because of the strong and unpredictable currents here, we dropped anchor in front of the port of Bantam.

\textsuperscript{150} There are several small islands around this area but none of them bear this name.
Friday, July 14, 1752

On the fourteenth we weighed anchor, but it did us no good because we missed [the entrance to the Strait of Banca?] once again since the winds were lacking. In the evening the wind picked up a little and the French took advantage of it, so by dawn they had disappeared from sight. We met only a Dutch charrua\textsuperscript{151} that was en route to Batavia.

Sunday, July 16, 1752

The wind came up again at the prow, and we lay anchored there all day while we finished the novena to Our Lady of Mt. Carmel.\textsuperscript{152} As we sailed we kept a sharp lookout for the many small islands with which this sea is filled.\textsuperscript{153}

Tuesday, July 18, 1752

On the eighteenth we discovered the first of the Thousand Islands, leaving behind to our east anosdevaCa,\textsuperscript{154} and to the west many dangerous shallows. We sailed with good wind until the twentieth.

\textsuperscript{151} A type of cargo ship with a big belly and a narrow stern: CHARRVA. Charrùa. Navio de carga, de grande bojo, & da popa estreita. (Bluteau, Vol. 2)

\textsuperscript{152} The Virgin Mary in her role as patron saint of the Carmelites, which takes its name from Mount Carmel. Her feast day is July 16th.

\textsuperscript{153} Referring to The Thousand Islands which, despite their name, number 105.

\textsuperscript{154} It’s hard to tell what this is referring to.
Thursday, July 20, 1752

On the twentieth we came close to the island of Luçapar, which is very dangerous to navigate. For this reason we had kept close to Sumatra where the Strait of Banca begins. Here we found that we had traveled 50 leagues from the Strait of Sunda. At two o’clock in the morning we entered the strait that is formed by the islands of Banca and Sumatra. The water was so shallow that the tiller was scraping up mud. But just after passing Pulunança with good wind, as we rounded the third point of Sumatra we hit bottom and got stuck in the mud in only 22 fathoms of water.

Figure 23. The Island of Luçapar and the third point (Derde hoeck) of Sumatra (1657) from Insulae Iavae.

155 Although Lucapara is clearly marked on a 1657 map (see Fig. 23), it no longer appears on modern maps. However, at approximately the same spot, 3°13’10”S 106°13’11”E, there is a small islet called Pulau Maspari, which is probably what is left Lucapara.
This really frightened us, at least those among us who had less experience with the sorts of misadventures
[p. 20]
that are common in these passages. We made some efforts to get ourselves unstuck, using hawsers over the capstan, but other than giving us something do, it did no good. With the ebbing of the tide we were stuck in four fathoms of water.

**Friday, July 21, 1752**

From the twenty first until the twenty fourth we stayed there stuck in the mud, 156 during which time we used up 50 casks of water. Finally we exhausted the strength of the capstan and got the ship afloat. We were enthusiastically congratulated on having escaped that danger, but we were also warned that there were many more to come in these parts. We continued on our way and when we took a depth sounding at eight o’clock in the evening it measured eleven fathoms. The land of Sumatra in this vicinity is extremely flat and completely covered with trees. It is one of the largest islands in Asia, measuring 220 leagues long and 50 leagues wide. There are many kingdoms on Sumatra, the principal one being Aceh. 157 The only European nations that trade on this island are the English and the Dutch, who have two posts here. Every night the sky was ablaze with lightning, and there were many showers, with many moonbows. 158

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156 There is a problem with the dates here, as the next date listed is July 22, 1752.
157 “According to Encyclopaedia Brittanica (2013), in the 17th century the Portuguese had several naval battles with the ruler of Banda Aceh in the Strait of Malacca. Dutch occupied the city in 1873, and the subsequent Acehnese War between the Dutch and the Acehnese continued until 1903.
158 A moonbow is the same thing as a rainbow, except it forms at night. “Because the light is usually too faint to excite the cone color receptors in human eyes, it is difficult for the human eye to discern colors in a moonbow. As a result, they often appear to be white” (Walklet, 2006).
Saturday, July 22, 1752

We continued on our way, but using the sounding line constantly. As we were sailing along the shore of Putibau\footnote{159 We have been unable to locate this island although it has to be somewhere on the northern end of the Strait of Banka.} we observed the turbulence of its currents that was caused by gigantic trees that had been thrown into the sea. There we encountered a Dutch sloop\footnote{160 “Shallops. A large, heavy boat, fitted with one or more masts and carrying fore-and-aft or lug sails and sometimes furnished with guns; a sloop” (OED).} that sent one of its lieutenants\footnote{161 “Lieutenant, one who takes the place of another; usually a civil or military officer who acts for a superior; a representative, substitute, viceroy” (OED).} aboard. By sending messages back and forth to each other with their lieutenants, the captains were able to discuss the merits of different sailing routes. He [the Captain?] posted a notice on the gangway so that nobody would come close enough to overhear [ ?]. When they left us they saluted with seven cannons, and we responded with five. For fear of running into the dangerous shoals that lie along the point of Batacarang, we dropped anchor that night in 9 fathoms of water.

Sunday, July 23, 1752

In the morning we found that we had traveled 35 leagues through the strait of Banka. We had left the point of Monopi, the last one on Banka, behind us to the southeast, and we had escaped the perilous Frederick Hendrick Rocks, where many ships have wrecked because the area is replete with shallow rocks completely hidden beneath the water's surface. In the afternoon we left the Seven Sisters\footnote{162 There are seven small islands just north of Banka Island at 1°12′30″S 105°16′3″E. Although they are no longer known by this name, because they are in the same shape as the open cluster of stars in the constellation Taurus known as the Pleiades, or Seven Sisters, (see Fig. 24) this must be the islands the Baduem MS is referring to.} and Saya Island\footnote{163} behind to the east and we sailed due north under a brisk ESE wind.
Monday, July 24, 1752

On the twenty-fourth we crossed the equator, having traveled 36 leagues. Here we calculated the position of the sun with our moorings loose, which we had not be able to do while we were in the straits because the sun was hidden behind the mountains on the islands. We calculated our position at a latitude of 0°11’N and longitude of 128°11’.

Wednesday, July 26, 1752

On the day of Our Lady Saint Anne we completed praying her novena and set sail under a good wind.

[p. 21]

Friday, July 28, 1752

On the twenty-eighth we sighted Pulo Condor Island, one of the highest to be found in that region.

Saturday, July 29, 1752

On the twenty-ninth we came upon the Three Sisters and in the evening a Samatra [moonbow] formed in the clouds, which is a rainbow made by the light of the moon. The

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163 Pulutaya: This is probably Pulau Saya, located at -0°46’43”N 104°55’41”E, just north of the Seven Sisters.

164 See Fig. 18.
only difference between this kind of rainbow and the one that forms in sunlight is that these colors are as dark as the others are vibrant. Today we calculated a latitude of 9°34’N and a longitude of 130°E, having sailed 170 and 1/3 leagues farther north and 61 and 2/3 leagues east.

Wednesday, July 30, 1752

Today we skirted around to the west\textsuperscript{166} of the shallows de Andrade Lauda de Lacra e Vegia,\textsuperscript{167} which are very dangerous because of the rocks hidden underneath the water.

\textsuperscript{165} I have not been able to locate these islands yet.
\textsuperscript{166} I’m not sure of this translation: did they go to the east or were the shallows to their east? But if they wanted to keep to their northern route, it would make sense to stay to the west of the shallows.
\textsuperscript{167} This is clearly an alternate name for what is labeled on the French map above as Rabo de Lacra ou queue do Scorpion. This means that Nossa Sra. is now just south of Vietnam.
August

Tuesday, August 1, 1752

On the first of August [we left the] Shoals of the English\textsuperscript{168} on our east.

Wednesday, August 2, 1752

On the second [we passed] to the west of St. Anthony’s Belt\textsuperscript{169} At this latitude we found ourselves encompassed about by thunderstorms and fierce winds. We were afraid of running into one of the storms that they call typhoons here, from whom no vigilance on earth will keep you safe and no precaution will keep you unscathed, because of their

\textsuperscript{168} In the MS this is the \textit{bacho do ingLes} and in Fig. 23 it is called \textit{Bane dos Anglois}

\textsuperscript{169} \textit{Cordam de Santo Antonio de Padua}, in Fig. 23 called \textit{Cordon de St. Antoine ou les Lunettes}. 

Figure 25. Condor Island, Rabo de Lacra, Shoals of the English and St. Anthony’s Belt (1781) from \textit{Archipelago of the East}. 
furious and unpredictable movements. They attack out of nowhere from every direction at once, and there is no sail that can weather it nor mast than can withstand it. When we took the position of the sun we found ourselves at 16°30'N and 134°12'E, having traveled 124.3 leagues north and 42 leagues east. We sailed through many thunderstorms and rain showers, fearful of the winds there and minding the sails with care.

**Saturday, August 5, 1752**

On the fifth we took a sighting from the helm and found ourselves slightly to the east of Thieves Island,\(^\text{170}\) where one usually enters [the Gulf of Tonkin?] to get to Macau. There we found a Danish ship that had suffered the same bad luck as we had, running slightly east of the preferred route. The winds and the currents had prevented both of us from correcting our course.

**Sunday, August 6, 1752**

On the sixth we completed praying the novena to Saint Francis Xavier, so that he would keep us out of danger. This was the same day that God had chosen to end his life's work by carrying him to his glorious rest, and we passed close by Shangchuan Island.\(^\text{171}\)

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\(^{170}\) See Figure 26.

\(^{171}\) In the MS this island is called *Changhechuen ou Canciam*, and it is home to the remains of one of the first Portuguese settlements in China traditionally known as the place where St. Francis Xavier of Padua died. The modern Chinese name is considered by many to be a Chinese version of the Portuguese name, São João. It is located at 21°40'20"N 112°47'12"E.
We were quite anxious because that strait was extremely difficult to navigate, so we struck anchor at a depth of 35 fathoms, at 21°59'N 132°46'E, having come 104 leagues farther north: 6.3 to the east and 36 to the west. In the afternoon a Chinese man came on board to offer his services as pilot, which we joyfully accepted since he could help us avoid the dangers that assailed in that place which was known for its frequent and severe thunderstorms. The pilot recommended that we proceed through the entrance that was directly in front of us, and we decided to place our trust in him.

Wednesday, August 9, 1752

On the ninth, after having traveled 8 leagues farther north and 34 leagues east, we took the precautionary measure of striking soundings.
Thursday, August 10, 1752

On the tenth, making good time, we continued on our way, always with the sounding line in hand, still in the company of the Danish ship which was using its own Chinese pilot. There are many islands in that sea. Some of them are not forested, and others are so tall that they leave the clouds far below. One of them is astonishingly tall and narrow and has a fountain of water bursting from its peak that waters everything around it so beautifully that each drop looks like a crystal that reflects the sun. Nobody yet knows how nature is able to create such fountains of silver. At nightfall, with the assistance of a Sumatran man, we dropped anchor and took soundings in the Port of Taipa, Macau.
Friday, August 11, 1752

On the eleventh of August, at about ten o’clock in the morning, at 22°15’N 135°E we finished our journey. The ship had traveled 14 leagues north and 28 leagues east, for a total of 7000 leagues traveled to get to this port. We had followed the routes of our pilots and not a single person had died during the voyage. The ship’s crew totaled ninety men, including the soldiers, artillerymen and trumpeters, and out of those ninety men there were over fifty who had gotten sick while we were traversing the straits. The Fathers of the Company of Jesus were attending them and His Excellency was saving the bread from his own table for them because he felt so bad that there were only nine men who were well enough to crew the ship on each watch.

There was a letter from the kingdom of Portugal that had been carried to the Society of Jesus by the first English ships to sail during this sailing, which announced the imminent arrival in Macau of an ambassador to the Emperor of China sent by His Most Faithful Majesty. When the governor of Macau, who at that time had been Manoel de Mello, got the news, he had immediately sent a letter to the senators of Macau, directing them to use the ambassador’s pension money to begin making the arrangements necessary for his arrival. However, it appears that the senators received this news with little pleasure. In fact, they mounted a determined protest, going as far as to take up arms to defend themselves from having to make the necessary expenditures for the embassy. I don’t know why they did this, perhaps because they were scandalized by the large expenditures that had wasted

172 Derrota. “Entre nos derrota, he a viagem que os navios fazem por mar, & chamase derrota, por estar sinalado no Roteyro” (Bluteau, Vol. 3.).
173 “Revestiram como escudos que os defendeçe aos neçeçarios gastos daquella embachada”. I’m not sure of this translation.
the profits of the courts the last time [an embassy was sent], or perhaps because they felt they should be more economical with the meager funds they had at their disposal during those years.

[p. 23]

**Macao, Asia**

When the new governor [of Macao] took over, he too continued to urge the Senate to comply with their duty, now more anxiously because he had received unequivocal verification of the imminent arrival of the Ambassador from one of the French ships that had anchored in the Strait of Sunda with the Portuguese. Only a few days had passed before our frigate was sighted, which had such an unmistakably distinctive topmast\(^\text{174}\) that everybody knew His Excellency had definitely arrived. Once it had anchored in the Port of Macau on the eleventh of August at about ten o’clock in the morning, it saluted the Mountain Fortress with twenty-one cannons and *Nossa Sra. da Guia* with the same number. The Nau, not a whit less proper, returned their salute the same number of cannons.

Shortly thereafter we were boarded by a *sargento mór* from the town square who carried orders from the Governor to greet the Ambassador appropriately and offer him such gifts as would show the generous nature of the one who was sending them. Within an hour the Ambassador had dispatched his butler and a nobleman to go ashore to deliver His Majesty’s letters. The Governor accepted them with a general salute from all the fortresses, and the Senate accepted them by having all the Chinese ring bells, thus publishing the high esteem

\(^{174}\) *Tope*: I am unsure of this English equivalent for *tope*, but it is the top part of the mast.
in which they held the orders of the King and their great happiness at the arrival of the Ambassador with tongues of fire and voices of bronze simultaneously.

The Senate finally chose to do the right thing, acknowledging that the greatness of their Monarch demanded that they open the treasures of generosity and make the necessary expenditures from his royal treasury to cover the costs of this function without defrauding themselves in the least. When the sloop carrying the butler left the shore, one of the fortresses saluted with 11 cannons and Nossa Senhora expressed her gratitude by courteously returning the salute in kind.

The attorney general came to congratulate the Ambassador on his successful voyage on behalf of the Senate, and he was politely followed by the Governor, Manoel de Mello, who had just sent an infantry captain. Each of the prelates of the different religions and other ecclesiastics also came in person to congratulate the Ambassador and demonstrate the good will of the residents of Macau.

Because this bay was very difficult to navigate in such a large ship, in the afternoon the Governor sent an experienced pilot aboard to help us move the ship over to the customary mooring spot. With the help of this gentleman we sailed ahead,

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securing our treasures with the determination to send out a company of guards that very day to transport the things that were necessary to prepare the lodgings to the liking of those who were coming to occupy them.
Saturday, August 12, 1752

On the twelfth the entire chamber of the Senate came to visit the Ambassador. The infantry of the ship’s garrison received them in formation on the quarterdeck with the appropriate military ceremonies for such a congress. When they departed the ship saluted them with thirteen cannons. On the same day in the afternoon the Governor sent an assistant to inquire after the health of the Ambassador. He brought with him a magnificent present that couldn’t possibly have been outdone by the most generous soul. His Excellency expressed his thanks by commanding the ship to salute the departure of the assistant with eleven cannons, which were accepted by one of the fortresses.

Figure 28. The City of Macau (ca. 1842).
Sunday, August 13, 1752

On the thirteenth the current Governor came aboard along with the governor who had recently visited His Excellency. All the noblemen came out to the gangway to receive them and the ship’s infantry gave them a military reception on the quarterdeck. The ship saluted them with 11 cannons when they arrived and when they departed, and the fortresses did the same. The Senate did not spare any expense either, sending the Ambassador some exquisite refreshments that same day.

Tuesday, August 15, 1752

On the afternoon of the fifteenth of August the lodgings had all been made ready. His Excellency was the first and most important of this enormous group of people who would disembark, followed by the ship’s officers and His Excellency’s personal staff. They would travel in ten junk-rigged Chinese coasters belonging to some of the local residents.\(^{175}\) that were decorated riding in ten boats, shaded by beautiful canopies that the Governor had arranged for the occasion. The two that carried the Secretary and four noblemen were marked out from the rest by blue velvet cushions fringed in gold shaded by a canopy lacquered\(^{176}\) in blue and gold and a flag displaying the royal arms in the stern of each boat. His Excellency, dressed in blue silk adorned with silver, was seated in an armchair of blue velvet embroidered in gold and shaded by a canopy of scarlet and gold and lacquered in gold, and his boat carried a flag in the stern that was beautifully embroidered with the royal arms in the same colors. The Ambassador was accompanied by his butler and equerry

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\(^{175}\) Algums moradores

\(^{176}\) Acharoado
and two noblemen, and in the prow were five Kaffirs. His trumpeters were dressed in livery and carried

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silver horns and bugles. They carried their own silk flags with royal arms worked in silver. The boat of state\textsuperscript{177} came next, carrying two personal servants.\textsuperscript{178} This boat was even more ornate.\textsuperscript{179} Even though the entire retinue had brought along their formal attire of gold and silver to be worn at embassy functions, it seemed wise to follow a more diplomatic style while we were still in Portuguese territory, so only the Ambassador wore his on this occasion to show his distinction of character.

All of the coasters followed in order of their rank in the household. The penultimate was the Secretary’s sloop and the Ambassador’s sloop was last. His rearguard was made up of the ship’s infantry and their commanders in a boat armed for war with flags and pennants.

When His Excellency left the ship they ran the ship’s flag to the top of the mast and unfurled an infinite number of banners, streamers and pennants, and they saluted with the entire battery. When the fortresses on land and the ships in the sea heard the news they started firing their cannons to pass on the good news. The land seemed jealous of all this glorious cannon fire, and began echoing it all back so that the glory of all this applause wouldn’t be attributed to the air alone. The ships that were in the Port of Macau gladdened

\textsuperscript{177} Seguiaçe Odestado
\textsuperscript{178} Ajudantes deCamara
\textsuperscript{179} E este mais bem ornado: This translation is suspect. It doesn’t make any sense for the servants to ride in a fancier boat than the Ambassador.
our ears with the harmony of their artilleries, and dazzled our eyes with the beauty\textsuperscript{180} of their banners and the size\textsuperscript{181} of their flags.

This lengthy procession moved ahead in perfect formation in the aforementioned order. The amenity of all this ceremony attracted such curiosity from the local Chinese and the citizens of Macau that the banks of the river became swollen with so many people that they looked like a swarm of bees.

A magnificent wooden bridge had been erected on the beach, upon which everyone disembarked as they arrived. As the disembarkations went quite slowly, the sloop carrying the infantry had time to arrive before the Ambassador’s skiff, to receive him in two lines, one on each side of the bridge, with two advance scouts at the end of each row acting as a rearguard. Once everybody else had disembarked, the Ambassador’s skiff pulled up alongside the bridge, and the Governor walked to the last step of the bridge to receive him. He put the Ambassador on his right-hand side and they joined the Senate, the prelates of the religions,

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the ecclesiastics and the other noblemen of Macau who were waiting for him. They all walked with him to his lodgings, beneath elaborately decorated leafy arches that were flanked by two wings\textsuperscript{182} of soldiers from the city’s garrison who were posted at regular intervals along the entire path from the beach to the lodgings. They walked upon flowers strewn on the ground as decoration.

\textsuperscript{180}O matizado
\textsuperscript{181}E estendido
\textsuperscript{182}Ala: a part of a military force employed to the side of the main force.
The [lodgings] are some of the largest buildings to be found in the city of Macau. They are beautiful and show off to good advantage the generosity of the Portuguese who founded it. There were many houses that had been exquisitely decorated with yellow damask,¹⁰ lacquered chairs and matching mirrors. One of the houses had been carpeted with silken carpets, and in it they had erected a raised platform with two steps. Upon it were two chairs upholstered in crimson velvet. One of them was an armchair, and both were covered by a damask ducel of the same color. Both walls of this room and the adjoining room were covered in the richest framework that could be had in the city of Macau. A company of soldiers of the realm that the Ambassador had brought with him from Portugal was stationed at the gate of the reception room,¹⁸³ with another company from Macau stationed at the outside door.

Among these houses was one that was set up as the lodging for the Secretary of the embassy, and his street door was guarded by the Ambassador’s guard.

All of the pomp and circumstance of the day had been made possible by the efforts of the Governor, who did

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¹⁸³ Çalla vaga, literally “empty or spare room”, but it becomes evident in the following pages that this room is where the Ambassador receives important guests, so I called it the reception room.
not shy away from work or seek to avoid discomfort. His energy had inspired such zeal in the tractable hearts of the citizens that they outdid themselves. The Portuguese citizens were just as amazed by the glory of today as the Chinese, and one and all confessed that they could not find its equal in their most distant memories, nor any day that shined more brightly. All this pageantry has inspired a tremendous respect among the Chinese which is shown by the way the Ambassador is treated each time he makes a public appearance.

For the next three days these public appearances were more or less continual because the locals knew how to compensate for the lack of sun at night with such

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an abundance of lanterns that the nighttime could have been mistaken for day, and shadows of any kind were loathe to enter Macau during that period of time. But the Chinese were not content with the brightness of the earth and stars alone. They wanted their lights to brighten the skies as well, so they shot off such a great quantity of rockets that some people nearly burst for joy and others wept with happiness. The Chinese were quite content with all these festivities, and the entire population of that precinct was one glorious scene of happiness.

Once His Excellency had had time to recover from the fatigue of his numerous public appearances, he decided that his first order of business was to send the news of his arrival to the Mandarins of the Empire so that the Emperor could send orders for His Excellency to make an official entrance into China. Knowing that the politics of that empire tended to be more impertinent than civil (sometimes becoming so ridiculously shameless that they
made a secret of the color of the money of the realm)\textsuperscript{184} and that the more mean the person was, the more he despised humility (or, the more haughty he was), the Ambassador decided to let the Senate take charge of all the public notices\textsuperscript{185} That way the Ambassador himself didn’t risk offending anybody with a chance word, or diminishing the respect they had for him by coming across as even more arrogant than they were. Furthermore, the Senate was already used to these kinds of exchanges with the Chinese, and no matter what response they received it would not be a novelty to them.

Accordingly, the Senate sent their own notice to the court at Peking that contained both their own letters and the ones from the Queen Mother. It was addressed to \textit{Padre Alesterem}

\textsuperscript{184} This translation is just not right.

\textsuperscript{185} Because a \textit{chapa} could be a printing plate, I believe it to be some kind of an edict that was printed and posted in public places. That could be what is seen in Figure 28, above.
danaçam Alamoa\textsuperscript{186}, of the Company of Jesus, who was the President of Mathematics in the Empire of China. They entrusted him with carrying out the details of their business for them, that by his diplomatic treatment he could get the order from the Emperor worded the way they wanted it. The Bishop of Peking and the other court priests did the same.\textsuperscript{187}

The Governor still didn’t feel like he had done enough, even with all the work he had done on these dispositions, so he decided to create festivals of light out of his own generosity. So the last night he arranged a beautiful serenade in the Reception Room played by well-tuned instruments and skilled musicians. Our senses were so captivated by the beauty of their music that we had a hard time

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telling if we were spending the night in Macau or in the finest concerts at the Royal Court.

Once the Senate had settled the notices\textsuperscript{188} that they had been ordered to settle, they turned their attention to the Chinese, who were curious to know who had arrived in the ship. Since the entire nation of China labors under the delusion that they are superior to every other nation on earth, they commit many diplomatic errors. For example, they tend to refer to any foreign political representative as a tributary. Indeed, they followed this procedure in their first letter of reply, in which they called the Ambassador a tributary, wanting to know how many boxes\textsuperscript{189} made up the tribute that he had brought.

\textsuperscript{186} This proper name looks like it must indicate the priest’s nationality, but I have been unable to determine what it might be.

\textsuperscript{187} This translation is problematic.

\textsuperscript{188} Os avizos

\textsuperscript{189} Cachas
The Ambassador instructed them to answer that he did not come to pay tribute, but to greet the emperor on behalf of his own sovereign, who was an independent and absolute monarch who had never yet paid tribute to any power on earth. On the contrary, he received many tributes from most of the kings of Asia. That which he had brought with him was a gracious present to offer the emperor. He warned that should they intend to continue this indecorous treatment, they would risk losing the possible honor that might be gained by the Chinese in connection with this embassy. The incivility of the Chinese was not reciprocated\(^\text{190}\) so that they would hopefully quit their impertinent style in their next notices.

The Senate was unwavering in their determination that His Excellency would not catch them being neglectful of their duties, so they were careful to follow his instructions to the letter, which included not losing sight of the hope with which we as Catholics should support the religious goals of the church while still pursuing the political objectives of the crown. So despite the many expenses incurred by this embassy, all of the disputes that were spent in these contentions, distributed by eleven *chapas* that arrived from various Mandarins, they all came down to one final resolution, to ask the Senate for a list of everything in the present, with the caveat/proviso that the Ambassador could enter China whenever he desired, without having to wait for an order from the Emperor, according to the Law of the Fourth Year of *ýunchim*. The Senate replied was that since the details of the present were private, from one king to another, it would not be appropriate to provide a list of its contents.

\(^{190}\) *Não se levou.* This translation is problematic.
to anybody without the express order of the Emperor himself. They indicated that this
decision was final, and that the Ambassador would not enter China without a public
edict\footnote{Chapa publica} being posted in Macau declaring first that the Chinese had been presumptuous in
calling His Excellency a tributary, second, that the indecent language used in previous
edicts was owing to this erroneous idea of him being a tributary, and that upon receipt of
this notice they could quietly suspend all new notices.\footnote{Avizos}

\textbf{September}

\textbf{Monday, September 11, 1752}

Such a resolute notice had the desired effect of causing a Mandarin from Ançam to travel in
person to Macau to resolve the affair through negotiations with the Attorney General for
the Senate. He was given the same answer and departed in haste, looking rather dismayed
at not having been able to talk with His Excellency. At least that is what he pretended, since
he was not of sufficient rank that the Ambassador would have received him into his
presence. Several days after the departure of this Mandarin, another \textit{chapa} arrived without
any amendment to the Ambassador’s title having been made. Since the Ambassador had
ordered the Senate to cease posting all \textit{chapas} that perpetuated this mistake, they
responded to the \textit{chapa} without giving them any satisfaction besides simply declaring the
order that they had received from the Ambassador.

\footnote{Chapa publica}\footnote{Avizos}
This unexpected and deliberate response dashed the hopes of the Chinese ministers so thoroughly even though it did not persuade them to rectify their relations with us. At least it achieved the complete cessation of their impertinences until such time as the final decision on the entry of the Ambassador should arrive from the court.

During this respite from the fatigue of their constant impertinences, the Governor visited His Excellency nearly every day. Even if the main reason for these visits was the innate civility of the Governor's personal character, he was also motivated by his infinite capacity for believing that through these repeated attentions the Chinese would become wholly persuaded of the proper respect that was owed to a Minister Plenipotenciary from Portugal, and that they would gain a corresponding respect for the greatness of his character. As the

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Chinese are undyingly devoted to the veneration of their own ruler, taking it so seriously that it almost becomes idolatrous, it was decided that it would be prudent to make a public spectacle of the present, which was already known in Macau as the property of the Emperor, by parading it through the streets to the house of the Governor, who showed not the slightest sign of tiring of making these constant arrangements and insisted that he be the one to do all the work, even though both the house servants and the public servants\(^\text{193}\) were so quick to respond as to make the most dedicated feel jealous. So that the parade would be more spectacular than any other, it was organized in the following manner: the soldiers of the crown formed two perfectly straight lines stretching from His Excellency's

\(^{193}\text{Ja os domesticos, ja os extroires} \)
reception room all the way to the patio gate. They stood at parade rest with their bayonets fixed in their arms, and the twenty nine crates that held the present were marched down the middle carried by white men in double columns preceded by five Kaffirs dressed in blue livery adorned in silver, with white feathers and braid of similar quality on their hats, playing sonorous silver trumpets hung with scarlet banners made of silk with the royal coat of arms richly embroidered on them in gold and silver. With the representatives from the Senate and the noblemen and Governors of Macau following the final crates, and the household of His Excellency following some distance behind them, they marched all around His Excellency's houses where there were two companies of the garrison guard from that plaza, who easily and skilfully formed themselves into an empty square where they courteously received the entire committee, in the order in which they had left. The company was led by the sargento mor Simam Vicente Roza, all marching to the beat of the drums and the sound of the trumpets, under the command of Lieutenant Manoel Barreto, of noble blood. The mountain fortress, having been signalled at the moment His Excellency stepped out of his gate, discharged a royal salute that was echoed by the Portuguese ship and then by all the other vessels in the Port of Macau. When the Governor’s retinue appeared, the fortress discharged another salvo from the same number of cannons. When the vanguard of the infantry arrived at the Governor’s door, they made a quarter turn beginning the middle and fanning out to the sides, leaving space for the present to enter the house of the Governor in the same way that it left His Excellency’s

194 Or door
195 Cachois (mod. caixões) are wooden shipping containers (iDicionário Aulete).
196 According to the OED this term is now extremely offensive in South Africa and widely avoided elsewhere, in the eighteenth century it referred to a member of a group of certain South African peoples.
197 Galois
house, with each squad of infantry firing a salvo of six shots. This pageantry that had been organized by the military-minded Governor was universally admired

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and had the desired effect on the interested parties.

Around this time we received word that two Mandarins of the Fifth Order had left the Court [at Peking]. One of them was the Augustinian Father Alesterem, President of Mathematics and Inspector General of the Jesuits based in China, who had been appointed by decree of the Emperor; the other was a Tartar who had been appointed by the courts to escort the Ambassador from Macau to Peking.198

November

Friday, November 3, 1752

On the third we received more precise news sent by the Cantonese to the Senate advising them to prepare four large dwellings and a few smaller ones for the other Mandarins who were coming to escort the Portuguese Ambassador. The felicitous outcome of all these things delighted everyone, and gave us hope which was later made more sure by the inexplicable pleasure with which both the Emperor and his ministers had received the news of the arrival of the Ambassador. For besides the letters that arrived from Peking, we found confirmation in a translation of the decree by which the Emperor commanded the

198 Peking (now Beijing) is 2403 km or 1493 miles northeast of Macau. It is nearly the same distance from Washington, D.C to Las Vegas, Nevada. It would take 41 days if you walked at a speed of 3 mph for 12 hours a day. So it's not surprising that these Mandarins left Peking in September and didn't arrive in Macau until December.
dispatch of the two Mandarins, ordering them to treat the Ambassador and his entire
entourage with the utmost care, in language so attentive as to guarantee even the smallest
token of deference due to a sovereign such as our monarch.

From this time on the attitude of the edicts from the Mandarins themselves completely
changed, forgetting the previous discourtesies and exuding nothing but courtesy. Therefore
the Ambassador, who had not forgotten the previous discourtesies and therefore was
taking every possible precaution, commanded the Senate to respond to a request they had
received from Canton on the twelfth of November Canton asking for a roster of the
Ambassador's entire retinue and their luggage so they could begin preparing the boats,
horses, and everything else necessary for the journey. In response, the Senate was to
indicate that he didn't feel the slightest reservation in giving them what they asked for, as
long as they posted public notices throughout Macau, revising the incorrect title by which
they had called the Ambassador at first, so that every resident of Macau would recognize
him as the Ambassador Plenipotenciary of an independent monarch without the least
degree of subordination to the Emperor of China.

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**Thursday, November 16, 1752**

The sixteenth was the first day on which the Secretary took over the duties of making visits
because the voyage of the ex-governor Abaniel de Mello to Goa was drawing near, and to
beautify the occasion of his departure, a litter or carriage belonging to one of the locals was
prepared for the Secretary's use. This most common mode of transportation in Macau is
quite comfortable. Before the Secretary left a groom of the chamber\textsuperscript{199} was sent to notify the current Governor of the impending visit. The Secretary traveled with two liveried black slaves in front and four carrying his litter, which was painted blue and gold and upholstered in velvet scarlet decorated with gold and two matching pillows, and shaded by a scarlet velvet parasol carried by another black slave. The Kaffirs who bore the litter and carried the parasol had both been purchased in Macau by His Excellency and they wore Castillian-style suits with long coats of blue cloth and yellow\textsuperscript{200} collars\textsuperscript{201} and sleeves\textsuperscript{202} They had matching red stockings\textsuperscript{203} and white shoes. The coats were fastened at the neck with scarlet broaches and they wore hats of blue velvet with silver fringes in the shape of feathers. Upon arriving at the Governor’s house they were saluted by the soldiers presenting arms, and the groom of the chamber was sent to the home of the one who was leaving, which he later visited, and he also visited the French Bishop from Cogam, China.

\textsuperscript{199} \textit{Ajudante de camara}

\textsuperscript{200} \textit{Amarchos}

\textsuperscript{201} \textit{Cabeçois}

\textsuperscript{202} \textit{Canhois}

\textsuperscript{203} Although this word looks like \textit{mezas} because there is a tiny lengthwise fold that obscures the middle of the word, it is more likely to be \textit{medias}. 
Transcription

RELLAÇÃ=:

DA

VIAGEM Q' DIOGO BADUEM DA SERRA

DA

FAMILIA DO EXM.O SNR. EMBRAIXADOR

FES

A MACAO, CHINA E MOSS, E RYO DE JANRO

EM A NAO N. S DA CONCEIÇÃ= E LUSITANIA GRANDE, E

NOTICIAS DAS PROVINCIAS DA CHINA CIDADES E

VILLAS,

FABRICA, RENDAS, E PRODUTOS DAS TERRAS,

FORMA E TRATAM.TO

DOS BONZOS, Q' SAÃ OS SEUS PADRES

E COM ESTAMPAS

DE ALGUMAS CIDADES QUE SE PODERAÃ TIRAR DA

VIAGEM QUE FES
**Europa em Lisboa**

Por uárias Revoluços que em a cidade de Macau de Nome de Ds. em achina Ocorrerão, não So, pertencentes au culto de Ds EmoSeo —

mas tambem assemtereções dosReys em a teRa; entre diuérços pareceres que Ouue as distintas Revoluços que seemcaminhavam aSalvar ilezas as Rezois de estado sem que SeLementaçem Ofendidas as obrigaços Catolicas204 deZeloso padre ejro daquellas Miçois: Detreminoce S. Mg. FediLíçima O Sr. D. Jozeph.

pão dePortugal, em oSeg. anno do seu Rejnado Mandar huma Embachada ao Em Perador dachina, Kien Lum em os 17 annos do Seu emperio edeze iando achar Sugejto aqueu pudeSe, descancado emtregar O pezo desta deLig. a foi Servido Nomiar por Seu embachador e menistro pLenipotençario a fr. Co Xavier dea Sis pacheco eS.paiço, do seu Conçelho decu'a iLustreaSendençia Ja os Reys seus perdeSeçores, tinhão tirado p. a os exercitos vaLerOzas espadas ep. a Os tribunais Sentençiozas penas, JLustrando:sse tanto Nestes as togas. Como Naque

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204 The letter C is problematic to transcribe in this document because it is often written so large that it appears to be a capital letter, even in the middle of words. Where this is the case, I have chosen to transcribe it as a capital C even though that may not have been the intent of the scribe. This is to give the reader a better feel for what the original MS looks like and how much those large letter Cs with big curly-cues at the top interrupt and slow down the reader. I have done the same thing with the letter L, which is often written like a modern cursive capital L with large curly-cues on top and bottom, even in the middle of a word.
Illes Osbasteis, eComo detam generozos troncos não podia de aparar Ofruto Ja as acsois paçadas dauão No Rejno justa Openião as grandes Cuaidades comq. a tão poucos anos de idade, se avanCava Oseu taLento, e premetiam noRi al concejto do N. Monarca, servirão tanto de exenplLo p.a as futuras que _ poderião os que Obraçe naquella expedição, em aCorte de Pekim Seruir de Regim.10 aos que lhe SeSudeçem eMSemilhante Ocupação: E P.a SeCretario desta EmBachada, deCLarou por Seu_ decreto a Jozeph. Ignacio deBrito boCarro e Castanheda aquem Tambem Seu aLuara eCarta credencial p.a Suçeder No mesmo Carater. deEmbachador ep Leneputençario Cazo que O pr.º Nomiado SeempucibLitaçe por aLguma Cauza aComeSarr aSua EmBachada. ep.a este transporte mandou S. Mg.e per parar grandioza M.e aCusta da sua RiaL fazenda a Nau N. Sr.a daCon ceição Luzitania grande que hera das melhores emais bem esCipada que Se a chava em o Porto de Lx.a.

Feuereiro Em o dia 20 de feuerejro de 1752, ve yö de SaLuaterra de Magus, adonde se achavam SS. Mag.º Reynantes, Com o deuertim.º daCaça, hu
ma Ordem do Secretario de estado p.ª que No dia seguinte foce O Embachdor eSecretário
Reçebel açecretaria de estado as instruçois, aLuaras, ecartas

Cerdençiais p.ª Seembarcarem eSatisfeita esta Ordem, foi OEmbachador=

eSecretario beijar a Mão a Raỳnha May. eSe embarcarão emhum esca

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ando Senoros cLarinš. eoutros bem Comçertados jnstrom.tos Seruiam tanto

[p. 2]
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ao subir da Nau todos ao portalo Nos vierão Reçebel Os ofiçiais Comagradauel Resp.º
eRespetjuozo agrado eCom a mais Cometiva O conduzirão p.ª aCamara deRabada que
Seachaua p.ª aSua aCistençia Custozam.ª guarnecida deCortinadas de damasco
Camarim cadejras deuelludo Laurado deSemilhante Cor Menzas e espelhos conRes
pondentes Com MoLduras douradas, toda Curiozam.ª pintada Comfiletes deouro
aLcatifado deSeda: desta Salla deSia aporta dehum Camarim jguaLm.ª
perparado Comdois Beliches p.ª O Embachador eSecretario; Na ante camara
hauião des Beliches Com Suas Cortinadas p.ª afamíLia prinícipaL do EmBa

chador. que Constärke dehum Mordomo, Estríueiro, Seis gentishomenês. Edo

is ajudantes decamara, eoutros Camarotes em que Seacomodaram hum Cabe

Lejrejro hum Barbejro hum Copejro ehum ajudante de Copa tres cozinhejros—

Coatro tronbeteiros ehum tinhalejro e os mais moços de libre perçízos p.ª apa

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tos abordo porque Sefaziam Contrarios ao no:sso Rumo efaziam deficutoza

aSaida athe que Compadeçidos de nos deter mostrando:ssse Mais favoraueL

Nos conçentiram que.

Em o dia 23 de feuerejro, soLtando amarra, Nos fizemos a Vella

entregando aos amigos Os uLtimos abraços dadespedida, eaos olhos as primejras La

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a a Nau adejemaziada Corrente das aguas Seatracou Com aoutra que esta

ua anCorada deCujo Susto eComfuzão. Saluando:nos jLezos asindustrias dos
nosos pilotos não ouue mais perigo que o estrago que astros nau fez

nauerga dabujarrona da outra que não foi pouca furtuna ficar odestroço
daquella choque som. naque ficaua com tempo p. recupar o estrago, mas restetuindo:nos o vento que assim nos tinha dechedo fomos

navegando o tejo a vista de nosso lx. que seacha em 38 graus e 43

minutos e na lonjitude de 9 graus e 12 minutos papaçando as Torres

aque saluamos com igual com resposta em comp. da nau de guerra

e do corçario nos achamos nabarra em menos tempo do que perzumia o amor
dapatria e largando as uellas ao vento apocas horas perdemos avista
da terra que ahinda que nos fugia aos olhos como ingrata; sempre a apeteção

mos como may. o grande favor dos uentos e algum succego das ondas

não pode evitarnos aquelle huzo doino: o com que todos os nauegantes

c[os] tumam prinçiar as suas viajes sendo este mais empertintente em hunh.

[p. 3]

que em outros sem que em nemhum de nos paçace a extraordinary; eespe

rando pella nau a quem nos hiamos avençando junto a meya noute nos or
denou sustentaçao mos aconserva ao corcario que hia ficando atrasado.
denou sustentaçao mos aconserva ao corcario que hia ficando atrasado.
Toda A matalota/e da Nau que hera boa e deConçideráveL despendio se entregou Como he Costume ao Capp.am de Mar eguerra Josoph Rodrig[u]es-Varejro que suposto não cobraua Soldo deste posto sobraua:lhe o merecim.to e tinha patente açinada pella Mam RiaL. Este detreminaua ao Seu despençeijro Os pratos comque se hauia deSeruir a Menza do Embachador que Comia naCamara Som.te Com o Secretario aque aSestiam Os gentishomenš. e ajudantes deCamara que Ao dispois Comiam em a menza pròxima a do Capp.am de mar eGuerra; emais Oficiais, servidos ambos ao mesmo tempo ecom iguais pratos.

No dia 24 em que seContaua ao estilLo Maritimo O pr.o da noSa viaje, por Ser esta emque Seprençipiu a obSeruar O SoL, nos achamos

Em alatetude de 37 graus e 38 minutos e naLonيتude de 7 graus e 27 M. ten do feito p.a OSul 21 Legua e 2 terços p.a O Este 45 e2 terços, as tres horas da tarde Fes. a Nau deguerra SignaL que havia Nauio demais efazendo nos a deLig.a de o descubrir O não aVistamos,

27 Pellas 10 horas emque estavamos Ouuindo Missa fez a Nau degue Ra signaL de que viam teRa que a noSa Nau não Respondeo porque q.do aueyo aperçeber hera a ilha do porto S.to, foi a tempo que todos a conheçiam,

A obSeruar do SoL nos achamos naLatetude de 34 g. e 44 M. e naLonيتude
de dois g. e44 M. tendo andado Mais p.ª oSul 87 Leguas ehum terço p.ª
este 63 ehum terço. Aqui se desCubrio junto da Nau huma Baleya de extremada grandeza que formando huma nuvem de agua Com os aSopros__ fazia ademiração aos que ahinda não tinham Ouvido O estrondo do aSopro que lhe sahia pello fuçinho; E dispois de jantar fizemos Vista da lha da Madr.ª eao por do SoL apareceu hum navio de que eu SignaL a noSa fraguata mas escondendo:ssse comanoute Nosdezapareceu Sebem ao dispois nosdiçe a Nau deguerra que o d.º Nauio herra Frances.

Março Em o pr.º tomamos OSoL naLatitude de 28 g. e21 m. e na Lon 1etude de 137 g. e49 m. tendo andado p.ª oSuL 127 Leguas ehum terço eaLeste 88 Leguas as Sinco horas datarde vimos osCanarios e as 11 da noute pa Camos aVista dailha doferro.

3 Deitamos bandr.ª a Nau dando:lhe aSaLua de9 peças a que nos conRespondeo igualm.te e nos lhe agradeSemos Com tres eLançando O Catrayo fora

[p. 4]
Eemandou abordo Oembachador hum Criado eoCapp.ªm OaLferes manoeLBarr eto ComasCartas p.ªLx.ª pedindo:lhe Lićenca p.ª nosapartarmos pornomebarmarçaç
as Rezois pulíticas da Comp.ª aqui demenuindo algumas Leguas da Nau Viaje-
fomos prendendo Opano amariação, agradecendo lhe Ofauor denoster ascultado

aqui helle dando: nos aboa Via'e Comtoda a'equipaíe pellas inçarcias aoque da

noSa Nau Sejmitou, eRespondendonos que Operção da Comp.ª ahinda Senão

tinha a Cabado eque suposto iá, a Li nospodíamos dar porSeguros aosmouros

helle trazia Ordem p.ª NoSaCompanhar athe a a Ltura deCabo Verde; Mas

que Senão Obstante esta detrminação nos nos quizeçemos apartar, lhe fize

cçemos SignaL eque por este mutuiuo he que ahinda não tinha mandado O

Seu escaLer a noSo bordo; eaoSair do Catrayo saLuou Com 13 peças que a noça

fragata comRespondeo Com igual numaro; este estrondo das peças fes agrada

veL aquelle dia no mar; E o corSario também chegando:sse anoSa falta_

Sedespedio Com Sete peças as coais ComRespondemos com sinco. eSaLvando a

Nau deguerra com o numaro de 9 lhe pedio O não dezenparaçe porque iá

Leuaua aLguma agua aberta a Nau pagando:lhe aSaLuua Com 7 peças

lhe permeteu aSua Comçerua; Neste dia ficamos naLatetude de 25 g.

e19 M. e na LonLatude de 357 g. e40 m. andamos p.ª O Sul 61 Le

205 Preceito
gua edois terços ep.ª Leste 11. Com anuiciça daquelle hordem fomos

Seguindo a Viaje no Comboy, da Nau de guerra.

5 E neste dia lhe mandamos buscar as cartas fazendo: lhe SignaL__
com huma peça ebandr.ª p.ª que atraueçando:sse pudeçe O NoSo Catrayo
chegar abordo: E ficando na Latetude de 18 g. e5 m. e na Lon'etude de
337 gr. e40 m. andamos p.ª O Sul 108 Leguas e hum terço aqui em
tramos la nas Alturas das ilhas de Cabo Verde adonde as calmas apuram
O Seu Ca Lor e os ares Seemgroção tanto que negando Liure a entrada
aos Rayos do Sol se fazem tristes com açua cor; A Nau de gue Ra
Largando bandeija deu huma Sa Lua RiaL por Ser dia de huma festa
particuLar de N. Sr.ª do Carmo de quem O Cumandante hera devoto;

8 Neste dia fazendo a Nau SignaL, nos mandou a bordo O
Capp. am tenente manoeL de Castro Ribejro dando parte aSua ex.ª de que
a Li Seguia a NoSa Nau Obrigado das ordes delRej e de que desde agora
Ofaria as de Sua ex.ª Como lh edetreminaçe aqui helle agradeçido Eoem
bachador Satisfes dizendo que Obrigado daquelle fauor lhe Rogaua Segui
Semos todas asordenš. de S. Mag. e eemtrengando: lhe as cartas nos despedimos
Comos Corte os domar; eescondendo: nos Comanoute a Nau eo Corçario i a demadrugada apenas osdeuizamos aqui ficamos aotomar do SuL ema Late tude de 15 g. e 8 M. ena Lonjetude de 357 g. e 19 m. andando p. a O SuL

117 Leguas edois terços ep. a Leste Seis.

Achavamos na Latetude dez graus e 37 m. ena Lonjetude de 357 g. e 10 m. açoentando mais avia e p. a O SuL 138 Leguas e dois terços e p. a Leste 8 fomos aqui i a com a demunuição dos ventos sofren do O estrago das calmas e festiçamos a S. francisco Xe. r a quem O dia an teçedente tinhamos acabado a Sua nouena que por Ser domingo da quares ma lhe transñerimos a mica p. a este dia, que acantou com toda a SeLonida de O R. P. Fn. 50 falcam eacabada pregou com toda aeLegançia Pe Ner.

P. Prior dos Sinco P. P. da Compp. a que hiam depaça e p. a as miçois e Saluan do: Se com Sete peças seconSeruou a Nau embandejrada athe ao por do – SuL 18 Já mortificados Com as grandes CaLmas que Se nos Segi am a faLta dos uentos apeteçiam aLgunš chuveiros que morteficando aquelle Ca Lor; Nos aproueitaçem p. a avia e, quando de Repente apareçen
do dois hum a Leste Outro ao Sudueste fizeram Como Susto. Que nos amiaça
vam a CauteLar Os pilotos. eaRiando as velas O Recebemos Sem mais traua
lho que aproveitarmo:nos dovento que nos dejheram com que ficamos _
em aLatetude de 4 graus e 51 minuto e na Lonjetude de 358 g. e 42 m._
vençendo p.ª OSul 57 Leguas e dois terços.

20 No dia aSignaLado da nouena do S.ª S. józoph, Lenbramonos
daSua festa por Ser O dia doSeu proprio nome embaraçado como do S.º Xe.ª
eCantando a miça O R.º P. Suprior pregou o R. P. antonio falcão com aque
La aSejtação quanto premetia aSua capaçidade eCom as bandeijras Largas
Se SaLuou O dia Com Sete peças e ao observar doSoL nos achamos naLatetude
de 3 graus e 28 m. e naLonjetude de 359 gr. e 17 m. andamos aoSuL

21 Legua p.ª Leste noue e dois terços, Aqui fomos Continuando anoSa
deRota Sujeitos aos vaguares dos uentos eSem Refuo aos CaLores doSoL
aproueijtando por neçeçidade Os deuertim.tos que nos dauam Os tubarois que
notenpo que faLtauau O vento pescauamos Com façaLidade Sendo tam
brutos aquelles peiches que a índa quando afurtuna Os Liuaua do pr.º La
çOu porque quebraçe aLinha ou porque ficaçem maL Seguros em o anzoL
não Se demorauam mais tenpo aprocurar a prizão que O que tardaua a

isca em cair na agua eComo as calmarias nos dilataram m.º tenpo

[p. 6]
Nesta vezinhança da equenoçia. lhefizemos grande destroço, com o vento Repetido

por horas 25 Chegou o dia dedicado a N. Sr.ª da nunçiada em que Sem aLiuio
devento aLgum nem de arae sofremos O SoL como fogo porem no dia Seginte

nosdezafogamos mais atanta quentura Com huma viração que SeLeuantou

A oeste eCreçendo ao es sudueste aprouejtamos So O Rumo deLeste aque nos supu

nhamos pouco avançados, Nesta noute Se Sarraram Os ares Sobre a noSa Nau
tam oscuros; Que desConhecendo Os marinheiros todos Os cabos, ahinda comçerem

practicos lhe Custavam a:aSertar com os que pertendiam mover e vaLendo:ssse
das Luzes dos Relanpagos Sem que os emtimidade Os estrondos dos nuveis, dauam as

vellas aososuntos p.ª Se aprovejtare dosque nos favoreçiam.

[Não ha entrada pelos dias 26 e 27]

28 Fomos nauegando este dia Suposto que Com pouco vento com bastan
te deuertim.º do m.ºº peiche que se pescaua por m.ººº multidois deCachorras que nos

segiam por todos Os Lados da Nau, Seruindo ao mesmo tenpo de conueniente Re
Fresco a gente em repetidos dias que o apanharam por Ser deademiravel. O gosto

Comque o pescavam ao tomar do sole nos achamos neste dia, em alatetude de

2 gr. e 29 m. e na lonjetude de 359 gr. e 47 m andamos p. a os sul 43 leguas

p. a leste 17.

Chegou o dia de quinta fr. a s. ta em que se contavam 30 de março com humas nuveins. tam escuras que parecia que voquarçe o dia com

anoute; Sufremos alguns chuquejros como nos mais dias exprimentamos e Reparando no m. to em comodo que nos dava ao sa lime quando chovia; Nos diçeram

os melhores medicos que todo aquelle sa lime porunha de aquelas validades[doenças?] naçidas do desmaziado calor com que vaporaua a africa; por donde aquellas

nuveins. paçavam; e que alem disto tinham tambem a porpriedade e a sircunstância de que Caiendo na roupa aLGum borrifa de aquellas nuveins. Criavâ

bichos; por não Sedes cobrir os sul naquelle dia, nos achamos pella estimate

va na latetude de hum gr. 43 m e na lonjetude 359 gr. e 32 m. acrecen

tando mais o cam. a os sul 14 leguas e dois terços; ep. a leste 15º.

Ao meyo dia depois de calcularada esta jornada, secomeçaram

os ares de sorte que podiamos ficar nadesconfiança se a cazo Setinha Reti
rado OSoL daquelle jmisferio eificando aquellas treuas serrejgauam os nu

veinš. Com taL estrondo que parecia terçe esquecido OSeu da Sua natu

raL dureza p.ª Cahir Sobre nos empedaços!206 ESercados tanto de medo

como dos Rayos que com os chuvejros cahiam Rogauamos todos comtritos a Dš.

que lª que naquelle dia Setinha Conhecido em a noSa Redenção os

mayhores exceLços doSeu amor Serenače aquella tenpestade p.ª

[p. 7]
Que não naquelle hora sentiSemos os menores estragos da sua hira

foi Dš. Servido pellas duas horas datarde estaua tudo aplacado O ar descuberto;

vento menos lrado emais certo; porque athe aLi tinha corrido com ames

ma força diuersos Rumos fazendo mariar o pano não So Com o perigo

mas Com o traulho; ficamos todos lLezos ahinda que não pouco menos de hũ.

Raºo que cahio aproa entre aSeuadejra eabujarrona mal CombaLeçidos da

quelle Susto Sintimos huma grande Confuzam de vozes aque dauam

motivo O ter Cahido hum manebo ao mar que das ondas OSaLuaram a pou

Co Custo Com lhe dejtarem hum Cabo Comque veyo p.ª dentro Sem perigo aLgum.

206 There is a strange mark that appears in the MS that looks halfway between an
exclamation point and a question mark, but since it usually appears in narratives that seem

to lend themselves to emphasis rather than questions, I have transcribed it as an
exclamation point wherever it appears.
AbriL Aos 2 emque foi domingo da Reçurrejção. ficamos emaLatetude
de 29 m. ao norte do iquenociL e naLonietude de 30 m. tendo fejto p.§ O SuL
duas Leguas ep.§ Leste 18. e hum terço aque mudamos O Rumo ao Sudueste
pornosacharmos m.§ aLeste em que he m.§aLta deuentos como tinhamos
exprementado deque Seademirauam m.§ Os pilotos ja hauiam dias que espera
vamos Os uentos ierais que Ordinariam.te Se emcontram Com o mesmo Rumo eComesta
araje fomos achando aLgum vento sueste, com que no Seginte dia paçamos O
iquenociL p.§ OSuL; Aqui sedesCubriram grande quantidade deboadores que
Sam peiches Como Corpo deSardinha; aquem Os paçaros fazendo ia arpia da
quelles ignoçentes deque lheficam nas guarras a quem O custume da utuLidade
tem feito Sentinellas em aquelle Sitio; eSe aprouejtam gostozos detoda aque
La Ocaziam as azas SamComo os depardais os cuais vendo:sse perçegidos de
Outros que Os pertendem Comer em as ondas; Leuantança das aguas eformam
tam grandes bandos emosares que escondem O soL ao mar voando bastante distan
çia eas vezes tam Segos que Caem dentro das naus Conhecendo aquelles pobres pechi
nhos dezenganado que a tantos lnemigos dosseu descanço não ha ja estarem Seguros
Senão dentro de bucho daquelles aues.
Estranhauam OspiLotos mais práticos aquelle grande descujdo com que osventos jerais tratauam a noSa nauegação, por Cu\'a Cauza hauiam
vinte eSeis dias que exprementamos em Sufríueis CaLmas não apropuej
tando Cam.º Senão com aLgumas treuoadas, ouchouejros e aLgunş. días Sem
araje aLguma em que Senos emSendia mais O caLor aqui Se pesCou
huma grande timporteja que he femia do tubaram ededentro do uentre lhe
tiraram; 120 filhos tamanhos Como Sardinhas do que SeConheçe que nem
todos Os peiches ieram porhovos; aesta vinham pegados hunş. peiches a que chamam apegadores O quaL tem abarriga p.ª donde Os outros tem O
Costado eCortada emq.º Vivos e dejando:os nomar Seruem de prouejtos me
decinais p.ª asmolheres eperparado ema menza não he dezagrauadeL

[p. 8]
Aogusto: Foi Dş. Seruido que vindo viraçam aLes Sueste foçem emgroçando
Os ares enos prinçipiaram Osuentos jerais comque fazendo Rumo Aoueste nos avançamos mais doque p.ª o SuL, porcuIo motiuo ficamos naLatetude de 3 gr
e 36 m. enaLon\etude de 359 gr. e59 m. andando p.ª oSuL 76 Leguas e p.ª
Leste dois terços, Ja aqui hiamos Conheçendo Oestrago que O\quenocioL fas
Comas Suas Calmas não Som. te emos corpos que m. tos expressaram com algumas molestias ahinda que Ligejras mas tambem em os mantim. tos adonde foi huma corrução jernal não hauendo dosse que escapaçe, nem queijo que Se pudeçe aproveitar de que So accapp. am pertencerão mais de 8.000 rL deperda Seuera est. fama não Oue Vidro deLicor que não aRebentaçe vidro eSo a este destroço escaparam aquelles que não emitiam totalm. Le Os fras Cos Ouaquelle que ahinda lhe aCudiram atirar aLguma porção atempo de intejros. Dizem me que estas calmas tam estêncas eCurruços tam pro vaveis he Som. te no quenoçiaL dest meridianno pellas faltas de uentos que Se expremen tem enão emoutrás parales adonde he Ordinario apacalla Com vento feito.

12 Como nos achacemos mais afastados dosol pello qual hauia poucos

dias tinhamos paçado eo vento hera mais fresco Sentiamos menos Calores emais fortalecidos Os corpos Observando:sse OSoL nosdeu aLatetude de 12 g. e21 m. eaLon'etude de 357 gr. fazendo p. a OSuL 165 Leguas ehum terço a Oeste 52 edois terços: Nesta tarde Reprezentarão Os marinhejros hum ga Lante deuertim. Le que Costumam empaçando p. a OSuL, fazendo hum afigura
deNetuno Com çeu tridente eCroa\textsuperscript{207} aCuallo em dois moSos por Selbre modo
fin\l indo afigura dehum peiche com çeu Capellam em trage defrade Capucho
etres Conçelheiros de estado que tomam a Rezeden\c cia dos que comfiados Se
atreuem apaçar aquelles mares eComçua guarda deSarg.\textsuperscript{to} e ijustiça p.\textsuperscript{a}
as notifica\c cios, edizando gra\c cioza couzas emaseLega\c cios das culpas que lhe for
mam em aVia\c e compreven\c cão eSe\c gredo comforme osdelitos que Selhe empu
tam elhe mandam dar O castigo que lhe pare\c a! Noturno que
poçalm.\textsuperscript{te} manda Vir aSua prezen\c cia aoCapp.\textsuperscript{am} demar eguer\c a aquem
aCuzando temerario priua de bastam eComo Sr.\textsuperscript{o} dispotico dogouerno, manda
por Outro homem aoLeme euir O crapinteiro Comomachado p.\textsuperscript{a} dejtar O ba
cho O mastro grande aCui\c a rezul\c çao Seformam embargos que aCabam em
portestos p.\textsuperscript{a} que aComodando acodira O noturno p.\textsuperscript{a} que Selheuen\c cia
foro Como escandeLizado eComoutras gaLantarias comRespondentes Sepa\c a
atarde bem deuertida, aCabando:sse tudo em darem esmoLa aSr.\textsuperscript{a}

[p. 9]
Decuja Cria\c c\c o hera a Nau.

23 Neste dia nostinha Rendido Ouento deSorte que podimos hir Comaproa a

\textsuperscript{207} Coroa
oSueste ahinda que a bolina nos Seruia ao nosso Cam.º de que ate aLi ³a nos Resfra

cauam Osares e nosamaiçareão algunš. chuejros tendo hum delles emanoute anteceden
te Resgadonos agauia, que tiueram ¹menço traulho Os marinhejros p.ª meterem Outra
ficamos emaLatitude de 28 gr. e33 m. emaLonºitude de 3 gr. etres minutos ten
do avançado mais p.º OSul 282 Leguas ehum terço p.ª Oeste 43 Leguas e p.ª
Leste 164. [illegible]

30 FaLtounos o Ouento Comque nodia antecedente Setinha
aVançado bastante Cam.º mas Comesta faLta ³a hauia dias que OElementauamos
porém Recebendo asçhas vezitas que nosfazia que nosfazia porhoras não poupaua
mos Otraulho aoshomenš. nem Opano amariação que ³a heram Osmais delles
nouos; Como quem Sehia perparando p.ª O Cabo daboa esperança que Supunhamos
Vezinhos; Osdías Sedeminuam, eos frios SeaCrescentauam; E ja moderados deRo
pa porque nosparecia ³nverno: ALatetude deste dia foi de 32 g. e6 m. e
aLonºitude 18 gr. e 44 m. tendo acrescentado Cam.º p.ª oSUl 49 Leguas e
hum terço ep.ª Leste 228.

Mayo Amanheceu O pr.º deste mes Com o vento Norte que Seruindo:nos a
huma Larga Senos fazia agradavel aCua comp.ª; porém Segindo a natureza
dosmais a poucas horas nos dejchou Como Sentim.\textsuperscript{10} daSua falta. E uindo.nos.esta v=
ariedade dos uentos ahinda nadistancia que estauamos doporto que demanda
vamos; principiauamos aNouena deSr.\textsuperscript{a} S.\textsuperscript{a} anna aquem bus caua:mos anter
çeçora p.\textsuperscript{a} que aLcançando:nos osmais bonançozos Ventos Osnão dejchaçe paçar
dosLemites dos fauoraueinš; pois bem Sabia que nosachava:mos \textsuperscript{a} tam vezinhos
ao Cabo deboa esperança emque he PerLejro dastromentas; fazendo:uoder am.\textsuperscript{10s}
\textsuperscript{a}Vida, aSim afuria dosuentos Como auioLençia dasaguas; Nosdejcharam
Comaçua morte Reçeios daquella paça:e como voras Sepultura dem.\textsuperscript{10s} Na
ues: Comaquella noute Creçeu Ouento epondo asgauias nosRinzes fomos naueg
ando Com bastante Conheçim.\textsuperscript{10} doCabo vendo quaLidades de paçaros dediferentes Corpos
evarios Cores entre osCuais ha. hunš. Como pombos aque chamam feijois; em
que aSemetria dosCores dobranco epardo Semostra Comtal debucho que bem
em cuLqua aSobre natural \textit{id}iya do Seu pintor, Outros grandes como alca
trazes que estes não excaSem mais na distancia de sem leguas da terra;
ComaLgunš chuvejros os fomos paçando.

\textit{7} Neste dia achando:sse o SoL emcuberto, nos achamos pella estimatiua
[p. 10]
Dos noços pilotos em aLatitude de 54 gr. e 13 m e naLongitude de 30 gr. e 58 m.

Com mais p. a OSuL 28 Leguas ehum terço e p. a Leste 194 e dois terços, e ia junta a no
ute nos Carregou hum aguaçheiro comque fiquamos So Com o traquete eMacho208

foi ce aumentando O escuro e Creçendo O uento. Se emgroçaram Os mares detal. Sor

te que foi esta a p. a Vez emque tomamos O uerdajeiro Conhecim.10 doque hera

Oandar embarcado; porque Combalida aNau do uento edezenquieta do mar não

Ouue traste que não mouçe nem cacha que não dezarrumaçe achando:sse

pella manham tudo fora de seu Lugar pela pouca poruenção emque nos

tinha posto Om.10 suçego Comque até ali tínhamos nauegado mas com

hauiso daquelle grande descomodo nos acauteLamos fazendo por tudo Seguro

que estaaua Sem OSeu Lugar euindo as uergas dos iuanetes p. a bacho desfizemos

asgauias ahinda que nos ultimos rinzes; com m.10 medo porem Com grande=

Cautela.

9 Pella manham deste dia, Seleuantou hum vento norueste dema

ziada m.10 Riô. E com çeus furiozos aSoutes SemeSobreceu O mar deSorte que

Custou m.10 a escapar Os fugois que O mar não conçentia aCezos, seruindo:nos aL

208 Espigão/pinto/tufo
gum Resto do jantar que aprovéjamos de pe: Ao tomar do Sol nos achamos=
na latitude de 35 gr. e 35 m. e na longitude de 36 gr. 24 m. tendo adian
tado mais p. a. O Sol 28 Leguas e dois terços e p. a. Leste 89 ehum terço: Foi crescer
do Ouento eo mar atanta altura que parece aborrecido daquela esfera, perten
dia mudarçe p. a. as estrelas já cada monte de agua que nos cometeria nos p
arecia túmulo p. a. a NoSa Nau emas orruozas supuLturas que nos abriam
as Suas ondas não havia Lugar que se lhe escapaço ilézo que ate ao tomba
dilho Subia os Seus estragos! Ao capp. am se Rezolueu huma onda tirar com
helle desde as inçarçias do mastro grande até O meyo datoLda emque foi cahir;
todos Os pilotos vinham Com o Cuidado no Leme que merecia tamaña tromenta,
como aLgun$. dos praticos diceram que não tinham visto que O não ser O uento
apoupa hera inpoçivel O Sustentala Sem mayhor descomodo: Chegou a
Noute eComhella dupLicado o horror! porque Como noescuro Seacreçentaua m_
ais O SeLencio aque tinha Obrigoado Omedo; Sem Lance Mais que osfuriozos
bramidos do mar eoshorrorozos Rugidos dosuentos pois não havia artefica pordon
de não faLace, nem Corda emque Não gritaço; as 7 horas danoute Seem
barcou huma pouca de agua que chegou a dar pellos íuelhos dos que estauam
Sobre a toLda dois homens que estavam governando aoLeme Leuou o =

[p. 11]
A Roda deemcontro ficando debacho dos malaguetes/as de que lhe custou escapar ficando hum Sem falla e ambos mal tratados; Esta dezordem eaquelle prigo Nos hia expondo a outra mayhor, porque Sem o Leme p.º O governo quase que Leuou o traquete Sobre eSe pos a Nau por algum tempo deemcontro porem Logo hum dos pilotos acudio aoLeme, eo Capp.º ao poço ol a guarneçer com as talhas emq.º ficouam dois; governando: edois em Sima; Vendo nos que em tam perigoza trom.º so levavamos confiada a vida com o traquete unica vella com que na vegando híamos surdindo aos mares eque este, Como quem tinha ia sofrido O vento de outras viâes, não Se nos premetia m.º Seguro: Recorremos ao Remedio SeLeste ofereçendo S. ex.º a N. Sr.º da penha de frança aquem todos deuo tos e de juelhos cantamos a salva rainha, mais com lagrimas que com vozes, E com m.º fe na Sr.º paçamos aquella noute com o descanso que premetiam estes tra valhos, sofrendo as grandes balanças da nau em que se não achava lugar se guro, e das m.ºas quedas que ouve Rezultou algumas feridas.

No dia seguinte menos furioso O vento, mais escaldado O mar, tra
ziamos todos Retratados nacara o Susto daquella noute Sem que Ouueçe
maçima industrioza que ocultaçe em aLgum Omedo hunś. aos outros davão
osparabeis contando Com CeLeberenidade os prigos, suçeços, deaquellas 24 hora
Como Sequada quaL nãotiveçe aCusta do Seu Suçego sendo testemunha
propria daquelle Risco, entre estas galantarias Sedîçe que hum dos pretos
daNau que em Sua vida calçou outros Sapatos que os danatureza!
entre as promeças que naquelle Susto fazia a Dš. açua deuocão; hera o
hir descaLçö a N. Sr.a da penha de frança, como seafalta do huzo lhe dera
Nesta Satisfaçam huma grande penitencia mas taLues que aqui não Se
Ofereçeçe Otrualho pello menos votaria avergonha; l'a aqui Senão ouui
am as uozes comque escandellizados das CaLmas pediamos vento a Dš., mas tam
Soberçaltados nos dejchou aquellas Refregas que qualquer que sopraçe ma
yhor l'a nos intemidava. Da tromenta deste dia naçeram m.ñas pomecas
particullares, m.ños inçoaram de novo pellos balanços da Nau que athe os ira
çionais sentiram esta mollestia e mandando o capp.âm virar o escaler e
Catrayo e aRombar aLancha no fundo p.ª que Senos embarquaçe agua lhe não
fiquaçe dentro; todo O descudo emque nostinha trazido o descanço mudamos
agora p.ª CauteLa e não havia Outra Couza mais do que peruenços eadeuer
tenças.  12   Despois deobseruar O Sol que foi em aLatetude de 38 g. e

[p. 12]
&28 m. e naLon|etude 44 g. e 55 m. tendo andado mais p.ª OSuL 38 Leguas=
e dois terços foi O Capp.ªm de mar eguerra e o Capp.ªm tenente ant. fernandez adarem
parte a S.ex.ª que natarde dodia antecedente que tinha Sido quinta fr.ª da aSenção.

Sepaçara OCabo daboa esperança; eComo a paça|e hera por estimatiua não a
quizerão Serteficar emq.ônão Obseruacem OSol Ocu|o motiuo lhesdavão ospa
rabenš. etodos osmais oficiais epeoas destintas comoos Religiozos etodos juntos
ADš. fomos dar asgraças Cantando:lhe tedeu Laudamos Magnifiqua eSun
tum prezidio eoutros Salmos finalizando ComaLadainha que aCantauamos
todos Osdias eSaluço a N.S.ª doCabo comaCaLua denoue peças Como he
Costume emtodos que porLi paçam.

  13   Neste dia ficamos aCapa com traquete e mezena por ser ven
to Leste Rijo e contrario ao noSo Rumo de que nos Resultou algum susto e
elequaçaçe mais nos obrigaria a Retroçeder Ocam.º e sair outra ves p.ª fora do
Cabo, mas foi Dš. servido que Rendendo ao outro dia fomos navegando ao
Nosso Rumo com ventos tais que não hauia nenhum que não foçe Rio e em quanto heram nordestes ou les nordestes soSegavam melhor a nau que aLeuaam a huma larga. Mas paçando p.º Nor Norueste não hauia quem aSuçegaçe porçer vento apoupa emque heram descompaçados ao iantar não se pudia comer se não Comos pratos na mam ep.ª se comseruas O corpo Seguro, em as cadeiras hera perçizo estar aSentado Sem olhar p.ª aCompostura nem p.ª aSemetria: A neçéçidade deu industria a famíLia deSua ex.ª p.ª que Segurando:sse ahuma Corda que pacaram ao teto dacamara justa çem o tempo que serviam a menza algumas quedas e sustos por terem la exprementado alguns dias em que lançando os pratos sobre si hiam pa rar de bom:bordo a extibordo mutupLicando Osperigos comos impuLços la Lançando-sse aoçham temendo menos a queda voluntaria do que a pan cada violenta,. Dispos daMeya Nute p.ª Odia obrigados dehuma grande es Curidam Comque SeConfundiram Osares Se ferrou Opano dejchando som.ªe Ouelhacho

209 Bluteau Vol. 2. Não de ruim compass. Em phrase nautical, val o mesmo que navio, que por naõ ter igualdade de peso, ou cargo de huma, & outra parte naõ tem bom assento & naõ caminha bem ...
SoLto

eSerrando:sse Osares todos deRoda Começou aNoute Mais tenebroza que pode fingir a]deya

porque dasque tem hauido Nomundo sera trabalho buscairrhe exepLo; Edezenquietas

asnuveinṣ. Sedespedaçaram ComtāL estrondo que aSustando Oproprio Medo naCom

fozam dosSentidos tanto Segauam Osolhos Comos ReLanpagos, quanto emSurdeçiam os

ouuidos Comos treuois, as peçoas que Seachavão NatoLda Conheçiam:ssse mais pello teto

que pella Vista que hera potencìa que não tinha huzo, Cahiam asuezes tam perto

[p. 13]

OsRayos não Som.te aSendexe Oar, mas tambem SeSentia OcaLor naCara; mais asparo

pareçia Ouento que noprincipio mas dando graças a Dṣ. Suplicando-lhe a noSa saLua

cão nos fomo aComodando Comoque hera Servido: Aqui vimos aquellas Luzes Nastopes

e:emosLais dos joanetes a que os maritimos chaman Corpo S.ṭo, fazendo disto misterio

p.ᵃ Segurarem Obom suçeço da Nau eo crem aLgunṣ. tam ḷnfaLiveL como se fo

cê ponto defe, tendo Comçigo Outras abuzois comforme aparte em que apareçe

edando:lhe diverços nomes pello numaro das luzes commo forma; fazemlhe suas=

emComendaçois Comque Odespedem Logo Com m.ṭas Lagrimas, suluços, eaLtas vozes

p.ᵃ que Suplicam aVenia ao comandante: Pella manham vejo OSegundo piLoto
tirar aesmolha p.ª S. Pedro gLx. por ser nos homens. domar infaLiueL Oaparecer O
taL Santelmo enos lhe demos So. porque Respejta ao S.º, comaCahida doSoL a
CaLmou Ouento aLguma Couza eaomeyo dia nosachamos emaLatitude de 38 gr e
31 m. enaLonjetude de 36 gr. e 31 m tendo andado p.ª OSuL 29 Leguas para
O Norte 5 ep.ª Leste 193 e dois terços E de tarde nos apareceu dois Lobos marinhos La
butando em os mares; efoi Creçendo Ouento deSorte que anoute, dodemaziado paça
ua a furioza tenpestade não que defrença tiveçe esta do que aquella que Sobre
Mos antes depaçar OCabo, Mais doque Sei'naespeçêidade pr.ª porque Com i̇guais sir
rirCuṅs.tançias afomos exprementando. eoCapp.âm Ofereceu Otraquete aN. Sr.ª
da Madre de Ḋ. aquem todos Rezaram aSalvarraynha tanto ComLagrimas Como=
Com Suspiros, aSim fomos paçando aNoute Como Justo que mereçia a tromenta ena
Camara, S. Ex.a com a çua cometiva eComos P.ª es daComp.ª Cantaram aLadainha dos
S.ºs eoutras preçes, que hera tiatro digno deCompacham ver Odiscomodo, Reçeyos=
deafLiçois que todos aLi padeciam huṅh. AMorteficaram:çê Commedo Outros aRo
darem pella câmara ComosReboLois Sem que lheualeçe p<ar>a aSigurança Oestarem
acentadas no cham, houve alguns que por evitarem este dano se ataram com
cordas aos ferras das amuxadas. Pellas duas horas da noute se mudou Ouento doNorueste
p.ª a Sudueste ficando Mais brando Mais m.º frio, eCom esta Mudança nosfomos todos
aComodar porem Como as obras Mortas Rengiam m.º Comas balanças, Ofrio apertaua,
eos Sobre;çaLtos ahinda Senão tinham hido foi baLda toda esta de Lig.ª; Pella M
nham aLgum Suçego tiuemos porficar Ouento Nordeste eSerem Osdesta parte
dONorte Mais quentes; Como OsdoSuL frios! aqui heram os dias tam piquenos Co
Mo Osdedezr.e. Os ares Senpre medonhos egroços, Osuentos todos Rijos porCuºo=
Motivo porpouco quecreçam fazen huma tenpestade.

20 Pella Manham Como Vento Mais aplacado eSeperçizaua puchar pello pa
No Largou Ouelacho oqual Ocapp.ªm tenente Ofereceu aoSr.º amarrado aCuLuna

[p. 14]

De S.ªª Justa. Enodomingo do Espirito S.ºº dia em que SeaCabou anouena
deS.ta Rita como S.ºº dosinpuçiveins Roguaçe aDs pello bonu Suçêço danoça viaje, e
Neste se não diçe miça porSenão aRiscar alguma irreuerência alCaCraçio, e
Comdiferentes Ventos fomos Comaproa aLeste da de Lig.ª denos ComServar Senpre
Nesta altura ComM.ºº pouça diferença do Norte SuL, conforme a feição dos
Ventos que pouCas vezes nos foram escaços; emhuma das outauas navegamos=
Com N.Nordeste que ahinda que fresco Leuaua aNau tam suçegada que paçaua
deandar des milhas por hora, Emhum destes dias amanheceu Omar sem ondas, Oar
Sem Vento, oSeu Sem nuveinš. Oque suposto noshera Comodo não dejchou
denosaçustar deconfiados aconçequencia daquella bonança porSeademirar aNoSaex
prençia deacharmos tanto auor emaquella altura, não Sedomorou M.to tenpo=
aque prouaçemos Verdadejro Onosso argum.to porque Logo aomeyo dia seRevestio hu.m
Les; Noordeste demanejra dosmais enosfes tornar aoantigo trabalho Comque fomos
ferrando Asgaueias aRioand Ouellacho efiquamos emtraquete eSeuadejra que he
ram as vellas que Mais travalhavam; Sam Osares por este Sitio tam medo
nhos principal:m¹e aopor doSoL que fazendo esqueçer Oprigo dasaguas teme=
mais o amiaço das nuveinš. Comestes devertim.¹o nos hiamos aComodando Semter
hora emque Não Ouueçe hum Susto nem inš.tante emque senão adeuertice=
hum perig esqueçido ja dodescanço daNoute deque athe OSono fugia. Emcome
ndando:nos a Dš eaS.ºantonio aquem.
Junho No primr.º demos principio aSua Nouena, eno Segundo fomo aVistar a Ìlha
de S.pauLo abustardam achando:nos emaLatitude de 38 gr. e 12 M. enaLonjetu
de de 94 graus e 12 M. andamos nestes dias p.a OSuL trinta e8 Leguas edois
terços aoNorte 82 aoosete 7 eaLeste 644 poraqui nosapareçemos Sete baleias
ehuma da desmarcada grandeza que pella parte debombordo aCompanhou a
Nau mais deCoatro horas ahinda que nauegamos Comuento fresco Nesta Sou
te Setraualhou incançaveLm.ª Sem descanso aLgum pellas m.ºas mudanças
que Ouento nosfes eComestes mais bonançosos emcLinados alguma Couza p.ª
ONorte navegamos athe.

7 emque fiquamos naLatetude de 35 gr. e 40 m. enaLonjetude de 104 gr.
e42 tendo uençido p.ª ONorte 42 Leguas aoSuL 2 ehum terço eaLeste 141 e
hum terço acabada atrezena daquelle dia Vendo hum das PP.ªs daComp.ª que
alisonaua Ouento eque hauia tres dias que hera mais brando se ResoLveu ache
gar a S.ºo an tonio ComaLgumas Saluitorias escandelizado denos hir Faltanto Com
que nostinha principiado naçua trezena; etirando:lle Ominino dosbraços lhe
prematece não lhedaria athe que ComRespondendo aNoSa deVoção nos deçe uento
[p. 15]
Fauoravell atam Longo Caminho Como ahinda nosRestava; aLgum dosSirir
Cunşt.tantes SeescondeLizaram deuotos daquelle SinSera graça, emais que todos
hum Lejgo daComp.ª aoque mostraua homem deboa Vida o quaL pedio aoP.ª que
Restetuheçe aquelle Sagrado furto que helle ficaua Obrigado a queo S.to se não des
Cujdaçe mais danoSa neçeçidade foi cazo SeLbre que Logo dahi ameya hora Se
Levantou hum ventinho que fazendo:sse de noute fresco ja paçava de fauora
ueel ejunto ao jantar SeConheçia tromenta aqui oSepuzemos vingança do=
Santo Mas ja aRependidos corrobor foi O P.ª que teve aCuLpa anoute aCabada a
nouena pedirlhe Contrito o inSulto daquella ofença, e permetendo:lhe que ahinda
que os seus descudos paççãem aesquêcim, to lhe não daria Mais Semilhante infa
do e que Sellenbraçe deqe pello tenpo emque apetecendo omartirio pertendia hir
aSamiar a africa otrigo puro do euanselho e Regala Com o Seu proprio Sangue
eque aquelle Monstro dasaguas OuoǐnçuLente aoSeu Resp.º Oudesuaneçido
ComoSeu embarque Semque lhecondeSendeçe ComoSeu afeto Obrigar Com teRi
ueinštrom, as a Restetuir Outra ves apadua aquelle Susto daSua aSistençia,
que Os oradores chorauam tam VioLentes Lagrimas como deuotos, que como=
quem tinha a Dº nosbraços nosdeçe aConheçer tambêm agraça daçua m
am, Mas parece quenão Satisfejto ahinda OS.º adesconçolação que tiuera
daquelle Robo Continuou anosmortificar Comdobrado Ventos &Monš.truozas
Ondas paççãos aNoute Com aquella fadiga Lutando osmares athe que pe
La Manham tomando Ouento asforças que nunka teue nospremetia outras
24 horas demais traulhão! Mas foi Ds Servido, que aCaLmando Comhum chu

vejro Sepaçaço ao Norueste enos ficou faucraueL Mas Sem poder SoSegar=

aNau Comos m.to balanços que daua das grandes Ondas que lheficaram; estas Sam

as cordoadas Comque Nos singio S.to Antonio aquem nos portestando não lhe Re

petir motiuos lheuotamos Mayhor Resp.10. hera o frio deSorte ja porqui que

eméLando:sse asmanos aoshomenf. Sem poderem apertar ascordas, fugiam

aotraualho eCustaua m.to aomestre fazełos tornar ahelle porSesconderem pellas

Cubertas comuentos Rijos edemaziados chuueiros Seguiamos a noSa

viaje Como traulhão dopano que nosobrigaua aestes Sobre:SaLtos atheque

no dia

11 Creçendo Mais Ouento Comhumas horrorozas Raıadas fazia horror

aos animos Comaçuberba domar, eMovendo huma grande Refega paçaria ındo

frıueL trom.1a anão termos ja Cahido a m.to menos aLtura mais SeapLacaram=

emoSegueinte dia osfuriozıos aSopsıos daquelle ventıo mais ahında.
No dia 13 não dece Lugar adizerçe miça a S.º An.º e Selheacabou
a trezena: detarde Os Soldados lhearmaram emaCuberta hum grandiozo aLtar,
festijando:o com muj bem Conçertada Muzica que athe ali lhetinham Repetido
Nomesmo Lugar aSua trezena.

15 Tendo ja Conheçido Milhores ventos eexpressando mais brandos
Mares, Largamos mais Confiados asvellas aosuertos mandando:sse hir p.ª Sima
osjoanetes que antes doCabo se tinham tirado; eSedesde antam não tinhamos=
Contado astenpestades pellos dias, poucos foram osque escapamos aosSobre:çaL
otos. Neste ficamos emaLatitude de 26 g. e 48 M e naLonjetude de 121gr.
e51 M tendo andado p.ª ONorte 197 Leguas ehum terço, aoSuL 17e2
terços, eALeste 297 Leguas aquelles mesmos ventos Noruestes que nosmorti
fiquauam emmayhor aLtura comaçua desnaziada os pareza, nosRecriaua
mos agora Mais baichos ComasSuas fauoraueiãns. branduras, Mas paçados
aLguãns. dias SeemCrespou OMar Como esforço deaLgumas Raiadas euiemo:
Nos aCapaçitar que Nesta traveça ahinda dentro dotropico; não estauamos
Seguros asSuas tromentas.
19 Nesta noute nospuzemos aCapa, por imaginarmos perto a=
Nova OLandãa que ONoço piloto pertendia ver Criozo; ea150 braços deSonda
não achamos fundo, pella Manham saLtou Ouento aLesSueste porquenos
foi inpuçiveL Oauistar aterra que pretendiamos, aqui Secantou a mica
aS.tº An.tº epregou O P.º An.tº faLcam hum excelente panagirico que Sa
tisfazendo atodos dezenpinhou OConçisto daSua capaçid.e.

24 Amanheçeu o día de S. João Baptista tam aLegre, pello Claro
doSeu, Linpo do ar, eSuçegado dasaguas; que nosfes exprementar o q.tº vallem
aquellas dias aosnauegantes despois deSofrerem OLauarinto dasoRurozas tro
Mentas; eCaminhando ComoLes Sueste fauraueL aonosso Rumo, Nosachamos na
Latitude de17 gr. e40 M. enaLonjetude de132 gr.e38 M tendo andado=
Mais p.º ONorte 176Leguas eaLeste 107 aqui finaLizamos anouena deS
João que lhetinhamos fejto deutos efomos ja exprementando Otenpo quente
eos días Mañores doque Ospaços, tendo la Osdias paçadas Mais de 80 Leguas
aLeste debacho dotríaL epouco mais de 8 aSueste danoua Olandãa quaze Sen
pre exprementando asuellas ao exceLente vento comque Ds’. nosfaureçia.

28 Neste dia fizemos vista da ilha de Jaba emudando do Rumo Sem
operder dosolhos Corremos pella Costa abacho tres dias athe que porSer pouco

[p. 17]

Oueto etemer que descaisemos m. 10 aoeste demos fundo apr. 3 anCora em

17 braços emhum Lugar emparado dehuma ançiada que fazia ateRa ja perto
daboca doestrejto pella Manham NosLeuamos mas Comtam pouco vento que
Julho asest horas fomos Obrigados a deijtarmos anCora nofundo defronte doestrejto da Son
da Seis Leguas ao tomar doSol deste dia que he emdous doS mês Nosachamos na
Latetude de 6 gr. e 58 M. enaLonjetude de 27 gr. E 16 M. tendo andado Mais p. 3
ONorte 213 Leguas pellas duas horas datarde Selleuantou hum vento a
Noço nauor que apruejtando:o fomos vendo deperto aquella teRa que pello
eLeuado dosmontes eformuzura dasSuas aruores forma huma vista agra
daueL aos olhos edeliçioza p.a ORecreyo as 5. horas datarde dejchamos auLtimia
ponta da Jaba eRestiendo OCapulhinho paçamos entre ailha doprincipe ea
dajaba adar fundo perto daaguada quaze as 8 horas danoute.

No dia 3 pella Manham noscheguamos Mais p. 3 a ilha Cata1a que es
ta huma Legua p. 3 dentro doestrejto deonde Com mais façiLidade SeCustuma
fazer aguada em a ilha da Jaba aLi achamos duas Naus françezes que Como 1n
Comodo dos m.\textsuperscript{10} duentes eaLguns Mortos Seachavam anCorados hauia dias Res frescando a jente: Algums dosnossos Saudozos daterra Sahiram aCatisfazer Osdezejos, Mas de toda esta deLig.\textsuperscript{a} So tiraram aademiração deuer aLiberali
dade Comque anatureza despendeo noSarrado deaquelles bosques, fazendo tã
jLiadas Osarruoredas que nem ahinda aosRayos doSoL concentiam avista date
Ra, aLguãns. quizeram penetrarlois porestrejtas varellas que Selheofereçiam
Mas apouços paços Sedesenganaram que aquello Caminhos Mais heram p.\textsuperscript{a}
aSahida dasferas doque p.\textsuperscript{a} ajntrada dejente; toda esta ilha Medizam=
Ser igualm.\textsuperscript{te} pouida daquelles bosques em.\textsuperscript{10} Mayhores aoSuL, emque não
permite abitaçam alguma aosnaturais, pella parte doNorte he pousa
da dosmallayas, filhos todos dasmesmas terras; abitam OsoLandezes a çid.\textsuperscript{e}
debetauia Cabeça dosestados que puçuem naazia, Conçervam:ce Comos na
turais daterra ahinda que juLgam pezada a jurdição; tem esta ilha aoma
is dellargo trinta Leguas edeConprido mais deduentas Sam OsSeus portos.
ao naçente e\textsuperscript{riam oçao porto Bantam} aboca doestrejto pordonde emtramos
tera huma Legua dellargo athe a ilha doprinçepe, aquaL Sera dedes Ou
doze deSercujto eaoutra boca que forma Com a ilha daSamatra he m.\textsuperscript{10} ma
is Larga mas menos façiL p.ª aentrad

6 Emamanham deste dia, fizeram asNaus fraçezas aVella enos

[p. 18] Fomos aLCatroando a noSa que hia ja muŷ cheŷa deLimos ja satisfej
tos deagua fresqua pellas Coatro horas demadrugada dodia.

8 Levamos ancora eSeguindo Viaje Combom vento vimos detarde asNa
us fraçezas que tinham ancorado nabahia dosbem Vindos, eRecriando:nos Comos
 ancorados da jaba, vimos aonorte asjlhas deCarecatau edevizando ja aSama
 tra anoute SenosesCondeu pella proa a ilha atraueçada pellas 9 horas da
Noute demos fundo em12 braços porSerem estes estrejtos anauegacão aRisca
dos pellos m.10s bachos, Ali estiuemos detidos dois dias por falta de ventos=
Sem que vieçem MaLayos anoço bordo depois dedua outras embarcaços que
Naaguada nostrouçeram aLgum peche, bastantes tartarugas eCoCos, eaLgum
as bananas deque Seruia degrande admiraçao aospraticos por não Ser a
quelle OCostume; Detarde vimos asprayas Cubertas Commais deduzentos
MaLayos que formados emComp.1 as eSuas bandejras Marchuam atam degue
Ra eLeuaúam So Cuberto Oque o pejo iņçina aoCultar atodos Sem que
huzacem Outras guaLas doque osComque ostinha Vestido anatureza aLi vi
Mos detarde huma Nuuem groça que tirando agua do mar Sefaziade
formidaveL groçura aque osnauegantes Nosdiçeram chamaum bonba.

11 Ahinda que compouco Vento avançamos aLguma Couza e demos
Fundo pellas des horas em11 braços aLi vimos duas Naves OLandezas ascuais=
hiam p.a betauia: aoMeyo dia foram 4 moços a teRa aNado deque emforma
dos osmaLayos que heramos portuguezes SeRezolueram atraZernos dosSeus
Mantimentos que Sوردindo aNau Comabundança degalinhas, patos, eoutros
viueres nos Serviram degrande Conueniencia porhirmos jafaLtos de porui
nentos enãoMenos porSer deuistozo Recreyo aNoSo bordo huma grande fr.a
daquelles jentios: aLi Nosdiçeram pello MaL que podiamos perçeber, oSeu
Modo, deexplainar que Omotiuo de não terem vindo abordo hera porlhe pa
reçermos OLandezes de quem Viuem esCandellizados eque ajente quetinhamos
visto formada Comaquelles paus Compridos asCostas andauam aCaça de jentio
doMato Comque andauam naContinua batalha emCanpo eoutros Nos
uenderam aLguñs. Cabritos eduas bufanos; eouue taL que pedindo:nos p
oLuara eballa, emmenos demeya hora nostrouçe dois porcos brauos ehum
as pontas deuiado pornosmostrar que detodos aquelles devertim. tos abundam a
quellas terras hum dosporCos nosLoderam porduas facas framenjas mercaduri
a porque troCauam M. to Mantim. to efaziam grande deLig.: detarde SoL

[p. 19]
Soltamos asuellas mas Logo anoute demos fondo defronte dajlha atra
ueçada em 27 braços.

No dia 13 pella manham Leuamonos ja naComp. a dasNaus francezas edej
chando pella poupa hum ilhote aque chamam Obotam paçamos Ooutro chama
do Obarrete fugindo ahuma Rocha que tem aoSudeste 14 pes de aLto; Ja Com
grandes CaLmas porestarmos Vezinhos aoSoL efalto dosuentos entre aquelles e
Leuados Montes demos fondo de fronte daporta de Bantam. Obrigados dos
grandes Correntes que aqui ha Sem ReguLaridade aLguma, pos vazan
do Omar 20 horas, encheo Som. te Coatro; Sem que ahinda este Caculo=
Seja Ordinariam. te Serto pello que fomos exprementando portodos esteses
trejtos. Nodia 14 Recolhemos amaRa Mas Semprouejto, porque a
falta dosuentos noLafez Largar Outra ves. denoute SeLeuantou aLgum

Vento que Valendo:sss Osfrançezes delle aoamanhaçer Nosdezapareçeram.
eSo Conheçemos huma charrua OLandeza que hia p.ª betaui. Solta=

Mos asuellas pellas Seis horas damanhon edemos fundo pellas Seis datar
de em40 braços; Ecommende dosbachos dasduas Irmaãns. deque Nos juL_
gauamos perto não aproueijtamos hum Vento fauoraueL que nosveyo=
anoute; Que Nodia 16 nos ueýo aproa; eancorados aLi todo O
dia finaLizamos anouena de N. S.ª doCarmo aVista dem.ºs ilhotes deque
he este mar pouoado, nauegamos.

Odia 18 emque descubrimos a pr.ª das Mil ilhas, edejchando aLeste
aNos devaCa Nosficaram Aoeste huňs. ben perigozos bachos; Segiamos a
Viaje Combom vento athe.

Odia 20 emque fizemonos perto daJlha deLucopar emcuja Sirco
nferência ha m.º perigozo Risco Ohir poresta parte, Rezão porque noschegamos
Mais aSamatra emque prinçipia Oestrejto debanca: aqui achamos termos
andado desde Oestrejto deSunda 50 Leguas. Pellas des horas do dia fomos=
entrando Oestrejto, que Seforma emaJlha debanca eaSamatra que he tão
bacho pella entrada que hia oLeme Laurando Lodo, mas Segindo Combom Ven
to la depois depaçada aJlha depuLunanca aouirar a tercejra ponta da
Samatra demos emçelo ficando pegada no Lodo em 22 palmas de água

Oque nos fes bastante Cuidado e Susto, aos menos esperientes destes a Cazos

[p. 20]

Que Sam poruains nestas paçajes, alguns delig. as Sefizeram, Comespías

pelo Cabrestante, porem não Seruiram mais que detrualho apobre jente e Com a va

zante da mare achegou aficar em quattro palmas de água.

Em o dia 21 ate ode 24 ficamos dama mesma Sorte Comodespendio de 50 pipas
de água que Seuazaram nororam, enos Safamos aforça fdo Cabrestante ficando a

Nau em nado; de que Recebemos M.to parabeiñs dees Caparmos daquelle Susto

ainda que não estauamos Liures dosm. os que aqui Seencontram emos demaziados

perigos que ha, e Segindo Ocam. o Sundamos as outo horas danoute em 11 braços

junto aquesta ponta da Samatra terra sumam. te plana poresta parte ebem

furneçida dearuoredas, he dos maiores ilhas que tem aaziã porter de compri

do 220 Leguas de Largo 50, ha ne Las m. rejos Sendo Oprincipal achem

não fazem nella Comércio Outras naçois da europa que os o Landezes e ingLe

zes, em que tem duas feitorias todas asnoutes estaua nesta tera fuzi Lando 0

Seo Com Repetidos chuvejros, e m. as Mas Sametras: A ilha debanca he m. to ma
is pequena porem vistoza eSo abitada dosMaLayos.

22 Segimos Onosso Cam.º Senpre Comopurumo Nanau, epaçando defronte daRibr.: dePutibu Obseruamos Oarebatado dasSuas Correntes pellos monstruo zos aruores que andauam aRoádas aomar; aLi enContramos Comhuma chalupa o Landeza deque veyo hum tenente abordo, eprezentiano:ssse OsCappitois departe a parte emfeirou Onoço Capp.am m.tas Rotas; Comhuma Ordem que ao portalo pos p.a que ne m hum Seutulizaçe deaLguma que desgarrada vieçe a'nda que pello Seu dr.: querendo ińcherçe Som.te eque ninguem daquella Cometiua Seutulizaçe da ma is minima: nadespedida Nos Salvaram ComSete peças enos lheRecebemos Com cinco, epor aLgunş. bancos que ha perigozos defronte daponta de BataCarang de mos fundo aNoute en noue braços pella Manham dodia;

23 Tendo ja auençado OCam.º poreste estrejto em35 Leguas nosficou aosueste aponta deMonopi ULtima debanca Safando Liure doperigozo Ro chedo defeferique. anderique que porçer OCuLto epouco fundo tem feito ja Naufragios aaLgunş. Nauios: pella tarde nosficaram aLeste asSete irmanş. epulutaja aoeste Segindo Combom uento Les çueste fiquamos aoNorte.

Nodia 24 noiquinoçiaL tenendo auençado Mais p.a OCam.º 36 Leguas; A
quì a ComasaramaRas Recolhidas ObSeruamos oSoL Oqueateh aLi Senão tinha
feito porque Oembaracauam aSSerranias daquellas Íhhas enosachamos em11M.
aoNorte deLatitude enaLonjetude de128 gr. e11 M. Noedia da S.²ª S.¹ª anna
lhefinalizamos aSua nouena enauegando Combon vento fomos.____

[p. 21]
No dia 28 auistos Pulo Candor Íhha dasmais aLtas que porLi seencontram.

No de 29 SedesCobriram as tres irmanš,²¹² eanoute Seformedo emas nuueinš huma
Samatra, hum arco iris ComaLus dalua tendo So adefrença dosque mostra OSoL
emSerem aScores deste, tam Viuos como daquelle escuras! Neste día obSeruamos
aLatetude de9 g. e34M. eLonjetude de130 gr. tendo aumentado mais anoSa
jornada em 170 Leguas ehum terço aoNorte, e61 edois terços aLeste.

Agosto 3 Fugindo aobacho doandrade Lauda deLacrau e Vegia²¹³ que porSerem es
Condidos debacho da agua se fazem M.¹⁰ mais perigozso.

Enopr.º deagosto aoeste debacho doÍngLes enoSegundo aLeste doCordam deS.¹⁰
Antonio²¹⁴ emCuã aLtura nosuimos Sercados detrouoadas eComouento todo emcoL
ma temendo aosuentos que nestes mares chamam tufois, deCuja vioLençia não

²¹² Place name
²¹³ Place name
²¹⁴ The cordão de S.º Antonio is a group of islands located at
ha Cautella que Quite perigo; nem Cujd.\textsuperscript{a} que poupa Oestrago! PorSer tam furio
zo aosSeus impulços, etam vario nasSuas Mudanças que aCometendo estantania
M.\textsuperscript{a} todos OsRumos não ha vella que Seperuenha nem Mastro que oSusten
te: epaçando porbacho do SoL ficamos emaLatetude de 16g. e30 M. enaLon\textsuperscript{e}:
tude de134 gr. e12 M. tendo andado p.\textsuperscript{a} ONorte 124Leguas ehum terço ep.\textsuperscript{a}
Leste 42. Comm.\textsuperscript{as} treuoadas echuvejros fomos paçando ComadesConfiança
dosuentos daquelle Sitio, aCautellados Nopeno athe que.

No dia 5, fazendo vista da ilha doLeme, nosachamos aLguma Couza a
Leste da ilha dosLadois, pordonde seCustuma intrar p.\textsuperscript{a} MaCau; aLi enCon
tramos huma Nau dinaMarqueza que Correndo amesma fortuna, andaua=
nadeLig.\textsuperscript{a} de Sepor aueste, aCu\textsuperscript{o} Rumo Nosheram Contrarios aSim osuentos
Como OsCorrentes. No dia 6 emque aCabamos anouena de S.fr.coXei\textsuperscript{.}
porque nos Liuraçe deaLgum perigo i\textsuperscript{a} que paçavamos perto da ilha de
chan glhe chuen\textsuperscript{216} OuCanciam emque D\textperiodcentered. foi Seruido aCabarlhe ostrualhos da

\textsuperscript{215} The Jesuits on board appear to have dedicated this voyage to Saint Francis Xavier, founding member of the Society of Jesus, whose fondest hope was to one day extend his missionary labors in the far east to China. However, en route to China he was forced by illness to stop at Schangchuan Island, where he died. Their schedule of novenas was so accurate that they finished his novena on exactly the same day they sighted the island.
vida; e Leuallo aodesCanço dagLoria. Euendo que anossa deLig.² dosbordos hera balda demos fundo em 35 braços fiquando na Latitute de 21 gr. e 59 M. enaLon'etu de de 132 gr. e 46 M. tendo andado Mais p.a ONorte 104 Leguas a Leste 6 e hù.
terço aveste 36 Leguas detardeNosueyo abordo hum chino que Ofereçendo:sse pratico Oaçejtamos gostozos; porfugirmos aosm.²° Sobre Saltos Comque andauamos naquella paraie, Comm.²° tresuoadas echuejros Nos Resoluemos fiados no pratique aentrar poroutra boca emaquaL fiquamos l'a dentro.

Em o dia 9 tendo andado mais p.a ONorte 8 Leguas e p.a Leste 34 demos [p. 22]

Fundo porautella.

Emodia 10 Obseruando boa paçaje, fomos Segindo OCam.º Senpre Comopurumo Na Mam ja na Comp.a dodina Marques que deoutro chino Seaprouejtou: eporentre aque llaś ilhas que Sam M.²° Sem mato, eaLgumas tam aLtas que dejcham asnuueinś. Por bacho dellas; Ahuma detanta aLtura Sem Mais SirConferencia que Oque basta deSustentar aterra que SeeLeua de Cuα altura Sae huma fonte deagua que Lavando:a toda emRoda forma tam Vistozam.²° CristaL ComosRefleços doSoL; que

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²¹⁶ Shangchuan Island was one of the first factories established in China by the Portuguese in the 16th century. It was abandoned in 1557 when the trading post in Macau was established.
aínda aarte não Sabe Como anatureza fabrica aquellas fontes deprata: a

Noute nosSeguramos ComaanCora a'udados dehuma Samatra fomos dar fundo
emaCajpa porto deMacau.

A onze deagosto junto asdes horas dodia fiquando nalatitude de22gr.-
e15 M. enaLon'etude de136, tendo aCabado anoSa jornada, andamos mais p.ª

ONorte 14 Leguas eaLeste 28 eConstou ter Caminhado aNau athe esto porto

7000 Leguas Oque Conş.tara asderrotas dosnoSos piLotos; eSem que noespaço de
todo este tenpo nosmorreçe peço aLguma: ede90 peçao que traulhaua na
manobLa daNau Metendo emConta OsSoLdados artilheiros etronbetejros nos
adoeçeram pellos estrejtos 50 etantos homenš. pertençentes aLabutacão daNau
aestes acodiram OsP.P. daCompp.ª eS. ex.a lheReseruaua daSua Menza o pã.

que hera dor deCompachão Ver que Senão achauam em cada quarto Mais doque
noue homenš. p.ª Mariarem. ________________

PorCarta que doRejno Receberam os P.P.daComp.ª emaspr.ªs Naus îng
Lezas que chegaram nesta Munção, SedeeuuLgou aSerteza deque S.Mag.ª
fedelícima eMandaua nopez.te anno Embachador aoEmperador dachina;

aCuja Notícia dellig.ªe Ogouernador que antam hera V. E MeL. deMello
Mandou huma Carta aos do Senado p.ª que peruenindo: sse na apozentadoria do em

Bachador Seanteçipaçem asdellig.ªs perçizas a Cua chegada: Compouco agra
do pareçeo, Receberam Os Senadores esta Nouidade, emhum detreminado por
testo que estendido portermo Reuestiram Como escudos que Osdefendeçe aosne
ceçarios gastos daquella embachada; Não Sej²¹⁷ SeesCandalizados daquelle
grande despendio Comque naoCaziam paçada Setinham estragado as Rendas
dotribunaL, OuSeauizados da Reta Conçiençia Comque deuiam ḟ quinomi
Cos gouernar Opouco Comque Seachauam emaquelles annos.

Apoço que tomou Onouo gouernador SelheSeguido tam bem O Ḟ incargo

²¹⁷ Primeira pessoa
Asia em Macao

Daquella de Lígia que âchozo SoLicitou Commayhor afeto por Seçerteficar jn falivel ainda do Embachador, pello que diçe huma Nau franceza que esteue an

Corada no estrejto de Sonda Comaportugueza; poucos dias heram paçados quando Se auistou a fragata que pello destentiuo dotope, daua Serto Conhecim. to de S.

ex.ª eancorada no porto deaquella Sidade a11 deagosto pellas des horas do dia aSaluou afortaleza de Monte com21 peças e não menos adeN.

S.ª dagua, aque ComRespondente a Nau cortiou politica Com/gualL

NumarO atodos.

Apouco tenpo paçado, chegou aBordo hum carg. to Mor daquella praça

Comordem dogouernador a Comprimentar pulitico ao Embachador, fazendo:lhe aquelles oferecim. tos que cabiam emogenerozo animo dequem Osmandava.

Nesta Mesma hora tinha S.ex.ª expedido p.ªteRa OSeu mordomo e hum gentilhome aentregar ascartas de S.Mag. e que Ogouernador Reçebbeo

Comhuma Salva geraL detodas asfortalezas, eoSenado asaSejtou Com uneverçais Repiques detodos osçinos, publicando:sse aomesmo tenpo Com

vozes de bronze e Lingua de fogo a Suma veneração que dauam asordes
do Reý: egrande alegria que Secomonicaua achegada doembachador, aqui

Selesfes Ojusto aosdagouernança, Conhecendo que agradeza doseu Mo
Narqua, abrindo Ostizouros dagenorozidade mandaua gastar commam

Larga aCosta daSua Rial fazenda q.foçe perciza aesta função Sem
desfrauda:çe OSenado ema minima parte, aoSoLtar daterra Oescaler=
doMordomo Salou huma dasfortalezas com11 peças aque aNau não me
nos pulitica que atençioza Sejustificou ComRespondente agradeçida; O
procurador doSenado Veyo daparte daCamara fiŁíçitar aboa viae
do emBachador, aque Seguio Comurbanidade Manoell deMello, gouer

ador quetinha acabado mandando aigail delig.1 hum Capp.am deemfan
taria: Omesmo fizeram peçocalm.ie osperlados dasReligiois, m.ros Religiozos,
eoutros equeLiziasticos, Cabida emoradores daterra: Detarde mandou O
gouernador p.abordo humpiloto pratico que ameteçe athe OLugar Costu

mando da:amarração, porcer Ofundo daquelle paço dificultoza emtra
da de Similhante grandeza; eComo atençam deste Causalhejro paçaua

[p. 24]
Ainda adiante, Segurando sse os Seus quilates\textsuperscript{218} Nadetremi\c a\c c\a o deman dar ne\c e mesmo dia por aporta dascozas que Seperparavam apozentadoria huma Comp.\textsuperscript{a} deguarda pella Rez\~ao que fazia aquem asvinha OCupar.

No dia \textbf{12} veyo OSenado em corpo decamara auezitar Oembachador.

ainfantaria daguarni\c ao da nau osRecebeo formada natolda comaquellas Cortezias Melitares diuida aRepresenta\c \c o daquelle Congre\c co, e nadespedida OSaluou aNau Comonumaro detrezepe\c as, eneste Mesmo dia, detarde=

Mandou Ogouernador porhum a\c udante Saber daSaude doembachador=

Comhum grandiozo prez.\textsuperscript{e} emque Competindo adauida ComoResp.\textsuperscript{t}o podia ser uir de imula\c c a\c o aoanimo Mais generozo; a que Obriguado S.ex.\textsuperscript{a} man dou Saluar adespedida doajudante com 11pe\c as que as aSejtou huma das fortelezas.

Em o dia \textbf{13} Vieram abordo Ogouernador actua\L eoque ti nha acabado auezitar S.ex.\textsuperscript{a} aCuja \c ntrada chegaram Osgentishomen\c s.
aoportal, ea\c nfantaria daNau OsRe\c cebeo Melitar m.\textsuperscript{t}e ematolda SaL vando aNau com 21 pe\c a, enadespedida Com\c igual Numaro Sem que aes ta aten\c a falta\c çem asfortalezas; EaCamara tambem Sen\c ao poupou aos gastos Comque neste dia detarde Mandou abordo comprimentar a S.

ex.\textsuperscript{a} comhum primurozo Refresco.

\textsuperscript{218} Bluteau, Vol 7. Quilate. Na opini\c o de alguns, Quilate se deriva do Latim Quid latet, porque o quilate he h\u a declara\c a da fineza da prata, & ouro, ou do pezo das pedras preciosas, a qual fineza, & pezo, s\~ao como qualidades occultas, que pelos quilates se manefest\~ao.
No dia 15 de agosto, detarde emque Sachavam ja perparadas asa pozentadorias dezenbarcou S.ex.a tendo Opr.º Lugar dagrande Cometiua deste dezenbarque, varias embarquaçois dealguns Moradores aque SeSeg uiam Osofíciais daNau; Jmiddia aestes Oscriados deS.ex.a deuedidos em des esqualeres curioza m.º guarnecidos, decustozos toldos que Ogouernador tinha aprestado p.ª aquella hora destingindo estes dois emque hiam OSe Cretario ComCoatro gentishomenz. Sentado Sobre almofadas deuelludo a zuL com franjas de ouro que Cobriam hum toldo acharoado²¹⁹ deazul eouro Combandr.ª dearmas Riais pendentes emapoupa: Nooutro hia S.ex.a— Vestido deSeda agaloado deprata Sentado emhuma Cadr.ª debraços, deueLudo azul bordada deouro aque fazia Sonbra humtoldtdo deCouro emCarnado, acharoado deouro Combandr.ª comarmas Riais napopa eestan darte Custozam.º bordado Comasmesmas emComp.ª doembachador hiam m mordomo eestrierejn edois gentishomenz. enuproa SinCo afres Seus

[p. 25]
Tronbateiros Comçuas Libres tronpas eClarinz. deprata nas tronbetas Leua uam suas bandr.ªs deSeda verde Comarma Riais deprata Seguiço Odestado emque hiam Osdois ajudantes deCamara eeste mas bem Ornado eSuposto que toda a Cometiua traziam Vestidos agaloados deouro eprata p.ª as funcois desta emba

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chada, pareCeu Conveniente porçiachar ainda nosduminios deportugal Segir a

Obseruação daparmatica eSo Oembachador pordestição doCaracter OLeuaua nesta

Ocaziam: Todos Osescaleres Seforam Seguindo Comforme adestinçam da

famiLia, Sendo oponultimo OdoSecretario, eouLtimo Odoembachador; em

Cu'a Retaguarda Seuia a Infantaria da Nau ComSuas Ofeciais emhuma

Lancha armada deguerra Combandejras e famullo.

ASa'ida de S.ex.a daNau SeaRiou abandr.a dotope220 eSoltando jn

finitos gallhardetes, famuLos ebandr.221, Salvou Comtoda a bateria; aCujo

auizo principiarão asfortalezas deterra eosnauios domar aLevarem pe

la Vos daspecas Oestrondo athe asestrellas, Soando aomesmo tenpo nosmontes

oseCos deaquellas Vozes, Comque parece aterra inviioza221 Repetia naConcauida

de deaquella Saluas porque não foçe Som.te dosares agLoria detanto apl.

auzo; as Naus que Seachauam emaqueuelle porto faziam agrad aosouídos,

Com a armonia dasSuas arrelharhos, eprespetiuu aosolhos, Como matizado

DosSeus pauzes,222 eestendido desuas bandejras, toda esta Cometiua porlon

220 Bluteau Vol. 8. Tope da gavea. A summidade, ou ultima, & mais alta parte do navio, como se disseramos, o mais alsto, em que topa a vista.
221 Invejosa
gada Comboa forma hia marchando na hordem ja Referida: aplauçebe

Lidade destes Cortejos fes tam Curioza atenção. doschinos, emoradores da

quella Sid.° que enchou depous asmarges daquelle Rio. formando:sse

tam pupuLozo aquelle com ComCurço que podiam contar:çe osomenš. pellas

aVejas: Napraya Seachaua ¹regida demadr.ª huma mgestoza

ponte emque dezenbarquando aíente pella hordê Comque chegauam as

embarcaços deram Nesta demora Lugar aque alancha da Ínfanteria—

Seadiantace aoescaler de S.ex.ª eoReçebeçe naponte formando duas fi

Lejras Comque lhecubriram a Retaguarda duas Sentinelas avançadas deCa

da Lado, aCabado Odezenbarque daCometiva chegou Oesqualler doembacha
dor que Ogouernador Sahio aReceber nouLtimo degrao daponte edando

lhe OLado direjto Semeteram entre OSenado perLados dasReligioinš.—

[p. 26]

EqueLiziasticos emais nobreza daterra que Oestauam esperando naque

lle Lugar eforam conduzidos aSua apozentadoria, pordebacho defrondozos arcos
curiozam.²ºguarnecidos, eporentre duas aLas deSoldados daguarnição daCida

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de, que Regulados emboa Ordem Ocupauam todo aquelle terreno que vaj da praya athe apozentadoria, pizando asfLores Comque Ocham Seachaua ma
tizada:. Sam estes hum dosmayhores Edefições que tem Macau, emcu'ia
vista Seenobreçe aquella Sidade, e fas conheçer aosenerozos animos Comque
Sealentaram Osportuguezes que a fundaram; Todas asCazas que heram m.tas
Seachauam adornadas custozam.te, dedamasco amarello cadejras decharam
menzas eespelhos comResponse:entes: Emhuma destas, tapizada ComaLcatifas
deSeda, Selevantaua hum estrado Comdois degraus, sobre oqual estauam du
as Cadejras huma de braços eanbos de veLudo Carmezim, que asCobriam hum
duceL dedamasco da mesma cor, Cobertas asparedes anbos dehum eoutra
Sala com huma armação mais Rica que hauia naqueLa Sidade: Apor
ta daSalaVaga Sepos deguarda aComp.a dossoldados doRejno que S.ex.a tra
zia Comçigo emaNau; enadaRua, ficou aque estaua daterra: Nestas Cazas ha
via huma porta particuLar que Seadornou p.a Outra morada emque sefes
a pozentadoria do SeCretario daembachada.; que p.a Cu'a porta daRua Sahia
guarda dado embachador, Todo Ofausto deste dia epompa detanto Ornato se
deue ao cujgado dogouernador, pois Semque Sepoupaçe aotraualho, Ou
fugiçe, aaLgum descomodo! Jnspirou zelozo tal brio, nosatenuados a
nimos daquelles Res publicos que a ñda na pobreza doSeu Senado, ex
çederam Agranadeza doque podiam; Aopasmo doschinos ñgualou a
demiraçam dos portuguezes, etodos Confeçauam Uniformem.酊 Senão po
dia achar Mimorias antigas que descubriçem emMaCau algum ex
enplo daquelle dia, eque apaçar dalli podia estragarçe OLustre; es
ta vajdade tem ñfundido humtal çoçeja emoschinos, que bem mostra
ram noResp.酊 que Conciliaram aoembachador quando SeLeuam dasapare
nçias; Osprimejros tres dias Segintes, foram mais Continu:os que Con	

tinuados pois Souberam Osmoradores Suprir tanto afalta doSol Com a

[p. 27]

Abundancia^223 dasLuminarias, que equiuocando:sse Osdias com as noutes—
tieram pelo aSSonbras dechegar naquelle tenpo aquella Sidade, e não
SeContentando So ComaClaridade daterra, nem Com as estrellas doSeu, qui
zeram que athe a esfera doar, Resplandeçecem asSuaS Luzes, acendendo
de varias foguetes, que Leuando:sse Suberba:m.酊 hunş. aRebentauam
degosto, Outros chorauam de alegria: Detodos estes festejós se mostrau

^223 New handwriting begins at the top of this page.
am Osçinos Contentes Sendo todo O:oreçinto daquella pouoação, hum Sober
bo monte dealegria: Sucegada mais aquelle fadiga dasuezitas que SeRepeti
ram Aoembachador! Conçiderana S.ex.ª forCoza aneçedidade deComunicar
açua cheguada aosmandarinš. do ſuperio, p.ª que Viheçe Ordem doEmpera
dor de podrºntrar; eConheçendo que as pulitics daquelle ſuperio tinha=
mais deenpertinenças do que deSivilidade, chegando tanto oSeu abuoz que
athe daCor dopapel fazem misterio224 deSoberania; edopequeuos dos Caracte
res desprezo deUmiLdade; porque Senão aRiscaçe aque os estimulaçe, Comal
gunš. termos menos adeuertidos Ouaque: lhedeminoiçem OResp.¹º Comalgu
Ma vaľdaſe demyhor Suberba: Ordenou aoSenado tomaçe porçuа Conta
aquelles auízos pois ſa Como Costumados aestas comRespondençias, não lhefa
ria nuuidade qual quer Reparo; fazendo Comtoda aCautella que Sedes
pediçe aCua Custa hum proprio Ocultam.¹ε p.ª aCorte depekim ComCartas
Suas edaRainha May p.ª OP. agostinho alerestem danaçam alamoa =
edaComp.ª deieuz prizidente damatatica emaquelle ſperio aquem

224 iDicionário Aulete: Fazer mistério (de). 1 Não contar, não revelar (algo) criando
suspenç: Fez mistério do que foi decívido quanto ao
entregaua adelig.a deaquelle Negoçio, p.a que tratando:o Sulícito Ocon
ceguiçê doemperador Comadeçençia que Sepertendia, Omesmo fes aobis
po de Pekim eaioutos P.P. daquella Corte.

Ainda não Cançado Oanimo dogouernador Comgrande trualho
Que Selheçeguiu atodas estas despoçois quis Crear afesteios detantaLus
Comaçua propria Liberalidade; Fazendo que Naultima Noute Su
ace nacalalla vaga de S.ex.a huma agradauel Serenata debem Con
Certados instrom.los eSenoros MuziCos emCu'a Conçoançia Se Rebata
vam tanto OsSentidos que não fiquaua Lugar aoConheçim.to p.a Saber

[p. 28]
Desernir SeSepaçaua aquella noute em Macau ounosmais bem
a iustados Conçertos emaCorte.

Ja quando OSenado Satisfes aosauizos que Selhetinham Ordenado,
foi atenpo que estauam Cujdadozos Oschinos! lhefizeçe çaber quem tinha Vin
do Emaquella Nau; EComo esta naçam viue naquelle indesceret Con
çiste deSerem Supriores asmais domundo! Conçeruam errados osSeus estilos,
denomiaram tributario aqual quer que Obusque pulitico: porCujo formoLa

225 Consiste
A resposta trataram Comeste nome aoembachador; perguntando Saber, quantos eram ascachas daquelle tributo: Aque oembachador fes que SelheRespondeçe; não vinha a pagar tributo, mas So Sim, a Comprometer aoemperador da parte do Seu Soberano, que hera hum Monarqua= Aobsuluto! e independente, Sem que nunca paguace tributo aaLguma potência do mundo; antes Otinha Recebido pormtas vezes dos mais Reeseys daaquella aziã; eo que trazia Conçigo hera dadiua Emimo graçiozo que Seuninha Ofereçer aoemperador! e que SeaCazo Continuaçãoem aquelle jnde querozo tratam.to seaRiscuam afurustrar agLoria que puidam Rezultar achina Nesta Embachada: Não Seleuou apertenazia dosmenistros da quella Respulica, p.a que dejchaçem deContinuar inpurdentes Omesmo estillo nas Segintes chapas, Continuando Senpe OSenado tam Rezuluto, Co madetremínção deS.ex.a em lheasarguir demenos atentos; Comedindo:ssse 229
detaL Sorte estas expediçois pellos Lemites daquellas Maçimas; Comque

226 Caixas
atendendo as Rezois pulíticas da autoridade Rial não perde:mos nunca
deuista, aquella esperança Conque deuiamos Custentar Catolicos OsReligi
ozos finš. Comque apezar detantos dispendios Setinha detreminado es
ta embachada, Todas as desputas que Segastaram nestas Contendas, des
trebuidas por 11 chapas que chegaram dediverços Mandarinš. Viheram
aparar NauLtima RezuLcam depedirem ao Senado huma Listra230 da
quelle prez.te ComaCLauzulla deque podia entrar Oembachador quando
lhe pareçe Sem que esperae hordem domemperador porSeComformar O
anno quarto de ýunchim. Aque SeRespondeo que ascouzas doprez.te=
Como heram deRej p.a Rey, não pareçia justo Sedeçe aRezenha dellas

[p. 29]

Apeçoa alguma Sem expreça Ordem domesmo emperador em
cuía Rezulçam firaria firme S.ex.a Como Tambem nadeque p.a jntrar
no inperio lhe hera perçizo receber Opermiso adonde .percebindo pr.p. huma
chapa pubLiCa naquella Sidade que Riscace daprezunção aoschinos aque
lla errada idea detributario; a que dera Mutivo a inđeência dostermos

230 Bluteau Vol. 5. Listra. Risca no panno, com bastâte largu; largura, de alto para bayxo, com difference na. cor. Naõ acho no Latim o seu nome proprio; Listrar com varias cores.
Comque se tinham Revestida as suas chapas eque nesta Serteza podiam

Suspender Suçegados aRepetiçam dosnouos auizos. huma Nutiçia

Setenbro Tam Ruzuluta fez que Vieçe aMacau, o 11 deSetenbro, Omandarim-deançam que tratando peçoaLm.1e amesma delig.ª ComoproCurador doSena
do; SeRetirou Como dezenganado deSimilhante Resposta, eSem que—

falaçê aS.ex.ª Como pertendeu, pornão Ser dosdaquella Ordem a que
m Oembachador hauia Receber açua prezença, poucos dias paçados a

Saida deste mandarim veçyo outra chapa Sem emmenda nemhuma

daquelle Nome; ecomo S.ex.a tinha dado Ordem aosdoSenado lhes não—

Mostraçê Mais aschapas emque Secontinuacem aquelles erros, lhes Resp

onderam Sem Outra aLguma Satisfaçam mais doque deClararemlhe

aordem que tinham doembachaor: esta njupinada\textsuperscript{231} Resposta tam delibera
da por emtal Cobardia Osanimos de aquelles menistros! que se não

teve Ofruto deosemmendar, pello menos nosConçeguio Oprouísto de

huma total Suspençao dasSuas njpertinençias: athe que perpiçiona

ndo:sse Otenpo chegaçê daCorte aultima deSizam\textsuperscript{232} daemtrada do emba

\textsuperscript{231} Inopinada
chada do embachador; Em todo este tempo que Seçuspendeo afadiga ou

Secanço a |n|pertinençia, Continuaua Ogouernador emosmais dosdias

asVezitas a S.ex.ª, e ainda que esta Orbanidade foçe primogenita apu

Litica do Seu Naçim.ª; não dejchou deleuar tambem Mesturada algu

Ma Maçima |nd|ustrioza daçua grande Capaçidade, p.ª que daque

Lla Repetida atençam, arguiçem OsChinos huma |nf|aliueL Serteza

doResp.ªo que Sedeuia ahum Menistro PLiniputenciarío, de PortugaL: E

formacem ComRespondentes Conçeijto agrandeza do Seu Caracter: eComo a

vajdade noschinos he Opr. o Mouel comque Selhesobriga Mais a atenção

[p. 30]

ESejam tam dados aos Respejtos do Seu Monarqua, quepaçam nascou

zas que lhe pertençem depuliticas a Ser |d|olatrás; Ajustouçe Conueniente fazer

çe pubLico estimação daquelle prez.ª que ja naquella Sidade paçava Como po

rprio doemperador, Conduzindo o aCaza dogouernador, que Sem descanco aLgū

a fadiga detodas estas despoçois, quis Ser Ounico a tanto trabalho: pois ja os
domesticos, ja aosextriores, Sabia aCudir tam pronto que fazendo |n|ueja aos

Mais Obrigados; Nam Siria agLoria detanto Lustre aoutra aLguma peça

|232| Decisão
detreminando esta Conduzam pella Manejra Seginte, estauam OSSoLdados doRejno desde açala Vaga de S.ex.athane aporta dopatio emduas bem Re
guLados filejros Comasbaunetas nasarmas eRecebendo nomeyo Os29 cachois do presente que Carregados porOmenš. brancos hiam emfilejrados adois Comčinco Cafres diante Vestidos delibres azuis agaloados deprata galois no chapeus da Mesma Cualidade epelumas branCas toCando emSenoros cLarinš. deprata de que pendiam bandejas deSeda emCarnadas earrmas Riais Custoza m. tebor: dadas deouro eprata, EComoSenado daCamara homenš. bonš.edagouernan ça daquela Sidade que detras Seguiam aSultimas cachas, foram Seg. indo aoLargo dasCazas deS.ex. emque Seachauam duas Companhias da guarničam dadita praça, que dezembaraçadam. te. edastres formaram pro ntos huma praça Vazia emque Receberam Cortezes aquella Cometiva Regulada Como Saía; epuchando poreste Corpo OCapp.am Mor Simam Vi çente Roza foram Melitarm. te Marchando aotoque dascachas edosclarinš. eaomando doalferes Manoel barreto: emtitulado Aosair daporta deS.ex.a auizada afortaleza domonte, deu huma SalvaRial que aNau doRejno conRespondeo e foram jmitando asque Seachauam naquelle porto; Aodescubrir asCazas do
governador Salvou Outra vez afortaleza Com Semilhante Numaro depeças,

Aochegar daporta, fes abenguarda dainfantaria hum Cuarto de Comuer
çam dosentro p.ª OsLados, dando Lugar a que Intraçe Oprez.tep.ª Caza do
governador Como Sahira dade S.ex.ª, fiquando aSim a infantaria defo
ra manejando asarmas Comçes desCargas porpolotois. Esta ponpoza
forma que aSim Ordenou aMelitar Ídeya doguernador, fes agradob=

Uniuerçal atodos Osque auiram, eSaptifses Noaefecto dos interésados—

[p. 31]

Odezenpenho que Seapeteçia nestes dias chegou anutici deque tinham

Saido daCorte dois Mandarinês. daquinta Ordem Sendo hum delles OP.eagosti

nho aLerestem prizidente damatamatica eVizitador geral dos PP. Jezuitas
dadestrebuiçam dachina, que este foi nomiado pordeçreto doemperador Eoutr

que hera hum tartaro foi Nomiado pellos tribunais p.ª Conduzirem Oembacha
dor daçid.deMaCau athe PeKim.

Aostres Seuejo afazer mas Serta porhuma chapa que mandarão

OsdeCantam, p.ª que OSenado tiçe perparado Coatro Moradas deCazas gran
des eoutras tantas Mediores p.ª Outros Mandarinês. que vinham aCompan
har Oembachador deportugueS. Afiliiedade Comque hiam Correndo todas
as Couzas animauam Ogosto, eaesperança que Sefortaleceu mais aodispo
is Coma Serteza jnfaliue do\nspl\nCaueL Contentam.\textsuperscript{10} Comque aSim O
emperador; Como Tambem Osministros daCorte acejtaram anuti\c{c}ia da
chegada doembrador; pos aLem dasCartas que Vieram depeKim Sepes
tificou porhum traSLado dodeCreto Comque Oemperador Mandou ex
pedir aquelas dois Mandarins. ReComendado:lhe Cuidadozo zello dotrata
Mento doembrador eSetoda aSua familia denuminando: o portermos tam aten\c{c}iozos
que N\~ao podia perigar Omenor esCrupulo dauenera\c{c}\~a. que Sedeue aSuberania
doNoSo Monarqua. Ja aqui Sedeuizaram aschapas dosmesmos Mandarins.,
adornados deoutro estiLo; que esque\c{c}endo Ostermos pa\c{c}ados N\~ao Respirauam Sen\~ao
Cortejos: porem Oembrador que naLenbranca daquelle estumaLo\textsuperscript{233} n\~aoperdia da
adeuerencia amenor Ocaziam; deSattifazerem, Mandou aoSenado que ahu
Ma chapa emque adoze denobr.\textsuperscript{9} Sepedia deCantam RoL detoda aSua famiLia
E mais equipagem porque Sefo\c{c}em aprestando barcos, CauaLgaduras, etudo Oma
is ne\c{c}e\c{s}ario aCondu\c{c}am dauiaje: Selherresponde\c{c}e que Oembrador n\~ao

\textsuperscript{233} It is difficult to tell whether this is estumado or estumaLo.
tinha duvida adar Oque lhepediam: Nos que pr.º hera perçizo pellos Lugares publicos daquella Sidade Seuiçen aLgumas chapas que deCLaraçem ao pouo

Errado aquelle Nome que Selhetinha dado emasprimejras! fazendo:oConheçer aoovuLgo porEmbachador pLiniputençiario dehum Monarqua emdependente

Sem Subordinaçam aLguma aoemperador dachina.

[p. 32]

Aos dezaêcis pr.º dia emque oSecretario Começou aSatisfazer aoobrigaçam dasuezitas porSeaachar porpincua aviae dogouernador Abaniel deMello p.a goa,

que p.ª esta Vistoza Saída Seperparou hum palanquim dehum dosmoradores, que Sendo asCarruages daquella Sidade. Sam Comodos: Antes daSua Saída foi hú.

aíudante deCamara adar parte aogouernador aCtual deComo Ohia Vezitar e chegando Comdois pretos delibre diante equatro que Carregauam Opalanquim que este hera pintado deazul eouro Comhum Cuchim deueLudo emcarnado a galocado eouro eComduas aLMofadas ComRespondentes aqueCobria hum Sonbr.º deueludo emCarnado queOlevava hum preto Oscafres que Leuauam tanto O palanquim Como OSonbr.º heram Osque S.ex.ª Comprou emMacau, estes—

hiam Vestidos ComCazacas acastilhana depano aZul ComCanhois eCabeçois—
a Marelas com Respondentes asuestas Medias\textsuperscript{234} jncarnadas Sapatos brancos fi
tos Nopos Coço em Carnados ebarretes de velludo aZul Comfranjas deprata por
forma depulumas: chegada acaza dogouernador Seachauam OsSoldados—
fazendo frente que lheaprezentaram asarrmas eComoçua chegada despedio
Oa jdante de Camara p.\textsuperscript{a} Caza doque tinha aCabado que aodispois foi Vezitar,
Como tambem aobispo franças da Cogam eo...ina.\textsuperscript{235}
Dezbr.o Aos\textsuperscript{2} emque não Satisfejto ogouernador aotravalho Comque Se
Lentaua Oseu generozo animo quis Coroar \textsuperscript{236} Comfestejos mandando neste
dia auizar por Cartas aosmoradores daquella Sidade p.\textsuperscript{a} que Cujdadozos ap
Laudiçem Odia 3 ComLuminarias p.\textsuperscript{a} que foçe destinto dosmais poreste
Ser Odia donome do embachador eSupoçe Ofazer annos. Omesmo a
Vizo fes ao Capp.\textsuperscript{am} demar eguerra p.\textsuperscript{a} que Salvaçe aorromper doçol eaopor
Como: tambem as fortalezas amanheceu Odia tres Comasestrondas das peças.
dasfortalezas; enão deNau! Mas Sim dosmais Nauios que Seachavam

\textsuperscript{234} This page in the MS has a tiny fold running right down the middle of the page, so the
transcription of this word is just a best guess.
\textsuperscript{235} Here again the tiny fold running down the middle of this page in the MS has hidden the
middle of this phrase, plus the scribe wrote over the word cogam more than once. I think it
might say daCogam ema China.
\textsuperscript{236} The first o in this word was inserted by me, because the fold has obscured the letter that
was written there.
anCoradas emabahia daquella Sidade emfestados dosSeus pauezes eCom

çuas bandejas Largas famulos egalhardetes estendidos: Mandou fazer çala

Osm.ës Ofícias daquella praça, foiSenado eosbonš. daquella Sidade ves
tidos todos degala adarem os parabeĩš. Como também Ogouernador Sem que
aesta atençam faltaçem Osperlados das Religiois Osmenistros dasigrej'as—
exçedendo emoanimo doguernador demandar armar emaCalla Vaga—
Figure 31. MS p. 32.
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