

## CHAPTER XI.

### CAPE OF GOOD HOPE.

1842.

AFTER leaving Singapore, I determined to pass through the Straits of Rhio, a route which I deemed the shortest and best for vessels bound through the Straits of Sunda. We had light winds and rain-squalls at the entrance of the strait; but towards the afternoon we were favoured with the northeast breeze, which carried us rapidly onward. At night I anchored, wishing to examine more particularly the charts extant, and to make what corrections I might deem necessary.

The next morning at daylight we again resumed our route, but in consequence of fog were obliged to anchor off the Dutch factory at Rhio, where a fort is established. This was first occupied in 1824, after the cession of Malacca.

The island contains but few inhabitants, and those few are not inclined to come under the Dutch authority. From all I could learn, there is very little inducement for a vessel to resort here for trade. The island is considered extremely unhealthy for foreigners during several months of the year.

When the weather cleared off, we again passed down the strait, and on our arrival off the southern point of the islands, we steered for the east point of Lintin, which island we passed on the 28th, on our way to the Straits of Banca.

On the morning of the 1st of March, we approached the northern entrance of the Straits of Banca, and got a view of these low and uninteresting coasts.

The same afternoon, we fell in with a barque, under Dutch colours, which refused to answer our hail as we passed; we immediately wore