

## CHAPTER IV.

### MAUNA LOA.

1840.

IN the Vincennes we were all ready at an early hour on the 3d of December, excepting the pilot, Adams, who was not to be found. He finally came on board, when, from his actions, I concluded that he was intoxicated, and told him so; this it seems he took in high dudgeon. After I had gone on shore to transact some business, he became very noisy and abusive to the first-lieutenant, who very properly told him to leave the ship. Finding that he was not to be depended upon, I determined to take the ship to sea myself, and for this purpose stationed boats to act as buoys on the narrowest part of the bar. Shortly after this was done, a fresh breeze sprung up, we cast off, and in a few minutes were safely outside.

I was led, by this circumstance, to lay a complaint before the king against the employment of a drunken pilot, and was in hopes that Adams would, in consequence, have been dismissed, and a competent person appointed in his stead. But through misrepresentations made to the king, no new appointment was made. Mr. Reynolds acts in old Adams's place when he is drunk, and the result, as I have been credibly informed, is, that more than one half of the ships, going in or coming out, get on shore. Some instances of the sort occurred during my stay, among which was the case of the ship Morea. I urged the dismissal of Adams, on the ground that if he were not removed, the price of insurance of vessels bound to the port of Honolulu would be affected, and that, besides, the interest of the owners would suffer by their detention from his inability to take the vessels to sea. The correspondence that passed on this subject will be found in Appendix IX.