

***The Annals
of Tristan
da Cunha***

Professor Arnaldo Faustini

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This record of the early history of Tristan da Cunha, an isolated island in the South Atlantic Ocean, is taken from the *“Annals of Tristan da Cunha”*, written by Professor Arnaldo Faustini

The manuscript is the property of Liz Nysven, and this document is the result of co-operation between Liz, Larry Conrad and Paul Carroll.

Preface

“An Attempt of History from the Humble Events of the Loneliest British Colony in the World”.

[Professor Faustini collected some thoughts on slips of paper for his preface. I have arranged them in what I hope reflects his intentions, although it will be obvious that he never actually drafted a complete Preface.]¹

"It is a trite proverb that the nation which has no history is happy," says W. Robertson Smith in one of his magnificent lectures, "but no side of national existence is likely to find full development where there is little political activity."

[It is] only in view of the future of a Country or of a Nation — small or large--that their first however vaguely and imperfectly known records must be in some way patiently and carefully collected, not only for the benefit of those who undoubtedly would be in the future interested in the first limelight of history of these Countries or Nations, but also for the citizens if not, too, for sentimental and spiritual expression of love to mankind in general.

This work is one of national rather than public importance. The importance of having the whole record of discovery, settlement, and life of so typical a colony brought together is--I think--so unusual, that it only requires to be printed out to be generally and favorably recognised.

"At Tristan da Cunha even the ordinary happenings of everyday life seem to take on a glow of romance, and commonplace folk come to fill conspicuous places in our interest which in larger settings are denied to them."

This authentic and [often] dramatic record [is full of] fascination and romance and [is] based on years of thorough investigations. This book unquestionably represents only the skeleton of what some say can be considered the history of Tristan da Cunha. Of course I jotted down - or better, I recorded - here only the major events [that] occurred on the Island; disregarding small occurrences, for the sake of clarity and brevity, avoiding in this manner as unnecessary and in some reports useless [information] that [often] overcrowded the work, not giving it much more importance.

¹ Editorial contributions are bracketed [thus].

Naturally [it] would have been far more interesting if, for each year of the whole period that made up my Annals, I had had a larger number of more or less valuable entries to fill the many resulting gaps (some of which [are] very wide); but having been confronted with so many uncertain and dubious items, I preferred to leave these gaps rather than fill them with dubious matter which, indeed, I could have [done] in abundance. Naturally, [as] we approach modern times, the number of recorded events, year by year, is bigger for many obvious reasons.

Of course [there are] three different periods covered by the presence on the Island [of] the three missionaries who left each other a sort of history in their works:

1885-1889 = Taylor

1905-1909 = Barrow

1922-1925 = Rogers

[These] are the periods in which I was able to collect the larger [amount of] material for my Annals. Unfortunately, for the two periods spent by the Rev. Dodgson (1881-84 and 1886-89) and others - especially from [1910] to [1920], the material, for which however I made painstaking researches, is very [small], if not in quality [then] in quantity.

[It is] difficult [to] ascertain the exactness of some dates because for some of the same events related by different historians or chroniclers, said dates present sometimes a very wide gap. Unfortunately, in many instances, I was unable to give the date of the month or days of the herewith recorded works--because the records omitted it, suffering [it] not to be absolutely necessary or because, considering the cultural standard of them, have utterly failed to record [those dates]. The log-books of vessels are in general incomplete, and the exact dates of departure, of arrival, etc., [can] very rarely can be ascertained.

The information, the accounts, [and] the statistics contained in this book, while not guaranteed, have been obtained from sources - outside of official sources -we believe to be reliable, and are correct to the best of my knowledge and belief. Undoubtedly may I have incurred in mistakes or simply in lesser exactness about the stating of some of the following entries; but I beg--from the Reader--a benevolent pardon if he will only consider for a moment, the somewhat misty, uncertain and ambiguous value of the sources from which descended to us some of these entries, capable--for some--to lead anybody unwittingly to unavoidable errors. I am not so rash as to assert that no mistakes,

no omissions have escaped me, but I think that no very or only important fact [will] ever be found omitted.

Lastly, I most sincerely state that this work is the result of many months of almost painful labor because of the involved researches among International Sailing Directions, Pilots Directories, shipwrecks, interminable registers, movements of ships of all nations and over the seven seas. The titles of which, however, I omitted from the bibliography at the end of the present volume, to avoid unnecessary crossing of works, and where are only recorded those that exclusively dealt with the Tristan da Cunha Islands.

[Tristan da Cunha is but a small and lonely outpost of the British Empire and no one can know what the future holds.] This raw [work] I hope will, [however, provide] students [an] estimate of the historical value of Tristan da Cunha.

Contributors to this work

Professor Arnaldo Faustini (Author)

Professor Arnaldo Faustini was born in Rome in 1872. He completed his training at the University of Rome at age 21 when he received his PhD.

He was an eminent writer, with a particular interest in polar subjects, employed as a Rome newspaper's scientific editor for many years. He published 19 books on polar subjects in his native Italian as well as numerous articles. He was in addition a cartographer. In the magazine *Il Polo*, Silvio Savatti, the original director of *Instituto Polare Geografica* (The Institute of Polar Geography) called Professor Faustini "Il Primo Polarista Italiano", "The First Italian Polar Specialist."

He was prominent in Europe and de Gerlache, Amundsen, Shackleton, and Scott all knew him personally. De Gerlache had published his account of Belgica's voyage in French; Professor Faustini translated it to the Italian and drew the definitive map of that area of the Antarctic. And as a result, de Gerlache gave him the flag of the Belgica, which his daughter Liz recently presented to the Frederick Cook Society (Cook, his later notoriety notwithstanding, having been a key member of the expedition.)

Major A.W. Greeley, the Arctic explorer, invited Professor Faustini to the United States in 1915 for a lecture tour. He met his future wife when he was lecturing in Columbia University in New York where he stayed and married her. After a period of interpreting, writing and translating foreign correspondence for the Bank of Italy,

Professor Faustini worked as an editor in the textbook division of the American Book Company.

Professor Faustini had very far flung interests (he was fluent in Italian, French, English, Spanish and Russian and understood Greek) and there's no way of telling how he became interested in Tristan da Cunha. Liz was twenty-something when he died and had no chance to discuss any of this with him. The manuscript surfaced several years after her mother's death in 1990, when Liz began sorting through her father's papers. They were all in trunks, cardboard cartons, and a file cabinet whose drawers were jam-packed with her father's manuscripts and reprints of his articles.

Liz Nysven (Prof. Faustini's Daughter)

In preparing for this, Larry Conrad asked Liz to say a little about herself:

"Oh, ahm, well, I was born at an early age. And I studied music, I went to Dominican College in San Rafael, and got through my senior year there by the grace of God because there was a war on. And married and had two daughters and ended up by having to go to work because my first husband and I just agreed to disagree and I needed to support myself and the children. And all I had was a major in English and a minor in music, so I went to the local newspaper there, the San Francisco News, and I started out in the classified department. Then the San Francisco Examiner and the San Francisco Chronicle, and the San Jose Mercury News. And finally in 1966 I had my own ad agency and from there on out I was freelancing on promotion and public relations and advertising."

Larry Conrad (Transcriber)

Larry is a retired Naval Aviator (currently flying for a regional airline) who was stationed at VXE-6, the Antarctic Development Squadron, from March 1982 until March 1985. While there, he developed an interest in Antarctic geography and history. He has a *Gazetteer of Antarctica* in work that matches the actual verbiage used by individuals naming Antarctic places. In the process of collecting first person accounts, he became familiar with a bibliography of Antarctic fiction, written by a woman from San Francisco, Fauno Cordes. He wrote to Fauno asking for a copy of the bibliography, and she mentioned to him that Liz had a manuscript regarding Tristan da Cunha, and asked if he would be interested interested in something like that, he was, contacted Liz, and began collaboration on this work.

Paul Carroll (Editor²)

Paul Carroll is an ex-North Sea Oil Driller, now safely esconsed on land and involved in the development of Railway Control Centre systems. He has had a lifelong interest in the Antarctic and Subantarctic, and this culminated in the development of a World-Wide-Web site "The South Atlantic and Subantarctic Islands"

² Editor's note

In creating this document, I have corrected several inconsistencies in the original text: these are primarily the tense of verbs used, grammatic inconsistencies and inaccurate use of the English Language. In all cases I have attempted to preserve Prof. Faustini's original meaning. The document is formatted in British English.

<http://www.wndrland.demon.co.uk>. Larry Conrad visited this site and asked if Paul would be interested in the Professor's document. Naturally, he was, and thus began the painstaking translation of the "Annals of Tristan da Cunha" from a series of text files into first a Microsoft Word Document, and then into an Adobe

Acrobat Document, readable on most computer platforms.

Maps of Tristan da Cunha



Figure I: The location of Tristan da Cunha



Figure 2: Modern Tristan da Cunha

The Sixteenth Century

1506

In early 1506, Alfonso de Albuquerque, first Viceroy of Portuguese India was proceeding from Lisbon to India via the Cape of Good Hope, when a violent storm dispersed his fleet, composed of thirteen vessels. Tristão da Cunha, one of his captains, was driven so far to the south that his crew suffered severely from the cold, and he came across the isolated islands, which still bear his name.

August 31: Pedro Corsmo wrote to the King of Portugal that he went to Mozambique to wait for Tristao da Cunha.

1520

The Portuguese navigator Ruy Vaz Pereira, Captain of the ship *Lás Rafael* called for water at Tristan, on the way to Muscat.

1557

July: In April Luis Fernandez de Vasemcellos sailed from Portugal from India as Captain of the ship *Santa Maria da Carca*. At the island of Palma. (one of the Canaries) he met the new Portuguese Governor of Brazil, Men de Sad, and in his company he sailed to Brazil. From Brazil he sailed to Tristan, which he sighted at the beginning of July.

1563

On a map by G.S. Sideri Callapoda, a Greek Cartographer, is found for the first time the discovery of Tristan da Cunha Island:

“a roughly designed island midway between the occidental coast of South America and the oriental coast of South Africa, with the legend: I. de Tristá de Cunha.”

1598

August: Jacob van Heck, commanding eight vessels from Holland and bound for the West Indies, sails close along the northern coast of Tristan.

The Seventeenth Century

1619

January: The Dutch vessels, *De Nieuwe Hoorn*, (Capt. Willelm Isbrantz Brutekoé); *De Nierre Lelund*, (Capt. Pater Thysz), and the *Encheeyesen*, (Capt. Jan Juntsz), sail very close along the western coast of Tristan da Cunha.

1620

February: The French Capt. Beaulieu, with his three ships. *Montmorancy*, *Esperance*, and *Hermitage* heaves to in the vicinity of Tristan, but cannot approach on account of

“beaucoup of varech voc herbe marine que provient from Tristan da Cunha”

1643

February 17: The first recorded landing on Tristan. Some crewmembers of the Dutch flute *Heemstede* go ashore, leaving a tablet with the following inscription:

“Today, February 17, 1643, from the Dutch Flute Heemstede Clases Gerrits en Bier, Brootsfot de Hoorn, and Jan Coertsen Van den Broec, landed here”

This tablet was later found by the crew of the Dutch Galech *Nachtglas*.

1645

In a map reproduced from the *Ananus del Mar* by Dirdleo (Robart Dudley), and published in Florence in 1645, is shown the *I. di Tristan Aeugna* as a group with a large island on the N.E. and eight islets on the S.W, the whole bound by a close double circle of reefs.

1654

October 6: The Board of Directors of the Dutch East Indies Company invites Capt. Johan Van Riebeeck to make a reconnaissance of the Archipelago of Tristan. Here is an abstract of the motion:

“If a favourable opportunity offers itself, and if you can dispose of a vessel, you might have someone explore the Islands of Tristan da Cunha, in order to find out if said Islands possess any

special resources, which would transform them into a naval refreshing station”

1655

November 22: Jan Jacobz, skipper of Amsterdam sails on the Galech *Nachtglas* with 2nd Captain Jacob Gommersbach, by order of Commander Van Riebeeck, from the Cape of Good Hope to Tristan.

1656

January 5: Capt. Jacobsz reaches the group of Tristan and anchors his ship in 16 fathoms, half a mile from the N.E. shore of one island: (he does not specify which, but he says being next in size to Tristan, and not far away), and calls it *Het Nachtglas Eyland*.

The skipper lands before noon on the beach of the small bay where he anchored his vessel and this bay was christened *Leeleeuw Baai* (Sea Lion Bay). From the description of this bay it appears certain that the island which Jan Jacobsz referred to in his report was the Inaccessible Island of our maps. Towards evening other members of his crew land there.

January 6: Another landing is made on Inaccessible by the crew of the *Nachtglas*.

January 8: Crewmen again land at the small Sea Lion Bay to fetch water running down from the interior. They leave a tablet with the following inscription:

“Galech Nachtglas: Jan Jacobsz, Commander, January 8, 1656”

January 10: Jan Jacobsz reaches the main island of the group of Tristan. He sends some crewmen in a small boat in order to effect a landing on a wide bay on the west coast of the island, most probably the one that is today known as Falmouth Bay. They observe the tablet, near a watering place, advising that the flute *Hemmstede* had been there on the 17th February 1643.

“Our men also left a mark(er) there, a small board or plank of the ship, but they had not been able to find any greens or refreshment, or trees.”

January 11: The *Nachtglas* leaves Tristan, and sails to another island of the group, which was named *Gebroken Eyland*, the Broken Island, on account of its rocky, rugged and broken aspect. This island has been afterward identified with the smaller one of the group to which Gamaliel Nightingale gave his name

January 13: The *Nachtglas* sails back home.

1659

The Dutch Man of War *Graveland* sails along the north coast of Tristan.

1660

(Exact date unknown):

Jan Jacobsz, the commander of the Galech *Nachtglas* draws the first complete and almost reliable map of the Tristan group. This is known as Map #115 in the Royal Archives of the Hague

1666

November 29: A French fleet under the command of Marquis de Mondevergne, bound from Brest to Madagascar sails along the southern coast of the largest island of the group at a distance of 5.6 leagues, describing:

"In sight of Tristan da Cagna Islands. The main island has a peak higher as that of Teneriffe ..."

1676

May 23: The French vessel *Le Vansour* sails along the west coast of Tristan. From a very brief report of the event we read:

"The main island is at 37°10' Latitude S., and 9° Longitude E. We found three islands, one large and two small. We had been near to the main island from two to three leagues. The Peak is covered with snow. The island is uninhabited"

1684

May 4: Members of the British East India Company write to the Honourable Blackmore, then Governor of St. Helena, a letter in which is said that:

"... the discovery of a port in Tristan da Cunha would be of great advantage for the Company."

They ask the Governor to send the vessel *The Tonkin Merchant*, commanded by a Capt. Knox; also asking to send aboard the ship

"an intelligent man who would be appointed Governor of the archipelago on a yearly income of £30; to send five soldiers with wages of 14 shillings per month; three or four of the elder English-speaking slaves with their wives, and

plants, animals and seeds such as cattle, sheep, pigs, etc."

June 18: Capt. Knox of *The Tonkin Merchant* lands on Tristan as a result of the request made by the members of the British East Indies Co. to Governor Blackmore. But while there, his second in command together with the crew desert him, sailing treacherously away. No more was ever heard of the ship, nor of the unfortunate Capt. Knox. Thus failed the project of the East Indies Co.

1690

In the *Atlante Veneto*, an epoch making work of the Venetian Cosmographer Father P.V. Coronelli, the Group of Tristan is called *Isola id Tidi Cunha o di Coque* and bears the following legends:

"Isola desera scoperta l'ano 1506 dalli Portughes. Sei sono li scogli adiacenti all' Isola de Tristan. Non solo nelli Mari di Spitzberga, e Groenlandia; ma in guest et altri ancora, ti fi la pesca della Balena e d'alsri Mostri pure"

1696

The Directors of the Netherlands East Indies Company, among many other instructions given to Capt. Willelm Vlaning before sailing for a voyage around the world in order to discover new lands and new sea routes, included the following paragraph:

"When you will be at 37° of Latitude south, if everything is all right on board your vessels, and if it is still August, you shall visit Tristan da Cunha. You shall remain there a few days; draw a map of the parts and of the whole island ... You will have some men land on the aforesaid island, in order to find out if there are any resources in waters, combustibles, plants, animals, fishes, minerals, stones, etc ... We wish to have some specimens of whatsoever you might find"

August 12: Capt. Willelm Vlaning with three vessels, the *Geelvink*, the *Nyptang*, and the *Weseltje*, arrive at Tristan.

August 13 - 16: For three and a half days Capt. Vlaning cruises around the Group of Tristan, trying unsuccessfully to effect a landing.

August 19: Vlaning, after many efforts, succeeds in landing on one of the smaller islands of the Group

"but without giving any notice about the exact locality (sic) or giving any particular information permanently to identify on which island he

*landed: if on the Inaccessible or on the
Nightingale”*

After a hasty reconnaissance he sails away.

The Eighteenth Century

1706

(Exact date uncertain):

On a map of the cruise of the *Chev Des Angiers* drawn by Lieut. De Ravond, the group of Tristan, is named *I. de Tristos* and is composed by seven islands, two of them large and five smaller.

1712

March 26: The King's French frigate *Adelaide*, (Capt. M. Houssaye), and the King's French *Ships L' Edasant* and *Le Feudant* under the command of Chevalier de Roguemador reach the south coast of Tristan. The observations collected in the *Journal de L Adelaide* do not reveal anything of particular interest.

March 27: After a short reconnaissance they circumnavigate the entire group and depart.

1755

March 9-10: The French ship *Le Rouille*, (Capt. Joran) spends the evening and the night quietly rounding the south coast of the main island of the Group of Tristan, without attempting a landing.

1760

The English Seaman, Capt. Gamaliel Nightingale explores the small island, located some twenty miles to the southwest of Tristan, and known as the Broken Island (See January 11, 1656, Page 10), and to which he gave his own name.

1767

September 9: The French Capt. D' Escheverry, commander of the vessel, *L' Etoile du Matin* (The *Morning Star*) reaches Tristan. He gave the following account:

"at 5 a.m., I made the three Islands of Tristan da Cunha. I steered east to examine the middle island, which is the westernmost; and being at noon I sounded at a mile difference from the shore ... A rock, like a boat under sail, is visible at the southeast point. I stood on, leaving this island, to examine the smallest." (Nightingale I.)

September 10: Capt. D'Escheverry sends a boat ashore on Nightingale Island after steering around the island.

"Two islets, on the N.E. have the appearance of an old ruined fort ..."

September 11: Capt. D'Escheverry leaves Nightingale Island steering towards Tristan.

"In coasting the island very near, after doubling the north west point I descried a cascade which fell into a little bay. I sent the boat on shore. They brought a cask of fresh water ... The Peak is covered with snow ..."

This is the first recorded French landing on that Island which, according to Capt. D'Escheverry, is situated at 37°24' south.

September 13: The *L' Etoile du Matin* sails away for Mauritius.

1770

February 17: The great English astronomer Halley arrives at the southernmost of the three Islands of Tristan at 5 a.m. The westernmost is very steep and high at the southern point. At noon Tristan was seen. He gives a latitude of 37°25'S and longitude of 19°20'W.

1790

August: The American whaler *Industry* of Philadelphia, Pa., (Capt. John Patten, master), arrives at Tristan.

1791

January: The American brig *Betsy*, (Capt. Colquhoun) calls at Tristan, on the way to India.

January: After a few days on the island planting potatoes, onions, and a variety of seeds in the virgin soil, Capt. Colquhoun leaves the island.

April: Capt. Patten leaves Tristan bound for China, after having spent with his crew a little over seven months on the Island hunting 5,600 seals and sea lions and hundreds of penguins. He camped in the place now occupied by the permanent settlement.

1792

October (12?): The British Indiaman *General Elliot* calls at Tristan to look for fresh water and wood.

December 31: The Men of War *Lion* and *Hindustan* with Lord MacCartney on board, as British Ambassador to China, reach Tristan. The *Lion* anchors in 30 fathoms off the north side of the Island, which at this time was entirely uninhabited, according to Sir George Stanton, the secretary of the Ambassador and historian of the voyage. Sir Erasmus Gower, also on board the *Lion* noted the two waterfalls on the S.S.E. coast of the Island, and after a short visit to the island, he with a small boat circled Inaccessible and Nightingale Islands. Sir G. Stanton relates:

“A settlement in Tristan da Cunha is known to have been twice in the contemplation of adventurers, but not as yet to have been carried into execution. One had the project of rendering it a mart for the change of the light manufacturers of Hindostan suited to hot climes, for the silver of the Spanish Settlement in South America; in the route between which places it is conveniently situated. The other plan meant it only as a suitable spot, for drying and preparing the furs of sea lions and seals, and for extracting the spermacet (sic) of the white or long-nosed whale, and the whalebone and oil of the black species”

Sir Erasmus Gowen, observes:

“Those islands (Tristan d' Acunha, Inaccessible and Nightingale) are certainly worthy of more particular enquiry; for they are not fifty leagues from the general track of vessels bound for China, and the coast of Coromandel, by the outer passage. In wartime, an excellent rendezvous might be settled there, for ships that wanted no other supply but that of water. When circumstances require particular dispatch, it is practicable to come from England to Tristan d' Acunha without stopping in the way, and afterwards to the end of the voyage to India or China”

A sudden gale caused the anchor to drag, and the ship was forced out to sea. This prevented the island from being explored, as had been intended. The officers who went ashore reported that the casks (of water) might be filled with fresh water by means of a long hose, without moving them from the boats. The landing place thereabouts was also described as being safe, and superior to any other that had been examined.

1793

January 2: The French Capt. Le Gars, with a frigate of 100 tons, from Brest to the Isle of France (Reunion) reaches Tristan. The *Lion* and the *Hindustan* move away.

January 3: The celebrated French botanist Aubert du Petit Thonars, on board the French ship commanded by Capt. Le Gars lands on the north west coast of the main island of the Group.

January 5: Thonars lands again on Tristan collecting minerals and plants

January 6: Thonars made an attempt to ascend the Peak, but fog and an approaching storm forced him to abandon his attempt near halfway. This is the first recorded attempt of an ascent of the central cone of the island.

January 7: Capt. Le Gars leaves the island bound for Ile de France.

1794

H.M.S. *Essex* calls at Tristan to fetch fresh water.

1800

June (end): The corvette *Aspasia*, (Capt. Edward Fanning, the famous American whaler), tries unsuccessfully to land men on Inaccessible Island during her voyage from New York to China. But Fanning and a few men later succeed in landing on the beach of a newly discovered bay open on the north east shore of the main Island of the Group. Then with a whaleboat they venture some miles along the south coast of the island returning in the evening to the *Aspasia*, which sails away.

The Nineteenth Century

1801

September: H.M.S. *Thames* calls for water on Tristan.

1803

The British vessels *Northampton*, *Europe*, *Earl Howe* and *Hugh Inglis* visit Tristan.

October: The American Capt. Amasa Delano with the sailing ships *Perseverance* and *Pilgrim* from New York bound for Van Diemen's Land, Australia, circumnavigate the entire group of Tristan. He lands afterward on the south side of the main island, and walks several miles around to the eastward and some distance to the westward. He collects a large supply of fresh water from a river on the north coast.

October (following day):

Delano lands on Inaccessible Island.

October: In the same year, month and day of Delano's landing on Tristan, a whaling ship calls at Tristan. Capt. Nathaniel Dorr, her master, lands on the island. Capt. Delano does not give the name of the whaler commanded by Dorr.

1804

The French scholar Bory de St. Vincent, writes in his work *Voyages dans les Quatres Principales Iles des mers d'Afrique*, in 1801-1802, Paris, 1804, Vol. III, pp 317.318.

"The possession of the group of Tristan da Cunha Islands, would assure to France, a refuge to her vessels in the event of an attack; a fine calling at in case of distress; a storehouse in case of possible cruises across those seas All these advantages, put together deserves for Tristan da Cunha a certain attention ..."

1809

The American whaler Capt. Colquhoun, on the *Betsy* visits Tristan for a day or two. He plants potatoes, onions and oats.

Jonathan Lambert, "King of Tristan da Cunha"

1811

January 5: H.M.S. *Nereus* (Capt. Peter Heywood) bound for China, visits Tristan, where were found three American settlers, preparing sealskins and oil. They were Jonathan Lambert, Thomas Currie (Corri) and a seaman named Williams.

January 6: The American sailing ship *Baltic* bound for Dunbar calls at Tristan.

On the same day both the *Baltic* and the *Nereus* sail away for their destinations. The *Nereus* takes aboard some men of the *Baltic* to be landed of their own free will, on Gough Island, a rocky islet some 300 miles south east of the Tristan Group.

January 28: Capt. Benjamin Seaver, master of the merchant vessel *Charles* belonging to W.W. Bird, Esq., calls for water at Tristan:

"having understood, too, a short time before leaving Rio de Janeiro that a man by the name of Jonathan Lambert, a native of the U.S. of north America was about to establish himself on the larger island of Tristan da Cunha Islands Capt. Seaver lets first his officers land with some men in order to procure water for the ship and they found this man Lambert with two other companions (Tommaso Corri and Williams) who they said that they had been landed there twenty days previous to the arrival of the Charles Capt. Seaver landed too, afterwards, on the beach of a deep cove open on the north side of the island"

January 29: The *Charles* sails away.

January (?): The sailing ship *Queen Charlotte* calls at Tristan. One of her seaman, Andrew Millet, lands and decides to settle with the Lambert party.

Lambert's Claim to Tristan da Cunha

February 4: Jonathan Lambert writes a manifesto to the world, claiming the islands of Tristan as his own, and has it published in the Cape newspapers by sending it with the returning ship from Rio de Janeiro, with which he landed on Tristan.

"Know all men by these presents that, I, Jonathan Lambert, late of Salem, in the State of Massachusetts, United States of America, Mariner, and Citizen thereof, have this 4th day of February in the year of our Lord Eighteen hundred and eleven, taken absolute possession of

the Islands of Trestan Da Cunha (Tristan da Cunha), so called, viz. the great Island and the other two known by the names of Inaccessible and Nightingale Islands, solely for myself and my heirs for ever, with the rights of conveying the whole, or any part thereof, to one or more persons, by deed of Sale, free gift, or otherwise, as I or they (my heirs) may hereinafter think fit or proper.

And as no European, or other person whatever, has hitherto publicly claimed the said Islands by right of discovery, or act of possession, therefore be it known to all Nations, Tongues and Languages, that from and ever after the date of this public Instrument I constitute my individual self the sole proprietor of the above mentioned Islands, grounding my right and claim on the rational and sure principles of absolute occupancy, and as such holding and possessing all the rights, titles, and immunities properly belonging to proprietors by the usage of nations.

In consequence of this right and title by me thus assumed and established, I do further declare that the said Islands shall for the future be denominated the Islands of Refreshment, the great Island bearing that name in particular, and the landing place on the north side, a little east of the Cascade, to be called reception, and which shall be the place of my residence. The Isle formerly called Inaccessible, shall henceforth be called Pinsard Island, and that known by the name of Nightingale Isle, shall now be called Lavel Island.

And I do further declare that the cause of the said act set forth in the Instrument originated in the desire and determination of preparing for myself and family a Home where I can enjoy life without the embarrassments which have constantly attended me, and procure for us an interest and property by means of which a competence may be for ever secured, and remain, if possible, far removed beyond the reach of chicanery and ordinary misfortune.

For the above purpose, I intend paying the strictest attention to Husbandry, presuming when it is known in the world that refreshment may be obtained at my residence, all vessels, of whatever description, and belonging to whatever nation, will visit me for that purpose, and by a fair and open traffic supply themselves with those articles of which they may be in need And I do hereby invite all those who may want refreshments to call at Reception, where, by laying by opposite the Cascade, they will be immediately visited by a Boat from the shore, and speedily supplied with

such things as the Islands may produce, at a reasonable price.

And be it further known that by virtue of the aforesaid right and authority, above mentioned, I have adopted a Flag, which shall for ever be the known and acknowledged Standard Flag of these Islands And that a white Flag shall be the known, and considered as the common Flag for any vessel or vessels in the Merchant Service, which may now, or hereafter, belong to any Inhabitants of the Islands.

And lastly be it known I hold myself and my people in the course of our traffic and intercourse with any other people, to be bound by the principles of hospitality and good fellowship and the laws of nations (if any there are) as established by the best writers on that subject, and by no other Laws whatever, until time may produce particular Contracts or other Engagements.

(Signed): J. Lambert.

Witness to this Signature:

(Signed) Andrew Millet”

March 2: Capt. B.F. Seaver, writes to Rear Admiral Stopford, Commander of the Cape Naval Squadron, a letter in which he states, amongst other topics, the following:

“The said Lambert had already cleared the ground for a garden; full two acres were laid out in neat Beds, with Radishes and Cabbages ... He requested me to tell to the British people that it should be made known that whenever the Sanction of British Government should be given, and he received the necessary assistance, he would declare himself allied and a subject to His Britannic Majesty, and by permission would display the British flag on the Island ... What I (Capt. Seaver) conceive could be done towards fortifying the Cove, ... being it the most eligible place for landing should it and future time be considered worthy the attention of the British Government ...”

July 18: The *Boston Gazette*, Mass, publishes in its integrity (sic) the proclamation of Jonathan Lambert.

1812

February: Lambert sends the English Capt. B.F. Seaver (see above) to Lord Caledon, then Governor of Cape of Good Hope Colony with a request to obtain mutton and seeds. At the same time he sends as a gift

to Admiral R. Stopford, some gigantic cabbages as evidence of the island's productivity.

March 31 (?): Lord Caledon fulfils Lambert's request.

The death of Lambert

May 17: On this date is recorded the death of Jonathan Lambert, of Williams and of the Seaman Andrew Millet.

"On this tragic occurrence we will never be able to know the truth, because the only surviving man on the Lambert Party, Tommaso Corri, never clearly or satisfactorily explained it to the first real settlers of Tristan da Cunha, and to the members of the British Garrison which in 1816 occupied the Island; and he died without giving more details than that of those he repeatedly used to give, and rather conflicting in their brevity"

These are his three original versions:

1st Lambert and his companions met their deaths while fishing along the surf beaten rocky shore of the Island;

2nd That the three men got discontented (Corri never said any more, nor why), and left in a boat for the neighbouring Inaccessible Island, and that he had heard nothing more of them;

3rd That the three men perished at sea when out fishing.

But according the various testimonials of the soldiers of the British Garrison under the command of Capt. Cloete, and especially of W. Glass, the Corporal of Artillery who had known Corri for some time, all suspected that there had been some foul play in Lambert's and his companions' death, and that the old drunkard (Corri) was a mere pirate, who for the lust of gold and sovereignty had probably murdered the men. In fact Corri remained for about four years (1812--1816, the date of his death), absolute King of all Lambert surveyed.

October 12. The British man of war *Niger* calls at Tristan for fresh water.

During the first year (1812) of the war between the United States of America with England, considerable naval activity came to Tristan. American Privateers and Letters of Marque made Tristan their base for water and repairs and from which to attack, capture, sink, burn or destroy many richly laden British merchantmen homeward bound from Australia, China, India and Africa.

1813

April: The British man of war *Laurel* calls at Tristan.

March 5: H.M.S. *Semiramis* (?) (Capt. Fitzmaurice) sends some of his men to the north coast of Tristan, to fetch 75 tons of fresh water, and to meet the settlers.

November 15: H.M.S. *Semiramis*, (Capt. Richardson in command), calls for the second time at Tristan. The Captain sends a boat ashore to fetch water and to bring to the settlers some stores.

1814

November 5: Capt. Peter Gordon, master of the ship *Bengal Merchant* lands on Tristan to fetch water, and saw Tommaso Corri, then the only survivor of Lambert Party.

With Tommaso Corri were also a John Tankard and a John Talsen, probably fellow citizens of Lambert, and who had landed on Tristan, some days (?) before the arrival of Capt. Gordon.

Near the end of the month of November, the British warships *Laurel* and *Niger* again call at Tristan.

Tristan da Cunha's Naval Battle

1815

January 14: On the afternoon of that day, the U.S. Frigate *President* (Commodore Stephen Decatur), accompanied by the armed Privateer brig *Macedonian* (Capt. J.H. Davis), laden with supplies and naval stores, leave New York on a voyage to the Bay of Bengal; the *Peacock* and *Hornet* to join them at Tristan.

March 22: The American sloop of war *Hornet* from New York, bound for the Bay of Bengal, (under Capt. James Biddle) reaches Tristan at dusk.

March 23: The *Hornet*, in a unexpected engagement, captures and destroys H.M. Brig of war *Penguin* after a short battle. The American and English official accounts of the action follow:

American: From Capt. J. Biddle to Commodore S. Decatur:

U.S. Sloop Hornet, off Tristan d' Acunha March 25, 1815

"Sir, I have the honour to inform you, that on the morning of the 23rd instant, at half past ten o'clock when about to anchor off the north end of the Island of Tristan d' Acunha, a sail was seen to the southward and eastward, steering to the

eastward, the wind fresh from the S.S.W. In a few minutes she had passed on the westward, so that we could not see her for the land I immediately made sail for the eastward, and shortly after getting in sight of her again, perceived her to bear up before the wind I hove to for him to come down on us. When she had approached near, I filled the maintopsail, and continued to yaw the ship, while she continued to come down, wearing occasionally to prevent her passing under our stem At 1.40 p.m., being nearly within musket shot distance, she hauled her wind on the starboard tack, hoisted English colours, and fired a gun. We immediately luffed to, hoisted our ensign, and gave the enemy a broadside. The action being thus commenced a quick and well directed fire was kept up from this ship, the enemy gradually drifting nearer to us, when at 1.55 p.m., he bore up, apparently to run us on board. As soon as I perceived he would certainly fall on board, I called the boarders, so as to be ready to repel the attempt. At the instant every officer and man repaired to the quarter-deck, where the two vessels were coming in contact, and eagerly pressed me to permit them to board the enemy; but this I would not permit, as it was evident, from the commencement of the action, that our fire was greatly superior both in quickness and in effect The enemy's bowsprit came in between our main and mizzen rigging, on our starboard side, affording him an opportunity to board us, if such was his design, but no attempt was made. There was a considerable swell on, and as the sea lifted us ahead, the enemy's bowsprit carried away our mizzen shrouds, stern davits and spanker boom, and he hung upon our larboard quarter At this moment an officer, who was afterward recognised to be Mr. McDonald (James McDonald, senior surviving officer late of H.M. brig Penguin) (A.F.'s brackets), the first lieutenant, and the then commanding officer, called out that they had surrendered I directed the marines and musketry men to cease firing and while on the taffrail asking if they had surrendered, I received a wound in the neck. The enemy just then got clear of us, and his foremast and bowsprit being both gone, and perceiving us wearing to give him a port broadside, he again called out he had surrendered. It was with difficulty I could restrain my crew from firing into him again, as he had certainly fired into us after having surrendered. From the firing of the first gun, to the last time the enemy cried out he had surrendered, was exactly 22 minutes by the watch. She proved to be H.B.M., brig Penguin mounting 16 thirty two pound cannonades, two long twelves, a twelve pound

cannonade on the topgallant forecastle, with swivels on the capstan and in the tops She had a spare port forward, so as to fight both her long guns of a side She sailed from England in September (1814) She was shorter upon the deck than this ship, by 2 feet, but she had a greater length of keel, greater breadth of beam, thicker sides, and higher bulwarks than this ship, and was in all respects a remarkably fine vessel of her class The enemy acknowledged a complement of 132 men, 12 of them supernumerary marines, from the Medway, 74, received on board in consequence of their being ordered to cruise for the American privateer Young Warp They acknowledged also a loss of 14 killed, and 28 wounded; but Mr. Mayo, who was in charge of the prize, assures me that the number of killed was certainly greater. Among the killed is Capt. (James W) Dickinson, who fell at the close of the action, and the boatswain; among the wounded is the senior lieutenant, purser and two midshipmen. Each of the midshipmen lost a leg. We received on board in all 118 prisoners, four of whom have since died of their wounds. Having removed the prisoners, and taken on board such provisions as would be useful to us, I scuttled the Penguin this morning, before daylight, and she went down. As she was completely riddled by our shot, her foremast and bowsprit both gone, and her mainmast so crippled as to be incapable of being secured, it seemed inadvisable, at this distance from home, to attempt sending her to the United States.

This ship did not receive a single cannon shot in her hull, nor any material wound in her spars; the rigging and sails were very much cut, but having bent a new suit of sails, and knotted and secured our rigging, we are now completely ready in all respects, for any service We were 8 men short of complement, and had 9 upon the sick list the morning of the action.

Enclosed is a list of the killed and wounded. I lament to state, the Lieutenant Connor is dangerously wounded. I feel great solicitude on his account, as he is an officer of so much promise, and his loss would be a serious loss to the service.

It is a most pleasing part of my duty to acquaint you, that the conduct of Lieutenants Connor and Newton, Mr. Mayo, Acting Lieutenant Romney, and the other officers, seamen, and marines I have the honour to command, was in the highest degree creditable to them, and calls for my warmest recommendation. I cannot, indeed do justice to their merits The satisfaction which was diffused throughout the ship when it was ascertained that the stranger was an enemy's sloop of war, and the

alacrity with which every one repaired to quarters, fully assured me that their conduct in the action would be marked with coolness and intrepidity.

I have the honour to be, etc.,

J. Biddle”

British: From Lieut. McDonald to the Hon. Secretary of the Navy:

U.S. Ship *Hornet*, off Tristan d’ Acunha, W.S.W., three or four miles, April 6, 1815.

“Sir, I have the honour to inform you, that H.M. Brig Penguin arrived off the above island on the 17th of March; and, receiving information of an American brig of war having been off the day previous, Capt. Dickinson determined, if possible, to intercept her; and succeeded in falling in with her on the 20th, at 9 a.m. At noon, H.M. brig closing port, enemy showed his colours, and commenced firing his stern guns. At 1 p.m. enemy, with a fine breeze, at N.N.W. Penguin becalmed. At 9 p.m. lost sight of him, being thick weather; and at midnight, hauled up for the island, which we made on the 23d, bearing W.N.W.

At 11.15 a.m., standing up for the island, a sail was seen N.W. by W.; all sail was immediately made in chase, and the stranger being shortly after made out to be a ship, under easy sail. At 1 p.m., shortened sail, and prepared for action. At 1.45 fired a shot, to induce him to show his colours, which he immediately did by hoisting American, and firing a broadside. At 1.50 the island S.W., three or four miles rounded to on the starboard tack, within pistol shot, when the action became warm and brisk. At 2.15 enemy inclined to bear away, orders were given by Captain Dickinson to lay her on board. H.M. brig much cut up in her sails and rigging. Several shots through both masts, all the officers at the foremast quarters either killed or wounded; and, at this time, I regret much to say, a severe loss was felt generally by Captain Dickinson receiving a mortal wound.

I then conceived, as our masts were momentarily expected to fall, our only chance of success was to board, and, at 2.25 succeeded in passing our bowsprit through his starboard quarter Bowsprit and foremast fell at this instant, the latter on board, directly on the larboard guns. Vessels separating, every exertion was then made to bring our starboard broadside to bear, without effect. H.M. brig a perfect wreck, and the larboard after guns rendered useless by drawing of the breaching bolts, I deemed it only sacrificing the lives of the remaining crew, making further resistance; I therefore, at 2.25 hailed, to say we had

*surrendered. At 3, was taken possession of by the U.S. ship of war *Hornet*, mounting 18, thirty-two pounder cannonades, two long 18 pounders, musketoons, etc., in his tops, and a complement of at least, 165 men: not a boy amongst them I regret much the killed and wounded have been severe: 10 killed, and 28 wounded The enemy's I have not been able to ascertain Report says, 10 killed, but they acknowledge only 1 and 11 wounded; among them their Captain and first lieutenant, the former severely; the latter dangerously. The *Hornet* is in a leaky state from our shot, which I trust, will shorten her cruise. I am happy H.M. brig was not destined to bear American colours, or assist the squadron of the enemy. She was destroyed, after taking out a few stores. Two sail hove in sight, shortly after the action, which proved to be the U.S. ship of war *Peacock* and a store brig. The one chased by us, we have since heard, had a similar cargo; and were both intended by all accounts, for the supplies of a squadron expected for this island, consisting of three frigates and two corvettes, sent out, I conjecture, for the destruction of our east India Fleet.*

*I cannot close this without noticing the exemplary conduct of Lieutenant Elwin, and Mr. Atkinson, the master: the former was most severely wounded, while animating his men; also Mr. Bond, master's mate, who lost a leg, and has passed nearly two years; also Mr. Hayes, who has also lost a leg, and nearly served his time. Mr. Elliott, the surgeon, and his assistant, Mr. Joyce, deserve every praise for their attention to the wounded. Thus fell H.M. brig *Penguin*; and I trust, the defence made will meet your approbation.*

I have the honour to be, etc.,

*James McDonald, senior surviving officer late of H.M. Brig *Penguin*”*

March 24: The American sloop of war *Peacock* (Capt. Lewis Warrington) and the store brigantine *Tom Bowline*, from New York join the *Hornet* at Tristan.

March 26: The American store brigantine *Tom Bowline*, is dispatched by Capt. J. Biddle, for San Salvador, Brazil, with the prisoners captured from the *Penguin* on board. During the voyage one of the two wounded midshipmen died.

At the end, or about the end of this month, the British ships *Niger* and *Laurel* patrol the waters of Tristan, after a brief call at the settlement.

April 5: The American armed privateer brig *Macedonian*, (Capt. J.H. Davis), escaping the fate of

the U.S. Frigate *President*, calls at Tristan, and joins the *Hornet* and the *Peacock*.

April 10: On this date an officer on board the *Peacock* off Tristan, sends out a letter from which are extracted some details:

"The Hornet separated in chase, two days out, and we fell in off here, a few days since. We were delighted to hear of her good fortune so superior to our own. She had captured two days previous, H.B.M's Brig Penguin after action of 20½ minutes. The Penguin was fitted out by Admiral Tyley at the Cape of Good Hope, expressly to capture an (American) privateer Young Warp, who had captured an Indiaman (the Mary Ann; AF.) in that neighbourhood, bound for Malacca, and landed the prisoners; and was supposed to have brought her prize here (Tristan da Cunha), to strip her and to refresh ..."

Admiral Tyler loaned him the Penguin, 12 marines from the Medway On board the Hornet was a private marine, a certain Michael Smith, who served under the gallant Porter (David Porter) in the Essex"

April 15: The American sloop of war *Hornet* and *Peacock* leave Tristan, bound for the East Indies, after some repairs to the former ship, accompanied by the *Macedonian*.

May 27: Capt. Peter Gordon, master of the *Bengal Merchant*, at the request of Tommaso Corri during his visit to Tristan, writes from Table Bay to the Admiral in command of Cape of Good Hope British Naval Station:

"Thomas Currie (Tommaso Corri) returns his thanks for having remembered them (the settlers) by annually sending a frigate to see how they went on ..."

To Henry Alexander, then Colonial Secretary and Register of the Cape Colony Government, Capt. Gordon, on the same date, wrote:

"I am charged by Thomas Currie, to request of H.M. Government that by the next opportunity a passage might be granted to any female settler who would be found willing to partake of his fortune ... During the first year or two, these men encountered very great difficulties, but by perseverance and industry they enjoy at present a comparative state of plenty ..."

June 8: Lord Charles Somerset, writes to Earl Bathurst

"with a view of obtaining your Lordship's sanction for taking a formal possession of the

Islands (the group of Tristan da Cunha) in his Majesty's name"

July 4: A New York paper publishes an account on the naval battle fought between the American sloop of war *Hornet* and the British brig of war *Penguin* off Tristan.

September 19: Lord Bathurst, in a letter sent to Lord Charles Somerset, writes among some other topics of a general nature:

"Under the circumstances represented in your letter of June 8, respecting the Tristan da Cunha Islands, as they have always been considered dependencies of the Government of the Cape of Good Hope, and have not been occupied or possessed by any other power, you will consider yourself authorised to take possession of them, in the manner you propose, and make such arrangements as may be necessary for their protection and security, consistent with the strictest economy ..."

October - November:

Lieut. R.N. Rich is sent to Tristan in the first reconnaissance for the establishment of a British garrison on Tristan. At the time of his visit the only inhabitants of the larger island of the archipelago were Tommaso Corri and his companion Bastiano Pancho Camilla, a boy from Mahon, Spain. John Tankard and John Talsen had left.

July 31: Rear Admiral Sir Putney Malcolm, Chief of the Naval Division of Cape of Good Hope, South Africa announces to Lord Charles Somerset that he has received an order from Sir Hudson Lowe, Governor of St. Helena, to send a garrison to the islands of Tristan to prevent its being used by the Emperor Napoleon Bonaparte, exiled on St. Helena Island the 15th October, 1815:

"as a possible jumping ground to deliverance, or for contriving the rescue of the illustrious captive by some French vessels of war"

August 14: H.M.S. *Falmouth* (Capt. R.W.G. Festing) by order of the Rear Admiral Sir Pultney Malcolm reaches Tristan. Capt. Festing lands on the beach of Reception Bay which was soon to be called Falmouth Bay in honour of the above mentioned ship and found only two men living at that time on the Island: Thomas Currie and his comrade, or servant, the Spaniard Bastain Ponce Camilla, who hoisted a Union flag.

Capt. Festing, following orders, takes possession of the entire group of islands in the name of H.M. King George III as dependencies of the Cape of Good Hope Colony.

August 17: Capt. Festing leaves Tristan, after having commissioned Lieut. R.N. Rich as commander of the small garrison, composed of a lieutenant of marines, four midshipmen and thirteen men, to be left on the island, and with the intent of returning shortly with a larger garrison.

October 24: Lord Charles Somerset, in a letter to Earl Bathurst, officially approves the annexation of the Tristan Islands to the British Empire, with these words:

"I find ... that in consequence of a subsequent consideration of the case, and of the new light which has been thrown upon this position by the important trust confided to the authorities at St. Helena; orders here arrived there for taking immediate possession of these Islands ..."

November 28: H.M.S. *Falmouth* arrives from Table Bay and lands at Falmouth Bay, with the British garrison destined to occupy the lonely group of islands, relieving Lieut. Rich. The new garrison was under the command of Capt. Abraham Josias Cloete, of the 21st Light Dragoons Royal and was composed of Lieut. of Artillery Atchinson, Lieut. of Infantry Atkinson, Adj. Lingeons, Dr. Evans, eight cavalymen, nineteen artillerymen and eight infantrymen, all Cape Hottentot Soldiers, with three petty officers: in all thirty-eight military people. Also with Capt. Cloete was a civilian party composed of seven men, ten women and twelve children. As another non-combatant, the garrison landed Capt. Dugald Carmichael, a distinguished scholar who after a preliminary exploration of the Islands was to go back to the Cape. The garrison encamped for the first few days on the inner zone of Falmouth Bay, then moved across the gulch that now bears the name of Hottentot Gulch and near the cliff known as Hottentot Point. The Camp was named Camp Somerset in honor of Lord Charles Somerset. It was situated on the site now occupied by the present Edinburgh Settlement.

December 2: A sailor of the *Falmouth* drinks himself to death, after having secretly stolen some spirits being unloaded for the use of the shore party sent to survey the neighbouring places.

December 7: H.M.S. *Falmouth* leaves the Island. Capt. Cloete sends Lord Somerset a first report on the landing of the garrison, on the formal ceremonies of the possession of the group of Tristan, and on his future operations for the military development of the new colony.

1817

January 2: The British brig of war *Alacrity* lands on Tristan, with several bullocks to serve as transportation for the men of Capt. Cloete.

January 4: The first complete ascent of The Peak takes place by Capt. Dugald Carmichael, accompanied by Dr. Evans and three men, two servants and a guide who had been up some days before. They find a pool of pure water at the bottom of a crater about 150 yards in diameter. The ascent and return were accomplished in 14 hours.

January 21: Tommaso Corri dies suddenly after breaking a blood vessel whilst talking with some officers of the garrison.

During this month the men under the command of Capt. Cloete started and partially completed a large military road from Falmouth Bay to the Somerset Barracks; a fort (which was named Fort Malcolm in honor of Rear Admiral Sir Pultney Malcolm) at the entrance to Falmouth Bay and Exmouth Bay; a fort at the entrance of Exmouth Bay and an unnamed bay to the west, which was never completed due to withdrawal of the garrison a few months later.

February 10: Lord Melville, First Lord of the Admiralty, writes to Admiral Sir George Cockburn on the possibility of withdrawing the British troops of Tristan, and on the opportunity of totally abandoning the rights of possession.

February 11: Admiral Sir G. Cockburn answers Lord Melville in a long letter and after having stated items of various economic and technical considerations he concludes:

"I feel authorised to let you know very clearly and without any hesitation ... that would be good the evacuation of the present British men from Tristan da Cunha, without any consequence ..."

February 17: As a result of the above correspondence, Admiral Plampin receives orders to embark on H.M.S. *Conqueror* and to be ready to leave for Tristan, with the intention of withdrawing the local British garrison.

March 20: A British vessel reaches Tristan. Capt. Cloete receives orders from Lord Bathurst to embark on the *Conqueror* with his men when HMS *Conqueror* arrives, and to rejoin his ranks on the Cape.

March 30: Capt. Dugald Carmichael leaves the Island.

April 12: Admiral Plampin receives explicit orders to leave from the Cape for Tristan and remove some of the English troops.

April 15: The Dutch corvette *Venus* (Commander B.W.A. Van Schuler) from Nieuwe Diep bound for Batavia reaches Tristan. Mr. D.H. Kolff, appointed by the Dutch Minister of Marine, relates this visit in his book *Voyages of the Dutch brig of War Iourga etc.*

“... having espied (says Mr. Kolff) a number of bays on the shores of a bay on the north side of the island, we stood towards them and anchored in twenty-five fathoms, tolerably close to the land ... The English establishment, which had been fixed here a short time previous to our visit, consisted of seventy-four men, with their wives, under the command of Major Kloete (Capt. Cloete), the settlement being a dependence of the Cape of Good Hope. It had already made great progress, agriculture being carefully attended to, and among other vegetables we were delighted to find an abundance of excellent potatoes. The industrious and orderly habits of these settlers, coupled with their civility towards strangers, of which we had evidence in the friendly reception we met with, entitled them to every praise. This settlement, however, now no longer exists”

April 17: The *Venus* leaves bound for Batavia.

April 23-25: On this date Capt. Cloete writes a letter to the Governor of Cape Good Hope Colony, on the necessity of maintaining possession of the Tristan Group and among other considerations he relates:

“... during the last short American War, seventeen vessels under the American flag, principally privateers, watered and refreshed here, which enabled them to keep the seas for any length of time, and thus put into their power the means of materially injuring our Indian trade ... The American ships of war here three months in daily expectation of being joined by a strong squadron, which had sailed from different ports of the American States, and were to rendezvous at Tristan da Cunha, for the purpose of intercepting our homeward bound mercantile fleet ...”

Apart from these American war vessels, from November 1816 to this date over twenty ships visited Tristan: two Americans, one French, one Dutch and the remainder English.

April 30: The road built by the English garrison between Falmouth Bay and the military barracks is completed.

May 1: H.M.S. *Conqueror* takes possession of Tristan.

May 5: H.M.S. *Conqueror* leaves Tristan, taking Capt. Cloete, Lieut. (sic) Atkins and a large number of the garrison. Lieut. Atchison, Dr. Evers and some artillerymen stay on the island.

June 7: Lord Somerset announces to Lord Bathurst the arrival of the *Conqueror* at False Bay.

August 20: After an exchange of views Lord Bathurst consents to keep provisional possession of the Tristan group but under this particular clause:

“... that all the additional expenses deriving from the maintenance of the said garrison, and needed for the upkeep the sovereignty of the British Empire shall be sustained by the resources of the Cape of Good Hope Colony”

September 28: H.M. Sloop of war *Julia* (Capt. Jenkin Jones) with 95 crew and the small vessel *Griffin* are sent by Lord Bathurst to remove the rest of the Tristan garrison, and bring another unit of artillerymen, most of which are Hottentot, arrives off Falmouth Bay.

October 2: A sudden gale runs the *Julia* upon the rocks of Falmouth Bay and she goes aground with the loss of fifty officers and men.

October 4: H.M.S. *Griffin* embarks the survivors of the *Julia* and takes them to St. Helena.

October (20?): The brig *William Penn* (Peter Coffin, Master) fetches fresh water from the island. He returns home with 170 barrels of sperm oil.

November 17: H.M.S. *Eurydice* (Capt. Wanchope) reaches Tristan in order to take away the remnant of the British garrison.

Tristan's first permanent settlers

November 19: The *Eurydice* leaves Tristan.

One William Glass, born in 1786 at Kelso, in Roxburghshire, Scotland, an officer's servant and corporal of artillery, obtains leave to remain on Tristan, with his wife, a Cape coloured woman and two children, a boy and a girl. Glass, before enlisting, had been a servant in a family of some note at Alnwick in Northumberland. With Glass remained on the Island two stonemason companions: John W. Nankiwel & Samuel Burnell, both of Plymouth, England.

Glass should be considered the real founder of the settlement of Tristan. The commander of the *Eurydice* presents Glass with a bull, a cow, and few sheep, which in time became an extensive flock and herd.

1818

January: During the first days of the month no less than forty five of the crew of the *Julia* are recovered and buried in a large grave by the sea at Big Beach, but no memorial marks it now.

May 6: British troops are still on Tristan.

During this year Tristan was inhabited, together with the military population, by William Glass, John W. Hawkswell, Samuel Burnell and a native of Sweden, who deserted the ship that called here, and had to wait another year before he could escape again in another.

1819

March 12: The American brig *Franklin*, Capt. John White, master, from Salem, Mass., bound for Saigon, Manchuria, collects water on the N.E. coast of Tristan. In his log he relates the story of Lambert.

September: Henry Cattle, master of the American brig *General Jackson* visits Tristan during a whaling voyage.

October 10: The British brig of war *Satellite* calls at Tristan, with new stores for the garrison.

November: The British sloop *Ceres* of London, (Capt. Hinckson, master) visits Tristan. Samuel Burnell is sent by Glass and his companion J.W. Nankiwell to the Cape, with a cargo of oil, sealskins and potatoes. He reaches the Cape, sold all he took, spent all the money he got on drink and instead of returning to Tristan, made his (sic) way back to England where no more was heard of him.

1820

May 14: The American whaler Brig *General Jackson*, Capt. Henry Cattle, returns to Tristan. Cattle and some of the crew land on the north shore and visit the settlement.

May 16: The *General Jackson* left the island after having started the first important whaling period of operations in this newly discovered rich whalefield, afterward known as *The Tristan Ground*

November: During this month William Glass is persuaded by one Capt. Todridge, an old friend of his from Plymouth, England, to trust his boy of five and his girl of less than four years old to him. He has reached Tristan in a sealing vessel and took them home with him to England for the purpose of giving them educational advantages unattainable on Tristan.

December 8: The American small sloop *Sarah* bound for New York, to which city she belonged, goes aground on the coast of Tristan. Her master, Capt. Charles Fotheringham and her crew of five men amongst whom were Richard Riley, a Deptford (Wapping) fisherman and J. Trumbull were taken in by the community and cared for.

December 25: The sailing ship *King George*, cruising around the N.E. coast of Tristan after skins and oil, took on board two men of the shipwrecked *Sarah*: the 2nd Capt. and Mate whereas Charles Fotheringham, Richard Riley and J. Trumbull resolved to settle down upon the Island. Two men of the *King George* joined them.

1821

May (end): Thomas Hill Swain, of Hastings, Sussex lands from a British warship sent to Tristan, to aid in removing the last remnant of the English garrison soon after the death of Napoleon. He is reported to be the very sailor who, from the *Theseus* caught the dying Nelson in his arms as he fell mortally wounded on the deck of H.M.S. *Victory* at the battle of Trafalgar.

June 21: After the visit of the warship to the island for the removal of the English troops, Alexander Cotton of Hull and John Mooney asked Sir George Cockburn, Chief of the Naval Squadron stationed at St. Helena, for permission to be sent back to Tristan and to settle there.

As a result of their petition, the brig of war *Satellite* bound from St. Helena to East India landed them on the island. With them deserted the sailor Kenneth McIntosh.

July 23: The East Indiaman *Blenden Hall* from London, bound for Bombay goes aground on the breakers of the N.W. side of Inaccessible Island during a dense fog. Fortunately all the people on board escaped death, but the master Matthew Hore and the seaman John Bantiff were killed in the reefs trying to reach the coast by swimming. The list of the crew and passengers of the *Blenden Hall* who safely landed on Inaccessible Island follows :

Mrs. Lock, wife of a doctor resident in Bombay with her infant son and a daughter 4 years her maid Peggy, a Portuguese half-caste of Madras (or Bombay?);

Miss Morton (or Martin) niece of Mrs. Lock;

Lieut., in the Indian Navy, John Pepper, of Tenterden, Kent;

Lieut. Painter and wife;

Major Reid, and Shabberdeen, servant;

Dr. Law, R.N. Surgeon;

Dr. J. Patch;

Capt. Miles, and six assistant surgeons in the Hon. Company's military service;

Dr. George Symoners, the ship's doctor;
Dr. McTavish;
M. Gibson, cadet;
Stephan Newcome, Master of the Hon. Company's marine;
Thomas Symmers, 2nd officer;
Scrymgeour, Chief Officer;
Hornsby, quartermaster, his wife Elizabeth and infant daughter; Mr. McLennan;
James McCulloch, sailmaker;
Robert Perry, Carpenter;
Leonard Hawksley, boatswain;
Andrew McAllister, gunner;
Richard Gilbert, boatswain's mate;
Peter Wilson, William Taylor, Joseph Harry, Joseph Fowler, James Smith, Stephen White, Jacob McDougall, William Smith, Joseph Thomas, Thomas Elliott, John Carter, George Leggatt; James western, Black Francis, all able seamen;
Joseph Nibbs, cook;
Edward Hurry, steward;
and the Captain Alexander Grieg, his son Alexander M., the historian of the wreck.
They raised improvised tents; little food and stores were saved and they lived for months on seabirds eggs.
September: During this month Alexander Cotton, John Mooney and McIntosh completed a decent building which was named Bachelors Hall.
October 19: The English brig *Providence*, transporting English convicts to India, calls at Tristan: three bags of biscuits were exchanged for oil.
November 9: The carpenter Robert Perry of the *Blenden Hall* sails with nine men in a boat (saved but repaired), for Tristan. The Cook Joseph Nibbs, accompanied by eight other men in another attempt to reach the main island on a raft were lost.
November 10: At dusk, Perry returns to Inaccessible Island, with William Glass the Governor of Tristan in his two boats *Success* and *Kirking Jen?*, accompanied by Charles Fotheringham the master of the *Sarah*.
November 11: Half the shipwrecked members of the *Blenden Hall* sail on the two Glass's boats for Tristan.
November 12: Glass returns to Inaccessible Island to carry the other half of the members of the *Blenden*

Hall. Houses, beds, food and clothing were provided for them and the greatest kindness shown to them.

December: The barque *Rosanna*, (Capt. James Herd) calls at Tristan.

At the end of this year the population of Tristan, excluding the members of the *Blenden Hall*, was of ten males and two females:

Males:

William Glass.
W. Nankiwell
Alexander Cotton
John Mooney
Kenneth McIntosh
Richard Riley, or "Old Kick"
Charles Fotheringham.
J. Trumbull.
and the two men from the *King George*

Females:

Mrs. W. Glass and a daughter.

1822

January 1: Dr. Patch, one of the shipwrecked passengers of the *Benden Hall* christens Glass's four children amongst bonfires and all the available flags unfurled on the roofs of the houses of the settlement (See Grieg and the end of 1822)

January 9: The British brig *Nerinae* (Capt. David Lauchlan or Lachlem), from Buenos Aires to Cape of Good Hope, calls at Tristan. The 1st Mate Hartsog with some of the crew lands to fetch water.

January 10: The *Nerinae* sails for Table Bay, which is reached the following 21st, taking all the members of the shipwreck *Blenden Hall*, except the sailor Stephen White and Mrs. Lock's servant-girl Peggy, who afterwards becomes his wife.

January 20: The British sailing vessel *Susanna* bound for the Cape of Good Hope, calls at Tristan.

W. Nankiwell, one of the first of Glass's companions leaves the island with the *Susanna* on the same day.

February: The small schooner *Jane* calls at Tristan to see if they could procure a cargo of sealskins and oil.

Glass travels to the Cape, on board the *Jane* with a view to establish some sort of trade between the island to South Africa.

March: William Glass on the *Jane* returns to Tristan, with the new settlers:

Murray and his wife:

Derrick (John?) and a doctor who had been sent by his family, to put him "out of the way of temptation for his love of excessive alcoholic drinks ..."

August: Capt. James Herd, of the barque *Rosanna* visits Tristan for the second time.

Towards the end of this year Glass's children return to Tristan, because their protector became bankrupt, and was obliged to send them back on a sailing vessel, via the Cape.

1823

February 13: The small schooner *Jane* that the islanders bought for £700, for the purpose of starting a regular trade in produce with the Cape Colony, sails once more from Tristan for the Cape. This was her last voyage, because she was wrecked, through carelessness, reaching Table Bay.

March 26: H.M.S. *Berwick*, (Capt. Jeffery), bound from London to Van Diemen's Land³, sends a boat ashore on Tristan.

The little colony amounted at this time to twenty-two men and three women, of which ten souls were regular colonists. Glass was governor and the people had upward of eighty tons of potatoes to dispose of.

By the end of this year the number of male residents on the island was twenty-three.

1826

March 6: The Norwegian sloop *Duke of Gloucester*, (Capt. Ammon, master), from Rio Janiero bound for Cape of Good Hope is in sight of Tristan.

March 10: The *Duke of Gloucester* is in sight of Nightingale Island.

March 18: The *Duke of Gloucester* is about 10 miles south of Sandy Point (west coast of the main island) and sees huts (of the settlement) but no appearance of any inhabitants.

March 20: The *Duke of Gloucester* is ten miles east of Inaccessible Island.

March 26: The *Duke of Gloucester* anchors in Falmouth Bay, about half a mile from the shore.

Augustus Earle, late draughtsman to H.M.S. *Beagle* is on board the *Duke of Gloucester*, travelling about in search of new subjects to sketch. He leaves the vessel in company with a sailor to land:

"hoping to be able to add a few interesting drawing to my portfolio, as this (Tristan da Cunha) was a spot hitherto unvisited by any artist"

In the meantime Capt. Ammon, waited for the islander's boat to bring him a few tons of potatoes to sell at the Cape market.

"The settlement consists of half a dozen houses. I found two women and a number of children ... all healthy and robust, and just one year older than another ..."

March 27: The crew of the *Duke of Gloucester* are all engaged in stowing away their fresh cargo.

March 29: Mr. A. Earle was ready with the islander's boat to rejoin the sloop, when the sloop, because of the force of the weather, tacked, and stood out to sea, leaving him without extra clothes or comforts of any sort and as an uninvited visitor. However, Governor Glass and his wife were so kind to him that he soon got over every difficulty, and during his time on the island, Mr. Earle acted as clergyman and schoolmaster, teaching Glass's little boy and girl, reading the service and preaching a sermon every Sunday to the whole population of the island.

April 24:

"Today we found the body of a man named Smith, amongst some bushes, who had been missing nearly two months We buried him on the spot where it was found I read the funeral service ... He formerly commanded a large ship on whale fishery ... After, by bad luck, he becomes fourth mate in a vessel which he himself used formerly to command and stationed off Tristan da Cunha, and Glass frequently saw him ... After he came again on Tristan da Cunha, on a sloop of only 15 tons, in Quest of sea elephants, but without appreciable results, and becoming almost crazy in his unsuccessful game, let the sloop go to piece on the shore, and alone ran on the wood of the island shortly before my arrival ..."

May 28: Mr. Earle, accompanied by two islanders, ascends the Peak.

July 20: Mrs. and Mr. White have a baby girl.

³ Tasmania

August 2: A British brig is in sight. The islanders launched their boat, and pursued her. The Captain asked if they have money and what money they have brought with them! After various demurs they received a few doses of Epsom Salts, but only after Glass had signed a receipt for them ...

August 16: A schooner is close to the landing place of the island, but a sudden squall obliges her to leave.

October 2: A Dutch corvette passes quite close to the Island.

November 8: Another sailing ship hove near the Island, but left it after few hours. The islanders accompanied by Mr. Earle, rowed to her vainly.

November 29: The British sailing ship *Admiral Cockburn*, (Capt. Cooling, master) bound for the Cape to Van Diemen's Land calls at Tristan.

On the same day, after trading for several bushels of potatoes she sails away taking Mr. Earle and his companion.

During one of the final months of this year the following people, with the returning Glass, came to Tristan:

Murray and his wife,

Derrick (John?), and a doctor, leave the Island on board a passing vessel.

A London newspaper records that at the end of this year the population of Tristan, amounted to twenty-two males and three females.

1825

June 9: The English brig *Nassan*, (Capt. G. Carss) homeward bound from New South Wales, springs a leak twelve degrees east of Tristan

June 15: The *Nassan*, after a splendid navigation is run ashore on the S.E. coast of Tristan. All of the crew safely reach the beach.

June 20: The wrecked men of the *Nassan* light bonfires on the plateau of the island. These were seen by Glass who sailed with four companions to the rescue of the stranded crew, and landed them on the north side of the island near the settlement, where they were encamped and provided for.

November: The crew of the *Nassan* is taken off by a ship bound for the East Indies, but a certain Peter Peterson of Denmark prefers to settle on the island.

Near the end of this year, Capt. James Herd, master of the barque *Rosanna* visits Tristan for the third time.

After landing two bullocks, twelve sheep and a few geese with some flour, sugar and tea, he sails away.

1826

March: Capt. Ammon of the Norwegian whaling sloop *Duke of Gloucester* again calls at Tristan. After a day or two he sails, bound for the Cape of Good Hope taking on board the two Glass children in order to complete their education at school in Cape Town, where they remained for six years.

December (end):

Capt. Ammon returns at Tristan. He brings back Thomas Hill Swain and John Taylor who had been to St. Helena. Sailing away he took on board Stephen White, his wife Peggy, and his children. William Glass commissioned the master of the whaler to fetch wives for his five bachelor companions and Capt. Ammon remarked:

"I will do my best"

In the early part of the year, one George Pert escapes from a ship bound for New Zealand in order to save himself from being put on trial at the end of the voyage for an offence committed on board. He settles on the Island.

1827

April 12: Capt. Ammon lands at Tristan, with five young women of mixed negro blood from St. Helena, one of whom was a widow, and with a man named Isaacs, who did not stay long on the Island.

Capt. James Liddell, master of a whaling vessel, calls at Tristan. The population of the island at the time of Capt. Liddell's visit was 7 men, 6 women and two children, viz W. Glass, R. Riley, W. Taylor, A. Cotton, P. Peterson, G. Pert and the Swain; Mrs. W. Glass and the five women from St. Helena.

1828

December 7: The English Brig of war *Falcon*, (Capt. Pole) with J. Holman aboard, the author of *A Voyage round the World* intended to call at Tristan, but when near the north coast and ready to land, had to sail hurriedly away on account of a very menacing sea.

Capt. Sampson, the first American whaler from New Bedford, Mass., visits Tristan.

Capt. James Herd calls again at Tristan.

The British ship *Resource*, (Capt. Lyons) with other two ships the *Pyrane* and the *Yassour* calls at Tristan to fetch water.

Population of the island in September: 7 men, 6 women and 13 children.

1829

January: The British sailing ship *Pyrane* leaves Tristan. Her captain found an abundant crop of wheat and a promising one of oatmeal. The islanders, after having supplied potatoes to several passing vessels during the previous year still keep about twelve tons. In addition they own 170 head of livestock.

April: Capt. James Liddell makes a second visit to Tristan.

November 15: Capt. Benjamin Morrell, the famous American whaler and Antarctic explorer, and master of the whaling ship *Antarctic* calls at Tristan, in search of seals. He finds a population of seven families composed of 7 men, 6 women and 14 children of which eight were born to Glass.

November 17: Capt. B. Morrell leaves Tristan, homeward bound.

1830

August: The American whaler *America*, (Capt. Grinnell) from Bristol, R.I., calls at Tristan in order to perform repairs to his ship before he starts his whaling cruise.

September 20: The American whaler *Flora*, (Capt. F. Smith) from New London, Conn., calls at Tristan.

September 23: The American whaler *Nimrod*, (Capt. Halsey) from Sag Harbour, N.Y., collects water at Tristan.

December (?): Capt. Sampson again visits Tristan.

December (?): An Englishman of very strange character, Benjamin Parker, lands at Tristan.

Sometime during the year the American whaling ship *Emerald* of New Bedford, Mass., (Clement Norton, master) visits Tristan. The voyage is completed between July 15, 1830 and Feb. 11, 1831.

1831

The two Glass children sent to Cape Town in March 1826 return to Tristan.

July 7: The American whaler *General Pike*, (Capt. William Adams) calls at Tristan, from New Bedford, Mass, to restock.

August 20 (date uncertain):

The American whaler *Mercator*, (Capt. Jonathan Fisher) from New Bedford, Mass., spends several days around Tristan. The crew land to fetch water and wood before her whaling operations.

September 26: The American Barque *Minerva*, (Capt. Joseph B. Leonard) from New Bedford, Mass., anchors on the east side of the island for two days.

September 30 (?):

Capt. Champlin, of the American whaler *Niles* calls at Tristan.

October: The American whaler *Endeavour*, (Capt. Richard Flanders) from New Bedford, Mass., hoves along the north shore of Tristan, ready for whaling operations.

November 10 (?):

The American whaler *Ann*, (Capt. Lambert) from Bristol, R.I., sends a boat ashore to fetch water and to collect wood.

November 15: Capt. James Liddell calls at Tristan for the third time. The Rev. Thomas Hill Applegate has a trip ashore, where he baptises 19 children from the age of four months to seventeen years old, i.e. all the children at that time alive upon the island. He writes, afterward

"In the uneventful history of their little community, our visit will no doubt form a very important era"

He left the islanders a brand new baptismal register. The Rev. Applegate is the first clergyman to visit the island. Capt. Liddell sails away at dusk

1832

January 6: A French vessel, with the surgeon Roussel de Vauzème aboard, in sight of Tristan. At 4 p.m. an American sailing ship reaches the island. At 5 p.m., the captain of the French vessel and the American ship land to call on the Governor Glass, who keeps a book in which are recorded all the names of the ships that visit the island. The said Vauzème made a trip around the minor islands of the group, Inaccessible and Nightingale. The population of Tristan was of 7 or 8 men, and the same number of women and many children.

January 10: The French vessel leaves Tristan.

Benjamin Parker (see December 1830) sails away from Tristan back to the West Indies.

The Sailing ship *Borneo*, (Capt. Ross) calls at Tristan.

October: The American whaler *Hydaspe*, (Capt. Owen Hillman) from New Bedford, Mass., reaches Tristan.

November: Capt. James Herd, of the *Rosanna* lands for the fourth time on Tristan

1833

Benjamin Parker returns to Tristan, where he remains a few months longer before leaving the island on a whaler, this time for ever.

January 3: (This is the date of arrival to her home port, Warren, R.I., from Tristan) The American ship *Benjamin Rush* returns with a cargo of 2,000 barrels of whale oil.

March: A certain Albert visits Tristan, and writes some notes for the *Nautical Magazine* of London, stating that the population at the time of his visit was of 36 people.

April: Capt. James Herd of the *Rosanna* visits Tristan for the fifth time.

August: An American whaler, homeward bound, lands some men on Tristan to fetch water, vegetables and to collect wood A sailor by the name of Samuel Johnson obtains from his Captain permission to settle on the island.

December: The British sailing ships *Diana* and *Mary* from Liverpool call at Tristan. They find a population of 38 souls, six men, six women and twenty-six children.

1834

January 3: The British ships *Diana* and *Mary* (see above), detained at Tristan by adverse winds, leave the island, after having loaded a cargo of fresh supplies bartered from the islanders.

January 16: The H.M. brig *Forrester*, (Capt. Booth) calls at Tristan.

January 17: The *Forrester* leaves Tristan. To Capt. Booth, William Glass, the Governor, trusts a petition for the Governor of Cape Colony, signed and signed by X marks by Richard Riley and John Taylor his elder companions. In the said petition is stated:

"We the undersigned being three of the senior principal inhabitants of the Island of Tristan da Cunha, do hereby agree to furnish any respectable

middle-aged people, (as man and wife) who are willing and capable to undertake the office of schoolmaster and mistress, with house and all necessities for their subsistence, as well to present them every year at Christmas with a tenth part of the amount of the sale of our produce, so long as the schoolmaster and mistress shall conduct themselves with property, and chuse (sic!) to remain with us"

September: The American whaling ship *Washington*, (Capt. Topping) from Sag Harbour, N.Y., stays at Tristan before starting her whaling operations.

December 5: Capt. Henniker, master of the British sailing ship *Funchal*, bound for Port Jackson, visits Tristan. The population of the island numbers 41: seven men, seven women and 27 children.

December 6: The *Funchal* clears away.

1835

October 12: Capt. James Liddell, with the ship *Wellington* on her way to Madras, calls for the fourth time. He relates that the islanders said to him that they had been unable to trade since 1831.

The population numbers 41 people, exclusive of Glass' eldest son who was absent in a whaler.

October 13: Capt. James Liddell leaves the island, never to return.

November (early):

The American schooner *Emily*, from New York, N.Y., calls at Tristan.

November (end):

The American schooner *Emily* sails away bound for the Indian Ocean.

Among the islanders is a man by the name Frank, who formerly served in the French Navy, and served on the *Scipon* during the battle of Trafalgar.

1836

September 4: The *Emily* returns to Tristan, after having left six of her men on Gough Island with a boat and provisions for six months in order to capture seals.

September 5: The *Emily* goes aground on the reefs near the south east shore of Tristan during a violent storm. No lives were lost.

September 8: The crew of the *Emily* made their way round the south and north coast of Tristan to the

inhabited side, where they are kindly received by Glass and the community.

October 4: The crew of the *Emily* is taken on board an American ship homeward bound. Three men select to settle on the Island:

William Daley, an American;

Peter Miller, a Dane;

and Peter William Green, a Dutchman native of Katwijk, near Amsterdam.

November: The islander Rogers, from Philadelphia, Pa., marries the youngest of the eight daughters of William Glass.

December: Peter William Green marries a young Tristan woman, Mary Martha Swain, one of the four daughters Thomas Hill Swain had by the St Helenian widow brought by Capt. Ammon (see April 12, 1827)

The population of Tristan at the end of 1836 was 42 souls.

The French Naval Commander and Governor of a French African colony, M. Lairle wrote:

“Nos voisins d’outre Manche (les Anglais) ménageront, nous ne doutons pas la possession des îles Tristan da Cunha, et le moyens d’empêcher nos croiseurs de profiter des avantages qu’offre ce point isolé. Après avoir été longtemps le partage des quelques Anglais obscurs, et avoir eu pour chef un simple soldat d’artillerie (Glass), nous y verrons un jour une administration régulière, et au lieu d’une épaulette en laine, nous y trouverons une Excellence à chapeau à plumes et habit brodé: l’Angleterre devra ainsi aux efforts du laborieux et entreprenant Glass la conservation et la fertilisation d’un rocher qui n’est point à dédaigner comme position politique”

1837

October 10: The French corvette *Heroïne*, (Capt. Cecille) visits Tristan on her voyage from Brest to Simonstown. The Captain lands with his surgeon Roussell de Vouzème but was disappointed not to see a French fishing or whaling establishment. He met an assemblage of heterogeneous people amounting to 42 souls, comprising: seven men, six women and twenty nine children. George Pert and his wife had left the island in the early part of the year.

1838

October: An American whaling ship, after few hours visit to Tristan, sails for her home port, taking with him the islander Rogers (see November 1836). He never returned and nothing has ever been since heard. Rogers took the place on the ship of a certain Charles Taylor, a very sick Irish man, who after few months regained his health and married another of Glass's daughters.

October (end): The young population of the island amounted to thirty children.

1839

A certain Anderson settles on the Island from a sailing ship which calls at Tristan.

1842

March 19: The *R.Y.S. Wanderer* visits Tristan. In a letter addressed to the *Athenaeum*, London, the correspondent of the *Wanderer* states:

“Very many American whaling ships touch at this spot for supplies of potatoes and water Tristan da Cunha is a perfect model republic. In the evening the old man (W. Glass) christened his youngest child, and in honour of our Queen, the child was called Victoria. Mr. Boyd, Esq., the owner of the yacht, gave the young one five sheep, the increase of which was to be her on her coming of age, and en masse, the people stood up and promised to tend her flocks until she was a married woman”

The islanders call the location of the main nucleus of their houses Somerset City. The total population of the Island is of 73 souls of which 15 are children and 27 are grandchildren of W. Glass.

The population of Tristan near the end of the year is 42 souls. Samuel Johnson (see August 1833) falls in love with the deserted daughter of W. Glass (see October 1838) and marries her. As usual W. Glass officiated, there being no priest upon the island nor any other legal authorities.

1843

The two American-born William Dally and Samuel Johnson with the two English brothers Robert and Richard Riley dig for irrigation purposes, a large trench from the Cascade, a “creek of Big Watering to the settlement”.

1844

November: The American whaling ship *Acasta*, (Capt. Harlow) from Sag Harbour, N.Y., sails very close and heaves to for some days near the eastern coast of Tristan.

1846

Samuel Johnson loses a girl of thirteen after a severe attack of scropula. She was a daughter of the previous marriage of his wife. (See entry and the end of 1842)

1847

Samuel Johnson, who married the deserted daughter of William Glass goes back to U.S., with his family (see the end of 1842)

1848

October: The British ship *Augusta Jessie* on her way to Ceylon calls at Tristan. The Rev. John Wite, a passenger, lands and preaches to the people.

October: The Rev. John Wite lands again on Tristan, and baptises 41 children.

October: The *Augusta Jessie* leaves Tristan. The Rev. Wite, writes to England asking the *Society for the Propagation of Christian Knowledge* to send books and stores to the islanders, and if they could, a missionary.

At the end of this year there were 30 children on Tristan.

1849

February (?): At about this date came on the Tristan the master of a whaling ship, a certain Andrew Hagan, an Irish American from New London, Conn. He decided to settle on the island after he had found out that his brother, master of another whaling ship, had died in the wreck of his ship on the storm bound shore of South Georgia.

An anonymous benefactor, who read the appeal of the *Society for the Propagation of Christian Knowledge*, and sympathising with the islanders in their destitution regarding religious and moral instructions, remitted to the Society £1,000 to provide a resident clergyman. It was intended that he would fulfil the office of teacher and minister for five years.

The population at the end of the year 1849 was 47 souls.

1850

Benjamin Boyd, Esq., on board his R.Y.S. *The Wanderer* bound on a voyage around the world, calls for the second time at Tristan. He remained there, with his party, for two days, and on leaving kindly handed to Glass a sum of money to be used for the purchase of a tablet to be erected over the remains of the crew of the wrecked English man of war brig *Julia*. The tablet was obtained, but in stone of such soft material that the inscription had very soon become obliterated by the weathering effect of the Tristan climate.

Good Friday: One of the islanders, Anderson, a father of several children, who had come to the island a few months after the sick man Taylor took the place of Rogers, and who had married one of the two daughters brought by one of the five women from St. Helena, threw himself into the sea, where his body was almost devoured by sharks. His wife soon after went away with her children aboard a whaler bound for Hobart Town.

November: The Rev. William F. Taylor sails from London to Tristan in the Barque *Earl of Ripon* in answer to the appeal of the *Society for the Propagation of Christian Knowledge*.

1851

February 9: The Rev. W.F. Taylor, the first missionary of the Tristan colony, lands on Tristan, accompanied by the Prof. Roderick Noble, late editor of the *Cape Monthly Magazine* who boarded the ship at Cape Town for a brief visit to the Island.

In the evening of the same day, a boy of Charles Taylor, dies of severe burns.

February: After few days' Prof. Noble went back to the Cape aboard the *Earl of Ripon*.

February (end): The population of Tristan was composed of 9 families: W. Glass, Richard Riley, Alexander Cotton, Swain, Daley, Green, Miller, Taylor and Hagan with a total of 64 children. These made, with Glass's married but deserted daughter, and an Irishman left sick on the island, 84 souls in all.

September: Through the good offices of the Rev. J. Wite (see Oct. 1848) the *Society for the Propagation of Christian Knowledge* sends a large box of school and Prayer books: Unfortunately this box never reaches its destination.

November: The British ship *Syria*, (Capt. Burrell, master) from London to Melbourne, Australia, calls at Tristan. The Captain, his wife and the ship's doctor land, paying a visit to Rev. Taylor.

November 11: H.M.S. *Herald*, (Capt. H.M. Denham) calls at Tristan. The Captain visits the settlement, making general hydrographic and astronomical observations. With the Captain lands the surgeon of the ship who examines the health of the islanders.

“Accompanied by Rev. Taylor the officers of the Herald go to visit the old Governor William Glass, who is now upward of 70 years of age, and sorrowfully afflicted with cancer in the under lip and chin ... Our surgeon, Dr. Rayner, ministered to him by advice and medicines all the alleviation his case and our brief visit would admit”⁴

November 12: In Captain Denham’s report we read:

“The Islanders have no name for the N.W. point (of the island) where our observations were taken at, so it was named Herald Point (see Map)”

On that day the Rev W.F. Taylor sends a letter to Capt. Denham, to be consigned to the British authorities, on behalf of his missionary work: After some other minor formalities the *Herald* leave the island.

November 16: H.M.S. *Torch*, (Capt. Chimms) calls at the island. In the afternoon the commander sent a general invitation to every islander to come aboard. William Glass, with the Rev. Taylor, and few elder Islanders, with their children, go on the ship.

November 17: At dawn the *Torch* sails away, bound for the Cape.

December 27: James Glass, a son of W. Glass, marries Mary Riley the daughter of Richard Riley.

The population of the Island according Capt. Denham was 85 persons divided into 9 families.

1853

August 4: The first legal marriage is performed on Tristan, by the Rev. W.F. Taylor, was the marriage between Mary Riley and James Glass, one of the sons of the Governor. Afterward they had three children, the last two twins. Mary Riley was the daughter of Richard Riley, the Deptford fisherman who was wrecked on the island, and one of the five unmarried men whose wives came from St. Helena. Afterward she was the schoolmistress during the first years of the Reverend Taylor’s work.

“The memory of Mary Riley, is until at present, cherished by the D’Acunhans, on account of her

ability as a teacher, and it was said of her that many of the rising generation of Tristan da Cunha, would owe much to those lessons implanted in them by this good woman”

August 6: In the evening of the same day, a little child of Alexander Cotton dies after being blown by a gale down one of the ravines. She was found by the Peak. The Cottons had lost another child in the same way before.

September: The American whaling ship *Canton* from New Bedford, Mass., calls at Tristan, to exchange goods and to fetch water.

November 9: The British ship *Syria*, (Capt. Burrell) calls for the second time (see Nov. 1852) at Tristan. The Captain lands to visit the Rev. Taylor.

November 24: William Glass the beloved governor of Tristan, died of cancer, survived by his wife, eight boys and eight girls. He is buried in the Island cemetery. His monument, subscribed for and sent by Samuel Johnson (his son-in-law), with his wife and some other relatives is a handsome piece of marble. This is the inscription carried on the stone:

*In Memory of
William Glass Born at Kelso, Scotland,
the Founder of the Settlement of Tristan in which he
resided 37 years, and fell asleep in Jesus
November 24, 1853, aged 67 years.
Asleep in Jesus, far from thee
Thy kindred and their graves may be but thine is still
blessed sleep
From which none ever wakes to weep.*

The verses on the tombstone were copied from a favourite magazine of Glass’s, and which during his lifetime he used to like to repeat.

December: The old man-of-war’s man Alexander Cotton, with the assistance of Peter William Green, becomes the legal patriarchal successor of William Glass and the ruler of the little colony.

1855

August (beginning?): The whaler barque *Pacific*, (Capt. John Sherman) from New Bedford, with W.B. Whitecarr, the author, on board, and bound for the south Atlantic and Indian Ocean makes an attempt to get close to the north-west shore of Tristan, in order to permit a landing. But it proves impossible and she heads off to the north east.

⁴ This is the only recorded case of cancer in the history of the island up to 1900

The island is included officially, but without the knowledge of its inhabitants, in the Original Settler Patent constituting the See of Cape Town Colony. In October of this year the whole population of Tristan amounted to 95 people: 45 males & 50 females, comprising 12 families. The total number of births upon the island from the first days of settlement to this date has been 115, of which 58 have been males and 57 females. The total deaths have been 18 and one of them accidental, the death of a certain Brown who fell down a precipice, and not including the sixty men who perished in the wreck of the *Julia*.

1856

January: Mrs. Glass, wife of the late Governor William Glass, leaves the island with her children, relatives and grand-children, 25 persons in all, to settle in Cape Town.

March 18: Capt. M.S. Molloth of H.M.S. *Frolic*, with Bishop Robert Gray of Cape Town, St. Helena and Ascension on board calls at Tristan. The object of Bishop Gray's first visit to the island was

"to inquire after the welfare of the community, and to make arrangements for the eventual removal of such of them (islanders) as might wish to quit the island ..."

Pronouncing the island unsuitable for human habitation, owing to the poverty of its natural resources, he consequently advised the emigration of the settlers to Cape Colony.

During his stay on the island, Bishop Gray confirmed thirty persons, and made the islanders sign a document acknowledging themselves as part of his diocese.

At the time of this visit of Bishop Gray, the entire population of the island amounted to 71 souls so divided:

Thomas Hill Swain, 81 years old; his wife a middle aged negro; eight sons: five boys and three grown up daughters

Alexander Cotton, 67 years old; his wife Frances, a middle-aged mulatto, 9 children, six boys and three grown-up daughters

Richard Riley, 60 years old; his wife a Mulatto, considerably younger; three sons and five daughters aged from 9 to 23; the eldest being a stout active man of 21, with his wife and infant; and the others boys of 7 and 15 years old

Peter Miller, a Dane, about 56 years old, a quiet industrious man, a sailor, now the farmer of the island:

His wife, a stout middle aged mulatto: Seven stout healthy sons, the eldest of whom nearly 17 years old, and the little one, a girl

William Daley, an American; about 45 years old; originally a sailor, an active, intelligent, industrious man: His wife, a light mulatto lady 35 years old. Then children of ages from 1 to 17 years old; two of them boys of 12 and 15 years old; and the rest girls

Peter W. Green, a Dutchman, his wife Mary Martha, a daughter of T.H. Swain; four boys and four girls of ages from 7 to 18

Andrew Hagan, an American, a strong built, healthy, active man of about 35 years old; his wife Selina, another daughter of W. Glass, and three young children

The number of unmarried females above the age of 12 was exactly double that of the males, viz. 18 to 9, and with the Rev. W.F. Taylor, a total of 71 souls

March 22: H.M.S. *Frolic*, after a four day visit, leaves the island bound for Simonstown.

March 29: The Bishop Gray writes to his son Charles:

"On this date: I have been there (Tristan da Cunha) with the Frolic brig-of-war ... We attempted to reach the tip (of the Peak) one day, but it was enveloped in clouds and rain. The ascent was very difficult, and in some places dangerous ..."

April 5: Bishop Gray writes:

"Nothing could be more satisfactory than Mr. Taylor's work: I hope that in a few days a large ship will be sent to bring them all (the Islanders) away"

September: The English ship *Joseph Somes* catches fire near the anchorage off the settlement of Tristan: her passengers and crew, numbering 56 people are landed and sheltered for some weeks by the islanders, until they are taken away to the Cape by a whaling vessel.

1857

October (15?): The Rev. Taylor leaves Tristan with forty seven islanders (the majority young women), on board H.M.S. *Geysler* for a new settlement at Riversdale and Mossel Bay, Cape Colony.

With the departure of the Rev. Taylor, Peter William Green is the recognised Headman of the small community of Tristan, Alexander Cotton being sick renounces the leadership.

December 1: H.M.S. *Sidan*, (Capt. Crawford) calls at Tristan. For the first time a flag is consigned to the colony - the Union Jack - authorising the Governor Peter W. Green, to hoist it over his house whenever a vessel hoves in sight.

December 25: The island is visited by Capt. W.J.S. Pullen of H.M.S. *Cyclops*, deputed by the British Government to present a boat and stores of various kinds to the islanders. The population at the end of the year is reduced at only twenty-three souls - from the seventy one of the previous year.

1860

H.M.S. *Sphinx* with three gunboats which in convoy to China, calls at Tristan en route.

1861

H.M.S. *Gorgon*, towing the brig *Swift* as a mooring-lighter at Simonstown, calls at Tristan.

1862

April 26: Thomas Hill Swain, one of the original settlers of Tristan dies, aged 102 years. He was chopping wood, when a splinter flew into his eye, causing his death by haemorrhaging and other causes: He is buried in the island cemetery at Big Beach, where the inscription on his grave still remains (1926) as follows:

Thomas Swain

Born at Hastings, England

Died on 26th April, 1862

Aged 102 years

The population of the Island in the year 1862, according to Capt. Pullen's second visit, was of six men, eleven women and nineteen children; thirty six in all.

1864

December 5: The Confederate cruiser *Shenandoah* (the ex-British *Sea King*), (Capt. James Iredell Waddell) after having captured and destroyed the whaler barque *Edward* of New Bedford, Mass., in Tristan waters calls at the island and lands her crew of thirty-five as prisoners-of-war. Cornelius E. Hunt, the acting master of the *Shenandoah* and historian of her exploits, relates the landing of the crew of the whaler Edward:

"It was the first time the islanders (Tristan da Cunha) had seen the flag that floated from our peak, and to what nationality it belonged they could not imagine, nor was their astonishment in any wise diminished when we informed them that our ship was a Confederate cruiser, and we had thirty-five prisoners which we proposed contributing to their population ...

... They (the prisoners) had the free range of a charming island, where reigned perennial summer; besides, there were a number of the gentler sex in want of mates, I learned, and where there are pretty women so circumstanced, there sailors be happy ...

... The oldest inhabitant ... one of the ubiquitous sons of Connecticut, of course, stranded there some five and twenty years ago ..."

December 6: The *Shenandoah* leaves the island headed to the north.

December 24: The Federal gunboat *Iroquois* arrives at Tristan to fetch water, after looking for Confederate ships in the South Atlantic, where they were known to molest New England whalers. Hearing of the exploits of the *Shenandoah* she takes on board the crew of the *Edward* left there by Capt. Waddell, taking them back to their own country.

The clipper-built brig *Lark*, (master William H. Summers), runs into a storm near Tristan, where she is sighted by a man-of-war, run ashore and scuttled. Capt. Summers and his first mate Henderson succeed in getting a chest containing their fortune as privateers and live some time with the islanders until taken aboard a sailing vessel. Summers dies on his way home.

Capt. Henderson on the sailing ship *Rover* returns to Tristan with the chart left by Summers and rediscovers the chest: he then returns to N. Orleans.

The population of Tristan at the time of the visit of the *Shenandoah* was of forty souls.

1865

Near the end of that year the British Authorities of South Africa suggest to the islanders they leave and settle at Cape Colony: About ten young Islanders leave the island.

1866

April: Joseph Beetham, an American, settles at Tristan, because his wife Ellen is a native of St.

Helena. With him are his four sons: Jacob Steenson, Joseph Alexander, John Edward and William Henry.

May 10: A terrific westerly gale blows down two of the houses of the Tristan settlement, destroying crops, plantation and livestock. This is the first recorded event of this kind in the history of the island.

June 30: The sailing ship *Stirling Castle*, (Capt. McGowan), master, calls at Tristan.

At the end of this year the population of the island amounted to 58 souls.

The visit of HRH Duke of Edinburgh

1867

August 5: H.M.S. *Galatea*, (Capt. H.R.H. the Duke of Edinburgh), at 7 o'clock in the morning arrives at the main island of Tristan group, at 2nd miles (sic) from the coast facing the settlement. The Governor, Peter W. Green, steering a boat manned by eight men, nears the ship.

At 9 a.m., the Duke, with his entourage, a number of officers and the Rev. John Miller (chaplain) lands on Tristan. Accompanied by Green, he proceeds up to the little settlement, which at that time consists of some eleven houses scattered over a sloping open space of ground at the north-western side of the island. The houses are well, though primitively, built, of soft stone of the island, cut into blocks of all sizes and shapes; the roofs are thatched with long grass that will last for thirty years, and outwear the wood.

The Rev. Miller christens all the children, sixteen in all, who had been born since 1857, when the Rev. W.F. Taylor left the colony. As no register could be found on the island, (Rev. Taylor having taken them away with him, together with other documents), perhaps it may be of use to record their names here. The following is a list of the children and their parents, viz.

Charles, Albert, Andrew, Jun., Samuel, John Steen and Mary Jane, children of Andrew and Selina Hagan;

Thomas Catterick Carr, son of Thomas and Mary Caroline Glass;

Lucy Jane Gray (Green), daughter of Joshua and Sarah Rogers;

Alfred, Susan Maria (twins), Mary Jane Cotton, John Alexander and Henry James, sons of Peter W. and Martha Green;

Rachel Emma, daughter of Joseph and Ellen Beetham;

Andrew Edward and Eliza Anne, children of Samuel and Susan Swain.

"The remarkable coincidence of their being seven unmarried girls in the place, and just seven equally eligible bachelors, naturally suggested to me the propriety of offering them an opportunity of pairing off then and there in the orthodox way ... But the maidens were coy, and the swains were slow, and no advantage was taken of the offer ..."

Describing the various kind of boys and men's dress and of the dresses of the female islanders, the Rev. Miller writes that women wear crinolines, which have mysteriously penetrated to this remote corner of the world.

"The graveyard is situated between the houses and the sea. It was a square piece of ground, half an acre in extent, and enclosed with a stone wall four feet high. It appeared to contain about twenty graves, two of which had headstones attached to them"

"We ascertained that there were about 500 head of cattle on the Island, and 200 sheep ... and from the last year's stock (1866) they had still 200 bushels of potatoes ..."

Following the suggestion of Rev. Milner, the Duke of Edinburgh gave to the islanders a large quantity of elementary school-books, catechisms, pencils, slates and writing paper.

At half past three p.m., after a luxurious dinner prepared and served by the Governor, the Duke of Edinburgh returned to the *Galatea*, which steamed away for the Cape of Good Hope.

It was on this historic occasion that Peter W. Green asked the permission (which was of course obtained) to call the village of the island Edinburgh, in reverent and perpetual homage to the visit of the *Galatea*.

The population of Tristan at the time of the visit of the Duke of Edinburgh, was of eighty-six souls.

1869

April (?): The ship *Bogota*, (Master Jones) from Liverpool, caught fire on the coast of Tristan.

1870

Francis Cotton, the middle aged mulatto wife of Alexander Cotton, returns to Tristan from St. Helena.

The ship *Ralph Abercrombie*, (master Anson) goes aground on the north-east coast of Tristan during a furious gale.

1871

June: A St. John, Newfoundland, vessel, the *Beacon Light*, (Capt. Fry), bound for Rangoon, India, is lost by fire about 300 miles to the north-west of Tristan. Her crew, in an open boat, land on the west shore of the island.

June: Eighteen days later, the crew of the *Beacon Light* were taken from Tristan by the *Northfleet* (the ship afterwards sunk off Dungeness) and carried to Aden. From Aden, a certain Gustav Stoltenhoff goes back to Germany on board an English steamer and reaches his native city of Aix-la-Chapelle where his father a cloth dyer by trade and his elder brother Frederick, born in Moscow, who was a lieutenant in the Franco-Prussian war lived.

November 27: The two brothers Frederick and Gustav Stoltenhoff land on the west side shore of Inaccessible Island, the second largest of Tristan Group.

“On account of the life spent for few days at Tristan da Cunha, by my brother Gustav, so relate Frederick Stoltenhoff and his desire to return there, led me to join him in a venture to the island not with a view to remain here by settling, but to endeavour to realise a sum by seal-hunting and barter ...

... So we left Southampton for St. Helena on the British steamer Northam in August 1871, and were landed there the following month. On the 6th November, we left St. Helena on board an American whaler, the Java, Capt. Manter, hailing from New Bedford, Conn., and bound on a cruise in the South Atlantic. After the suggestion of the aforesaid Capt. Manter, we landed on Inaccessible Island instead of Tristan da Cunha, because according his knowledge was richer in seals and sea-elephants”

November 29: The *Java*, after having unloaded all the stores that the brothers Stoltenhoff had brought with them, sails away after the Captain had given the Tristan islanders information of the landing of the two brothers.

December 1: Sixteen out of the eighteen men who at that time inhabited the main island, visit the Stoltenhoff brothers in two boats. Peter W. Green leads the group.

December 10: After having helped the two brothers in their main need for the building of a comfortable hut

on the north-east shore of the island near a waterfall, the islanders return to their settlement.

December 15: The Stoltenhoffs complete their house, clear the ground and plant various kind of seeds and potatoes. They build a small warehouse where they keep their whale-boat, some empty barrels for oil, gun powder and a wheel-barrow. In a corner of the house they keep some bags of rice, flour, biscuits, sugar, tea, coffee, salt, pepper, a small quantity of tobacco, a small supply of spirits and wine, lamps, matches, few cooking and garden utensils, and a diminutive library consisting of eight or ten volumes of miscellaneous reading

December 25: A group of islanders visits the brothers.

1872

February: The house built by the two brothers fails to keep out heavy rains and they are forced to build another.

April 5: The tussock grass growing on the cliff at the back of the new house accidentally catches fire as the brothers are clearing new ground.

April: A third house this time more solid, is built.

May 14: A British ship hoves in sight of Inaccessible Island, but the surf on the beach prevents the Captain from attempting to land. He makes sail again and leaves.

May 15: The British ship that hove along the north-east coast of Inaccessible Island without attempting to land reported to the islanders that he had seen two persons lighting a large fire to attract his attention, and also a square-sterned boat, but that no one launched the boat.

June: In one of the fiercest gales in the island history, the whale-boat of the two Stoltenhoffs, is washed off the beach and wrecked.

August 10 : The store of provisions runs short, and although fish could be caught in plenty a little distance from the shore, few could be taken from the rocks, so that loss of the boat stops that means of supply. As they were no longer able to get round to the north-west side of the island, they could not climb the summit of the island, on which were pigs and goats.

September (first week):

The captain of a French Barque, bound for the East Indies, accompanied by some of the crew, lands on Inaccessible Island:

*“Had she (the Barque) arrived a fortnight sooner”
- writes Frederick Stoltenhoff - “both my brother*

and myself would certainly have been most glad to quit our habitation. A fortnight on a diet of fresh eggs and savoury biscuits ad libitum (that they had exchanged with the French Captain in return for nineteen seal-skins) had so far restored our strength that we decided yet to remain”

October 20: A schooner fore-and-aft is seen standing in towards Inaccessible Island. She proved to be the *Themis*, a schooner making sealing voyages amongst the islands of the South Atlantic and from the South Shetlands to the Cape.

October 22: Six men and boys from Tristan, with the Captain of the *Themis* land on Inaccessible Island. They bring to the two brothers some supplies and then they return aboard the schooner, which sails away in the evening. On leaving, the Captain of the *Themis* promised to return in a few weeks time, but does not do so.

December 2: An American whaling schooner sends two boats to the shore of Inaccessible Island. The two brothers, in return for six small seal skins, obtain some tobacco, three shirts, a few pounds of molasses and five pounds of flour. They were invited to leave, but they did not take the opportunity, expecting the return of the *Themis*.

December 10: A party of Islanders lands on Inaccessible Island to hunt seals and sea-elephants. During the stay of the party they shoot eight of the remaining twelve goats, assuring the brothers that the *Themis* would most certainly call next month.

December 19: The party of islanders leaves Inaccessible Island after having killed forty seals and one sea-elephant. They invite the two brothers to leave the island, but the Stoltenhoffs refuse, feeling that they probably would not be welcomed. For the ten following months they are without any communication with their fellow men.

In this year the Italian ship *Czarina* from Leghorn to Bombay runs ashore on the west coast of Tristan.

1873

January 9 (?): The whaling schooner *Themis* pays a visit to Tristan, but without visiting Inaccessible Island.

February 1: A group of Islanders land again on the west side of Inaccessible Island, and either shoot or catch the remaining four goats, which they take away with them:

“For what reason is difficult to say as there (on Tristan da Cunha) is an abundance of food of every description, including sheep: As they did not

communicate at all with us, and this was obviously intentional we have considered that their object was to drive us from the island. Probably the Tristan da Cunha people considered that our residing on Inaccessible Island interfered with their hunting-ground. In all events after their previous kindness to us, their conduct was at least rather inexplicable. Indeed they endeavoured to avoid being seen, or so it appeared to us, who were in a measure unable to communicate with them”

February 2: A group of islanders returns to their Island.

March: Their food being exhausted, the two brothers decide to shoot several pigs, the meat of which is atrociously unpalatable owing to their feeding partially on sea-birds. They also collect a great number of penguin’s eggs.

August 18: The two brothers meet again after being separated for some time, the elder living on the plateau of the island to provide food and the younger remaining below to melt and store the fat of seals.

October 14: The English exploring ship, the *Challenger*, Capt. Sir George Nares, calls at Tristan. Having heard that two Germans had landed on Inaccessible Island two years previously, and fearing they were in distress, he decides to go to their assistance.

October 16: The *Challenger* goes to Inaccessible Island and takes aboard the two Stoltenhoff brothers.

October 19: The *Challenger*, after a day off Inaccessible Island performing hydrographic and cartographic operations, sails away bound for The Cape.

“At the time of the visit of the Challenger Peter W. Green was our very interesting host: The Edinburgh settlement is composed of about fifteen houses, and the population is of eighty four souls divided in fifteen families”

1875

January 1: The attention of the Lords of the Admiralty is again attracted to the island. H.M.S. *Sappho*, (Capt. Noel S.F. Digby) is sent to Tristan from Simonstown.

January 7: H.M.S. *Sappho* calls at Tristan: Capt. Digby in his report to the Admiralty writes, amongst other observations:

“The economic situation of the Islanders is not so favourable: The number of vessels calling there has considerably diminished since the American War (1862-1864) before which the Island was

frequently visited by American whalers, which are now but seldom seen ...

Peter (W.) Green considers himself under the jurisdiction of Cape Town, and bases his assumption on the fact that, some years ago (see entry March 18, 1856) Bishop Gray, of Cape Town, visited them (the Islanders), and made them sign a document acknowledging themselves in his diocese”

The population of the island is 85 people divided into 14 families.

March 5: The Earl of Caernarfon, then Secretary of State for the Colonies, London, writes to the Governor of Cape Colony, Sir H. Barqueley:

“It appears desirable to me that Peter (W.) Green who is described as being the leading man amongst the islanders (of Tristan da Cunha), should be invested with some species of authority, and I should wish you to consider whether ... you should not confer upon him some magisterial powers, which, however, ought to be of a simple and limited kind ...”

May 1: Sir H. Barqueley, Governor of Cape Colony replies to the above letter from the Earl of Caernarfon:

“My advisors showed me various difficulties and they request me to add that in the present state of information they do not feel at liberty to recommend that magisterial powers should be conferred on any of the inhabitants (of Tristan da Cunha) by this Government.”

October 12: H.M. Government sends H.M.S. *Diamond* (Capt. G. Stanley Bosomquet) from the Cape to visit the Colony of Tristan, to appoint one or two magistrates and to confer with the (the islanders) as to the rules for their own government.

The *Diamond* arrives at Tristan, and as soon the operations of anchorage are completed the Captain lands with the Rev. John Pitman, chaplain on board. After a visit to the settlement and some formalities, the chaplain baptises 25 children, one of whom had been born only a few hours before. The last unmarried daughter of Peter Green, Emma Matilda, was married by the Rev. Pitman to a son of Andrew Hagan, William Henry, 21 years old. The Captain and several officers of the ship have the pleasure of witnessing the ceremony.

October 13: H.M.S. *Diamond*, late in the evening leaves Tristan. Capt. G.S. Bosanquet, informs the Admiralty that:

“I was unable to see any need of establishing rules for their further guidance ... Peter (W.) Green is

the most fit person to hold the office of chief magistrate ... The present community are naturally averse from any influx of settlers, as it would increase many kinds of uncomfot, and steadily reduce what seems to me the only attraction to the place, viz., space, and plenty on sea and land, all at their disposal, with few to participate, and those mostly united by family ties. Joseph Beetham, an Englishman, I was willing to have removed to the Cape, as evidently was dissatisfied, and is probably a disturbing element in the settlement; unfortunately, the principal female member of the family, Ellen (his wife) was not in a condition to make a hasty move ...

The Captain is the first one to defend the Islanders from recent accuses of iniquitous, alleged inhospitable treatment by the islanders of people residing there for fishing and other purposes ... They do not deserve this ...”

As an appendix to his Report, Capt. Bosanquet sends the first complete census of the inhabitants of Tristan, taken the first day of his visit, 12th October 1875.

The census follows:

Peter W. Green, 67 years old
 Mary Martha Green, his wife, 59, born St. Helena
 Joshua Rogers, 36
 Sarah Rogers, his wife, 33
 Lucy Jane, 9
 Louisa, 6
 Thomas, 4
 William Henry, 2½
 Jeremiah Green, 31
 Isabella Hickly Green, 30, his wife
 Emma Matilda, 2 3/4
 Maria Elizabeth 1
 Cornelius Cotton, 37
 Francis Jun Cotton, 39, his wife, born St. Helena
 George, 5
 William, 3
 Benjamin 2 months
 Jacob Green, 33
 Lucy Ann, 25, his wife
 William Henry, 6 months
 Christopher William, 5

Frederick Green, 4	Susannah Martha, 32, his wife
Joseph Beetham, 41, born in Stanley, Yorkshire, England	Andrew Edward, 12
Ellen Beetham, his wife, born in St. Helena	Eliza Ann, 10
John Edward, 17, born Cape of Good Hope	Mary Magdalene, 8
son Jacob Steenson, 16, born at Cape of Good Hope	Benjamin Lewis, 6
Joseph Alexander, 14	Susannah Martha, jun, 4
William Henry, 11	Jemima Jane, 2
Rachel Emma, 9	Samuel Robert, 7 months
Cornelius Hambly, 7	Thomas Glass, 46
Mary Jane, 4	Mary Kelly, 36, his wife
Thomas Benjamin, 2	Thomas Carter, 9
William Green, 37	Joseph Fuller, 7
Martha Green, 38, his wife, nee W. Glass	John Rider, 6
William Peter, 18	Robert Franklin, 4
John Alexander, 16	Andrew Hagen, 59, born New London U.S.A.
Mary Ann, 15	Selina, 48, his wife
Henry James, 11	Joseph Andrew, 24
Alfred, 8 (twins)	Charles, 17
Susan Maria, 8	Andrew Hagen, jun, 15
Alice Jane Gray, 5	Albert, 15 (twins)
Martha Francis, 5 months	Samuel, 13
Maria Cotton, 65, born at St. Helena	James Stein, 11
Elizabeth Cotton, 45	Mary Jane, 9
Thomas Cotton	John Glass, 5
Sarah Swain, above 80, born St. Helena	Benjamin Green, 27
Caroline Swain, 46	Mary Green, 40
Eliza Swain, 45	William Henry Hagan, 21
Thomas Hill Swain, 43	Emma Matilda, 27, his wife, nee Green
Ruth Swain, 43, his wife	
Samuel William, 18	Males:
Ellen Louisa, 16	Married 13
Thomas Walter, 14	Unmarried 36
Carolina Isabella, 7	Total: 49
Alexander John, 2	Females:
Lydia Parker, 1 day	Married 14
Samuel Swain, 42	Unmarried 20

Widows	2
Total:	36

Population of Tristan at the end of 1845: 85

The vessel *Olympia* from Hanover is abandoned near the coast of Tristan after springing a leak. The crew reach Tristan in open boats and after few days are taken away on board a passing ship.

1876

October 30: H.M.S. *Wolverine*, (Capt. Lindsay Brine) calls at Tristan. In the afternoon, the Captain, accompanied by Dr. Walter Raid, the ship's surgeon and Rev. Frederick L. Warleigh, Chaplain, land on the Island and visit the Edinburgh Settlement. The Chaplain, baptises six children, five of which were born after the visit of H.M.S. *Diamond* and one (Francis Martha Green) who was only five months old at that time.

The children baptised are:

William and Mary, twins, of Thomas and Mary Glass - Born June 17, 1876

Robert and Elizabeth, twins, of Joseph and Ell Beetham - Born Nov. 18, 1875
 John, son of W. Henry and Amy (Emma) Matilda Hagen - Born Aug 1st, 1876
 Francis, daughter of William and Martha Green - Born April 27, 1875

On the October 30, the number total of inhabitants of Tristan was of 91 souls, viz,

Males:	45
Males under 15 years of age:	23
Females:	45
Females under 15 years of age	19

The amount of livestock possessed by the islanders was of about 700 cattle and 250 sheep.

In this year an attempt was made to introduce a rudimentary system of administrative control on Tristan, similar to that in use among the islanders of Pitcairn Island, in the south Pacific and, in many aspects, strangely resembling Tristan.

Capt. Brine, in his Report on the visit made to Tristan, suggests that the Commander of the Cape Station Naval Base, should be constituted ex-officio Governor of the island, with a deputy appointed by the islanders, whose duty it should be to convene public meetings on all complaints arising, and to see all public works executed. This suggestion was accepted by the

Government in principle and a simple constitution was actually drafted by the Law Officers of the Crown. But it was not carried out, because the islanders, whose community may be defined as a simple republic bound by its customs enforced by common consent, took alarm at the prospect and their preferences were rejected.

1878

May: The American sailing ship *Mabel Clark* from Liverpool to Hong Kong, with a cargo of coal goes aground on the rocky south coast of Tristan. Sixteen members of the crew make it ashore, while six were drowned: the survivors are cared for by the Islanders.

July 26: The Secretary of State for the British Colonies writes a letter to the Secretary to the Admiralty, the Hon. Thomas Wolley, in which is said that:

"Sir Michael Hicks Beach would be glad if their Lordships could direct that a donation of such things (clothing, blankets, flour, tea, sugar and tobacco) should be made to them (to the Islanders of Tristan da Cunha). They Lordships were, no doubt, aware that the Islanders have often maintained the crews of wrecked vessels, and that in spite of their extreme poverty they have not received any reward. I may add that, as the mice are said to be the greatest pest which has been introduced into the islands, Sir Michael Hicks Beach, would suggest that a few cats might possibly be an acceptable present ..."

September: The U.S. man-of-war *Essex* visits Tristan to look after the crew of the American sailing vessel *Mabel Clark* (see May 1878), most of whom however had already obtained passage on passing ships. The rest of the crew was taken on board the *Essex*.

October 16: H.M.S. *Emerald* (Capt. William H, Maxwell) visits Tristan. The Captain and the Chaplain go ashore, where they deliver a number of cats, which were not at all wanted as the islanders already had such a number that they run wild and are shot for their skins.

The livestock of the Islanders is reduced at about 500 head in all, sheep and pigs comprised: The Chaplain baptises seven children, being those born since the visit of the *Wolverene*. There have been two deaths since that visit.

October: The U.S. Government wishing to reward the Islanders of Tristan, for their

"gallantry, heroism and humanity for the rescue of the crew of the Mabel Clark"

and sustainment on the island for many days, authorise Mr. A.G. Studer, the U.S. Consul at Singapore, to send to Peter W. Green, Sen., Thomas J. Glass, William Green, Andrew Hagan and William Hagan \$25 each and the thanks of the U.S. Government.

At the end of the year the population of the island was 104 inhabitants.

1879

August 1st: John Welsh, from London's American Legation, sent the British Naval Station at Cape Town two boxes, containing first a gold chronometer and chain to be awarded to Peter W. Green, Senior, and the second containing a binocular glass and £40 in gold to be awarded at the discretion of the next English commander to visit the island to the inhabitants who had been instrumental in saving and caring for the crew of the American vessel *Mabel Clark*.

1880

February 6: H.M.S. *Cornus*, (Capt. James W. East) bound for China, calls at Tristan. Once anchored, the Captain, with the Rev. Arthur C. Wright, the ship's Chaplain, the Surgeon ship James Clibborn and a group of officers visit the Settlement.

Capt. East writes in his Report

"After having assembled the people in Peter W. Green's home I gave them the presents sent by the President of the United States (R.B. Hayes), in acknowledgement of the services rendered by them to the crew of the Mabel Clark. The Chaplain baptised five infants, born since the visit of H.M.S. Emerald (Oct. 16, 1878): the population is of 109 souls; the livestock amounts to 500 head of cattle, including cows, about 500 sheep and plenty of pigs, geese, etc."

"At present I think any change in government of the island inadvisable. In the past two years to this date there have been thirteen deaths by different ailments: The Islanders up to this date have twenty acres of land cultivated."

February 7: H.M.S. *Cornus* leaves the island in the first hours of the morning, after having distributed one hundred yards of flannel, some gun powder and some other trinkets.

February 15 (?): The first serious shipment from St. Helena; after many unsuccessful attempts had been made from time to time, of 27 bullocks, weighing from 700 to 800 lbs, was offloaded by a passing sailing ship.

June 1st: After the publication of Capt. J.W. East's Report (see Feb. 6, 1880) and an article published in the *London Times*, where it was said that the Islanders are most anxious to have a resident clergyman or schoolmaster, a certain Joseph Creese, a teacher, offers by letter to the Colonial Office to undertake a mission to Tristan, asking only an allowance of 20 shilling weekly for his family.

"I was a teacher, in the early part of my life, and was once on the point of entering the Church, and even now, with a Bible, Prayer-book, Hymn-book and a few plain sermons, I could conduct a simple service creditably ... I am blessed with excellent health ... with a few tools I could make myself a cabin, cultivate my own garden, prepare my own food, and clothe myself from head to foot ..."

June 14: The Colonial Office on advice of H.M. Government graciously declines the offer of Mr. J. Creese.

September 20: The Rev. Edwin H. Dodgson brother of Lewis Carroll (author of *Alice in Wonderland*) who had been engaged in missionary work in eastern Africa under Bishop Steere, is accepted by the Society for the Propagation of Christian Knowledge as missionary for Tristan.

October 12: The British sealing schooner *Themis* of Cape Town, calls at Tristan.

October 18: The *Themis*, after having hunted for seals around Inaccessible Island, sails away.

October 30: H.M.S. *Miranda* under Capt. E. S. Dawson calls at Tristan. Accompanied by Dr. Greany, the ship's surgeon, Mr. Ramsey the paymaster and other officers, the Commander lands on the Island delivering the registration books for births, deaths and marriages requested by Peter W. Green, and also the letter from *The Shipwrecked Mariner's Society* containing the medal awarded him for gallantry in the occasion of the wreck of the *Mabel Clark* in 1878. Capt. Dawson also leaves some stores to be divided amongst the Islanders.

Population = 103 souls.

October 31: H.M.S. *Miranda*, after having granted a passage to the Cape to a Swedish seaman, who had been wrecked there some time previously, visits Inaccessible Island, and then proceeds to the Cape.

The Reverend EH Dodgson

December: As no ships of war were likely to be able to visit Tristan before the end of November, the *Society for the Propagation of the Gospel*, charters a schooner, the

Edward Vittery at a cost to £40, to convey the Rev. E.H. Dodgson from St. Helena to Tristan.

The Rev. Dodgson lands in safety but a gale springs up and the schooner was driven ashore and wrecked. The pastor lost all his books and almost all his stores and clothing: Most curiously the tiny stone font that he brought with him was washed ashore undamaged.

1881

January 21: H.M.S. *Diamond*, (Capt. Dale) calls at Tristan: The Captain accompanied by the new pastor E.H. Dodgson, visits the settlement and after returning on board sends the Islanders, among other things, 90 lbs. of powder for blasting rock for the purpose of building a church, which the Rev. Dodgson was very anxious to have completed.

Population = 105 souls

October 26: The Secretary of *The Society for the Propagation of the Gospel*, Mr. Henry W. Tucker, informs the Under Secretary of State for the Colonies that the Society has chartered a schooner at a cost of £40 (the *Edward Vittery* - see December, 1880) to convey the Rev. Dodgson from St. Helena to Tristan, and that the Reverend had landed safely.

1882

August (?): Walter Swain, a Tristanian and brother of Samuel Swain, senior, leaves the island on a whaling ship bound for the United States.

November: The American whaler *Petrel* calls at Tristan from Cape Town. She lands several parcels for the Rev. Dodgson from the *Society for the Propagation of the Gospel* and other items consigned by the good offices of the Rear Admiral Salmon, Commander in Chief of the British Naval Station on the West Coast of Africa.

Towards the end of this year the American schooner *Henry B. Paul* was for unknown reasons intentionally run ashore on the far side of Tristan, 4 miles away from the settlement. From her came a new plague of rats, destroying all sorts of crops, and which menaced the islanders for many months by eating all their sustenance.

1883

January 11: The English steamer *Echo* calls at Tristan and her Captain consigns three cases of stores

addressed to the Rev. Dodgson, the contents of which he distributed among the Islanders.

April 21: H.M.S. *Sapphire*, (Capt. J.R.T. Fullerton) calls at Tristan. Accompanied by the Rev. Dodgson, Captain Fullerton visits the Settlement, which was now inhabited by 93 persons, including the pastor. Before steaming away, the Captain gave 30 lbs of blasting powder for the building of a church, a work which would take from 20 to 30 years to complete, labour being limited to two days a week of 4 or 5 hours each.

November: An American schooner comes to the island, to hire twelve islanders to load the ship with guano at Nightingale Island: 360 bags were filled and the men were paid for their labour. One of the young men was Samuel Swain.

The schooner was to return in twelve months' time but she was wrecked somewhere, so the venture fell through.

The ship *Shakespeare* was wrecked on the shore of Inaccessible Island and some of the crew settled for a while on Tristan.

1884

July 25: Douglas M. Gane, on board the English clipper *Ellora* visits Tristan. Of Peter W. Green, he said:

"I found P.W. Green, who is 77 years old, and had lived already 48 years on the island: As a preserver of lives his record is unique ..."

December 27: Capt. Arthur T. Brooke, commander of H.M.S. *Opal* calls at Tristan. Some islanders go to meet him.

December 28: Capt. A.T. Brooke with the ship's Paymaster Colling lands on Tristan, consigning to Peter W. Green a new life-boat, gift of the British Admiralty. Then in exchange for fresh potatoes he supplies the islanders with 520 lbs of flour and some other necessities.

Population: 106 persons so divided:

54 males and 52 females:

The livestock comprised 600-700 head of cattle and between 500-600 sheep.

December 29: H.M.S. *Opal* leaves Tristan, bound for Simonstown. She gave passage to the Rev. E.H. Dodgson, who was much out of health. During the stay of the *Opal* Peter W. Green wrote a letter to be forwarded by Capt. Brooke to the Secretary of State for the Colonies containing general remarks upon the

conditions of Tristan. The contents of that letter became known only when it reached its destination and read, in part:

"I, Peter W. Green, have been here over 48 years, my wife has been on the island over 57 years: We have not everything we want; but is it not the same in England? Se we must take the good times and the bad times ... My sons and daughters are all married; I have two daughters married at Cape Town ...

We received a bag of papers and a publication in which the Rev. Dodgson said of us that we are sinners, that we are going to the devil, that is our young men that ship in them, i.e., in whale ships: I would rather remain here as a British subject than to go and leave Tristan with the reputation of a Satanic subject ... That we are going to make a new link in the Darwinian chain between the man and ape. I consider that me or mine claim no more of the monkey than Mr. Dodgson: I love him from my heart: He is in my mind so often that I can hardly believe it is his writing: He was at Tristan nearly four years, he was the godly, most kind, unselfish; he practised what he preached; but if his theory about the apes is true, we may eat, drink, and be merry for to-morrow we will be apes ...

I thanks very much for the life-boat ... our whale-boats will go through the sea; but the life-boat will over the sea ... Few years ago about one-half of the ships (visiting the island) were foreign ships, mostly Norwegians ... but lately they are mostly English ... When I followed the sea the Yankee motto was a Yankee merchantman and English man-of-war all around the world: The Yankee whale ships are very few now ... We had not shipwrecks since 1836 till 1870. since 1870 we have had five ships on Tristan da Cunha, two at Inaccessible Island and one at Gough Island ... If Mr. Dodgson can get some of our people away from T., I hope he will include the three whaling boys--one is an American, the other two are natives of Tristan, but they have spent the best part of their lives in whale ships: They have brought a very small stock of knowledge back to Tristan, and that is of a very vulgar kind ... I can give the proofs ..."

The "West Riding" Disaster

1885

November 27 (AM): A Norwegian Barque bound for Port Nolloth, Australia, calls near the N.E. shore of

Tristan. Seven islanders in one canvas boat, board the ship and return safely to the settlement but without the supplies they had hoped for.

November 27 (PM): On this date befell the most terrible disaster ever recorded in the island's history.

"The iron barque West Riding, (Capt. William Thomas) from Bristol to Sydney, N.S.W., calls at Tristan to fetch water. Nineteen islanders, driven by great need of provisions and being almost on the verge of starvation, put off in their new life-boat in a very rough and stormy sea to try and intercept the sailing ship. But just when near to the West Riding, about four miles away, a sudden and most violent squall capsized or filled the boat and all its crew, save four, were drowned. Among the dead - all adults - fifteen in all, thirteen were married, one of which was Samuel Swain the elder son of old Thomas Swain. One of the four saved became deranged and for some time giving trouble ..."

Martha Green, the sister of Betty Cotton, lost in the accident her husband William, son of Peter W. Green, the governor, her two sons, William Peter and John Alexander (28 and 26 years old respectively), two brothers and two brothers-in-law.

Peter W. Green, in his report to the Admiralty, via the Colonial Office, writes:

"I had lost three sons, Jacob, Jeremiah & William), three grandsons, three brothers-in-law and one son-in-law ... Our minister Dodgson left us ... he was going to break up this settlement ... If the boat's crew is lost it will be broke up with a vengeance ..."

Following this disaster the population of Tristan which had been 107 souls, was reduced to 92 persons, a majority of whom were widows and children. Only four adults were left, one of whom was deranged..

December 26: The British ship *City of Sparta* from Glasgow, (Master A.R. Johnston) calls at Tristan: The Captain gave the islanders - as a gift - some supplies.

December 27: The *City of Sparta* sails away.

1886

January 20: The Rev. Dodgson sends a letter to the Colonial Office, stating that as the Admiralty has offered the passage to Tristan, and that as the Colonial Office will undertake the necessary expense for a missionary willing to reaches the distant colony and that he is most anxious to get there as soon as possible. He gives these most important reasons:

1st: *The great distress of the Islanders owing to the loss of nearly all their able-bodied men;*

2nd: *As they say in their letters that I am the only person they can look to*

3rd: *It is only natural that I, who have been so long their clergyman, should most earnestly wish to visit them if even for only a few hours ...*

January 30: The American whaling Barque *Sea Queen* bound for Table Bay, calls at Tristan, and unloads a packet of letters for the islanders.

March 10: A certain A.T. Wilson, who had the misfortune to be cast away on Tristan, writes to the Secretary of the British Colonial Office:

“the islanders have, lately complained bitterly of the negligense (sic) and utter disregard exhibited by the English in comparison with other nations; the U.S. for example ... He asked to be kindly informed if exists between the British Government and the Islanders and relationship; of what kind, and whether the Islanders have any direct claim for assistance upon our nation ...”

March 23: On this date Robert Riley, A. Cotton Riley, Thomas William Riley, Mary Riley (the former schoolmistress) with Rev. Taylor, T. Daley, Erik Peterson, Henry F. Miller, George Bridle and twenty more relatives and former inhabitants of Tristan now living at the Cape, send a petition to His Excellency the Right Honourable Sir Erenles G. R. Robinson, Governor of the Colony of the Cape of Good Hope praying that inquiries may be instituted as to ascertain the fate of the fifteen islanders who lost their lives in meeting the *West Riding*, on November 27, 1885, and that some steps may be taken to ascertain the condition of the inhabitants of the island.

August 5: H.M.S. *Thalia*, (Capt. Day H. Bosanquet) lands for the second time, the Rev. Dodgson, missionary-schoolmaster of the island of Tristan.

The Captain in his Report states:

“I found the conditions of the Islanders by no means so bad as had been reported in England, but bad enough to give rise to uneasiness for their future ...

There are nineteen families comprising 97 souls, viz:

Aged men.	3
Aged women .	5
Men of 20 years of age and over	11
boys from 14 to 20 years of age	9
Married women .	3

Widows with large families	16
Girls over 14 years of age	20
Children under 14 years of age, both sexes	30
Total:	97
Sick:	none
Incapable of work	8

(3 men/5 women)

Serviceable island boats - 2 whalers

Men capable of forming boat's crew - 11

With the *Thalia* twenty-two islanders leave the island, thus reducing the entire population of the island to 75 souls.

August 17: H.M.S. *Rapid*, (Capt. Arthur W. Musgrave) calls at Tristan.

August 18: The Rev. Dodgson goes on board the *Rapid*, then, accompanied by the ship's Surgeon, Dr. Spencer, returns to the settlement. The doctor visits several patients, principally children, and vaccinates 28. The Captain gives some ship's stores and consigned to Rev. Dodgson some meteorological instruments. In the evening the *Rapid* steams away.

August 24: Admiral W. Hunt-Gruble, chief of the British naval Station of Simonstown, writes to the Secretary to the Admiralty in London that:

“The Rev. Mr. Dodgson appears to have (from the Report of the Commander Musgrave of H.M.S. Rapid - see above) in a few days imbued the islanders (of Tristan da Cunha) with the idea that they would like to leave (the Island) if given a £5 gratuity; and I cannot believe that all would go, leaving the quantity of stock described to be on the island. Some few would elect to remain ... As I have stated elsewhere, gratuitous supplies are unnecessary; they tend to loss of self-respect, and foster the laziness which is ascribed to these people ... (sic!) They are certainly, in many respects, better off than the Scottish crofters, and incomparably so as regards the poor in the west of Ireland ... (sic!)”

The year 1886 was a very poor year for crops and the islanders were on the brink of famine.

1887

No ships called at Tristan during this year.

1888

December 11: Capt. R.V. Stopford of H.M.S. *Curacao* calls at Tristan, with provisions and clothing and a whale-boat with fittings as a present to the islanders from the British Government. He also supplied some medicines, a rifle and 200 rounds of ball cartridges to kill cattle. The ship's surgeon vaccinated 22 children. With the *Curacao* went three men and five women, so reducing the number of the inhabitants to 84.

December 25: H.M.S. *Acorn*, (Capt. W.E.B. Atkinson) calls at Tristan. The senior Lieutenant went on shore landing in Sandy Bay.

December 26: The *Acorn* steamed close the settlement. Dr. Maitland, the ship's surgeon lands to vaccinate the children omitted during the visit of the *Curacao* (see above).

December 27: The *Acorn* leaves Tristan for Inaccessible Island, taking on board an island family consisting of a mother, three sons, four daughters and one grand-daughter: After the rounding of Inaccessible Island, the *Acorn* rounds Nightingale Island in the hope of finding the missing boat's crew of the sailing vessel *Earl of Jersey*. She then steams away for the Cape.

Population: 75 souls.

In this year the Rev. Dodgson makes a determined effort to build a church, but progress is so slow that he loses hope of getting it completed. He is reported to have said "at this rate it will take forty years to build it". So he orders the stones previously collected and hewn to be removed and placed as a wall around the old cemetery.

1889

December 12: H.M.S. *Curacao*, (Capt. R.V. Stopford) calls for the second time at Tristan, anchoring half a mile from the shore fronting the settlement. The Captain writes in his report:

"It is curious that the use of spirits and tobacco is unknown to the natives ... In 1884 no whalers came and last year (1888) but five ships have been spoken, two of which were American whalers ... Life (on the Island) is now a struggle for existence ..."

He had the usual barter of stock in exchange for clothing, some bags of flour, sugar and coffee. He gives to the islanders a new large whale-boat from the people of St. Helena.

Population at the time of this visit: 74 souls.

In the evening the *Curacao* steamed away, taking the Rev. Dodgson who left the island for ever due to by ill health, and also with ten islanders, including six children.

1890

January 31: H.M.S. *Swallow*, (Capt. R.J. Fortescue) calls at Tristan. The Captain accompanied by Lieut. Benson, Mr. Lark (Paymaster) and Dr. Nance land and visit the settlement. The doctor vaccinates thirteen children. In the afternoon the *Swallow* steams away taking with her three more islanders. Andrew Swain, Christopher William Green and George Alexander Green.

Population at the departure of the *Swallow*: 60 souls

November 10: The Steam-whaler *Racing Ram* calls at Tristan.

December 6: H.M.S. *Magicienne*, (Capt. J.P. Pipon) calls at Tristan. The Captain lands and relates in his report that:

"I found that none of the Islanders ever touched spirits or tobacco: The population is of only 63 people ... The exodus is due to Rev. Dodgson ... There are about 500 head of cattle, and 300 sheep ..."

In the late evening the *Magicienne* steams towards the Cape.

1891

January: The English sealer *Wild Rose* visits Tristan.

1892

February 24: Capt. A. Barrow of H.M.S. *Raleigh* calls at Tristan, anchoring his ship in Falmouth Bay. He visits the settlement returning on board late in the evening. Peter W. Green is still alive, he writes, but rather deaf, and is about 87 years old.

February 25: Thirteen Islanders, six women, four men and three children leave the island on board the *Raleigh*, heading for Simonstown: the population of Tristan is so reduced to 50 souls.

1893

January: Sarah Swain (one of the five women brought by Capt. Ammon from St. Helena), and wife of Thomas Swain, one of the original settlers of Tristan,

dies at 98 years of age. She was the mother-in-law of Peter W. Green.

March 10: H.M.S. *Racer*, (Capt. S. Rolleston) calls at Tristan. Population at the time of this visit, 52 people: 15 men, 18 women and 19 children.

In his Report, Capt. Rolleston, states:

“An American sealing schooner commanded by a native Islander (Beetham) pays yearly visits: leaving the Cape for New Bedford, Mass., U.S.A., about May, when she proceeds to the Island; calling at St. Helena on the way; her arrival is looked for in November: they (the Islanders) seldom now see any other sealers ... The visit of our surgeon, Dr. W.H.S. Stalkartt was satisfactory ... Their live-stock is now of about 450 head of cattle and over 200 sheep ...”

March (2nd week): The Italian sailing ship *Italia* goes aground on the rocky shore of Tristan, after one of the worst storms in more than five years. The survivors land and are cared by the Islanders.

March (end): All the survivors of the Italian ship *Italia* (see above) leave the island on board a sailing vessel that called at Tristan. Two sailors (Andrea Repetto and Gaetano Lavarello, both of Camogli, a small coastal town near Genoa) elect to remain on the island. Before his life in the Italian merchant marine Andrea Repetto was a petty officer in the Italian Royal Navy.

June: One of the two survivors of the wrecked British sailing ship *Allen Shaw* (see above), the sailor Collis, leaves the island on board a passing vessel.

July: The two Italian sailors marry two Tristan girls:

Andrea Repetto marries Frances, a niece of Peter William Green and of Betty Cotton and daughter of William Green, and Gaetano Lavarello marries Jane, daughter of Andrew Hagan.

September: Three Islanders, Joe Glass, Bob Glass and Jim Hagan leave the Island for South Africa to enrol in the Army during the Anglo-Boer War.

November 24: The Norwegian steam whaler *Antarctic*, (Capt. Leonard Kristensen) calls at Tristan. On board were H.J. Bull, the historian of the cruise, and, as a sailor C. Egeberg Borchgrevink (afterwards the commander of the Antarctic expedition of the Southern Cross 1898-1900 and the first to land on the Antarctic Continent with his party at Cape Adare, South Victoria Land)

“Called on old Capt. Higgins (Andrew Hagan) an Irish-American whaler, that for more than forty-two years had been living in contentment with his family on Tristan da Cunha ... He holds

patriarchal sway ... one of his daughters was married to the second mate of a large English vessel that was wrecked close to the island some months before our visit. A Norwegian sailor lived for eight years in the colony and married here, but ultimately left the island with his wife for the old home”

September 27: The *Antarctic* steams away headed for Melbourne, and then for Victoria Land.

1894

January 4: A four-master comes to Tristan. However, no attempt is made by the islanders to communicate.

January 6: A barque was chased by the islanders, but as the weather was very foggy, was lost from sight.

January 8: Ship in sight. But as the sea was very rough and swelly, no attempt is made to communicate.

January 9: The ship in sight the previous day was chased but was lost after a sudden fog.

January 11: At dawn a barque was sailing south-eastward.

January 26: A ship in sight, but too far away to be reached by the boats of the islanders.

February 14: A barquentine in sight. She passes very close but sails away.

February 15: The barque *Bleisfield* of Belfast, from Liverpool to Sydney, N.S.W., calls at Tristan after 54 days of sailing, and trades general cargo.

February 16: A British barque, passes very close: but there is no communication, as the islanders whaleboat is away at Inaccessible Island collecting penguins' eggs.

March 21: A four-masted barque is chased, but lost on account of a surging, foggy sea.

March 22: Another four-masted ship is in sight but too far away.

March 28: The ship *Tacoma* of Bath, Me., U.S.A. from New York to Hong Kong calls at Tristan, and trades paraffin oil.

April 3: Three sailing ships hove to alongside Tristan; but a strong breeze makes it impossible to attempt to communicate: they sail eastwards.

April 12: H.M.S. *Raleigh*, (Capt. E.H. Gamble) calls for the second time at Tristan. The ship's Surgeon, Dr. Bowden lands and at the urgent request of the islanders, supplies them, on payment, with a Martin-Henry rifle ...

“Now they are well off for boats, as they obtained some from the two wrecked ships Allen Shaw and Italia ... Two of the crew of the Italian ship Italia and one of the mates of the English ship Allen Shaw a certain G.H. Cartwright, have elected to remain here, and have been married on the island: The other of the Allen Shaw a certain Collis sailed away after some months, rest on the Island. The total population of the Island is at present of 61 persons and is made up of:

18 males over 14 years of age

5 widows

12 wives

6 females over 14 years of age

20 children”

April 13: H.M.S. *Raleigh* leaves the island on the early hours of the morning.

April 16: At daybreak a barque is in sight, but seen only for few minutes.

May 3: The Admiral Frederick G.D. Bedford, Chief of Simonstown West Coast of Africa British naval Station, writes to the Admiralty in London on the vexed question of a yearly visit to Tristan by a man-of-war:

“It is an uncertain and difficult passage for the modern ships on this station, and moreover a very expensive one ... And as a number of whalers cruise at certain seasons of the year in the vicinity of Tristan da Cunha, repairing twice a year to St. Helena, so ... I suggest that an agreement could easily be made, for the yearly mail, by one of the whale ships ... and for a small sum on payment ...”

1895

January 3: The American ship *Orealla*, from Philadelphia to Shanghai, calls at Tristan and trades general cargo.

January 18: The British vessel *East Lothian* from Rio de Janeiro to Newcastle, calls and trades at Tristan.

January 25: The sailing ship *Lumber Man Nuss* (?) from Rio de Janeiro to Tasmania calls at Tristan.

February 7: The *Favonius* also from Rio de Janeiro to Newcastle calls and trades at Tristan.

March 20: The sailing ship *Andrée Richter* from Cardiff to Table Bay repairs at Tristan.

March 23: The *Andrée Richter* sails away.

April 1st: The ships *Lancing* from New York, N.Y to Australia, the *Scot Moors* from Barry to Port Pirie, and the *Fano* from Rio de Janeiro to Table Bay, call at Tristan and trade general supplies.

April 2: The *Clanraffow* from Swanson to Port Nolloth, calls at Tristan.

April 3: The *Oronsay* from London to Sydney, N.S.W., calls at Tristan: traded.

April 12: H.M.S. *Widgeon*, (Capt. G.M. Marston) calls at Tristan. The ship's surgeon, Dr. G.F. Collingwood with Lieutenant Gurney go to visit the settlement. They are received by the venerable old Governor Peter W. Green, now over 88 years old and his wife, then the oldest woman of the community, about 80 years old.

In his report Collingwood relates, amongst other items:

“The occupation of the men consisted in farm work and wood-cutting: When a ship is sighted all work is deserted and the vessel boarded if possible: They (the Islanders), state that ships are not infrequently alarmed at their approach, and judging from their grotesque appearance when crowded in a boat, the statement is easily believed ... Lieut. Gurney had baptised some children ... Since January 1894, had been on the Island six marriages, six births and no deaths and the total population is of 63 people so distributed:

Twenty males over 14 years of age

Twenty four females over 14 years of age

Nineteen children of both sexes under 14 years of age”

Late in the evening the *Widgeon* steams away after have given free some necessary supplies.

October 9: An inquiry from Sir Thomas Muir, Superintendent-General of the Cape Town Board of Education provokes from the Sister Superior of the Cape Town All Saint's Home a letter stating that she would

“be able to board, lodge and clothe each Tristanian child for the sum of 12 l (sic) a year, but that no boy over nine years of age should be sent, and she would prefer not having girls above nine years old ...”

1896

July (?): Frank Bullen, first mate of the whaling ship *Cachalot*, with some men goes ashore on Tristan, accompanied by ten islanders who met the vessel in a substantially built craft of the whale-boat type, but

twice in size. After having spent the day on the island, Mr. Bullen and company return on board, and the *Cachalot* hauled off the land and out to sea as night was falling.

September 11: Lord J. Bramston, Secretary of State for the Colonies sent to the Secretary of the Admiralty the following brief note:

“With reference to the proposed visit of H.M.S. Magpie to Tristan da Cunha, I am directed to request you to inform the Lords Commissioners of the Admiralty that the Queen (H.M. Victoria) has been graciously pleased to present a portrait of herself to Mr. Peter (W.) Green of that Island: The case containing this portrait is being sent to St. Helena, addressed to the care of Commander of H.M.S. Magpie”

November 16: H.M.S. *Magpie*, (Capt. H.V. Elliott) calls at Tristan. The Captain consigns to Peter W. Green the portrait of the Queen, reporting to the Admiralty:

“Peter Green, the so-called governor of the Island desired that H.M. the Queen, might receive his most respectful thanks for the picture of herself which she had been so graciously pleased to send him, and might be informed of his deep appreciation of the gift”

The population of Tristan at the time of the *Magpie*'s visit was of 64 souls.

November 18: H.M.S. *Magpie* steams away headed for St. Helena.

G.H. Cartwright, who was acting as schoolmaster leaves with his wife, and one of the daughters of Andrew Hagan, engaged as a Captain of the Cape Government's trawler *Pieter Faure*.

1897

The English Schooner *Helenslea* bound from Freemantle, Australia, runs on the rocks off Inaccessible Island, about a ¹/₃ of a mile from the north-west shore of the island. The crew make for Nightingale Island but being faced with a forbidding array of rocks, decide to try to reach Tristan where a most hospitable reception was accorded to the shipwrecked men.

They left the island on the barque *Dumfriesshire*, which called at the island in response to distress signals. The barque was bound for Newcastle, N.S.W., but decided to answer and to land the crew of the *Helenslea* at Cape Town.

1898

June 4: The English Barque *Glen Huntly*, 490 tons, from Liverpool to Freemantle, W.A. is abandoned by her crew, having sprung a leak in the morning off the north shore of Tristan. The crew, consisting of the master, one mate and ten men reach the island at sunset where they are cared for by the islanders.

August: The American ship *S.D. Carleton*, bound from New York to Hong Kong takes on board the boatswain of the wrecked *Glen Huntly*, but cannot take any more.

September: The British ship *Strathgryfe* from N.Y. to Melbourne heaves in sight of Tristan but is unable to take any men of the shipwrecked *Glen Huntly*.

November 3: H.M.S. *Thrush*, (Capt. J.W. Pochin) calls at Tristan.

November 4: H.M.S. *Thrush* finds a very new good anchorage just off the settlement. The Captain lands, warmly greeted by Peter W. Green now 91 years old. He states that the population of the island is of 72 souls, so divided:

“35 males and 37 female, inclusive 22 children under 14 years of age: “

He barter 17 sheep and 156 lbs. of potatoes. The livestock of the islanders amounts to 800 head of cattle, 600 sheep, 60 donkeys and a sizeable quantity of fowls and geese.

November 5: H.M.S. *Thrush* steams away, headed for the Cape. Peter W. Green send through the good offices of Capt. Pochin a letter addressed to Mr. B.R. Balfour of the Royal Colonial Institute, to be forwarded to the Colonial Office, stating:

“it seems we (are) too far off from the world, and if not some kind souls would remember us sometimes I think nobody would know we are existing ...”

With the *Thrush* went to the Cape two single islanders, a married couple with five children and the remainder of the crew of the wrecked *Glen Huntly* who had been cared for five months by the islanders.

1899

December 21: On this date E.E. Blake, Crown Agent, writes to the Assistant Secretary Finance Department, London after a special inquiry on how to send some stores to Tristan:

“We have made inquiries through our shipping agents and they report that they have communicated with every line, both steam and

sail, at all likely to convey the stores, etc., for the Islanders (of Tristan da Cunha), from St. Helena, but they have all declined to entertain the business ...

Mary Martha Green, wife of the old governor, Peter W. Green dies. She was 83 years old, and was one of the four daughters of Thomas Hill Swain, one of the first settlers on Tristan: (See the entry for December 1836)

The steamer *Dulwich* from Rosaria to Durban calls at Tristan. The master found the islanders in dire need of flour, medicines, calico and gunpowder: He gave them what he could and a large number of papers and periodicals..

The Twentieth Century

1900

April: The German ship *M.C. Rickmers* visits Tristan. The landing party ascertains a population of 63 souls.

September: The British ship *Wölfänger* (?) calls at Tristan. It reports a population of 18 families.

October: It appears that on the first days of this month the yacht *Kwasinel* (formerly the New York pilot-boat *Elbridge T. Gerry*) sailed from New Orleans, La., to search for treasure said to had been buried by pirates on Tristan or on Nightingale Island. On board was a certain Charles A. Spenny, who returned to New Orleans with a chest filled with bullion. He never let anybody know where the chest has been found, whether on Tristan, or in Nightingale Island: Some people considered the finding of this treasure a hoax, while some others relate the possibility on what is known about Capt. William H. Summers and his first mate Henderson.

December 25: The whaling ship *President*, (Capt. Enos with Mrs. Enos, a native of St. Helena and old friend of many Islanders), calls at Tristan. They find a population of eighteen families and barter some goods. Over twenty men and boys went on board the *President*: Peter W. Green, the headman; continues to act as patriarch of the Community. At the time of Capt. Enos' visit the islanders had only a half barrel of flour.

The British ship *Lemorna* calls at Tristan, from Montevideo to Melbourne, with the object of ascertaining whether there were any shipwrecked mariners temporarily residing ashore with the islanders. Seventeen islanders, on two canvas boats board the ship, led by Thomas Hill Rogers.

1901

November 19 H.M.S. *Beagle* calls at Tristan. Her Captain, H.V.Elliott goes ashore and finds a population of 74 souls, divided into 19 men, 26 women and 29 children, comprised in eighteen families. The "Governor" Peter W.Green is about 94 years old and mentally and physically very weak. Among various items of Capt. Elliott's report we read:

"The inhabitants are in want of a telescope and a copy of the new "International Signal Book" The children's schooling is undertaken by Mrs. Swain, a widow who also on Sundays conducts a short service. The Islanders have livestock of about 500

head of cattle, 600 sheep and 50 pigs. They also have five boats. In the event of Peter W. Green's death a Mr. Samuel Swain, brother of Mrs. Swain, and as the oldest resident of the island would probably be looked upon as a leading man. Communication with passing vessels has been rather more frequent of late; in the last 12 months about 8 vessels were communicated with..."

November 21: The *Beagle* steams away after unloading the stores destined for the island by the Board of Trade (See Dec. 21, 1899), consisting of various things, from grindstones to underwear, petticoats, books, seeds, peppers, tea, flour, etc., for a sum of £120.

1902

July 16: The "Society for the Propagation of the Gospel" informs Mr. J.Chamberlain of the Colonial Office that:

"After much trouble we have secured a clergyman for Tristan da Cunha. He is married, and the two after having had every difficulties put before them, are prepared to go out. We hope that a passage would be granted at The Cape, on board of one of H.M. Ships."

August 6: The "Society for the Propagation of the Gospel" informs the Colonial Office that

"...the clergyman of which we had the honour to inform you with our[letter] of July 16 ult., has now declined to go there [to Tristan da Cunha] and at present we have no one else in view..."

December During this month only one ship calls at Tristan.

1903

January 2: An American sailing vessel communicates with the islanders.

January 5: A steamer passes in sight of Tristan. Some Islanders get alongside but she refuses to stop.

January 12: An American sailing ship heaves to in sight of Tristan.The Islanders do some bartering.

January 20: An American sailing ship calls at Tristan. Some of her crew land for a few hours and take photographs.

January 26: Another American sailing ship calls at Tristan, but no-one lands

January 28: H.M.S. *Thrush* (Capt. H.L. Watts-Jones), calls at Tristan. The Captain, accompanied by Dr. F.F. Lobb, the ship's surgeon, lands to visit the settlement.

They are soon informed of the death of the "governor" Peter W. Green (see December 1901) who represented for the Islanders the venerable patriarch of ages gone. In his report, Captain Watts-Jones, states:

"We found a population of 76 people, so constituted: 20 men (one cripple), 9 married women, 8 widows of over 55 years old, 1 single old woman, 6 unmarried young women, 16 male and 16 female children. All divided in 17 families. The two Islanders Andrew Repetto and Gaetano Lavorello with their own families are probably the best educated people on the Island. I baptized eighteen children, and the surgeon attended to a good many of the colony. They have 700 sheep, 100 donkeys, six boats: the service whaler sent by the President in 1897 and five canvas canoes. The Island may in the future have a value, should a large carrying trade be established between South America and the Cape, as intermediate station for wireless telegraphy. No arrivals or departures since the Beagle's visit"

January 30: At dawn H.M.S. *Thrush* leaves the Island and takes on board as passage to the Cape the following Islanders:

Thomas Swain, son Sammy Swain,

Joe Beetham, nephew of Mrs. B. Cotton, 77 years old;

Frank and Charles Green, sons of Lucy Green and nephews of Peter W. Green

and William son of Peter W. Green and Martha Green.

January 30: This is a list of the Islanders who said they would like to leave the island., unconditionally:

Mrs A.M. Hagan, widow, 56, daughter of Peter W. Green, and his daughter Mary;

Rebecah Swain, 27, daughter of Susan Swain and Sammy Swain, unmarried;

Charlotte Swain, 18, daughter of Susan Swain and Sammy Swain, unmarried;

Joseph Hagan, son of Mrs. Eliza Hagan, widow;

Thomas Rogers, son of Mrs. Rogers; Benjamin Swain, son of Mrs. Sammy Swain (cripple);

List of the people who do not wish to leave the Island:

Mr. Gaetano Lavarello, married, wife and four children;

Mrs. Caroline Swain, 74, unmarried;

Mrs. Eliza Hagan, 72, widow;

Lavarello afterwards said he supposed he should have to leave if others did.

List of the people, who wished to leave the island., if they could receive compensation or realise on their stock:

Henry Green, wife and four children: Stock 50 cattle, 50 sheep

John Glass and his mother: Stock 50 cattle, 50 sheep

Andrea Repetto, wife and five children: Stock 12 cattle, 20 sheep

William Rogers, wife and two children: Stock 15 cattle, 23 sheep

Sammy (Samuel) Swain, wife and six daughters: Stock 40 cattle, 40 sheep

R.S. Swain, wife and two children: Stock 10 cattle, 22 sheep

William Swain: Stock 20 cattle, 40 sheep

Albert Green for Mrs. Lucy Green, his mother : Stock 30 cattle, 60 sheep

Albert Green for himself: Stock 20 cattle, 30 sheep

Thomas Rogers answering for Mrs. Rogers: Stock 20 cattle, 30 sheep

Miss Elizabeth Cotton: Stock 90 cattle, 72 sheep

Robert Green, wife and four children: Stock 20 cattle, 30 sheep

Andrea Hagan, wife and two children: Stock 20 cattle, 30 sheep

Andrew Swain, wife and five children: Stock 20 cattle, 30 sheep

Mrs. Susan Swain, widow, seven in family, not ascertained.

On the Island there are four families of Swains, totalling 26 persons, without counting Mrs. Swain, 74, living with the Glass family; and four families of Greens totalling 16 persons.

We unloaded 33 cases of stores, 130 lbs. of flour, rice, sugar, chocolate, peppermint, castor oil, epsom salts, a telescope etc.

February 23: On this date A.W. Moore, Rear-Admiral Commander-in-Chief on the Cape of Good Hope Station, writes to the Lords of the Admiralty:

"Though it may not at present be marked, there seems little doubt the Islanders [at Tristan daCunha] must suffer eventually from the

conditions under which they live, and their removal is, I consider, but a question of time, and should, in fairness to the people, be undertaken before they become less well fitted from a mental and moral standpoint to start elsewhere....It is very desirable a decision in the matter...in order that they may remain no longer than is necessary in any doubts to their future..."

February (day?): Joe Beetham, one of the Islanders who went to the Cape aboard H.M.S. *Thrush* (see above) to secure a schooner for use in the cattle trade with Tristan and the Continent, abandoned the scheme for reasons unknown, and returned to his ancestral home in the U.S.A

September: Lord Joseph Chamberlain, then Secretary of State for the British Colonies, in a dispatch to the Governor of the Cape, suggests the removal of all the inhabitants of Tristan to the Cape, and that the Island be annexed - as a territory - to the jurisdiction of the Cape Colony.

December 25: Ellen Mary Swain, 12 years old, one of the brightest island girls, daughter of Samuel Swain (Snr) & Lucy Swain, suffering asthma, dies of dropsy.

James Farber, an American, while on a trip aboard a sailing ship from Santos (Brazil) to Adelaide (South Australia), lands with some of his crew on Tristan and spends few hours on the settlement among the Islanders. The ship remains there three days, in a stationary position without dropping anchor, about three miles offshore:

"An old man by the name of Swain was at that time the legal head or patriarch, of the community, consisting of approximately 90 or 95 souls. We exchanged, for young pigs, chickens, vegetables and a variety of sea-birds, old clothes, old iron, nails, sugar, flour, matches and writing material...It was interesting to note that at that time these people did not smoke, or chew so had no use for tobacco offered them..."

1904

January 22: The English four-masted ship *Crown of Germany* arrives at Tristan; whose inhabitants wish all to be reported well.

January 23: H.M.S. *Odin*. (Capt. H. Pearce), calls at Tristan, in accordance with the suggestion of the Secretary of State for the Colonies, Lord J. Chamberlain. On board was Mr. William Hammond Tooke who was commissioned by the Cape Government to make the following offer to the Islanders:

"Should all the inhabitants wish to leave the Island, the Cape and Home Governments would provide them with a free passage, purchase their live stock from them and settle them within 100 miles of Cape Town, allowing them about two acres of land on rent, and would advance them money on loan to start their homes...They would be near the sea coast, where they would be able to start fisheries to supply the people of Cape Town...and that in future they could not rely on a yearly visit from a man-of-war..."

January 24: Captain Pearce, Tooke and officers of the *Odin* went ashore and Mr. Tooke, assembling all the Islanders, makes known to them the proposals of the Cape and Home Governments, giving them 24 hours to decide. On the first day, N.W.S.H. *Sequoia*, the ship's surgeon, vaccinated 20 children and the Captain baptised one child.

January 25: After much discussion between the Islanders themselves and Commissioner Tooke only three families out of eleven, considered the Government's a good offer and accepted the Government's proposal, while seven decided firmly to remain on "their" island and one was neutral. In consequence of this Mr. Tooke withdrew the Government's offer

Afterwards, the ship's officers took a census of the entire population amounting to seventy seven people and this is the *"List of the Inhabitants of Tristan da Cunha in January 1904:"*

Elizabeth (Betty) Cotton

Martha Green, widow (of William lost in the disaster of 1885]

Henry Green with four young children

Mary Green

Lucy Green, widow

Albert, her son

Mary Caroline Glass, widow of Thomas Glass

John, her son

Caroline Swain, about 75 years old

Andrew Swain

Annie Swain, daughter of Lucy Green with five young children

William Samuel Swain and Lucy Swain, sister of Tom Rogers, with their five unmarried girls

Charlotte, Lydia, Ruth, Lena & Maggie

Samuel Swain, jun. and Lena A. Swain, with three young children

Robert Green and Louisa Green with four young children

Susan Swain, widow, with her children: Benjamin, a cripple), William, Rebecca & Minna

Andrew Hagan and Susan Hagan with two children

Eliza Hagan, widow of William Swain-

Andrea Repetto

Frances Repetto, daughter of William & Martha Green, with five young children

James Henry Green and Mary Magdalene Green with four children

Gacetano Lavarello and Mary Jane Hagan Lavarello with four young children

Amy Matilda Hagan, nee Green, widow of Capt Hagan, who committed suicide (the second in the Island's History; He, however was of unsound mind) with her children Mary Hagan & Joe Hagan

Thomas Rogers and Sarah Rogers, widow of Samuel Rogers, her son William and her two young children Jane

Population total: 74 people

viz.-: 12 men, 18 women & 44 children

January 26: H.M.S. *Odin* leaves the Island in the early hours, taking on board Mrs. Amy Matilda Hagan, who declared to the Captain:

"I remained on the Island as long my father (Peter W. Green) was alive to take care of him but that since he had died (See 1903) I have no more reason to remain here, and I desire to join my son at the Cape"

She brings with her all her father's documents, memoirs, and also the portrait her father received from the Queen Victoria. Captain Pearce left to the new "governor" Andrea Repetto a bound volume of forms to serve as a Register of Shipping; a register for recording births, deaths and marriages, and a new set of Naval Code Flags. Before heading for Simon's Bay the *Odin* steamed for Inaccessible Island, after having effected a landing on Nightingale Island, in order to secure some bags of guano for analysis. In Capt. Pearce's Report, we read:

"They (the Islanders) are abstemious, and many of them do not know "drink" or "smoke"."

July 4: W.H. Tooke (see January 23, 1904 and following) writes to the Lords of the Admiralty, among other things:

"I advocate the establishment of Tristan da Cunha (definitively) as a port of call and possibly as a coaling station; as a weather forecast station, fitted with a Marconi installation (wireless telegraphy);...and I suggest a drum to be hoisted on shore as a storm signal and warning to vessels who not knowing the many dangers would like to approach the Island..."

September: The *London Standard* published an appeal, provoked by a letter written and consigned to Commander Pearce by Andrea Repetto and addressed "To the people of England":

"inviting a willing clergyman to go to the Island of Tristan da Cunha, as they had had no minister or missionary or schoolmaster for about sixteen years and the children are being left to grow up in ignorance."

1905

February 25: The auxiliary yacht *Pandora* (Capt. T.C. Kerry) calls at Tristan, with a memorandum to the Islanders on account of their request for a schoolmaster. But, the main purpose of this visit is the exploration of Inaccessible and Nightingale Islands, and incidentally the ascent of "The Peak". During the *Pandora's* stay, a young member of the crew, Ronald MacCann, while exploring the island west of a place named "Burn Wood" without a guide, somehow falls over the cliff and is drowned: alternately he may have been washed away by a high wave. A small wooden cross in the island cemetery the spot where he is buried "Ronald McCann, aged 19". His mother, in England, later made a bequest to plant fresh flowers on the grave each Christmas and Easter.

March 2: The members of the *Pandora* visit the others Islands (Inaccessible & Nightingale) guided by Andrea Repetto.

March 4: The Scottish barque *Arethusa*, bound from London to Australia, passes very close to Nightingale I., and hoves in sight of the south coast of Tristan. Rex Clements, the author of "*A Gypsy of the Horn*" was aboard as a sailor.

March 10: The *Pandora* (Capt. Kerry), steams away headed for Table Bay. Andrea Repetto, in response to the memorandum sent to him by the British Ministry of the Colonies, gives Capt. Kerry a note in which, after having showing his disappointment in regard of

"a possible, however small payment in goods on the part of the Islanders to maintain a missionary",

says:

"I assemble(d) all the heads of the families before I write (wrote) my report....We islanders can not amount (afford) no salary atoll (at all); so we leave this matter for the present, if we (will) be able inthe future we will call for it..."

August 31: The Rev. J. Graham Barrow, in a letter sent to the Colonial Office, offers his services as a missionary/clergyman and the services of his wife as a fellow-worker for Tristan da Cunha,

"because years ago my mother then a child of four was wrecked on Inaccessible I., and after four months the crew was rescued and cared for by the Islanders"

October (day?): A vessel from Liverpool bound for Durban calls at Tristan to fetch fresh water.

The population of the Island at the end of 1905 was of 80 souls. Another attempt is made by the British Government to take off the surplus of the population, but without success.

On the Island are about 700 head of cattle, far more than there was pasture for- Between the months of May and November, nearly 400 die of starvation. This phenomenon occurred ever few years, but this was the worst ever occurrence. The number of sheep was about 800, with 30 donkeys, and many more pigs, fowls and geese.

1906

January 17: The Earl of Crawford, ex President of the Royal Astronomical Society, calls at Tristan on his yacht *Valballa*. Owing to the poor weather he is not able to land However he was met by Andrea Repetto, the "governor" with eleven Islanders in two boats, and they talk about the arrival of the Rev. J. G. Barrow. The Earl gives the Islanders the mail and stores that the *Pandora* was intending to give when she called on the voyage. Among these letters is a special message from the King to the Islanders.

The Rev. J.G.Barrow

April 8: The English steamer *Surrey* from Cape Town with the Rev. J.G.Barrow, his wife, their housemaid Miss Ellen Holden and Tom Rogers, an Islander who was glad of the opportunity of returning to his home, calls at Tristan in the early morning. The islanders, headed by Lavarello, went in two of their canvas boats to meet them and help them to land and they are taken to Betty Cotton's house, the nearest to the shore.

April 8: At dusk the *Surrey* steams away.

May 7: The Rev. Barrow writes to the King on behalf of all the Islanders to thank him for the message sent through the Earl of Crawford, and to be mailed with the first passing vessel.

May 13: For the first time in the Island history a church bell - given to Mrs.Barrow by the Congregation of St. Andrews, Malvern Common, Great Malvern, rings for church services and Sunday school.

July 10: A sailing vessel bound for Australia brings to Islanders news of the terrible eruption of Mount Vesuvius and of the great San Francisco earthquake. The Captain, who seems to have been a kind man, was able to let them have a barrel of flour, some boxes of biscuits and other small but necessary things.

July 22: The "governor" Andrea Repetto writes a letter, to be consigned to the first passing vessel, to B.R.T. Balfour to pass to the Secretary of the Colonial Office stating the safe arrival of the Rev. J.G. Barrow and that

"we are more in need of provisions than in the past years, as the wind blights our plantation-"

July 27: The sailing ship *Loch Katrine*, from Glasgow to Australia, calls at Tristan. The Captain had tried several times in the last nine years to land, but the weather was always against him. He exchanges a large barrel of flour, biscuits, tea, coffee and sugar and some dainties.

July 28: The *Loch Katrine* sails away.

August 26: Frances Repetto writes to her cousins Andrew and Mary living at Cape Town:

"If I could only see you I would have many a tale to tell you what dreadful timeswe have this year....We have 195 cattle dead already..."

September 22: A sailing ship passes between Inaccessible and Nightingale Islands and the main island of Tristan.

September 26: A Scottish ship bound for Adelaide calls at Tristan. The Captain exchanges a barrel of flour, few bags of peas and beans, some butter and two books (one of which was "*Youth and Duty*" by Bishop Wellson) for some lambs.

October 31: A French ship bound for Adelaide calls at Tristan. The Islanders go to meet her and exchange ships biscuits, a large quantity of rice and a little coffee and give her their mail.

On this date Frances Repetto, on behalf of herself, her husband and her daughter, writes a second letter to her cousins Andrew and Mary, resident at Cape Town:

"We have lost 375 cattle dead now...We are having a hard time now, if we lose anymore I don't know what we shall do..."

November 8: A steamer from Cumberland to Durban calls at Tristan. The Captain lets them have 300 lbs of flour and some other goods. He brings to the Islanders the news of the death of Sir Wilfred Laws.

November 12: A whaler from North America bound to Mauritius, calls at Tristan. She brings back Joe Beetham who left the island in 1903, lived awhile at Cape Town and then in his home country in the United States. He was Betty Cotton and Martha Green's nephew.

November 17: After five days the Scottish whaler sails away.

December 4: A whaler calls at Tristan. For three sheep and eight geese the Islanders only get a barrel of flour and some molasses.

December 6: A whaler calls at Tristan, and some Islanders set out to meet her, but finding that she was sending a boat ashore, they return. In the boat was the harpooner, a brother of Sam Swain, Snr. The brothers had not met for twenty four years. He and the boat's crew spend part of the day on the Island

December 13: Another Scottish vessel calls at Tristan. Some Islanders go to meet her in the belt of kelp that encircles the Island some three miles out. She brings letters and a quantity of magazines and papers.

Because a poor potato crop and the loss of 370 cattle between August and November the entire population of Tristan was brought to the verge of starvation.

According to the Census taken by Mrs. Barrow, the population of the Island, in July 1906 was of 72 souls as shown below:

Mrs. Martha Green, widow 70

Miss Betty Cotton, 76

Lucy Ann Taylor Green, widow, 56

William Peter Green, 30

Mr. Henry James, 42, and Mrs. Mary Magdalene Green, 38, Children Alfred, 17, Ethel Mary, 15, Maria, 11, Johnny, 9, Christopher, 1

Mr. Andrea, 40, and Mrs. Frances Caroline Repetto, 30, Children Mary, 11, Martha, 9, Susan, 7, Arthur, 6, William Peter, 5, Joseph Andrew Dudley, 1

Mr. William Sam, 49 and Mrs. Lucy Jane Gray Swain, Senior, 44, Children: Charlotte, 21, Lily, 19, Lydia Parker Ruth, 17, Selina, 9, Maggie, 7

Mr. Sam Robert, 32, and Selina Ann, 26, Swain, junior, Children: Harry, 7, Edith, 5, Tommy, 3, Eliza, 9 months

Mr. Guetano, 38, and Mary Jane née Hagan, 30, Lavarello: Children: John Baptist, 10, Robert Franklin, 8, William Joseph, 6, Percy Herbert, 4

Mrs. Sarah Cox Rogers, widow, 55, and her son Thomas, 33

Mr. William Henry, 32, and Mrs. Jane Elizabeth, 28, Rogers. Children: Arthur, 6, Lizzie, 4, Jack, 10 months

Mr. Bob Edward, 27, and Mrs. Louisa Ann, 38, Green. Children: William Thomas Rogers, 15, Sophia Louisa Rogers, 11, Edward, 5, Charlie, 4

Mr. John Ryder, 37, and Mrs. Jemima Jane, 33, Glass Daughter: Florence Swain, 3

Mr. Andrew, 46, and Mrs. Susannah Martha, 35, Hagan Children: Emma Matilda, 12, Mabel, 9, David, 3 months

Mrs. Mary Caroline Glass, widow 68, mother in law of Guetano Lavarello

Miss Caroline Swain 78, Mrs. Susan Martha Swain, 63, and her children: Ben, 35, Rebekah, 28

Mr. Andrew Edward, 42, and Selina Anna, 29, Swain: Children: Fred, 12, James, 9, George, 8, Rose, 5, Clara, 3

Eliza Hagan, widow, 75

Sheltered in thirteen homes, two of which were only occupied by Mrs. Lucy Green and Miss Betty Cotton

1907

February 2: A Russian sailing vessel bound for Natal calls at Tristan. The Islanders trade a few items.

March 2: The English schooner *Greyhound*, (Master James Stupington) belonging to Stephen Bros. of the Cape, with Mr. Casper Keytel of Cape Town and one of the owners aboard, calls at Tristan. Two Islanders, Willie Swain, (son of Susan Swain) and Charlie Green (son of Lucy Green, widow), who had been away for two or three years returned aboard the *Greyhound*. The British Government send the Islanders goods to the value of £100 i.e. 100 bags of flour, groceries and a large quantity of crockery. Other stores ordered from the Army & Navy Stores, London, and from Messrs. Cartwright of Cape Town also arrived safely. This expedition was sponsored by the Agricultural Department at Cape Town, and is described as: "The Relief Expedition". The Cape Meteorological Commission sent an aneroid barometer, a mercurial

barometer, a maximum and a minimum thermometer, a 5 inch rain gauge and a Stevenson's screen.

March 3: The Rev. Barrow calls a general meeting of all the heads of families and tells them, according to instructions received, that if they stay the Government, could not promise to do anything further for them, and that therefore they must not look for help in the future. He put forth the advantages of going and the disadvantage of remaining, but vainly because the Islanders were unanimous in their decision to stay. One or two said they would rather starve here than at the Cape. Only the lonely widow Mary Caroline Glass (mother-in-law of Gaetano Lavarello) said she would go if the Government would assure her a pound per week

March 12: The Rev. Barrow, Mr. Keytel and 5 Islanders: Sam Swain Snr, Andrew Swain, Tom Rogers, Repetto and Sam Swain Jun., ascend "The Peak".

March 19: Mr. Keytel, after making some inquiries about the deposits of guano on Inaccessible Island, leaves Tristan in the *Greyhound* heading for Cape Town.

August 24: A steamer, making her first voyage bound for Bombay, but calling at Durban, hovers at Tristan for an hour, allowing aboard several Islanders, who barter.

September 10: The sailing ship *Loch Katrine* calls for the second time at Tristan. She gives the Islanders some butter and soap.

September 26: Some Islanders row about fifteen miles to a ship, but the Captain will not stop for them to go aboard. He offers to take the mail but they were angry at his refusal to stop and refuse to give the mail to him. It was an Italian ship, and as a rule, foreign vessels carry very little surplus stock.

October 9: An English whaler calls at Tristan. The first mate, a coloured man, lands with three letters from St. Helena, one of which was from the Bishop of St. Helena. The Captain and his wife send the Rev. Barrow a large bunch of bananas.

November 5: The Rev. Barrow with some Islanders, goes to Inaccessible Island in three boats. They land on Salt Beach then go on the spot where the *Blenden Hall* was wrecked.

November 11: The Rev. Barrow and the party return to Tristan from Inaccessible Island.

December 3: The whaler *Canton* from New Bedford, Mass. and owned by Messrs. Wing Bros., bound for St. Helena calls at Tristan. Walter Swain, an islander

who has sailed all over the world, with a home in New Bedford, lands at the settlement. The Captain, a coloured man gives six barrels of flour, one hundred pounds of soap, molasses and calico, in exchange for some beef and potatoes.

December 6: The *Canton* sails away.

December 13: A whaler sails very close to Tristan. Some Islanders go to meet her, and return with flour, material and some books:

Plutarch's Lives of *Alcibiades* and *Coriolanus*;

Lucian: *Trip to the Moon*;

Voyagers Tales by Richard Hakluyt;

Milton's *Areopagitica*;

Plato's *Banquet*, and

E. Arnold's *Light of Asia*

*"One would hardly expect to find such books
on a whaler"*

writes Mrs. K.M. Barrow, the missionary's wife.

The population of Tristan in 1907, as per the census given to the British Government by the Rev. Barrow in July shows an increase of 6 children on the census of July 1906. In all there were 80 people plus the two Islanders Willie Swain and Charlie Green.

1908

January 30: A small French fishing ketch, the *J.B. Charcot* (Capt. Raymond Rallier du Baty), from Boulogne France sailing to the Kerguelen Islands, calls at Tristan after having passed close to Inaccessible Island.

February 1: The Captain's brother, with two of the *J.B. Charcot* lands and stays all day. At evening the small vessel sails away headed for Kerguelen.

During the day a Norwegian vessel, bound for Adelaide, also calls at Tristan. Some Islanders board her and barter.

February 28: The Islanders start to work at Andrea Repetto's house to turn it into a school-chapel. This house is really the Island church, as its history shows. It was built by William Daley, the American sailor who came ashore after the wreck of the sealer *Emily*, and was occupied by him and his family. When The Rev. Taylor came as the first missionary to the Island, the house was bought for his church. It was valued at £27 and nine men each gave £3. The nine were: Corporal Glass, Alexander Cotton, Thomas Hill Swain, Peter William Green, Richard Riley, Andrew Hagan,

Charles Taylor, Peter Miller and W. Daley the owner. When the Rev. Taylor left the Island, in 1857 he told the people who remained they could do what they liked with the church. Therefore the nine buyers or their heirs each claimed a £3 share in it.

February 29: All the Island men, except three go to Inaccessible Island for sealing.

March 2: The men who went to Inaccessible return to Tristan, after having caught eleven seals. They also bring back some plants.

March 3: An Italian ship hove in sight. Two Island boats got alongside but the captain refuses to stop.

March 10: A large Scottish ship, 41 days out from London days and bound for Australia, is sighted opposite the Settlement. Some Islanders go to meet her, and the Captain allowed them several hours on board. He sends to the missionary two books, one of which was Miltons Poems.

March 26: The *Greyhound* calls again at Tristan. On board are Mr. Keytel with seventeen people from the Cape:

Joe Glass, Bob Glass and Jim Hagan, all born on the island and who left it as young men to enroll in the army at the onset of the Anglo-Boer War

In South Africa they married three white sisters and with their wives and children they numbered sixteen. The seventeenth was a young unmarried man, Joe Hagan (son of the late W.H. Hagan and Amy Matilda née Green), also born on the Island. Nearly all the men of Tristan and the Rev. Barrow are ready to embark for Gough Island, expecting to be away a fortnight, when the sea begins to roughen and the schooner is forced to move further out. In short time the schooner is lost from sight and the trip is called off.

April 2: The *Greyhound* returns after very bad weather and with all the older men of Tristan (except John Glass), sails for Gough Island, which lies about 200 miles to the South-East.

April 4: Caroline Swain, 79 years old, daughter of Swain, of *Nelson* fame, and sister of Eliza Hagan, dies and is buried by her nephew John Glass, the only man to remain on the island. As usual the British flag was used as a pall, which especially became a daughter of one of Trafalgar's heroes. She is buried in the Island cemetery.

April 11: The *Greyhound* returns to Tristan, never having reached Gough on account of a stormy sea and very bad weather.

May 5: The *Greyhound* sails away, bound for Cape Town with a load of sheep. Mr. Keytel remains at

Tristan. An old lamb-house of Henry Green has been converted into a comfortable cottage, which he occupies. He hopes to start, with the Islanders, a trade in cattle, sheep and dried fish.

July 11: A ship passes between the islands without stopping.

September 5: A French sealer, bound for Kerguelen, calls at Tristan. She exchanges meat and potatoes with spirits, three bags of biscuits and soap.

September 27: A census shows that on this day the population of Tristan has reached 101 souls, Bob Glass having had a new baby boy.

October 7: An American sealer, bound for Gough Island sails close to Tristan. The Islanders go to meet her and they get a barrel of flour for 5 lambs.

October 20: A Norwegian ship bound for Adelaide calls at Tristan. Her Captain gives some books, one of which was "*The Side Lights of the Bible*".

October 24: A small ketch, the *Forget-me-not*, from Dover, manned by Capt. Pearson, with his two brothers, an architect and a city clerk, a friend (secretary) Mr. Crumpton, and a Creole who wanted to work his passage to The Cape, calls at Tristan da Cunha. The object of this voyage was to know what the Tristan and Gough Island group could produce in the way of guano. The *Forget-me-not* filled her water-barrels.

October 25: An American sealer calls at Tristan bound for Gough. The Islanders barter some flour from her.

October 26: A steamer calls at Tristan, with a missionary aboard. The Islanders go to meet her, and return with a large bag of mail, 300lbs. of flour, rice, sugar, tea and soap.

October 27: The aforesaid steamer leaves the Island, the sea having prevented the Captain from landing.

November 6: The Pearsons go to Inaccessible Island, taking with them Andrea Repetto to show them where to find guano.

November 12: The Pearsons return to Tristan. The architect has drawn plans for a Church on the Island.

November 18: The *Forget-me-not* with the Pearsons aboard, sails away bound for The Cape, after spending eighteen days within half-a-mile of the Island, a record for Tristan waters.

November 20: Mr. Keytel draws up a 3 year agreement with the Islanders to work for him farming cattle, shipping sheep and drying fish, inviting all the men of the Island to sign, except Bob Glass, with whom Mr. Keytel will have nothing to do, being a rather

uncontrollable young man. All the Islanders sign the agreement.

November 26: The Rev. Barrow starts an expedition on foot around the Island accompanied by Henry Glass.

November 28: The Rev. Barrow, with Green, return at the settlement, having reached only Stony Beach, about 4 miles past Seal Bay on the south east coast of the island. This was on account of a wound on the missionary's left knee.

November 30: An American whaler calls at Tristan bringing mail for the Islanders. Two of the islanders also get letters from relatives in America. The Captain exchanges eight barrels of flour, a large quantity of biscuits and a barrel of molasses for a bullock, sheep, fowls, geese and a hundred bushels of potatoes.

December 14: A ship passes close to Tristan and puts up a red flag, which the Islanders take to mean that she wants to communicate with them, but the sea was too rough for the men to launch a boat.

December 19: The whaler *Canton* which called at Tristan on December 3, 1907 with Walter Swain on board, calls at Tristan, this time with mail and papers from St. Helena. The Postmaster of St. Helena sends two parcels of toys and some copy-books.

December 20: The Captain of the *Canton* lands on Tristan. At dusk, after bartering some potatoes for ten barrels of flour, he returns aboard and leaves the Island for his home port.

December 22: A four-master vessel is almost wrecked on the rocks off Hottentot Point (see Map) on this very wet and foggy morning. When the fog lifts for a short time the ship heads out to sea as fast as it could.

1909

January 5: Six Islanders go to Inaccessible, hoping to catch seals.

January 10: The six men who went to Inaccessible return without any seals. One of them sets fire to the tussock grass which till this day is still burning and is visible on Tristan, 25 miles to the north east.

January 15: A whaler, believed to be on fire, proved to be a whaler melting the blubber of a Southern Right Whale caught the night before. Several Islanders go on board.

January 16: A Norwegian whaler, bound for Australia calls at Tristan, after a run of fourteen days from Rio de Janeiro, anchoring on the east side of the Island,

waiting for sheep and potatoes in exchange for flour, sugar and biscuits.

January 18: The Norwegian whaler sails away in the evening. Another whaler is sighted, but the sea is too rough for the men to meet her.

January 28: A new house is to be built. This is the first to have been put up for at least ten years, and will increase the number of houses on Tristan to 16, including Mr. Keytel's cottage and the house occupied by the missionary, his wife and their maid.

February 10: Most of the Islanders go off to Inaccessible, which has been on fire for a month.

February 12: The Islanders came back from Inaccessible after having caught only four seals.

An English merchant vessel bound for Melbourne calls at Tristan. The Islanders go on board to barter.

February 13: Another English ship also bound for Melbourne calls at Tristan. Andrea Repetto asks the Captain if he would give the Rev. Barrow, his wife and maid a passage, but he says he had no room, as he already has a passenger.

February 15: The Rev. Barrow gives Andrea Repetto who:

"is quite a doctor - and surgeon too",

and a clever man, the Bishop's commission to hold a service every Sunday, to perform baptisms and marriages. He is the islander's spokesman, and has always exercised a very good influence in the colony

March 15: A ship from London bound for Australia calls at Tristan. Several Islanders go to meet her, and the Captain tells the men that the *Pandora* will soon arrive with the mail.

March 31: More Norwegian whalers call at Tristan, the largest one, (the "mother-ship"), is the *Svend Foyn* a whaler of 4,000 tons and commanded by Capt. Mikkelsen. They are returning from the South Shetland Islands, between Graham Land and the South Orkney Islands, Weddell Sea, where they had taken 392 whales, yielding over 8,000 barrels of oil which they are taking to Cape Town to be sent onwards to British markets..

April 5: Capt. Mikkelsen and his small fleet steams away, headed for the Cape. The Rev. Barrow, his wife, the maid leave aboard the *Svend Foyn*, leaving Tristan for ever, to the sorrow of all the Islanders. With them also go Mr. Keytel and Joe Hagan, an islander, who returned to Tristan in 1908

Editor's note: 1910 - 1919 Although the unpaginated manuscript appears continuous,

Professor Faustini's material for the missing period has apparently been lost.

1920

December 15: A whaler calls at Tristan, and exchanges lumber and flour for some sheep. The population is now 119 inhabitants.

1921

February: Mr Douglas M. Gane, a London solicitor of Gray's Inn, and deeply interested in the welfare of the people of Tristan, publishes an appeal in the *London Times* and the *Manchester Guardian* for a missionary and schoolmaster to go to the Island.

1922

April 1: The Rev. Henry Martin Rogers, formerly curator-in-charge at Alexton, Leicestershire and his wife reach Tristan da Cunha from Cape Town, aboard the Japanese mail ship *Taesma Maru*, of the Osaka Shosen Kaisha Line. The Imperial Japanese Government permitted the steamer to divert to Tristan course to land the missionary. This ship is the first Japanese vessel to ever call there, and the first after eighteen months of complete isolation from the outside world.

The Rev. Rogers lands with 150 cases of stores (for the church, the school, and other household wares), with groceries for a year and a tiny frame house to erect as a shelter for the missionary and his wife.

At dusk the *Taesma Maru* steams away.

April 2: The Rev. Rogers assembles all the people of Tristan in front of Mrs. Reppeto's house, and reads them a letter from King George V, sent via Winston Churchill, then Secretary of State for the Colonies. It expressed His Majesty's hope that the Islanders would listen to the Reverend's instructions, and assured them of the King's interest in their welfare.

April 8: After having levelled an area of ground, forming an outside stone wall on three sides as a shelter (all done by Tom Rogers and some other Islanders), the missionary's little house is erected near a brook and near the house of Tom Rogers and his family.

May 2: The first Tristan Troop of Boy Scouts (Penguin Patrol), named after the antarctic seabird, is launched. Donald Glass is named Patrol Leader, and Joe Glass Second-in command. Both are sons of Robert & Charlotte Glass. Sir Robert Baden-Powell

had made a special grant for uniform and equipment, and gave Rev. Rogers his autographed portrait.

May 19: The members of the ill-fated Shackleton-Rowett Expedition, aboard the R.Y.S. *Quest* (commanded by Capt. Frank Wild) lands at Tristan after the death of Sir Ernest Shackleton. The ship was anchored in the inner part of Falmouth Bay. The expedition was on its way home from South Georgia, and the *Quest* is only the second ship to call at Tristan since December 1920.

May 20: The small bay where the *Quest* anchored was christened "*Quest Bay*" by the Islanders, as a complement to the ship and to her distinguished members.

Three Islanders board the *Quest*: Bob Glass, his brother John Glass and Henry Green. Acting as pilots and guides, they go to Nightingale Island. A party comprised of George W. Wilkins, Chief Scout J.W.S. Marr, G.V. Douglas and C.R. Carr go ashore with John Glass and Henry Green. On the same day, Middle Island is visited by Douglas and Green. No landing was made on Stoltenhoff Island, on account of a rough sea. At the same time, the other members of the *Quest* land on the main Island and explore it.

May 21: Douglas, the *Quest's* geologist, accompanied by the two Islanders Robert Lavarello and Arthur Rogers as guides, makes an ascent of "The Peak" with Wilkins, Carr and Marr.

May 22: On this day is made an official presentation of the Boy Scouts' flag specially created for the Tristan Troop, by Chief Scout Marr. The flag is received by Patrol Leader Donald Glass.

May 24: The wireless operator of the *Quest*, aided by other members of the Expedition and by nearly all the men of Tristan, tries to erect a wireless aerial between Tom Rogers' house and the missionary's house. The wireless equipment, with which it had been hoped to break the almost complete isolation of Tristan, was a gift to the Islanders by the people of Cape Town, from a suggestion by the local staff of the Educational Department. It had range of 1,000 to 1,500 miles.

However the aerial, made up of lengths of hollow steel piping, proved to be of insufficient length. The colony was never able to make much use of it and it was in any case erected in an unsuitable spot. The Islanders were frankly nervous of it, fearing it would attract lightning in those high latitudes. One day when Tom Rogers was putting new windows in his house, he quietly disconnected the wires, and he was careful never to reconnect them. The Rev. Rogers

"grumbled, but not very seriously, as he did not think we should get calls in any case." (Mrs. Rose A. Rogers).

May 25: The *Quest* leaves the Island bound for Gough Island.

May 28: On this day is a solemn opening of Tristan's "Parliament". The Rev. Rogers uses the Islanders' own custom of the "Meeting of the heads of families", and endeavours to evolve a system of local government. He feels should induce a sense of corporate responsibility among the Islanders, and took the opportunity of the *Quest's* visit to call a general meeting of all the island men, constituting himself as chairman, controlling the debate and putting motions. In this way he wished to lay the foundations of an institution in which all matters affecting the school, roads, boats, houses, and other topics of general welfare affecting public matters could be presented and discussed.

June 18: The Rev. Rogers launches a campaign to build a permanent substantial Church on the Island.

June 22: The Rev. Rogers calls a meeting to discuss the idea of the building of the new church. It is decided that as soon as winter is over and the oxen were thought strong enough to pull stones, that building work should commence.

September 22: A son is born to the Rogers. He is the first English baby ever born on the island, and all the available Union Jacks are hoisted, some 5 in number. He is named Edward Lyon Tristan Charles Rogers by the common consent of the Islanders after H.R.H. the Prince of Wales, who is greatly admired by the Islanders.

October 24: The public baptism of Edward Rogers.

The Island's first Church

October 30: On this day, digging the foundations of a church 50 feet long and 14 feet wide was almost completed, on ground between Mrs. Repetto's and Tom Rogers' houses in the middle of the Settlement.

November 5: The laying of the foundation stone of the new "Church of St. Mary" in an imposing ceremony. The Islanders bury small silver coins in a tin box under the stone as it was placed in position. The stone itself was given by Mrs. Repetto, and was one of the stones of the Rev. Dodgson's original attempt to build a church. After fifty years a dedicated church was a reality for Tristan.

November 22: Four small whaling steamers, *Truls*, *Barroby*, *Southern Cross* and *Storm Vogel*, all bound from Cape Town for South Georgia, call at Tristan. They

land several cases of goods; a church harmonium, and bags of letters. One of those was from the Princess Mary, thanking the Islanders for their good wishes to herself and Viscount Lascelles on the occasion of their wedding. One of the vessels takes the Islander's mail aboard to post at South Georgia.

1923

February 23: The Rev. Rogers makes an expedition to Inaccessible Island. He discovers the first specimen known to science of a strange bird, a flightless rail, now in London's Natural History Museum, and which has been named *Atlantisia Rogersii*.

March 26: H.M.S. light cruiser *Dublin* (Capt Shipway) calls at Tristan. On board are:

Bishop Holbeck, Bishop of St. Helena;
 Mr. Lawrence Green, Jun. of *The Cape Argus* ;
 Mr. Sara of the South African Film Co.;
 Mr Andrew Kemm, who married a Tristan girl;
 Mr. Hagan, former resident of Tristan

(the last two visiting their relatives.) They land, accompanied by the Rev. Kent, the ship's chaplain, Surgeon-Commander Rickard, and the ship's doctor, to visit the Settlement. H.M. the Queen sent copies, with inscriptions, of The Prince of Wales' Tour of the East and 25 tons of privately funded stores are landed on Little Beach

The visit of the *Dublin* took place in answer to an appeal made by Mr. Douglas M. Gane to Mr. Amery, then First Lord of the Admiralty. Gane had collected a large quantity of stores but was unable to find no means of shipping them to Tristan

Surgeon-Commander Rickard was sent by the Government to furnish a report on the conditions of life of the Islanders. The Bishop confirms 73 people.

March 27: H.M.S. *Dublin* steams away headed for the Cape.

May 12: Most of the Islanders go to Inaccessible for sealing and fishing.

May 19: The Norwegian whaling steamer *Herkules* of the "Union Whaling and Fishing Co., Durban, and bound for Durban from South Georgia, calls at Tristan for fresh meat and water. The Captain comes ashore with the Mate, and traded various stores and paint (for their boats) with the Islanders for sheep and a calf,

May 20: The *Herkules* steams away heading for Durban with two bags of mail from the Islanders.

July 5: The Church is complete in every detail. The interior is divided into nave and chancel, with a small sanctuary railed off by Communion rails. In addition, there was a tiny vestry, a large altar, a lectern and a font, brought to the Island by the Rev. Dodgson. All except the altar and the font are made on the island. The Church has six windows, a zinc roof, and on the gable end a large white cross. On the altar stands a beautiful Oberammergau crucifix donated by a Lady in England. A harmonium, given by the people of Cape Colony, is placed near the altar.

July 8: Dedication Day, and the first service. The Rev. Rogers utters a Prayer especially composed for the solemn occasion. On this day two events occur: the first baptism and the first two marriages in the new church. The first child to be baptized is William Glass, son of Robert Franklin and Charlotte Glass; and the weddings of his elder sisters Violet and Dorothy respectively to Willie Lavarello and to Ned Green.

September 23: On this day occurs the dedication of a new plot of ground given by the members of the Glass family for an extension to the old cemetery, which is now full and cannot be used any more. A stone wall is erected around the new cemetery and a gate fitted.

In early 1923, Betty Cotton, aged 94 years, dies. She was one of the daughters of Alexander and Frances Cotton, his mother being one of the St. Helenian women who saw Napoleon in the flesh, and came to Tristan with Capt. Amon, in 1827. She never married; and was a gentle and pious woman all her life.

Near the end of the year also died Rebekah Swain, daughter of Samuel and Susan Swain, aged 47 years

Here follows the census of Tristan in 1923, according to the Rev. Rogers. This is the largest population ever recorded in Tristan's history and totals 135 people. The figures after some names denote their age. People are recorded by families and in alphabetical order:-

Glass, Gordon & wife Susan: Children Lily, Timothy, Clement, Violet;

Glass, John & wife Jemima: Children Florence, Gordon, Herbert;

Glass, Robert Franklin & wife Charlotte: Children Robert Frank, George, Donald, Sidney, Godfrey, Wilson;

Green, Alfred & wife Lily: Children Alice, Nelson, Ellen, Margery;

Green, Charles & wife Emma: Children Frederick, Hilda, Silvia, Maggie, Dorothy;

Green, John & wife Sophia: Children Catherine, Douglas Haig, Herbert;

Green, Henry & wife Minnie: Children Christopher, Ernest;

Green, Robert & wife Louisa: Children Charles, Annie, Gertrude Ellen;

Green, Ned (Edward) & wife Dorothy married July 8, 1923

Green, William Peter & wife Selina: Children William Philip;

Hagan, Andrew & wife Susannah;

Hagan, David & wife Elizabeth;

Lavarello, Gaetano & wife Jane: Children Percy, Margaret, Lawrence;

Lavarello, John Baptist & wife Maria: Children Laurie, Cissie;

Lavarello, Robert & wife Mabel: Children Eldon, Olive;

Lavarello, William & wife Violet; married July 8, 1923;

Repetto, Francis, widow: daughter of William & Martha Green: Children William Peter, Joseph Dudley, John Henry;

Repetto, Arthur & wife Edith: Children Arthur Patrick, Martyn;

Rogers, Arthur & wife Martha;

Rogers, Tom, son of Rogers, Sarah, widow, 81;

Rogers, Jack (John) & wife Rosa;

Rogers, William Henry & wife Jane: Children Patrick, Victor, Maud;

Rogers, William & wife Agnes:

Joseph, Thomas & May Glass (stepchildren); Cyril, Kenneth, Rudolph & Reginald (twins)-;

Swain, Samuel (old Sam Swain 67) & wife Lucy: Children Ruth, Rachel & Norman

Swain, Andrew & wife Annie: Children James, Clara, Richard, Elsie, Agnes, Beatrice, Leslie;

Swain, Harry & wife Ethel: Children Ceril Henry, Ernest;

Swain, Frederick & wife Mary: Children Victoria, Alice, William, Frances Rose (Baby);

Swain, George & wife Maggie: Children Walter, Baby (unnamed);

Swain, Susan, widow, 78: Children Ben, (deformed);

Swain, Robert * wife Selina: Children Tom, Eliza, Christopher, Mabel, Edward;

Glass, Mary, widow, 86; Green, Martha, widow, 87;

Rev. Rogers's Note: There have been several births since this census

1924

January 31: The Rev. Rogers explores little known Nightingale Island, accompanied by 27 Islanders. He ascended the previously unclimbed small but very difficult peaks on the island and which are about 900 – 1,000 feet high; he calls the higher "Bancroft's Peak" after his old school near London.

February 4: The Rev. Rogers and his party return to Tristan.

September 9: A great avalanche of stones and boulders falls from every side of "The Peak", with a terrific thundering noise. Though alarming there were no human casualties. Since 1922 so many stones and boulders have fallen that the island looks quite different

November 7: All the men of Tristan da Cunha go to Inaccessible, to catch birds for food and to collect wood.

November 10: The Islanders return to the Settlement.

November (the end): The Islanders wall in the old and new cemetery grounds, and thirteen new boats are completed or built. They also work on the roads, make new wagons, construct pews, a pulpit and a new Communion rail for the church,

During the last six or eight months, wind and rainstorms do great harm to the potato crop, and food supplies are acutely short. The children hasten to any kitchen where a meal is prepared. These months were perhaps the hardest the Islanders had experienced in the last three years. They have to ration food, which is of poor quality, and everyone begins to lose weight and look very thin.

The following are excerpts from a petition, sent by the Rev. Rogers to the - Secretary of State for the Colonies through the good offices of Mr. D.M. Gane; and signed by the forty one male adult members of the colony:

"We undersigned inhabitants of Tristan da Cunha, beg to Call your attention and that of H.M. Government to the difficulty that this British Colony is placed in by the extreme infrequency of letter mails to this island It is now two years since we received any mail and above twelve months since we were able to dispatch any letters or parcels...Few or no vessels can be induced to call in at the island...We are

thrown upon our own very slender resources, and while the island produces sufficient food to maintain life, yet our health suffers from the impossibility of obtaining a variety of food such as flour, rice, tea or sugar....We look to get all our stores from passing vessels...and in the absence of such we suffer great hardships which press most heavily upon the women and children and more particularly upon sick persons here...We desire to again assert our loyal affection to H.M. the King and to H.M. Government..."

During the same year the Exhibition ship *British Trade* intended to call at Tristan but failed to visit the Island. For the first time Tristan, is well represented at the British Empire Exhibition, at Wembley, in the "South African Pavilion" by a stall at which the native spinning-wheels, cradles, socks, moccasins and other examples of local industry are shown.

1925

January 16: There have been no ships since May 1923. The food is now very bad and the general shortage of everything is acute.

"The result of the almost complete absence of ships at Tristan da Cunha, makes it almost like living in the moon..."

February 4: The freighter *Ramon de Larrinagoe* (Capt.J.V. Jones) of the Larrinaga Line in Liverpool, bound for Durban and Australia, and returning from South America, calls at Tristan to try to get fresh meat. The Captain announces that he will remain off the island for two hours to give an opportunity for a little trading, to permit the islanders to send him the mail, and also offers the Rev. Rogers and his family passage to Durban. He and some of his officers (including the Marconi officer and the Chaplain) come ashore.

The Chaplain marries two couples: Rose Swain to Jack Rogers, and Lizzie Rogers to David Hagan who had intended to be married on the 22nd, the Rev. Rogers' birthday.

In the afternoon the *Ramon de Larrinaga* steams away with the Rev. Rogers and family, reaching Durban in nine days.

March 23: E.J. Harding, Acting Secretary of State for the Colonies sends Mr. Gane, a letter in answer to the petition sent by the Islanders. In this he states:

"The Secretary of State will lay before H.M. the King the expression of loyalty to his Majesty conveyed in the petition, and a letter will be sent to the islanders when an opportunity occurs. H.M's Government have, of course, every

sympathy with the desire of the petitioners to obtain an annual mail, and the question of the possibility of providing more regular and frequent communication with the island has recently been under careful consideration....It is feared, however, that having regard to the considerable expense and other difficulties involved the Lords of the Admiralty cannot undertake to arrange for a yearly visit of one of H.M.'s ships to the island....Such a visit can be made every three or four years....It does not seem possible to provide any extra facilities at present but every opportunity will be taken to make use of such means of communication with the island as may present themselves..."

For the second time Tristan da Cunha is represented at the British Empire Exhibition at Wembley.

[Professor Faustini's text ends here.](#)

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