

Joseph Edward Hawkins 'Journal of the Schooner Thistle or a Cruise to the Solomon Islands, A.D. 1891'  
MLMSS 7350

Journal Of The Sch<sup>n</sup> Thistle Or a Cruise to the Solomon Islands A.D. 1891

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To my young and Esteemed Balmain Friends  
This Journal Is most respectfully Written 1891

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List of Crew

Passenger     Thomas Jennings

Joseph Edward Hawkins	Commander
Frederick Ives	1 <sup>st</sup> Mate
Thomas Griffin	Cook & Steward
James Brown	AB
Henry Keith	AB
William Ward	AB
William Finlayson	AB
Kanaka Fischer	Boats Crew
Kanaka Thorn	"
Kanaka Kangaroo	"

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Wednesday 25<sup>th</sup> March 1891

At 10.50 am we weighed our anchor and was taken in tow by the Steam tug Express at noon passed out through the heads at 00.20 Cast off from tug Set all sail and stood away to the Eastward fine weather sea smooth wind N.E. all hands employed securing Anchors stowing away Cables lashing everything about the deck and making things secure abow and aloft at 11 oclock PM Sydney light bore by Compass W by S ½ S. distant some 25 miles from which I take my departure and now our Voyage fairly Commences and with prudence and Judgement Combined with the help of god we hope to make a successful Cruise Midnight moderate breeze and smooth sea.

Thursday 26<sup>th</sup>

At daylight wind weather and sea the same at noon by observations we where in lat.<sup>td</sup> 34.20 S Longdt 152°31 East Course made good from Sydney E by S by Compass dist 68 miles Crew employed Variously Bar 30.04 7 hrs 74° wind N N E to ENE unsteady sky filled with white fleecy clouds atmosphere clear but Very cold. no Signs of a Change. Midnight similar weather.

Friday 27<sup>th</sup>

From midnight yesterday until Sunrise this morning wind light sea comparatively Smooth we tacked Several times to try and head more towards our port but all to no purpose the God of winds rules otherwise at noon obsd. in Lat 34.25 S Longe. 153°.30.15E Course since yesterday E ½ S by compass distant 50 miles midnight similar winds and weather

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Saturday 28<sup>th</sup> March 1891

Between 1.a.m. and daylight the sky became overcast and showed indications of rain but when bright, Phebus sun, rose it cleared away and gave us another fine day but horrible cold the wind still in our

teeth (to use a sailors expression ) sea smooth with a long ocean swell. at noon our observation showed us to be in Lat 35.34 S Long 155.19 E Course since noon yesterday S.E.  $\frac{1}{2}$  E .True ; dist 105 miles no change of wind really it is provoking but we must wait, and watch, as we have had to do before. and I suppose our troubles are nothing to others we want a fair wind and we must bear with patience until we get it wind and weather at midnight about the same sea getting choppy.

#### Sunday 29<sup>th</sup>

Towards daylight the sea became more turbulent and confused which I sincerely hope will bring about a change. during forenoon strong gale from NE a very bad quarter to us. in fact this NE wind reminds one of the proverbial colours of old England that was nailed to the mast noon less wind and clear sky observed in Lat 36.22 S Long.157.14.15 E Course E by S  $\frac{1}{2}$  S distance 112 miles towards midnight observed a large halo around the moon commonly called by shore people Cocks Eye. Showing signs of Rain.

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#### Monday 30<sup>th</sup> March 1891

From 1 am to sun rise a high confused sea knocking the little ship about like a shuttle cock. Sky dull and overcast but still no change in the wind. this day being Easter Monday I have no doubt is a great holiday keeping day in dear old Sydney . but alas! with poor Jack in the deep blue waters it is the same as any other Monday .Jack wants no holidays. he belongs to that class that cry bread or work . noon obsd. 36.30E Long 158.55.15 E Course since yesterday E by S distance 86 miles Saw a large Barque and by the way he was steering Evidently bound for dear old England. midnight wind and weather the same.

#### Tuesday 31<sup>st</sup>

From 1 a.m. to daylight wind increasing in fact blowing a sharp gale and as it is dead against us and we are not able to do any good we put a reef in the mizzen and furl the outer jib. Towards noon less wind but a high confused sea sky dull with passing clouds and as the, Shields man, says it is a hard hearted wind that never shifts (horrible luck, noon observed in Lat 36.50. E Long 160.40 E Course since noon yesterday E  $\frac{3}{4}$  S distance 90 miles. The weather is very cold the thermr. standing at 68° all on board in good health and spirits but the Capt and one look at him will tell in a glance that his spirits are in a bottle and if we don't soon get a fair wind it will Explode (I mean the bottle) midnight wind and weather the same.

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#### Wednesday 1<sup>st</sup> April 1891

From 1 am up till noon a high confused sea with brisk glass from N.N.E. to N.E. very unsteady both as to force and direction sky dull and gloomy with heavy banks of smoky clouds Hanging about the horizon noon in Lat 36.50 S Long. 162.41.45 E course East distance 98 miles fearfull cold for this season of the year in the afternoon saw a steamer bound to the Westward, from noon till midnight wind and weather the same waiting and watching patiently for the long looked for change but still it don't come Oh! Capt H think of job.

#### Thursday 2<sup>nd</sup>

First part dull and gloomy with puffy winds hauling into ENE tacked ship and stood to the Northward wretchedly cold, atmosphere very damp. a fearful heavy swell rolling from NE. all hands employed repairing sails about the rigging and sundrie jobs noon obs<sup>d</sup> in Lat 23.14S Long 162.34.15 E Course N by E distance 95 miles Noumea or port of destination bore N 16° Es distance 738 miles this is the first day since leaving Sydney that we have been able to steer for our port p.m. a heavy sea with strong wind from S to SE. Causing the little ship to labour a good deal but roll and go is the order of the day now roll and labour you may but go you must, midnight strong breeze with passing showers and a sea as ruff as a newly ploughed field.

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Friday 3<sup>rd</sup> April 1891

Winds variable sometimes strong sometimes very light. crew employed repairing sails and sundry jobs. Noon sun obscured. Dead reckoning showed us to have run 12° E distance 95 miles a very heavy sea getting up midnight wind increasing.

Saturday 4<sup>th</sup>.

From 1 am until sun rise a strong breeze prevailed accompanied by passing showers wind south a high confused sea, but, as the good little ship is rolling along at a good rate of speed towards Noumea we can put up with a little sea at noon by indifferent observations we found our lat was 32.22.S Long. 164.32 E course since noon yesterday N 42° E distance 151 miles this is our best days work since leaving Sydney. a heavy sea running but for all that our little ship behaves admirably under the circumstances. Sky laden with heavy black Nimbus clouds and has a cold and bleak appearance midnight wind and weather the same

Sunday 5<sup>th</sup>

From 1 am till daylight wind light sea high and confused sky heavy with rain clouds haning about although the sky has shown strong indications of rain we have had but little. at noon we observed in Lat 30.20.S Long 166.4.30 East course N 32° East distance 147 miles Noumea bore N  $\frac{3}{4}$  W distance 480 miles and with the wind in this quarter will soon make the distance look smaller Crew employed about the rigging Midnight good brisk breeze and passing rain squalls.

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Monday 6<sup>th</sup> April 1891

First part strong wind and squally with passing showers a heavy sea running ship tumbling and rolling about liken unto a man who had indulged in the luxury of smelling the corks of empty champagne bottles. raining hard in squalls. noon less wind & rain observed in Lat 28.19 S Long 167.14.8. Course N 27° E distance 135 miles Noumea bore N 6° W dist 352 miles midnight less wind weather more fine and settled pleasant breeze but heavy swell from S

Tuesday 7<sup>th</sup>

First part moderate breeze and heavy swell middle and latter parts very fine almost calm and a very agreeable change in the atmosphere the sun begins to feel Islandy fied and I am sure we one and all feel grateful for his warm rays. Noon obs<sup>d</sup> in Lat 26.26.S Long 167.12 E course North distance 114 miles Noumea bore from us NNW distance 240 miles. every appearance of fine weather with bright blue sky. during the afternoon calm lowered all sails on deck. ship tumbling about a good deal

Wednesday 8<sup>th</sup>

First part moderate breeze. set all sail. but this wind fell light again at sunrise ah! I can surely call it a sun rise this morning. he arose from out of the Ocean with splendour and as clear as a Chrystal wind light sea comparatively smooth at noon we observed in Lat 26.12.S Long 166.47 Course N 27° W distance some 17 miles horrid days work. towards sun down we got a fair wind and we made the best use of it we could and steered for our port of destination .I must say my passenger and worthy friend have enjoyed this fine day amazingly as well as your humble.

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Thursday 9<sup>th</sup> April 1891

First part fine weather light breeze almost calm at times another glorious sun rise with a beautiful sky that would surprise the Great Painters. during the forenoon wind very light at noon we observed in Lat 25.20.S Long 166.54. E course Since noon yesterday N distance 52 miles another horrid days work

pm a moderate breeze and fair which makes the Good ship slip along distance to Noumea today at noon was 172 miles. midnight a pleasant breeze and fine weather.

Friday 10<sup>th</sup>

Moderate breeze and a heavy swell from the Southwards ship making good progress towards our destination hands employed unstowing [indecipherable] getting cables ranged Boats, guns, cleaning small arms . at 10/30 the lookout man descried the mountains of New Caledonia right ahead showing we had not lost ourselves. Noon observed in Lat 22.55.S Log 166.27 East Course from yesterday N 12° W distance 149 miles the Amedee lighthouse bore NW by N distant 22 miles at 1/30 saw the lighthouse. sailed along the reef at 2/45 pm. Entered the [indecipherable] to pass a fearfull sea running on the reef in fact quite enough to frighten any common man but as I am a reckless sort I blunder on at 3/10 pm hove to inside the Reef for the pilot boat when to my astonishment and annoyance I found it only contained 3 blackfellows who informed me all the pilots where gone to Noumea one of them stayed on on board. I bore away for the port with great disgust to think I had stopped for a Nigger at 4 oclock took on board a French pilot and at 5 pm we anchored in the harbour of Noumea at the powder station after a passage of 16 days all well thank god.

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Saturday 11<sup>th</sup> April 1891

At Noumea

Weather for the first part fine but dull and gloomy overhead sky indicating rain went on shore about 6/30 but I found the people here was early birds I was too late for fresh meat as they only kill what they require and by ½ past six it was all gone about 10 oclock a.m. myself and my friend Mr.J. went on Shore to view the sights and scenes of this tropical and penal little settlement and I am afraid my friend was not altogether impressed too favourable by what he saw in fact I feel sure he will not give up Balmain for Noumea although it is a warmer climate I must admit that I myself am not altogether taken up with the French mode of colonizing as I can see somethings are but little advanced than they where in the year 1868 when I first came here at noon it rained I went to see the British Lion (Consul) and left my papers but only saw Mrs Consul Mr Consul being out on duty. During the afternoon it rained steady We could not discharge our powder Midnight still raining steadily Anchored at Noumea

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Sunday 12<sup>th</sup> April 1891

At Noumea

Raining hard all day until about 7 oclock in the evening when it held up for a time no band played today in consequence of it being wet and therefore us poor colonials are debarred from seeing the fashions and pretty faces of the Noumea belles. Towards midnight calm and less rain

Monday 13<sup>th</sup>

Weather fine light breeze from E.S.E. at 7/30 a small steamer towed a punt alongside into which we discharged our explosives at 10/30am a small steamer the ,rose; accompanied by Mr Lousion a French pilot took us in tow and moved us to the Government Wharf at the Island Of Nou on the opposite side of the harbour from Noumea this island is the residence of the French convicts or most of them at this place we are to discharge our cargo of coals into the Government trucks which are worked by convicts and the coals are stored here for the use of the man of war and other purposes belonging to de La Marine of France on one side of the wharf is moored a large Barque also discharging coals into the depot all hands employed getting ready for discharging My honourable and worthy friend made a tour as far as the coal shed in company with Capt Stevenson of the Barque Iris where he informs me he was weighed on the weigh bridge whereon they weigh the coals but his weight was so much I quite forgot how much it was however it does not matter much as I hope he will improve and we can easily weigh him again in Balmain OK.

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Tuesday 14<sup>th</sup> April 1891

This day commenced to discharge our cargo of coals but did not do very much on account of not having sufficient trucks Strong breeze and fine weather throughout the day at noon the M.M.Coy. Steam ship Australia sailed for Sydney. Towards evening I found we had discharged some 38 tons of coal and during the night Myriads of Mosquitoes visited us which I feel sure did not improve our sleep any

Wednesday 15<sup>th</sup>

Nothing much of importance to report this day We go on discharging slowly fine weather and lots of mosquitoes during the night .

Thursday 16<sup>th</sup>

Wind and weather same as yesterday still discharging coals and have glorious buzings from the mosquitoes at night weather beautiful and fine with pleasant breeze. Several convicts bring us shells to purchase but they are all too [indecipherable]

Friday 17<sup>th</sup>

Weather beautiful and fine with moderate Trade winds at 8 pm finished discharging our coals at 9 PM we towed away from the wharf and anchored abreast of the town Employed taking in ballast towards evening finished the ballast ships Draft aft 7ft 9 ins forward 5ft 4 ins.

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Saturday 18th April 1891

Fine weather with light easterly wind throughout people employed cleaning ship and getting ready for sailing from here to the Solomon Islands paying bills getting fresh water and other matters of interest which belong to getting a ship ready for a voyage.

Sunday 19<sup>th</sup>

First and middle parts fine with a fresh Easterly wind latter part raining and squally at 4 pm went on shore and took a walk through coconut Square and heard the Noumea Band play this is done for an hour on Sundays and Wednesdays between the hours of four and five in the afternoon when the weather is fine its members consists of convicts which I am informed do nothing else but attend to the band it certainly is a very fine one.

Monday 20<sup>th</sup>

At day dawn we prepare for sea our sailing hour being half past 10 in the morning I mention this time for the reasons that one cannot sail from this port just as he likes the hours for sailing are from 10 A.M. to 3P.M. at 10.30 AM we receive a pilot and make sail at 11AM we take a last formal look at the harbour of Noumea and its shipping when we pass quickly out through the narrow entrance and steer towards the Dumbea pass. an opening through the Barrier reef. I forgot to mention that at 6am this morning the Sydney steamer, Rockton, arrived bringing Mr Jennings

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Monday continued

a long letter from home that ought to have come by the last mail a week ago however we must only say better late than never at 00.30 PM the pilot left the ship – set patent log to run W by S 40 miles strong breeze from east and a heavy sea running at 8 P.M. took observations and found our chronometer slow of Greenwich Mean time 47 minutes and 37 seconds the patent log showing the little ship was making 9 miles per hour Midnight less wind and a beautiful clear moonlight night with the mountains of

New Caledonia in sight

Tuesday 21<sup>st</sup>

Fine weather pleasant breeze and smooth sea but like all fore and aft ships our fair winds are too fair the wind being right aft only one of our sails are any good. Noon Obsd. in Lat 21.16 S Long 164.6.3 E. distance since discharging the Pilot at the Dumbea pass 140 miles the high mountains of New Caledonia in sight long rolling swell and pleasant breeze. Midnight almost calm ship tumbling about a good deal

Wednesday 22<sup>nd</sup>

Wind variable in strength and direction Some times calm sometimes a fresh breeze now right ahead now right astern a regular humbug and what is better known by sailors as the doldrums Noon Obsd. in Lat 20.17 s Long 162.41.15 E Course from Noon yesterday NW by W ½ W distance 100 miles during the afternoon a steady breeze and fine all hands employed opening good and makeing ready for Trading from sun set to midnight a strong breeze the little craft making good speed towards her destination and making the sprays fly like Varigateing stars from a sky Rocket

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Thursday 23<sup>rd</sup>

Weather fine and clear with a strong breeze the ship ploughing the water like a thing of life as she jumps and reels to every responding wave and tearing along like the Railway Express which makes us smile and say like the down east Yankee, Wall ! Let her go! Noon obs in Lat 17.14 S Longde.162.1 East Course N13° distance 190 miles. Santa Anna our port of destination bore from us at noon N [indecipherable] W distance 380 miles Midnight strong breeze and fine I feel slight Symptomns of my old enemy the Rheumatics coming on

Friday 24<sup>th</sup>

Fine weather and strong breeze a Large flying fish flew on board and nearly Knocked the mate down myself scarcely able to crawl with Rheumatics. A glorious complaint for a sailor who Sometimes could employ ½ a doz legs at once instead of having none fit to stand on Noon obsd in Lat 14.00 S Long 162.13.30 E. Course N8° E distance 197 miles Santa Anna bore N by Compass distance 183 miles P.M less wind sea getting Smoother midnight a flying fish came on board and for his` pains I amputated his wings and preserved them for the Inspection of My Young Balmain Friends

Saturday 25<sup>th</sup>

30 Days From Sydney

Weather fair but getting very light all hands looking out for land observed at noon in Lat [indecipherable] Long 162.28 East Course since noon yesterday N 11.38 E distance 150 miles Santa Anna bore right ahead distance 38 Miles at 1/0 PM Land ho! in sung out from ½ a dozen Voices which pines to be the high land.

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April 1891

Saturday Continued

Of St Chrystoval and soon after we saw the Islands of Santa Anna and St.Catalina lifting their tops above the horizon The ship pointing strait towards them Crew employed unstowing anations (?) and Chains towards evening we reduced sail and lay to all night with a light breeze and smooth sea

Sunday 26<sup>th</sup>

[Margin Note - Sta Anna Solomon Islds]

This morning we lay becalmed some miles from our port Sun very hot quite a difference in the climate and when we were on our way to Noumea took observations and found our Chronometer slow of Greenwich mean time 48 minutes and 20 seconds having kept good time and made the land to a mile at 10 A.M. the God of winds has forgotten us but the Glorious Sun sends down his tropical rays on our decks making the inside of our cabins a little more than warm at noon four canoes came off to us and from them I learnt that the Sep[?] Marshal.S. had arrived some three days previous and had taken all the Copra we also glean news of a Sydney Barque called the Pet was anchored in the Port at 4 PM we got a light Breeze which took us into the Port at 4.45 down goes our ponderous anchor in the harbour of Port Mary here we are at once visited by the Capt Reid of the Barque Pet asking advice and assistance which I give him cheerfully to the best of my ability and I feel sorry for any unfortunate Ships Master placed in the same position deserted by his officers and crew and entirely in the hands of an unscrupulous Trader bearing the name of a white man

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April 1891

Monday 27<sup>th</sup>

During this day weather fine but very hot landed Fr Nybergs goods and in company of Capt Wolsch of the Marshalls and Mr Ives went on board the Barque Pet and find the ship quite safe to proceed on her voyage I supply him with a seaman Marshall. S. does likewise this make his crew 6 all told and I deem it best for all concerned to get him out to sea his port of destination being Finch-haven German New Guinea distance from here some 850 miles P M Cap Wolsch sailed for Ugi Island Supplied the Barque with some provisions and saw him ready for a start in the morning

Tuesday 28<sup>th</sup>

Commenced to take off Ivory nuts from the Nybergs station at noon took all my crew on board the Barque Pet hove up her anchor and saw her safely outside everyone on board satisfied at the prospect of once more proceeding on their voyage .I must say the white Trader has shown his true colours in this case as the officers and crew are living under his roof although they are deserters and for which crime I hope they will be justly punished. Calm and smooth sea

Wednesday 29<sup>th</sup>

Took on board 7 tons 17cwt Ivory nuts also 67 ½ lbs Turtle shell at Noon we got underweigh and sailed for Cape Kiebeck light variable winds and smooth sea at sundown hove to for the night some 4 miles from our port of destination midnight fine weather. Smooth water and light breeze ship waiting for daylight

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Thursday 30<sup>th</sup>

[Margin Note - Cape Kiebeck 14 fathoms]

First calm and light baffling airs of wind Saw a Brigantine anchored in Wononi Bay the place where we have to go ourselves at 11 oclock AM we got a sharp squall from the N.E. which took us into the Bay at noon we anchored in Wononi Bay

in 14 fthms this anchorage is better known by the name of Cape Kiebeck the Brigantine anchored here proved to be the Meg Merrilies recruiting labour for Fiji nearly 4 months out with 95 labourers on board having done well I consider the Capt came on board and informed me his name Delamore. The Government agent a Mr Otway an old Fiji hand. The report having experienced lots of bad weather in the Group. Otherwise no fresh news here we got a little copra and left some more trade the natives report most of the people away on a feasting Expedition or to use the own words a Big fellow Kai Kai

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May 1891  
Friday 1<sup>st</sup>

People employed getting copra and fresh water on board calm and very hot myself and Mr J was invited by the Corteous Capt to pay a visit to labour ship and afterwards we dined with him and his officers. Inspected the ship and found all the recruits looking well and the ship as clean as a new pin and whilst we where on board the supper was served out to them and in our opinion each one had as much as would suffice for a whole day

Saturday 2<sup>nd</sup>

[Margin note Manhooki 6 Fathoms]

At 9 am we make sail for Manhooki distance some 10 miles where we anchor again at 1/30 P.M. at this place we found most of the people had gone away to a Big fellow Kai-Kai as they say themselves got some copra and left some more trade although both traders are away Calm and rain I think by the looks of the sky we are about to have Calm & Rain

Sunday 3<sup>rd</sup>

Throughout the day a steady down pour of rain with no wind and as it is Sunday we indulge in a good long sleep as that is about all we have to do.

Monday 4<sup>th</sup>

[Margin note - Ugi Island 16 Fathoms]

At 6.30 AM we weighed anchor and sailed for Ugi wind very light – ship creeping along Very slow at 10.45 the wind came away from E.S.E. a nice breeze at noon we anchored off the trading station In 16 fthms here we found the Sydney Schooner Marshall.S. her Capt informing us he was busy taking stock on a/c of Howards death as this is the place where he was killed by the natives on January 4<sup>th</sup> 1891 Captn. Wolsch has erected a cross over the grave. Midnight a heavy thunder storm burst over the ship and this is the place where the thunder makes the very earth shake.

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May 1891  
Tuesday 5<sup>th</sup>

[Margin note Wai-Ui Bay 6 Fthms]

10.45 am we sailed for Wai-ui distance some 7 miles where we have another trading station at noon we anchor and get about ½ the copra we ought to have got our trader here is a Missionary teacher and has he cannot pay up I must let him slide at this place Mr J makes a grand bargain in Solomon Island Idols. sundown light breeze and fine but during the night it rained hard with distant thunder and lightning

Wednesday 6<sup>th</sup>

Beat away to Hooni some three miles down the coast to another trader who gives us about ½ what he owes and I am sorry to say that half very bad he I will also dispense with and give him time to chew the Beetle nut before I supply him with any more trade a part of the day and the whole night it rained as it knows how to rain in these islands

Thursday 7<sup>th</sup>

At 11 am got under weigh and made sail with very light wind but with the assistance of our boat we managed to crawl slowly along at 4 P.M. we came to an anchor in Wango Bay in 10 fthms. this place is the residence of the Revd Mr Cumins Melanesian Missionary here we get some copra from our traders who pay us pretty well here we get a visit from old Jackie the chief who if looks is any Criterion one would take a most blood thirsty old Villan nor do I think he belies his looks in former years but now he is too old Towards evening weather fine light breeze from the land Smooth sea.



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May 1891  
Friday 8<sup>th</sup>

At day dawn boat away to Wai- ta for Copra she returned at 9 a.m. with a load of copra and other articles at 10.45 away again to a place called Onitau at 2 PM she returned with ½ a ton weather during this day fine with passing showers people employed cutting copra shifting sails etc Towards evening a native offered his services to accompany the ship as boats crew he informed me his name was Lau-wa and he had served a term in Port Mackay Queensland I am afraid he knows too much for my innocence however I allow him to join our little band during the night the heavens opened and the waters rushed forth it is utterly out of place to call it rain here for I am sure it resembles an irrigation well broke adrift more than anything else I know of.

Saturday 9<sup>th</sup>

At 6.30 a.m. we hove up our anchor taking with us the old Chief Jackie and 3 of his satellites and worked along the coast and picked up a little copra the man Lau-wa got home sick today and wanted to go on shore to see his Ma and forgot to come back. I thought he knew too much for us and we hard hanted sailors laugh at this but the poor boy goes home all the same at 5.P.M.we anchored in Maroo Bay in 10 fthms within a few miles of this place we have 3 traders and this is the last anchorage on this Island during night calm and fine.

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May 1891  
Sunday 10<sup>th</sup>

First part light airs of wind with occasional showers at 5/30a.m. boat away for copra at 10 oclock she came back with a load amid a down pour of rain at 11 away again and at 4 pm returned with another load. I have no doubt my friends thinks it very wrong to be working on Sunday but I must only say as I have often heard said before the better the day the better the deed. Time and tide waits for no man and in most parts of these Islands Sunday is not known. at sundown gave out more trade and wound up for the day and I can safely say this has been our best days trading since we came into the Group.

Monday 11<sup>th</sup>

At 6 a.m. got under weigh and steered for Marau sound. Island of Guadalcanal wind very light and sea glassy smooth all hands employed Cutting Copra and sundrie jobs at sundown hove to outside all night with light Breeze.

Tuesday 12<sup>th</sup>

At 9 a.m. we entered Marau Soun. by the NE passage and sailed up to the anchorage. This Sound is a beautifull sheet of Tranquill water studed with numerous Islands with borders of light green water surrounding them showing the Coral reefs and throughing into bold releife the dark blue deep waters of the Navigable channels. At 10/30 A.M. we anchored near harbour reef in 14 fh. a native came on board and informed us that a ketch lately from Sydney had come and formed a trading station there and had bought an Island and he was going to trade in fire-

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May 1891  
Continued

arms dynamite Etc I asked several natives who are not interested in the matter what the white man paid for the Island their reply was 200 tobacco 1 pig 6 bottles rum 5 snider rifles and 50 cartridges for it rather a queer way of doing business this man comes here and for all I Know may come strait from

Norway as I am told they are Norwegians and trade with fire arms and Explosives of all kinds when the poor britisher gets fined for Carring them in his ship during the afternoon the Capt of the Sisken came on board and asked me to take some money home for him also his Chronometer he also requested me to forward his Sydney mail through the Group

Wednesday 13<sup>th</sup>

People employed cutting wood & copra and shifting Sails during the day purchased some 1/2 a ton of Yams. Calm and Very hot throughout the day

Thursday 14<sup>th</sup>

Daylight made sail and with the assistance of boat proceeded slowly towards the entrance at 8/30 cleared the Bearer shoals and bore away for Kauka at noon we anchored at Kauka in 10 fths sent away boat to trade she returned in about an hour with 1/2 ton pm away again and returned at various times with small quantities weather fine sea smooth wind light

Friday 15<sup>th</sup>

[Margin note - Tessemboke 6 fathoms]

Daylight got under way and ran along the coast at 8/30 was boarded by Alfred Throuer from a boat belonging to Kelly and Williams station he reports heavy winds in the Group at 10/30 passed and Exchanged Colours with the Schooner Magic Capt Pratt. noon anchored at Tessemboke

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May 1891

Saturday 16<sup>th</sup>

At day dawn boat away to Rhuvatu and Tybo rivers people employed trading at the ship very busy day both boats working and landing trade during the night hard rain squalls

Sunday 17<sup>th</sup>

[Margin note - Suagi 7 F'thms]

At 6 a.m. weighed and sailed towards Suagi where we anchored in 7 fths at 8/30am boat away trading along the coast pm. Employed taking off fire wood Calm and fine during the night

Monday 18<sup>th</sup>

[Margin note -Teterri 4 F'thms]

At 6 a m we got underway and sailed along the coast some 6 miles boat away trading at 8/oclock we anchored off Teterri in 4 fthsm here we saw 2 Schooners working from the West at 10 oclock we was boarded the Capt of Sch. No1 which proved to be the Sars . he reports the other one to be the Renard our consort at noon we got under way and proceeded to Langa to meet the Renard at 1 PM we was boarded by a boat from the Renard Mr Kimson in charge at 1.30 we anchored close to the Renard off the mouth of the Langa river in 7 fthms.

[Margin note - Langa 7 F'thms]

Tuesday 19<sup>th</sup>

[Margin note – Gavutu Island 16 Fthms]

First part calm with rain at 11 am got under weigh and sailed for Gavutu the Renard started some half an hour before us but at noon we passed her at 1.30 pm we anchored of Mr Nelsons Tradeing Station in 16 fhms Mr Nelson and Wilson away in the Cutter Rubiana a Mr John Loftus in charge. at 2.20 we hauled the Renard alongside.

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May 1891

Wednesday 20<sup>th</sup>

Both ships crews employed cutting Copra and making ready to receive Renards cargo during the day strong Trade winds and showery

Thursday 21<sup>st</sup>

People employed taking on board ivory nuts from Renard and transshipping her Trade and Stores Moderate breeze and showery at 9 o'clock at Night the Cutter Rubiana arrived Mr Nelson and Wilson came on board and spent a few hours with us Mr Wilson complained of not being very well

Friday 22<sup>nd</sup>

Crew employed all day taking in Copra from Renard calm and showery during the Forenoon the Rubiana sailed for Guadalcanar Moderate trade winds and fine a few passing showers towards sun down

Saturday 23<sup>rd</sup>

This day fine with light breeze supplied Renard with fresh water and fire wood also a quantity of stores and Shipchandley which he stood in need of 2 seamen viz Harry Keith and W. Ward exchanged into the Renard in lieu of A Kimson and W Olsen returned to Thistle and made all preparations for leaving

Sunday 24<sup>th</sup>

[Margin note – Saro Island 10 Fthms]

At 6.30 the Renard sailed for Lord Howes Group native that had previously been on board Thistle returned to his home in the Renard and two natives from her exchanged into Thistle at 11/30 am we sailed for the Island of Savo some 24 miles distance at 4 pm we anchored off Savo in 10 fthsm Strong breeze and fine

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May 1891

Monday 25<sup>th</sup>

2 Months From Sydney

[Margin note - Cape Marsh 17 Fthms]

At 5.30 Am .we got under way and steered for Cape Marsh where we have a Copra house and which is the Westernmost port of call for us the Penara working the Western part of the Group strong breeze showery at 11/30 am. we anchored of our Copra house at the entrance to Renard sound. In 17 fthms. all hands discharging ballast myself repairing sails

Tuesday 26<sup>th</sup>

People employed discharging ballast and taking on board Ivory Nuts myself sail making and acting the surgeon to those that have sore legs strong E.S.E. winds and very hard rain showers during the early part of the night

Wednesday 27<sup>th</sup>

Employed day taking Copra on board mending sails and sundrie jobs. During night a strong gale ESE accompanied by heavy showers of rain at Various intervals

Thursday 28<sup>th</sup>

People finished takeing of the remainder of the Copra I bought from the Amiable chief Viz. Cookie two pigs and ½ a ton of potatoes during the Forenoon the small schooner Myrtle arrived from Bo-go-tu pronounced Buckatoo they report a heavy sea outside and ruff weather during first part of night

showery middle and later parts a hard down pour with strong gale from East

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May 1891  
Friday 29<sup>th</sup>

Hands employed repairing sails and making ready for sea The schooner Myrtle is lying here with us and from her today we got a glorious lot of fish which they obtained with a charge of Dynamite

Saturday 30<sup>th</sup>

At 9 am the Schooner sailed for Koholoko strong gale from East weather fine Crew employed cleaning small arms and giving the ship a good cleaning generally Myself away in the boat sounding for a better place to build our Copra house Towards sundown nearly calm and Very fine

Sunday 31<sup>st</sup>

At 5.50 am hove up the anchor and with the assistance of our boat we drift slowly out allmost calm by Noon we had not made more than a mile and by sundown we was drifting along just outside the breakers with calm and a heavy swell ever prospect of drifting on to the reef but fate rules otherwise a breeze springs up and blew a strong gale during the night with a turbulent sea. Midnight tacked off the end of Isabelle wind strong from E.S.E and Cloudy

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June 1891  
Monday 1<sup>st</sup>

Strong breeze and ruff sea with cloudy sky. towards morning less wind and & sea Sundown moderate wind & sea working windward towards Savo en route to Garutu where a Mr Neilson resides

Tuesday 2<sup>nd</sup>

[Margin note - Garutu Island 14 Fathoms]

Moderate breeze and fine at 9/30 am one of our pigs took a notion to take a bath in the ocean and leaped over the rail which caused some little commotion in lowering a boat and picking it up. at 5.30 pm we stayed in the harbour of Garutu off Mr Neilsons Trading Station and made all snug for the Night

Wednesday 3<sup>rd</sup>

This day commenced to take Mr Neilson Copra on board which amounted to some 5 tons 3cwt. at this place we found besides Mr Neilson John Wilson and John Loftus and Mr Jennings goes on shore and spent the most of the day. and I feel quite certain the change has done him good. towards evening the weather fine made all preparations for sailing.

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June 1891  
Thursday 4<sup>th</sup>

[Margin note - Langa 7 Fthms]

At 6 . a m we hove up anchor and sailed for the island of Gaudalcanar at Noon we anchored at Langa in 7 fathoms took on board Fresh Water and bought a small quantity of Copra weather fine with pleasant breeze heavy [indecipherable] at night

Friday 5<sup>th</sup>

[Margin note - Teterri 4 Fathoms]

At day dawn we got under way and drifted slowly along the coast anchored off Teterri bought some Copra and at noon we sailed again but only got about a mile away when we were compelled to anchor again as it was calm and the tide was against us. The weather was fine but the sky indicates rain.

Saturday 6<sup>th</sup>

[Margin note – Tessemboko 4 Fthoms]

At 4 am we got underway and sailed for Tessemboko where we anchored at 11 o'clock sent away both boats to pick up Copra from our Native Traders. Strong gale but fine clear sky.

Sunday 7<sup>th</sup>

[Margin note – Neal Island 4 Fthms]

At half past 9 we sailed and worked to windward on our way to Marau Sound dist. some 40 miles but as the day advanced so does the wind increase and our poor little packet is smothered in foam from one end to the other 3 P.M. blew away a jib. about another one and at 5.30 we [anchored] under Neal Island in 4 ½ fthms to await finer Weather

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June 1891

Monday 8<sup>th</sup>

First part hard rain with hard gale from East Middle and latter parts more fine Crew employed shifting sails cutting Copra and sundrie jobs. At 3 p m a boat came alongside from Howla island distance some 4 miles from here with a Mr Alfred Thrower in charge. he said himself and Mr McDonald and family who reside at Howla was in want of provisions I supplied him with Biscuit Coffee Sardines Tea Etc in fact all I could spare at 5 PM the boat left for Howla Island during the night Calm with showers

Tuesday 9<sup>th</sup>

At daylight we got underway and proceeded on our voyage at 7 a m Mr Thrower came alongside from Howla with a letter from Madam Mac requesting me to send her some more stores but has I had done all I could for her yesterday I was unable to do anything more for her and I think it very ungrateful of her to send such an unpolite letter. However I could not nor would not give her any more at 8/20 the boat left the ship and we proceeded on our way. pm Calmer and light airs a long rolling swell

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June 1891

Wednesday 10<sup>th</sup>

[Margin note - Marau Sound]

At daylight laying beached outside Marau Sound but as the sun arose it brought a light haze when sailed towards the harbour saw a small ketch away under the land supposed to be the Siskew bound into the Sound at 10/30 we anchored in the harbour in 17 fthms. went on shore and arranged with the white Traders here to take their produce send away both boats and busily employed until sundown shipping Ivory Nuts and Copra weather showery during the night

Thursday 11<sup>th</sup>

First part employed taking on board Copra from Norwegian station at Noon finished shipping goods signed bills of Lading and got under way with the Ketch in Company bound for [indecipherable] at 4 P we cleared the reefs and stood towards the Sound of Malayta . at midnight we tacked ship within a mile of the shore sea smooth weather fine

Friday 12<sup>th</sup>

Fine weather and smooth sea with a pleasant ship working towards Ugi Island during the Forenoon saw

our friend the ketch under the land at Cape Recherche. Towards sundown saw the Island of Ugi but too far off to reach before sundown  
Midnight wind light sea smooth with clear sky

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June 1891  
Saturday 13<sup>th</sup>

[Margin note - Ugi Island 19 Fathoms]

At 2 a m with the assistance of our boats we got our anchor down at Ugi in 19 fthms. During the forenoon buying Copra and sent one boat away around the wether side of the Island filled with fresh water at this Island there is a white man stationed by the name of Williams he came to look after the place after Howard was killed in the evening the Schooner Marshall S Arrived from the Westward and bound to Sydney Via Santa Anna bringing with her the Revd Mr Comins the Church of England Missionary from Gala whose residence is chiefly at Wango some 7 miles from here and as we are bound to his home I offer to tow his boat giving him a passage on the Thistle if he is ready to morrow

Sunday 14<sup>th</sup>

[Margin note - Wango Bay 7 Fathoms]

At 10 oclock in the morning we got under way with Revd Comins on board and his boat in tow at 11/30 we landed him at a place called Haani at 30 minutes past noon we Anchored in Wango Bay in 7 fthms at 7.30 in the morning the Ketch Sisken was close to us but there being no wind he could not get in sent away a boat to his assistance. at 8 pm he anchored close to [indecipherable] Wango and the Corteous Skipper paid us a visit thanking me for the help afforded

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June 1891  
Monday 15<sup>th</sup>

[Margin note – Marroo Bay 10 fthms]

At 10.30 am we got underway and sailed along the coast towards Marroo Bay which I Intend to make my last port of call this trip and from thence to Sunny New South Wales and the girls we left behind us. At 4 P.M. sent a boat on shore at a village called Ubuna and the ship sailed on we anchored in Marroo Bay at 5.10 pm. in 10 fthms. at 7 PM boat returned with a good load of Copra and our Trader Peter. Weather beautiful and fine with moderate breeze

Tuesday 16<sup>th</sup>

At daylight boat away to Ubuna takeing Mr Jennings our passenger it being our last visit to the shore on this trip for trading purposes all hands cutting Copra and making ready for sea in the afternoon took observations and found our Chronometer 1 hour and 24 seconds Slow of Greenwich mean Time and looseing daily 13 seconds and as this instrument is our principal guide across the sea we must ascertain her true rate before leaving the land

Wednesday 17<sup>th</sup>

Fine weather with moderate Breeze crew employed securing everything about the deck cleaning boats etc at 9.30 a.m. we got under weigh and proceeded on our voyage to Sydney at set patent log at 4 P.M. the north end of Saint Chrystobal bore NW by W dist 22 miles hands employed stowing away anchors and chains Lashing boats midnight passed close to Round Island fine weather and good breeze -

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June 1891

Thursday 18<sup>th</sup>

At 1 a.m. Rennel & Balona Islands both in sight when the Island was abeam our log registered 111 miles wind East fine 8 am Islands all lost to view moderate wind and sea hands employed in the rigging and at various jobs at noon we observed in Lat 12°14' S long. 159°26'15" E course SW by S distance since we started 163 miles midnight wind hauling ahead sea getting cross.

Friday 19<sup>th</sup>

Moderate Breeze and Cloudy sea Very Crooked ship pitching and bobbing about like a goat in a cottage garden people employed cleaning boats oars etc at 11 am blew away for Gaff/sail sent it down and repaired it noon observed in Lat 14.3 S Long. 157.37 East Course since noon yesterday S 38 W distance 143 miles Mellish reef bore S by W ¼ W dist. 233 miles Towards midnight strong breeze and confused sea took in all small sails

Saturday 20<sup>th</sup>

Winds and weather much about the same as yesterday trembling and pitching about Crew employed cleaning boats and sundrie jobs noon observed in Lat 15. 46 E Longtd 156.32.15 East Course S 39" W distant 100 miles midnight similar Weather.

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June 1891

Sunday 21<sup>st</sup>

At 2 AM hove to and stopped for fear of getting too near the reef at daylight bore away on our voyage . at 9 oclock we was abreast of the reef but did not see it, too far away, at noon by observations Lat 17.35S Long 155.37 E course S 26°W distance 122 miles the reef bore NE distance 17 miles towards sundown the wind fell somewhat light and hauled more ahead crew employed cleaning and painting Etc.

Monday 22<sup>nd</sup>

At daylight hard rain strong gale at 7.30 am took in 1<sup>st</sup> Reefs wind increasing glass low every Indication of bad weather approaching at 8/0 tacked and head reached to the Eastward noon wind and weather about the same no sun today our position by D.R. Lat 18.06 S Long 154.40 Course SSW ½ W distance 96 miles Frederick reef S¼ East distance 123 miles midnight still raining but no more wind

Tuesday 23<sup>rd</sup>

During these 24 hours weather thick with rain but not much wind evidently there has been worse weather not far away toward noon the sun came out and the rain cleared away obsd in Lat 19.1 South Long 155. 32 East Course East 51 miles. Sundown fine with long rolling swell from the Eastward midnight made all sail and stood to the SW

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June 1891

Wednesday 24<sup>th</sup>

3 months from Sydney

Weather moderate to fine but a jobble of a sea Crew employed fitting new ropes and other requisite jobs towards noon saw a Barque steering to the NW the only thing in the shape of a ship we have seen since we parted company with the Marshall. S. observed in Lat 20.1 S Long 156.34 Course SE ½ E heavy sea making from the southward

Thursday 25<sup>th</sup>

first part fresh breeze and choppy sea Crew employed scrapeing and painting noon obsd in 21.33 S Long 156.14.30 East course S  $\frac{1}{4}$  W distance 75 miles Cato Islet bore S by W  $\frac{1}{2}$  W dist 105 miles Sundown wind and sea increasing in 1<sup>st</sup> reefs and furled the jib midnight less wind but a fearfull short sea

Friday 26<sup>th</sup>

Strong breeze and clear sky but still a Choppy sea and reefs of Foresail set the jib took the whole boat out of davits and put her on deck for Safety. noon obsd 21.36 S Long 156.28 Course due South 90 miles people Employed as most-required out reefs of mizzen weather. much finer but getting Very cold midnight less wind and sea

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June 1891

Saturday 27<sup>th</sup>

Weather fine sea moderate wind WSW cold and bleak this is one of the pleasantest days we have had for some time hands employed cleaning ship noon obsd in Lat 24.34 S Long 156.22.15 Course S  $\frac{1}{2}$  E distant 97 miles sun down weather still the same but Very cold.

Sunday 28<sup>th</sup>

Weather hard and Steely wind from W by S still ploding along towards dear old Sydney noon observed in Lat 26.17S Long 157.20 there was something wrong with our observations today and therefore do not come out as they ought to but as we have no dangers in the way I will let it go until tomorrow midnight similar weather

Monday 29<sup>th</sup>

Clear Weather good cool Breeze tolerable smooth sea at noon saw Mount Warning distant some 56 miles this mountain is situate on the borders of Queensland and New South Wales some 30 miles inland observed in Lat. 28.2 S Long 154.16 we have made the land to a mile towards midnight the wind and sea showed some signs of increasing. Very cold.

Tuesday 30<sup>th</sup>

Wind and weather about the same crew employed in the Rigging Noon observed in Lat 30.14.S Long 154.23 E Course S by E  $\frac{1}{2}$  E dist 130 miles Sydney heads bore SSW dist 275 miles Midnight cold and bleak SW wind

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July 1891

Wednesday 1<sup>st</sup>

Winds mostly from W to WSW cold and bleak sea moderate Crew makeng ready for port Noon observed in Lat 32..15 S Long 153.20 East Course S by W distance 135 miles Sydney Hds bore SW dist 150 miles towards Sundown less wind and cloudy Midnight Similar weather

Thursday 2<sup>nd</sup>

daylight it commenced to blow strong wind and back into the Southward a heavy sea rolling down I was certain we could not get in without another head wind in 1<sup>st</sup> reef on jib Noon observed in Lat 33.38 S Long 152.40 E Sydney heads bore W S W distance 75 miles drawing Nearer by Degrees Midnight harsh weather and a long long 75 miles to go in fact those 75 miles want as much making as 175 does under different circumstances. Midnight no change

Friday 3<sup>rd</sup>



Ship making slow progress towards the heads the wind dead ahead noon obsd in Lat 33.32 S Long 152.00 Sydney heads bore S W ½ W distance some 40 miles at midnight saw the glare of the Electric light showing that we are getting closer midnight things about the same . Broken bay light in Sight and Several other Crafts.

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July 1891  
Saturday 4<sup>th</sup>

[Margin note – Woolloomooloo Bay]

At daylight everything in Sight land lighthouses ships steamers in wind dead ahead ship working in to best advantage at 8/0 AM whilst at breakfast the steam tug port Jackson came alongside but did not even condescend to ask if We would tow I suppose our little Craft was rather too insignificant for him towards 4 in the afternoon it droped almost Calm when a small tug came to us called the Agenora who Corteously took us in tow for the sum of 40/ shillings and at 5/40 we anchored in Woolloomooloo Bay and thus ends a very pleasant Cruise of 3 months and 9 days. having Traversed some 4000 miles of ocean and have anchored no less than 28 times and am pleased to say with accident of any kind so now I must bid farewell

J E Hawkins  
Master  
Sch Thistle

[Transcribed by Rex Minter and Judy Dawson for the State Library of New South Wales]