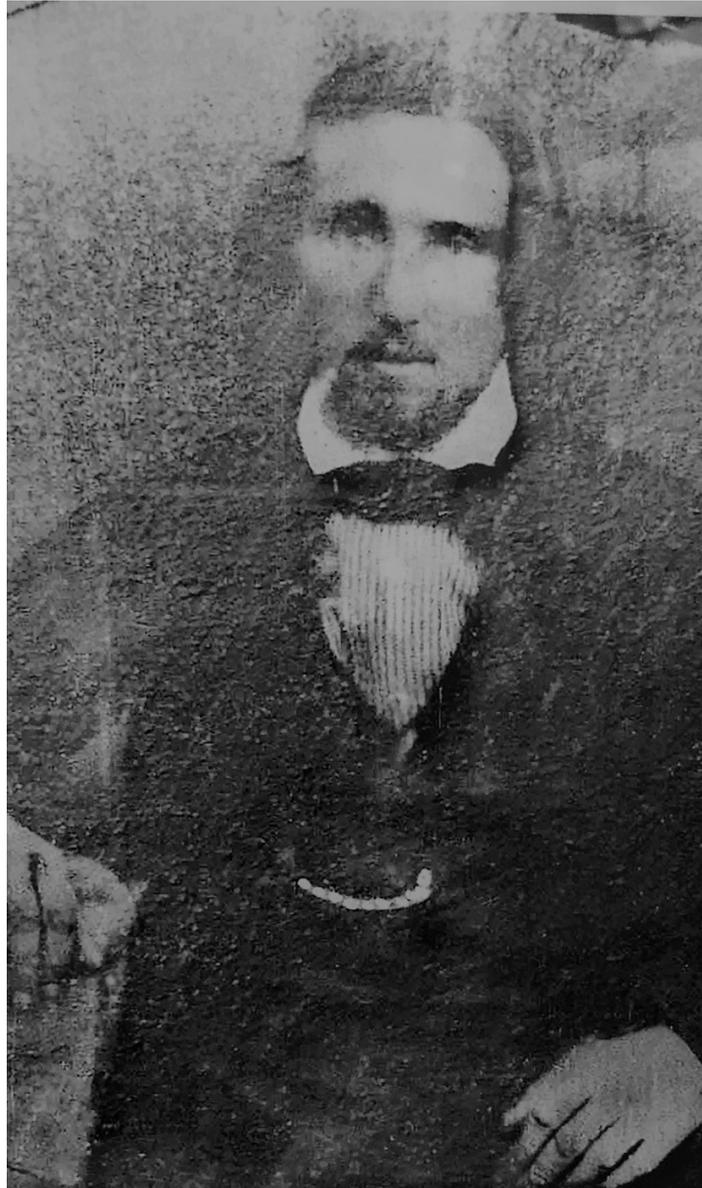


The Logbook of the Second Voyage of the Brig *Naiad*, 1844-1845, by  
Captain Andrew Cheyne.

Edited by Jonathan Gourlay, August 2018 (slight revisions, 2021)



Captain Andrew Cheyne (1817-1866), from a photo facsimile at the Tangwick Haa Museum, Tangwick, Shetland UK.

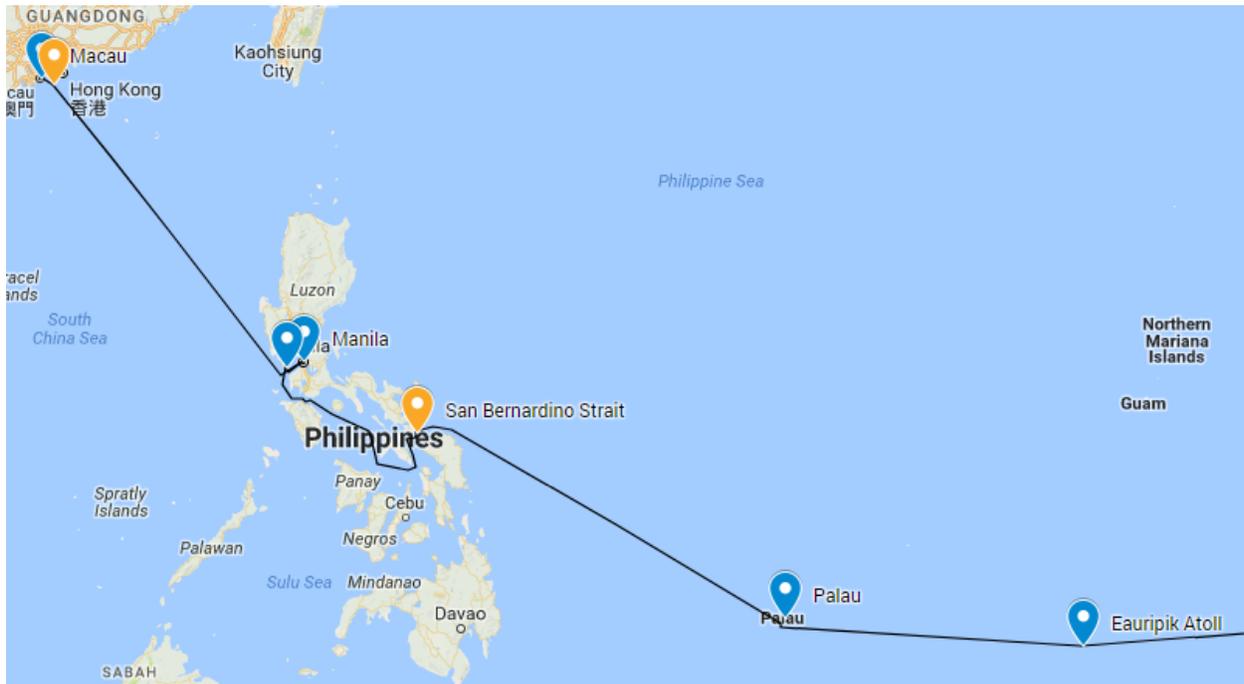
ANDREW CHEYNE'S INTENDED ROUTE FOR THE SECOND VOYAGE OF THE NAIAD:



CHEYNE'S ACTUAL ROUTE IN THE NAIAD. (ORANGE PLACE MARKERS INDICATE THAT CHEYNE SAW THE LOCATION BUT DID NOT ANCHOR.)



ROUTE DESCRIBED IN *THE TRADING VOYAGES OF ANDREW CHEYNE*. JUNE 21ST – SEPT. 12TH, 1844.



## Introduction

The logbook *Naiad* is one of several of Andrew Cheyne's logbooks housed in the Shetland Museum and Archives in Lerwick, Shetland. The logbook *Naiad*, the earliest in the Shetland collection, continues material edited by Dr. Dorothy Shineberg and published as *The Trading Voyages of Andrew Cheyne, 1841-1844*<sup>1</sup>. That volume ends on September 12<sup>th</sup>, 1844. This logbook begins on October 8<sup>th</sup>, 1844. In the missing weeks, Cheyne sailed from Eauripik Atoll<sup>2</sup> to Chuuk via Woleai Atoll<sup>3</sup>. On Woleai he apparently picked up an islander ("Gomaso") whom he later blames for fomenting an attack that occurred while he was at Chuuk<sup>4</sup>. The portion of the logbook presented here begins *in medias res* with Captain Cheyne procuring hostages to ensure his safety while in the Chuuk lagoon, a detail that Cheyne left out of his account of the attack in his 1852 book *A Description of Islands in the Pacific Ocean, North and South of the Equator*<sup>5</sup>.

Before being donated to the Shetland Archives, this logbook and other material were in the possession of Sir Joseph Cheyne, Andrew Cheyne's great-grandson. Correspondence between Dorothy Shineberg and Sir Cheyne



Johann (Halbblut Deutscher Vaperia) a Umáng (Otto) Enkel des Capt. Cheyne (s. Gur. At 4. gen. VI.)

Photo contained in a letter from Dr. Shineberg to Sir Cheyne (1985). She writes: "Having come across some information about a Palauan relative of yours whom you may not know of, I thought you might like to have a copy of these pictures... Otto is Andrew Cheyne's grandson and (the picture) is from 1907 by Fritz."

<sup>1</sup> Cheyne, Andrew. *The Trading Voyages of Andrew Cheyne, 1841-1844*, ed. Dorothy Shineberg (Honolulu: University of Hawaii Press, 1971). The book is out of print, but copies are available used or online here: <https://openresearch-repository.anu.edu.au/bitstream/1885/115108/2/b1119571x.pdf>

<sup>2</sup> Presently considered an "outer island" of Yap.

<sup>3</sup> Cheyne writes "Ullieye".

<sup>4</sup> Cheyne writes "Hogoleu".

<sup>5</sup> Cheyne, Andrew, *A Description of Islands in the Pacific Ocean, North and South of the Equator* (London: J.D. Potter, 1852). This public domain book is available as an eBook or as a reprint on demand.

indicates that the material was stored at Andrew Cheyne's son's house on the island of Fetlar in Shetland<sup>6</sup> and later with Sir Joseph Cheyne in Rome<sup>7</sup>. Dr. Shineberg was very keen on obtaining access to the material. In 1967, it appears that the logbook for Cheyne's final voyage on the brig *Acis* was sent from Sir Cheyne to Dr. Shineberg in Sydney. Dr. Shineberg was able to take notes on the logbook, but it was damaged in transit back to Europe.<sup>8</sup> Following this event, it appears that Dr. Shineberg<sup>9</sup> was unable to gain access to the material, though the correspondence between her and Sir Cheyne continued until 1985. Sir Joseph Cheyne, based on a letter to Shineberg and judging by his reluctance to share the material, was very protective of his great-grandfather's legacy. For instance, there is a missing page in the *Naiad* logbook for December 5<sup>th</sup> which presumably contains material about Captain Cheyne's activities with island women or other less-than-upright activities. Andrew Cheyne is described by Charles Stevens, who investigated Cheyne's murder on Palau, like this: "His intercourse with the native women... is asserted by some few to have been of a somewhat unlimited nature."<sup>10</sup> Stevens then presumably elaborated on this comment, but the following page of his testimony has been removed from the record.<sup>11</sup> Nevertheless, Sir Cheyne and his family donated the material to the Shetland Archives after Sir Joseph's death in 2007, a decision for which I am personally very grateful.

The material used by Dr. Shineberg to publish the 1971 book of Captain Andrew Cheyne's trading voyages was not in possession of the Cheyne family but was purchased by the Mitchell Library in

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<sup>6</sup> There is a wealth of information about Andrew Cheyne's son, Sir William Watson Cheyne and his illustrious medical career. Jane Coutts' book *Microbes and the Fetlar Man: The Life of Sir William Watson Cheyne* covers his life (and Andrew's) in detail.

<sup>7</sup> Sir Cheyne was curator of the Keats-Shelley memorial house in Rome. Please see: <https://www.telegraph.co.uk/news/obituaries/1546497/Sir-Joseph-Cheyne-Bt.html>

<sup>8</sup> Dorothy Shineberg to Joseph Cheyne, April 4, 1968, Shetland Museum and Archives, Lerwick, UK.

<sup>9</sup> Shineberg, who died in 2004, is also an inspiring figure. She was the first Australian woman to earn a Fulbright (to Smith College in the U.S.) among many other accomplishments. (Please see this obituary: [https://www.researchgate.net/publication/249014259\\_Dorothy\\_Shineberg\\_Pioneer\\_Pacific\\_Scholar\\_Inspiring\\_Teacher\\_Friend](https://www.researchgate.net/publication/249014259_Dorothy_Shineberg_Pioneer_Pacific_Scholar_Inspiring_Teacher_Friend))

<sup>10</sup> Stevens, Charles "Report of the Proceedings at the Pelew Islands in the Matter of the Murder of Andrew Cheyne" 1867, Shetland Museum and Archives, Lerwick UK.

<sup>11</sup> The record at the Shetland Archives anyway – an intact version presumably exists in London.

Sydney soon after World War II.<sup>12</sup> Pacific scholar J.W. Davidson was at Cambridge in 1945 when he heard about this material. The material was being shopped around by an “elderly” and “down on his luck” actor named Beresford Egan.<sup>13</sup> Mr. Egan had hoped to interest the BBC in developing talks based on the logbooks.<sup>14</sup> When that fizzled, Mr. Egan<sup>15</sup> put the logbooks up for sale. It is unclear how or why Cheyne’s volumes of writing were separated, some material making its way to Mr. Egan and then to Sydney and the rest remaining with the Cheyne family.

The logbook transcribed here, though a chronological continuation of *The Trading Voyages of Andrew Cheyne, 1841-1844* appears to be of a different kind from the text edited by Dr. Shineberg. The material used to compile *The Trading Voyages* was written in 1853 while Captain Cheyne was on a round-the-world voyage, accompanied by his new wife and infant son.<sup>16</sup> In *The Trading Voyages* the text is separated into chapters, includes “revisions and deletions” in the text, and includes text which refers to future events.<sup>17</sup> Dr. Shineberg makes clear that the material in *The Trading Voyages* are later revisions of logbooks. Cheyne was apparently revising these for publication as a popular account of a voyage and as a reference for other sailors. It is unclear why Cheyne abandoned this project. He did publish reference books, using descriptions from his logbooks, in 1852 and 1855. These books were arranged geographically rather than chronologically as are *The Trading Voyages* and the logbook *Naiad*.

In contrast to the material edited by Dr. Shineberg, the logbook I have transcribed here contains no chapter headings, no revisions and deletions, nor any references to future events. This logbook was likely written close in time to the events described and is not a later revision. According to the last page

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<sup>12</sup> Letter from J.W. Davidson to Sir Joseph Cheyne, date unknown, Shetland Museum and Archives, Lerwick UK.

<sup>13</sup> Ibid.

<sup>14</sup> Ibid.

<sup>15</sup> There is a well-known British actor, illustrator, and novelist named Beresford Egan (1905-1984), though he would not have been elderly in 1945. How an art deco illustrator (originally from South Africa) might have come to possess Cheyne’s writing is unclear.

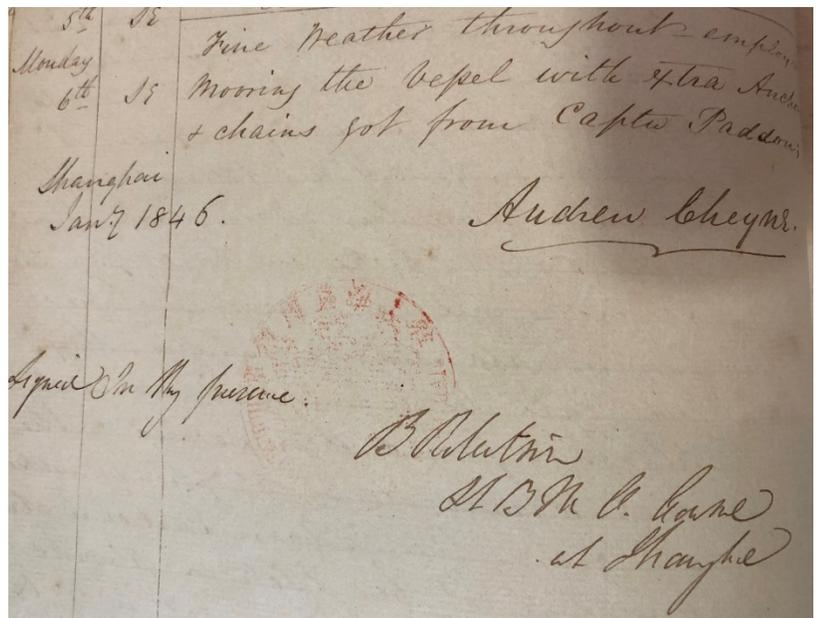
<sup>16</sup> Andrew Cheyne, *The Trading Voyages of Andrew Cheyne, 1841-1844*.

<sup>17</sup> Ibid.

of the logbook, it was submitted in its present form in 1846 in Shanghai as an official record of the voyage. The writing throughout is very neat and regular, which would seem to indicate that it was not written upon a leaky ship (as the *Naiad* was) in the middle of hurricane winds. It's certainly possible that Captain Cheyne updated the logbook from notes or memory when he had the chance and the weather cooperated. He must have had the logbook in his possession when he wrote his 1852 and 1855 navigation guides. Descriptions of the attacks at Chuuk and Ebon ("Hogoleu" and "Covel's Group" to Cheyne) appear there in edited form, with some sentences copied directly from the logbook.

In fact, the attack on the *Naiad* and her accompanying schooner *Will O' the Wisp* in Chuuk lagoon is something of a foundational event in what Fr. Fran Hezel calls the "caricature" of "dreaded Hogoleu".<sup>18</sup> To the present day, the stereotype of the Chuukese as more "violent" than other Micronesians is a common one. Cheyne's account in the logbook contains details (i.e. the hostages) that help explain the nature of the attack beyond simply a surprise attack by treacherous natives, as he characterized it in his later retelling.<sup>19</sup>

Beyond the two attacks at Chuuk and Ebon, the logbook is full of interesting incident. There is a description of Captain Cheyne's final attempt at setting up a trading station on



The final page of the logbook *Naiad*. It was signed and stamped in Shanghai, Jan. 7<sup>th</sup> 1846.

<sup>18</sup> Hezel, Fran "Chuuk: Caricature of an Island" in *Pacific Places, Pacific Histories*, Edited by Brij V. Lal, Honolulu: University of Hawaii Press, 2004: 102-119. Available here:

<http://www.micsem.org/pubs/articles/historical/frames/chuukcarfr.htm>

<sup>19</sup> Andrew Cheyne. *A Description of the Islands*. 127.

Pohnpei (which also includes a skirmish and more hostage-taking). A mutiny. A lot of rotten masts and water casks that need to be repaired. A leak. A slow limp with a disintegrating boat and few provisions around the Loyalty Islands and parts of Vanuatu, looking for a safe port. At one point, he is literally saved by a missionary ship. Finally, Cheyne finds sanctuary only to be swindled one last time. All through these setbacks, Captain Cheyne is determined to keep the voyage going far beyond when most would have given up.

One of the reasons for Cheyne's tenacity was that he owned a 25% stake in the earnings of this trading venture. This was to be the entirety of his pay. The loss of his ship and all its trade would have been financially catastrophic to him and his investors. His plan was to set up sea cucumber (*beche de mer*) curing stations at various spots throughout Micronesia and the South Pacific. After setting up his stations, he would proceed to gather sandalwood and sell it in Sydney. Finally, he planned to return to Hong Kong via his curing stations, picking up the cured sea cucumber along the route. The first voyage of the *Naiad* had been a financial loss, costing many thousands of dollars in investments for a paltry return. Cheyne's habit of paying in advance for future work, which inevitably was not done, didn't help. At any rate, Cheyne was hoping to make up his losses on this trip. For details of the first trip, start at Chapter 11 in *The Trading Voyages of Andrew Cheyne, 1841-1844*. In this chapter, Cheyne recounts the history of the *Naiad*, which was an American made smuggling ship originally named the *Joseph Peabody*. The seeds of Cheyne's business failure begin with the purchase of this ship, which already had rotten masts.<sup>20</sup>

Andrew Cheyne's life is fascinating, as is his character. He was an acute observer of Pacific Islanders and Europeans alike. He sometimes seems to judge every character as degraded and

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<sup>20</sup> Further research suggests that the firm of Burn, Macvicar, and Company who employed Cheyne were likely opium smugglers. Most likely, the company was using Cheyne's trading venture to provide legitimacy and to conceal their actual business. This explains why they sent Cheyne off with a poor ship, rancid food, useless gunpowder, and men who had never been to sea.

treacherous as he laments at his having no trustworthy person around him. This assessment of his situation and the character of the people around him appears to be more or less correct. His ability to understand exactly what is going on, particularly in the motivations of other Westerners but also within island cultures, denotes a quick and perceptive intelligence. His inability to act on this understanding, which inevitably leads to some kind of ruin for him, makes him relatable and human. My own feeling while reading the logbook is one I describe as “tragic dissonance.” I know he’s making a mistake in trusting the wrong people, I can clearly see when he is being taken advantage of, *and so can he*, but nevertheless we keep sailing forward into the same mistakes.<sup>21</sup>

Dr. Shineberg’s introduction to *The Trading Voyages of Andrew Cheyne, 1841-1844* contains a biographical sketch that puts this voyage in the context of his life. It was taken before he was married on Shetland, to Elizabeth Watson, and before he was formally trained as a ship’s captain in London. The events he recounts here occurred when he was only 27-28 years old. I refer you to her short biography for more detail. My own interest in Cheyne began when I happened to send my daughter to first grade at a school on Pohnpei which was just about where Cheyne tried to set up a trading post in 1843. I became interested in how his voyages represented the modern economy interacting with island societies and in using his voyages as a lens through which to ask what it means to be human in an age of technology<sup>22</sup>. (Specifically, the technology of capitalism that turns sea cucumber into a commodity to sell in Hong Kong in order to purchase tea for England.) Also, Capt. Cheyne and I share an unshakable appreciation for the people and culture of Pohnpei, despite any negative occurrences which may have happened there. Captain Cheyne said of Micronesians that they “are all more or less treacherous, *with the exception* of the inhabitants of Bornabi.”<sup>23</sup>

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<sup>21</sup> For an in-depth look at our shared business / personal failures on Pohnpei, please see my article “One Small Store”. (<https://themorningnews.org/article/one-small-store>)

<sup>22</sup> This is the theme of my PhD program in Humanities at Salve Regina University in Newport, RI (USA).

<sup>23</sup> Andrew Cheyne, *A Description of Islands*. (127) (Cheyne refers to Pohnpei as “Bornabi” or “Ascension Island”.)

Brig Naiad.		Napoleu. 1844	
Tuesday Oct. 8 <sup>th</sup> 1844	Southly	Light Southerly Airs throughout 9 AM. Weighed & stood towards the Eastern side of the Group. Soon passed several dangerous coral patches; several canoes from the large Islands following us, having a few fowls coconuts &c for sale. 4.30 PM. Anchored off one of the large Islands in 13 fms. & veered to 45. 6 Men in the Watch during the night.	
Wednesday 9 <sup>th</sup>	Wblly Westly	Light Variable Winds throughout 10 Weighed & stood to the Eastward with the schooner in company. Tacking occasionally to avoid the coral patches. 5.30 PM came to an anchor in 12 fms off the West side of the Easternmost large Island of the Group named distant from the billage 1 mile 6. Captw Ricketts, Mr Mackie & Mr Wren on shore to procure Hostages, & ret <sup>d</sup> with a chief & his family for each Vepel as Hostages. 4 Men in the Watch during the night.	
Thursday 10 <sup>th</sup>	Westly	Fine pleasant Weather throughout The King has given us a House for to cure the Becho de Men in, & says that all his people shall fish. commenced fitting up the House with 8 men - An Immense number of canoes round the vessels with coconuts &c Captw Ricketts & Mackie & Mr Wren on shore	

## A Note on the Text

The logbook is presented in modern form for readability. I have not changed spellings or place names, but have made the following changes:

- De-capitalized words we would not capitalize today.
- Modernized words like “to day” as “today”.
- Included colons and AM or PM after times as in “8AM:”
- In longer passages, I have separated the material into paragraphs.
- Included punctuation where the meaning of the sentence would be unclear without it. (I have not “fixed” run-on sentences or removed any of Cheyne’s dashes, which he used as we might use periods. Cheyne did not use commas, only dashes and the occasional semi-colon.)
- Removed wind directions, which always appear after dates.
- Included sections headings (i.e. “Brig Naiad Toward the Equator”) to reflect Cheyne’s headings, which are included at the top of each page of the logbook.
- Included Google maps corresponding to his route.
- Included footnotes where additional information might be illuminating.

I have used parentheses where I could not discern a word or phrase and put my best guess within the parentheses. Sometimes the context makes the meaning clear. Other times I have left the parentheses blank or put a string of “best guess” letters from which the reader might be able to infer the meaning. This does not happen very often in the logbooks, which are in remarkably good shape. Any inability to read the text arises from the nature of Cheyne’s handwriting and my own unfamiliarity with nautical terms.

The text is presented here as information for scholars or anyone who may be interested in the material. Please contact the Shetland Archives before re-printing it or using it in a publication. Similarly, photos and photocopies of the logbook are included here to assist the reader and should not be reproduced without authorization from the archives.

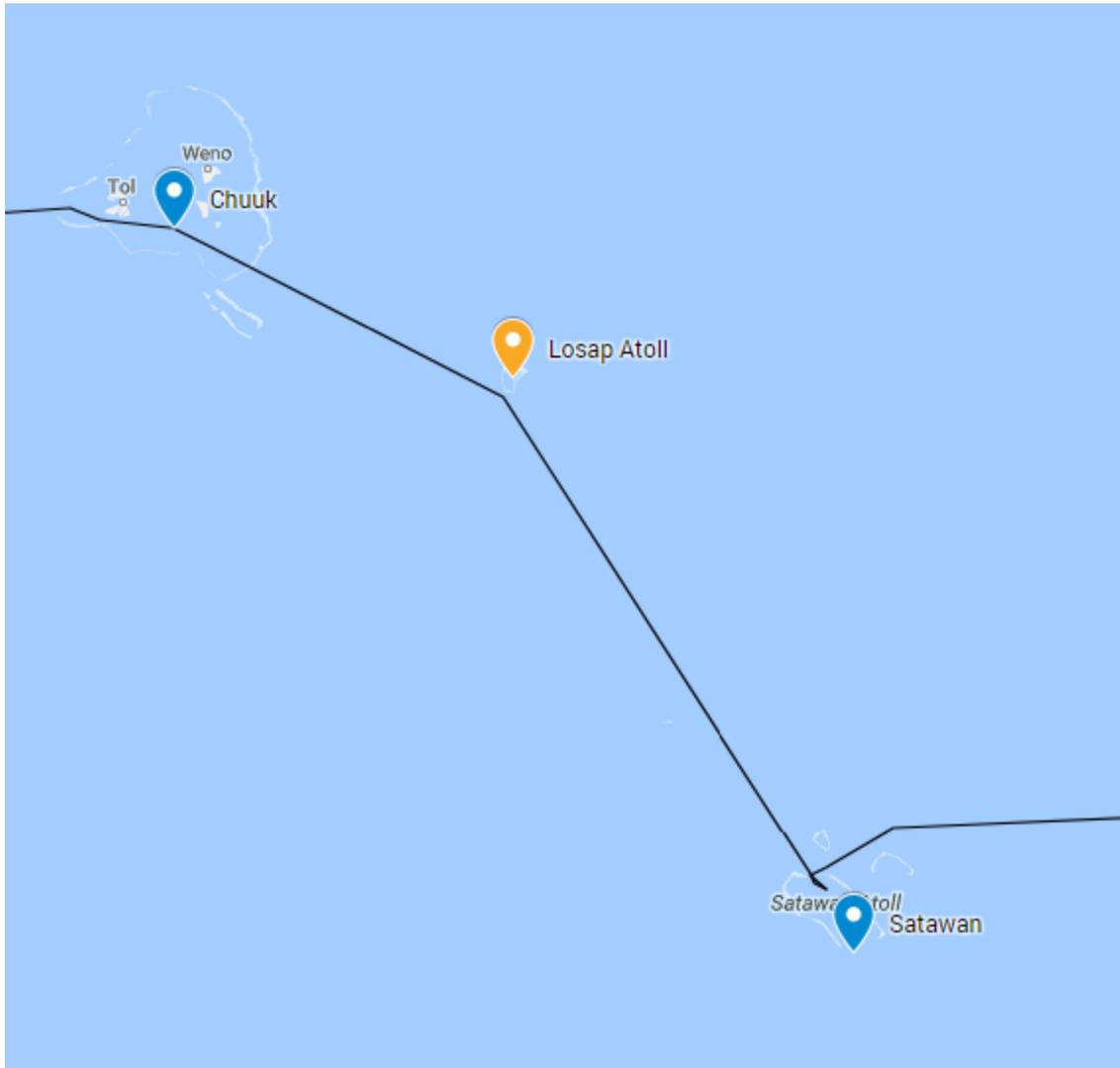
-Jonathan Gourlay ([jonathan.gourlay@salve.edu](mailto:jonathan.gourlay@salve.edu)), August 2018.<sup>24</sup>

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<sup>24</sup> Part of this work was supported by the Hayek Fund for Scholars at the Institute for Humane Studies (George Mason University). Special thanks to the Shetland Archives in Lerwick, the volunteers at the Tangwick Haa museum, the decedents of Andrew Cheyne, and particularly my family for supporting my research.

Log Book.  
Brig *Naiad*  
1844 + 45.

CHEYNE'S ROUTE, OCT. 8TH – NOV. 10TH, 1844.



Brig *Naiad*, "Hogoleu" 1844

Tuesday, Oct. 8<sup>th</sup>, 1844

Light southerly Airs throughout. 9 AM: Weighed and stood towards the Eastern side of the Group. Noon: passed several dangerous coral patches; several canoes from the large islands following us, having a few fowls, cocoanuts, etc. for sale. 4:30 PM: Anchored off one of the large islands in 13 fathoms and veered to 45. 6PM: men in watch during the night.

Wednesday, 9<sup>th</sup>

Light Variable Winds throughout. 10AM: Weighed and stood to the eastward with the schooner in company. Tacking occasionally to avoid the coral patches. 5:30 PM: came to an anchor in 12 fathoms off the West side of the easternmost large island in the Group<sup>25</sup>. Distance from the village, one mile. 6PM: Captain Killett, Mr. Mackie, and I on shore to procure hostages. Returned with a chief and his family for each vessel as hostages. Four men in the watch during the night.

Thursday, 10<sup>th</sup>

Fine pleasant Weather throughout. The King has given us a house for to cure the *beche de mer* in and says that all his people shall fish. Commenced fitting up the house with eight men – An immense number of canoes round the vessel with cocoanuts, etc. Captain Killett, Mackie, and myself slept on shore.

Friday 11<sup>th</sup>

Cloudy with rain at times. Ten men and the two Gunners on shore at the house. The natives appear very friendly in fact more so than I have ever seen at any place I have visited before. Whether there is treachery lurking under it or not I cannot say. An immense number of natives round the vessel today, and a great number of natives on deck. Slept on shore during the night. Hostages on board.

Saturday 12<sup>th</sup>

Light winds and fine weather throughout. The 2 gunners and 10 men on shore heard from the Ascension<sup>26</sup> natives today that it was the intention of the natives of this village to murder us some future night when sleeping on shore. Recalled the hands from the shore and tried to investigate the matter, the natives denied it strongly and said it was jealousy on the part of the other village who had

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<sup>25</sup> Probably Tol, the easternmost island in the Chuuk lagoon.

<sup>26</sup> Pohnpei

raised the reports to get the vessels to go round to their village. Hostages on board. Sent 4 men on shore again to the house.

Sunday 13<sup>th</sup>

Strong gusts and squally throughout with a heavy swell rolling in. Veered chain to 60 fathoms. 6PM: went round to another town with the King to see about *beche de mer* – where we met with a very poor reception, not even being invited to land. 10PM: returned on board without having landed. Four men on shore. Hostages still on board.

Monday 14<sup>th</sup>

Light winds and fine throughout. No *beche de mer* brought as yet, the natives saying they could not see it on account of the bad weather, but they are all going out tomorrow. We have now come to the conclusion that the intended attempt on our lives must have been untrue, at least the good friendship of the Natives makes it appear so as the *beche de mer* house is now finished and everything ready for fishing. We have determined on going round the point to the other town with the Brig and leaving the schooner here to manage this station as we shall be able to get double the quantity of fish by doing so. Left four *beche de mer* pots and a chest of trade with the schooner. 10AM: Weighed and proceeded to our station with the Brig. 4PM: Came to in 12 fathoms veered chain to 60. Five men in the watch during the night. (*Written on the side: Our Former Hostages went on shore.*)

N.B. Demanded hostages from the king of this place – which he has promised to send tonight. 10PM: no hostages on board as yet.

Tuesday 15<sup>th</sup>

Fine Weather throughout. 7 AM: The crew came aft and refused to do any more duty on board the Brig, while Mr. Silvestre was on board as an officer. The reason they gave was that he was constantly abusing

and striking them and that they would not put up with it any longer. They told me that if I did not discharge him and send him up to China in the schooner that they would all go on shore. This act of mutiny on the part of the crew, on a savage coast where the vessel is liable to be attacked hourly, left me no alternative but to submit, having no other officer but him on board the ship to assist me in enforcing obedience. I therefore sent a note to Captain Killett and Mr. Mackie to come round with the schooner and assist me in settling this affair. The schooner arrived about noon and Captain Killett and Mr. Mackie came on board. The crew were called aft. They came headed by the "boatswain" who acted as spokesman. They repeated the same as they said in the morning. Namely, that if Mr. Silvestre was not discharged they would all leave the ship. He was therefore discharged and sent on board the schooner with his things. The schooner got underweigh and proceeded to her former station.

No hostages to be obtained here. I was on shore this evening till half past ten trying to procure a chief and his family as hostages but had to return on board without getting any. If I do not get any tomorrow, I intend returning to the schooner's station as it will not be safe to have people on shore without hostages. – A. *Cheyne*

Six men in the watch during the night.

Wednesday Oct. 16<sup>th</sup>

AM: fresh NE winds and fine. At 5AM sent the whale boat on shore for water. 6:30AM: Observed several canoes going round the SW point toward the schooner – imagined they were going with *beche de mer*. 7:15AM: The gunner reported to me that he had heard a gun fired in the direction the schooner was laying at anchor in. On looking towards the shore with the glass, I could see nothing to excite suspicion on the part of the natives as I could see several natives assisting our men to roll the water cask from the watering place towards the edge of the reef and remarked at the time that I supposed the schooner was exercising her guns or perhaps firing them off to show the natives. A few minutes before 8 AM the

schooner hove in sight round the point with the signal flying "I require immediate assistance." I knew immediately that she had been attacked. I therefore lost no time in sending an armed boat on shore to bring the watering party. The moment they returned, I sent them to the schooner to see what had happened and to render any assistance they could. In the meantime, we were getting the brig in a state of defense and seeing all clear for getting underway. At 9AM the schooner anchored within a cable's length of our stern and Captain Killeet and Mr. Mackie came on board and informed me that they had been attacked by an immense force supposed to be 2000 men and after a desperate engagement in which most of their people had been wounded, had succeeded in beating them off, but (it was feared) with the loss of the gunner and six men who had been sent on shore at daylight to cut wood, also that of John Davey<sup>27</sup> who had been left there by me as interpreter. Their longboat had also been seized by these savages; and so sudden and desperate had been the attack that they had been obliged to slip the cable, thereby losing 60 fathoms chain and an anchor. While I was yet listening to their account of the affray, one of their men supposedly to have been murdered was seen by the sentry on deck to rush from the jungle and run down to the beach abreast of the brig. I immediately sent an armed boat and rescued him. But the account he gave of his escape was very confused. In fact, he appeared to have lost his senses for the time through fright. He could only say that the gunner and five men had gone to cut wood

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<sup>27</sup> John Davey would continue to work with Cheyne throughout his career. He appears to be among the very few people Cheyne could trust. Davey settled in Palau where he acted as interpreter. He provided testimony upon Cheyne's murder. A rather poignant note from Davey from April 1863 is included in the logbooks of the *Acis*, Cheyne's final ship. Davey and Captain Tetens had gone to Yap for Cheyne, leaving Cheyne on Palau. During that time Cheyne saw treachery everywhere. Davey writes:

*"Captain Cheyne*

*I have done everything in my power to serve you since I have known you which you know to be true, and if you had gone to Manila and then to Yap, I should have had no objection to have gone with you and should have had time to put my things to rights at home which I have neglected so long. I cannot go with you at present, if at any other time you want me to go and I am still on the island, I may have no objection. As for the natives even attempting to take your life as you stated, I cannot find any ground for such fears (in) your heart as both natives and foreigners that was on the island while the vessel was at Yap thinks that the anxiety of your mind drove you crazy."*

Cheyne was murdered on Palau in Feb. 1866.

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about half an hour before the attack commenced, leaving him and J. Davey in the *beche de mer* house, that the moment the firing commenced on board the schooner, the natives made a cut at J. Davey's head with a cutlass. Davey told him to run which he did and hid himself in the jungle till he saw the coast clear, and then ran towards the place where he supposed the brig to be laying. He appeared to think the gunner and the others had all been murdered

10AM: We got the Brig underweigh and proceeded to the place of attack with the schooner in company.

1 PM: Anchor in 10 fathoms. The town bearing east  $\frac{3}{4}$  mile. With springs on our cables, tried out the nettings and saw all clear for anchor. We have resolved that our only chance of rescuing the schooner's men, should any of them be alive, will be by attacking the town with our boats immediately. While getting the boats manned and armed, we commenced firing on the town at the south side while the schooner was firing on the North side – with the intention of driving all the natives towards the centre, being the place we intended to attack with our boats.

At 3PM the cutter and whale boat left the Brig commanded by Captain Killett and Mr. Mackie with 24 men. The natives were dancing their war dance on the beach during the time the boats were pulling in and when they were within 100 yards saluted them with a shower of stones thrown by slings. The boats now commenced firing (and kept their stations within 40 yards of the beach) returned by the natives by showers of stones thrown by slings, the greater part of which went over the boats. The action continued for an hour and a half without intermission.

They then took refuge in a large house within 50 yards of the beach, finding the bullets too ticklish for them – out of which they were dislodged by a discharge of musket bullets from the whale boat's large Musketoon. They now got behind the cocoanut trees and seemed determined still to dispute the boat's landing. About this time, we observed with the glass a naked man rush from the jungle to the beach where he remained making signs to the schooner to send a boat. The gig was sent and brought him off.

It proved to be John Davey – whom we had supposed to be killed. He had been wounded in the morning with a cutlass and was now quite exhausted, having been keeping a party of natives at bay from 8 in the morning till the time we attacked the town, when they left him. Hoping that some more might be alive – I manned the schooner gig with 10 men and I went to support the boats, being determined to effect a landing before dark and recover the longboat if nothing else. On our approaching the beach, the natives fled where we landed and we found the longboat hauled up in a house 500 yards from the beach. Launched her and returned on board. There is now no hopes of anyone else being alive. It is most probable that they were all murdered the moment the schooner was attacked. They have carried off the four *beche de mer* pots – which is a great loss to us. While on shore, broke up all the canoes we could find. It is now clear to us all that an Ullieye<sup>28</sup> native named Gomaso who was on board the schooner as interpreter was the ringleader of this treachery. On the gunner and carpenter attempting to put him in irons at 8 o'clock this evening, he knocked them down and made a spring past the sentry on the deck who fired his Musket and shot him dead. Thus ending the life of a savage Ullieyean who had nearly succeeded in taking our ships and lives. Half the crew under arms during the night. We had one man wounded in this day's fight.

Thursday, October 17<sup>th</sup>

Light variable airs throughout. 8AM: The Ascension natives brought the bodies of the gunner and three of the schooner's men alongside, dreadfully mangled, and told us that the other 2 bodies had been taken to the South Island. I committed the bodies of the dead to the deep. 11AM: Weighed and proceeded to the Brig's station to fill our water up. 4PM: came to in 10 fathoms. Half the crew on watch during the night.

Friday 18<sup>th</sup>

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<sup>28</sup> Woleaj, an outer island of Yap.

Easterly winds throughout. Employed watering and getting ready for sea. Destroyed some canoes and houses belonging to the enemy's town. PM: finished watering. Took four Ascension natives on board, who have acted honestly towards us and wish to get back to their own island.

Saturday 19<sup>th</sup>

AM: Variable winds and squally. (In) boats and hove short. 2PM: weighed and stood towards the eastern sea reef with the schooner in company. 6PM: Got clear out to sea, had only 3 fathoms in the passage. 6:10PM: The schooner got safe out and stood after us, standing off and on for the night.

Sunday 20<sup>th</sup>

Variable winds with squalls throughout. Tacking occasionally – Noon Latitude 7° 37', N Long 152° 11'

Monday 21<sup>st</sup>

Variable winds with squalls throughout. 6PM: saw the Royalist Isles<sup>29</sup> bearing SW 12' steering SE by S

Tuesday 22<sup>nd</sup>

AM Westerly winds and squally. Noon Lat. Obs. 6° 11' N. Long. 153°, 17' E. ( ) 6PM saw (Hastings) group bearing SW 15 miles – steering S by W

Wednesday, Oct 23<sup>rd</sup>

Variable winds throughout with heavy rain at times. Daylight saw Young William's group<sup>30</sup> bearing from S to E. Marking up for the group.

Thursday, 24<sup>th</sup>

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<sup>29</sup> Losap Atoll.

<sup>30</sup> Mortlock Islands

Fresh SE winds. Marking to windward towards the land. 6PM: the southern part of the group bore N distance one and a half miles. Hove too for the night.

Friday 25<sup>th</sup>

AM Moderate and fine, found a good opening in the SW part of the Group, stood in with the schooner in company and came to an anchor at 2 PM in 20 fathoms, the small Island on the north side of the passage bearing SSW ½ mile. Four men in the watch during the night

Saturday 26<sup>th</sup>

Fine weather throughout, employed building a *beche de mer* house on the small island saw several *beche de mer* of the 1<sup>st</sup> quality on the reefs

Sunday 27<sup>th</sup>

Fresh breezes and squally throughout, employed at the house and cutting wood.

Monday 28<sup>th</sup>

All fresh breezes with heavy squalls. Finished the *beche de mer* house. No fish to be got on account of the weather.

Tuesday 29<sup>th</sup>

Fresh gales with severe squalls throughout. Let go the 2<sup>nd</sup> anchor and (moored) to 90 fathoms on the starboard and 50 on the larboard anchor down top gallant yards

Wednesday 30<sup>th</sup>

Southerly winds and weather throughout. Hands on board fitting new rigging.

Thursday 31<sup>st</sup>

Southerly winds and weather throughout. Fitting new main stays. Carpenter making hen coops

Friday, Nov. 1<sup>st</sup>

Fresh gales and squally throughout. Fitting new main stays, carpenter making hen coops.

Saturday 2<sup>nd</sup>

(So) winds and weather. Employed as yesterday.

Sunday 3<sup>rd</sup>

Strong gales throughout. No work done.

Monday 4<sup>th</sup>

Fresh gales with severe squalls. Employed fitting new backstays making (spar arm rigging ) Carpenter as before.

Tuesday 5<sup>th</sup>

Variable winds with heavy squalls at times. Employed as yesterday.

Wednesday 6<sup>th</sup>

Weather more moderate, no *beche de mer* to be got yet. Employed as before and making New Royals.

Thursday 7<sup>th</sup>

Fine weather throughout, spoke to the chiefs about fishing. They refused, apparently being too lazy to do anything. They told us outside the reef that they would all fish. As we have lost so much time through the bad weather we have had here, we have resolved to send schooner back at once, as we can do no good by detaining her longer.

Friday 8<sup>th</sup>

Calm throughout. Could not get out through want of a breeze, as the tide runs strong in the ( )

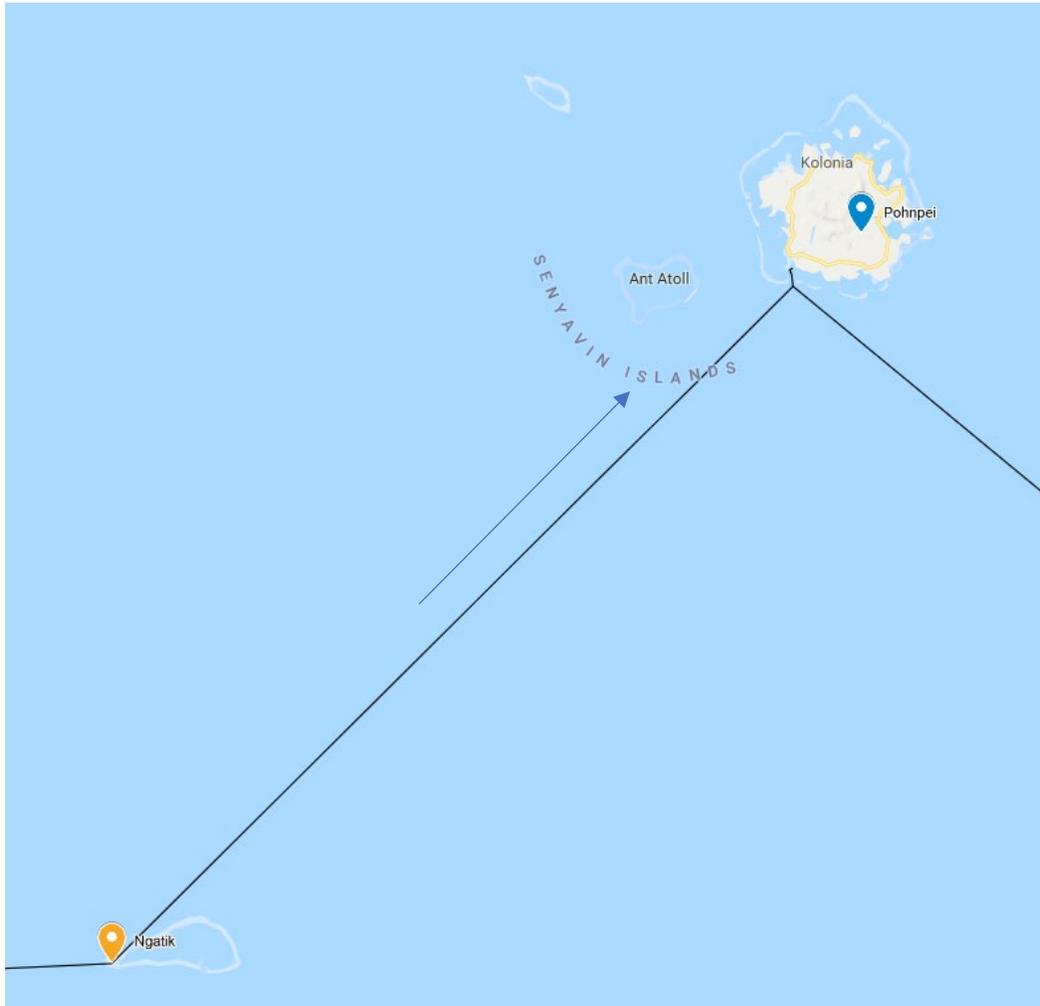
Saturday 9<sup>th</sup>

Calm throughout. Employed variously, sent several cabin stores on board the schooner. Carpenter finished 4 new hen coops.

Sunday 10<sup>th</sup>

Variable light airs throughout. Noon weighed with the schooner in company and proceeded to sea. I intending to go to New Georgia, but on overhauling the hold find that we have not a sufficiency of water on board to take us there. I have therefore made up my mind to go directly to Ascension to get Water and refit the brig. 5PM The schooner parted company, shaping her course for Pelew standing to the SE till midnight.

BRIG NAIAD: NOVEMBER 11<sup>TH</sup>, 1844 – FEB 2<sup>ND</sup>, 1845.



Monday, November 11<sup>th</sup>

All light variable airs and gloomy. 10AM: a light breeze sprung up from NW steering E by N Lat observed noon 5 ° 12' N, Longitude (chr) 154 ° 11' E. PM Westerly winds and gloomy.

Tuesday 12<sup>th</sup>

Variable winds throughout with heavy squalls and rain made and shortened sail as requisite. Lat. 5 ° 19' N. Long. 155 ° 31' E.

Wednesday 13<sup>th</sup>

Westerly winds with heavy squalls at times. 9 AM: saw the Raven Islands<sup>31</sup> bearing NNE 12' – hauled up for (there). Noon: the extremes bore (My N) and N by E. 2PM: the group bore SW 15 miles.

Thursday 14<sup>th</sup>

Light SE winds throughout. 2 AM: made the island of Ascension bearing NNE. Hove too – 4PM: made sail and stove in. 9PM: came to an anchor in Rohan Kitty Harbour in seven fathoms – unbent sails ( o ve)  
Running gear sent down royal top sail and topsail yards and top sail masts.

Friday 15<sup>th</sup>

Variable winds and fine weather throughout. Sent down lower yards and topmasts. (Set) sheers up for the foremast. Carpenter and a shore party felling a tree to make a new foremast the old one being entirely rotten. 6PM: the carpenter came on board having got a fine spar cut down.

Saturday 16<sup>th</sup>

Variable winds throughout. Got the chiefs and about 400 natives to drag the spar down to the water's edge. Broke the old hawser several times in getting it down. (Gave) the natives 300 heads of tobacco. Took the foremast out, found it all rotten, also the foretopmast and ( ) topsail yard.

Sunday 17<sup>th</sup>

Moderate and fine throughout. No work done. One watch on shore on liberty.

Monday 18<sup>th</sup>

Easterly winds and fine throughout. Employed turning in the fore rigging afresh – carpenters on shore making the new foremast.

Tuesday 19<sup>th</sup>

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<sup>31</sup> Ngatik (Sapwuafik) Atoll

Fine weather throughout, employed at refitting the rigging – carpenters at the new foremast. Had a visit from the chief of Pakeen who informs me that he has a good deal of *beche de mer* cured for me. Sent Henry Anderson round the island to collect sponges.

Wednesday 20<sup>th</sup>

Variable winds and fine throughout. Employed refitting rigging brought the new mast on board.

Thursday 21<sup>st</sup>

Variable winds and weather. The carpenters made a new main topsail yard today the old one being rotten – Hands on board making (sprang) arm, refitting rigging, etc. The natives bringing a few sponges.

Friday 22<sup>nd</sup>

Light winds and fine weather throughout. Carpenters making the new foremast, people refitting rigging, (dischay...) George Salter purchased some yams and sponges.

Saturday 23<sup>rd</sup>

Light airs and calms throughout. People at the Rigging, Carpenters finishing the foremast – 6PM: finished the mast and got it (stept)

Sunday 24<sup>th</sup>

Variable airs and calms throughout. Got the fore top and rigging over, sent down the sheers. 3PM: hauled the brig on the bank to try and find out the leak. 6PM: the carpenters commenced stripping the copper off the starboard bow close to the stern and found out the leak on the starboard bow 5 ½ feet from the (Keel). An armed watch kept during the night.

Monday 25<sup>th</sup>

Variable winds and fine throughout. Carpenters caulking – 10AM: finished far down as the tide would allow. 2PM: hauled the brig to her anchor. Employed variously during the afternoon.

Tuesday 26<sup>th</sup>

Variable airs and fine throughout. Employed setting up the (Bobstays) and fore rigging. Carpenters finishing the main topsail yard. Got a quantity of sponges.

Wednesday 27<sup>th</sup>

Variable airs throughout – refitting the main rigging – finished it and set it up. Two carpenters on shore getting 2 spars for topmasts – 7PM: they brought the spars alongside, hoisted them in. Ship making no water.

Thursday 28<sup>th</sup>

Fine weather throughout, carpenters making a new foretopmast. Fitting new main top mast (shrouds) etc. Discharged the boatswain at his own request. Antonio Sobrel, Boatswain's mate, left the ship without being discharged taking his clothes along with him.

Friday 29<sup>th</sup>

Fine weather throughout, carpenters making the new fore topmast, etc. send the main topmast up and got the (Gibboom) out, set up the boom sways, etc. rigging the new main topsail yard. Ship making no water<sup>32</sup>.

Saturday 30<sup>th</sup>

Variable winds and fine throughout. Finished the foretopmast, sent it up, set up the main top mast stay and Backstays, reframing lower yards making (spunyam) fitting new main topsail yard, etc.

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<sup>32</sup> That is, not leaking.

The new foremast and 2 spars for topmasts has cost me about \$140 in trade – chiefly tobacco.

Sunday Dec. 1<sup>st</sup>

Fine weather throughout, cleaned ship, no work done. Half the crew on shore on liberty – Antonio my boy left the ship without being discharged taking his clothes along with him and has stolen a (pair) of shoes.

Monday 2<sup>nd</sup>

Fine weather throughout. Carpenters refitting lower and fore topsail yards – people setting up topmast rigging etc. PM sent the lower and topsail yards up.

Tuesday 3<sup>rd</sup>

Fine weather throughout. Swayed up the topgallant masts and sent up the yard – employed setting up and (ralthing) down rigging – blacking yards etc. The Manila Men have used 6000 yams since we have been here – on inquiring I find they have thrown a great many of the best yams overboard – alleging they were not food – put them on allowances of rice. A.C.

Wednesday 4<sup>th</sup>

NE winds throughout. Got the guns on deck, cleaning the hold, coopering and restowing the water casks – (reeving) running gear etc. etc., discharged Edward Workman. Got 1 (raft) of water ( )

Thursday 5<sup>th</sup>

Variable throughout with rain at times employed watering, blacking the (beads) bending sails etc. PM finished watering. Got everything ready for sea.

MISSING PAGE

Cont'd<sup>33</sup> // here in his vessel to collect *Beche de mer*. I have also been told that Thomas Boyd was to have been a partner in the concern. I have heard a great deal more about Mr. Mackie from the chiefs; such as keeping the 25 lascars left with him cutting firewood to sell to whalers for spirits, etc. charging harbour dues from whalers – or at least prompting the chiefs to do so and that his house was a regular grog shop from night till morning

I intend taking all the chief's depositions before witnesses before I leave the Island as Mr. Mackie's conduct has done a great deal of Injury both to me and my employers. A Cheyne.

Saturday 7<sup>th</sup>

(Alee) Light northerly airs and weighed and proceeded to sea – intending to touch at Pakeen<sup>34</sup> on my way to Socoits<sup>35</sup> 5PM: variable winds, saw Pakeen bearing W by N 15 miles. Standing off and (hove) for the night.

Sunday Dec. 8<sup>th</sup>

Strong breeze and squally throughout. 8AM: hove to off Pakeen and sent a boat on shore for the *Beche de mer*. 12 the boat returned with 6 bags being all they had collected – PM marking to windward

Monday 9<sup>th</sup>

Strong breezes with heavy squally throughout – marking towards Borneby<sup>36</sup>. 6PM Tacked off the Ants<sup>37</sup>

Tuesday 10<sup>th</sup>

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<sup>33</sup> A continuation of the missing page for December 6<sup>th</sup>. The page appears to be purposefully removed. Some of the page appears to have been about Mr. Mackie, who Cheyne left on Pohnpei earlier with provisions and workers in order to set up a sea cucumber station. (Though he was along for this trip with Cheyne.) As usual for Cheyne, Mr. Mackie appears to have used to the provisions and advances wages to improve his position rather than work for Cheyne.

<sup>34</sup> Pakin Atoll, about 25 miles NW of Pohnpei.

<sup>35</sup> Sokehs chiefdom, on the north side of Pohnpei

<sup>36</sup> Pohnpei

<sup>37</sup> Ant (Ahnd) Atoll, about 8 miles SW of Pohnpei.

Fresh gales with severe squalls throughout – daylight tacked off Pall(apei) – marking up for Socoits. 4PM: came to in 30 fathoms (made) in Socoits harbour. Veered to 45 fathoms. Furled sails – down top sail yards. Midnight strong gales with heavy rain.

Wednesday 11<sup>th</sup>

Fresh gales with heavy rain throughout. Got the boats out, visited the King. He promises to send all his natives to fish for *beche de mer* when the weather permits.

Thursday 12<sup>th</sup>

Moderate breeze and fair weather throughout. Visited the King of Nett tribe, he also promises to make his natives fish – and has agreed to build a curing house on the island of Longall<sup>38</sup> abreast of Nett. The natives are now out of everything and seem very willing to fish. There is a good deal of *beche de mer* to be procured provided the weather keeps fine.

Friday 13<sup>th</sup>

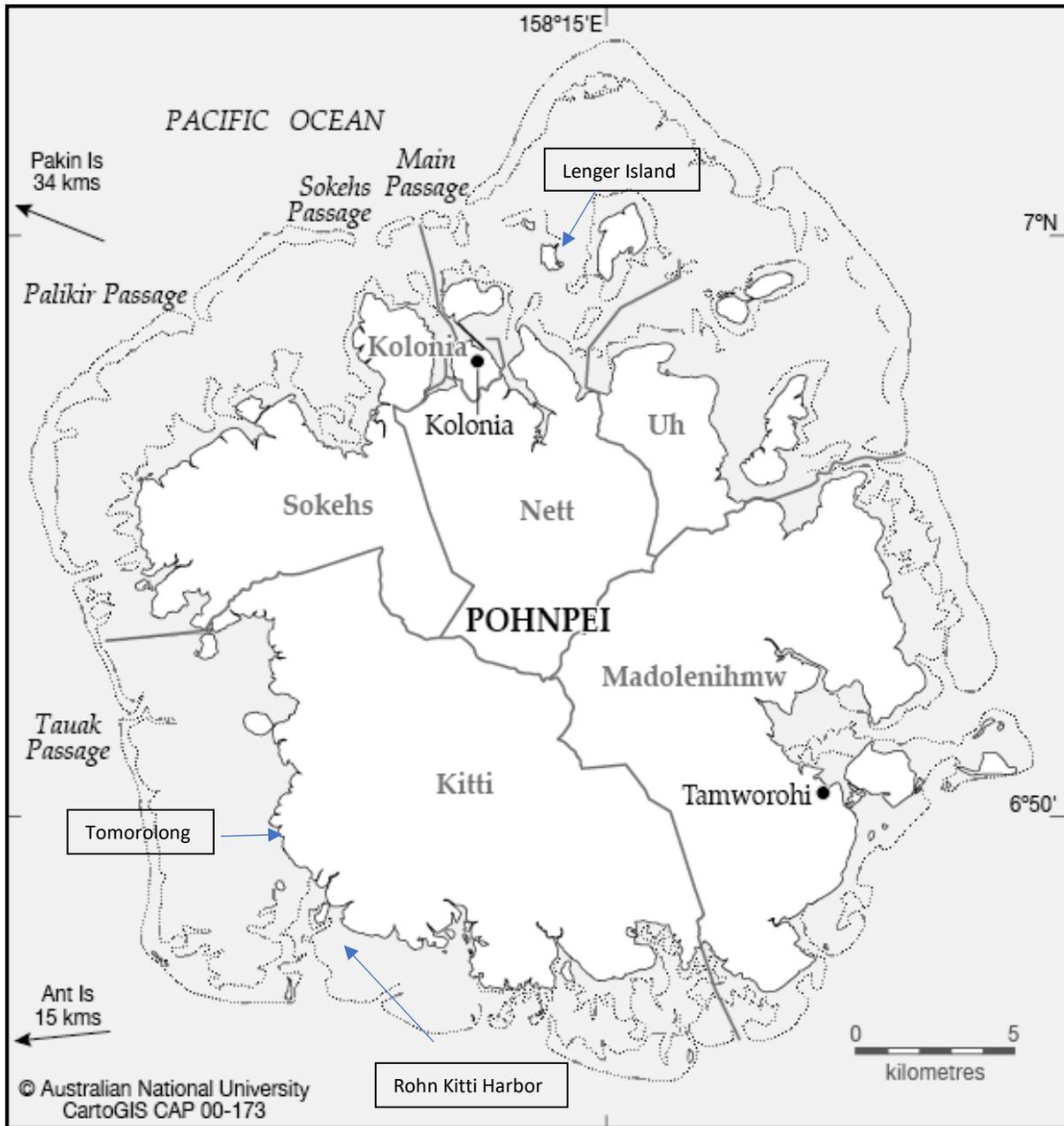
Fine weather throughout – canoes out fishing from Socoits – got 4 ½ piculs<sup>39</sup> *beche de mer* cured from Awack<sup>40</sup> -- people employed at the rigging – Four men at the Bech de Mer house.

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<sup>38</sup> Lenger island, within the reef and close to shore. A part of Nett.

<sup>39</sup> According to *An Ordinance for establishing Standard Weights and Measures, and for preventing the Use of such as are False and Deficient*, an 1844 Hong Kong ordinance, one picul was equal to 133.3 lbs.

<sup>40</sup> Awak, in the Chiefdom of U



Map of modern political divisions on Pohnpei. There are five chiefdoms plus the town of Kolonia. Cheyne attempted to set up a curing station on Lenger Island and got in the middle of a rivalry between Nett and Sokehs. (Kolonia did not exist at that time.)

<sup>41</sup> Map from: CartoGIS Services, College of Asia and the Pacific, The Australian National University. <http://asiapacific.anu.edu.au/mapsonline/base-maps/pohnpei-ponape>

Saturday 14<sup>th</sup>

Fine weather throughout, visited Longal and Awak, met with a ( ) reception from the chiefs – who have all promised to fish also ( ) canoes out fishing from Socoits.

Sunday 15<sup>th</sup>

Pleasant weather throughout, very few canoes out yesterday and today – on inquiring I find that two Americans living on shore have been telling them lies to prevent them from fishing – saying that if they smoked my tobacco they would all die as I had brought sickness in it – also that I had merely come here under pretense of fishing to get the chief on board the ship to put them in irons and take them off the island. The vagabonds have got a party of natives armed round their house with instructions to shoot me if I come near their house.

Packed eight piculs of *beche de mer* in Boxes. Natives building another *Beche de mer* house on Longal.

I heard another report this afternoon started by the White men. They have been telling the natives that I have bewitched Wagik<sup>42</sup> -- king of this tribe, and that the Influenza which is prevalent in some parts of the Island has been brought by me<sup>43</sup>, the poor superstitious natives believe it, and have said if Wagik dies, they intend taking the brig and murdering me as payment. There is plenty of *B.D. Mer* on the reefs and the natives very willing to fish for it, were it not for the way they are tampered with by white men. The two Americans have told the natives if they catch any of my crew near their house they will rob them and murder them; sent Hadley and Henry Anderson to Longal with four *Beche de mer* pots and trade to cure *B.D. Mer*

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<sup>42</sup> A traditional title, used here by the high chief of Sokehs.

<sup>43</sup> Cheyne actually did start an influenza epidemic on his visit a year earlier, in 1843. See Fr. Fran Hezel's "Disease in Micronesia: A Historical Survey" (Pacific Health Dialog, April 2010).

Monday 16<sup>th</sup>

Fine weather throughout. Natives out fishing for *B.D. Mer*, employed on board setting up fore stays and rigging. Carpenters sawing the old foremast into Boat plank. I visited Longal today and continued labour (sut) for the house.

Tuesday 17<sup>th</sup>

Easterly Winds and fine. Received a visit from Wagik, King of Socoits – saluted him on his coming on board with 7 guns. He appears to be a good man and promises to make his people fish night and day during this moon. Employed setting up rigging and putting new bolts in the strops of the lower rigging. Dead eyes Hadley got 3 pots of *B.D. Mer* at Longal yesterday – Natives out fishing.

Wednesday 18<sup>th</sup>

Fine throughout. Received an invitation to a feast at the king's place this morning. AM went on shore with the king's son and was well received. 4PM: returned on board. 7PM: started for Rohan Kitty in the Cutter, taking one *B.D. Mer* pot along with me.

Thursday 19<sup>th</sup>

Vble winds with Heavy rain at times. 1AM: arrived at Tomarolong – 7AM: went to Rohan Kitty . 3PM: returned to Tomarolong to cure *B.D. Mer*. 7PM: Heavy rain. Left Tomarolong for Socoits. Midnight: strong winds with heavy rain took shelter at the small islet of Lawack till day light.

Friday 20<sup>th</sup>

Fresh winds throughout with rain. 6AM: left Lawack for Socoits. 11AM: got on board – found all well, natives fishing – people setting up rigging.

Saturday 21<sup>st</sup>

Fresh winds throughout, people setting up rigging – Carpenters commenced to build a new whale boat.

A few canoes out fishing – little success on account of the strong winds.

Sunday 22<sup>nd</sup>

Fresh winds throughout. No work done, canoes fishing.

Monday 23<sup>rd</sup>

Strong Winds and squally throughout. Employed at the Rigging, carpenters at the new boat, Canoes out fishing. Packed 7 peculs of B.D.M. in boxes.

Tuesday 24<sup>th</sup>

Strong winds and squally throughout. Carpenters at the new boat, on board employed as most useful.

Very little *beche de mer* on account of the weather.

Wednesday 25<sup>th</sup>

Strong winds throughout. No work done being Christmas Day. Carpenters at the new boat.

Thursday 26<sup>th</sup>

Strong gales with severe squalls and heavy rain throughout, little done on account of the weather.

Carpenters at the new boat.

Friday 27<sup>th</sup>

Strong gales with heavy squalls. Employed variously. Carpenters at the new boat.

Saturday 28<sup>th</sup>

Fresh gales throughout, employed as before.

Sunday 29<sup>th</sup>

Fresh winds and squally throughout. No work done.

Monday 30<sup>th</sup>

Fresh winds and squally throughout. Employed splitting fire wood. Carpenters at the new boat, purchased three new canoes from Socoits -- visited Nett

Tuesday 31<sup>st</sup>

Strong breeze and squally – employed stowing and cleaning the hold, Carpenters at the Boat, purchased three more canoes from Nett. Heard today that there is a whaler at Metaleniem.<sup>44</sup>

Wednesday, Jan 1<sup>st</sup>, 1845

Fresh winds and squally throughout. Stowing and cleaning the hold. Carpenters at the board. Noon: started in the cutter for Metaleniem. 6PM -- arrived at Tomarolong -- found 6 picals of *Beche de mer* ready, it is impossible to get any quantity because of the strong winds.

Thursday Jan 2<sup>nd</sup>

Strong gales with heavy rain throughout. 7 AM: left Tomarolong for Metaleniem. 7PM arrive at "Nan (lea)tel" - slept there.

Friday 3<sup>rd</sup>

Strong winds and rain. I spent on board the American Whaler "Leonidas". Purchased 20 gallons Black Whale oil.

Saturday 4<sup>th</sup>

Strong winds and squally. 8AM: left the ship for Socoits – 1PM arrived at Tomarolong – remained there during the night.

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<sup>44</sup> Madolenihmw, considered the "paramount" chiefdom, in the SE of Pohnpei.

Sunday 5<sup>th</sup>

Strong winds and squally. 8AM: left Tomoralong. 3PM: arrived on board.

Monday 6<sup>th</sup>

Strong gales throughout with rain. Employed (w)ooding and watering, carpenters at the new boat. Very little *bech de mer* on account of the weather. Purchased a quantity of cane and fittings for a *beche de mer* house. Also 5 canoe sails.

Tuesday 7<sup>th</sup>

Strong gales throughout with rain. Employed (w)ooding and watering. Purchased 2000 yams. Carpenters at the boat.

Wednesday 8<sup>th</sup>

Strong winds with heavy rain. Employed as yesterday. Packed in cases 10 peculs of *Beche de mer*.

Thursday 9<sup>th</sup>

Strong winds and rain throughout. Employed (W)ooding and watering. Carpenter at the boat. Purchased 3000 yams for 3 (B)ags *bech de mer* from Laback.

Friday 10<sup>th</sup>

Fresh gales and squally throughout. Employed (w)ooding and watering, carpenter at the boat. Purchased a quantity of fittings for *beche de mer* houses.

Saturday 11<sup>th</sup>

Fresh gales throughout. Employed (w)ooding and watering. Carpenters at the boat.

Sunday 12<sup>th</sup>

Fresh gales and fair weather, employed watering, etc.

Monday 13<sup>th</sup>

Fresh winds and cloudy. Finished watering getting the last of the things off from the shore. Shipped – Graham as steward and agreed to give L. Wright a passage to Stewart's Islands. Purchased a quantity of preserved breadfruit.

Tuesday 14<sup>th</sup>

Fresh winds and cloudy. Lepen Nett, King of Nett tribe came on board this morning attended by about 110 men, most of whom had got Butcher's knives slung round their necks. He wanted me to make him another present, which being refused he went away apparently much displeased, the chiefs have obtained a great quantity of foods under false pretenses, promising that they would make all their people fish for *beche de mer* which they have not done. They have detained me here 4 weeks under pretense of fishing, for the purpose of getting a favorable chance to attack the ship, which I believe Lepen Nett intended to do this morning. I have seen so much treachery among natives lately, that I am always on my guard and never allow more than 4 or 5 men to be out of the ship at one time. Lepen Nett went direct to Longal from the ship and stole on large *beche de mer* pot value \$19.

4PM: E. Workman, the man in charge at Longal, came on board, bringing my pot stolen by Lepen Nett along with him. The king after considering for some time had delivered up the pot and robbed Workman of all his private property. 5PM: I went on shore to see if the carpenters had finished the boat. I perceived Nannikan<sup>45</sup> coming towards me with a spear in his hand, apparently to kill me. I went

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<sup>45</sup> The "Nahnken" of Sokehs. The Nahnken is sometimes called the "parallel" or "talking" chief. The political situation Cheyne is sailing into is complex. The relationship between Nett and Sokehs was contentious. It's likely that the chiefs in Sokehs felt that Lenger Island and Nett ultimately belonged to them and therefore they deserved Cheyne's tribute. At any rate, they would not have been happy that Cheyne appears to be building up Lepen Nett as a rival chief to Sokehs. Here as in Palau later, Cheyne's gifts of valuables and weapons to rival political factions has significant consequences.

immediately on board and sent the carpenter and six men on shore to bring off the new boat, on their landing they found the boat shed full of natives armed with muskets, knives, and cutlasses. On demanding the boat from Nannikan, he refused to deliver her up. He likewise detained the two carpenters and tools on shore. 7PM: the boat returned on board – loaded the guns and got the Brig in a state of defense. By the maneuvers of the chief today, it appears that they are planning to take the ship or at least to obtain a quantity of goods as ransom for my men and the boat. AM armed watch kept during the night. -- A. Cheyne

Wednesday 15<sup>th</sup>

Moderate and fine; daylight observed several hundreds of natives well armed and a number of canoes at the boat shed. I sent a man on shore to demand the reason they had for detaining my boat last night. The man returned, Wagik and Nannikan said that I had not given them enough things, that they had protected the ship during our stay and unless I gave them muskets, powder, flint, lead, red cloth, axes, tomahawks, knives, chisels, iron pots, tobacco, etc. The boat should not be delivered up that they were not afraid of me or my big guns and that if any person attempted to take the boat away they would fire on them, they having the boat and the carpenter in custody. I had no alternative but to comply with their unreasonable demand – I therefore paid the ransom they demanded, on receiving which they delivered the boat up.

PM hoisted the boats in and got all ready for sea. AM armed watch kept during the night. - A. Cheyne

I have been told that the white scoundrel on shore persuaded the chiefs to detain the boat and the carpenter and demand ransom for them. A.C.

Thursday 16<sup>th</sup>

All moderate and fine. 7 Weighed and got underweigh from a kedge<sup>46</sup> laid on the weather reef -- shipped the (warp and spring) and made sail. I got close out to sea. Sent the boat in to pick up the kedge and (ropes). Standing off and on for the boat. Noon: the boat returned. They had been nearly two hours searching for the kedge, the natives having cut the buoy rope and stolen all the ropes with the exception of 20 fathoms found fast to the kedge. We have now lost 300 fathoms of new 4 ½ inch rope and have not a line left on board the ship to kedge the ship with should it be required. There being a Socoits canoe alongside with four natives when the boat returned, I took them on board intending to keep them till I got back my rope. PM made sail and stood toward Kittī harbour. Midnight abreast of the harbour.

Friday 17<sup>th</sup>

Weather squally with rain. Standing off and on for the night. 10AM: stood in for the harbour. Noon: anchored in Kitty Harbour in 7 fathoms, (veered) chain to 45 (out) boats, on overhauling the hold today I find that ¾ of our water has leaked out, through carelessness of ( ) Cribb carpenter, who had particular orders from me to cooper all the cask properly. He told me he had done so which is not the case. There is very few (coops) on them and they appear as if they had not been touched. Got 6 bags *beche de mer* from Tomarolong.

Saturday 18<sup>th</sup>

Light winds and fine throughout. Employed breaking out the Hold, etc. Carpenters finished the new Whale boat

Sunday 19<sup>th</sup>

Fine weather throughout. Employed getting the empty water casks on deck, they are nearly all eat through with the cockroaches and will require to be all taken to pieces and jointed afresh. The natives of

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<sup>46</sup> Kedge is a noun or verb referring to a small anchor that can be used to reposition a boat by pulling in the hawser (thick rope or cable), throwing the "kedge", which then pulls the boat towards it.

Socoits brought back about ½ the rope, the rest of it they say cannot be found. I allowed the natives I brought from Socoits to go on shore as I see no chance of getting any more rope. Tomarolong and went fishing for *beche de mer*.

Monday 20th

Fine weather throughout. A good many canoes fishing for *beche de mer*. The chiefs have all promised to fish while I am getting the water casks repaired. Employed on board variously. Painting the foremast new boat etc.

Tuesday 21<sup>st</sup>

Variable winds with rain at times. Cut out a new main topsail, expended four bolts No. 5 canvas, Seacunnies commenced making it, canoes out fishing, sent some water casks on shore to be repaired.

Wednesday 22<sup>nd</sup>

Moderate and fine throughout. Canoes out for *Beche de mer*. Seacunnies making the new main topsail, the cooper repairing the water casks. He says they are in a very bad state, a great many of the staves being rotten. Cleaning arms, etc.

Thursday 23<sup>rd</sup>

Moderate winds with showers at times. Cooper repairing the casks, seacunnies making the main topsail. Painting the new whale boat, etc. Canoes out fishing.

Friday 24<sup>th</sup>

Moderate and cloudy, dried sails. Cooper at the casks. Seacunnies at the main topsail. Cut out a new foresail (pleaded) 147 y (pleaded) 147 yards of No. 4 Canvas.

Saturday 25<sup>th</sup>

Fresh winds and cloudy. Cooper repairing water casks. Got a raft of water off. Finished the new main topsail, hands making the new foresail.

N.B. 6PM: The crew came aft, each man having 2 or 3 yams in his hand, telling me they did not get enough to eat and demanding more. I told them I considered they had been getting quite sufficient having the unlimited use of rice and their allowance of salt provisions, tea, and molasses and that if they did not like it, they had better go on shore. They answered "Bueno", went forward and brought their chests on deck.

I told them I could not discharge them here and that I would not allow them to take their chests out of the ship – they said they would take them!

On inquiring this evening, I found the Manila men have been getting daily 9 deck buckets of yams for 20 men besides any quantity of rice, tea, and grog.

Sunday 26<sup>th</sup>

Strong Winds and fair weather throughout. 9AM: the carpenter informed that the following Manila Men had left the ship (taking their chests and bedding along with them without even asking my permission:

Narciso De La Santos<sup>47</sup>

Gusto Alphanez

Pedro de la Cruz

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<sup>47</sup> From the Pohnpeian perspective, Narciso de la Santos was a "deserter who became Pohnpeian" (Mauricio). Sometime after jumping ship, Narciso became a friend to the most powerful *Nahnken* in Kitti, Nahnku, and became a protestant missionary. Nahnku<sup>47</sup> had married Meriann, the daughter of another castaway, James Hadley. Eventually, Narciso's Pohnpeian daughter Caroline, one of his eight children, would marry Nahnku's son, Henry Nanpei.<sup>47</sup> Henry Nanpei, using some of Narciso's land as a start, became one of the wealthiest and most influential Pohnpeians of the 19<sup>th</sup> and early 20<sup>th</sup> centuries. There is a statue of Henry Nanpei near Rohn Kitti harbor, not far from where Narciso deserted in 1845. To this day the Santos family is among the largest and most influential in Kitti.

(Keon Mallabakes)

Alberto Francisco

Macario Segura

Gusto (f)orllo

Apolinario Nicolas

Calestro De La Cruz

Leandro Marcus

Francisco De La Cruz

Pedro Dias

The above men having left the ship without being discharged I therefore consider them deserters, and that they have forfeited the wages due them to this date. A.Cheyne.

Monday 27<sup>th</sup>

Strong winds throughout, employed filling up water, making the new foresail etc. The Manila Men are walking about on shore, armed with knives and tomahawks and have threatened to murder me and the carpenter if they get hold of us on shore. A. Cheyne

N.B. sent Hadley to Matelaniem to look for hands.<sup>48</sup>

Tuesday 28<sup>th</sup>

Fresh winds throughout, employed at the new foresail, cooper repairing the water casks. Shipped four Europeans.

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<sup>48</sup> Cheyne always refers to islanders on his ship as "volunteers". There was a practice of "blackbirding" in the Pacific, which was generally used to press islanders into hard labor on plantations in South America and Australia.

Wednesday 29<sup>th</sup>

Strong breeze throughout, employed as Yesterday, cooper finished the casks. Got two rafts of water off.

Thursday 30<sup>th</sup>

Fresh winds and fair weather, employed at the new foresail, filling up water. Blacking the (bends) etc.

Shipped four seamen.

Friday 31<sup>st</sup>

Moderate and clear. Employed at the new foresail, finished watering, hoisted the boats and got all ready for sea. Shipped four more Europeans, got the *beche de mer* and pots from Tomarolong. We have 42 peculs of *Beche de mer* on board<sup>49</sup>.

Saturday Feb. 1st

Moderate and fine. Daylight hove short and set the sails – 8AM: (cl)ued) up the sails and (veered) chain to 20 fathoms. Not being able to get out, the wind being too far to the Easterly. Employed at the new foresail.

Sunday Feb. 2<sup>nd</sup> / NE / Moderate and fine. Daylight weighed and proceeded to sea. 7AM: got clean out.

Noon: Rohan Kitty fore NW distance 20' Lat observed 6.34' N.

List of the crew:

Manila Men

(Nancilpo) Alepe (Boatswain)

Seamen:

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<sup>49</sup> Worth roughly \$700 Spanish dollars in Hong Kong. The cost of provisions, wages, and trading goods for the voyage would have been around \$7000. (Using the figures Cheyne provides in *The Trading Voyages of Andrew Cheyne, 1841-1844.*)

Domingo Ramos

Florentino Juan

Esteban (G)eymie

Sotero Villareal

Marianno San Jose

(Eulalio) Villasenor

Florentino Pacheca

Jose (Marrabina)

Marianno Andres

Cooks:

Claudido Antonio

J.M. Fernando

(Woo) -- Chinaman

William Cribb (Carpenter)

Charles Du(ane) (Gunner)

Graham Steward (Carpenter)

European Seamen:

James Lacey

John Gardner

Sam Wright

Charles (William)

Samuel Robinson

Edward Harlow

Richard Coresino

John Peters

Isaac Reid

William Briggs

Johnnie William

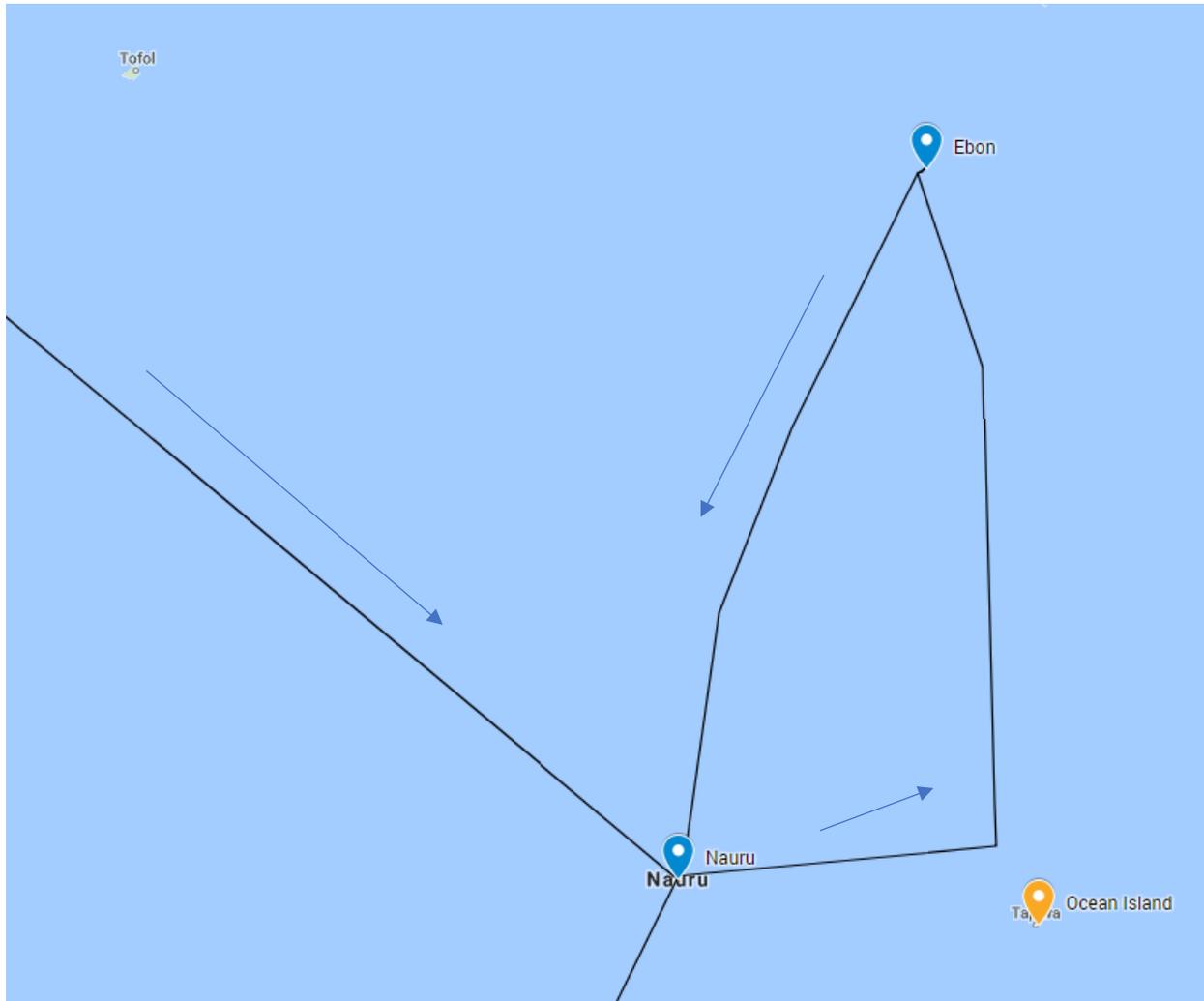
Bob (Marquesas)

Peter (Wahoo)

Lorio and Alec – Boys.

And 9 Ascension boys, volunteers.

BRIG *NAIAD*, FEB 3 – MARCH 1, 1845:



Brig *Naiad* Toward Ocean Island<sup>50</sup>  
Saturday 3<sup>rd</sup>

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<sup>50</sup> Banaba Island, in Kiribati

AM steady trade wind, all sail set steering E by S going 5' per hour.

Noon: Lat obsv 5 ° 12' N

Long obs 159 ° 23 E

Employed putting over sea service. Hands repairing the quarter deck awning.

Tuesday 4<sup>th</sup>

Fresh winds and squally throughout. Made and shortened sail as requisite. Employed putting on sea service.

Noon: Lat obsv 4 ° 17' N

Long obsv 160 ° 45' E

Carried away the after (shroud) of the (Larb) M. Rigging for a stopper one if I set it up

Wednesday 5<sup>th</sup>

Steady winds with heavy squalls and rain, steering E by S ½ sailmaker repairing the quarter deck awning, people variously.

Noon: Lat obs 3 ° 44' N

Long obsv 161 ° 31' E

Thursday 6<sup>th</sup>

Heavy squalls with heavy rain throughout. Noon: Sun obscure. PM Sailmaker repairing quarterdeck awning.

Friday 7<sup>th</sup>

Variable winds and calms with heavy rain throughout. Sailmaker repairing  $\frac{1}{4}$  deck awning. No observation. PM employed making *beche de mer* platform of cane. Bent the new M topsail.

Saturday 8<sup>th</sup>

AM light breeze and fair weather. Steering E by S. Finished the awning – repairing FTS sails

Noon: observed 1° 45' N

Long 164° 12' E

PM cleaning small arms; rep royal yards

Ascension boys making *beche de mer* platforms.

Sunday 9<sup>th</sup>

Light winds and fine throughout. Steering SE by E

Noon: Lat 0° 52' N

Long chr. 165° 47' E

Monday 10<sup>th</sup>

Light airs and calms throughout, employed variously – (sail) maker repairing old M. topsail.

Noon: Lat 0° 24' N

Long chr: 166° 18' E

Ascension boys making B.D. Mer platform

Tuesday 11<sup>th</sup>

Light vble airs and calms throughout. Sailmaker finished M. Topsail, repairing an old fore topsail, making mats, etc.

No observations

Carpenter caulking launch, painting cutter, etc.

Wednesday 12<sup>th</sup>

Vble airs and calms throughout. Employed as yesterday/

Noon Lat O° 27' N

Long chr. 167° 23' E

Thursday 13<sup>th</sup>

AM calm. 7SM: fresh breeze with heavy rain. Noon: vble winds. 1PM: saw Pleasant Island<sup>51</sup> bearing NW by W 18'. 2PM: Moderate and gloomy standing toward the island. 7PM: The island bore NW 7 miles – 3 canoes came on board – 8 canoes left the ship. (Beating) to windward during the night.

Friday 14<sup>th</sup>

Mostly fresh breezes throughout with squalls of rain at times. Daylight saw Pleasant Island bearing NW 18' find that we have had a very strong current setting to the SE during the night. Working ship to windward. Noon: about the same distance off the island, bore away from Ocean Island

Saturday 1<sup>th</sup>

AM fresh breeze with squalls at times all sail set, steering E NE

Noon Lat obsv O ° 42' N

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<sup>51</sup> Nauru

Long chr 169 ° 16' E

1PM: saw Ocean Island bearing NE by E 30'. Employed variously about the rigging.

Sunday 16<sup>th</sup>

A continuance of heavy Westerly squalls throughout, split the foresail and M sail

Noon Lat obsv. 1 ° 5' S

Ocean Island bearing NW by N ( ) 13 miles. 6PM: close in with the Island. Saw a number of natives on the beach, but the surf was breaking too heavy to allow them to get off. 9PM: heavy squalls from NW, bore away to NE.

Monday 17<sup>th</sup> / Vble NE by E / Vble winds throughout, employed variously

Noon Lat Obs 0 ° 28' N

Long chr 170 ° 39 E'

Easterly current

PM light easterly winds and fine all sail set. Sailmaker repairing old sails.

Tuesday 18<sup>th</sup>

Fine weather throughout, employed variously, Sailmaker repairing old sails.

Noon Lat obs – 0 ° 21' N

Long 170 ° 51 E

Easterly current.

Wednesday 19<sup>th</sup>

AM Southerly winds and fine, employed as before.

Noon Lat obs 1 ° 44' N

PM Dark gloomy weather, wind veering from SE to NW. Midnight: Rainy

Saturday 20<sup>th</sup>

AM Westerly winds with constant rain. Noon dark gloomy weather and calm. 4PM: A breeze sprung up from NW. 7PM: *Naiad* hauling round to NW. Tacked.

Brig *Naiad* Towards the Ralick Chain

Friday 21<sup>st</sup>

AM light NE winds and fine, employed fitting gun gear, etc. Sailmaker employed F.T. sails

Noon Lat obs 3 ° 17' N

Long chr 170 ° 44 E

PM steady breeze steering NW by W

Saturday 22<sup>nd</sup>

AM steady breeze and fine – employed repairing the boarding nettings. Sailmaker repairing F.T. sail.

Steering W by S.

Noon Lat obs 4 ° 25' N

Long 169 ° 39' E

6PM: Fresh breeze and squally; Hove too head to the NW

Sunday 23<sup>rd</sup>

AM Fresh breeze and gloomy. Laying too. Ships head to the Northward. 4AM: made sail and stood to the Westward. Daylight saw the "Covel's" Group<sup>52</sup> bearing from W to NNW. Hauled to the Naiad to round the Northern end of it. 8AM: close in with the Group, running along the reef, looking for an opening, intending to go in as it appears to be an excellent place for *beche de mer*. 9AM: Perceived 3 very large canoes coming out from the lee side of the group under sail. Noon: hove too to allow the canoes to get along side. 10AM: The largest of the canoes or rather proas got alongside having about 45 men aboard – a good many of the natives swam on board and exchanged their ornaments and fish hooks eagerly for iron hoop<sup>53</sup>. I was very much pleased with their appearance as they had no arms whatsoever that I could see and wished much to bring a woman on board, which they had in the largest Proa. As the natives appeared friendly, I did not load the guns but had ½ dozen muskets placed in the rack abaft the (capstone) ready.

2PM: Squally with rain. (hal)ped the muskets below. Running along the lee side of the group, the proas following. Thirteen natives on board; discovered a small opening in the reef, apparently safe. 2:15PM: Hove too. The proas came under the stern and a number of natives swam on board, bringing fish hooks and ornaments for barter. The natives now appear to be getting mischievous, as they were stealing everything they could get hold of on deck, including the compasses, binnacle lamp, handspikes, etc. Having purchased all the little things they had bought on board, I tried all I could to get them to go quietly into their proas, which they would not do. And seeing them handing clubs, paddles, and other offensive weapons (which 'til now they had kept concealed) out of the proas to the natives on deck, I now thought it was time to get some of the people under arms; I ordered 5 Manila men to go and bring their arms on deck. I went below at the same time to get my pistols ready. I had hardly got down when I heard the natives on deck give a horrible war whoop and at the same moment they sounded the conch

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<sup>52</sup> Ebon, in the Marshall Islands.

<sup>53</sup> Hoop iron is flattened strips of iron, used to bind together casks, etc.

in the proa. The natives made a rush, seized the gun runners, etc. and broke my canoe outriggers and awning rails for clubs, knocked down 2 of the Manila Men and disarmed them before they had time to fire their muskets, then rushed on the ship's company and drove them all off the deck, some of them got on the gibboom and the others ran up the stays. They now had possession of the ship and were steering her in for the reef on which were multitudes of people standing, I could not get on deck as the after cabin companion<sup>54</sup> was guarded by men armed with clubs whom I could not get a chance to fire at. The Europeans had no arms, neither had Manila Men at this time as the natives had taken their muskets from them and broken them over their heads. Three of the Manila men had got large knives; The carpenter and gunner who had been driven below, now rushed up the half deck hatch, armed with muskets. Two natives seized the Carpenter's musket but being a strong man he overpowered them; shot one and bayoneted the other. I was determined to keep possession of the arms and the after cabin, as I could have shot the natives as fast as they attempted to come down, having a number of muskets loaded on the cabin table. The gunner during this time had managed to knock down some of the natives who were guarding the companion and three Manila Men now joined them and made dreadful havock among them. The crew rushed off at the same time and succeeded in gaining the half deck hatch where I supplied them with arms and ammunition and then rushed on deck; after a few minutes desperate fighting we got possession of the ship and cleared the decks, put the helm up and stood off to sea. Our loss consists of 4 men dangerously wounded and one slightly.

N.B. Three muskets broken and 2 missing.

This act of treachery bears no comparison with anything of the kind that I have ever known or heard of among the South Sea Islands, as there were not above 30 natives on deck when they commenced, but it appears they were hanging on by the bobstays chains, etc. as they Boarded in all directions the moment

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<sup>54</sup> The "companionway" is a hatch on deck with a ladder leading to the cabin. Cheyne was stuck in the cabin because the Marshallese were blocking the companionway.

the conch sounded. They must either have succeeded in taking some ship formerly or been put up to it by some White scoundrel living on shore which is quite common among these islands. I have no doubt that the lesson they got from us will make them more careful in attacking another ship.<sup>55</sup> A. Cheyne<sup>56</sup>

BRIG NAIAD TOWARDS THE EQUATOR

Monday 24<sup>th</sup>

AM fresh breeze and gloomy, steering to the southward.

Noon Sun obscure

Sailmaker repairing the mainsail.

Tuesday 25<sup>th</sup>

Fresh winds and fair weather throughout. Employed overhauling the gun gear.

Noon Lat obs 2 ° 25' N

Long chr 167 ° 25' E

Carpenter making cartridge boxes.

The wounded in a very precarious state.

Wednesday 26<sup>th</sup>

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<sup>55</sup> In 1851 the crew of the *Glencoe* was not so lucky (or the Ebon islanders had perfected their technique), all hands were killed, and the ship taken. Beyond plunder and animosity towards Europeans, another reason for the islander's actions may have been that ships had abducted women from the Marshall Islands to sell to plantation owners. See Hezel, Fr. Fran, *The First Taint of Civilization: A History of the Caroline and Marshall Islands* (Honolulu: University of Hawaii Press, 1994) 217.

<sup>56</sup> Cheyne's later account of this attack in *A Description of Islands...* (p.86-91) retains much of the detail here while shifting the focus to make it appear that Cheyne was anticipating the attack more than it seems he did. He adds some detail, such as a rain storm and wind, and describes the Ebon woman as "standing on the platform... waving tappa and shouting apparently to encourage them" (Tappa is a cloth made of bark.)

Fresh winds and squally throughout. All hands cleaning small arms. Carpenter making cartridge boxes.

The wounded still in dangerous state.

Noon Lat obs 0 ° 43' N

Long 166 ° 53' E



Thursday 27<sup>th</sup>

Vble winds throughout with heavy rain. Sun obscure. The wounded as yesterday

Friday 28<sup>th</sup>

AM Steady breeze and cloudy

Daylight Pleasant Island bearing NE 5 miles. A number of canoes came alongside bringing straw hats and cocoanuts for barter which we purchased for iron hoop files, etc. Got four natives to volunteer their services to collect *beche de mer*.

Gave them one musket each as advance of wages. 6PM: bore away for Stewart's Islands

Saturday March 1st

Fresh breeze and squally throughout employed seriously.

No observation

PM cleaning small arms

Brig Naiad Towards New Georgia

March 2<sup>nd</sup> Sunday

AM light airs with a squally (app) to the NE. 10 Heavy squalls with rain

Steering SSW noon no observation

PM moderate and gloomy, made all sail.

Monday 3<sup>rd</sup>

Northerly winds and squally, employed making (cour) rope, cleaning arms, etc.

Noon Lat obs. 3 ° 47' S

Long chr 164° 40' E

Carried away two of the lower deadeyes.

Tuesday 4<sup>th</sup>

Vble winds with heavy squalls and rain throughout made and shortened sail as requisite. Noon: sun obscure. Three of the wounded convalescent – one still dangerously ill with a fracture in his skull.

Wednesday 5<sup>th</sup>

Strong breezes with severe squalls and rain. Made and shortened sail as required.

Noon Lat obs 7 ° 48' S

Long chr. 163 ° 15' E

Steering S by W

5PM: saw Stewart Island<sup>57</sup> bearing SW 12'. Shortened sail and stood off and on for the night.

Thursday 6<sup>th</sup>

Mostly fresh gales and squally throughout.

Noon no observation

4PM: bore away for the Loyalty Islands

Friday 7<sup>th</sup>

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<sup>57</sup> Sikaiana Atoll in the Solomon Islands. Cheyne was stranded here from Dec. 1846 – Sept. 1847 after sending his schooner, the *Starling*, back to Hong Kong while he set up a sea cucumber curing station. The *Starling* did not come back for him.

Fresh breezes and squally with much rain. Bar 29.60

Noon: Lat obs. 9 ° 51' S

Saturday 8<sup>th</sup>

AM fresh gales with Rain down (T.F.) yards and masts and close (reef'd) the Topsails. Bar 29.55

Noon: Lat obs 10 ° 45' S

Long 164 ° 3' E

PM: Barometer falling and every appearance of a hurricane. Got the anchors on deck and battened down the hatches. 5 Hove to and head to the SW. Bar. 29.50

Brig *Naiad* Towards New Caledonia

Sunday 9<sup>th</sup>

AM Strong gales with severe squalls.

6AM: Bar. 29.52

Noon: Lat obs 11 ° 50' S

Long 164° E

2PM: Bar 29.55 Bore away to the southward.

Monday 10<sup>th</sup>

AM Decreasing breeze and gloomy with a heavy southerly swell. 6AM Bar 29.56 10AM: Calm, very dark and gloomy. Bar 29.50

Noon Lat 13 ° 41' S

Long 165 ° 15' E

4PM: Bar 29.42 – 5PM: A strong breeze sprung up from south, close reefed the topsails furled the courses (Long)sail and Gib. Midnight: Strong breeze with heavy rain thunder and lightning.

Tuesday 11<sup>th</sup>

Southerly winds throughout. AM: A continuance of heavy flashes of lightning and rain. 6AM: Bar. Rising.

8AM: Bar 29.50. Made sail.

Noon Lat obs 13 (°) 7'N

4PM: Bar 29.60 – 9PM: Bar 29.70, out one reef of the topsails.

Wednesday 12<sup>th</sup>

AM fresh breeze and clear. Employed variously.

Noon: Lat Obs. 13 (°) 32' S

Long chr 164 (°) 40' E

Bar 29.75

Thursday 13<sup>th</sup>

Light southerly winds and fine weather throughout. Sent up the T. sail and masts and yards and set the F.S. sails.

Noon: Lat obs 13 ° 41' S

Friday 14<sup>th</sup>

Light airs and fine throughout, employed variously.

Noon: Lat obs 14 ° 23 ' S

Long chr 163 ° 37' E

Bar 29.80

Carpenters making blocks and handspikes.

Saturday 15<sup>th</sup>

Steady trade wind throughout, all sail set, employed cleaning small arms, making ball cartridges etc.

Noon: Lat obs 15 ° 28' S

Long chr 162 ° 2' E

Current setting to the westward.

Sunday 16<sup>th</sup>

Steady trade wind throughout

Noon: Lat obs 16 (°) 45' N

Long chr 163 ° 43' E

Bar 29.80

Current setting to the westward.

Monday 17<sup>th</sup>

AM strong breeze and squally in (1<sup>st</sup>) reef of the Topsails

Noon: Lat obs 18 ° 0' S

Long chr 162 ° 27' E

Bar 29.80

Current setting to the westward. 1PM: tacked to the N. 6PM: Tacked to the S.

Tuesday 18<sup>th</sup>

Strong Trade wind and squally throughout. 5AM: tacked to the Northward

Noon: Lat obs 18 ° 0' S

Long chr 162 ° 34' E

Wednesday 19<sup>th</sup>

Strong gales and squally, working up for Bond's reefs<sup>58</sup>. 10AM: saw the reefs bearing from NE to SE.

Noon: saw a low sand islet covered with (brush) no timber on the east side of the reefs. The reefs form a horse shoe with an opening of 8 miles on the NW (part) and are very dangerous, there being no part of them above the water and no anchorage. 4PM: stood to the southward.

N.B. Ship taking 18 inches water per hour and working the (oakence) out at the bows near the stern. A. Cheyne.

Thursday 20<sup>th</sup>

Strong winds and squally throughout. 2PM: discovered several of the (butts) of the ship's outside planks adrift from the stern on both bows near the covering board and opening very much at times when the ship pitches, occasioned apparently by the bowsprit having (summoning) to it. Hove to and set the bobstays up and got preventor bobstays fitted. 7PM: made sail.

Lat noon 19 ° 16' S

Long chr 162 ° 39' E

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<sup>58</sup> About 60 miles north of New Caledonia

Ship making a great deal of water.

Friday 21<sup>st</sup> / E by S / Strong winds throughout. Obligated to go under easy sail on account of the ship opening much forward. People employed turning in afresh the lower rigging and setting it up putting block (strop) etc.

Noon: Lat obs 20 ° 18' S

Long chr 162 ° 26' E

Ship making 18 in. of water per hour.

Saturday 22<sup>nd</sup>

Moderate and fine throughout, tacking occasionally, employed turning in and setting up rigging. Pumps kept going. The standing rigging is in a very bad state – (carrying) away frequently and nothing on board to repair it with.

Noon Lat obs 20 ° 42' S

Long chr 162 ° 53' E

Ship working a good deal forward. I am working up for the Caledonian reef in hopes of finding some safe anchorage where I can get the planks adrift forward refastened as the ship would be liable to founder in a strong breeze in her present state. A. Cheyne

Sunday 23<sup>d</sup>

Moderate and fine throughout. Daylight saw Reconnaissance Island bearing NE by E. Moulin's Island E by S. Standing in for Reconnaissance island<sup>59</sup>. Noon: Four War canoes came aft, did not bring any articles

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<sup>59</sup> In the N.W. of New Caledonia. From *A directory for the navigation of the Pacific ocean, Volume 2*, by Alexander George Findlay, (1851):

of trade, but seemed to be in fighting order, kept all hands under arms while alongside, saw a good opening in the reef abreast the island.

Monday 24<sup>th</sup>

PM light breeze and fine, standing off and on till morning to make further observations of the natives (not liking their appearance) before attempting to go inside the reef. 7AM: stood in towards the ( ) observed eight large double canoes with two sails each coming towards us full of men. Tacked and bore away to the northward. The canoes bore up after us and chased us for four hours.

Noon: Lat obs 19 ° 56' S

Bar 29.90

Lebert Island NE. Reconnaissance ESE. Ship making 18 in. water per hour.

Tuesday 25<sup>th</sup> / SE NE / PM steady breeze and fine. 6PM hove too head to the Westward. 4AM made sail and stood in for the reef. Daylight the reef bore from NE to SE. 10 sudden shift of wind to NE with heavy squalls, shortened sail.

Noon Lat obs 19 ° 14'

Bar 29.70

Ship opening much forward, bore away for port St. Vincent.

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“On the 30th we discovered to the eastward a few islets, which seem to terminate this archipelago. Their height gradually diminished in proportion to their distance from New Caledonia; they seem to be a continuation of the mountains of that large island, the bases of which, covered by the sea, rise here and there to form so many islets. The gradual diminution of the height of these mountains must induce a presumption that there are hereabouts, even to a great distance, shoals, which increase the danger of navigating these seas, a conjecture not without foundation.” • The islands which D’Entrecasteaux saw here he named *Moulin*, *Reconnaissance*, *Lebert*, and *Sandy*. Of course his cursory examination will only suffice to warn the navigator from approaching them.

Wednesday 26<sup>th</sup>

AM increasing breeze and squally in F.S. sails and 1<sup>st</sup> reef of the topsails. Daylight strong gales (above) reefed the topsails. 10AM: Increasing gales, furled the topsail. Noon: hard gales and squally, ship opening very much forward and making great deal of water. Furled the foretopsail and hove too, head to the SE.

Lat obs 20 ° 40' S

Bar 29.65

Down topgallant yards, the fore and M. topsail. Braces carried away.

Thursday 27<sup>th</sup>

Heavy gales with a high sea. (G)ammoned the bowsprit with one of the fore topsail sheets and (rove) a rope one. 4PM: set the F Topsail and bore away to the southward.

Daylight: gale moderating . 5AM: made more sail. 10AM: moderate and fine (s)et all reefs up F (Gall) yards and set T gall sails

Noon obs 22 ° 18' S

Long chr 165 ° 10' E

Bar 29.80

Ship making 18 inches of water per hour

Friday 28<sup>th</sup>

PM light breeze and fine. 6PM: hauled to the wind and stood off for the night. Daylight the heads of Port St. Vincent bearing NE by E 12 miles

11AM: bore away for the harbor

2PM: entered the heads. 3PM: came to in 8 fathoms mud, sheltered from all wind, furled sails and (triced) the nettings out. N.B. No appearance of any English settlement here.

Saturday 29<sup>th</sup>

AM light airs and fine. 7AM: several canoes came alongside, the natives in them all painted black for war and well-armed. Brought little or nothing to trade. Kept the hands under arms. Carpenter employed fastening the planks adrift forward and caulking along the stern. 4PM: sent one canoe on the flats to look for *beche de mer*. 6PM: the canoe returned bringing some of the 1<sup>st</sup> and 3<sup>rd</sup> quality, they say the flats are literally covered with a red fish (worth about \$25 per pecul) and that any quantity of it might be collected provided the natives would not molest us in curing it, which from their appearance I am pretty certain they would.

Sunday 30<sup>th</sup>

Fine weather throughout, 7AM: a number of canoes came alongside, the natives painted as yesterday, at about 8AM the natives made an attempt to board but were repulsed without firing on them.

Employed securing the bowsprit setting up rigging, etc. On account of the hostile appearance of the natives, it would not be safe for us to attempt curing the *b.d. mer* at this place, or even to land, as the natives would be sure to attack us.

N.B. Very little water on board, a great number of the casks having leaked out through the cockroaches having eat through the staves.

Ship making 18 in water per hour.

Monday 31<sup>st</sup>

A pleasant breeze throughout. 7AM: a number of canoes came alongside in which I saw several "Isle of Pine" natives, they were all painted for war and had come off apparently for the purpose of attacking the brig, as they again attempted to board over the nettings and I had a good deal of difficulty in restraining my crew from firing on them.

Ship making a good deal of water.

The last of the rice was used today.

Tuesday April 1<sup>st</sup>

Daylight weighed with a fresh breeze and stood towards the sea reef, three canoes chased us for some time. 8AM: got clear out to sea. Secured the anchors on the (funds) and drew the charges of the guns and secured them. Noon: tacked in shore. 6PM: tacked Port St. Vincent bearing N distant 16 miles.

Wednesday 2<sup>nd</sup> / SE / Light trade winds and pleasant weather with a smooth sea employed variously about the rigging,

Noon Lat obs 22 (°) 41' S

Long chr. 165 ° 34' E

PM vble weather; pumps attended to.

Thursday 3<sup>rd</sup>

Light easterly winds and pleasant still weather, employed at the rigging.

Noon Lat obs 23 ° 34' S

Long chr 165 ° 10' E

2PM: tacked to the NE, pumps attended to, ship making 19 inches water per hour.

Friday 4<sup>th</sup>

Light SE winds and still pleasant weather. Tacking occasionally. People employed at the rigging.

Noon Lat obs : 23 (°) 00 S

Long chr 165 ° 41' E

PM variable weather. N.B. we have only one month's provisions remaining on board today. A. Cheyne.

Saturday 5<sup>th</sup>

AM fresh breeze and squally, standing to the SE. 8AM: tacked to the NE

Noon Lat obs 23 ° 32' S

N.B. 7 small casks of water remaining.

Employed serving tacks and sheets lower lifts, etc. making very little progress on account of the contrary winds and westerly current. Pumps attended to regularly.

Sunday 6<sup>th</sup>

Light vble airs and calms with squalls of rain thunder and lightning

Noon Lat obs 23 ° 28' S

Long chr 166 ° 37' E

Ship making same quantity of water. 3PM: a light breeze sprung up from the SE standing to the eastward.

Monday 7<sup>th</sup>

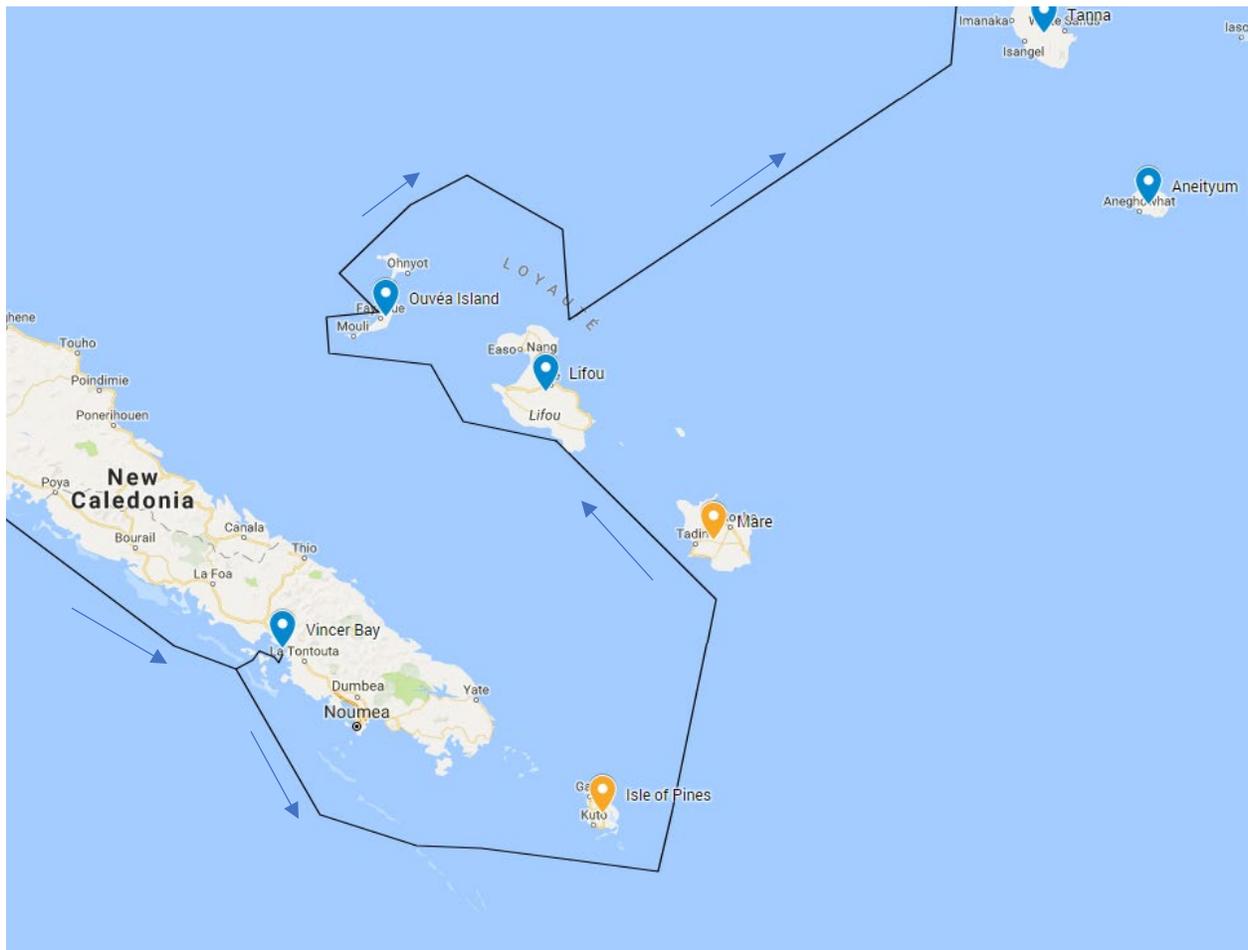
Light airs fine. 9AM: saw the Isle of Pines bearing NNE 22 miles

Noon Lat obs. 22 ° 52' S

Isle of pines NNE 15 miles

Employed getting the gun gear ready, cleaning small arms, repairing rigging, etc. Ship making 18 inches water per hour.

BRIG *NAIAD*, APRIL 8<sup>TH</sup> – MAY 9<sup>TH</sup>, 1845



BRIG *NAIAD* TOWARDS LOYALTY ISLANDS  
Tuesday 8<sup>th</sup>

Light variable airs throughout. Tacking frequently.

Noon: Isle of Pines N by W

Current setting to the southward.

6PM: Rounded the Isle of Pines steering N by E

Wednesday 9<sup>th</sup>

All fresh breeze with rain. All sail set. 9AM: saw Maree Island bearing from N by E to ENE

Noon Maree<sup>60</sup> Island (Center) NE by E

Island of Leefoo<sup>61</sup> NW by N. PM standing towards Leefoo. Heavy squalls with heavy rain. Standing off and on during the night.

Thursday 10<sup>th</sup>

Light southerly winds and fine weather running along the south side of Leefoo. Noon: 3 canoes came along side with King "Bula" and the boy Charles. Bula appears to be a good man and has promised to make his people cut wood. There are two native missionaries stopping at his place who appear to have done some good as the natives are much more friendly than they were formerly. 4PM: the natives left, the ship stood to the eastward towards the Island of Teecah to get yams. Standing off and on during the night. Ship making the same quantity of water.

Friday 11<sup>th</sup>

Light airs and calms throughout. Sent the boat on shore to trade for yams. 4PM: The boat returned.

Hoisted her in and stood towards Leefoo.

Saturday 12<sup>th</sup>

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<sup>60</sup> Maré Island,

<sup>61</sup> Lifou Island.

Light winds and fine. Noon: the King Bula came on board, stood in towards Bula's place intending to anchor under shelter of a shore reef where several Sydney ships have been laying collecting Sandalwood. 3PM: close in with the reef. Sent the Boat ahead. On attempting to round the lee end of the reef, the ship struck on a sunken rock under the quarter, hove the head, yards aback, when she wore round and slipped off, without having sustained any injury apparently. Standing off and on for the night.

Sunday 13<sup>th</sup>

Strong breeze throughout. Noon: hove away for the Britannia Islands, the anchorage at Bula's place not being safe. 6PM: The north end of Leefoo bore East 8 miles. 9PM: saw the Britannia Islands<sup>62</sup> bearing from West to NW by N. 10PM: Hove too head to the N Eastward.

Made Richard Cousens 2<sup>nd</sup> officer today.

Monday 14<sup>th</sup>

Fresh gales and fair weather throughout. 9AM: entered the lagoon marking to windward under single Reefs. 4PM: came to in four fathoms off the king's place at Fitzaway<sup>63</sup>. He came on board shortly after and promises me wood.

Tuesday 15<sup>th</sup>

Strong winds and squally throughout. Carpenter caulking the launch. Got one whale boat load of cleaned sandalwood today. Payment adzes, tomahawks, chisels, and red camlets. Employed clearing away the after hold, stowing away sandalwood, etc.

Wednesday 16<sup>th</sup>

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<sup>62</sup> Ouveá Island.

<sup>63</sup> Fayaoué, a tribe on the west coast of the island.

Strong winds throughout. Finished the launch, blacked her (foltsome) and hoisted her out. Got about 3 tons of cleaned wood to day. Employed in the hold.

Thursday 17<sup>th</sup>

Fresh gales throughout. Got two boat loads of sandalwood partly cleaned, all hands cleaning and stowing wood.

Friday 18<sup>th</sup>

Fresh gales throughout, no wood brought on board today. All hands cleaning wood, cleaning the fore hold.

Saturday 19<sup>th</sup>

Fresh gales throughout. Got one boat load of uncleaned wood, all hands cleaning sandalwood.

Sunday 20<sup>th</sup>

Strong winds and squally throughout. AM cleaned ship.

Monday 21<sup>st</sup>

Strong winds throughout, got two boat loads of sandalwood. All hands employed cleaning wood. 4PM: sent the launch for sandalwood to another chief's place.

Tuesday 22<sup>nd</sup>

Fresh winds throughout. 11AM: the launch returned loaded with sandalwood, when within 100 yards of the ship she capsized in a sudden gust of wind. Lost the best of the wood and the trade. Got one whale boat load of cleaned wood from Fritzaway. All hands cleaning wood.

Wednesday 23<sup>rd</sup>

Strong winds throughout. All hands cleaning wood. Got two boat loads of Sandalwood.

Thursday 24<sup>th</sup>

Strong winds and fair weather. All hands cleaning wood, stowing the hold, etc. Carpenter caulking. Got two boat loads of wood.

Friday 25<sup>th</sup>

Strong winds and squally. Got 2 boat loads of wood. All hands employed cleaning and stowing wood. Carpenter examining the ship's topsides, etc.

Saturday 26<sup>th</sup>

Fresh winds and fair weather. Got two boat loads of wood. All hands cleaning wood, cleaning the hold, etc.

Sunday 27<sup>th</sup>

Light vble winds and calms. No work done.

Monday 28<sup>th</sup>

Strong winds and fair weather. Got three boat loads of wood partly cleaned, all hands cleaning and stowing wood. Blacking the bends, etc. One man repairing the water casks, lifted the larboard pump, found it all decayed and eat through with the cockroaches.

Tuesday 29<sup>th</sup>

Fresh gales and fair weather. Got two boat loads of wood, partly cleaned. The greater part of the crew cleaning wood, the others variously. Carpenter caulking the Poop Deck.

Wednesday 30<sup>th</sup>

Fresh gales throughout, got 2 boat loads of wood, all hands cleaning wood. Carpenter caulking.

Thursday May 1<sup>st</sup>

Strong winds and squally. Got 3 boat loads of wood. All hands cleaning wood and stowing the hold, carpenter caulking.

Ship making a great deal of water.

Friday May 2<sup>nd</sup>

Moderate and fine. Got two boat loads of wood. Employed as before. On inspecting the ships topsides, we have found many of the planks in a very bad state.

Brig *Naiad* Loyalty Islands

Saturday May 3<sup>rd</sup>

Light variable winds throughout. Got two boat loads of wood. Hoisted in the boats and got all ready for sea. As our provisions now all done, I am obliged to leave ( ). I intend going to Annatom<sup>64</sup> where I understand Captain Paddon of the brigand has got an establishment and hope to get some provisions from him.

60 tons Sandalwood on board

Sunday 4<sup>th</sup> / Westly / Light westerly winds and fine. 4AM: Weighed and made sail. The King's son, brother, and nephew on board, they having requested me to let them see Annatom. 8AM: She got clear out to sea. 4PM: The Britannia Islands bore SW 20 miles.

Monday 5<sup>th</sup>

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<sup>64</sup> Aneityum in Vanuatu

Light SE winds and fine. 8AM: Saw a sail on the W bow standing towards Leefoo, showed a signal of distress to her, when she bore down to us and proved to be the Missionary Barque "John Williams"<sup>65</sup> from Sandwich Island<sup>66</sup> bound to Leefoo with the (Reverend) Murray<sup>67</sup> and Turner and their ladies on board. The captain supplied me with 4 (tines) Beef, 2 Bls of Pork ( ) Bread. 1 Bl flour and 2 ½ bushels of pease, for which I paid him (4) hand saws, 28 (doz) chisels, 2 (doz) Axes and 72 ( ) of tea. PM standing towards Leefoo with the barque in company. Ship making a great deal of water and working very much below the forecastle deck. I am afraid to carry sail on her. She is in such a bad state. A.C.

Tuesday May 6<sup>th</sup>

Moderate and fine. Standing to the SW. Noon: Leefoo bore SSW 15'. The (bay) hull down to windward. 6PM: Tack off the North end of Leefoo.

Wednesday 7<sup>th</sup>

Fresh unsteady winds and squally. Tacking occasionally off the NE part of Leefoo. No appearance of the barque. 4PM: stood to the Eastward for Annatom. Ship making a great deal of water.

Thursday 8<sup>th</sup>

AM moderate and fine, employed cleaning sandalwood. 5PM: saw Tanna island bearing E by S 40 miles.

Friday 9<sup>th</sup>

AM Fresh breeze and clear. Daylight close in to Euromanga. Making for Dillon's Bay. Noon the Mate of the schooner Ariel of Sydney came on board. He says they have been out six months and have 50 tons of sandalwood on board. 8PM: bore away for Sandwich Island. Ship making a great deal of water. I

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<sup>65</sup> Presumably named for the missionary John Williams, who along with his crew, were murdered in Eromanga in 1839.

<sup>66</sup> Efate, Vanuatu.

<sup>67</sup> Possibly Rev. A.W. Murray of the London Missionary Society, who wrote many books concerning his missions in the South Pacific. It's hard to believe Cheyne's luck in finding provisions on the open ocean.

intended to have gone to Annatom but the vessel is in such a bad state that I am obliged to make a fair wind of it. <sup>68</sup>

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<sup>68</sup> Cheyne was forced to go north to Efate (Sandwich Island) rather than south to Aneityum (Annatom) and Captain Paddon's outpost.

BRIG *NAIAD*, MAY 10<sup>TH</sup> – JUNE 22<sup>ND</sup>, 1845.



Brig *Naiad* Sandwich Islands

Saturday May 10<sup>th</sup>

Strong winds and squally throughout. 8AM: saw Sandwich Island<sup>69</sup> bearing from NW to N by E. 11AM: close in with the south end of the Island, running along the land to the westward looking for a harbor. 6PM: shortened sail and stood off and on for the night. 9PM: Ship making 42 inches water per hour, both pumps kept constantly going.<sup>70</sup> Several of the crew sick through drinking the water we got at the Britannia Islands.

Sunday, 11<sup>th</sup>

Variable winds with rain at times. 10AM: sent the boat to examine a passage leading to a harbor. 2PM: the boat returned. Reports the passage to be very narrow and full of sunken rocks. Standing to the Northward. Pumps kept constantly going, leak increasing a little.

Monday 12<sup>th</sup>

Light winds with rain at times. Working up for a large bay on the north part of the island. Pumps kept constantly going. Ship making nearly 4 feet of water per hour. The pumps in a very bad state. 8PM: The crew came aft and said they were quite worn out with pumping and that a number of them had got diarrhea through drinking the bad water and that they wished me to bear away toward the equator so that they might have a chance of saving their lives in the boats by reaching some friendly island in the event of the vessels going down.<sup>71</sup> I managed to convince them partly by threats and partly by persuasion that their only chance of safety depended on keeping the pumps going during the night and getting the vessel to an anchor in Sandwich tomorrow, where we may probably be able to do something to the leak. I am placed in a very difficult situation, having no officer or man on board in whom I can put the least confidence and I do not know the moment that the crew might take the boats and abandon

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<sup>69</sup> Efate in Vanuatu. Captain Cook named it "Sandwich Island" in 1774.

<sup>70</sup> Unclear as to what sort of bilge pump this is – perhaps a chain type pump which is worked by turning a wheel on deck. You can see a working manual bilge pump at the San Francisco Maritime National Historical Park and learn about them: <https://www.nps.gov/safr/learn/historyculture/historicbilgepump.htm>

<sup>71</sup> The crew were likely afraid of the reputation of the South Pacific islanders and wanted to go north.

the ship. The Manila Men have been grinding their knives today and intend taking one of the boats by force should the leak increase. A. Cheyne.

Tuesday 13<sup>th</sup>

Variable winds and fine. Working up for the bay. Sunset: came to an anchor in 15 fathoms at the head of the bay. (Wound) chains to 45 fathoms. Pumps kept constantly going. Ship making the same quantity of water.

Wednesday 14<sup>th</sup>

Light airs and fine throughout. (Heaved) the Sandalwood from the fore hold aft on the quarter deck to trim the ship. Found several small leaks on the starboard bow 3 feet below the water. Got a Wahoo native to dive and caulk it, also the leak which was found at Ascension. The lead being all washed off and no oakum in it. 4PM: discovered the principal leak by diving on the upper part of the larboard streak, 6 feet from the stern in the larboard side. It is nine inches in length and two inches in breadth and no oakum whatever in it. Got the Wahoo native to caulk it and nail lead over it. 6PM: Ship making very little water. Purchased some good yams, sweet potatoes, cocoa nuts, and sandalwood from the natives for iron hoop. The natives appear friendly but are in a state of severe, savage ignorance. There is plenty of sandalwood on the island.

Thursday 15<sup>th</sup>

Light winds and fine throughout, stowed the sandalwood in the fore hold. Carpenter making a platform for the chain cables under the fore-castle deck. People setting up T.M. rigging and backstays. Purchased some yams and sandalwood.

Friday 16<sup>th</sup>

Light winds and fine throughout. Daylight: out boats and got some water casks on deck ready for watering. 9AM: sent the launch on shore for water unarmed with 4 Manila Men and Samuel Wright, all the other Europeans being "afraid" to go. 11AM: The boat returned with four small casks of brackish water and said natives had pointed arrows at them and would have taken the boat had they remained any longer.

N.B. It is strange that the natives should be so hostile to us as it is only 3 weeks since the "*Portenia*"<sup>72</sup> of Sydney left with 90 tons of cleaned sandalwood cut by her own crew on shore. I was told before coming here that the natives are very harmless and by what I have seen of them I still think they are so and that their going to take the boat has been a made up thing to get me to leave, as my crew perhaps imagined I would be sending them on shore to cut wood and they are without exception the most useless, lazy, and mutinous set of rascals that ever was on board of a ship.

Saturday 17<sup>th</sup>

Moderate breeze and fine throughout. The natives still bringing yams and selling their bows and arrows for iron hoop which does not look like if they intended to fight. 8AM: (Most) of the crew taken ill last night with severe pains, occasioned I imagine by eating poisonous fish. Hoisted the boats in as I can get no person to go on shore for water.

Sunday 18<sup>th</sup>

Light vble winds and fine, a great number of the crew sick. I was taken very ill last night with severe pains in my limbs, head, and stomach and am rather worse today. A. Cheyne.

Monday 19<sup>th</sup>

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<sup>72</sup> The ship of Captain Richards who, according to Shineberg, was the first European to successfully harvest sandalwood in this area.

Variable winds throughout. Daylight weighed and proceeded to sea. Tacking frequently during the afternoon. A number of the crew sick.

Tuesday 20<sup>th</sup>

Fresh southerly winds throughout. Working to windward, making very little progress on account of a strong northerly current.

Wednesday 21<sup>st</sup>

Strong winds and squally. Tacking frequently. 6PM: the extremes of Sandwich bore E by N + N by W. The crew getting better.

Brig *Naiad* Towards Britannia Islands

Thursday 22<sup>nd</sup>

Strong winds and squally. Standing to the southward, several of the crew still sick.

Friday 23<sup>rd</sup>

Strong breeze and squally, employed at the rigging. I am still very unwell with severe pains in my limbs, arms, and shoulders, occasioned through too much exposure to the weather. No observation.

Saturday 24<sup>th</sup>

Fresh gales with severe squalls. Close reefed the topsails.

Noon. No observation.

6PM: Saw Beaufrie's Islands bearing SSW 10'

Sunday 25<sup>th</sup>

Strong breeze and fair weather. Daylight saw the Britannia Islands. Noon entered harbor. 9PM: came to an anchor in seven fathoms for the night.

Monday 26<sup>th</sup>

Fresh breeze and fine. 4 weighed and made sail. 2PM: came to in 3  $\frac{3}{4}$  fathoms off the King's place at Fritzaway. Got the boats out and cleaned away the hold.

Tuesday 27<sup>th</sup>

Fresh winds and fair weather. Got six boat loads of sandalwood partly cleaned, all hands cleaning and stowing wood. The King says he has enough wood cut to fill the ship.

Wednesday 28<sup>th</sup>

Light variable winds and fine. Got 4 boat loads of wood partly cleaned. All hands cleaning and stowing wood. 4 men sick. The wood is now getting very small and I have got to pay a very high price for it.

Thursday 29<sup>th</sup>

Light airs throughout. Got three boat loads of wood. All hands cleaning and stowing wood. Got the Wahoo native to dive and nail a sheet of copper over the leak in the larboard streak. Ship making ten inches water in 12 hours.

Friday 30<sup>th</sup>

Light airs throughout. Got two boat loads of wood partly cleaned. All hands cleaning and stowing wood.

Saturday 31<sup>st</sup>

Pleasant weather throughout. Got four boat loads of wood. All hands cleaning and stowing wood.

Sunday, June 1<sup>st</sup>

Pleasant weather throughout. No work done.

Monday, June 2<sup>nd</sup>

Light breeze and fine weather. Got two boat loads of wood. All hands cleaning wood.

7PM: I ordered the crew to man the whale boat and pull the king on shore which they refused to do. I went forward and again ordered them to man the boat when Peters, Lacey, and Philips said (in an insolent manner) that they would not pull a black Negro on shore and a great deal more to the same purpose. After a great deal of trouble, I got them to man the boat, but they were still very insolent, abusing the King and hooting and swearing all the way going to shore. The Europeans shipped at Ascension are merely boys and the most unprincipled vagabonds I have ever met with – their conversation is disgusting, and I am unable to keep them under command. Peters has been 2 months sick off duty with venereal disease. -- A. Cheyne.

Tuesday 3<sup>rd</sup>

Fine weather throughout. Got one boat load of wood, all hands clearing and stowing wood. The natives do not appear to be anxious to sell their wood, as the adzes are all done.

Wednesday 4<sup>th</sup>

Pleasant weather throughout. Got two boats of wood. All hands cleaning wood. Peters, Lacey, and Philips doing their duty in a very noisy and careless manner and frequently going below and remaining there for an hour at a time while others are at work. I have reprimanded them frequently, but without any good effect. -- A. Cheyne.

Thursday 5<sup>th</sup>

Fresh breeze and fair weather. Got boat load of wood. All hands cleaning and stowing wood.

Friday 6<sup>th</sup>

Fresh winds throughout. Got a boat load of wood. Employed cleaning wood, etc.

Saturday 7<sup>th</sup>

Fresh breeze and fair weather throughout. Got ½ boat load of wood. The chief of Fitzaway told me yesterday if I would send two boats to the vicinity of this tribe, they would go along with them to cut sandalwood as there is plenty of good sandalwood on uninhabited ground between the two tribes and that the boats laying at anchor off the beach would deter their enemies from attacking them while cutting the wood in the bush. I agreed to send the boats with this proviso: that should their enemies attack them, the boat would not interfere on either side but immediately pull off clear of their weapons.

I accordingly gave orders to the 2<sup>nd</sup> mate to take the whaleboat at daylight this morning with 4 men and to take the cutter along with him in charge of the carpenter, to go along with the canoes to the place where the natives intended cutting the wood and to lay off at an anchor abreast of the canoes to give them notice if they saw their enemies approaching and cautioned both the 2<sup>nd</sup> mate and carpenter not to fire on the natives on any account but if the natives at war with Fitzaway should attack the boats to pull off out of reach of their weapons and not to fire on them, only as a last resource and in defense of their lives; and that if they could not get any wood without fighting to come back without it.

5PM: the boats returned and said the canoes had got a good deal of wood but that Nicolas natives had attacked the whaleboat with stones thrown by slings, several of which hit the boat and that a great number of natives made a rush out of the bush and continued pelting them with stones which obliged them to fire on them in self-defense. They had no (business) to do so as I gave them strict orders to that effect. -- A.C.

Sunday 8<sup>th</sup>

Fair weather throughout. No work done.

Monday 9<sup>th</sup>

Moderate breeze and fair weather. Got three boat loads of S wood. All hands cleaning and stowing wood.

Tuesday 10<sup>th</sup>

Fair weather throughout. Got two boat loads of wood. All hands cleaning and stowing wood.

Wednesday 11<sup>th</sup>

Fresh winds and cloudy. Got three boat loads of wood. All hands cleaning and stowing wood. 4PM: filled up the main hold, commenced stowing wood in the Fore Cabin; put six of the guns and (carriages) below.

Thursday 12<sup>th</sup>

Fresh winds throughout, employed watering and cleaning wood. Got one boat load to day. Sailmaker making a new fore topmast stay sail.

Friday 13<sup>th</sup>

Strong breeze and squally. Got three boat loads of wood. All hands cleaning wood.

Saturday 14<sup>th</sup>

Fresh winds throughout got 1 boat load of wood. Employed watering, setting up rigging, etc.

Sunday 15<sup>th</sup>

Moderate and showry. Got one boat load of wood, which completes our cargo. Employed watering and getting ready for sea. PM gave the chiefs their presents.

Brig Naiad Towards Annatom

Monday 16<sup>th</sup>

Daylight weighed and proceeded to sea. PM standing to the Southward towards New Caledonia. 8PM: tacked.

Tuesday 17<sup>th</sup>

Fresh trade wind throughout, working to windward, making very little progress. Noon Cape Bucage W 15'

Wednesday 18<sup>th</sup>

Fresh trade wind, working to windward. Cleaning the paint work, carpenter renailing T. G. Bulwarks.

Thursday 19<sup>th</sup>

Fresh trade wind, working to windward. Employed as yesterday.

Friday 20<sup>th</sup>

Light winds and fine. Working towards Leefoo. Employed variously.

Saturday 21<sup>st</sup>

Light winds and fine. Working to windward towards the south end of Leefoo.

Sunday 22<sup>nd</sup>

Light winds and fine, rounded the south end of Leefoo.

BRIG *NAIAD*, JUNE 23<sup>RD</sup> – OCTOBER 6<sup>TH</sup>, 1845



Monday 23<sup>rd</sup>

Light winds and fine, employed painting. Noon saw Annatom bearing NE 45' – standing towards it.

Tuesday 24<sup>th</sup>

Light winds and clear. 4PM: Came to anchor off Captain Paddon's establishment<sup>73</sup>. Capt. Paddon sailed for the Britannia Islands last night in the cutter "Rover's Bride" having left Mr. Murphy in charge of the establishment. He came on board shortly after we came to an anchor and said he could supply me with flour and ( ullocks). N.B. picked up some *b.d.mer* of the 1<sup>st</sup> quality on the reefs.

Wednesday 25<sup>th</sup>

Fine weather throughout. Got permission from Mr. Murphy to erect a *beche de mer* house on his island and agreed to give him a share of what I may pick up at his place. Got a few *beche de mer* in the evening. Commenced (landing) sandalwood. As it would not be safe going to Sydney with the vessel this season in her present bad state and having no agent there, I have considered it advisable to land my whole cargo here and have it sent to China through Capt. Paddon's assistance and to get supplied from him to enable me to get another cargo.

Thursday 26<sup>th</sup>

Fine weather throughout, employed building *B.D.M.* house, landing and cleaning sandalwood, cutting fire wood. Got about 800 *B.D.M.* of the 1<sup>st</sup> quality.

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<sup>73</sup> Shineberg devotes a chapter to Paddon in *They Came for Sandalwood*. Paddon had begun his venture about a year and a half prior to Cheyne's arrival here, in January 1844. His establishment (where the *Naiad* was eventually abandoned) was on the "small, uninhabited island of Inyuec... Inyuec is a flat, sandy islet about a mile in circumference, but long and narrow.... The Aneityumese considered it a haunted place and therefore willingly sold it to Paddon for an axe, a rug, and a string of beads" (Chapter 7). At this point in Paddon's career, he was likely in debt after raising capital for his venture and purchasing the boat *Rover's Bride*. He eventually succeeded in establishing a small colony here (complete with cows and a library) and a base for his sandalwood enterprise. This is what Cheyne had hoped to do on Pohnpei with sea cucumber rather than sandalwood. Paddon was single-mindedly focused on becoming the main player in the sandalwood trade, with side businesses in supporting whalers and procuring 'workers' for plantations. He was unlikely to help Cheyne turn a profit. Shineberg's chapter gives a more complete overview of his career.

Friday 27<sup>th</sup>

Moderate throughout, employed as yesterday. Boatswain repairing the main rigging. Blacksmith making chain bolts, the old ones having all carried away.

Saturday 28<sup>th</sup>

Fresh winds throughout, employed at the house, some hands cleaning wood, cutting firewood, etc. Boatswain repairing rigging. Carpenter repairing Bulwarks. Got a quantity of *beche de mer*.

Sunday 29<sup>th</sup>

Fresh Winds throughout. No work done.

Monday 30<sup>th</sup>

Moderate throughout, employed at the house, cleaning sandalwood, setting up rigging, carpenter repairing the cutter. Got a quantity of *beche de mer*.

Tuesday July 1<sup>st</sup>

Fine weather. Employed as yesterday. Native boys fishing for *beche de mer*.

Wednesday 2<sup>nd</sup>

Fine weather. Cleaning sandalwood. Repairing and setting up rigging, bringing over thatch for the *B.D. Mer* house. Carpenter repairing cutter.

Thursday 3<sup>rd</sup>

Moderate throughout. Employed as yesterday. Got a quantity of *B.D. Mer*.

Friday 4<sup>th</sup>

Fresh winds throughout. Employed cleaning sandalwood, repairing rigging etc. Got a quantity of *beche de mer*.

Saturday 5<sup>th</sup>

Moderate and cloudy. Employed cleaning sandalwood, etc. Finished the house. Carpenter repairing the cutter, etc. Native boys fishing.

Sunday 6<sup>th</sup>

Fresh breeze and fair weather. No work done.

Monday 7<sup>th</sup>

Strong winds throughout, cleaning sandalwood, repairing rigging, etc. Native boys fishing.

Tuesday 8<sup>th</sup>

Fresh winds throughout. Employed cleaning wood, setting up rigging. Native boys fishing.

Wednesday 9<sup>th</sup>

Moderate throughout, employed as yesterday.

Thursday 10<sup>th</sup>

Fresh winds throughout. Employed cleaning wood. (Laying and rattling) down rigging, etc. Natives fishing.

Friday 11<sup>th</sup>

Fresh winds throughout, employed getting ready for sea intending to go to Tanna for provisions as we are quite out and cannot get any more here.

Saturday 12<sup>th</sup>

Fresh winds throughout. 7AM: The 2<sup>nd</sup> mate reported to me that the crew had refused to turn to their duty when ordered by him and that they wished to speak to me. I went on deck, called all hands aft and inquired the reason of their refusing to go to their duty. They said they understood I was going to Tanna to collect sulphur and to procure a second cargo for the brig and having got me one cargo already they positively refused to get any more but were willing to work the ship to Sydney or some other English port where they could get discharged. I tried to reason with them and convince them that by their articles they were bound to collect 50 cargoes if I required it. But to no purpose. They still saying they would not collect any more cargo but were willing to take the ship to a British port which if I did would of course ruin my voyage and perhaps cause the loss of \$20,000 to my employers. A. Cheyne.

Samuel Wright did not refuse to do his duty.

Arrived the whaling barque "Jane", Sydney,

Sunday 13<sup>th</sup>

Fresh winds throughout. The 5 music men<sup>74</sup> returned to their duty last night at 7PM, Jose and Domingo sick but willing to do duty when well. Florentino and Mariano on duty. All the others off duty. No watch kept during the night. Midnight fresh gales.

Monday 14<sup>th</sup>

AM fresh gales with heavy squalls. Let go the 2<sup>nd</sup> anchor, veered out to three fathoms on it and to 90 fathoms on the (small) bower. Called the crew aft and again asked them to do their duty which they refused to do. Stopped their allowance of provisions. PM Hard gales. Nothing done today.

Tuesday 15<sup>th</sup>

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<sup>74</sup> From 13<sup>th</sup> of July 1844 in *Trading Voyages of Andrew Cheyne*: "I also engaged 5 Manila men as seapoys to complete our complement of men. They had been in a native regimental band, and brought musical instruments with them; which I thought might prove an acquisition amongst the islands; as it would be something new to the natives to hear music; besides being at no extra expense whatever on that account."

AM heavy gales with severe squalls. 2AM: the long boat broke adrift or was cut adrift from the stern and drove out to sea. The greater part of the crew still in state of mutiny and the Manila men doing little or nothing. They told me several times today they would not work unless the white men did. No provisions served out to the men off duty.

Wednesday 16<sup>th</sup>

A continuance of heavy gales. No work done. The greater part of the crew still in a state of mutiny. No provisions served out to them. The greater part of our crew on board the whaler, where they have been since yesterday without leave.

Thursday 17<sup>th</sup>

Strong gales with heavy squalls and rain. The crew came aft to me today and said they were willing to return to their duty on condition that I would give them a paper saying that I would not make any deduction from their wages on account of their having refused to do any more duty (or rather of their having mutinied) and forget all that happened. As the ship is at present laying at the mercy of the natives and weather in an open bay, I was compelled to comply with their conditions for the safety of the ship and cargo. I accordingly gave them the writing they required and received one from them promising to do their duty faithfully in future till I considered the voyage ended. Signed by the following men:

John Gardner (Who was the ringleader of the mutiny)

James Lacey

Charles Philips

John Peters (Assistant ringleader of the mutiny)

Isaac Weed

Samuel Robinson

Edward Harlow

Peter – Wahoo Native

Bob and Billy Barlow – Marquesas

I gave orders to serve out their full allowance of provisions. A. Cheyne.

Friday 18<sup>th</sup>

Weather more moderate. Employed cleaning sandalwood on board. Boatswain variously. Shipped Mr. Joseph White as chief officer, he having been discharged from the Whaling barque "Jane" by mutual consent. Received from the Jane, 7 "(F)ierces" of beef, 1 ton of bread and a quantity of slops, etc. as payment of Mr. White's wages amounting to £75.97, which is placed to his credit. Discharged W. Briggs and John Martin who went on board the Jane and shipped John Clerville and Thomas Coals from the Jane in their stead.

Saturday 19<sup>th</sup>

Moderate and squally. Employed cleaning sandalwood, etc. Got a raft of water off.

Sunday 20<sup>th</sup>

Moderate throughout. No work done. Cleaned ship.

Monday 21<sup>st</sup>

Fresh winds throughout, employed watering and getting ready for the sea, intending to go to Tanna for pigs and yams. Took all our sandalwood on board from the small island.

Tuesday 22<sup>nd</sup>

Moderate and cloudy. Daylight saw the cutter "Rover's Bride" in the (aft)ing. 4PM: The cutter came to an anchor. She is from the Britannia Islands with a full cargo of sandalwood. They had to heave several tons overboard during the late gale. W. Barlow, Marquesas, deserted from the ship.

Wednesday 23<sup>rd</sup>

Moderate throughout, chartered the cutter "Rover's Bride". Capt. Paddon to proceed to Sydney with a cargo of sandalwood and *beche de mer* and to bring me provisions, trade, and necessaries for the repairing of the brig and getting another cargo. Wrote Mr. Fanning to send a vessel down to take my cargo up to China. Employed cleaning sandalwood.

Thursday 24<sup>th</sup>

Moderate throughout. Employed sorting and cleaning sandalwood.

Friday 25<sup>th</sup>

Moderate and showry. Employed cleaning and shipping sandalwood on board the cutter, drying the *beche de mer*, etc. Carpenters caulking the cutter.

Saturday 26<sup>th</sup>

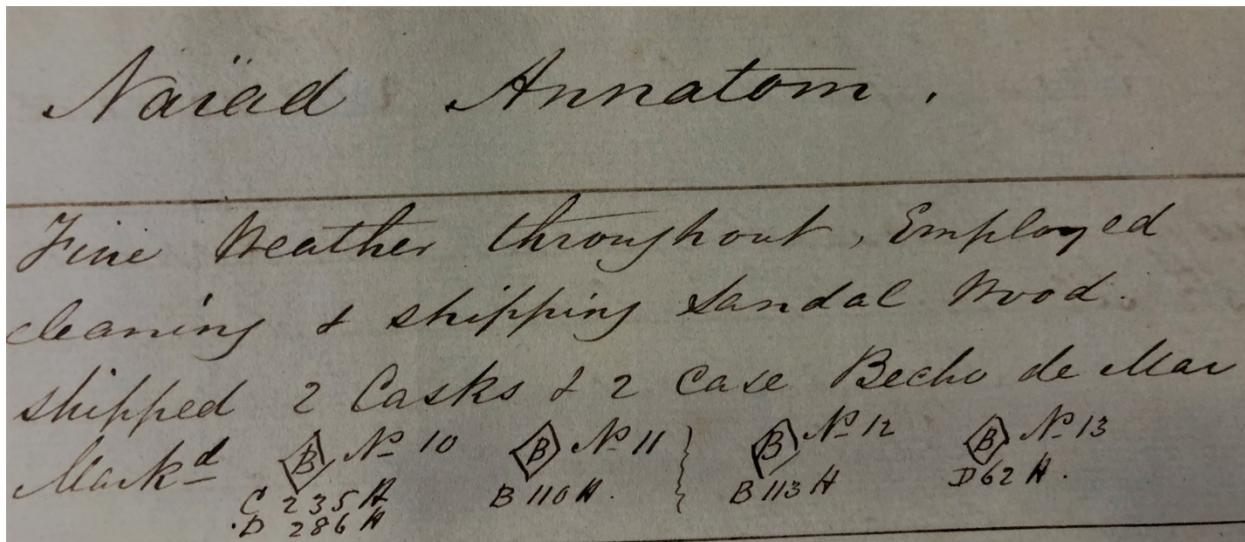
Fresh winds and fair weather. Employed weighing and shipping sandalwood on board the cutter, drying the *beche de mer*, etc.

Sunday 27<sup>th</sup>

Fresh breeze throughout. No work done.



Wednesday 30<sup>th</sup> / SE / Fine weather throughout. Employed cleaning and shipping sandalwood. Shipped two casks and 2 case *beche de mer* Marked:



Thursday 31<sup>st</sup>

Fine pleasant weather. Finished loading the cutter "Rover's Bride". She has on board 20 tons of sandalwood, 39 peculs *beche de mer* and (100) sponges consigned to Mr. Fanning, esq.

Friday August 1

Fine weather throughout. Daylight the cutter sailed for Sydney. Employed cleaning sandalwood, watering, etc.

Saturday 2<sup>nd</sup>

Pleasant weather. Employed watering and getting ready for sea. Left my carpenters and one man on shore to build a long boat during my absence, also Samuel Wright and 4 Ascension Natives to collect *beche de mer*. Sunset weighed and stood out to sea. Midnight moderate and gloomy. Laying too.

Sunday 3<sup>rd</sup>

AM moderate and cloudy. 4AM: made sail and stood towards Tanna. 10AM: came to in four fathoms in Port Resolution. Veered chain to 45 fathoms. Furled sails.

Monday 4<sup>th</sup>

Fresh breeze with small rain throughout. Employed cleaning sandalwood. 9AM: sent the cutter round the island to trade for pigs and yams. Purchased some yams from the natives on board. 8PM: The cutter returned loaded with yams and five pigs. Purchased five more pigs on board today.

Brig *Naiad* "Tanna"

Tuesday 5<sup>th</sup>

Pleasant weather throughout. 7AM sent the whale boat round the island for pigs and yams. Employed on board cleaning sandalwood. Purchased some pigs, yams, and sugar cane on board.

Wednesday 6<sup>th</sup>

Moderate throughout. 10 AM: the whale boat returned with a quantity of pigs and yams. Purchased some on board. Hands employed cleaning sandalwood, clearing away for a *beche de mer* house on shore.

Thursday 7<sup>th</sup>

Fresh breeze and fair weather. 8AM: sent the whale boat round the island trading. 1PM: the boat returned with some yams. Purchased some pigs and yams on board. Employed cleaning sandalwood.

Tanna natives building *B.D. Mer* house.

Friday 8<sup>th</sup>

Fresh breeze and fair weather, getting ready for sea. We have now 44 pigs and 3 ½ tons of yams on board. Natives finished the *beche de mer* house. Agreed with William Barlow who is residing on shore to

collect sulphur for me at £1 per ton and *beche de mer* at £3 per ton. Left one Manila man and two Pleasant Island natives to cure it.

Saturday 9<sup>th</sup>

Fresh breeze and fair throughout. 7AM: weighed and stood out of the harbor. Now standing towards Erromanga<sup>75</sup>. 6PM: close in with Dillon's Bay.<sup>76</sup> Stood off and on for the night.

Brig *Naiad* Erromanga

Sunday 10<sup>th</sup>

Moderate and fine throughout. 3PM: came to an anchor in Dillon's Bay in 12 fathoms. Veered chain to 45 fathoms. Furled sails with one reef in the topsails, off shore ¼ of a mile.

Monday 11<sup>th</sup>

Moderate and fine throughout. 9AM: sent the whale boat to trade for sandalwood. Noon: the boat returned with a few logs. The natives appear quiet as yet. Hands cleaning sandalwood. Ship making a great deal of water; pumps attended to.

Tuesday 12<sup>th</sup>

Moderate throughout. Got one boat load of sandalwood for some iron hoop. Hands on board cleaning wood.

Wednesday 13<sup>th</sup>

Moderate and cloudy. Got two boat loads of good wood. Payment iron hoop, knives, blue dungaree. Hands cleaning wood.

Thursday 14<sup>th</sup>

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<sup>75</sup> Erromango in Vanuatu.

<sup>76</sup> Where the missionary John Williams was killed in 1840.

Fresh winds throughout, got two boat loads of large wood for iron hoops, beads, blue cloth, etc. All hands cleaning wood. Ship making a great deal of water. The starboard pump is completely worn out in the chamber and they are both in such a bad state that they throw very little water. The chief of Dillon's Bay was on "board" today! – A.C.<sup>77</sup>

Friday 15<sup>th</sup>

Strong winds and fair weather. Got three boat loads of good wood for axes, iron hook, knives, beads, and blue cloth. All hands cleaning wood. The Manila men are poor hands at cleaning it.

Saturday 16<sup>th</sup>

Strong winds and fair weather. Got three boat loads of wood for the above description of trade. All hands cleaning wood. Stowed the cleaned wood in the after hold.

Sunday 17<sup>th</sup>

Moderate and fine throughout. AM cleaned ship. No work done. Ship making a great deal of water.

Monday 18<sup>th</sup>

Fresh winds throughout. 4AM: one of the men called Mr. White and said one of the Manila men had attempted to stab Thomas Coals with a knife. I went on deck with the mate and brought the Manila man aft and secured him in irons. It proved to be Marianno San Jose. I called Coals and asked him the particulars. He said Marianno was trying to strike a light over a cartridge of gunpowder in the forecastle in his watch on deck, that he, Coals, took the powder from him (as it was not safe to be setting fire to powder in the forecastle) and that Marianno seized his knife and went on deck and told him if he came up he would murder him. He went on deck after him when he made several darts at him with the knife and wounded him slightly in the right arm. Coals knocked him down with a belaying (trim) and took the

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<sup>77</sup> Exclamation, quotes, and underline Cheyne's.

knife from him. Florentino another of the Manila Men got knocked down by Coals in the scuffle while trying to separate them.

Got three boat loads of sandalwood. All hands cleaning wood.

Tuesday 19<sup>th</sup>

Fresh trade wind and fair weather. Got two boat loads of sandalwood. All hands cleaning and stowing wood. Coals says the Manila man has threatened to take his life if he gets out of irons and that he is in bodily fear of his life from him. He is still in irons on the poop during the day and in the fore cabin during the night. He is getting his full allowance of provisions.

Wednesday 20<sup>th</sup>

Fresh winds and fair weather. Got two boat loads of sandalwood. All hands cleaning and stowing wood. Pump attended regularly. Ship making a great deal of water. Marianno San Jose still in irons.

Thursday 21<sup>st</sup>

Fresh trade wind and fair weather. Got two boat loads of good sandalwood. All hands cleaning wood. Pump attended to. Ship making a great deal of water. Marianno San Jose still in irons.

Note: The cook told me today that Jose Marsalino (Manila Man) had cut a piece of salt beef adrift (which was soaking over the bow) this morning in his watch on deck from 2 to 4 and that he had seen him do it. I gave orders to stop his allowance of salt provisions for a month as punishment.

Friday 22<sup>nd</sup>

Strong winds throughout. Got two boat loads of sandalwood. All hands cleaning wood. Mariano San Jose in irons.

Saturday 23<sup>rd</sup>

Strong winds and fair weather. Got two boat loads sandalwood. All hands cleaning wood. Mariano San Jose in irons. Pump attended to; ship making a great deal of water.

Sunday 24<sup>th</sup>

Fresh winds and fair weather. All cleaned ship. No work done. Mariano San Jose in irons.

Monday 25<sup>th</sup>

Fresh winds and fair weather. Got two boat loads of sandalwood. All hands cleaning wood. Marianno San Jose in Irons.

Tuesday 26<sup>th</sup>

Strong winds throughout. Got two boat loads of sandalwood. All hands cleaning wood. Filled up the after hold and part of the fore cabin with sandalwood. Ship making a great deal of water.

Wednesday 27<sup>th</sup>

Strong winds and fair weather. Hoisted the boats in and got all ready for sea. 5PM: weighed and stood out of the bay.

Thursday 28<sup>th</sup>

Moderate winds and fine. Standing to the southward. Noon the North end of Tanna bore ENE 12 miles. Tacking occasionally during the afternoon. Pumps attended to. Ship making a great deal of water.

Friday 29<sup>th</sup>

Vble airs and calms. Working up along the west side of Tanna, making little progress on account of strong southerly current. People employed variously. Pumps attended to.

Saturday 30<sup>th</sup>

Vble winds and cloudy. Working to windward. Employed fitting left tackle blocks, etc. Pumps attended to. Ship making a great deal of water.

Sunday 31<sup>st</sup>

Fresh winds throughout. Standing to the SE. 4PM: saw Annatom bearing E by S 15 miles. Tacking occasionally.

Brig *Naiad* "Annatom"

Monday Sept. 1<sup>st</sup>

Strong winds and fair weather. Working up for Annatom. 4PM: came to an anchor off Capt. Paddon's establishment in six fathoms. Furled sails and veered chain to 45 fathoms. Sent down topgallant yards. Hoisted out the boats.

Tuesday 2<sup>nd</sup>

Moderate and fine throughout. Unbent sails and sent down yards and topmasts. PM landed the sails and spars cleared away the hold, etc.

Wednesday 3<sup>rd</sup>

Moderate and fine throughout. Landed eleven boat loads of sandalwood on the small island. Some hands building it up into a pile, others clearing away for the (tents). Carpenter building the launch. Ascension boys fishing. Pumps attended to. Leak increasing.

Thursday 4<sup>th</sup>

Light variable airs and fine. Landed ten boat loads of sandalwood on the small island. Got some poles from Annatom for the tent. Carpenter at the long boat, boys fishing, etc.

Friday 5<sup>th</sup>

Variable airs and calms. Landed the running gear, topmast rigging, and backstrays and eight boat loads of sandalwood. Finished the tent. Carpenter at the long boat. Let Marianno San Jose out of irons, having promised to behave better in future.

Saturday 6<sup>th</sup>

Variable winds and fine throughout. Landed eleven boatloads of sandalwood. Some hands stowing the wood on the small island. Carpenter at the launch.

Sunday 7<sup>th</sup>

Fresh breeze and fair weather. No work done.

Monday 8<sup>th</sup>

Fresh winds and cloudy. Landed eight boat loads of sandalwood. Philips Carpenter commenced taking down the (T.L.) forecastle and bowsprit chocks – Cribb Carpenter at the launch. Two men on shore sawing plank for the boat.

Tuesday 9<sup>th</sup>

Strong winds and squally throughout. Landed three boat loads of sandalwood. Took the bowsprit out and sent for Mr. Russell Carpenter, Paddon's carpenter to hold a survey on the bow. Found the apron decayed from the stem head about five feet down and the two right heads entirely rotten and the stem in a very bad state. He recommended the apron to be (scarfed) five feet below the deck and two new right heads to be put in. Carpenter commenced cutting away the apron. People on board cleaning sandalwood. Cribb at the launch, he is making a very bad job of her. Everything being out of proportion and nothing done in a tradesmanlike manner. -- A.C.

Wednesday 10<sup>th</sup>

Fresh gales throughout. Daylight sent Mr. White on shore in search of a tree for an apron. Carpenter cutting away the apron. People cleaning sandalwood. Sunset Mr. White returned having got a tree cut down and squared out. Cribb at the launch. A number of her timbers are broken.

Thursday 11<sup>th</sup>

Fresh gales and fair weather. Mr. White on shore in search of two breast hooks recommended to be put in by Mr. Russell carpenter. Got the piece of wood on board for the apron. Carpenter cutting the (seal) on the old one and clearing away the old bolts along the stern, people cleaning sandalwood.

Friday 12<sup>th</sup>

Strong winds throughout. Mr. White on shore in search of right heads. Carpenter making the new piece of apron. Took the larboard right head out, etc. People cleaning sandalwood. Sunset Mr. White returned without getting the right heads, having cut down several trees decayed in the middle. Cribb Carpenter at the launch. Sawyers cutting plank for her.

Saturday 13<sup>th</sup>

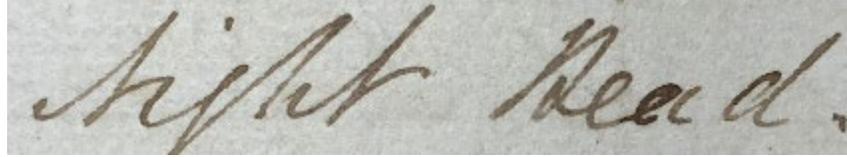
Fresh winds and fair weather. Mr. White on shore after right heads. Carpenter finished the apron piece, lowered it down in its place ready for bolting. People cleaning Sandalwood. Landed 3 boat loads. Cribb Carpenter at the launch. He finished planking her outside today.

Sunday 14<sup>th</sup>

Moderate and fine. No work done.

Monday 15<sup>th</sup>

Moderate and fine. Mr. White on shore getting wood for (right<sup>78</sup>) heads. Got a piece of “lamana” from the shore to go outside the



stern to bolt the apron to, carpenter squaring it. Cribb at work on board today. Took the head and cutwater off; it was only fastened with two small bolts. Some hands on shore weighing sandalwood, others cleaning on board. Sunset: Mr. White returned having got a large tree cut down for the right heads. Two men on shore sawing  $\frac{1}{2}$  such plank for lining to the launch.

Samuel Wright went to work today on monthly pay.

Weighed tons 19 ( ) of sandalwood being what we got at Erromanga.

Tuesday 16<sup>th</sup>

Moderate and fine throughout. Mr. White and two sawyers on shore cutting the (r)ight heads. Got a “lamana” tree cut down for an upper breast hook. Carpenter finishing the piece of wood for the stern. Sunset lowered it down into its place and bolted the apron and stem to it. The greater part of the crew on shore at the small island. Weighing sandalwood. Landed one boat load.

Weighed 10 tons of sandalwood.

Wednesday 17<sup>th</sup>

Light winds and fine. Mr. White, the sawyers, and a number of the crew on shore preparing timber for the bows. Got the upper breast hook on board. Phillips carpenter squaring it out. Found the other larboard (right) head entirely rotten. Cribb carpenter on shore after two other right heads. Some hands weighing sandalwood on the small island. Landed six boat loads. Took the larboard hawse pipe out and

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<sup>78</sup> It is unclear (to me) whether this word is “right”, “night”, or “sight” – readers familiar with nautical terms may have a better guess.

eight feet of the watering off. Ascension boys fishing for *beche de mer*. Cooper on shore repairing water casks.

Weighed 11 tons of sandalwood.

Thursday 18<sup>th</sup>

Light variable airs and pleasant weather. Mr. White and four men on shore preparing timber for the bows. Took out the other larboard (r)ight head. Put extra fastenings into the old breast hook. Carpenter finished the new upper breast hook, fastened the ends of the planks to the new apron. Some hands weighing sandalwood on the small island. Landed seven boat loads. Boys fishing.

Weighed seven tons of sandalwood.

Friday 19<sup>th</sup>

Light variable airs and fine throughout. Mr. White and four men on shore preparing timber for the bows. Phillips carpenter on shore in search of a piece of wood for the hawse pipes; landed the last of the sandalwood; some hands on shore weighing; others cleaning away the hold; Cooper on shore repairing and making water casks out of old staves.

Boys fishing; Cribb carpenter preparing pieces to repair the bow planks with. Sunset: the carpenter returned with a piece of lamana for the hawse pipes.

Weighed 10 tons of sandalwood.

Saturday 20<sup>th</sup>

Light winds and fine weather. Mr. White and five men on shore sawing out the (r)ight heads and squaring a lower breast hook. Got a piece of timber for a cutwater. Cribb making it. Phillips making a waterway piece for the hawse pipes. Landed iron hoop and some of the guns. Mounted four round the

tent. Cooper as yesterday. Sunset: finished the waterway piece and foremast of the cutwater. Some hands on shore weighing sandalwood. Boys fishing.

Weighed 12 tons of sandalwood.

Sunday 21<sup>st</sup>

Fresh winds and fair weather. No work done.

Monday 22<sup>nd</sup>

Fresh winds throughout. Got the (n)ight heads on board. Carpenters commenced making them. Mr. White and some hands on shore getting head ( ). Others landing the guns, picking oakum, making treenails, weighing sandalwood, etc. Cooper at work on the shore at the casks.

Florentine returned to his duty.

Weighed 11 tons, 15 ( ) of sandalwood.

Tuesday 23<sup>rd</sup>

Fresh winds and squally. Mr. White and some hands on shore getting (f)unnels for the bows. Carpenter making the night heads. Two hands sawing out a piece for the covering board. Others making treenails, picking oakum, etc. Sunset: the carpenters finished the night heads. Cooper on shore making water casks.

Weighed one ton 56<sup>th</sup> of sandalwood, being the last of our cargo.

Wednesday 24<sup>th</sup>

Fresh winds and fine weather. Mr. White and some hands on shore cutting timber; got pieces of lamana for the head (knees). Carpenter fitting the larboard night sight heads. Sunset got them in and bolted to the apron. Sawyers cutting deck plank. Cooper as yesterday.

Thursday 25<sup>th</sup>

Fresh winds throughout. Mr. White and some hands on shore preparing timber. Got a piece of wood on board for the starboard sight head. Phillips carpenter taking the old one out, it being entirely rotten. Cribb fastening the planks to the new sight heads on the larboard side. Cooper as yesterday.

Friday 26<sup>th</sup>

Fresh breeze and squally throughout. Mr. White and a number of the crew on shore getting out spars for a raft to heave down to. Phillips carpenter making the sight head. Cribb cutting a hole in the larboard sight heads for a hawsepipe. Laying a new piece of deck forward, etc. Sunset: the people returned with 6 spars for the raft.

Saturday 27<sup>th</sup>

Fresh winds throughout. Mr. White and the greater part of the crew on shore refitting rigging. Finished the starboard sight head, got it in and bolted to the apron, etc. Sawyers cutting out gunnels for the bows. Cooper making water casks out of old staves.

Sunday 28<sup>th</sup>

Moderate and cloudy throughout. No work done.

Monday 29<sup>th</sup>

Fresh winds throughout. Carpenters fastening the planks to the starboard sight head. Fitting a waterway piece for the hawsepipes. Cut away some of the ceiling near the apron on each bow, found the timbers and inside of the planks sound and the apron sound from the new (scarf) down.

The reason of the sight heads being decayed is evidently owing to the stem having started from the (scarf) at sea, which made the vessel strain and open much forward when pitching and allowed water to get to them as they appeared to be quite sound about 12 months ago.

Tuesday 30<sup>th</sup>

Moderate and fine throughout. Carpenters fitting water way pieces around the bow and repairing the wood ends where shattered by the vessel's straining at sea. Mr. White and some hands on shore at the rigging. Two hands sawing out gunnels, etc. Cooper making water casks.

Wednesday Oct. 1

Fine weather throughout. 8AM: the cutter *Rover's Bride* arrived from Sydney but brought no supplies for me whatever. Carpenters putting in the hawsepipes, etc. Cooper making water casks.

Thursday 2<sup>nd</sup>

Moderate and fine. 8AM: hauled the brig between the two small islands on a sandy flat to examine her bottom. Requested Captain Paddon and Mr. Russell, ship-builder, to hold a survey on her bottom tomorrow.

Friday 3<sup>rd</sup>

Light winds and fair weather throughout. Noon: Captain Paddon and the two Mr. Russells came on board to examine the vessel's bottom. She lied in two feet water at low water. Found her bottom much strained from the main chains forward and the copper broke in the way of the seams and bolts and several of her bottom planks worm eaten. They cut into the timbers in several places and found them sound. She will require to be stopped and caulked all over. The larboard garboard streak and several of her bottom planks (where the worms have got in) to be shifted, before she can go to any port. Also,

some planks to be shifted on the bow where the wood ends, one shattered. As I have not the means of repairing her in this place and no materials sent from Sydney, I can now do no more to her. A. Cheyne.

Saturday, 4<sup>th</sup>

Pleasant weather throughout. Employed mooring the brig between the two small islands in three fathoms water as I have no means of heaving the vessel down here and nothing to do her bottom with. I have resolved on leaving her where she now is in charge of the mate Mr. White and proceeding to China myself with my crew at first opportunity.-- A. Cheyne.

Sunday 5<sup>th</sup> / Pleasant weather throughout. Cleaned ship.

Monday 6<sup>th</sup> / Fine weather throughout. Employed mooring the vessel with extra anchor chains got from Capt. Paddon.

--signed, Andrew Cheyne

Shanghai, Jan. 7 1846.

### Addendum

In his next voyage on the schooner *Starling*, Cheyne stopped at his employer's in Hong Kong. Cheyne spoke to Henry Fessenden, a clerk for Cheyne's main investor, who owned a one-eighth share of the *Naiad* voyage. Cheyne writes:

"Mr. Fessenden gave me a letter of credit on Capt. Paddon for whatever labor I might require to repair the Brig. Also for a sufficiency of stores and trade for an outfit. But Paddon told me he would not trust Fessenden as far as he could throw him and that he would make no advances whatever on his account. If he made any he said they must be at my own personal responsibility. No material whatever were put on board the *Starling* for the repairs of the '*Naiad*'. Paddon had got me down and he was determined to

keep me so. As by my knowledge of the island, I would have friends and powerful rivals in carrying on an opposition trade. Fessenden told me when I left that he had purchased the *Naiad* for (1500) dollars.”<sup>79</sup>

On Sept. 29<sup>th</sup>, 1846 Cheyne returned to Aneityum aboard the *Starling*. He writes:

“Went to look at the Brig *Naiad* today. Found her sunk and in such a state as renders it impossible to repair her here.”

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<sup>79</sup> From the logbook of the schooner *Starling* at the Shetland Archives.