

Carteret's Voyage
Round the World
1766-1769



Edited by
HELEN WALLIS

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I. Portrait of Philip Carteret



P. Carteret

XX. Silhouette portrait of Philip Carteret

CARTERET'S VOYAGE

Voyages, if not earlier.¹ Whatever plans he had for the publication of the manuscript never came to fruition. Another published account of the voyage which appeared during his lifetime, an anonymous work entitled *The History of Wallis's & Carteret's Voyage round the World* (1784) was no more than a pirated version of Hawkesworth. The section on Carteret in G. W. Anderson's popular compilation, *A new, authentic, and complete collection of Voyages round the World* (1784), published originally in eighty sixpenny parts, was also based on Hawkesworth, with many additional passages interpolated by the editor.²

CARTERET'S LATER LIFE, 1770-96

The worst feature of Carteret's treatment by the Admiralty was that ten years after his return in the *Swallow* he was still without a ship. On 12 January 1770 he had returned home to Trinity Manor, where his sister hoisted the colours of the *Swallow* to the Manor's flag post.³ As Seigneur of Trinity he threw himself into local politics, joining the rebels against the Lemprière family's tyrannous hold over Jersey.⁴ The possibility of war with Spain over the Falkland Islands in November 1770 brought him to London in the hope of a ship, and on 10 January 1771 he received a commission as captain of the *Flamborough*,⁵ a 20-gun ship which was however not even commissioned and was written off by the Navy Board on 21 July 1772 as 'a ship of a bad character'.⁶ Carteret had returned to Jersey in December 1771 as a Post-Captain and in March 1772 was back in London for his

¹ See textual note, Editorial, above, pp. 99-100.

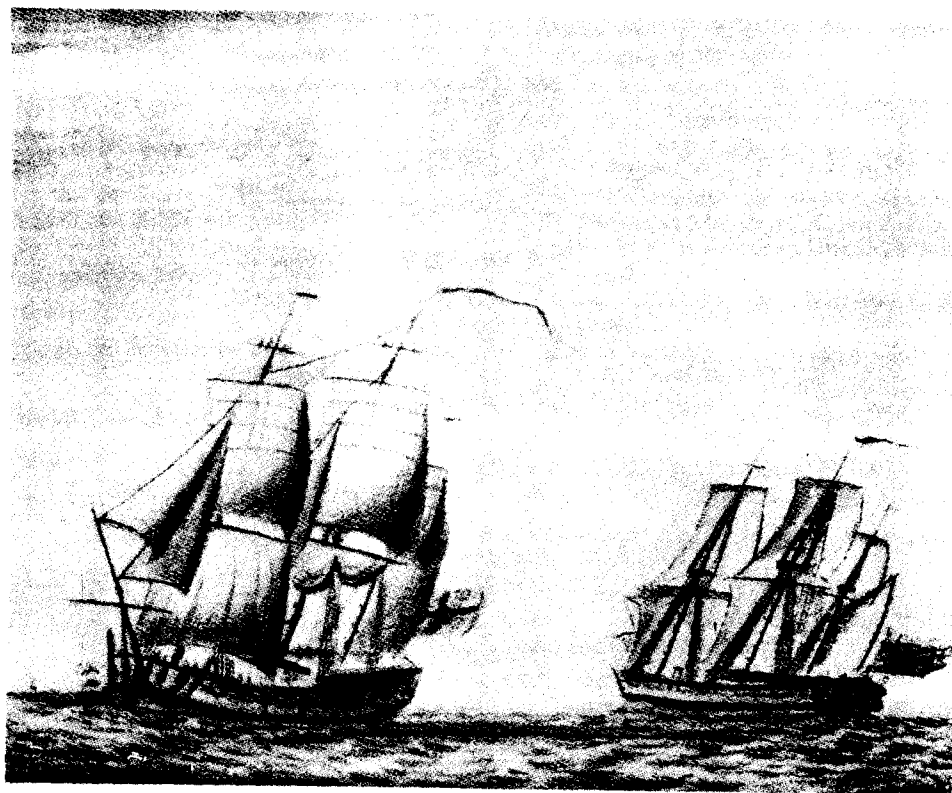
² These are often totally irrelevant, but there are a few interesting comments on the voyage, no doubt reflecting popular opinion. See above, p. 461, n. 2.

³ *Journal de Daniel Messervey 1769-1772, Société Jersiaise*, Publication 111^{me} (1896), 31.

⁴ Balleine, 184.

⁵ Dixon Library, 'Oddments' Portfolio A. Commissions.

⁶ In July 1772 the Deptford dockyard officers reported that the *Flamborough* was in need of repair which would cost £3993 for hull, masts and yards. The Navy Board commented in their letter to the Admiralty 21 July 1772 'as the estimate for her repair is nearly equal to her first cost and she is a ship of a bad character, it will be most for the advantage of the Service to sell or take her to pieces'. N.M.M., ADM/B/186.



XV. The *Dolphin* and the *Swallow* sailing for the Pacific
A sketch by Samuel Wallis in his log (Willyams MS)

CARTERET'S VOYAGE

25th. Sep^r. we got near three small Islands from which came several Canoes¹ these People radly came on board they had a few Coco Nutts which we got for pieces of Iron hoops, I realy believe for Iron tools we might have bough[t] most everything they had in their Islands, it is amazing to see how immoditrately found they are of Iron which they called Parram,² I thought one of them would have gon mad on my having given him three pieces of an old Iron hoop, each piece ab^t. 4 Inches long I suppose he thought himself as rich as any body in the world, he jumped ab^t. and laught so very hearty with such a happy Contenance, that I could not but scympathize with him, in his joy and I took a greadell of pleasure in observing the strong emotions of his contenance particularly when any body offer'd to take it away from him.

These Peop[l]e were of a free open disposition, not mistrustfull, went about in all parts of the ship eating and drinking what ever was given them, where as merry and familiar with our people as if they had been of a long acquaintance, wanting some to go onshore offering to leave others onb^d. in lieu, I intended to have stoped at these Isl^{ds}. if there had been anchorage but the strong westerly current could not fetch them and night comming on, we keep on our Course, two of these I^{ds}. are scarce better than Rocks it is surprising how

east, and the error is increasing. It was about 18 minutes too far east at Duroure's Island and Maty's Island. Carteret found it difficult to make a true correction for the currents because of his lack of a small boat for measuring them. (See Journal, above, p. 193.) He underestimated as a result the drift to leeward with the trade winds.

¹ Named by Carteret Joseph Freewills Islands, from the name he gave to the friendly islander who joined the ship. They are the Mapia Islands, 0° 49' N (south point), 134° 16' E.

² The word for iron was *paran* (*sic*) in the Caroline Islands too. See Jacques Arago, *Narrative of a Voyage round the World . . . Commanded by Captain Freycinet . . . 1817, 1818, 1819 and 1820* (1823), 286. Presumably the Mapia Islanders learnt the word from the Caroline Islanders, whom they reported to have the use of iron (see below, p. 202, n. 2). As the Caroline Islanders had close contact with the Eastern Archipelago, the word *parram* or *paran* was probably derived from the Malay word *parang*, meaning knife, which Tasman used in 1642 (J. E. Heeres, *Abel Janszoon Tasman's Journal* (1898), 19). Since iron was used especially for making knives it could easily come about that the word became applied to the material instead of the object. A word like *parang*—connected with a new and strange object and material—would be readily adopted, I am informed by K. W. Galis of the Bureau of Native Affairs, Government of Netherlands New Guinea.

JOURNAL

so many people can find subsistence on such small I^{ds}. they can have no fresh water but what they get by y^e Showers of Rain, for their can be no spring in so low land,¹ they lie in 50 minits to y^e Northw^d. of y^e line 12° 06' W^t. of New Hanover or 136° 30' E^t. of London, and called by y^e Inhabitents Piggan.²

These People are Indien Copper Colour'd (first of the Kind we have seen in these parts) fine long black hair, little beards which they pull out by the roots, have fine white Teeth, go naked except the Privy parts they cover slightly with a narrow piece of fine matting, well made & featured of y^e common stature, very neeble and active,³ many of them went up to our masthead faster and neebler then our people could do, their Canoes well & neatly made fine matts for sails, their rope & fishing Netts well made, one of their People would need stay with us notwithstanding all we & his Cammarades could persuede him to the Contrary, I therefor kept him as it was a free Act of his & called him Joseph Freewill I was in hopes some thing servicable might have been discoverd by him, but he afterwards grue sickly from being so long at sea and died at the Isl^d. of Celebes,⁴ I suppose they must have on those Isl^d.

¹ The consumption of water by Pacific islanders is rarely high, since coconut, sugar cane and other succulent foods provide enough moisture. Rainwater is usually collected in gourds (Parsonson).

² Pegun Island is the largest and most southerly of the three Mapia Islands, which are encircled by a continuous reef. The chart in Hawkesworth (I, facing p. 609) is based on one which Carteret 'drew from the Indians' [sic] description, who delineated them with chalk upon the deck and ascertained the depth of water by stretching his arms as a fathom'. Hawkesworth, I, 609. The 'Indian' was Joseph Freewill. The chart, which has south at the top, names the islands Pegan (now Pegun), Onata (Fanildo), and Onello (Bras). Note that Carteret's error of longitude is now as much as 2° 14' E.

³ K. W. Galis writes that in the nineteenth century native labourers were imported from the Caroline Islands, and as a result the people today are partly Polynesian in race and their language totally Polynesian. Before about 1800 they are believed to have been more Papuan than Polynesian. Carteret's observation that they had long hair suggests that their racial make-up included a Mongoloid element. The fact that the people seemed different in race from the Melanesians whom Carteret had encountered hitherto is significant, for this is his first friendly meeting with native peoples. The greater sophistication of these people and their regular contacts with people from the Eastern Archipelago explain the ease with which good terms were established. (See Editorial, p. 63.)

⁴ Joseph Freewill is entered as No. 111 in the muster-book; aged twenty-two, AB, joined 25/9/67, died 11/2/68 at Bonthain.

CARTERET'S VOYAGE

besides y^e Coco Nutts & Palm Trees, Beedle Nutt tree, Bread Fruit and lyme trees from his knowing of these fruits when he saw them at Celebes and the instant he got y^e bread fruit went and rosted it in the Embers, he seemed to make us understand that they had plenty of Fish and Turtle in y^e Season and that a Ship & People like us at times one a year or one in 2 years on her way to y^e Wward tuch'd at their Isl^d. for refreshments,¹ and that there was some more Isl^d. to the Northw^d. of them the People of which had Iron and were very treatorious to them²

The 28th. Sept. we fell in with a very dangerous Shoul in y^e L^d. 2° 53' N^o. 136° 19' E. of London & is ab^t. 11 or 12 miles round surrounded with small stones which just show themselves above water;³ that Evening saw & other I^d. from our Masts heads, I judge it might be in ab^t. L^d. 2° 50' N^o. 136° 34' E of London⁴ we had now y^e Weather very unsteady winds vable Squally & hard Rain.⁵

Since our sailing from Nova Hibernia we had a fine Easterly breeze smouth water and a strong Westerly Current which has been the chief mains that we go so far on, for it is amazing and increditable how extreemly ill the ship now goes particularly in these light winds, her bottom being now so very foul makes her

¹ Horsburgh reported that the people lived mainly off fish and coconuts. The islands were off the usual track of European ships, but Joseph Freewill probably remembered the visit of the *Warwick* in 1761 (James Horsburgh, *Directions for Sailing to and from the East Indies*, II (1811), 402). Freewill was possibly also referring to the regular visits of prows from the Eastern Archipelago.

² The Caroline Islands. See above, p. 200, n. 2, on the significance of this reference to the use of iron.

³ Helen Reef, 2° 58' N, 131° 49' E. Carteret called it 'Bad mens shoal' and drew a sketch in the margin of his log (Log IA, 28 September 1767). Hawkesworth prints the sketch (vol. I, plate facing p. 609).

⁴ Tobi Island, 3° N, 131° 10' E. It is named 'Hummock I^d, in Log IA, 29 September 1767.

⁵ This squally weather heralds the change in the monsoon. The shifting currents made it difficult for Carteret to adjust his position, especially as the boat for testing them was too heavy. On 28 September he recorded a strong current setting to the north, and on observing his latitude he had to add 16 miles to his log. On 29 September he corrected the log 25 miles to the north-west. (Log IA, 28-29 September 1767.) These corrections did not allow enough for the drift westward. His longitude for Hummock Island was 5° 14' too far east. On 30 September and 1 October he continued to observe a set to the north-west and made allowances for it until 4 October, when to his surprise he found the set to be north-easterly.

JOURNAL

quite unmanageable, meeting here the winds variable with uncertain currents setting some time one way & some time another we could get no ground to y^e Westward, While we had a fair wind we did prety well with her (only longer about it then other Ships would) but when it is Contrary it is impossible and beyond all the Art of Men to make her do anything to y^e purposs like an other Ship, and all tho we may have good slants this will more clearly appear from the length of time we was from here getting as far as Macassar about 400 Leag^s.¹

The 12th. of Oct^r. we got near two Small I^{ds}. (uninhabited I believe) their Latt^d. 4° 40' N^o. 14° 24' W^t. of Queen Charlotts Foreland New Hanover,² we had here very strong Southerly Currents, the 20th. Instant had terrible hard gale of wind from y^e SW Q^r. which obliged us to lay too for 64 hours with everything made as snugg as we could make it³ the 26th. saw the NE part of the Island Mindanao.⁴

¹ Carteret did not reach Macassar in south-west Celebes until 16 December.

² Carteret discovered three islands on 12-13 October. At 5 a.m. on 12 October he discovered in 4° 40' N, 134° 03' E, a small island which he called Bird Island. At 9 a.m. on 13 October he saw two other small islands close together in 5° 18' N, 133° 40' E and called them 'Current Islands' on account of the strong currents there. Log IA, 12-13 October 1767. Bird Island was Pulo Anna, 4° 40' N, 131° 58' E, the Current Islands were the Sonsorol Islands, 5° 20' N, 132° 13' E. Hawkesworth (I, 610-11) says that Carteret called the island discovered on 12 September Current Island, and that he gave the name Saint Andrew's Islands to the two islands discovered on 13 September. This change of name may have followed from the identification of the two more northerly islands with the St Andrew's Islands of the Caroline Islands. On Vaugondy's 'Carte des Isles Carolines', pl. VII in De Brosses's *Navigations* (1756), for example, the islands are marked in 5°-5° 10' N. They are named as a group 'Isles de S. André', with the separate names of Sonrol for the northerly, Codocapuei for the southerly. Two islands named Pulo Meriere (Pulo Anna and Merir Island) are marked in 4° 10' N. The identification—made after the voyage presumably—of the 'Current Islands' with Saint Andrew's Islands was correct. Two of the islands, probably the Sonsorol Islands, had been discovered by Magellan's ship *Trinidad* in 1522 and were named San Antonio, or, according to some accounts, San Juan.

³ On 20 October Carteret was in 8° 46' N and by 22 October had been driven north to 8° 59' N. These currents were driven by the south-west monsoon, now beginning to yield to the winds of the north-east monsoon. Carteret correctly attributed the gale of 20-22 October to the 'shifting' of the monsoon. (Hawkesworth, I, 611.) At times he found that the current ran to windward against the gale (Log IA, 21 October 1767).

⁴ 'Having seen the north east part of the island on the twenty-sixth of October, without certainly knowing whether it was Mindanao or Saint John's,