

Finding aid for the

Log of the *Kaimiloa*

and the

Log of the *Velocity*

Kaua'i Historical Society

MS 23

Log of *Kaimiloa*

Abstract

It was an era of kingdom-building, and alliances were in vogue. King Kalakaua had been in office since 1874, overseeing his small independent country. Influenced by his recent trip around the world, he looked forward to developing alliances with other Polynesian countries, seeing Hawaii in the center position. By 1883, commissioners had visited the Gilbert Islands and the New Hebrides, without success.

King Kalakaua purchased the 170-ton English vessel *Explorer* for a reputed price of \$20,000. Renamed *Kaimiloa*, it was refitted as a warship, and in 1887, it set sail for Samoa, Captain George E. Gresley Jackson at the helm. Capt. Jackson was a former British naval officer, and more recently, the former head of a reform school. His crew were former students. On board was John E. Bush, as the King's embassy, and a Hawaiian band. The crew was Hawaiian.

The mission was facing an uphill climb in its endeavors. Imperial Germany was already in discussion with Samoa, and both Britain and the United States were interested in the structure of power within the region. (This important region was of interest to most of the European powers – two years after this voyage, the warships of the United States, England, and Germany were all at anchor in Apia Bay, as Germany had asserted a right to possession. In March, 1889, a hurricane destroyed the fleets.)

Historical accounts indicate that from the beginning there were problems with the officers and the crew. Upon arrival in Samoa, the festivities were problematic as well. Robert Louis Stevenson, then a resident of Samoa, is quoted regarding a reception at the Hawaii embassy:

“Malietoa, always decent, withdrew at an early hour. By those that remained, all decency appears to have been forgotten.”

In the morning, he added, the revelers were aroused from a drunken stupor and sent home. King Malietoa is reported to have said:

“If you came here to teach my people to drink, I wish you had stayed away”.*

Back in Honolulu, a reform movement was underway, with Americans and other influential foreign residents helping to disrupt Kalakaua's cabinet. Walter Murray Gibson, his majesty's minister of foreign affairs, had to escape by boarding a ship bound for San Francisco. A new cabinet was formed. Under the leadership of Lorrin A. Thurston, the *Kaimiloa* was recalled. She returned to Honolulu harbor on September 23, 1887.

This appears to be her only voyage for the state. The ship was disposed of, fetching \$2,800. For awhile she was used for interisland shipping. After a period in dry dock, her engines were removed (and used to turn wheels in a sugar mill operation) and the hull was burned.

Scope and Content

This oversized item (leaves are 11 x 20 inches) is a photocopy. Each leaf contains two pages of the log, there are 42 leaves in total, numbered on top right hand corner. The log is mostly in English. There are some passages in Hawaiian, almost all of interest to the researcher. Translations by date are on leaves 36 through 40 – duplicate typed translation on the right side, and handwritten translations by date on the left side.

The voyage began on May 19th, 1887, leaving Honolulu harbor bound for Samoa. The final entry is on September 22 with the lights of Honolulu visible from the ship.

Entries are recorded, generally daily, throughout the duration of the voyage. The excerpts noted in the inventory will assist the researcher in identifying periods of interest, and are not a complete transcription of the log. Longitude, latitude, and sailing conditions are also noted in the log.

There were two log books of the voyage: this copy was prepared by Frank Waiau, and an additional log book was kept by Sam Maikai. Both were lieutenants on the voyage. The Maikai log, along with a photographic record of the voyage, as well as official letters and other documents between the royal commissioners and the Samoa kingdom, are maintained by the Hawaii State Archives.

Materials gathered to assist the archivist in processing this document are included at the end of the finding aid for the use of researchers using this document. These materials include maps of the areas visited from internet sites and are of the same era as the voyage.

*Gessler, Clifford : Tropical Landfall, the Port of Honolulu. New York, Doubleday, 1943, pp. 190.

File 1 Log of *Kaimiloa*

The title page gives us this information:

Log book ... of HMS *Kaimiloa*

Voyage from the port of Honolulu Oahu bound to Samoa Island

Commanded by Capt. G.E. Jackson

Commencing May 19th, 1887

Kept by Lieut. Frank Waiau, R.N.

Excerpts from the log:

May 31 (Tuesday) "fire one round from each gun to test the newly made cartridge"

June 11 (Saturday) "punished Alcole an apprentice with 12 lashes and to be kept on bread and water for one week for maliciousness" (translated into English)

June 13 (Monday) "employed variously and getting anchors & boats ready and ranging chain cables"

June 15 (Wednesday) 3.00 "Obsd [observed] the lights of Apia"

9.00 "Pilot came off and took into Apia..."

"moored in Apia harbour"

"Found an anchor here the German gunboat *Adler* received a visit from the same"

8.15 "sent the band to play at the Hawaiian legation"

June 16 (Thursday) "I took charge of the magazine and keys by order of Capt. Jackson"

June 17 (Friday) "Crew going ashore for liberty Draw 36.00 for the marines"

June 19 (Sunday) "Fire 21 guns for Lucerio Jubilee"

June 20 (Monday) from Apia towards Leone Bay

"9.00 received on board mail bound for Honolulu & San Francisco....working up along the coast"

June 23 (Thursday) "3.00 steered in for Leone Bay and landed the pilot....Maikai and Mr. Dafty photograph & communicated with authorities"

June 24 (Friday) "at anchor ... waiting for the mail steamer
"11.10 left ... for Apia
"Arrived at Apia 10.15"

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File 1 Log of *Kaimiloa* (continued)

June 27 (Monday) "11AM went to Apia coach house for reception see the King Malietoa
at 1.30 King Malietoa came board at 3.00 King Malietoa sent a shore
salute 21 guns"

June 28 (Tuesday) "1.30 His majesty King Malietoa call on the ship. His Ex. J.E. Bush,
Tom Webb was also on the ship. at 4.00 His Majesty left the ship
& saluted with the usual honors. Mr. Bush also received his usual
honors

June 29 (Wednesday) "at anchor in Wainau Bay"

July 1 (Friday) "At anchor in Apia harbour"

July 4 (Monday) "9.30 The racing boats started the German boats ahead & the
whale boats next"

July 7 (Thursday) "8A.M. Carpenter went ashore to Strong place to have it out Mr.
Strong drew the pistol on the carpenter but the carpenter took the
pistol away from Strong and he kept it"

July 9 (Saturday) "12.00 left Apia harbour for Afega Bay"
"3.20 moored in Afega Bay"
"4.00 paid an official visit to Malietoa"

July 10 (Sunday) "10.00 left Afega Bay for Savaii"

July 10 (Monday) "8.00 dropped anchor / at anchor in Matautu Bay"

July 20 (Wednesday) "arrived in Apia"

July 22 (Friday) "North German strmr [steamer] *Lloyds* arrived with 60 tons of coal"

July 23 (Saturday) "Men empd [employed] in coaling Got in 60 tons coal"

July 26 (Tuesday) "Marines & ships company exercise rifles practice"
"6.00 band went ashore for a luau"

July 27 (Wednesday) "Two marines escape from the ship *Kauaua* & *Lifeni*"

July 29 (Friday) "I went ashore to search for the two marines"

July 30 (Saturday) "I went ashore to search for the two marines"

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File 1 Log of *Kaimiloa* (continued)

July 31 (Sunday) "Gave orders to Mr. Webb for the two marines My order carried out"

August 7 (Sunday) "Capt. Jackson told Hilbes to put on his stripes damn the Natives
Officers make them work I stand by you"

August 10 (Wednesday) "came to anchor in Pangopango Harbour crew went ashore"

August 11 (Thursday) "His Ex Mauga Gov of Tutuila paid us an official visit"
"At noon salute of 17 guns for the Gov Mauga"

August 14 (Sunday) "Sent two marines ashore to watch the Captain Jackson by order of
Hilbes"

August 17 (Wednesday) "3 rifles went missing" (translated into English)

August 18 (Thursday) "4 rifles went missing" (translated into English)

August 19 (Friday) "14 rifles missing. The captain gave 600 cartridges to Manga.
Again, 22 rifles missing and 1 crown flag" [translated into English]

August 20 "Arrived in Leone Bay at 4 p.m."

[There are several entries in Hawaiian during the next few days.]

August 23 (Tuesday) "8.30 left Leone Bay bound for Honolulu"

September 22 (Thursday) "sight Honolulu at 2PM 66 miles from land"

Abstract

This accounting of the voyage of the *Velocity*'s voyage from Boston to Hawaii in 1834-1835 was written by William Hooper. Hooper was one of three partners who had secured a lease to raise sugar cane in Koloa on the island of Kaua'i. The Brig *Velocity* had been purchased the Brinsmade, Ladd & Hooper prior to this voyage.

Stephen Reynolds on June 5, 1835, wrote in his journal "Brig *Velocity* went out for Hanalei, Kauai, Mr. Ladd and Dr. Peabody passengers, Ladd & Co. went to view the place and lay out a large cane operation ... William Hooper, who had returned on the Brig *Velocity* on January 26, 1835 from a trip to Boston, moved to Koloa and undertook the management of the operation."* A photocopy of Hooper's plantation diaries are part of the Kauai Historical Society.

*Alexander, Arthur C. : Koloa Plantation 1835-1935 / a history of the oldest Hawaiian sugar plantation 2d edition, Lihue, Hawaii : Kauai Historical Society, 1985 p. 3-4

Scope and Content

This oversized item (leaves are 11 x 20 inches) is a photocopy. Each leaf comprises two pages of the log. There are a total of 15 leaves.

The early days of the voyage contain sailing information, with latitude, longitude, and extensive notations regarding weather and sea conditions. Later entries are more complete, with information regarding ports and sightings of other vessels.

The log begins on July 1, 1834 upon *Velocity*'s leaving the port of Boston, and ends on January 25, 1835 with passage along the islands of Hawaii, Maui, and Molokai, and the sighting of Oahu.

Repetitive entries regarding weather and sea conditions as well as latitude and longitude are available on the original document, however, they are not noted in the finding aid.

Mr. Hooper's spelling of the names of the Marquesas have been corrected to reflect the spelling found on maps of the same era. In addition, words or letters in brackets have been added by the archivist to assist researchers in the use of this finding aid. Please

refer to the document to see the material in its original format.

At the end of the finding aid are some maps which will assist the researcher in following the progress of the *Velocity* on this voyage.

Processed by Carolyn Dettling in 2006
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File 2 Log of *Velocity*

Title page:

Brig *Velocity*, Capt. Procter, bound from Boston to the Pacific Ocean

Excerpts:

July 1 Tuesday Pilot came on board ... at 11, came to off Long Island ... put to sea

July 2 Commenced cloudy, brisk breeze ... 4pm. Thatcher Island lights ...

July 3 ... fresh breeze and rain ... tacked to the south ...

July 5 constant light rains and buffeting ... all sail with wind ...

July 6 ... foggy ...

July 9 ... brisk breeze & pleasant ... 3pm. Took in the royals and main ...
cloudy and rough ... pump ship every hour. Another day with rain ...

July 11 ... appearance of trade wind. In mod weather the brig leaks but a
trifle – in rough weather she leaks much, supposed to be in the head –
intend to stop it first calm day

July 13 ... a brig showing am. Colors, bound from Cadiz to Phila.–appeared like
a French ... had poop deck – no name on stern

July 16 ... saw a ship standing N.W.

July 18 dead calm

July 20 dead calm

August 8 We have finally drifted to lat 25.21 N, long. 34.43W ... the wind ahead

August 9 ... some rain ... head swell

August 10 strong wind

August 12 fresh gales, cloudy

August 17 squally

August 21 com. strong gales, rough head sea

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File 2 Log of *Velocity* (continued)

September 8 rougher weather, storms

September 19 ...saw a brig ... the *Libra*

October 3 At 3am entered the straits of Magellan, at 6 am. Cape Virgin ...

October 4 At 2pm passed the first narrows. Light wind. At 6pm strong tide setting us on L of the straits, at 10pm passed the second narrows at 11 came to anchor in 13 fath. Elizabeth Island ... South. At 8am got underway with a fine breeze ...

October 30 Magellan Straits -- after leaving an anchorage at Elizabeth Island, we had a stiff breeze ... enabled us to make Port Famine which by the by we passed and endeavoring to regain it got aground, the tide leaving us with only 3 feet, soft bottom, the next tide ... brought us off safe, not however without passing a sleepless night. The day following we had a dead calm, but by dint of much exertion we were at sundown safe at anchor in Port Famine. The five days we lay here was employed in gunning, getting in wood, water, washing clothes, etc etc. Every thing being in readiness we again got under way with a fair & moderate breeze expecting to be in the Pacific in a few days but in this we were much disappointed for after ... Cape Froward, the wind came right in our teeth, night coming on we put back and anchored in Nicholas Bay. It would be ... to enumerate all the "forward & backs" we made in our endeavors to get through this...at this date we are only ...100 miles or so from Port Famine. The wind blowing a continual gale from the westward, effectively preventin[g] our making any further progress in that quarter, we therefore...give Cape Horn a try...all on board were down in the mouth, doubting rather our frail vessel...From a thirty days residence in the straits of Magellan I am well satisfied that it is not only a waste of time but highly dangerous to attempt to enter the Pacific by them, the wind blows continually from the west or rather it draws through the straits from that is a current of from 1 to 7 knots, which if you are left in a clam, will quarter, forming all its windings, so that it is always directly ahead. Added to this assuredly set you ashore there are many

good harbors...Cape Gregory, Port Famine, Nicholas Bay, Woods Bay...York Road & others. Wood & water to be obtained at all of them. These straits will never be frequented unless some enterprising Yankee should send out a steam boat to tow vessels through. At some future day that will surely be the case. We left ... on the morning of Oct. 30
Same day anchored in Woods Bay.

October 31 Anchored near Fresh Water Bay

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File 2 Log of *Velocity* (continued)

November 1 Anchored in Gregory's Bay

November 2 Sailed from Gregory's Bay

November 4 Com[menced] strong N.W. wind, cloudy...with a gale. Shipping much water and making no progress

November 6 ... saw a brig

November 8... a SW gale heavy seas shipping much water, leaking badly

November 12 ... saw an iceberg 10 miles SE

November 15 ... continuation of southerly wind enable us to make much progress on our course. Saw a ship

1835

January 11 Winds east at noon made Hoods Island at 12 midnight made [Hoohahooga]Island West Pt. t ... by compass south dist. 1 mile same time [Nukahiva] bore by compass west at 10A.M. was found by natives who informed us that the miss[ionaries] had left [Nukahiva] at 11. Got into the bay and sent boat on ashore for water the brig standing off on during which time two naked Englishmen came off & informed us that the miss[ionaries] had left nine months since – we had quite a number of natives on board, who are in all respects the same as the inhabitants of the Sandwich Islands - they appeared to be friendly – two ... calling themselves kings of the tribe were on board of us and appeared to be fond of white men...

Janaury 23 ...at noon made the island of Hawaii bearing by compass

January 25 The island of Hawaii still in sight, quite calm...a few hours also made Maui ... passed Molokai at 8pm...Oahu being in sight of ...