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NOTES ON CAPTAIN BLIGH'S VISITS TO TASMANIA
IN 1788 AND 1792.

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INTRODUCTION.

Among the annals of Tasmanian discovery the record of William Bligh has scarcely had the attention paid to it which his work merits.

The fact is often lost sight of that the famous *Bounty* anchored for a period in Adventure Bay before proceeding to Tahiti, where the charms of the Eves of the Friendly Islands proved too great a temptation to the crew. The resultant mutiny, and Bligh's famous voyage of 3,600 miles in an open boat to Timor, afford material for those pages of history that are known, in the language of Macaulay, "to every school-boy."

Bligh's visits to Tasmania are not recorded in the lists of the early navigators given by J. B. Walker (1890 and 1902) or J. Moore Robinson (1921, p. 159), yet Bligh made discoveries and added to the early knowledge of Tasmania, and if it had not been for the rough weather experienced during his second visit, he would almost certainly have forestalled many of the discoveries of D'Entrecasteaux.

Before proceeding to examine in detail the chief events of Bligh's visits to Tasmania in 1788 and 1792, it may be as well to recall the outstanding chapters in his own life's history.

The early portion of this is rather obscure, but 1753 is the usually accepted date of his birth. He joined the Royal Navy at an early age, as he was captain's servant on the *Moumouth* in 1762. He occupied this position for several months, and then, as far as official records go, there is no further trace of his career until July, 1770, when he shipped as A.B. on the *Hunter*. After serving on several ships, he was appointed on 1st of July, 1770, master of the *Resolution*, under Captain Cook, during that navigator's third and last voyage to the South Seas. It was in the *Resolution* that Bligh paid his first visit to Tasmania.

Returning to England, after an absence of four years, he was promoted Lieutenant, and carried out a number of surveys. Such promotion tends to show that he must have shown marked ability early in his career, because not only was he chosen by Captain Cook as sailing master of the *Resolution*, but apparently carried out his work so well that he was immediately raised in rank.

Bligh took part in the battles of the Dogger Bank (1781) and Gibraltar (1782), and shortly after this he was engaged for several years in the merchant service, sailing to many parts of the world.

At this period there was a movement being made to have the bread fruit of the Pacific introduced to the West Indies, where, it was thought, it would feed the natives. Sir Joseph Banks, who did so much to further the exploration of the South Seas, and was a patron of Bligh, secured for him the leadership of an expedition which had for its main object the introduction of bread-fruit trees into the West Indies.

At the end of 1787 Bligh sailed from England in command of the *Bounty*, and, in spite of the mutiny and the enormous difficulties to be overcome, he once more returned to England, on the 14th of March, 1790. He was given a hearty welcome, and promoted Commander, which rank was raised to that of Post Captain during his command of the *Falcon*.

A second expedition was being arranged, and Bligh was again placed in command. His ships, the *Providence* and *Assistant*, left England in 1791, and the task of transplanting the bread-fruit trees to the West Indies was successfully accomplished, and the Captain returned once more to the Motherland in 1793.

He was present at the mutiny at the Nore, and carried out the work entrusted to him by the Admiralty with con-

siderable bravery. He commanded a ship at the battle of Camperdown, and later at the battle of Copenhagen in 1801. In this year he was elected a Fellow of the Royal Society, in recognition of his work as a navigator, and the assistance that his work had been to the cause of science.

In 1805, largely owing to the influence of Sir Joseph Banks, Bligh was appointed Governor-in-Chief of New South Wales, which colony then included the whole of Eastern Australia and Tasmania. He arrived at Port Jackson in August, 1806. His attempts to introduce certain needed, but drastic, reforms met with considerable opposition from a section of the community. This led to an insurrection in January, 1808, when certain military officers placed Bligh under arrest. He was kept in confinement until February, 1809, when he was allowed to embark for England. Bligh was supposed to sail direct, but he called at the Derwent, and was the cause of some concern to Lieutenant-Governor Collins. He returned to New South Wales after the arrival of Governor Macquarie, and finally departed for England in May, 1810.

Bligh eventually returned to England, and the authorities, by their actions, apparently approved, on the whole, of the late Governor's tactics, and gave little encouragement for any military force to depose a Governor in the future. Bligh was appointed a Rear-Admiral of the Blue Squadron in 1811, and a Vice-Admiral in 1814. He died on the 7th of December, 1817.*

The period of Bligh's governorship is not usually referred to in complimentary terms by some authors, but anyone who studies the question cannot but fail to see that such a period was bound to take place at some stage in the colony's history. Bligh was used to the rough life of the high seas, and his manners and methods merely made events to happen with greater rapidity than they otherwise would have done. In fact, the progress of Australia was advanced, as the storm caused by Bligh's arrest led to the Home authorities taking action. As Dr. Watson states, "it forced them to immediate reforms. It directly caused the recall of the New South Wales Corps, which, by long residence, had become the most powerful and perhaps the most evil factor in the community. "It indirectly led to the reform of the law courts, to the

*There are several publications dealing with the life of William Bligh. The best as far as its connection with Australian history is concerned, is that written by Dr. Frederick Watson. (Historical Records of Australia. Series I., Vol. VII., intro.)

"removal of the restrictions on trade and commerce, and to "the general betterment of the conditions of life in the "colony."

Looked at in this light, it will be seen that Bligh's connection with Australian history embraces an era rich in historical events and consequences. In the following pages it is hoped to give some information concerning Bligh's visits as an explorer, to the Southern Isle over which he was later to become Governor-in-Chief.

THE VOYAGE OF THE *BOUNTY*.

The voyage of the *Bounty* is so often referred to that the main outlines may well be recalled before dealing in detail with the events that occurred during her stay in Adventure Bay during August, 1788.

H.M.S. *Bounty* was a vessel of 215 tons. Her extreme deck length being 90ft. 10in., and beam 24ft. 3in. The height in the hold under the main beams at main hatch was 10ft. 3in. In the cockpit were the cabins of the surgeon, gunner, botanist, and clerk, together with steward room and storeroom. Between decks, the great cabin was arranged as a conservatory, and reserved for the plants of the bread-fruit tree. The great cabin extended from the stern to the after hatchway, and had two large skylights and three scuttles for air. A false floor was provided, which was cut full of holes for pots, and the deck, or main floor, was covered with lead, from which pipes led to tubs, in order that the water used for watering the plants could be used on more than one occasion. The master's and captain's cabins were immediately forward of the conservatory. The ship's establishment amounted to forty-four persons, and, in addition, there were two botanists, appointed on the personal recommendation of Sir Joseph Banks, who was taking a keen interest in the natural history of these southern lands. The botanists were David Nelson, who had previously been with Cook, and his assistant, William Brown.

Bligh was appointed to the command on 16th of August, 1787, and immediately began to take an active interest in the fitting out of the vessel. At his instigation the masts were shortened, and less ballast was taken in, nineteen tons being considered sufficient, in place of the customary forty-five tons. On the 9th of October the gunners' stores and guns, four four-pounders and ten swivels, were taken aboard, and the ship was ready for sea. The provisions taken were

sufficient for eighteen months, and, in addition to the usual allowance, there were supplies of "sour krout, portable soup, "essence of malt, dried malt, and a proportion of barley "and wheat, in lieu of oatmeal."

After many delays the ship finally left Spithead on 23rd of December. Supplies were obtained at Teneriffe, which was left on the tenth of January, 1788, and on the twenty third of March the *Bounty* was off the coast of Tierra del Fuego. After fighting against the westerly gales for many days, Bligh was forced to give up the attempt to reach the Pacific by means of the Cape Horn route, and on the twenty-second of April the *Bounty's* bow was turned to the east, and the little ship bore away for the Cape, thence eastward, round New Holland, for the isles of the Pacific.

A month later Table Mountain was sighted, and the ship remained at the Cape until the first of July. On the twenty-eighth the Isle of St. Paul was sighted, and by the middle of August Bligh records that they had much bad weather, with snow and hail on their approach to V.D.L., and that "nothing was seen to indicate the nearness of the coast "except a seal when we were within the distance of 20 "leagues."

On the 19th of August the Mewstone was sighted, but it was not until two days later that the *Bounty* was moored in Adventure Bay, where Bligh remained until the 4th of September.

On the 26th of October Tahiti was reached. Here the *Bounty* remained until the 5th of April, 1789. The bread-fruit trees had been duly secured, but the long stay amidst the Friendly Isles had had a demoralising effect upon certain members of the crew.

On the 28th of April, at daybreak, when the ship was passing south of Tofua, the famous "Mutiny of the *Bounty*" occurred. Bligh and eighteen others were set adrift in an open cutter.*

Then followed that wonderful feat of seamanship for which Bligh will ever be remembered. Through uncharted seas Bligh navigated his small craft 3,618 miles, and on the 12th of June sighted Timor, Coupang being safely reached on the 14th.

During the stay at Coupang, Nelson, the botanist, died on the 20th of July. Some years later, when the French ex-

*The dimensions of the cutter were (1790, pl. I.) :—Length, 23ft. 0in.; Breadth, 6ft. 9in.; Depth, 2ft. 9in.

ploring ships, commanded by Admiral Baudin, were at Coupang, Riédlé, the naturalist of the expedition, died here on the 21st of October, 1801. The French buried him in Nelson's grave, and raised a monument in memory of both naturalists.

Bligh managed to purchase the schooner *Resource*, and reached Batavia on the 1st of October, and, after further trials, eventually returned to England on the 14th of March, 1790. Here he was welcomed as a hero, raised in rank, and given the command of another expedition to the South Seas.

THE *BOUNTY* AT ADVENTURE BAY, 1788.

On the nineteenth of August the Mewstone was sighted, the wind being strong nor'-west. Several fires were noticed inland from South Cape, telling of the presence of natives. The following day was spent in endeavouring to work into Adventure Bay, but variable winds prevented this objective being attained.

At 5 o'clock on the morning of the twenty-first the ship anchored off Adventure Bay. At sunrise the anchor was again weighed, and by noon the ship was worked into the bay and moored. The bearings of the *Bounty's* moorings being: "Penguin Island bearing N. 57deg. $\frac{1}{2}$ E., about two miles distant; Cape Frederick Henry N. 23deg. E., and the "mouth of the Lagoon S. 16deg. E."

The ship being safely moored, an inspection was made, in order to ascertain the best place to obtain wood and water from. The site selected was at the west end of the beach near where the present jetty stands, as the surf was found to be less at this place than elsewhere. Present-day charts refer to this locality as Quiet Corner, owing to the sheltering effect of the high stone cliff which projects into the bay at this point. The stone forming this headland is remarkably rectangular in certain positions, which accounts for Bligh naming this point "Hewn Stone Head" on his charts of 1792.

The water was obtained from a gully about sixty yards from the beach. Bligh points out that the water was good, but was merely "a collection from the rains, the place is "always dry in the summer months; for we found no water "in it when I was here with Captain Cook in January, 1777." Nevertheless, Bligh saw fit in 1792 to describe the small creek which meanders to the beach at this locality by the name of the "Bounty Rivulet." Resolution River, where Captain Cook

obtained water in 1777, was farther to the north, the larger rivulet at the end of the beach past Hewn Stone Head.

The explorers found no traces of any European vessel having been in the bay since the *Resolution* and *Discovery*. From some of the trunks of the trees which had been cut down during the visit of these vessels in 1777 shoots had grown to a length of twenty-five feet, with a circumference of fourteen inches.

At daylight on the twenty-second a party, under the command of Mr. Christian and the gunner, was sent ashore to commence the wooding and watering operations. There was so much surf on the beach that the wood had to be rafted off in bundles to the boat. During the day the botanists were engaged in examining the surrounding country, and Mr. Nelson is reported as being greatly impressed with the size of the trees.

On the following day, the twenty-third, the surf was greater, and interfered to a considerable extent with the wooding and watering parties. Bligh's narrative states that whilst but poor results were obtained with the seine, many rock cod were caught from the vessel by means of hook and line. Mention is also made of the birds—several eagles, beautiful blue-plumaged herons, a great variety of parakeets, and a few oyster catchers and gulls. In addition, there were ducks on the lake.

From the twenty-fifth to the twenty-ninth of August the weather was very unsettled, and not much work could be done. A sawpit was dug, and a number of men were employed in sawing wood into planks. Fish were caught in fairly large numbers, and the seine yielded better results. The anglers were also successful in "the lake."

On the trunk of a dead tree an inscription "A.D. 1773" was noticed. The figures were very distinct, even the slips made by the knife being discernible. This inscription must have been cut by Furneaux's men fifteen years before.

Bligh records that upon Nelson's recommendation he fixed upon the east side of the bay as the most suitable situation in which to plant a number of fruit trees. Apart from the fact that the undergrowth was less in this locality, the soil was also good, but one factor which Bligh was afraid of was the danger of fire, as the natives were in the habit of setting fire to the bush, and in the dry season these fires spread in all directions. However, having chosen the most favourable situation, the following were planted:—Three

young apple trees, nine vines, six plantain trees, a number of orange and lemon seed, cherry stones, plum, peach, and apricot stones, pumpkins, also two sorts of Indian corn, as well as apple and pear kernels. The trees in the vicinity were also marked, and Nelson followed the circuit of the bay, planting in such situations as appeared most suitable.

Unfortunately, the exact positions of the plantations were marked upon Bligh's chart of Adventure Bay which was lost in the mutiny, but from his subsequent chart of 1792, together with the detailed description in the log of the *Providence*, certain of the localities can be fixed. Near the watering place, which was at the head of the cove now known as Quiet Corner, Bligh planted potatoes, onions, and cabbage roots. Certain of the fruit trees were planted near East Cove, for in the log of the *Providence*, under the date of the sixteenth of February, 1792. Bligh records: "It was with "peculiar satisfaction to me to find one of the apple trees I "planted here in 1788—only one remained, and this, although "alive and healthy, had not made a shoot exceeding 12 or 13 "inches."

The foregoing is of interest, for it shows, as far as records go, that the first apple trees and potatoes were planted in Tasmania in August, 1788, by the botanists—David Nelson and William Brown—of Bligh's expedition.

On the first of September some natives were seen in the distance, and hopes were entertained that they would come towards the ship. Fires were seen on the low land to the north-west. As the natives did not appear, on the following day Bligh set out in a boat, but was unable to land in the vicinity where the natives had been seen. After waiting for some time, Bligh records: "We heard their voices like the "cackling of geese, and twenty persons came out of the "wood, twelve of whom went round to some rocks where the "boat could get nearer to the shore than we then were. "These who remained behind were women.

"We approached within twenty yards of them, but there "was no possibility of landing, and I could only throw to the "shore, tied up in paper, the presents which I intended for "them. I showed the different articles as I tied them up, "but they would not untie the paper until I made an appearance of leaving them. They then opened the parcels, and, "as they took them out, placed them on their heads. On seeing this, I returned towards them, when they instantly put "everything out of their hands and would not appear to take "notice of anything that we had given them.

"When they first came in sight, they made a prodigious clattering in their speech, and held their arms over their heads. They spoke so quick that I could not catch one single word they uttered. We recollected one man, whom we had formerly seen among the party of the natives that came to us in 1777 Some of them had a small stick, two or three feet long, in their hands, but no other weapon.

"Their colour, as Captain Cook remarks, is a dull black; their skin is scarified about their shoulders and breast. They are of middle stature, or rather below it. One of them was distinguished by his body being coloured with red ocher, but all the others were painted black, with a kind of soot, which was laid on so thick over their faces and shoulders that it is difficult to say what they were like.

"They ran very nimbly over the rocks, had a very quick sight, and caught the small beads and nails which I threw to them with great dexterity. They talked to us sitting on their heels, with their knees close into their armpits, and were perfectly naked."

The foregoing reference to the Tasmanian aborigines is given almost in full, because of its interest as a first-hand observation of these natives in their primitive state. So many of the records relating to the former inhabitants of our Island State are based on observations made after the settlement, that it behoves all who take an interest in the characteristics of the departed race to take every opportunity of referring to those records, alas! so few in number, which were made by the early explorers in the era preceding the settlement.

Apart from Bligh's personal observations with regard to the dusky inhabitants of Adventure Bay, we have the testimony of Brown, the botanist, who met several during the course of his excursions in the bush. Brown also reported that he "saw some miserable wigwams, in which were nothing but a few kangaroo skins spread on the ground, and a basket made of rushes."

On the same day as he had the interview with the natives Bligh landed on the point near Penguin Island, and from the high land in the vicinity secured an extensive view of what he took to be Frederick Henry Bay, but which was in reality the channel which now bears the name of D'Entrecasteaux, after its French discoverer. Bligh also refers to the island "in or near the middle of the bay." The island referred to being now known—in company with many others around the shores of Tasmania—as Green Island.

A calm on the third of September prevented the *Bounty* sailing, but on the following day, with the aid of a fresh nor'-westerly breeze, the anchor was weighed, and the ship entered upon the last stage of her voyage to Tahiti, which was reached on the twenty-sixth of October, 1788.

THE VOYAGE OF THE *PROVIDENCE* AND THE *ASSISTANT*, 1791-1793.

Upon Bligh's return to England after the sensational mutiny of the *Bounty*, he was proclaimed a hero, and was soon given command of a second expedition, in order to transplant the bread fruit to the West Indies. Two vessels were this time placed at his disposal. The first was the *Providence*, a three-deck ship of 420 tons, and having a keel length of 98 feet, which had only been launched at Blackwall on the 23rd of April, 1791. Her complement was 134 men, and armament twelve guns and fourteen swivels.

The *Assistant* was a brig of 110 tons, and a keel length of 51 feet. Her complement was 27 men, and armament four four-pounders and eight swivels.

It is of interest to note that Matthew Flinders, who later was to play such a prominent part in Australian exploration, was a midshipman on the *Providence*. The two botanists selected for the expedition were James Wiles and Christopher Smith.

The *Providence* and *Assistant* left England on the third of August, 1791, and reached Teneriffe a fortnight later, where they stayed until the sixth of September. On the third of October the Equator was crossed, and Table Bay entered on the sixth of November. Sailing from the Cape on the twenty-third of December, the ships passed the Isle of St. Paul on the eighteenth of the following month, and on the eighth of February, 1792, sighted Tasmania. Leaving here on the twenty-fourth of February, Tahiti was reached on the ninth of April. Here they stayed until the twentieth of July, on which date the return voyage was commenced. After touching at Fiji, making his way by skilful navigation through Torres Straits, Bligh once more reached Coupang (Timor), on the second of October.

The Cape was rounded in November, and Christmas was spent at St. Helena. On the twenty-third of January, 1793, the ships arrived at Jamaica, and Bligh's task of transporting the bread fruit from the South Seas to the West Indies had been successfully accomplished.

The ships finally reached the end of their long voyage on the seventh of August, when they anchored at Deptford.

THE *PROVIDENCE* AND ASSISTANT AT ADVENTURE
BAY, 1792.

At a quarter to six on the morning of the eighth of February, the southern coast of Tasmania—or, as it was then called, Van Diemen's Land—was sighted. The morning was hazy, and there were a few "porpoises," shags, gannets, and Cape hens noted in the vicinity of the ship.

At midday the soundings gave seventy-two fathoms, there being light airs and fine winds, which did not tend to rapid progress, and it was midnight before the rocky cliffs of Cape Frederick Henry were discerned to the N.N.W. At daylight on the following morning the boats were sent ahead to tow, and by half-past seven the *Providence* and *Assistant* were anchored in Adventure Bay, the bearings of the *Providence's* moorings being as follows:—Penguin Island N. 64 deg. E. Cape Frederick Henry N. 25deg. E. West end of beach, West $\frac{3}{4}$ mile. The depth being ten fathoms.

As soon as the ships were moored, Bligh went ashore to select the best places from which to secure his supplies of wood and water. He decided to obtain the wood from the same place as he had done in 1788, namely, the site near the west end of the beach, near the present jetty in Quiet Corner. The best water he found at the watering place of the *Resolution*—"about a half-mile without the west end of the beach." Bligh records that the water from this stream, which he charts as Resolution River, is the best water in this place if not as good as any whatever. (See Text fig. I.)

Near Resolution River a "wigwam"—one of the rough shelters made by the aborigines—was discovered, and traces were observed of the natives having recently been in the vicinity. Many mussel shells and crayfish remains were heaped up, as though they had fed there for a considerable time. Bligh also states: "We picked up some handfuls of "fine shavings of wood, which I believe they prepare to light "their fires with, and a bundle of dried inside bark tied up, "two foot long, intended for a flambeau. The wigwam would "cover about six people—its form is a perfect section of a "beehive, the open part being to the N.E. The covering was "large pieces of bark, but was neither wind nor water tight."

A sawpit which had been constructed in 1788 was partly filled up, but the cross logs remained in position, and also

one of the large posts. The seine was tried on the beach, but without great success, better results being obtained by fishing with hook and line from the ship, as by the latter method considerable quantities of large red rock cod were caught. The afternoon of the day of their arrival was "given to the people to take their rest in," the stations being fixed for the following day, and everyone ordered to breakfast at 7 a.m.

In spite of the preparations made for an early start on the morrow, Bligh was to suffer a disappointment, as the weather was so squally and rainy that work could not be commenced until late in the morning, and in the afternoon the first launch load of wood was received on board. Bligh records that "Mr. Wiles and Mr. Smith, the botanists, were employed about the hills, and I planted in the fresh water at the east end of the beach a pot of watercress—on a tree a few yards from it, I had cut a memorandum."

On the following day, Saturday, the eleventh, the weather improved, and at 7 o'clock the wooding and watering parties were sent ashore, as well as the pinnace being sent to Penguin Island to secure grass. It had, however, blown strongly from the south-west during the night, and there was a considerable surf on the beach, which made the work of the various parties rather difficult.

Bligh had a small boat belonging to the *Assistant* carried into "the lake," for the purpose of examining it. He found that the principal arm was about twenty yards wide, and in different parts had 3, 4, 8, 6, and 13 feet of water. From the main arm there were several smaller branches, in which there was 2, 4, and 6 feet of water in various parts. Bligh describes "the lake" as winding through a flat circumscribed by hills, the water being brackish in all parts. The flat itself was swampy, and the vegetation mostly wire grass and a few scrubs. The "lake" abounded with bream, and numbers of wild ducks were seen.

The same day that Bligh carried out his exploration of "the lake" he sent the botanists to plant certain trees upon the rising grounds near the east end of the beach, and the following is a list of the items planted:—Three fig trees, nine oaks, three quinces, three pomegranates, one rosemary, and twenty strawberry plants.

On the twelfth there was a moderate southerly breeze and a sharp air, the "wooders, waterers, grass cutters, and broomers employed, and at leisure moments hauling the

"seine and catching fish with hook and line." As a result of their exertions, four cutter loads of wood and three launch loads of water were received on board the *Providence*.

In the calm of the Sunday evening Bligh took his rod and line to "the lake," and in an hour landed twenty-one bream, varying from half to one pound in weight. The seamen also secured a few oysters when hauling the seine, which circumstance caused Bligh to have a dredge made, with the object of securing a larger haul of these shellfish, but success did not reward the efforts of the dredgers.

On Monday, owing to northerly winds, some difficulty was experienced in getting the wood and water off to the ships. The seamen continued to catch large numbers of rock cod, and the anglers in "the lake" had good sport, securing large hauls of bream up to two pounds in weight. Bligh himself paid a visit to Penguin Island, and inspected the ships' goats, which had been landed, soon after arrival, on the island, in order to graze on the long wire grass, which the sheep and goats appeared to appreciate after their long journey on the ships. Bligh gives the bearing of "an island 'in Frederick Henry Bay,' which would be the present Green Island in D'Entrecasteaux Channel. The point of land near Penguin Island is referred to as Grass Point.

At daylight on Tuesday, the fourteenth, it was found that there was too much surf at Resolution River to continue getting water from that place. The wind was now from the west to south-west, and was bringing showers of rain. The wood cutters were able to continue their work at the original site, but experienced difficulties in getting the cargoes to the ships. Lieut. Portlock was accordingly sent to examine East Cove (the bay which is now generally spoken of locally as Derloff's Beach). The water was found not so good as that at Resolution River, but the surf was considerably less in this locality.

Bligh refers to the lizards, etc., that were seen and also gives a description of a black cockatoo which was shot.

On the following day (Wednesday) the weather was again squally, and both the wooding and watering parties were sent to East Cove, but in this locality the water casks had to be rolled for a distance of one hundred and fifty yards.

Next day the working parties were again sent to this locality, the country at the back of which is described as

being a fine valley, and the trees exceptionally large. Kangaroos were seen here, and it was with pleasure that Bligh noticed one of the apple trees which had been planted during his previous voyage in 1788.

On Friday, the seventeenth, no water could be taken off, owing to the fact that the strong winds had caused the salt water to bank back up the creeks, and render the water brackish for a considerable distance up stream. The botanists had been busily engaged in collecting specimens, and had travelled back as far as Nelson's Hill. This hill was named after Nelson, the botanist of the *Bounty*, who survived the perils of the boat voyage, but died at Timor. The description of Nelson's Hill as it occurs in the log is as follows:—

"This hill lies S. 10deg. E., three miles distant as a bird flies, from the west end of the beach. The top is covered with smaller trees than the parts below, but none of the forest kind; so that the summit of it appears to be bare. On the top of the hill is a large oblong rock of granite, on which a dozen men may stand with ease. It is nine feet high on one side, and seven on the other. . . . On Nelson Hill they found no mark of fire, so that we may readily suppose the natives do not take the trouble to go near it."

On the Saturday the weather became worse, and reference is made to the fact that "some snow lay on the Table land during the whole day—so unfavourable is the season." The "Table land" referred to is Mount Wellington. It is of interest to note this reference, as Bligh on his chart of the southern portion of Van Diemen's Land marks "Table Hill" for the high mountain which is designated Mount Wellington at the present day. Doubtless, coming direct from the Cape, its configuration, under certain conditions, would tend to remind the voyagers of Table Mountain at the Cape. In dealing with this question, it should be noted that Ida Lee (1920, p. 29) makes the statement that "Bligh's charts are the first to show Table Mountain (Mount Wellington) or any part of the strait, the outlet and entrance of which were afterwards found by D'Entrecasteaux." As far as its official designation of Table Mountain goes, however (for it was called such in the early days of the colony), the name would appear to have been given at a later date, for we read in a despatch from Lieut.-Governor Collins to Governor King (Historical Records of Australia, Ser. III., Vol. I., p. 292), under the date 8th December, 1801, the following passage:—"The mountain in my vicinity (which in the French chart is named Le

"Plateau), from some similarity in its appearance to that at "the Cape of Good Hope, I have denominated the *Table Mountain*, but I have not altered any English name wherever "I have found one given."

There is no reason to think for a moment that Collins knew of Bligh's previous designation, or even knew that Hayes in 1793 had named the same mountain "Skiddaw." Nevertheless, the honours, as far as priority go, remain with Bligh.

To return, however, to the doings of the *Providence* and *Assistant* in Adventure Bay, on that unseasonable February day of 1792, we find that, in spite of the weather, the work of securing supplies was being pushed on with, but that it was necessary to go three hundred yards farther up the creek in East Cove—which Bligh charts as Providence Rivulet—in order to avoid the brackish water. Among other observations occurring in the narrative of the events of the day it is noted that fires caused by the natives were seen in the distance, and that "our carpenter knocked down an animal to-day called, by the seamen, a galley wasp." From the detailed description which follows, there can be no doubt that this was one of the Blue-tongued Lizards (*Tiliqua*). There is also an interesting note concerning a Porcupine Anteater (*Tachyglossus aculeata* var. *setosa*) which was killed, but, as I have previously (1920, p. 120) dealt in detail with this description, there is no need for further mention here.

The bad weather meant more to Bligh than he realised at the time, for had he had fair weather during his stay, he would in every probability have forestalled the discoveries of D'Entrecasteaux. The proof of this is forthcoming by reference to the following note:—"I have every day intended to "go round into the Bay of Frederick Henry in the *Assistant*, "but the weather is so bad that I cannot do it with propriety, "and my time now makes it doubtful if I can accomplish "it."

On Sunday, the nineteenth, the gale continued from the south-west, with hail and rain, but every endeavour was made to complete the supplies of wood and water, and to get the ships ready for sea. As no signs had been seen of the natives, Bligh allowed two or three men to go on shore on leave each day, and on the Sunday afternoon one of these parties fell in with twenty-two natives at Gully Head.

Upon the return of this party to the ship the meeting was reported to Bligh, but to judge from his remarks, as

written in the log, he does not place much reliance upon the detailed observations made on this occasion by the members of his crew.

The following morning preparations were made to depart from Adventure Bay. In the morning Bligh made an excursion in search of the natives, but found that they had left the locality. Upon his return to the ships he was ready to sail, but found that one of the crew of the *Assistant* was missing, and a search was therefore commenced. Success did not reward the efforts of the search parties until the following day, and so it was not until Tuesday, the twenty-first, that the ships sailed. Owing to calms they were unable to proceed far, and again anchored, the bearings being Cape Frederick Henry N. 24deg. E., Penguin Island E. one mile and Nelson Hill S.E. Depth fifteen fathoms.

Bligh's log records that "As a last service I could offer to this country, I sent on shore by Lieut. Bond a cock and two hens, to be let loose on the high grounds within Penguin Island. Two goats that were sent on the island to graze could not be found, and were left behind, but, unfortunately, neither of them was a male, nor have we one on either of the ships, so no benefit can be derived from these animals."

On Wednesday the ships sailed towards the north, as Bligh was anxious to examine the coast, but, owing to the wind freshening from the south, he did not proceed more than about five miles above Cape Frederick Henry. Apparently it was with regret that the proposed exploration had to be abandoned, for Bligh states that "I did not feel myself justified to examine this place, from my being so late in the season for Otaheite. I therefore reluctantly gave it up."

By noon the wind had increased considerably, and the ships had some difficulty in working out of Storm Bay. The *Assistant* met with a slight mishap, and the ships put back to Adventure Bay, in order to repair the damage. This work took some time, and it was the twenty-fourth of February before the ships finally departed from Tasmania—or, as it was then known, Van Diemen's Land.

In his remarks concerning his stay at Adventure Bay, Bligh states that this, "my third visit to this country, has been attended with scarcely any new occurrence. I had hopes my endeavours to serve it in my last voyage might have been productive of some good, but of all the articles I

"planted, only one apple tree remains alive and in a healthy state, and perhaps being now habituated to the soil, may, if it escapes the accidents that are incidentally more than wind and weather, provide fruit. . . . I have never seen any reason to hope that the hogs left by Captain Cook, or any breed of them, were alive. I am, however, sanguine in my expectations that the cock and two hens I have now left will breed and become wild. Perhaps the most valuable of the articles I have this time planted are nine fine young oak plants, about 8 inches high. They were planted in East Cove, on the slope of the hill on the left-hand side of the flat as you land, about 200 or 300 yards from the water side. A little below the oaks are planted five fig trees, three pomegranates, three quinces, and twenty strawberry. On Penguin Island and Grass Point we sowed fir seed, apricot and peach stones."

The above extract does not quite agree with a previous entry in the log, as in the first instance the number of fig trees planted is given as three, which was apparently the correct number, for Labillardiere, in describing D'Entrecasteaux's visit to Adventure Bay in February, 1793, just a year after Bligh had left, states (1800, p. 324):—"We saw three young fig trees, two pomegranate trees, and a quince tree they had planted, which had thriven very well, but it appeared to us that one of the trees they had planted in this country had already perished, for the following inscription, which we found on the trunk of a large tree near, mentions seven:—*Near this tree Captain William Bligh planted seven Fruit Trees, 1792. Messrs. S. and W. Botanists.* The other inscriptions were couched in similar terms."

Bligh refers to the fact that the "wigwams," as he terms the rough shelters of the natives, had large heaps of "muscle shells and some cysters and crawfish in them." Comment is also made on the fact that no fish bones were seen near the natives' feeding places, but Bligh was not aware that the Tasmanian aborigines did not eat scale fish. Reference is also made to the observation that the natives appeared to avoid the sea waves as much as possible, and when gathering shellfish along the shore they would quickly retire before an advancing wave. Bligh considered that the natives retired during the boisterous season of the year to places not exposed to the sea winds, and from the number of fires seen inland, Bligh came to the conclusion that the native population was larger than had been previously sup-

posed. Certain other remarks concerning the aborigines are worth repeating:—

“It has been supposed from small baskets being found “containing flints, that they get fire by collision, but I have “not heard of any fungus discovered or any substitute for it “that will contain sparks made by collision. I have found “rolls of peculiar bark which is taken from the trees of the “smallest species of the *Metrocedera* that I conceived “would have effected this purpose, but with the fairest trials “I could not accomplish it, although a small particle of collected fire put among it will soon generate such a body as “to secure the part ignited from being extinguished in the “wettest weather. It appears that they have some trouble “in making fire, for, besides this dry bark, there are shavings of some light wood which has the appearance of being “taken off by a plane iron of one-eighth of an inch wide. “Several handfuls of these shavings lay about most of the “wigwams that I saw. I apprehend they are formed by the “sharp end of a muscle shell.”

The foregoing passages throw some light upon the customs of the aborigines, but Bligh evidently mistook the chipped stone “serapers” and other such palæolithic weapons of this primitive race for flints. As a matter of fact, there is no true flint to be found in Tasmania, but many of the stones from which the aborigines made their stone implements, with which they made their spears—and hence the “handfuls of shavings”—were very like flint in appearance. The idea that the natives ever obtained fire by means of flint and tinder can be dismissed. The larger question as to whether they were able to obtain fire by means of the stick and groove is also open to doubt for several reasons. The one fact we can be sure of is that fire was difficult to obtain, and the aborigines, before the advent of the white settlers, usually carried torches of bark with them, and set numerous fires going along the course of their travels. In this manner they not only cleared the country, but usually had some trace of fire within a reasonable distance.

PREVIOUS VISITORS TO TASMANIA AND OBSERVATIONS REGARDING ANCHORAGES IN ADVENTURE BAY.

In order to place Bligh's visits in correct chronological sequence, it is well to recall the previous explorers, as well as those who followed soon after. The first, of course, was

Tasman, who in 1642 attempted to anchor in Adventure Bay, but was driven to sea by a nor'-west gale, and finally anchored on the East Coast. He named the bay a little to the north of his anchorage Frederick Henry Bay, but, owing to subsequent errors, the name is now bestowed upon a bay which Tasman did not see, whilst the true Frederick Henry Bay of Tasman is known as Blackman's Bay. In 1772 Marion du Fresne anchored in Marion Bay, his visit being noted chiefly for an unfortunate encounter with the aborigines. In March, 1773, Captain Furneaux anchored the *Adventure* in the bay which he named after his ship. He considered the Frederick Henry Bay of Tasman to be a few miles to the north of his anchorage, and called the north point of the bay Cape Frederick Henry. His error was not observed by Captain Cook, who anchored in Adventure Bay in January, 1777.

During January, 1788, the First Fleet passed along the south coast of V.D.L., on their mission to form the first settlement in N.S.W., and in August of the same year the *Bounty* anchored in Adventure Bay. Captain Henry Cox, in the *Mercury*, visited the southern and eastern coasts in July, 1789.

The *Providence* and *Assistant* anchored in Adventure Bay in February, 1792, and in April and May of the same year D'Entrecasteaux explored the Channel, which bears his name. The following year the French Admiral returned to Tasmania, and in February anchored in Adventure Bay.

In April of the same year (1793) Sir John Hayes carried out his surveys, and the only other explorers before the settlement of whom we have record are Flinders and Bass (1798-99) and Baudin (1802).

Some authorities include La Perouse among the early explorers of our island State, but for reasons given in a previous paper (1920, p. 124) I see no reason for such action.

As regards the details of each visit, there are many points of interest. Amongst others, the localities of the various anchorages can be plotted, as the bearings are given in the different accounts, the anchorages being as follows:—

Furneaux, 1773—

(*Adventure*)

Seven fathoms.

Cape Frederick Henry NNE $\frac{1}{2}$ E.

Penguin Island N.E. by E. $\frac{3}{4}$ E.

Watering Place W $\frac{1}{2}$ N.

Cook, 1777—

(*Resolution and Discovery*)

12 fathoms.

Cape Frederick Henry N. 33deg. E.

Penguin Island N. 84deg. E.

Bligh, 1788—

(*Bounty*)

Cape Frederick Henry N. 23deg. E.

Penguin Island N. 57deg. $\frac{1}{2}$ E.

Mouth of lagoon S. 16deg. E.

Bligh, 1792—

(*Providence and Assistant*)

10 fathoms.

Cape Frederick Henry N. 25deg. E.

Penguin Island N. 64deg. E.

West end of beach West $\frac{3}{4}$ mile.

D'Entrecasteaux, 1793—

(*Recherche and Esperance*)

11 fathoms.

Nearest shore S.E. distant 5 furlongs.

Penguin Island N. 51deg. East.

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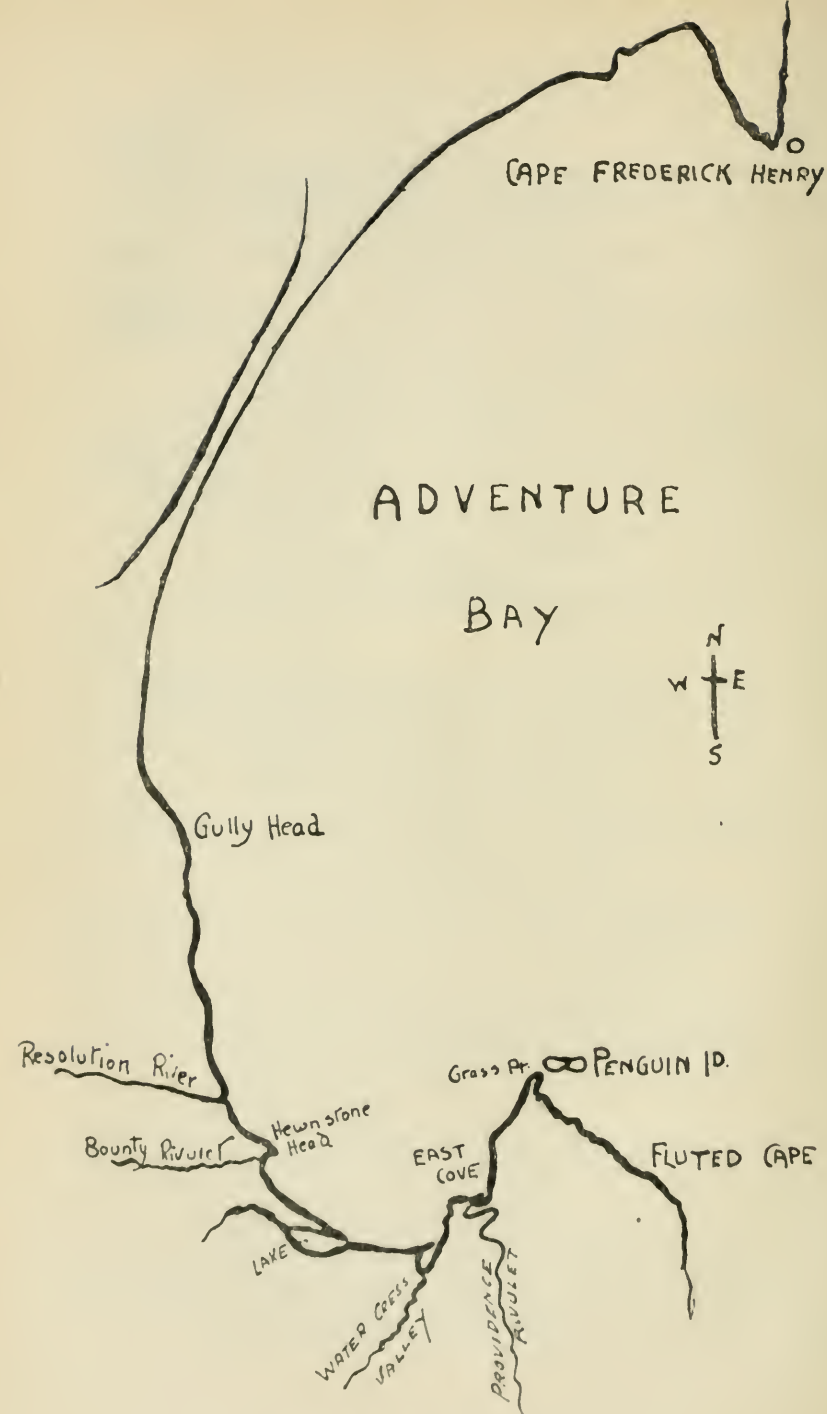
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SKETCH OF ADVENTURE BAY,
Based on Bligh's Chart of 1792.