

# **THE NANTUCKET CONNECTION I**

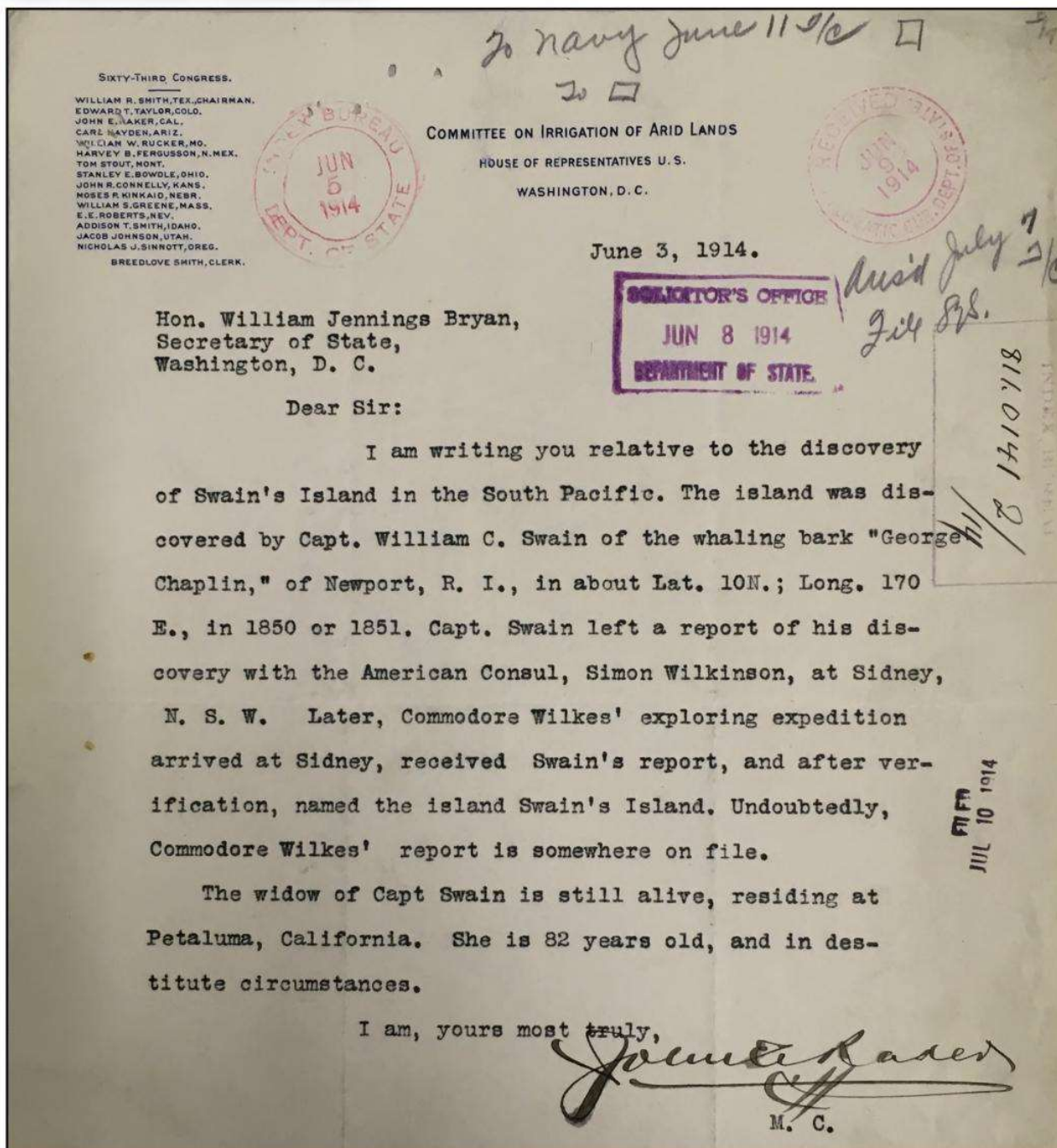
## **THE “FORGED” DISCOVERY OF SWAINS ISLAND**



**(11° 03' S. 171° 04' W.)**

**BY**

**STEVE DEHNER**



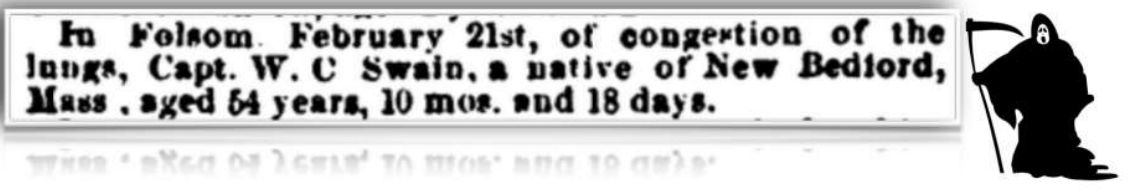
(1)  
 As will be demonstrated shortly, this letter from congressman Raker to Secretary of State Bryan is riddled with anachronism, false assumption and discrepancy. The incongruities become most apparent when the letter is compared to another early-twentieth-century document, *The Lufkin and Swain family papers*<sup>2</sup>- which consists of a full autobiography of Swain's eldest daughter on the one hand and a partial autobiography by his widow on the other. In each of their narratives the two ladies seperately stress the same feat: Capt. William C. Swain discovered Swains Island. But it remains to be seen whether this is true.

<sup>1</sup> File no. 811.0141q/14, *Central Decimal File* of the Dept. of State/Nara.

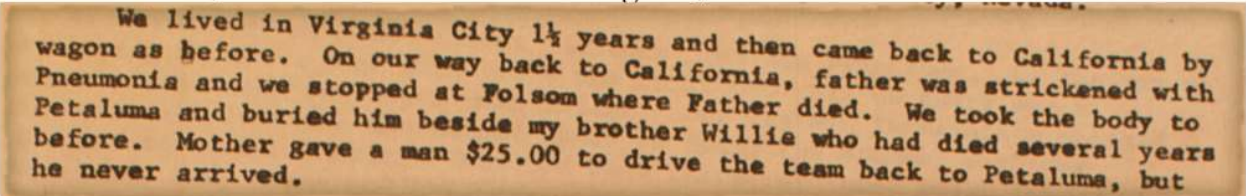
<sup>2</sup> *Lufkin and Swain family papers...*, Bancroft Library, UC, Berkely, Ca. - Banc MSS 68/122 c.

## Captain William Chown Swain

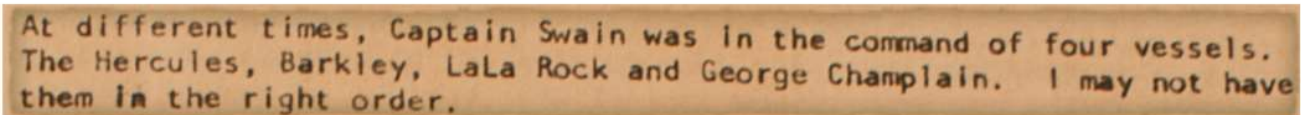
When I began writing this essay I stumbled upon a genealogical website that states William C. Swain was born in 1806 in Warwick, Ireland, while this isn't in concordance with what Swain's widow wrote, namely that he was *born in Nantucket april 3rd, 1809*. The newspaper *Sacramento Daily Union* of February 23rd, 1864, contains Swain's death notice:



Emeline Baker, Swain's aforementioned daughter, leaves no doubt as to whom died there:



Most sources that link William C. Swain to the discovery of modern Swain's Island also appear to suggest that he did so while being captain of the ship "George Champlain" of Newport, Rhode Island. Although it's true that Swain became captain of that vessel later on in life, he simply couldn't have been on board of her making his alleged discovery. We will get to that soon enough. But let's first have a closer look at what his widow, Sarah Carpenter Swain, wrote about her husband's whaling career. From her *"Four Years Cruise In The South Pacific Ocean On Board The Whaling Bark George Champlain..."*:



This is true save the spelling but the correct names and chronological order of the ships can be found in the exhaustive thesaurus *Whaling Masters* by the *Federal Writers' Project*:

<i>Captain</i>	<i>Year</i>	<i>Ship</i>	<i>Port</i>
Howland, Edw. W.	1835	<i>Lalla Rookh</i>	New Bedford, Mass.
Swain, William C.	1838	<i>Barclay</i>	New Bedford, Mass.
Swain, William C.	1840	<i>Hercules 2d</i>	" " "
Swain, William C.	1844	<i>Geo. Champlain</i>	Newport, R. I.

He appears to have also owned the Nantucket whaler "Charles Carroll". I mean by that that the newspapers up until April 1852 had stated W.C. Swain as her owner. If so, he probably sold her in the same year he, his wife Sarah and daughter Emeline had moved to California.

As for the whaling vessel “Lalla Rookh”: she lost her captain, Edward W. Howland, in the *Mozambique Channel* in the summer of 1836<sup>3</sup>. Standard procedure after a deadly mid-sea accident like this would be to (temporarily) promote the *first mate* to the rank of captain...



William C. Swain (52)

By the arrival of the ship Brandt at New Bedford, (Mass.) news has been received of the loss in the Mozambique Channel, in the months of June or July last, of Captain Edw'd Howland, of Dartmouth, master of the ship Lalla Rhook, of this port, and G. Howland, (son of Stephen Howland,) 3d mate, and a boat's crew belonging to said ship. The particulars which have come to hand are as follows: The mate, William C. Swain, and second mate, were absent, chasing whales, for several hours, and, on returning on board the ship, learnt from the ship-keeper that whales came up near the ship soon after their leaving. Capt. Howland lowered his boat, and fastened to a sperm whale, which was the last that was seen either of the unfortunate captain or boat's crew. We have been unable to learn the names of the seamen who composed the boat's crew.

...and this was exactly the fate of the next-in-line, William Chown Swain<sup>4</sup>.

Sept 1300. At St Augustine Bay, in Aug **Lalla Rookh, Swain,**  
(late Howland) NB, 180 sp, 1 ri **whale.**

It's one thing John E. Raker (1863-1926) came to the aid of a destitute widow and wrote on her behalf a begging letter to the Dept. of State, but that the information she gave him stands in sheer conflict with what can be read in her autobiographical “*Four Years Cruise In The South Pacific Ocean On Board The Whaling Bark George Champlain...*” is quite another:

Captain Swain told me that during one of his voyages in 1840, about discovering an uncharted island in the South Pacific. He was not able to land due to the steep shores, but took the latitude and longitude. Soon after he met one of the Wikks exploring expedition ships. Captain W. J. Hudson master. To him Captain Swain told of his find and giving him the latitude 11 degrees south and longitude 170 west, asked Captain Hudson to report it to the Navy Department of the United States Government at Washington. Captain Hudson said, "We will call it Swains island after the discover."

Do notice that the doubtful “1850-51” of above has miraculously turned into the year 1840 - a full decade earlier. Notice also the transposition of the respective designations of latitude/longitude from *North and East of Greenwich* to *South and West of Greenwich*. Swain's widow clearly claims that her husband, soon after his discovery, ran into one of the ships of *The United States Exploring Expedition* (1838-1842) a.k.a. *Wilkes Expedition*. That ship was the USS “Peacock”, under the command of William L. Hudson (1794-1862). Mister Hudson's journal still exists, fortunately, and proved key to this essay:

<sup>3</sup> *Daily National Intelligencer* (Washington, D.C.), December 28th, 1836, p. 3.

<sup>4</sup> *Commercial Advertiser* (New York, NY), December 21st, 1836, p. 2.



### Monday February 1st 1841

*Ship hove too and drifting over the position assigned to Queros' Island by Arrowsmith - have seen nothing of the land however. [...] At 2.45 [p.m.] discovered land on the weather bow bearing about NW as seen from aloft - although much out in position it may be the long looked for Island of Queros discovered in 1606 [...]*

### Tuesday February 2nd 1841

*Lowered a boat and dispatched him to the one extreme starboard and the Flying Fish to another - each to measure base and take angles [...] **This is not a Lagoon Island** but surrounded with a reef - although close in with it we can see nothing like habitation or anything of human shape about it.*

### Wednesday February 3rd 1841

*At 10 [a.m.] - three boats left the ship with officers and scientific gentlemen to effect a landing under the lee of the island - ship and schooner lying too and standing off and on the Island [...] Latitude of Island 11.03.00 South - Longitude by Chronometer 170.35.00 West. [...] At 4.30 the boats returned **only one of them having effected a landing.** [...] **I have mentioned that only one of the three boats dispatched to the Island this morning effected a landing. I would now state she was thrown up high and dry by the surf on the coral reef** - fortunately without injuring any thing but the boat except the scratching and bruising of Mr. Baldwin's legs. **Sights were obtained** for Longitude with the Artificial Horizon **on shore** and altitude calculated near meridian for latitude.*

### Thursday February 4th 1841

*[...] Swains Island in sight on the weather bow [...] Finding it a loss of time and wear and tear of men and ship to continue longer beating about this island - having already spent 4 days in its immediate vicinity without an opportunity of fixing fairly and to my satisfaction its latitude [...] I have believed it more for the interest of the expedition in furthering the object yet before me - to run for Upolu, one of the Navigator [Samoa] Groupe [...].*

*Swains Island*

*I have so called it from having its position very nearly pointed out to me by **Capt. Swain of Nantucket** who stated to me at **Tahiti** that he had seen it in passing - and in consequence of its being a considerable distance in latitude from, and not agreeing in size or character with the island described by Queros - in addition to this in view of it being peopled with a beautiful race - it is uninhabited and perhaps we are the first that have ever set foot upon it - thus much for its name. [...] It is of coral formation - has no Lagoon - and the first of the high coral islands we have fallen in with since leaving [...] <sup>5</sup>*

<sup>5</sup> Journal of William L. Hudson, comdg. U.S. Ship Peacock, one of the vessels attached to the South Sea Surveying and Exploring Expedition under the command of Charles Wilkes Esq. 1838-1842. (American Museum of Natural History).

## GENTE HERMOSA OR QUIROS ISLAND

One tenacious misconception still surrounds Swains Island, namely that it was discovered March 2nd, 1606, by Portuguese explorer Quiros (1565-1615). The island that Quiros had truly seen that day, however, and reckoned by him to lie in 10° 36' S. 171° W., is modern Rakahanga (10° 02' S. 161° 05' W.).<sup>17 18</sup> The Dept. of State in January, 1933, knew the following “facts” about the discovery of Swains Island<sup>19</sup> (it’s advisable to read it carefully):



### b. Discovery

This island was discovered by the Spanish explorer Quirós, on March 2, 1606. He named <sup>it</sup> ~~in~~ La Perengrina. Subsequently, Espinosa called it Isla de Gente Hermosa, from the beauty of its inhabitants. The position given by Quirós was so erroneous that Captain Swain, master of the American whaling bark, GEORGE CHAPLIN of Newport, Rhode Island, assumed he had discovered a new island when he landed there in 1850 or 1851. He left a report of his discovery with the American Consul at Sidney, New South Wales, and Commander Wilkes of the United States Exploring Expedition received this report and revisited the island in 1840. naming it Swain's Island.<sup>142</sup>

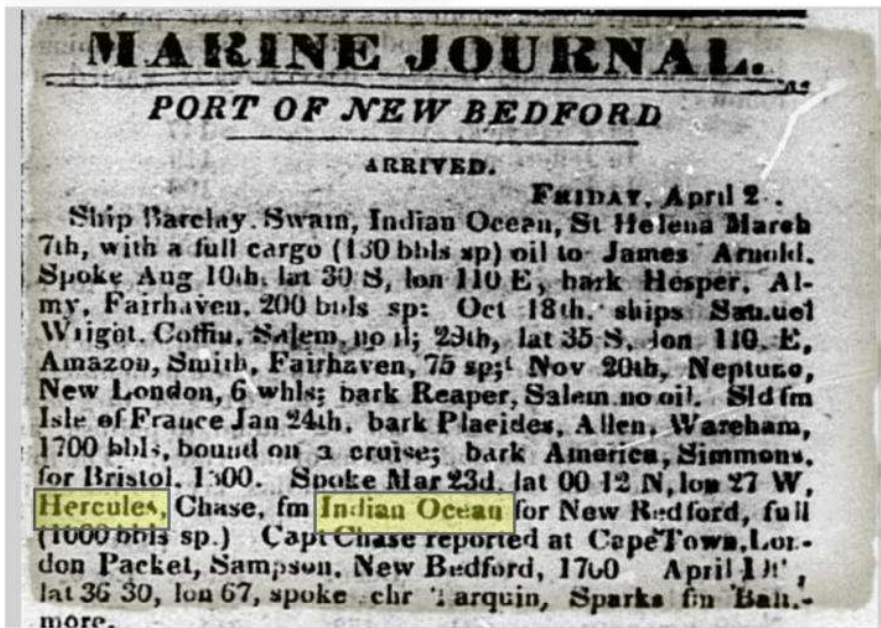
142. Brigham, Op. Cit. Supra, Note 1, p. 70; E. M. Douglas, Boundaries, Areas, Geographic Centers and Altitudes of the United States (Washington, 1930) pp. 55-56; Hon. J. E. Raker to W. J. Bryan, Sec. of State, June 3, 1914 (811.0141Q/14).

Oh well, at least it does explain for the terms “Quiros” and “Gente Hermosa”. On the next page: how the Department of State dealt with Honorable John E. Raker’s petition letter.

<sup>17</sup> H.E. Maude, *Of Islands & Men* (1968, pp.74-75)

<sup>18</sup> *The Discovery of The Pacific Islands* (1960, pp.61-62), by Andrew Sharp.

<sup>19</sup> *The Sovereignty of Guano Islands In Pacific Ocean* [sic], January 9th, 1933. State Dept./Office of the Legal Advisor.



(New-Bedford Mercury (New Bedford, Ma.), Friday, May 1st, 1840, p.1.) the “7” is missing from the April 2x date.

Above article alone proves (imho) that the “Barclay” had never left the Indian Ocean for the Pacific via the Straits of Timor this voyage. Tahiti, as most will know, lies in the South Pacific. When islands were called at and ships were spoken in the Pacific, these facts too would have been included above, but clearly this wasn’t the case. There may be other evidence which proves my conjecture that the “Barclay” and the USS “Peacock” couldn’t have met in French Polynesia. I will let the experts be the judge of it, for I may have erred:



Hudson was at Tahiti from **September 12th until October 10th, 1839**, roughly 9000 km from where the “Barclay” was on the 8th of September, 1839 (Timor Straits). From that day on W.C. Swain would have a time frame of roughly 28 days to discover Swains Island, approximately 5000 km east of the Timor Sea, and to tell Hudson at Tahiti about his discovery of Swains Island, another 4000 km further down the road. The 9000 kilometers equal 4860 Nautical Miles, so the “Barclay” had to sail a steady (4860/28 days) 175 Nautical Miles a day in order not to miss out on Hudson’s breakfast jokes. It means that even the slowest scenario would demand an incredible speed of, note well, a whale ship (the average speed of a 19th century whaler was 4, maybe 5 knots). Even if she had the wind at her back and made it, then remember that she had to be back in position 35° S. 110° E. by 28th October, 1839. I do not know about you, but to me that sounds impossible.

SARAH CARPENTER SWAIN & EMELINE BAKER SWAIN LUFKIN

Both their autobiographies make for short but nonetheless fascinating reading and give us two generations' worth of insight in the lives of 19th-century-born women, and do well into the 21st. I will therefore quote from them not only that what substantially contributes to the thrust of this essay, which *raison d'être* is finding the *real discoverer* of Swains Island:

It required three months to make the repairs after they got the ship off of the reef. Captain Swain brought her home much to the surprise of the owners at New Port.

When Captain William C. Swain was master of the ship Barkley, he was cast ashore with three Russian Ships at Kamtchatka in the Okhotsk sea, he saved the life of the Russian gunner with the ship's papers. Captain Swain was an expert swimmer. The gunner was delighted and asked his name and address and the address was given as New Port as the ship cleared from that port. The address should have been New Bedford, his home at that time. With the help of the Russian and his crew they got the Barkley off the reef, and then repaired her and got safely home.

This indeed is highly reminiscent of the bad luck that earlier befell the "Barclay" at the Cocos (Keeling) Islands. I think, however, she is mistaken about the ship's identity. The *Barkley* must in all probability have been the "George Champlain" of *New Port*, the ship that Swain had captained from 1844 up to and including 1852. There is no telling if and why Swain had told her it was the "Barclay", for whatever reasons he might have had, or that it was perhaps a memory lapse on part of aging Sarah Swain, and nothing more to it.

On April 24, 1848 Captain William C. Swain married Sarah Carpenter in Sydney, Australia. His first wife died several years before. As Captain Swain was third owner in the George Champlain, he was allowed to take his wife to sea with him and they sailed from Sydney, Australia, May 24, 1848.

According to her tombstone Sarah *Carpenter* Swain was born September 7th, 1832, in Berkshire, England. If true that means she was almost 16 when she married Swain and that she was almost 82 years old when Raker's letter, presumably written on her behalf, dropped on the doormat of the Dept. of State. Three years later she died in Amador County, California, on April 14th, 1917. In total she had raised 5 children to adulthood, the *sixth*, "Willie", named after his father, was born in 1855 and died in 1858. About her *first*:

It was on my second voyage that my little girl Emeline was born. At four o'clock in the morning September 19, 1849 on board the Bark "George Champlain" in the South Pacific Ocean, latitude 5 degrees south and longitude 160 east. Captain Swain had charge of affairs. He got out his doctor book and followed directions. All went well.'

"The waves were white and red the morn,  
The noisy hour when she was born  
The whales they whistled the porpoise rolled  
And dolphins beared their backs of gold.  
Never was heard such an out cry wild  
As welcomed the life of the Ocean child."

Sarah paraphrased "The Sea" by poet "Barry Cornwall", alias of Bryan Waller Procter.



In Emeline's own words:

My Father was Captin and third owner of the Bark George Champlain and she sailed from New Port, Rhode Island, U.S.A. She was square rigged and had port holes painted on her sides so was often taken for a Man of War. She was a whaling vessel when Captain Swain took her in 1838. At that time he went to the South Pacific to get whale oil, shipping it from Sydney,

Either Emeline was mistaken or the person who transcribed her handwriting, but "1838" should of course have been "1848".

Wednesday morning September 19, 1849 on the "George Champlain" Latitude 5 degrees south and Longitude 160 east, I first saw the light of day and the stork came sooner than expected, so Captain Swain got out his doctor book and followed directions and all went well.

As my parents could not agree on a name for me, they decided to let the Captain of the first vessel they met name me. The first one was a whaling vessel from Nantucket, U.S.A. Captain Baker master, named me after his only sister Emeline Baker. As far as I have been able to learn, I am the only American girl ever born on a whaling vessel.

The "George Champlain" vessel was my home for nearly three years. I was christened in Sydney, Australia. April 12. 1850.

September 18, 1867, I was married to Thomas Herrick Lufkin, by Rev. J.P. Ludow, pastor of the First Baptish Church. We lived in San Francisco 2 years, during which time he built the synagog El Emanuel. The interior at that time was considered the handsomest in the United States.

The "boom" broke and the bank failed, so we lost all we had in August 1897. The Redpaths moved to Los Angeles and in December 1897 Mr. Lufkin was in poor health and we also moved to Los Angeles.

On November 26, 1899, Mr. Lufkin died and was buried in Evergreen Cemetary, November 28, 1899.

Emeline's life in a nutshell until she became widowed in imitation of Sarah. Now to the point...

Australia to the United States. On one of his voyages in 1840, Captain William Chown Swain discovered an uncharted Island whose shores were so steep he could not find a landing place, so he took the latitude and longitude which were Latitude 11 degrees south and Longitude 170 west. The first vessel he met was one of the Wilks exploring expedition from the Unites States. Captain William J. Hudson was master. To him Captain Swain told of his discovery and gave Captain Hudson the correct latitude and longitude and asked him to report it to the United States Government at Washington, Captain Hudson told Captain Swain "We will call it Swain's Island after the discover". When Captain Swain next went to Sydney to ship oil, he reported it to the American Consulate ther, Simon Wilkinson. Later Ely Jennings settled on the Island. The Wilds exploring expedition did discover a small island and put the name "Swain" on that island, but why they took the credition of the discovery of Gente Hermosa, Fathers Island, he never knew. This is the true story of Gente Hermosa Island.

Emeline's words almost mirror those of her mother's on page 4 above. Sarah continues:

When Captain Swain next stopped at Sydney, Australia he told the American consul there of his find and also asked him to report it to Washington U.S.A. Several times Captain Swain sailed around the Island and when he heard an American named Ely Jennings had settled there, he said he could not see why a man would want to spend his life on an island of that type. Captain Swain wondered why the name had been changed from Swains Island to Gente Hermosa.

On the next page we'll see the true story of Emeline's "Gente Hermosa Island". I'm not going to fully discuss Eli Jennings in this essay although I will drop some lines on him.

## GENTE HERMOSA OR QUIROS ISLAND

One tenacious misconception still surrounds Swains Island, namely that it was discovered March 2nd, 1606, by Portuguese explorer Quiros (1565-1615). The island that Quiros had truly seen that day, however, and reckoned by him to lie in 10° 36' S. 171° W., is modern Rakahanga (10° 02' S. 161° 05' W.).<sup>17 18</sup> The Dept. of State in January, 1933, knew the following “facts” about the discovery of Swains Island<sup>19</sup> (it’s advisable to read it carefully):



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Department of State  
Office of the Solicitor  
7/18/14

Copy to Navy, and request papers relating to discovery and early occupation of Swain's Island

Done June 11 EMB

SOLICITOR. EMB  
In JUN 8 1914  
Out 6/8/14

Department of State  
Office of the Solicitor

811.0141 Q 14. July 2, 1914.

Diplomatic Bureau: Done July 7.

Acknowledge (letter of June 3rd from Representative John E. Raker) and say:

Neither the State Department nor the Navy Department appears to have on file documents relating to the discovery of Swain's Island. Such a person as Simon Wilkinson, whom you mentioned as having been the American Consul at Sydney, New South Wales, in 1850 or 1851 does not appear ever to have been in the consular service of the United States. The Department has been informed that the records of Wilkes' Exploring Expedition are on file in the Library of Congress, from which it is suggested you may be able to obtain the information you desire.

EMB/BFT. EMB

SOLICITOR. EMB  
In JUL 2 1914  
Out 7/2/14

Department of State  
Office of the Solicitor  
7/18/14

Dear Mr. Johnson:

Congress alone could make appropriation for Mrs. Swain, but before answering Rep. Raker's letter, I would like to get information from Navy as per attached directive.

EMB

Typescript below: "Congress alone could make appropriation for Mrs. Swain, but before answering Rep. Raker's letter, I would like to get information from Navy as per attached directive."

Typescript upper left: "Copy to Navy, and request papers relating to discovery and early occupation of Swains Island"

During our cruise in the South Pacific we went to Sydney, Australia three time for supplies and to ship oil to New Port, U.S.A. Once on invitation we spent a few days with Simon Wilkinson, at that time he was American Consul. Sydney was a pleasant city with substantial buildings with brown

The United States' consul for Sydney from 1836 up to and including 1852, was James Hartwell Williams (1809-1881). However, *Connexions with the Sydney Banking Co. and James Kenworthy & Co. ended in the depressed 1840s but Williams's fortunes revived after he joined the Boston firm of Wilkinson Bros & Co., at whose premises in Macquarie Place the American consulate was housed in 1850.*<sup>20</sup> Simon Wilkinson Jr. was a commission merchant, "a class of men who were authorized to receive, buy and sell goods and merchandise and to act on

<sup>20</sup> *Australian Dictionary of Biography*, Volume 6, (Melbourne University Press), 1976, by Annette Potts.

account of other American whaling agents.”<sup>21</sup> In Raker’s letter the claim is made that Capt. Swain had left a report of his discovery with the American consul and that Charles Wilkes of the *U.S. Ex. Ex.* received Swain’s report after his arrival at Sydney, consequently verified it and named the island Swain’s Island. While it’s true that Wilkes and consul James H. Williams met in Sydney, the letter clearly states the report was initially handed down to a Simon Wilkinson. Charles Wilkes, whom, arguably, knew about Swain’s Island only so much as Captain Hudson had once told him about, years later wrote...<sup>22 23</sup>



SWAIN'S ISLAND.

Swain’s Island was first seen by Captain Swain, of the whale ship *Peacock* in 1841. It is of coral formation, has no lagoon, and may be classed with the high coral islands. It forms a large segment of a circle, and is  $4\frac{3}{10}$  miles in circumference. Its height above the sea is from 15 to 25 feet. It is well wooded with cocoanut palms, pandanus, and other tropical trees and shrubs, is not inhabited, and there are no signs of its ever having been so, except the trees that produce fruit. The sea breaks violently on all sides, and landing must be at all times difficult. There are no soundings within a mile of the island with 250 fathoms of line. I am inclined to believe this island may be the *Solitaire* of Mendana, discovered in 1595.

This island is in longitude  $170^{\circ} 55' 15''$  W., and latitude... it is of coral formation, but has no lagoon; it is nearly round and four miles and three-tenths in circumference; it may be classed with the high coral islands, and is elevated from fifteen to twenty-five feet above the level of the sea; it is well wooded with cocoa-nuts, pandanus, and other trees and shrubs. The sea breaks constantly on all parts, and no safe landing exists. Its situation differs from the position laid down for that of *Quiros*. Captain Hudson therefore called it *Swain’s Island*, after the master of a whaler, who had informed him of its existence. When within a mile

*“Charles here is dead and wrong for no whaling ship ever went by the name Swain, innit Wilkesy?”*



-Author-

<sup>21</sup> *The Australian National Maritime Museum’s quarterly journal Signals*, issue 89, an essay by Michael Dyer. 2009/2010

<sup>22</sup> *United States Exploring Expedition, Volume 23, Hydrography*, 1861.

<sup>23</sup> *Narrative of the United States Exploring Expedition during the years 1838..., Volume 5, 1845*, by Charles Wilkes.

CUL-DE-SAC?

Could W.C. Swain and Hudson have met some other time or somewhere else, perhaps? - no, in any case not during the voyage of the "Barclay". How about the voyage of the *Hercules II*, then? - well, please do believe me when I state for the record that the answer is: not by a long shot!

Vessel	Port	Destination	Departure		Arrival	
Barclay	New Bedford, MA	Indian	Apr	1838	Apr	1840
Hercules II	New Bedford, MA	Indian	Jul	1840	Jun	1843
George Champlin	Newport, RI	NW Coast	Nov	1844		1852



Call me nuts but I think there's something not quite right about this island. A chunky white whale of a lie disturbs its waters every time I lay my eyes on its Wikipedia articles. If I'm right about W.C. Swain (Yes, I don't think he discovered Swains Island) then at least one of the Swain family members wasn't telling the truth about the island at a certain moment in time - or two of them proved gullible enough to believe a storyteller of a husband and dad. Most certainly they weren't the only family that tried to claim ownership of this island, one way or another. Eli Jennings & Co. for instance, lying like hunks of morgue meat when with a straight face they claimed that a

**Emeline Baker Swain Lufkin (1849-1941), aged 18 (Courtesy of [nha.org](http://nha.org))**

Captain Turnbull had discovered the island in whatever year, and consequently handed it down to Eli for, I kid you not, the token sum of *15 shillings per acre* (Turnbull, so the story goes, was Briton) *and one bottle of gin*. Really? How convenient. What a pal to have, Ol' sport Turnby, aye? Yes, we all need a captain Turnbull in our lives every now and then, but when make-believe captains turn bullshit-artists into condoned island-hogs, real captains sincerely steer clear of them. "*Members of the Jury: are those honest peepers in actual fact the dead doll eyes of a great white shark, like self-appointed petitioner Steve D. purported them to be?*"

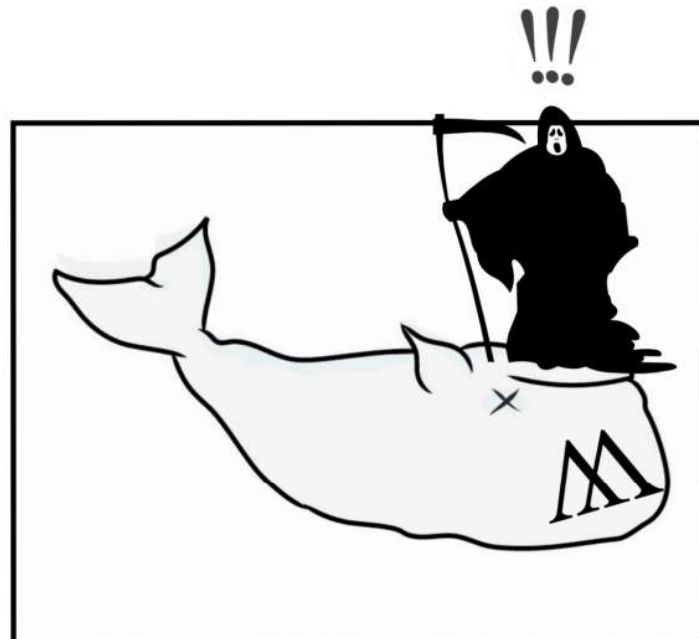
OBED SWAIN

On page 6 of this essay I wrote that the captain Obed Swain of the Nantucket whaler “Jefferson” was at Tahiti when William Hudson was. Let’s see what Mr. Hudson’s journal states on the very day the USS “Peacock” took her departure from Tahiti:

**Thursday October 10th 1839**

[...] *having our own boats ahead, assisted in towing lay 4 boats from the whale ships Jefferson Capt Swain and Charles Carrol, Capt Chase both of Nantucket who politely sent their boats to lend a hand in towing us [...]* <sup>24</sup>

Although strictly no ironclad proof, Hudson’s journal convinced me beyond doubt, that the Captain Swain who had informed him about *Swain’s Island* was Obed Swain (1814–1901).



“NEXT?”

<sup>24</sup> *Journal of William L. Hudson, comdg. U.S. Ship Peacock, one of the vessels attached to the South Sea Surveying and Exploring Expedition under the command of Charles Wilkes Esq. 1838-1842.* (American Museum of Natural History).