

**LIVELY ISLAND OR VOLUNTEER ISLAND OR MACKAY'S ISLAND.
INCLUDING PHILIMORE ISLAND, PHILIMORE CHICO, MIDDLE ISLAND, NORTH EAST
ISLAND, GREEN ISLAND, KIDNEY ISLAND, REEF ISLAND, IRENE ISLAND, COW ISLAND
AND GULL ISLAND**

The Lively Island group is located to the south-east of Choiseul Sound, East Falkland and consists of Lively Island, Philimore Island, Philimore Chico, Middle Island, North East Island, Green Island, Kidney Island, Reef Island, Irene Island, Cow Island, Gull Island and a number of small islets.

Early in the 19th century Lively Island was known as Volunteer Island and Mackay's Island. Phillimore Island was most likely named by Lieutenant B J Sullivan circa 1839-45 after his first commander, Admiral Sir John Phillimore.

On 19 June 1832 the 148 ton brig *Tula* under John BISCOE and the 49 ton cutter *Lively* under George AVERY sailed from Berkeley Sound to look for right whales to the west. During the voyage the *Lively* was wrecked on Mackay's Island and was a total loss. The crew were taken off by the *Unicorn* under Captain COUZINS and taken to Berkeley Sound where they reunited with the *Tula* in August 1832.

On 11 August 1849 the American ship *Robert Fulton* was wrecked off Prong Point, Lively Island. The second mate and a boat's crew rowed to Stanley for assistance arriving on the 28 August and returned to the ship the following day. John Markham DEAN purchased the wreck.

Lively Island was included in the Lafonia holdings of the Falkland Islands Company Ltd. On 4 February 1859 James LANE, the Colonial Manager of the Falkland Islands Company Ltd, reported to London Office that he had purchased the wreck of the *Robert Fulton* for £10 and believed that there was at least £50 worth of timber and wood there and that he was sending the *Victoria* to bring the remainder of the wreck to Stanley. [FIC/E3; desp 11]

On 3 April 1871 **Henry Hawtyn COBB entered** into agreement with the Falkland Islands Company Ltd to manage 2000 sheep on Lively Island for three years.

The 596-ton British Barque *Little Edith*, with a general cargo from Hamburg bound for Callao, sprung a leak while attempting to round Cape Horn during a gale. The captain put back to Stanley for repairs but being unable to take observations for some days struck on Prong Point, Lively Island on the night of 19 July 1871 during a heavy snow storm. The master managed to land his crew in safety. The Falkland Islands Company's schooner *Lotus*, which had occasion to call at Lively Island, conveyed the crew to Stanley. The *Lotus* and other local craft were engaged in salving the cargo. [B115; 184] The 400-ton *Peter* was chartered to convey a portion of her cargo and arrived in Stanley 13 January 1872.

William BRYANT, age 17 and a shepherd to work on Lively Island for Messrs H & G COBB was a passenger on the *Black Hawk*, the Falkland Islands Co Ltd's new schooner, leaving London 26 September 1872, arriving Stanley 29 November 1872. [FIC/C1; 441; H22]

On 13 July 1874 the Falkland Islands Company Ltd granted **Henry Hawtyn COBB** and **George Arthur COBB** a lease of Lively Island, Phillimore Island, Middle Island and the several small tussac islands immediately adjacent to Lively Island for the term of twenty one (21) years from 3 April 1874 at the rent of £20 pounds sterling per annum.
[BUG-REG-1; pg 380]



G & H Cobb's farm, Lively Island circa 1890s – photo FIC Collection, JCNA



***Fair Rosamund* (centre) in Stanley Harbour 16 November 1881
– photo FIC Collection, JCNA**

On Thursday 14 April 1904 the 74 ton schooner *Fair Rosamund* belonging to the Falkland Islands Co Ltd left Stanley about 11 am fully loaded with cargo and with five passengers. The last sight of land was off Port Harriet about 6 pm and as evening came on with the wind dying

down and the fog thickening Captain OSBORNE guessed that he must be nearing Lively Island and decided to put the vessel's head more to the south as he intended to keep well clear of the Shag Rocks. The lookout reported breakers ahead and immediately the vessel was put about but it was about an absolute calm and she would not stay. A boat was got out and tried to tow her head around but the swell was too great and in a few minutes she was on the reef of Prong Point. The passengers and crew were got into the boat immediately. It was about 2.30 am and as it was dark and foggy the captain made the painter of the boat fast to the thick kelp and waited for about four hours. It was still foggy when they left the scene of the wreck and at about 11.30 am they landed on one of the outlying islands then crossed to Lively Island eventually all eleven people reached the settlement about 4 pm. On the Monday the *Samson* visited the wreck but the weather had grown stormy and the schooner broke into two parts at the main hatch and later the beach was strewn with wreckage. Twelve rams on board were drowned. [Account of wreck FIM May 1904]

John JOHNSEN, age 49 and a navy, was found dead from exposure near Rejones Cove in September 1908. He had gone into Stanley at the beginning of Stanley on business and had been drinking heavily for part of his stay. He left Stanley on Saturday 12 September 1908 and on Thursday 17 September 1908 his horse was found grazing in Port Harriet Rincon. His body was found the next day and brought into Stanley for burial. John was a Russian Finn and a shipwrecked sailor who had worked at Darwin and Fitzroy for a number of years before going to Lively Island and was well known in the Falkland Islands. His estate consisted of a dog, a gramophone and records and personal effects. [Inquest FIM Oct 1908]

On 10 January 1917 The Falkland Islands Co Ltd demised Lively Island, Philimore Island and Middle Island to the Trustees of the will of **Henry Hawtyn COBB** deceased and **Julia Maria Augusta COBB** widow of **George Arthur COBB** from 3 April 1916 for the remainder of the life of Julia COBB at an annual rental of £100. [BUG-REG-8; pg 240]

In May 1918 the *Falkland* went on the reef at high tide close to Lively Island settlement with a fair cargo on board. The *Samson* was sent out from Stanley and took down a scow and the *Gwendolin* from Darwin. They arrived at 11 am on 9 May 1918 and about 15 tons of cargo was discharged into the scow allowing the *Falkland* to refloat on the extremely high tide and was refloated at 3.50 pm. [FIC/D13; 311, 545b]

In July 1919 a draft agreement was drawn up on behalf of Williams & Co, The Speedwell Island Co and H & G Cobb appointing **Herbert John SLAUGHTER** manager of Weddell Island, Speedwell Island and Lively Island. [FIC/D13; 475]

About 4.30 pm on Wednesday 18 August 1937 the Lively Island cutter arrived at the island from Darwin with **George REIVE**, **Frederick SKILLING** and **Andrew "Joe" REIVE** on board. The men were seen to have entered the dinghy but never reached the shore. The *Speedwell* was sent to Lively Island from Goose Green on Friday 20 August 1937. The bodies of George and Frederick were recovered on the Saturday morning and eventually taken to Stanley. [Penguin 23 Aug 1937] George, age 60, and Frederick, age 35, were buried in Stanley Cemetery 24 August 1937. On Friday 1 October 1937 two fires on Lively island were reported from Walker Creek so the *Speedwell* was sent to Lively Island from Goose Green on the Saturday and they met the *Blanchet* on route with Joe REIVE's body on board. They had picked it up on the east end of the harbour on Wednesday 29 September 1937. He was buried in Darwin Cemetery on the afternoon of Monday 4 October 1937. [FIC/FD/GOO/12; 66, 67, 79, 81]



Lively Island jetty and settlement from the sea – photo Hamilton Collection, JCNA

JANE CAMERON NATI