

SETTING THE SCENE

Background notes and
clarification of the events
described in the memoirs of
Nikolai Baron von Schilling

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May 2011

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Introduction

These notes provide information which may help to put the experiences of Nikolai von Schilling in their context. They relate to the translation into English, of Nikolai von Schilling's recollections from their publication in German in 1971 as *Zeeoffizier des Zaren*, which I carried out in April 2011.

While searching for details to confirm the names of people, ships and places mentioned in Nikolai von Schilling's memoir, I became aware that there were contemporary accounts, often making specific and first-hand reference to the same events and to Nikolai von Schilling. These events took place in the Far East, in the middle of the nineteenth century, while the American, British and Russian governments were making strenuous efforts to open diplomatic and trading links with the government of Japan, which until then had maintained a closed society. By the very nature of travel and trade at the time, these negotiations were facilitated through the deployment to the area of naval forces, with the negotiations conducted by senior naval figures.

The outbreak of the Crimean War put military constraints upon the conduct of the treaty negotiations and, subsequent to the loss of his then flagship the *Diana*, on the return to Russia of Admiral Putiatin and the crew of more than 500 officers and men.

As with any collection of accounts of the same events written in different languages by commentators of different nations, often based on third hand reports, places, ships and people are often ascribed different or incorrectly spelled names. A *dramatis personae* listing the people and ships mentioned in Nikolai von Schilling's memoir is appended. In some cases, this also provides a thumbnail sketch.

Dates are shown in the form August 18 (30) where comparison between Russian and British accounts needs correlation.

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Notes on the Russian, British and French Naval activities in the Far East 1848 – 1855

Treaties with Japan

The Americans mounted an expedition which made its first formal contact with the Japanese in March, 1853 under Commodore Matthew Perry. No agreement was reached during this visit. He returned in February, 1854 and on March 31st, 1854 the treaty of Kanagawa was signed.

Taking note of the American expeditions, the British government instructed the Governor of Hong Kong in February, 1854 to commence negotiations, providing that he saw some possibility of success. Because of the sensitivity of relations with China, he was reluctant to progress negotiations himself and, following the outbreak in Europe of the Crimean War in March, 1854, tasked Rear Admiral Sir James Stirling, Commander-in-Chief on the China Station, to approach the Japanese. An agreement was signed in October 1854, although this lacked the thoroughness of the American treaty.

The Russian expedition started with the departure from Kronstadt of the frigate Pallada (Captain I.S. Unkovsky), flying the flag of Vice Admiral Evfemii Vasilievich Putiatin, in October 1852. Admiral Putiatin was given explicit instructions for this approach to the Japanese. He sailed to Portsmouth, in England, where he purchased a steam schooner, which he named Vostok. This vessel was to prove to be great use to the expedition, otherwise consisting completely of sailing ships. The Russian squadron of four ships, the frigate Pallada, the steam schooner Vostok, the corvette Olivutsa, and the transport Knyaz Menshikov first arrived at the entrance to Nagasaki bay on August 21, 1853. Protracted negotiations followed to establish the mechanism for the presentation of the Russian proposals to the Japanese government. Late in September the formal letter was presented to the Governor of Nagasaki (Osawa). While waiting for the arrival of Japanese representatives to further the negotiations, who were not expected until early in 1854, Putiatin sailed to Shanghai for provisions and to carry out some repairs to his ships.

The Japanese representatives arrived in Nagasaki a few days after Putiatin's return to Nagasaki in January 1854, and negotiations commenced. Their historical prohibition of trade with foreign countries was a major obstacle to the Japanese and the representatives left Nagasaki early in February. Frustrated by the reluctance of the Japanese to commit themselves, Putiatin left Japan with the intention of returning in the spring.

The Russian squadron (less Olevutsa which had been sent North on a survey and news-gathering mission) returned to Nagasaki in April, but left after a few weeks without any progress having been made.

The Crimean War

Attempts by France to establish itself as the “sovereign authority” in the Holy Land in the early 1850s led to confrontation with Russia, which deemed itself responsible for the Orthodox Christians in the area, and vacillations over the matter by the Ottoman Empire. Following military actions by both France and Russia, the outbreak of hostilities in Europe marking the beginning of the Crimean War began with the declaration of war against the Russians by the British and the French in March 1854. British, French and Russian naval forces were already deployed in the far east and the completion of trading and access agreements with Japan now had to be progressed in oceans populated by enemy ships. With the Russians already in place in Petropavlovsk-Kamchatsky on the Kamchatka Peninsular, along the coast of the Sea of Okhotsk north of the Amur river and on the Amur river itself, military action was to be expected.

The Russian military presence in the Far East

In 1847, Emperor Nikolai I had appointed the 38 year-old General Muraviev as the Governor-General of Eastern Siberia. An energetic and forceful administrator as well as a successful military leader, Muraviev made it his business in the ensuing years to re-establish the Russian presence in the far east and in particular to ensure that this was not threatened by China. While preparing for his deployment, Muraviev had discussions with naval Captain Gennady Nevelskoi, whose brig Baikal was destined for service on the coasts of Kamchatka and in the Sea of Okhotsk. Nevelskoi was to play an important role in the establishment of Russian control in the Gulf of Tartary and on the Amur river. Muraviev left for the Eastern Siberian provincial capital, Irkutsk, at the beginning of 1848; Captain Nevelskoi sailed in the brig Baikal from Kronstadt in August. In the summer of 1849, with the Governor-General’s backing, he sailed into the Tatar Strait, confirmed Sakhalin to be an island, and charted a navigable channel into the Amur. He returned to the Amur in 1850 and founded two outposts near the estuary: Petrovskoye and Nikolaevsky Post. Muraviev, meanwhile, was consolidating the Russian positions in his sphere of influence and in 1851 he moved the headquarters of the military governor of Kamchatka, Major-General Vasily Zavoiko, from Ajan on the mainland coast of the Sea of Okhotsk to Petropavlovsk on the Kamchatka Peninsula.

In June 1854, following the declaration of War by the British and French in March, Muraviev embarked a force of eight hundred Cossacks in a fleet of barges at Sretensk, on a tributary over two thousand kilometres above the mouth of the

Amur, and drifted on the current down to the sea. His path passed through regions considered by China to be part of their territory, and Chinese interference to his passage was avoided by claiming that his expedition was in response to the threat of attacks by the British and the French on the Sea of Okhotsk. He reached Nikolaevsky Post at the mouth of the Amur in July. The flotilla was under the command of Captain Pyotr Kazakevich.

Muraviev sent the majority of his troops over to Petropavlovsk, where they were in place to support Major-General Vasily Zavoiko when Petropavlovsk was besieged by the British and French at the end of August.

Nikolai von Schilling was to encounter both Muraviev and Kazakevich when he reached Nikolaevsky Post in his quest to reach the frigate Pallada, to announce the arrival of the frigate Diana to Admiral Putiatin.

July 1854

Putiatin's flagship, the Pallada, had been built in 1832 and was not up to remaining active for much longer in support of his now extended mission. In spring 1853 he had requested that a sister ship, the Diana, then being fitted out to start a three-year circumnavigation of the world, be diverted to replace the Pallada. Diana, only two years old, was the ship to which Nikolai von Schilling had just been appointed with the rank of Leutnant zur See. At the end of October 1853, her commanding officer, Captain Stepan Stepanovich Lessovski, was directed to sail in support of Admiral Putiatin and Diana reached de Castries Bay in the Gulf of Tartary, between the Island of Sakhalin and mainland Asia, in July 1854, having stopped en route at Valparaiso in Chile in March and Honolulu in the Sandwich (now Hawaiian) Islands at the end of May.

The Pallada, expected to be in de Castries Bay, lay in fact some 60 miles to the north of Diana, under Cape Lazarev. Nikolai von Schilling was sent ashore to make his way inland and north down the Amur river to the Nikolaevsk outpost at the river mouth and from there to find the Pallada, to inform Admiral Putiatin of the arrival of Diana. Once the two ships successfully made their rendezvous, Admiral Putiatin sought a safe haven in which to leave the Pallada, no longer fit to continue.

August to November 1854 – Naval Forces

From August 5 (17) to September 14 (26), Pallada, under Flag-Captain Unkovsky, sought in vain to find a safe entry to the Amur. Admiral Putiatin decided instead to beach the ship in Emperor's Bay, another 80 odd miles south of de Castries Bay. Under escort of Diana, the Pallada was sailed there with a scratch crew and was run ashore on September 25 (7). All weapons and stores were offloaded, with some transferred to the Diana, and Diana sailed on October 3

(15) for Hakodate for Admiral Putiatin to pursue the trade Treaty negotiations with the Japanese. A detachment of an officer and ten men was left to guard the Pallada.

The combined British and French fleet, under Rear Admirals Price and Febvrier-Despointes sighted the Kamchatka Peninsular on August 16 (28) and on August 18 (30) advanced to bombard Petropavlovsk. Almost at the first volley, Rear Admiral Price retired to his cabin and (unaccountably) shot himself. In the understandable confusion that followed, the bombardment was ceased. It was resumed in a half hearted fashion the next day, after which the fleet withdrew. On August 23 (4) a force of over 700 marines and sailors was landed in an attempt to take Petropavlovsk by land. It was heavily repulsed, the Allies losing over 200 dead. The fleet drew out of range and on August 26 (7) left the area. In a minor action that day, the British ships HMS President and HMS Virago captured a small Russian schooner and a 10-gun transport.

Throughout this period, the Allies believed that Admiral Putiatin, with his flagship the Pallada and (probably) also the Diana, which was known to have been approaching the theatre, was in command in Petropavlovsk. In fact, Putiatin was otherwise engaged in trying to find a safe haven for the Pallada, hundreds of miles to the south, and Petropavlovsk was protected only by the frigate Aurora, the corvette Olevudez and the transport Dvina, all under the command of the Military Governor of Kamchatka, Rear Admiral Vasily Savoiko. The firepower of the attacking forces far exceeded that of the defences and it should have been possible to take Petropavlovsk with ease. This failure is still unexplained.

On October 2 (14), Rear Admiral Sir James Stirling, Commander-in-Chief on the China station, flying his flag in HMS Winchester, succeeded in sealing a treaty with the Japanese. This, the Treaty of Nagasaki, had strictly limited scope and addressed access only to specified Japanese ports for British vessels. No mention is made of agreements on trade.

In November, Rear Admiral Henry Bruce was formally appointed as Commander-in-Chief, Pacific Station, relieving Captain Sir Frederick Nicolson, Bt., Commanding Officer of HMS Pique, who had exercised command since the death of Rear Admiral Price in August.

October 1854 to January 1855 - Diana

On October 9 (21) Diana anchored off Hakodate and attempts were made to establish formal communication with the Japanese. On October 14, and with some ceremony, a formal letter from Admiral Putiatin was handed by his Chief of Staff to the Governor, to be forwarded to the seat of government. Shortly after, Diana sailed for Osaka, where Japanese representatives were expected to continue negotiations. After two weeks in Osaka, during which the Japanese refused to allow the Russians ashore and failed to deliver any of the provisions that had been

requested, Diana sailed for Shimoda where, once again, Japanese representatives were reported to be awaiting the arrival of the Russian delegation. They reached Shimoda on November 22 (4).

On December 2 (14), Shimoda was rocked by a severe earthquake and most of the town was destroyed by the violent tsunami which followed. The events of this horrifying day and those following, culminating with the final loss of the Diana on January 7 (19), 1855, are laid out by Nikolai von Schilling in great detail in his memoir.

January 1855 to July 1855 – The crew of the Diana

Following the loss of the Diana, Admiral Putiatin, his officers and his men moved to Heda, where accommodation was provided for them by the Japanese. Putiatin immediately embarked on the design of a schooner, to be built to take back to Russia the news of the disaster. On the diplomatic front, his continued negotiations resulted in the signing of the treaty of Shimoda on January 26 (7).

In March, the American clipper Caroline le Foote was chartered to take Captain Lessovski and 150 of the members of the crew of the Diana to Petropavlovsk. She left on March 18 (30). When Lessovski arrived at Petropavlovsk late in April and found Petropavlovsk abandoned, he chartered an American trading brig, the William Penn, which he found in the port to take him and his men south to the Amur.

On April 13 (25), the schooner built in Heda by the crew of Diana and Japanese craftsmen under the direction of Putiatin was launched. Named Heda, it sailed on April 26 (8) with Putiatin, his staff of seven officers and fifty men. On May 6 (18), Putiatin reached Petropavlovsk, sighting the gathering Allied fleet lying well offshore. Having established that the harbour contained no enemy vessels, he landed, only to discover that the settlement had been evacuated. He took on provisions and, under cover of darkness, sailed past the Allied ships on his way south to the Amur. He arrived at the mouth of the Amur in early June and from there travelled up the river and its tributaries to Irkutsk and thence to St Petersburg.

In Heda, the remaining 275 crew members of the Diana, including Lieutenants Pushkin and von Schilling and Putiatin's translator of Chinese, Goshkevich, awaited the return of the Caroline Le Foote. She came back in mid-May, but now refused to carry any more passengers to the Russian mainland. At the end of June, the German trading brig Greta was reported to have arrived in Shimoda, and Pushkin and von Schilling travelled there to negotiate its charter to carry them away from Japan.

On July 2 (14), the Greta sailed from Heda with, as well the remaining members of the Diana's crew, a Japanese monk or cleric who had befriended Goshkevich, while teaching him Japanese, and wished to escape Japan to learn

other languages. This man is now identified as Tachibana Kosai who, with Goshkevich, later compiled the first Japanese-Russian dictionary (St. Petersburg, 1857).

On July 20 (1), the Greta rounded the northern tip of Sakhalin into the sea of Okhotsk.

February 1855 to July 1855 – The Russian Forces

In December, 1854, the Governor-General of Eastern Siberia, General Muraviev, in Irkutsk and acting on information from St Petersburg that the Allies intended to mount a new assault on Petropavlovsk in the coming Spring, despatched his aide-de-camp Martynoff, to Petropavlovsk with orders for Admiral Savoiko, the Governor of Kamchatka, to evacuate the garrison, and even the population. The journey of 8,000 versts (5,000 miles) in mid-Winter took Martynoff three months, much of this achieved using dog sledges. He reached Patropavlovsk with Muraviev's orders on March 3 (15).

By March 30 (11), Savoiko had shipped over 1,400 tons of various goods, and had his vessels armed and ready for sea. As the harbour of Petropavlovsk was not yet free, a passage was sawn through the ice into the larger Avacha bay. On April 5 (17) the whole fleet, comprising the frigate Aurora and corvette Olevutsa, the transport Dvina and the Russian American Company trading brigs Irtysh and Baikal, sailed for De Castries Bay, the entrance to the Amur at that stage still being blocked by ice. A fog enabled the Russians to elude the vigilance of the British frigates HMS Barracouta and HMS Encounter which had been patrolling in the area since April 2 (14).

Savoiko, with the Aurora, reached Emperor's Bay on April 26 (8). Olevutsa arrived a day later. On April 27 (9) the Pallada, which had been left there the previous September, was burned to the waterline, its hulk was sunk and the guard detachment, which had remained the whole winter, was recovered. On April 28 (10) Aurora and Olevutsa sailed for de Castries Bay, reaching there on May 1 (13) to join Dvina and Irtysh. The steamer Vostok was also probably with them.

On May 8 (20) HMS Sybille, accompanied by the auxiliary steam corvette HMS Hornet and the brig HMS Bittern, sighted the Russian ships from the entrance to de Castries Bay. Sybille fired a shot from a long gun while still out of range. A single shot in reply from the Aurora also fell short. A second shot from each adversary also failed to reach its target, and the British ships withdrew, to take up a patrolling position to the south of the Bay to prevent the escape of the Russians.

The following day, Captain Nevelskoi reached the Russian ships, having travelled across from the inland post of Mariinsk, to inform Savoiko that the ice had broken and the way to the Amur was now clear. He weighed anchor and,

travelling north, arrived safely in the Amur estuary without being detected by the British ships.

No further actions by the Russian land or sea forces form a part of this narrative. Indeed, there were no further incidents of any note in this theatre of war up to the end of the Crimean War early in 1856.

February 1855 to July 1855 – The Allied Navies

Between March and May, the British Commander-in-Chief, Admiral Bruce, assembled his fleet in preparation for a renewed attack on Petropavlovsk to be carried out in May.

On March 26 (7), the frigate HMS Sybille (Commodore the Hon. Charles Elliot), steam corvette HMS Hornet and brig HMS Bittern left Hong Kong under instructions from Rear Admiral Sir James Stirling, Commander-in-Chief on the China station. By April 2 (14) the Screw Steam Ship HMS Encounter (Captain George William Douglas O'Callagan) and the Paddle Wheel Steam Sloop HMS Barracouta (Commander Frederick Henry Stirling), both vessels detached for the purpose from the East India station by Rear Admiral Stirling, were in position at the rendezvous position patrolling some distance off Petropavlovsk.

Accuracy in the accounts of the events involving HMS Sybille and HMS Barracouta is greatly enhanced by the existence of contemporary journals written by Captain Bernard Whittingham, Royal Engineers, travelling as an observer on HMS Sybille, and by Assistant Surgeon John M Tronson, of HMS Barracouta.

Neither HMS Encounter nor HMS Barracouta spotted the Russian flotilla as it escaped under cover of fog from Petropavlovsk on April 5 (17). They were to continue their futile patrols for another month until the arrival of the main allied fleet. When the British and French fleet assembled under Rear Admirals Bruce and Rear Admiral Fourichon, it comprised, in addition to HMS Encounter and HMS Barracouta, the British Flagship HMS President (Capt. Richard Burrige), HMS Pique (Capt. Sir Frederick Nicolson), HMS Trincomalee (Capt. Wallace Houstoun), HMS Dido (Capt. William Morshead), HMS Amphitrite (Capt. Charles Frederick), and the Screw Steam Sloop HMS Brisk (Cdr Frederick Seymour), with the French vessels HIMS Forte, HIMS Alceste, HIMS Eurydice, and HIMS Obligado. On entering Petropavlovsk they found nothing but empty works and deserted buildings.

HMS Pique, HMS Barracouta, and HMS Amphitrite were left with Sir James Stirling to patrol the Sea of Okhotsk while the rest of the allied squadrons separated, most of the British vessels going to Vancouver Island, and most of the French to San Francisco.

The now depleted British squadron carried out mopping-up operations in the Sea of Okhotsk. HMS Barracouta assisted HMS Amphitrite in taking possession

of the town of Ayan on June 28 (10), and on July 15 (27) joined with boats from HMS Sybille and HMS Spartan in forcing a Russian brig aground at the entrance to the Amur and capturing its crew as they escaped in boats. On 17 June (29), HMS Barracouta parted from the remainder of the squadron and headed south for Hakodate. On July 20 (1), they overhauled and apprehended the brig Greta, capturing the fugitive crew members from the Diana.

July 1855 to April 1855 - The crew of the Diana

The story from here on is told in detail in the memoir of Nikolai von Schilling. The Russians were first taken to Ayan, where they were distributed between various of the British ships for the onward passage. The British vessels were themselves short of supplies and were poorly placed to support, at short notice, another nearly three hundred mouths. The surgeon, the priest, and the sick from the Greta were permitted to go on shore; the rest of the prisoners were divided: two officers, Lieutenants Pushkin and von Schilling, with Councillor Gosgovich, the Japanese Tachibana Kosai and 105 men, were sent on board HMS Barracouta; two officers and forty men on board HMS Spartan and the remaining seven officers and 100 men on board HMS Sybille.

Their somewhat hopeful request to be landed at de Castries Bay as they were non-combatants failed to get a favourable hearing. Nikolai von Schilling spent the next two months on board HMS Barracouta, the last at anchor in Nagasaki, before being transferred to HMS Nanking for the next leg to Hong Kong. A rapid shuffle between various ships ended up with his being billeted in HMS Pique for the passage to Hong Kong, which they reached in mid October. On November 26 (8), Pushkin and von Schilling, with 30 sailors, were put onto HMS Rattler, which sailed back to the United Kingdom via the Cape of Good Hope and St Helena.

They received news of the end of the Crimean War as they entered Portsmouth and, before leaving for Russia with over fifteen hundred other returning prisoners of war, were able to see a rehearsal at Spithead of the Fleet Review scheduled to be carried before Queen Victoria on April 11 (23) 1856. They arrived back in Russia on Easter Saturday April 14 (26).

Notes on Key Personalities

The notes below provide clarification of the spelling of the names of various people mentioned in Nikolai von Schilling's memoir, where appropriate generally rationalised to the modern representation of Russian names in English, and also giving in some cases brief notes on the individual and his achievements. The list is not exhaustive, nor does it claim to be fully accurate.

Name	Actual or Corrected Name	Remarks
Alexander II		Russian Emperor 1855-1881
Babcock		David S. Babcock, captain of the clipper Young America.
Bruce		Rear Admiral Henry William Bruce, commander of the British Far East Squadron from November 1854, following the death of Rear Admiral Price.
Burrows		Friendly American in Hong Kong
Eliot	Elliot	Commodore the Hon. Charles Elliot, HMS Sybille
Fellows	Fellowes	Commander William A Fellowes, captain of HMS Rattler
Goschkewitsch	Gochkevich	Iosif Antonovich Goshkevich Russian diplomat and Orientalist. Born 1814. From 1839 to 1848 he was a member of the Russian Orthodox mission in Peking. From 1852 to 1855 he was Putiatin's Chinese translator during negotiations of the treaty with Japan. Together with a Japanese, Tachibana Kosai, he compiled the first Japanese-Russian dictionary (St. Petersburg, 1857). Tachibana was the Japanese smuggled out of Japan with the crew of the Diana. He was Russia's first diplomatic representative in Japan (Hakodate 1858–65). Died Oct. 5, 1875.
Lessowski	Lessovski	Captain Stepan Stepanovich Lessowski, the captain of the Diana.

Name	Actual or Corrected Name	Remarks
Muraviev		Nikolai Nikolaievich Muraviev, 1809-1881, was a Russian statesman and explorer who played an important role in the expansion of the Russian Empire eastward to the Pacific Ocean. Born in Saint Petersburg into an old noble family, Muraviev joined the army in 1827, distinguished himself in the Russo-Turkish War of 1828–29 and other campaigns, and rose to the rank of major general in 1841, whereupon he resigned from the army because of ill health. Appointed governor-general of Yenisei province in 1847 and, later, of East Siberia. Granted the title of Count Amursky, Muraviev retired in 1861.
Nàkamora Taméa		Governor (of Izu?). A Nakamura Tameya is identified in another account of the treaty negotiations as the secretary to the plenipotentiaries, and a member of the new special committee to introduce steam ships to Japan. He came to the schooner Vostok (Lt Rimsky-Korsakov) in Nagasaki to have a look at its engine. Vostok was the first steam-powered vessel to visit Nagasaki. Commodore Perry's American steam ships had made contact at Edo (Tokyo).
Nichelson	Nicolson	Captain Sir Frederick Nicolson, Bt. Commanding Officer, HMS Pique
Nikolai I		Emperor of Russia 1825-1855
Nori-Oribe-No-Kami		Governor (of Hakodate?)
Possjet	Possiet	Konstantin Nikolaievich Possiet, 1819-1899. After attending the Naval Cadet Corps in St. Petersburg, he pursued the career of a military author. In 1852-54, Possiet followed Admiral Yevfimi Putyatin on the frigate Pallas to Japan. Accompanied by novelist Ivan Goncharov and inventor Alexander Mozhaisky, Possiet explored and mapped the northern coastline of the Sea of Japan, including Possiet Bay, which now bears his name. In 1856 he carried to Japan the news of the ratification of the Treaty of Shimoda. Possiet's journeys and published observations made him something of an expert on Japan.
Price		Rear Admiral David Price, commander of the British Far East Squadron until August 1854, when he took his own life.
Pushkin		Lieutenant Alexander Moussin Pouschkin, who was with Nikolai von Schilling throughout their 1854-1856 experiences.

Name	Actual or Corrected Name	Remarks
Pustau		Hamburg Merchant, based in Hong Kong. Owner of "Greta".
Putjatin	Putiatin	Efimii Vasilievich Putiatin, 1803-1883, was a Russian admiral noted for his diplomatic missions to Japan and China which resulted in the signing of the Treaty of Shimoda in 1855. Later Count Putiatin.
Sawoiko	Zavoiko	Vasilii Stepanovich Zavoiko, 1810-1898. Descendant of a noble family. Zavoiko was promoted to the rank of ensign in 1827 and fought in the battle of Navarino the same year. He sailed twice on transport ships to Kamchatka and Alaska. Zavoiko became head of the Okhotsk trading station of the Russian-American Company in 1840, head of the Aian port, which he had founded in 1846, and military governor of Kamchatka and commander of the Petropavlovsk port in 1849. While directing the defence of Petropavlovsk in 1854, he repelled the attack of an Anglo-French squadron. In 1855 he organized the evacuation of the residents and garrison from Petropavlovsk to the mouth of the Amur.
Shortrade	Shortrede	Andrew Shortrede, founder in Hong Kong of the China Mail (1845) and founder member of the Hong Kong Branch of the Royal Asiatic Society.
Sterling	Stirling	Rear Admiral Sir James Stirling, Commander-in-Chief on the China station, flying his flag in HMS Winchester
Sterling	Stirling	Commander Frederick Henry Stirling, captain of HMS Barracouta.
Stuart		Captain The Hon Keith Stewart, captain of HMS Nankin
Tacnowski	Tatsnoske	Tatsnoske - a Japanese who had been second interpreter (to Mariyama Yenoske) in the Perry Treaty negotiations
Thaulow		Captain of the brig Greta
Uékawa-Danîtsero		Aide to Nâkamora Taméa, qv.
Unkowski	Unkovski	Ivan Semenovich Unkovski, 1822-1886. Russian navigator, admiral, explorer of the continental coast of the Sea of Japan. From 1852 to 1854, Unkovski commanded the frigate Pallada in E. V. Putiatin's squadron.

Name	Actual or Corrected Name	Remarks
von Krusenstern	von Krusenstern	Adam Johann Ritter von Krusenstern , 1770-1846, was a Baltic German explorer and admiral of the Russian Imperial Navy, who led the first Russian earth circumnavigation.

Notes on Ships

The notes below provide clarification of the spelling of the names of various ships mentioned in Nikolai von Schilling's memoir, also giving some details of each vessel and, where appropriate, its Commanding Officer. As with the listing of names, it is not exhaustive, nor does it claim to be fully accurate.

Name in Text	Comment
Alexander Nevsky	Russian frigate lost off Denmark in 1868.
Aurora	Russian sail frigate Aurora. 56 guns. 1835. (Captain Izylmetiev)
Baikal	Russian brig. (Captain Gennady Nevelskoi)
Barracouta	HMS Barracouta. Paddle Wheel Steam Sloop, 6 guns. 300 Horsepower. (Commander Frederick Henry Stirling)
Caroline Foote	American Schooner Caroline le Foote. Putiatin's treaty with the Japanese was carried back to Russia by this ship, in the hands of captain S.S.Lessovski.
Diana	Russian sail frigate Diana. 44 guns. 1852. Captain S.S.Lessovski.
Dvina	Russian transport. 12 guns.
Encounter	HMS Encounter. Screw Steam Ship, 14 guns. 360 Horsepower. (Captain G.W.D. O'Callaghan)
Forte	French <i>SURVEILLANTE</i> class sail frigate. 60 guns. 1841. Flagship of Rear Admiral Febvrier-Despointes.
Greta	Bremen registered brig. (Captain Thaulow)
Heda	Schooner built in Japan under the direction of Putiatin after the loss of the Diana.
Hornet	HMS Hornet. 17 guns. Screw Steam Sloop. (Commander Charles G. Forsythe)
Monarch	HMS Monarch. 84 guns. (Captain George Patey) Flagship of Admiral Bruce.
Nanking	HMS Nankin. 50 guns. (Captain The Hon Keith Stewart)
Olewudez	Russian corvette Olivutsa. 20 guns.
Pallada	Russian sail frigate Pallada. 40 guns. 1832. (Captain I.S. Unkovski). Putiatin's flagship until July 1854.
Pick	HMS Pique. 40 guns. (Captain Sir Frederick Nicolson)
Powhatan	American Navy steam-frigate Powhatan. (Captain W.J. McCluney). Flagship of Commodore Matthew Perry at the signing of the Treaty of Kanagawa, March 1854.
President	HMS President. 50 guns. (Captain Charles Frederick)
Rotler	HMS Rattler. 11 guns. Screw Steam Sloop. 200 Horsepower. (Commander William A. Fellowes)
Sibyl (English frigate)	HMS Sybille. 40 guns. (Captain Charles G.J.B. Elliott)

Name in Text	Comment
Sibylle (French frigate)	French <i>POURSUIVANTE</i> class sail frigate Sybille. 52 guns. 1847.
Tartar	Paddle Steamer Tartar. (Hong Kong passenger steamer, taken up from trade by the Royal Navy for the hostilities).
Trincomalie	HMS Trincomalee. 24 guns. (Captain Wallace Houstoun)
Vostok	British-built Russian steam schooner Vostok. (Lieutenant V.A.Rimsky-Korsakov)
Winchester	HMS Winchester. 50 guns. (Captain Thomas Wilson) Flagship of Rear Admiral Sir James Stirling.
Young America	A three-masted wooden extreme clipper ship built in America in 1853.

Further Reading

For those who wish to delve deeper into this period of activity, some of the useful references are listed below. Many of these may be viewed on line from various sources in their entirety; some are viewable in sample form only.

1. *Personal Narrative of a Voyage to Japan, Kamtschatka, Siberia, Tartary, and various parts of coast of China: in H.M.S. Barracouta [1854-1856]*. Author: John M. Tronson. Publisher: Smith, Elder & co., 1859.
John M Tronson was the Assistant Surgeon in HMS Barracouta 1854-1856 during its deployment to the Far East. He recounts in detail both the movements and actions of HMS Barracouta and the two months in which Nikolai von Schilling was carried after the capture of the escaping crew of Diana.
2. *Notes on The Late Expedition against the Russian Settlements in Eastern Siberia and of a visit to Japan and to the shores of Tartary and of the Sea of Okhostk*. Author: Capt. Bernard Whittingham, Royal Engineers. Publisher: Longman, Brown, Green and Longmans, 1856.
Captain Whittingham was carried as a supernumerary observer in HMS Sybille from April 1855 until it returned to England. He recounts in detail the movements and actions of HMS Sybille, including the period of the capture of the Diana crew and their transfer in Hong Kong to other Royal Navy ships.
3. *The first Pacific War: Britain and Russia, 1854-1856*. Author: John D. Grainger. Publisher: The Boydell Press, Weybridge. 2008.
Grainger provides a twentieth-century analysis of this period of the Crimean War.
4. *The Russian Far East: A History*. Author: John J. Stephan. Publisher: Stanford University Press, 1994.
Stephan gives us the detail of Muraviev's actions on the Amur.
5. *Russia on the Pacific and the Siberian Railway*. Author: Vladimir. Publisher: Sampson Lowe, Marston & Company, 1899.
Vladimir gives information on the movements of Russian and Allied naval units involved in the two approaches on Petropavlovsk made by the Allied forces.
6. *Philipp Franz von Siebold and Russian Policy and Action on Opening Japan to the West in the Middle of the Nineteenth Century*. Author: Edgar Franz. Publisher: Iudicium Verlag GmbH, Munich, 2005.
Siebold provides information on the establishment of Putiatin's expedition and the conduct of his negotiations in Japan.
7. *The Royal Navy: A History From the Earliest Times to the Present (Vol VI)*. Author: Wm. Laird Clowes. Publisher: Sampson Low, Marston and Company, 1901.
The British perspective of the attacks on Petropavlovsk.

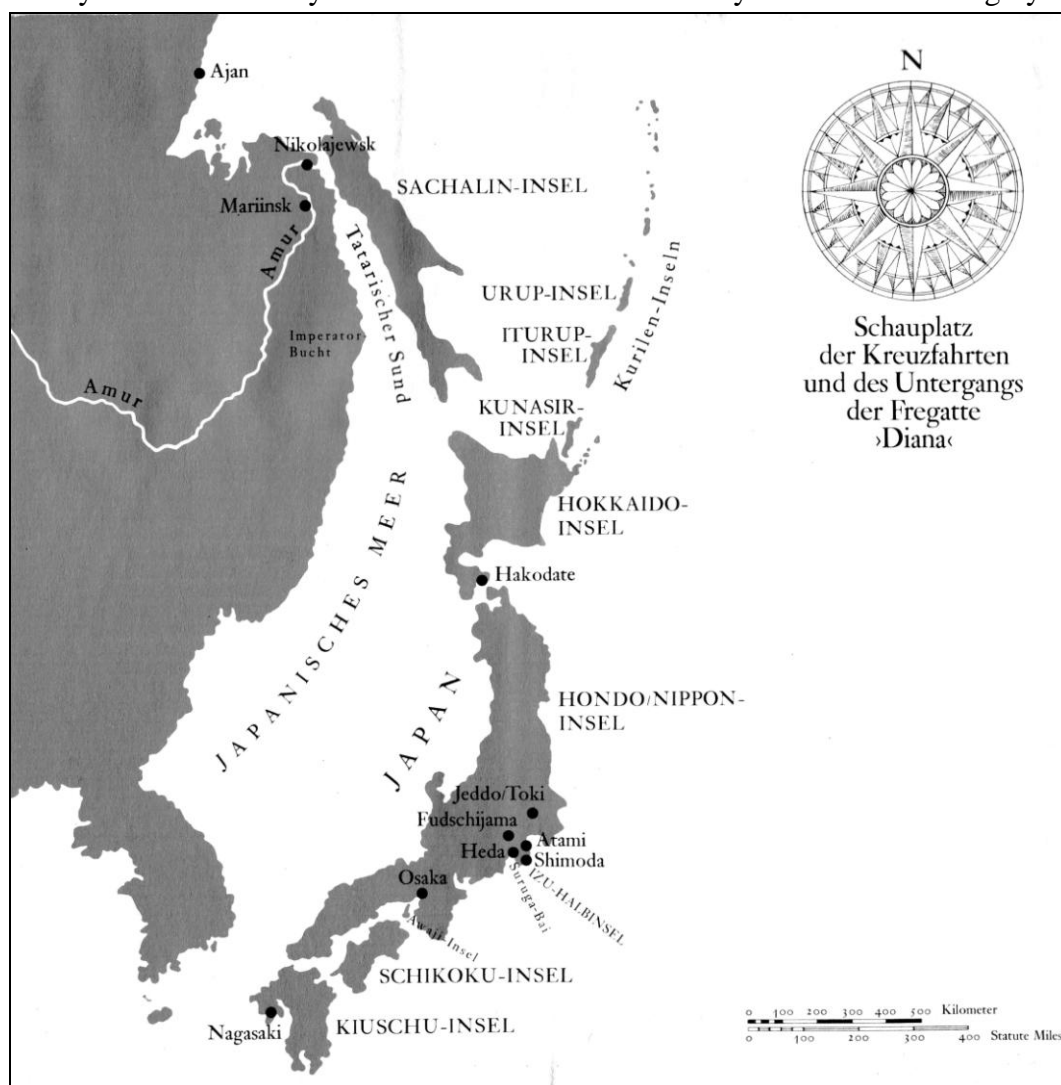
In addition to the above, there are numerous contemporary references to the fate of the Diana and her crew in the world's newspaper archives. By the nature of communication in those days, many of these were published months after the events in question.

Maps, Charts and Sketches

The end papers (shown below) of the German edition of Nikolai von Schilling's memoir carry a map illustrating the area of the cruises and sinking of the Diana. It covers the Islands of Japan and the Chinese and Russian coast up to Ajan in the Sea of Okhotsk. Petropavlovsk, not shown here, is situated at the southern tip of the Kamchatka Peninsular, close to the top of Kuril island chain to the east of Ajan.

The two sketch maps which follow show the routes taken by Nikolai von Schilling in July 1854 when sent to find the Pallas after the Diana anchored in de Castries Bay and in December 1855 when sent to find a suitable bay in which to careen Diana for repairs after suffering serious damage in the earthquake and tsunami.

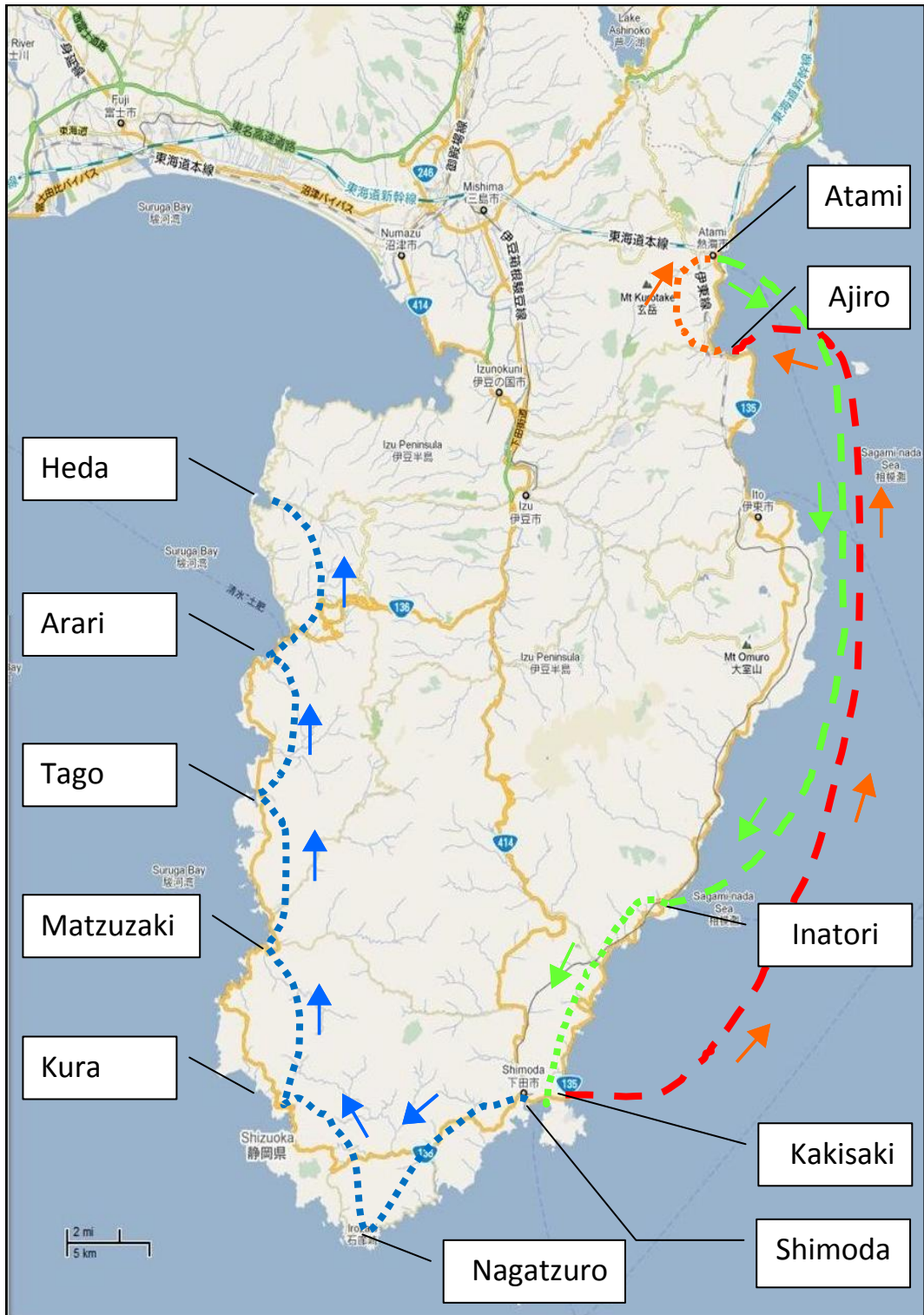
The final illustrations show the chart of the resting place of Pallada, as surveyed when found by HMS Barracouta in 1856 and by 2011 satellite imagery.



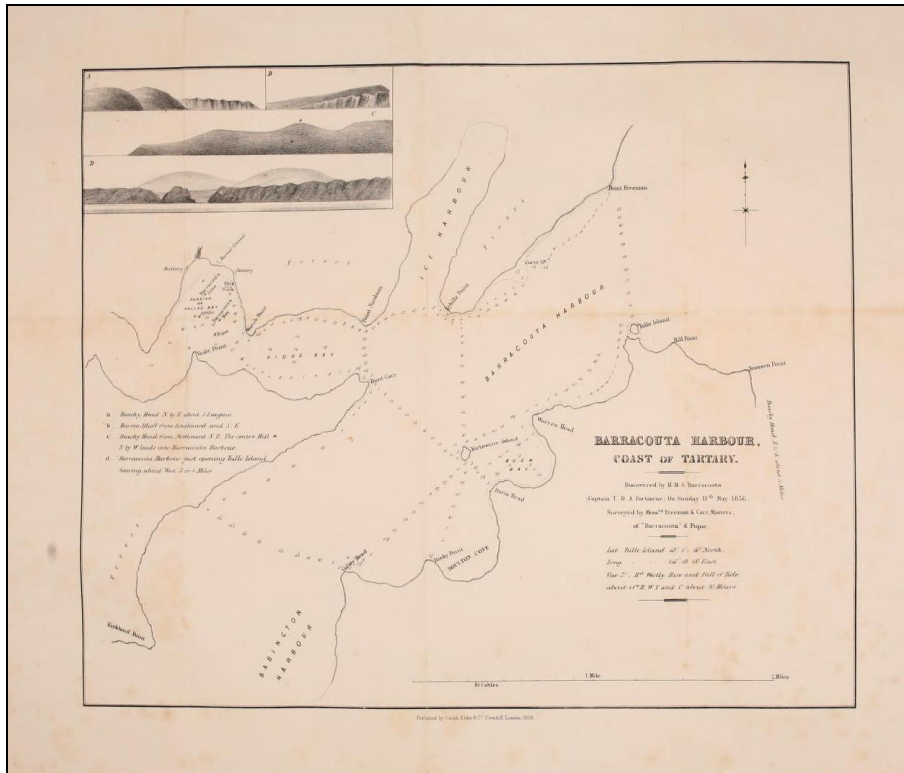
End Paper of the German Translation



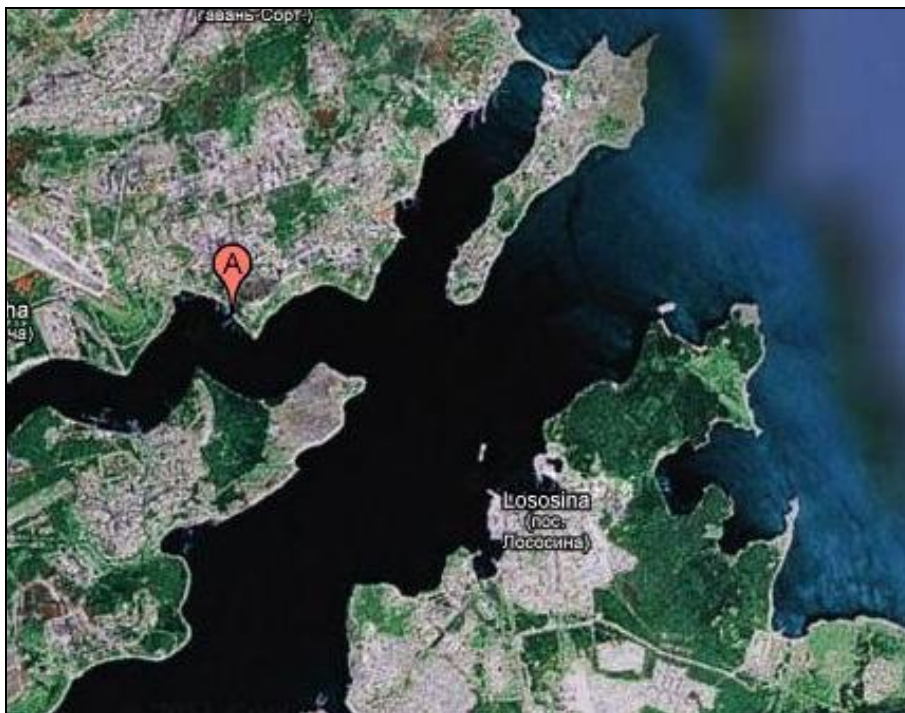
The Gulf of Tartary and the mouth of the Amur River
 Nikolai von Schilling's journey from the Diana in de Castries Bay to find the
 Pallada
 (Map outline from Google maps)



The Izu Peninsula – The search for a bay in which to careen *Diana*
 (Map outline from Google maps)



Emperor's Bay, surveyed and named Barracouta Harbour by HMS Barracouta when they found the hulk of *Pallas* on May 12 1856. The hulk is marked in the bay at the top left.



Modern satellite imagery of Emperor's bay, now Sovetskaya Gavan. The position where the hulk was beached is shown by the marker.

(Image from Google maps)