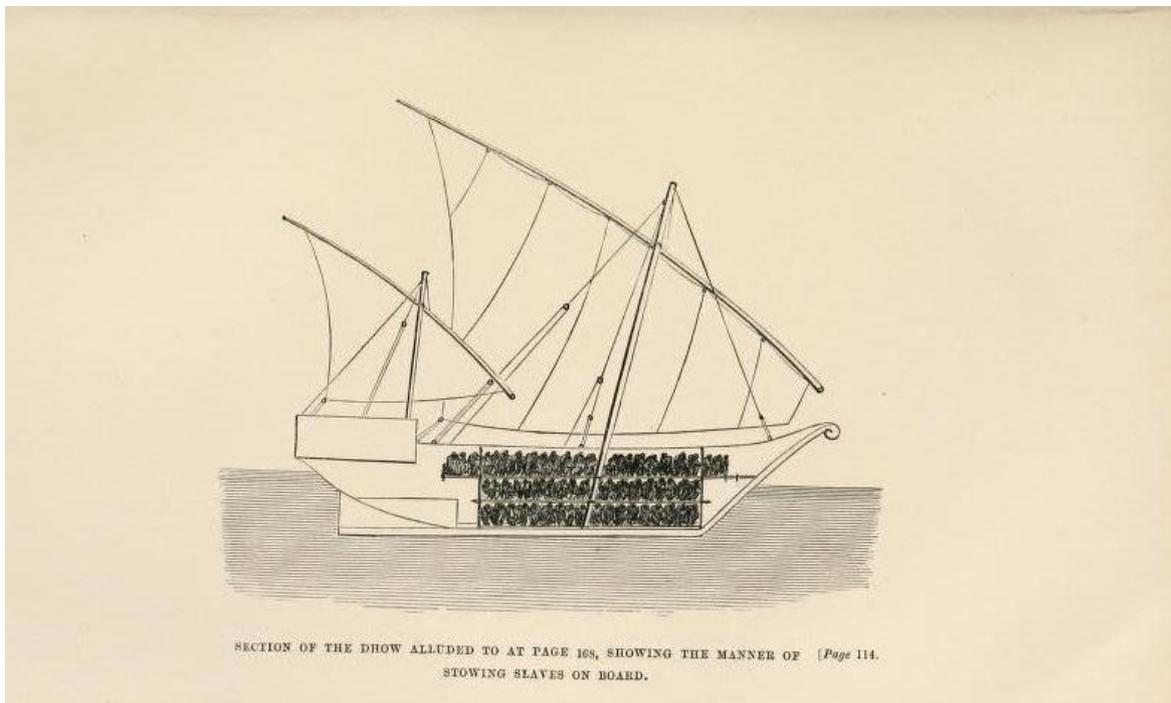


**George Lydiard Sullivan, *Dhow chasing in Zanzibar waters and on the Eastern coast of Africa. Narrative of five years' experiences in the suppression of the slave trade***

When George Sullivan's travel narrative was published in 1873, the naval slave trade suppression memoir had already become established as a form of nineteenth-century European travel writing, with popular examples published in Britain (such as Grenfell Pascoe Hill's two volumes, *Fifty days on board a slave-vessel in the Mozambique Channel* (1844) and *A voyage to the slave coasts of West and East Africa* (1849), and Lieutenant Frederick Barnard's 1848 book, *A three years' cruise in the Mozambique Channel, for the suppression of the slave trade*), and in France (Captain Édouard Bouët-Willaumez's 1848 work, *Commerce et traite des noirs aux côtes occidentales d'Afrique*). The principal focus of anti-slave trade patrols shifted towards North and East Africa in the second half of the nineteenth century. While the popular narratives published in the 1840s described patrolling West and South Africa, Mozambique and the Indian Ocean islands, by the time *Dhow chasing in Zanzibar waters* appeared, European naval campaigns had widened their patrols to include the stretch of East African coast from Zanzibar to the Red Sea, engaging in the pursuit of "Dhows", the small triangular-sailed Indian Ocean sailing ships (see the diagram below). From the late 1850s onwards, slave trade patrols were no longer primarily focused on illegal slave trading by European vessels to the Americas. Instead, they began to target their resources towards the suppression of what Étienne Berlioux described as "the Oriental Trade" to Turkey, Egypt and the Middle East.<sup>1</sup> Travel narratives that had typically focused on the suppression of the transatlantic trade accordingly shifted focus.



Cross-section of a dhow, in *Dhow Chasing in Zanzibar Waters and on the Eastern coast of Africa* (1873), p.114.

---

<sup>1</sup> Étienne-Félix Berlioux, *La Traite orientale: Histoire des chasses à l'homme organisées en Afrique depuis quinze ans pour les marchés de l'Orient* (Paris: Guillaumin & Cie., 1870).

As these images suggest, the campaign against the slave trade in the Indian Ocean and the Red Sea drew upon many of the established principles and tactics used in earlier abolitionist campaigns. For example, the iconic cross-section of the Brooks, with its rows of slaves fitted into every corner of the ship, was adapted to fit the new model of slaving vessel encountered by the anti-slavery patrols, as in the diagram above of a dhow. However, the campaigns also made use of recent technical innovations such as photography in order to create a more precise picture of the contemporary slave trade, including images of the enslavers and the enslaved.

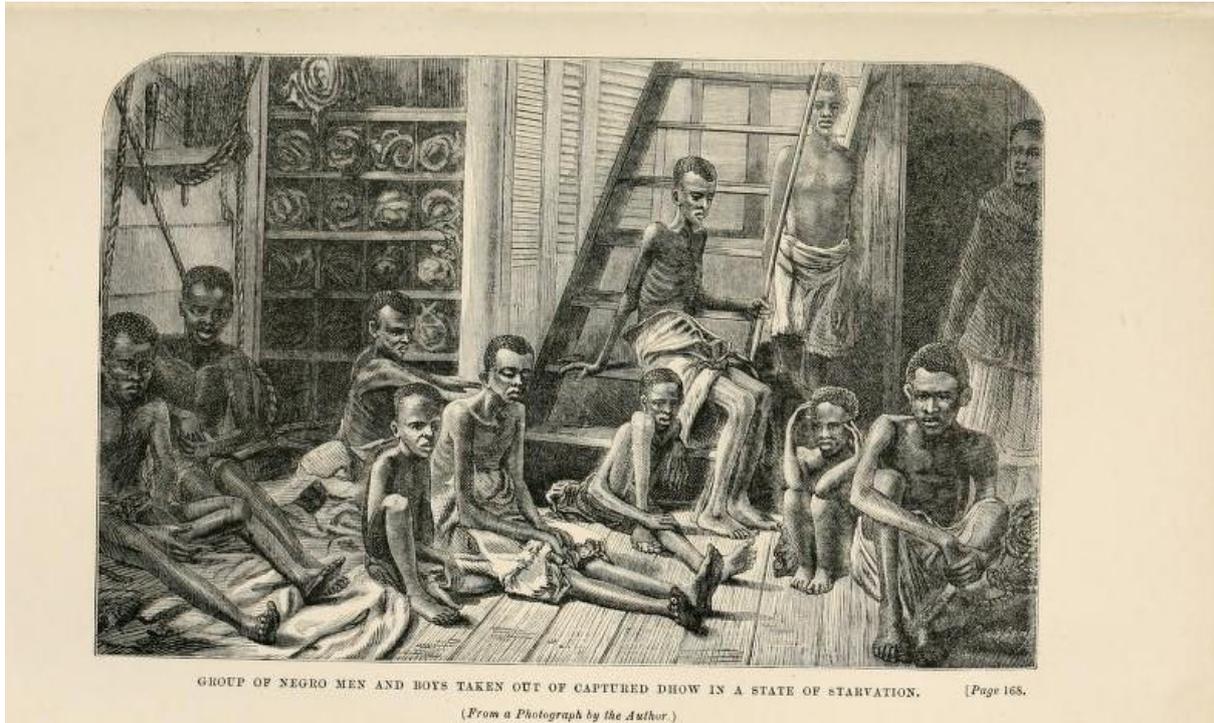


Illustration based on a photograph, in *Dhow Chasing in Zanzibar Waters*, p.168.

Sullivan published his first-hand experience on naval patrol ships as the East African slave trade was becoming the subject of reports by other travellers such as David Livingstone and Bartle Frère, and was increasingly a political issue, taken up by anti-slavery campaigners in Europe. Like other travel accounts of the late nineteenth century, *Dhow Chasing in Zanzibar Waters* takes a strong position against this “iniquitous trade”.<sup>2</sup> As well as a narrative of his experience on the naval patrols, Sullivan’s book also contains copies of reports, letters and memoranda from Britain, France and Germany on the subject of the East African slave trade, and was thus an important source of information for campaigners against this trade.

---

<sup>2</sup> George Lydiard Sullivan, *Dhow chasing in Zanzibar waters and on the Eastern coast of Africa. Narrative of five years' experiences in the suppression of the slave trade* (London: Sampson Low, Marston, Low, & Searle, 1873), 2.