

KAINBACHER RARE BOOKS
CATALOGUE XVIII (N.F.)



2019

Whaling and Piracy Logbooks



KAINBACHER RARE BOOKS | CATALOGUE XVIII (N.F.) 2019
WHALING AND PIRACY
LOGBOOKS

*Journal of a Whaling Voyage From
Newport in the Barque Mechanic.
Sailed From Newport Nov 27th 1855
To the Indian Ocean and Elsewhere
Thomas Cory Master. Kept by H.C. Rice*

" [T]here is no folly of the beasts of the earth which is not infinitely outdone by the madness of men."

(Herman Melville, Moby Dick)

"The Pioneers of the sea, Whalemens were the advance guard, the forlorn hope of civilization. Exploring expeditions followed after to glean where they had reaped. In the frozen seas of the north and the south, their keels plowed to the extreme limit of navigation, and between the tropics they pursued their prey through regions never before traversed by the vessels of a civilized community. Holding their lives in their hands, as it were, whether they harpooned the leviathan in the deep or put into some hitherto unknown port for supplies, no extreme of heat or cold could daunt them, no thought of danger hold them in check.

Their lives have ever been one continual round of hair-breadth escapes, in which the risk was alike shared by officers and men... Many a tale of danger and toil and suffering, startling, severe and horrible, has illuminated the pages of the history of this pursuit, and scarce any, even the humblest of these hardy mariners, but can, from his own experience, narrate truths stranger than fiction. In many ports, among hundreds of islands, on many seas the flag of the country from which they sailed was first displayed from the mast-head of a whale-ship."

(Alexander Starbuck)

WHALING LOGS

This exceptional collection of original logbooks from whaling ships from the mid of the 19th century paints a comprehensive picture of the whaling's glory history. During their years and years of journeys on the seven seas, the captains meticulously noted their catch, described the hunting grounds, the wind flow and the currents, dangerous passages on the oceans and problems on their journeys. They depicted life on board of the ships, extraordinary occurrences and the places they headed for. These ship's logs, written – in English, of course – by whalers, mostly from Nantucket and New Bedford bring back memories of Melville's "Moby Dick".

1. Captain John H. Paun: Journal of a Whaling Cruise in the Bark Anaconda of New Bedford. Journal of a Whaling Voyage in Bark Cicero of New Bedford.
2. John M. Honeywell, Master; William P Howland, owner: Journal of a Whaling Voyage of the Bark Roscius of New Bedford to the Atlantic.
3. + 4. Master Barney R. Green: Journal of the Whaling Voyage of the Ship Ontario plying the Indian, Pacific, and Atlantic oceans + Captain Andrew Halsey: Journal of the Ship Marcus, plying the Pacific and Atlantic Oceans.
5. Obediah G. Chase: A Journal of a Whaling Voyage to the Pacific Ocean in the Ship Helvetia of Hudson. Commanded by Shubael Cottle.
6. C. Rice, (Midshipman) & Thomas Cory, Master: Journal of a Whaling Voyage from Newport in the Barque Mechanic. Sailed from Newport Nov 27th 1855 to the Indian Ocean and Elsewhere.
7. Govenor Fenica: Whaling Log
8. Charles H. Snell, First Mate: Journal of a Whaling Voyage to the Atlantic Ocean on Board Bark Pelmetto. Captain Tripp.
9. Elijah Howlan, Master: Log of the Bark Elizabeth Bound on a Whaling Voyage to the Western Islands, The Journal of a Whaling Voyage in the Ship Selma of Newport to the Indian Ocean.
10. Benjamin R. Harriss & George Coffen, Commander: A Journal of a Voyage to the South Seas in the Ship Pacific.
11. Thomas Jonson (midshipman): Whaling Journal of the Ship Courier of Dorchester from Boston Bound for the South Atlantic and Indian Ocean.
12. Jonathan Negusjin & John Smith, Commander: A Journal of a Voyage from Amsterdam towards India in the Ship Amsterdam Packet.
13. A manuscript letter book, 1815-1816, from the Office of the Commander in Chief of the Jamaica Station.



PRICE ON REQUEST



Whaling and Piracy - Logbooks

1. JOURNAL OF A WHALING CRUISE IN THE BARK ANACONDA

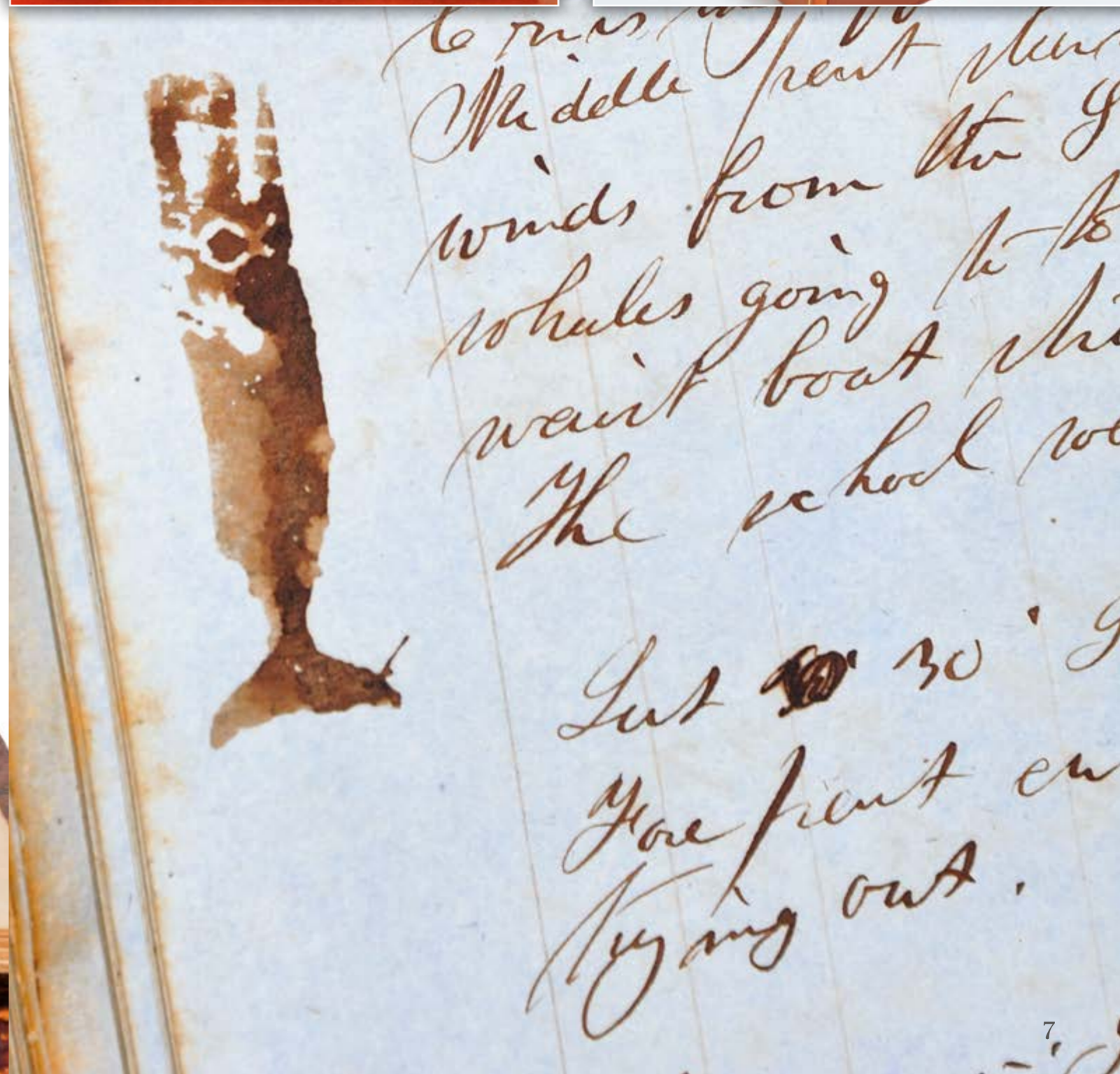
CAPTAIN JOHN H. PAUN

Journal of a Whaling Cruise in the Bark Anaconda of New Bedford. Journal of a Whaling Voyage in Bark Cicero of New Bedford.

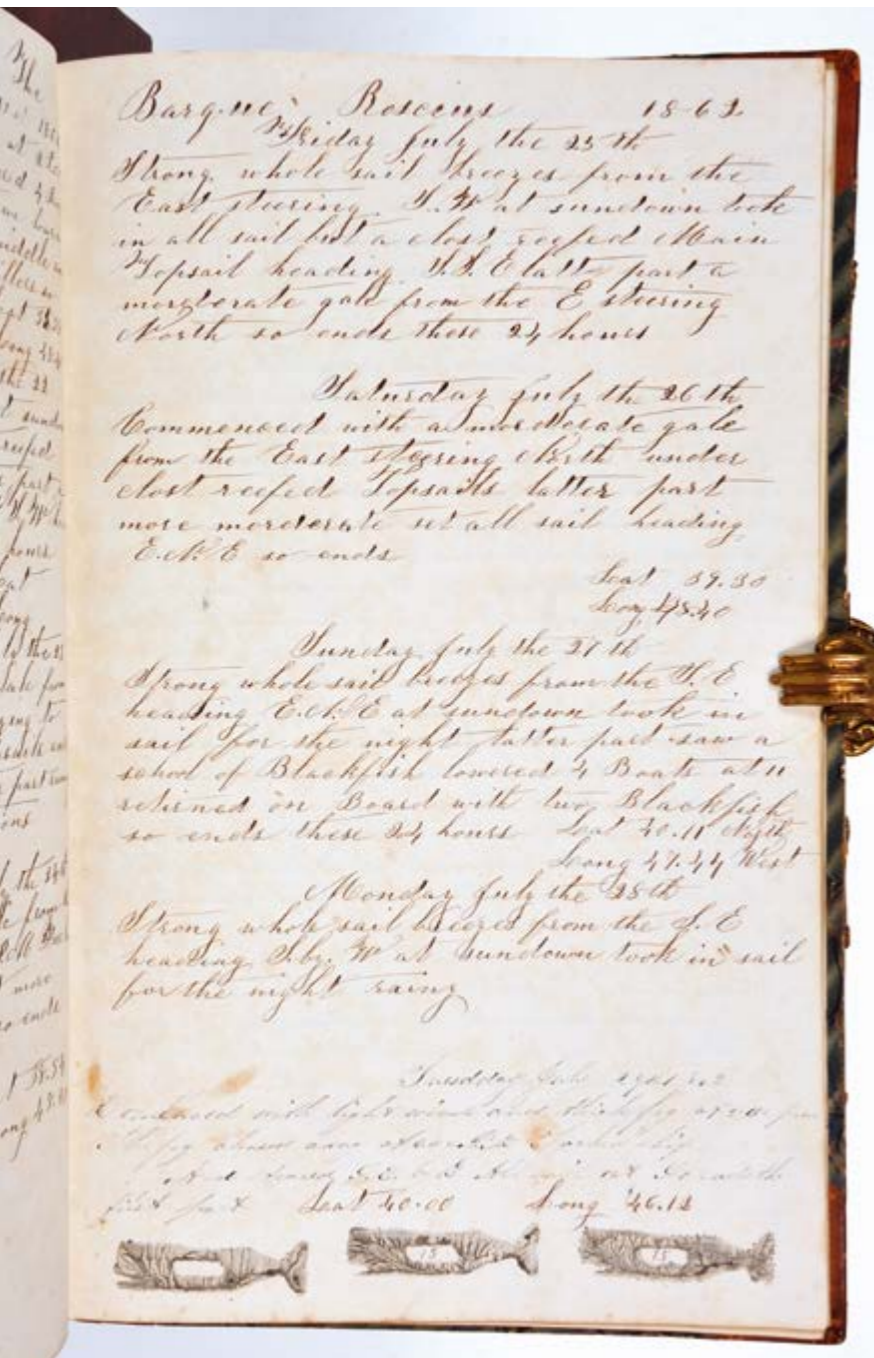
Manuscript at Sea 1860-69; 1860-1869. 3 vols. Folio, Contemporary half calf, marbled boards, illustrated with whales stamps and whale drawings, overall very good condition.

Captain John H. Paun's personal journals of two whaling voyages out of New Bedford. The first, aboard the Anaconda, extended from Nov. 17, 1860 to Sep. 8, 1864. It contains 157 pp. of manuscript entries, including crew list, oil yields, sperm whales seen, and lunar observations, as well as daily entries. This is continued into the second volume. Paun's account starts much like an official log book, but as the voyage progressed he grew more personally expansive: "I hope we may see some (sperm whales) next week, or I shall begin to think about home..." The Anaconda rounded Cape Horn and whaled on the Chilean and Peruvian coasts, around the Galapagos, in the South Pacific, off Tristan D'Acuna, and on the Western Grounds.

The first volume includes some whale stamps, and later, presumably after he lost his whale stamp, whale drawings to indicate catches. The second voyage was aboard the Cicero of New Bedford, from Oct. 17, 1865 to Sept. 3, 1869 (filling out the rest of the second logbook). Paun's daily entries here are generally briefer and more businesslike. The Cicero whaled in the Sea of Okhotsk, on the line, in the Sea of Japan, the Bering sea and the Arctic Ocean. The, third volume is the cash journal. It includes a few pages of accounts for both the above whaleships as well as with whaling agents. Starbuck 574; 602.



Whaling and Piracy - Logbooks



2. WHALING VOYAGE OF THE BARK ROSCIUS OF NEW BEDFORD TO THE ATLANTIC

JOHN M. HONEYWELL, MASTER; WILLIAM P HOWLAND, OWNER

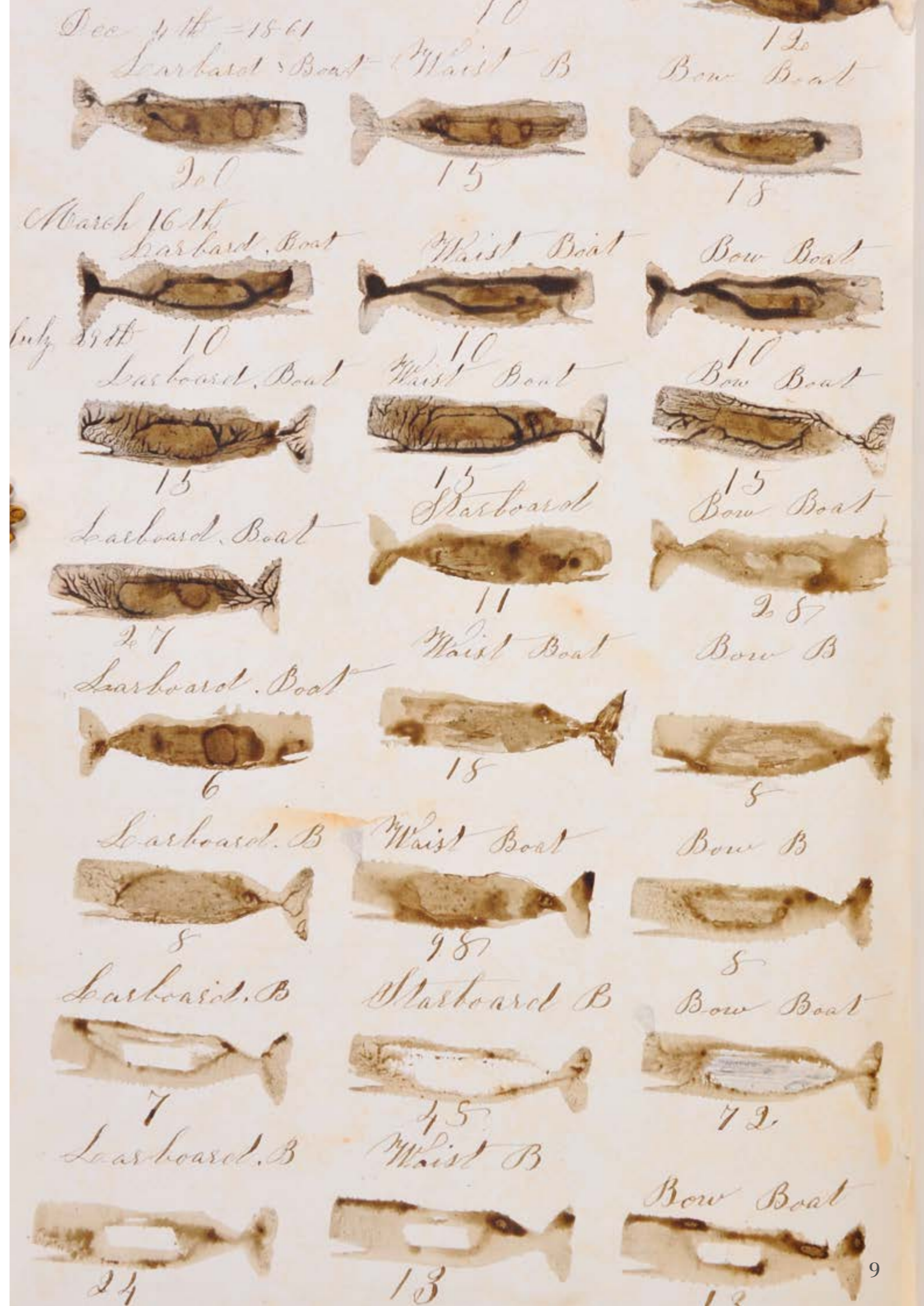
Journal of a Whaling Voyage of the Bark Roscius of New Bedford to the Atlantic.

Manuscript Compiled At Sea 1861-1862, Folio (360 x 230mm), pp. 130, illustrated throughout the text with numerous whalestamps, drawings of whale tails, anchors, coffins for two of the crew who died of cholera and consumption, including 2 II at the end of the voyage describing whales caught, illustrated with 30 whalestamps, Contemporary half calf, marbled sides.

Built: 1825 in Duxbury, MA., the Roscius was a 300 ton Bark and was to prove a very successful whaler, she was finally dismantled at Barbados Mar, 1867. First entry dated October 16, 1861. Voyage ends December 26, 1862. This was a very lucrative voyage, returning a large catch of sperm whales. First anchorage is in Prince Rupert's Bay, Island of Dominica in the Caribbean. Three pages of entries toward the end of the log describe sperm whales seen on board the ship Herald in 1865.

Another later entry is a register of water consumed on the Bark Sonia in 1867. The final page depicts whale stamps, boat and barrel notations of whales brought onboard the Roscius, bark of New Bedford Oct. 8, 1861 - March 8, 1863 (Three voyages, N. Atlantic) By the early 1800s, whaling ships from New England were setting out on very long voyages to the Atlantic and Pacific Oceans in search of sperm whales. Some of

these voyages could last for years. A number of seaports in New England supported the whaling industry, but one town, New Bedford, Massachusetts, became known as the world's centre of whaling. Of the more than 700 whaling ships on the world's oceans in the 1840s, more than 400 called New Bedford their home port. Wealthy whaling captains built large houses in the best neighbourhoods, and New Bedford was known as "The City that Lit the World." Life aboard a whaling ship was difficult and dangerous, yet the perilous work inspired thousands of men to leave their homes and risk their lives. Part of it was the call of adventure, but there were also financial rewards. It was typical for a crew of a whaler to split the proceeds, with even the lowliest seaman getting a share of the profits. Many of the crew of the Roscius were young men in their early 20's, some in their teens and although whaling life was harsh, at the end of a voyage it brought its own rewards. Starbuck p. 582.



Whaling and Piracy - Logbooks

ANTIQUARIAT
kainbacher

3. + 4. VOYAGE OF THE SHIP ONTARIO PLYING THE INDIAN, PACIFIC, AND ATLANTIC OCEANS

MASTER BARNEY R. GREEN

Journal of the Whaling Voyage of the Ship Ontario plying the Indian, Pacific, and Atlantic oceans.

Manuscript at Sea. Whaling Log. 1845-1849, Large folio, (387 x 245 mm), 135 pages, written in several hands, regular entries spanning 9 November 1845 through 20 April 1849, containing weather reports, positions of latitude and longitude, and reports of sightings and taking of whales, Contemporary Marbled Boards, quarter calf, sound but with some wear and worming, with numerous Whalestamps, text written in a fine legible hand, worm track affecting a few leaves and text, some faint browning from use at sea but a very attractive log.

With an Abstract from the Whaling Voyage of the barque Franklin whaling in the Arctic Ocean, 1849, listing whales caught etc. The Ontario II, commanded by Barney R.Green, sailed from Sag's Harbour, New York in August 1849 towards New Zealand. This log begins in the Indian Ocean on November 9, 1845 and by December they are in South Pacific, sailing for New Zealand. They are cruising off New Zealand in January, 1846 and catch their first whales. They cruise on in the South Pacific and anchor at Honolulu in the Sandwich Island. In May 1846 they off the North West Coast of America, continuing through the North and South Pacific around Cape Horn, returning to Sag's Harbour

in April 1849. This was a highly successful voyage. From 1845, Aug - 1848, Apr. Sailing from Sag Harbor, NY to New Zealand and N.W.. Sent home 80 Sperm, 3600 Whale, 40196 Bone. (Starbuck). The Ontario II was built: 1830 in New York, NY. Collided with Helen Mar, damaged, abandoned, Sept 27, 1866. Although it is possible that Green recorded this journal himself, it is likely to be a midshipman. Although there is some wear this log is in overall excellent condition considering the length of the voyage. A list of accounts, probably a few years later are included on the last few pages.

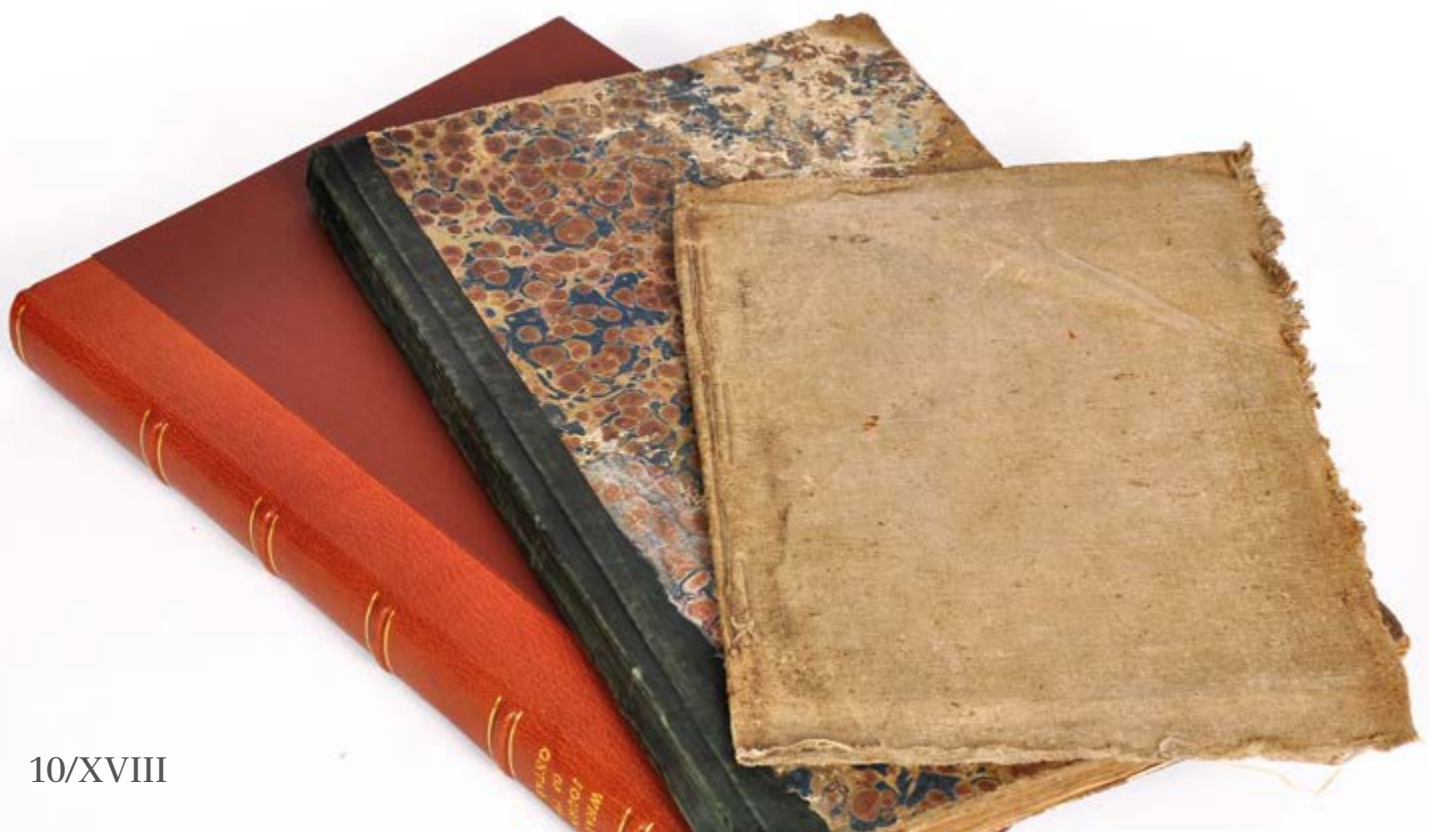
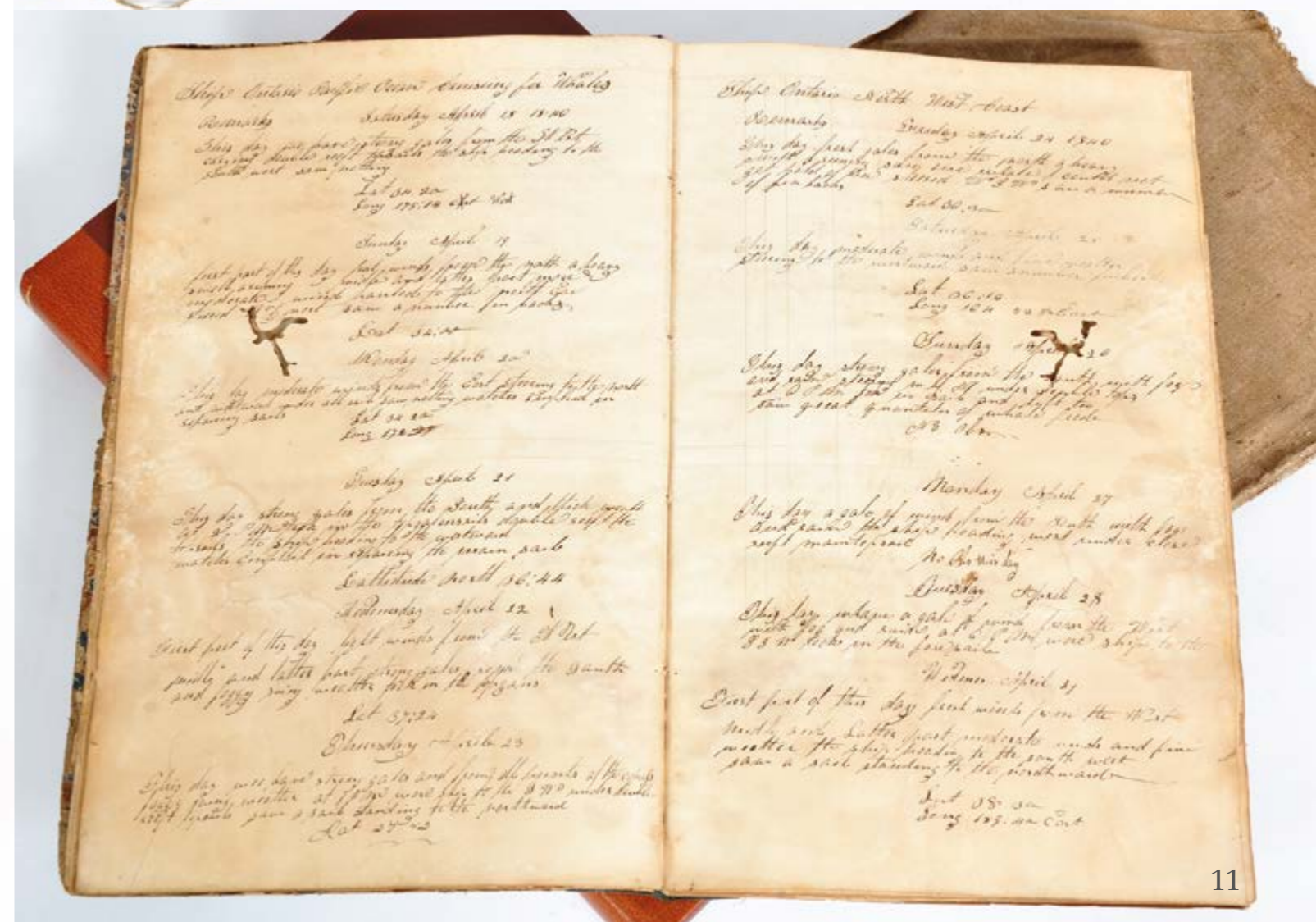
With

CAPTAIN ANDREW HALSEY

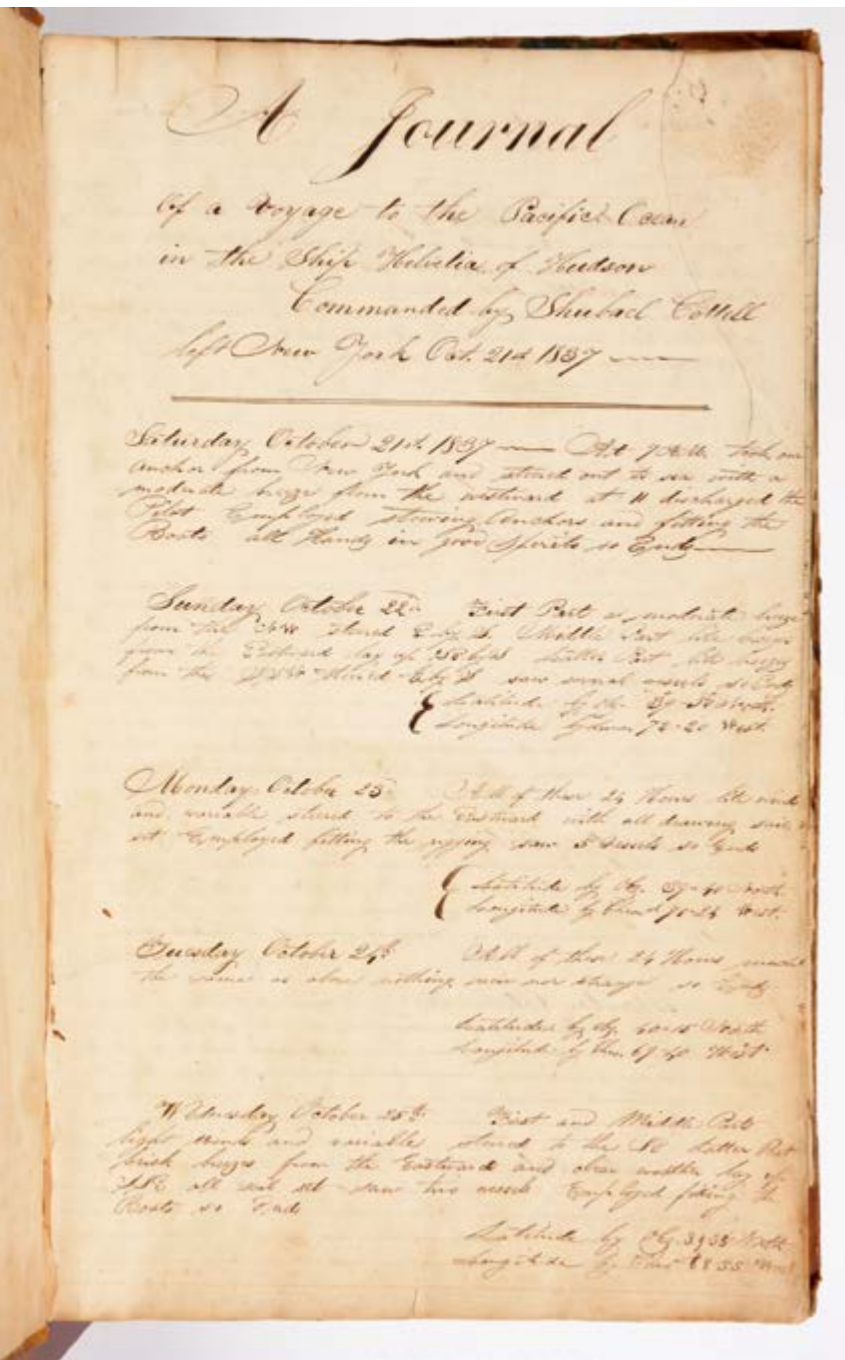
Journal of the Ship Marcus, plying the Pacific and Atlantic Oceans.

Manuscript at Sea 1828-29, 4to, Sailcloth, approx. 97 pp, 14 Drawings of Whales. Whaling Log by Halsey of the ship Marcus sailing from Sag Harbour, 23^d July 1828, off the coast of Brazil, returning 20th May, 1829.

Good journal of weather reports, positions of latitude and longitude, sightings and taking whales, and general decriptions and accounting at end. Whaling Masters: Voyages 1731-1925. New Bedford, MA: Old Dartmouth Historical Society, 1938. Annotated copy located at the New Bedford Whaling Museum Research Library, New Bedford, MA. Starbuck 432; 268.



Whaling and Piracy - Logbooks



5. VOYAGE TO THE PACIFIC OCEAN IN THE SHIP HELVETIA OF HUDSON

OBEDIAH G. CHASE

A Journal of a Whaling Voyage to the Pacific Ocean in the Ship Helvetia of Hudson. Commanded by Shubael Cottle.

Manuscript, at Sea 1837-1839, Folio, Contemporary half calf, marbled boards, 206 pp of manuscript entries on 118 ll, illustrated with whale-stamps, a few tears repaired.

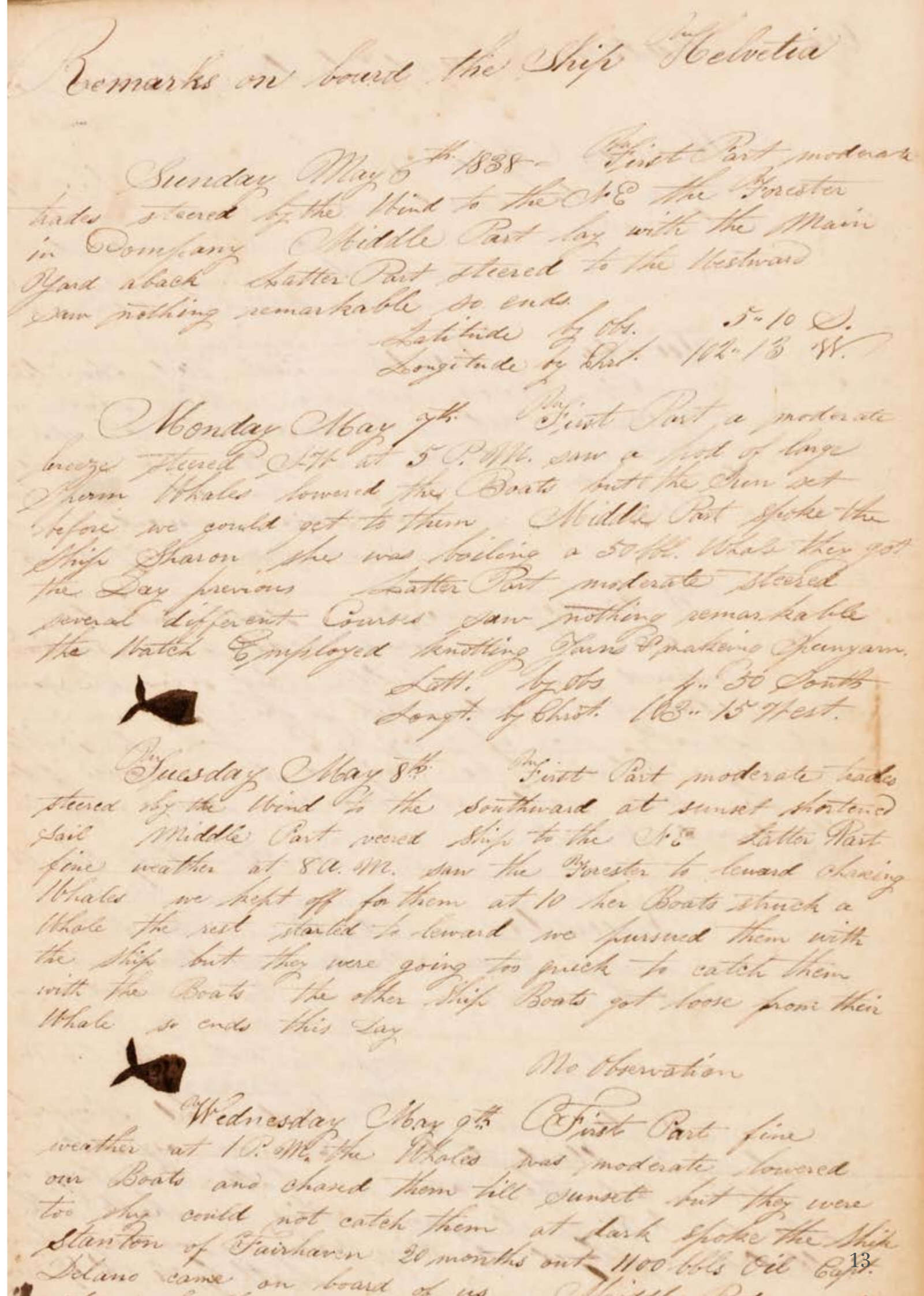
The Helvetia sailed out of the small whaling port of Hudson, NY under captain Shubael Cottle. 21 October 1837 returning 16 June 1839.

She sailed around Cape Horn and stopped at Tahiti and New Zealand, among other ports. She also stopped at Mocha Island off Chile, the neighborhood of the famous albino sperm whale Mocha Dick, who was killed that year (and inspired Moby Dick).

The voyage began slowly, and in the early months the Helvetia saw few whales. The journal keeper fretted on 21 June 1838: "We are 8 months from New York this day with only 300 bbls oil, and want to get some more very much." On the 4th of July, he wrote: "We celebrated the day by firing 2 guns and setting the colours. So ends, all hands very anxious to see some whales." The crew was often kept busy picking apart old rope and spinning it into yarn; later a few entries note that "All hands employed scrimshanting" (20 May 1839), implying that they were doing decorative carving of whalebone for the market. After months of "hard luck," the Helvetia ran into "greasy luck" (the good kind) in the fall of 1838, and nearly filled their hold with oil. The trip home went smoothly except for a gale which struck on the

return below Cape Horn: "A sea struck our ship which stove 3 boats and some of the bullworks ... some of the oil got stove in the hold and so we pump oil" (27 March 1839). A man also fell overboard on the trip (21 January 1838), but was saved--the loss of hard-won whale oil may have been a greater sorrow to the Helvetia's captain. The ship returned to New York in less than two years with a full cargo of 350 barrels of sperm oil, 2,350 barrels of whale oil, and 21,000 pounds of whale bone, making this a very successful cruise.

Following the whaling journal are two additional pages of log entries in the same hand dated 1841; the author had apparently fallen ill in New Zealand on his next voyage and was being shipped home as a passenger on an American vessel. Following the journals are 12 pages of farm accounts dated 1852 to 1874, apparently in the town of Busti, Chautauqua County, NY; two accounts relate to the family of Ezra Babcock of that town. One of the accounts is between "O.G. Chase dr. to S.G. Curtiss." Obed G. Chase (1812-1884) of Busti fits the chronology perfectly. He was cited in an 1881 atlas as a veteran Nantucket whaler who settled down in Busti in 1841. On the final page is "A List of Whales Taken aboard the Ship Helvetia," with separate list for sperm whales, all arranged by which of the four boats landed the whale. Starbuck, 342.





6. WHALING VOYAGE FROM NEWPORT IN THE BARQUE MECHANIC TO THE INDIAN OCEAN AND ELSEWHERE

C. RICE, (MIDSHIPMAN) & THOMAS CORY, MASTER

Journal of a Whaling Voyage from Newport in the Barque Mechanic. Sailed from Newport Nov 27th 1855 to the Indian Ocean and Elsewhere.

Manuscript at Sea. 1855 – 1860, Folio, 3 vols bound in one, Sailcloth over card, approx. 280pp on blue paper, a highly interesting whaling journal in overall fine condition.

The Mechanic sailed under Master Thomas J. Cory from Newport on Nov. 27, 1855 for the Indian Ocean and elsewhere and returned April 12, 1860. Log kept by C. Rice. This is the last log of the Mechanic, which first voyaged in 1834. This is the only voyage listed with Cory as master, and there is no record of the log keeper ever having served as master. Most of the latitudes and longitudes lack degrees and are noted as by Observation". On this trip the Mechanic returned with 360 bbls. of sperm oil and 530 of whale oil. There is no record of any bone taken. After this voyage she was sold for the Stone Fleet and was sunk in 1861. According to entries in Vol. I, on Dec. 9th they fired the steward and replaced him. She crossed the equator on Jan. 4, 1856. She sighted her first sperm whales Jan. 15. They lowered boats with no luck. They were South of Cape of Good Hope as of Feb. 10. (Charles Briggs) fell from the foremast on March 15 and died from internal injuries later that morning. He was buried at sea, there to rest "until Gabriel shall stand with one foot on the sea and the other on dry land and call the sleeping millions forth. May he be one of the number that John

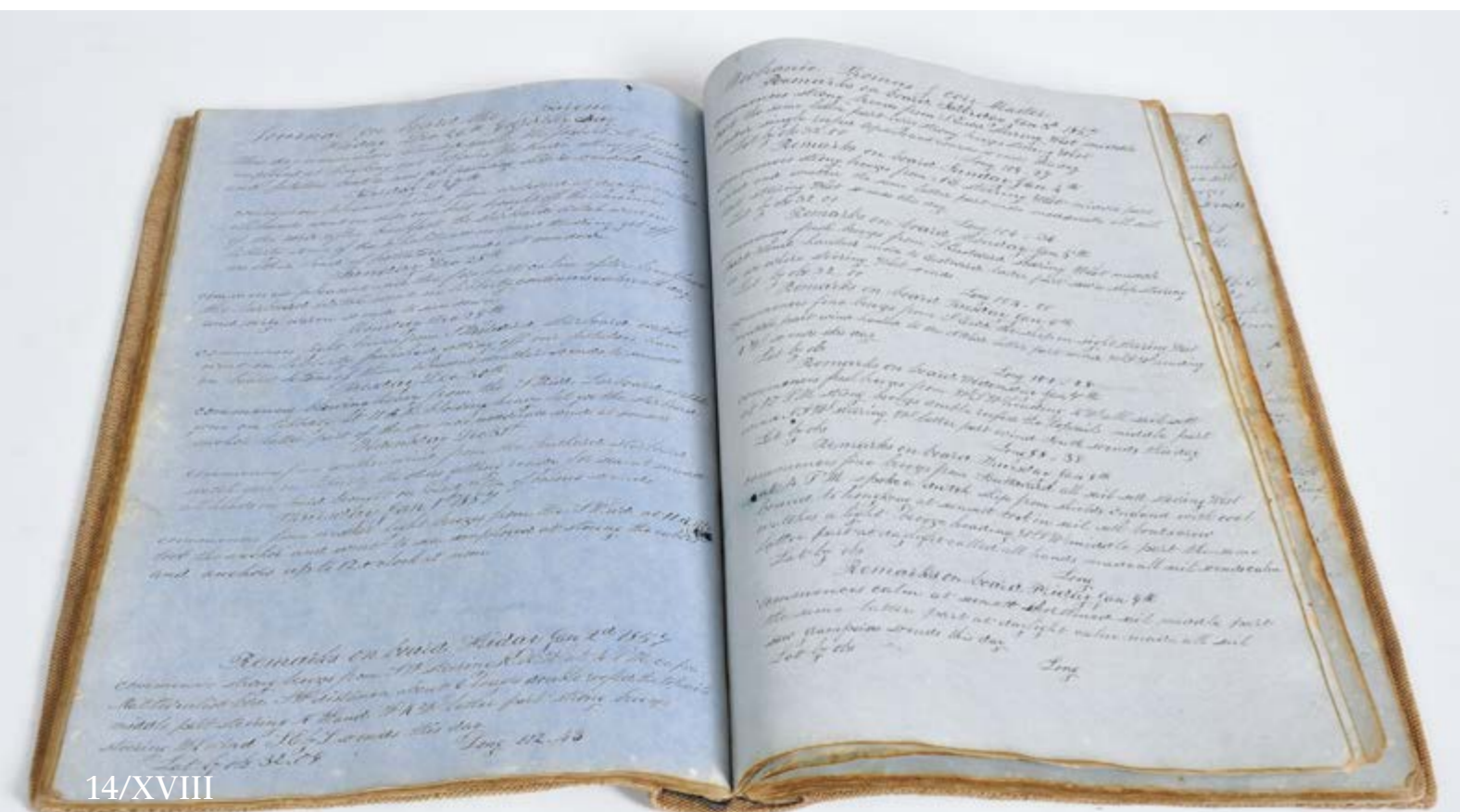
saw who had washed there[sic] robes[?] and made them write in the blood of the lamb." On March 26, they were off the East Coast of Madagascar. They lowered boats several times before and after this experience by still hadn't taken whales. On April 5 she spoke the Almira of Edgartown. On the 8th they spoke the ship Herald of New Bedford. Later that day she took her first sperm whale. In mid-April she suffered through some very strong gales. On May 1 and 2 they lost one whale when the harpoon drew, and had several other close calls. The log keeper notes in the margins the name of the seamen that sighted each group of whales. On June 12 they spoke at barque Isabel of New Bedford. Three days later they spoke the Messenger of New Bedford. On June 27 they are in "Augustine Bay"(Madagascar), where they visited natives onshore. He refers on the next page to "Tula Bay". June 27 was spent trading with the natives with both sexes on board. A native girl fell off the ship and drowned, and there were some serious discussions with the natives about her death. The bark stayed here until near the end of July. They have worked on the ship and the casks, given the men liberty and taken on fresh

supplies. Back at sea, they took several blackfish in Oct. and Nov., but no whales. They saw whales on Nov. 20, but took none. The first volume ends May 15, 1857, and they have still taken only one whale. They have not even lowered a boat for the last three or four months.

Vol. II commences May 30. On June 27 they reached port at the Island of Mauritius. On July 2 they were at sea again. By July 7 they are back in Madagascar at Saint Mary. There seems to have been a lot of liberty given as well as dinners with commanders and crews of other ships and the commandant of the port. The Mechanic doesn't leave port until August 25. The time onshore is spent getting wood and food, and talking with other ship captains. It seems they did not have any great desire to get on with the whale catching. They lost at least one man to desertion while they were there. The sea chest and leftover clothes were sold to the remaining crew. On Sept. 11 they are back in Mauritius. No luck so far. They left after just three days. Once at sea they sold the chest and contents of two more sailors who had apparently deserted. They lowered boats for a whale Nov. 16, but were unable to secure it. They lowered every day up until the 20th with no luck. On the 21st they caught black fish. They caught two more on the 25th. On Dec. 2 they saw the Isle of Amsterdam in the distance. They spend a few days fishing nearby. They have good success. On Christmas Day the Captain sent two bottles of grog to the crew. During this period they see several New Bedford ships. On Jan. 6, 1858 they lower for eight whales. No luck. They have fifteen ships in sight; one is seen cutting in. On Jan. 20 they lowered boats and struck a whale, which produced 90 bbls. of oil. They took a whale on the 25th and got it to the ship. At this point, they could see up to seven ships in sight on various days. On Jan. 28 they struck a whale but lost it. They took another along side later in the day, which they finished boiling Feb. 23, producing 100 barrels. During much of the preceding week they were in a gale. On Feb. 10 a gale blew away the bow boat. It put the ship on her beam ends with the starboard boat in the water. It was carried away along with the try works cover, gangway rail, cooper's anvil and more. On Feb. 28 they were off the southwest coast of Australia near Cape Naturalist and New Holland Island. Two men deserted and one man was let go for some reason. They were at sea again on March 18. On April 12 they spoke a New Bedford ship that had taken 900 bbls. of sperm oil. On April 19 they struck but were unable to fasten. They struck again the next day but the whale stove the boat. The men were saved. They lowered twice on the 21st and had no luck, but got the stoved boat back aboard. They lowered again on the 26th without luck. They lowered again on the 1st of May and rowed for miles. They spent the night at sea and were picked up in the morning having had no luck at all. On the 10th a boat struck a whale but in turn was struck by the whale.

They had to cut it free and were helped back by another of the whaleboats. During this period they saw several ships from New Bedford and Fairhaven. On June 8 they saw the Rosemary Islands. They lowered boats without success June 11. On the 27th they were ashore on a small island taking green turtles for food. They stayed in this area for more than a month, taking turtles and trying to get humpbacks. They shot a bomb lance into one but did not take it July 9th. On July 18 a Humpback calf stove a whaleboat. On the 6th Aug they caught another, but the boat sheerer got tangled in the line and had to be cut free. On Aug. 8 whales struck two boats. On Aug. 13 two more boats were stoved. On Aug. 21 a boat sheerer was replaced as he had missed four whales in a row. On Sept 9 they anchored near Christmas Island, (an Australian territory 1,600 miles northwest of Perth in the Indian Ocean). They arrived at the port of Louis Isle De France about Oct. 6, where they spent several days in quarantine. They were back at sea by Oct. 27th. Early December was busy buying, catching, splitting and packing fish in barrels for food. On Jan. 24th they are again at Geographic Bay (located southwest of Western Australia). They spent several days here provisioning. On Feb. 4 they are back at sea and took two black fish. On April 13 they lowered for sperm whales but got none. They struck a sperm whale on April 29 and got it aboard the next day. The Bark Eagle of New Bedford struck a whale and had her along side the next day. (Something changes on May 9, as the latitude and longitude are written in degrees).

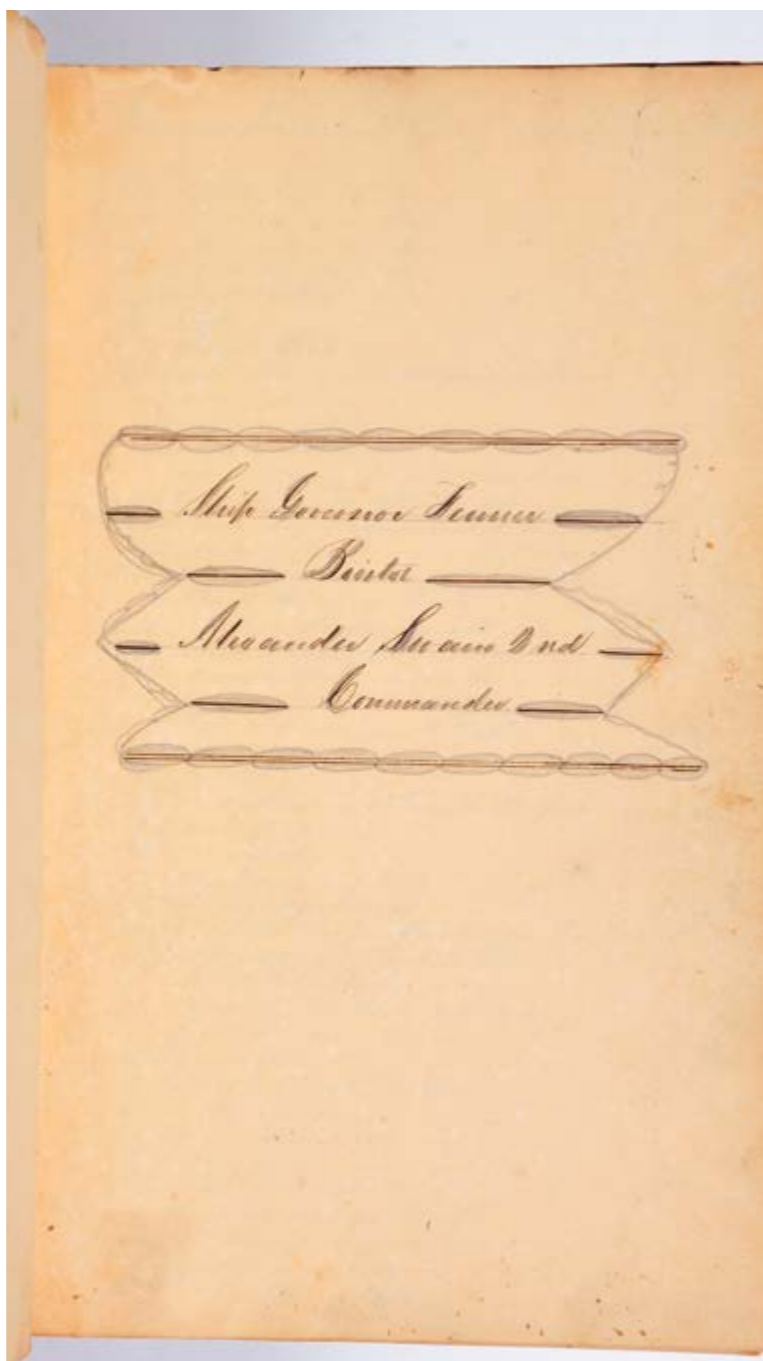
The Mechanic spends early July at an island where she takes more than 200 bbls. of oil from other ships as freight returning to the homeport. They also spent a lot of time getting turtles. On July 13 they struck a whale but lost him. On July 19 they took a whale but it sunk and they were unable to retrieve it. At this time, they are whaling off the coast of the island from which they are taking turtles, and are employed processing a whale from the 27th through the 29th. They lowered for whales but with no success on Aug. 1 and 2. The starboard boat stuck and fastened to a whale and two of their other boats fastened to him as well, but their lines got fouled and they had to cut the whale free. They lowered every day from then until the 19th without success. Every evening they returned to Turtle Island to hunt turtles. They often stayed near shore and hunted during the day as well if no whales were seen. By mid-Nov. the bark is off the Cape of Good Hope on her way home. On Dec. 15, in the Atlantic, they chased a large whale but the harpooner was unable to do his job and the whale was not taken. On Jan 28 the Mechanic took a large sperm whale. The log ends when they sight Block Island on April 11. Starbuck 532.



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Thomas C. Sough Whaler

To amount advanced before sailing	\$ 51.44
" 172 lb. Oil Soap	1.51
Sept 24 " 1 Oble's Arithmetic 27c	37c
" 1 bunch quills 4c 2 quills paper 15c	30c
" 1 Plate 12c 1/2 for Pen pencils 2	14c
" 1 Paper 12c 1/2 for 1 lb Thread 25c	53c
Nov 11 " 1 Hat	1.00
" 1 pair thick shoes	2.00
Apr 2 " 23 for Shoelacing line	2
May 1 " 1 Jack Knive	25
May 14 " 1 lb Tobacco at 25	1.25
June 25 " 1 doz Paper	12.2
May 16 " 1 pair shoes	1.75
Sept 24 " 1 pair Deacons shoes	2.50
" 1 pair shoes	2.00
" 1 lb Tobacco	1.00
Oct 5 " 2 quills Paper	12.2
" 1 Jack Knive	25
" 1 doz Paper	12.2
Nov 25 " 1 Hat	1.00
Jan 8 " 1 lb Tobacco	1
Feb 23 " 122 lb. Oil Soap at 7c	8.54
May 11 " 1 pair shoes thin	1.75
June 2 " 1 Hat	1
July 24 " 1 lb Tobacco at 25	1
Aug 25 " 1 doz Paper	12.2
Sept 25 " 22 lb. Oil Soap at 12c	2.64
Oct 4 " 1 pair Jack Knives	1.12
Oct 12 " 1 Jack Knive	1.50
Oct 31 " 1 Jack Knive	1.25
Nov 31 " 1 Jack Knive	1.25
Dec 11 " 1 Jack Knive	1.25
" 1 Hat	1
" 1 Hat	1
Jan 20 " 1 lb Tobacco and 1 doz Paper	1.12.2
Feb 22 " 1 Hat	2.10
Mar 2 " 2 lb Tobacco at 25	50
" 1 Hat	12.2
Apr 30 " 2 doz papers Tobacco	24.0
May 23 " 2 pair Jack Knives	2.50
" 1 Hat	2.10
Jun 25 " 1 lb Tobacco	1
Jul 15 " 1 lb Tobacco	1
Aug 23 " 1 pair shoes	1.75
Sept 6 " 1 Hat	1.1
Oct 12 " 1 Hat	1.1
101	222



7. WHALING LOG
GOVERNOR FENICA
Bristol
(no description).

Charles H. Snell
Onboard
Bark Palmetto
Capt Tripp
Sailed from New Bedford
June 3rd 1880

8. WHALING VOYAGE TO THE ATLANTIC OCEAN ON BOARD BARK PELMETTO
CHARLES H. SNELL, FIRST MATE
Journal of a Whaling Voyage to the Atlantic Ocean on Board Bark Palmetto. Captain Tripp.

Manuscript at Sea 1880- 188, 4to, Contemporary half calf, marbled boards, rebacked, unpaginated, pp approx. 120, with numerous stamps of whales, ships and others, written more like a journal than a log with continuous descriptions of events at sea, and anything of interest that Snell sighted, an unusually interesting journal in very good condition.

The Bark Palmetto under Captain Tripp sailed from New Bedford, June 3^d, 1880 returning from the Atlantic on November 1884. This log runs from June 3, the date of sailing, to January 7, 1883, at which time it appears that Snell simply tired of keeping a record of the ship's activities. While he was writing, however, his account was a good one. Some of the crewmembers, such as "Dick," "John," or "Jo Portugee" are named and recur in the journal. Snell uses whale stamps, a total of 29, to indicate kills, and partial stamps to show escapes. As a very unusual feature, he also employs hog stamps to show when they killed ship's pigs. The journal is also interesting in that it is rather late for Atlantic whaling. Snell notes steamships and island freighters. He also notes extra curricular activities, such as card games, fights, liberty in the Azores, haircuts, and other shipboard activities, and proudly reports his bounty of ten pounds of tobacco for raising a whale. The Palmetto returned 1550 barrels of sperm oil, quite a good result for this late a voyage. A well written legible text.

June 3^d 1880
To get under way with a fair wind the pilot left us about half way between receipt hills and mason's point. 4th I had bin to work getting my boat ready to day. 5th I have took one more boat and the rest of the time I worked on my boat. 6th the captain went on board of a merchant ship and sent bin home I got some grasshoppers to day. 7th We had all barrels on deck straightening things up. we lored down the boat and practiced about half an hour. 8th we shaped a few blocks and shortened sail. 9th in the forenoon we took out the boat. the after noon we chased whales we caught one. 10th we cut in the whale we caught yesterday we saw several but it was so foggy that we did not fire for them. 11th We layed out to day. 12th we finished trying out to day it turned up a little over 40 barrels. 13th It is Sunday to day so we did not work we only 3 took mast heads and whale. 14th We raised a spout but it proved to be a sulphur bot or a foot a piece of ship's gear on the main rigging. 15th I put out a scotchman and secured on the mast on the foot of the main sail. 16th To day was the next day.





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9. LOG OF THE BARK ELIZABETH BOUND ON A WHALING VOYAGE TO THE WESTERN ISLANDS, THE JOURNAL OF A WHALING VOYAGE IN THE SHIP SELMA OF NEWPORT TO THE INDIAN OCEAN

ELIJAH HOWLAND, MASTER

Log of the Bark Elizabeth Bound on a Whaling Voyage to the Western Islands, The Journal of a Whaling Voyage in the Ship Selma of Newport to the Indian Ocean.

Manuscript at Sea 1836 – 1839. Folio, Contemporary half calf, unpaginated, approx. 220 pp, numerous whalestamps, with largest whalestamp known, in second journal, some staining at sea affecting centre of some pages, but an extraordinary and exciting whaling journal and log, with first-hand account of the Elizabeth wrecked.

This scarce, early American whaling log and is unusual for two reasons. The first voyage, Bark Elizabeth, New Bedford under Captain Elisha Dexter, departed September 7, 1835 and ended abruptly a year later when, as Starbuck notes, she was "wrecked at Pico (in the Azores), September, 1836." The 'Elizabeth' rounded the Cape to Madagascar and Mauritius, anchoring at St Helena. The journal takes up the voyage in July 1836 and describes the ship's daily adventures, including capturing a 92 barrel sperm whale (with whale stamp) off Terciera in the Azores. The account is composed of detailed entries including weather, position, shipboard evolutions, ships sighted, and notable happenings. Then, without warning on September 15th, with the captain ashore, "At 3 AM the ship struck on Pico becalmed with the swell bearing on shore very thick at 3-30 she was bilged the water over her lower deck we lowered the larboard Boat and sent her up to Fayal to state the situation of the ship to Consul..." Three more entries describe abandoning ship, the arrival of the consul, and the salvage effort, which was aborted when the weather turned bad.

The final entry, Sept. 20, finds the journal keeper "ashore in Fayal doing not anything at all but walk about etc." For obvious reasons, first-hand accounts of wrecks of whaleships are very scarce. By 1837 the anonymous journal keeper was back in New Bedford, and departing aboard the whaleship Selma under Captain Howland, for the Indian Ocean. As documented here and confirmed by Starbuck, she departed March 24 and rounded the Cape to Madagascar, Mozambique Channel, Isle de France (Mauritius) in 1838. The journal runs through February 17, 1839, leaving off at St. Helena, with the Selma on her way home. It was a fairly successful trip, returning 338 barrels sperm and 1438 barrels whale oil, documented here by the writer's descriptions and by 67 whale stamps. Recorded at the end are two pages listing the ships spoken by the Elizabeth and the Selma. The second, and truly notable, feature of this journal is the whale stamp at the bottom of the title page marking the beginning of the Selma journal. It fills the width of the page, measuring 8 inches in length, almost certainly carved by the author or by someone aboard the Selma. This is the largest whale stamp found in any journal known. With the stationer's ticket of Wm. C. Taber, New Bedford, on the front pastedown. Starbuck 314; 334.





Whaling and Piracy - Logbooks



10. A JOURNAL OF A VOYAGE TO THE SOUTH SEAS IN THE SHIP PACIFIC

BENJAMIN R. HARRISS & GEORGE COFFEN, COMMANDER

A Journal of a Voyage to the South Seas in the Ship Pacific. Commencing April 8th, 1841. Ending March 25th, 1845.

Manuscript Compiled at Sea 1841-1845, Folio (330 x 210mm), original paper-covered boards, manuscript title on upper cover, worn but stable; contents generally clean and sound, [189] manuscript journal pages, [4] pages of summaries for this and a previous voyage, [10] pages unrelated memoranda at end, illustrated with 11 whale tail drawings.

This highly descriptive and legible log by Harriss, carpenter aboard the English ship Pacific. He describes the voyage leaving Portsmouth towards Madeira, Cape of Good Hope, the Moluccas, Soloo Sea, South China Sea, Japan, Timor Strait, New Guinea, Manilla, but most of the voyage was whaling around the South China Seas and New Guinea. The ship's nearly four-year voyage was a reasonable success, with 87 whales taken in, producing 1607 barrels of oil--a slightly smaller haul than the ship's previous 1837-1840 voyage (summarized here in a two-page chart). Whaling was never easy work, though, and the deaths of four crewmen are mentioned here, most of them by illness (9 February 1842, 28 July 1843, 10 September 1843), with auctions of the deceased's effects described twice. The final fatality was the only one inflicted by a whale: "Saw a pod of sperm whales. Lowered, struck and killed 1 whale. Got the boat smashed to atoms and Fred Walden killed. At 11 am got the fragments of the

boat on board, got the whale alongside at noon" (24 November 1843). While anchored in Cape Verde, a steerage passenger from another ship was also "murdered by a Portuguese" (3 May 1841).

On 11 December 1843, while cruising off New Guinea, the Pacific saw a canoe coming toward the ship. The next day, "the canoe came alongside, the natives being in a very exhausted state, having been from the island 10 days without provisions of any kind. Had not providence driven them in our way they must have all perished. Took the canoe on board and made sail for Lord North's Island."

Benjamin R. Harriss was born in England circa 1825, and left in 1841 aboard the English whaler Pacific on a journey of nearly 4 years. By 1852, he was living in California, where he married an English woman and raised a family in Santa Rosa. The latter part of this volume dating from 1888-1894 documents the work of his son Benjamin Henry Harriss (born 1854) as a day laborer in Santa Rosa and Petaluma.

11. WHALING JOURNAL OF THE SHIP COURIER OF DORCHESTER FROM BOSTON BOUND FOR THE SOUTH ATLANTIC AND INDIAN OCEAN

THOMAS JONSON (MIDSHIPMAN)

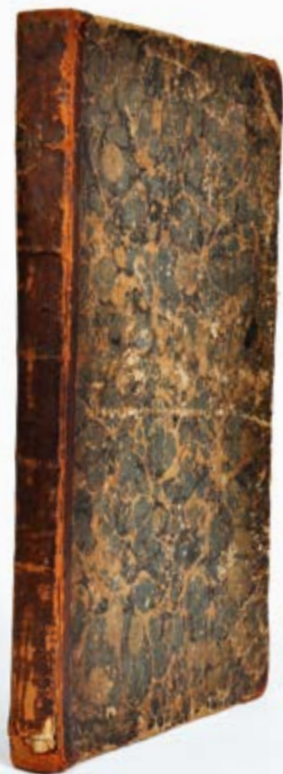
Whaling Journal of the Ship Courier of Dorchester from Boston Bound for the South Atlantic and Indian Ocean. 1834- 1836. Bound with Whaling Journal of Ship Mary Towards the South Atlantic. 1836-38.

Manuscript at Sea, 1834-1836/ 1836-1838. Folio (330 x 200mm), half calf, old marbled boards, 90 pp for both Journals, illustrated throughout with whale-stamps, stamps and drawings of ships sighted, occasional drawing of whales or coastal profiles. A well illustrated journal in very good condition.

The Courier sailed from Dorchester but collected most of the crew from Boston, with William Luce as Captain. Although she set out on June 24th, she didn't leave Boston until July and the log starts on July 6th. The Courier was a 293 ton ship owned by Josiah Stickney, the voyage was a success with average of 1750 barrels sent back. Thomas Jonson records details for both logs and names many of the crew, including an indian named Joseph Blackfish. Johnson sketched Blackfish but he must have been offended as part of the drawing is torn off. He describes others, including crewman Goodnow who boarded 'in liquor' was violent and used 'profane language'. He received lashes and was bound to the main rigging until he promised to do better. The Courier set off into the whaling grounds of the South Atlantic hunting Southern Right Whales, around the Cape into the Indian Ocean. They cruised off Madagascar and Mosambique, captured some whales and occasionally socialised with other crews, 21st December, 1834 they boarded the ship Alexander from New York, bound for Batavia and Canton. Jonson uses a heading in the journal, after rounding the Cape - 'Ship Courier of Dorchester on a party of pleasure in the South Seas'. This is unusual as whaling was a dangerous, tiring occupation usually filled with hardship. He describes one incident, Jan. 5th, 1836 in the Indian Ocean where 'we have seen sperm whales in this voyage 20 times and got them seven times, but gave up the chase (of one large sperm whale) of this one (in large script) This is a hardy one.' Other notes 'nothing to see but Fogg & Fogg.' The Courier returned to Boston on 18th March 1836. The Ship Mary, 348 tons, was also bound for the South Atlantic and Jonson joined her at Edgartown in September of the same year. The Captain, Henry Pease was a well respected whaling captain and father of Henry Pease also whaling captain and United States Consul to Cape Verde, 1882-92. Captain Pease took the Mary out during a strong gale towards the Azores. They spotted Black-fish as the weather settled and Jonson illustrates this log with numerous attractive stamps to record ships that passed in the vicinity, or anchored alongside, on the whaling cruise through the South Atlantic. December, they are moving slowly in fog and Johnson cuts his leg. He states that he is lame so he must have suffered. Once more he is heading into the Indian Ocean beating against a northerly. They are still catching whales but the tone of the journal is different and perhaps life is more arduous. February 25th they arrive back through 'severe gales and heavy squalls'. They sent back 2,200 barrels. Starbuck 310; 326.



Whaling and Piracy - Logbooks



12. A JOURNAL OF A VOYAGE FROM AMSTERDAM TOWARDS INDIA IN THE SHIP AMSTERDAM PACKET

JONATHAN NEGUSJIN & JOHN SMITH, COMMANDER

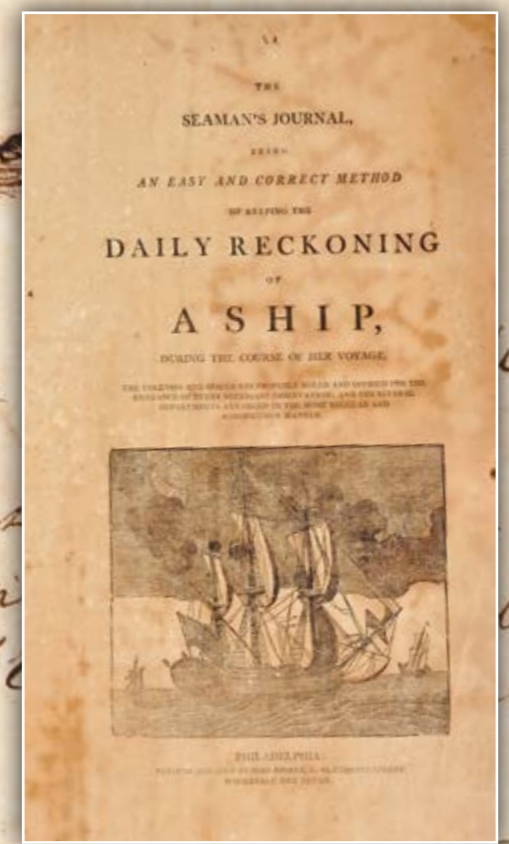
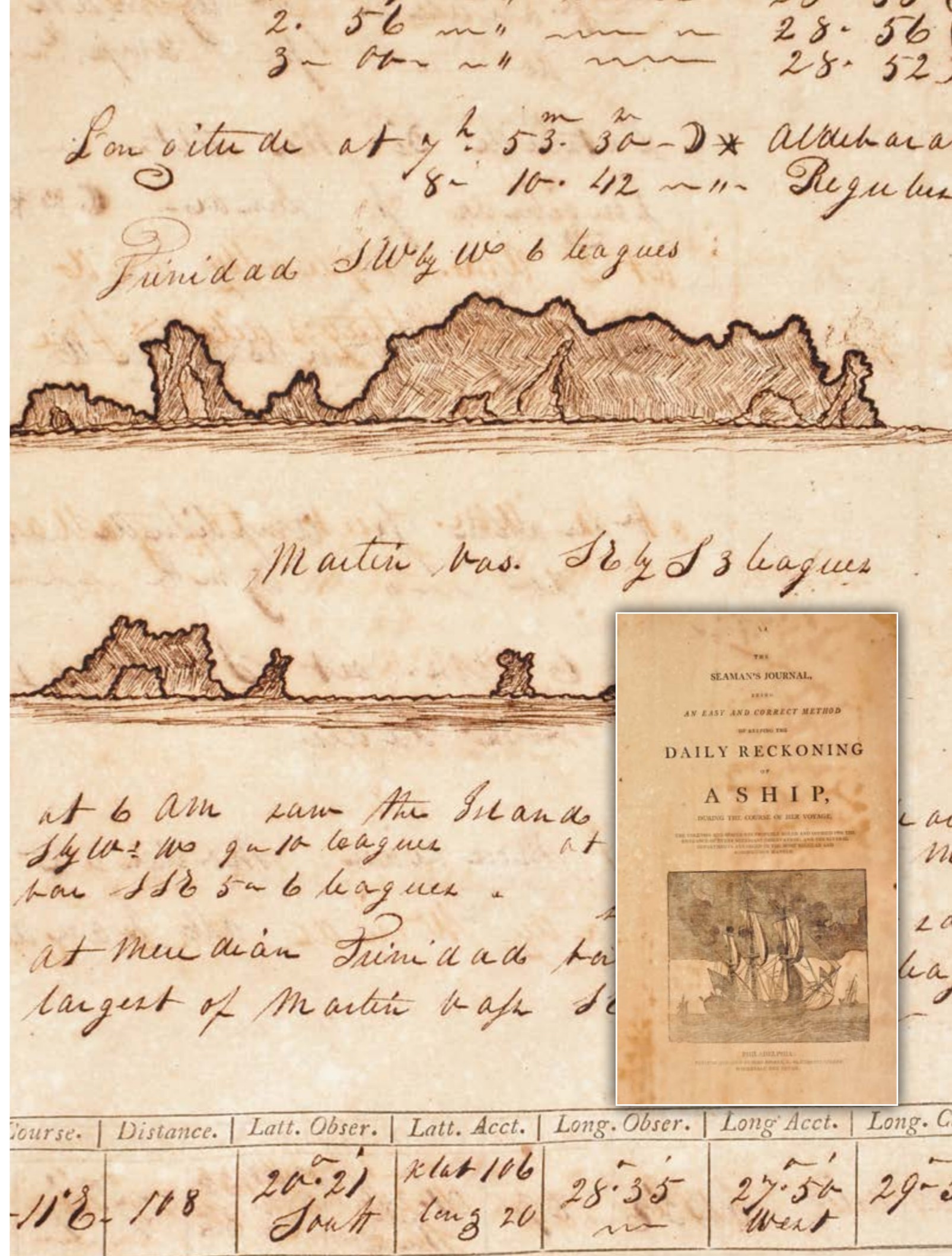
A Journal of a Voyage from Amsterdam towards India in the Ship Amsterdam Packet. Amsterdam Sept. 20th 1804; From Philadelphia towards Canton through the strait of Mallaca in the Ship Pennsylvania Packet. E. Boden Master, Newcastle Jany 2nd 1807; From Canton towards Philadelphia Down the China Seas the Inside passage through the Straits of Gaspar on a Sunday. Ship Mercury. Phanas Arnold Master. Whamphoa Decm. 1st 1807; From Amboyna to Madras during the NW Monsoon by way of Timor & Ombay in the Ship Mandarin. Prize to the Captain of the Mollucca. March 8th 1810. With Remarks on a Passage from Calcutta to Madras during the NW Monsoon down the Coromandel Coast in the Eliza of Calcutta Captain Babcocks. Aug. 22nd 1810.

Manuscript at Sea 1804-1810, Folio (440 x 270mm), Six Manuscript Logs in one volume, contemporary half calf, marbled boards, unpaginated, approx. 280pp, manuscript entries throughout, illustrated with some fine Coastal Profiles.

An Extraordinary collection of journals describing events pivotal to American and British naval history at this time of conflict with Napoleon. The officer who recorded these journals seems to have been on board ships involved in the other conflict between the British and Dutch concerning the Island of Amboyna. He also records establishing important trade with Indonesia, China and India and his experiences on the ships that voyaged

to these countries. The Mercury was involved in the suppression of pirates around the Arabian coast. The Journal comprises: 1. Amsterdam Packet: Amsterdam to Batavia (Jakarta, Indonesia), 1804-5; 2. Amsterdam Packet: Batavia to Philadelphia, 1805; 3. Pennsylvania Packet: Philadelphia to Canton, 1807; 4. Ship Mercury: Canton to Philadelphia, 1807-8; 5. HMS Mandarin: Ambonya (Ambon, Indonesia) to Madras (Chennai, India), 1810; Eliz of Calcutta, Calcutta to Madras, 1810. 2 pp, inserted. The logs are concise and to the point, addressing courses, winds, location, sails, etc. Some entries include sketches and coastal profiles and others record boardings by British vessels. The logs appear to have been written in the same hand by Jonathan Negusjin, probably an officer on most of these voyages.

The Amsterdam Packet, commanded by John Smith, was taken by the British Sloop of War Driver, commanded by Robert Simpson, on 15 July 1805 and escorted to the Halifax naval station in Nova Scotia, where its hull and cargo were condemned (seized) for allegedly violating neutrality rules in the war between Britain and France. The ship and its condemnation were noted in James Fenimore Cooper's famous biography of an American seaman, "Ned Myers: A Life Before the Mast." Condemnations, along with impressments of US sailors, led directly to Thomas Jefferson's Neutrality Act of 1807 and, eventually, the War of 1812. The Master of the Pennsylvania Packet was E. Boden. The Master of the Mercury was Thomas Arnold. The Mandarin was a Dutch vessel (named the Mandurese) that was captured near Ambonya by the British ship Cornwallis in February, 1810. It was commissioned as the HMS Manadarin, a gun-brig, under the command of Lieutenant Archibald Buchanan and used primarily to carry dispatches between Ambonya and Madras. Six Manuscript Ship's Logs bound together in a large partially printed with headings for manuscript use, folio, "The Seaman's Journal: Being an Easy and Correct Method of Keeping the Daily Reckoning of a Ship, During the Course of Her Voyage. The Columns and Spaces are Properly Ruled and Divided for the Entrance of Every Necessary Observation: and the Several Departments Arranged in the Most Regular and Conspicuous Manner," printed and sold by John Bioren, No. 88 Chestnut Street, Philadelphia.





Whaling and Piracy - Logbooks

PIRACY

13. A MANUSCRIPT LETTER BOOK, 1815-1816,

FROM THE OFFICE OF THE COMMANDER IN CHIEF OF THE JAMAICA STATION

OFFICE OF THE COMMANDER IN CHIEF OF THE JAMAICA STATION

A manuscript letter book, 1815 - 1816, from the Office of the Commander in Chief of the Jamaica Station, detailing correspondence, signals, remarks and occurrences.

1815-1816. Folio. 220 pages. Bound in contemporary reverse calf.

The period covered by this letter book is of exceptional interest, ranging from the historic destruction of Port Royal by fire on 13 July 1815 to the five month blockade and subsequent capture of Cartagena by a Spanish expeditionary fleet under the command of Don Pablo Morillo, Captain General of Venezuela.

Thursday 13th July 1815. 'The Naval Hospital and greater part of Port Royal consumed by fire which began at 1.30 p.m.'

Saturday 9th September. 'Letter to Captain Bashford, HMS Jalouse, to consider himself under an arrest and directing him to give the command of the Jalouse to Lieut. Jackson.'

Wednesday 15th November. 'Order to Captain Bligh of H.M.S. Araxes to cruize in the gulph of Mexico for the protection of the trade, to return to Port Royal by way of the Gulph Stream and to strictly overhaul any vessel that he might fall in with hoisting Carthaginian colours.' Not sadly the Bligh of the Bounty but rather George Miller Bligh who was present aboard HMS Victory at the Battle of Trafalgar and who was badly wounded during the action. He was taken below and was present at the death of Nelson.

Sunday 19th November. 'Letter to the Admiralty...stating my opinion of the insufficiency of the Naval Force which their Lordships proposed sending out for the Peace establishment upon this station, to afford sufficient protection to the trade.'

Saturday 2nd December. 'Order to Captain Carter to give protection to Merchant Vessels bound to Porto Bello and on his way back to call off Cartagena to gain intelligence and to be particularly vigilant in looking out for Piratical Vessels.'

Tuesday 12th December. 'Received General Morillo acquainting me with the fall of Cartagena on the 6th.'

Thursday 28th December. 'Letter from the Hon. George Kingshom praying me to take measures towards effecting the return of some British subjects reported to be in confinement at Cartagena and about to be tried by a Military Commission.'

Wednesday 10th January 1816. 'Letter to His Excellency General Morillo congratulating him on the successful operations of his Catholic Majesty's Forces under his command.'

Tuesday 16th January. 'Letter from the Governor of New Providence requesting a Naval Force for the protection of the Island in consequence of the Black Troops having manifested a desire to revolt.'

Saturday 27th January. 'Letter to the Admiralty respecting Sir Alex'r Cochrane's appointing Officers to the vacancies occasioned by Captain Langford's death, thencely doing an injustice to me and the officers under my command on the Jamaica Station, and requesting their Lordships would reconsider this very serious grievance.'

Saturday 29th February. 'Letter to General Morillo protesting against the severity of the treatment by the Spanish Authorities towards British subjects and demanding the release of all of them.'

Saturday 1st March. 'Letter respecting the bad quality of the French beef supplied to the Squadron.'

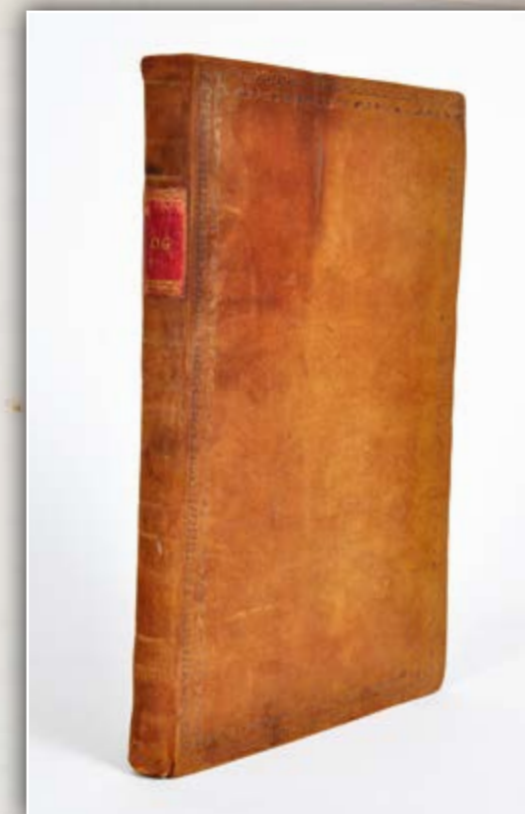
Saturday March 16th 'Order to Captain Sykes of the Variable, to proceed in search of the Comet, a Carthaginian Privateer, the Captain of which had committed various atrocities.'

Monday 18th March. 'Evacuation of the Island of Curacao.'

Tuesday 26th March. 'Letter to the Commander of Marine at St. Jago de Cuba acquainting him that a Vessel of War had been sent in pursuit of the Pirates that had taken the Sarah Schooner and inhumanely murdered the Crew.'

Sunday 7th April. 'Received Don Francisco de Montalvo acquainting me that he should continue to use his best endeavours to accelerate the proceedings which had been instituted against those British Subjects who had violated the blockade of Cartagena.'

Day of the Week	Date	Received	Written
18th. January.	16	Major Thatt, Milt	
Wednesday	17	Recd Expressing the wish of the Commander in Chief of the Forces to send Troops to Hispaniola and bring back others to Jamaica, and requesting the necessary Ships of War might be provided for their conveyance.	
		Captain Bligh of the Araxes requesting me to give directions to the Ordnance Storekeeper to supply the Gunner with sweet Oil for the preservation of the small Arms.	
Thursday	18		Letter to the Ordnance Storekeeper desiring him to supply the Araxes with the sweet Oil demanded, and if none remains in store to cause the quantity to be purchased.
			Order to put the sentence of a Court Martial upon George Jacobs Seaman of the Tarras into execution to discharge M ^r . G. A. Leary from the Prisoner into the hands of the
Friday	19	Recd General Fuller requesting a passage for five Companies of the 5 th West India Regiment to relieve five Companies of the 2 nd West India Regiment at New	



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