

Facts from the British Southern Whale Fishery – drawn from data in the BSWF Voyage and Crew Datasets and Website

Number of known voyages – 2556

Number of known vessels – 950

Number of Masters – around 1100

Number of masters who died during the voyage – 85 including two during one voyage

Number of primary owners – around 300

Number of men who served – unknown but estimated at between thirty and forty thousand men – around nine thousand names are known mostly drawn from Admiralty Protections and BT98 Crew Lists

Most whales taken on a cruise - *William* – George Fitch - April 1796 to July 1798 – to the west coast of South and North America - 124 whales as at July 1797 [incomplete!]

Most whales taken in a day - *William* – George Fitch – 1 January 1797 in company with the *Atlantic* took 16 whales. On 24 March 1797 the *William* took eleven whales.

Most successful voyage - barrels / no. of days out - *Mary Ann* – 21 July 1819 to 16 March 1821 – Owned and captained by James Todrig – 950 casks (over 3000 barrels) + 230 skins – in 605 days. *Harriett* (Dixon) sailed 23 August 1823 to 4 November 1824 returns to London in 483 days with 550 casks of oil having supposedly filled up in just two months!

Most successful vessel - *Lady Amherst* – 16,000 barrels in six cruises plus a box ambergris.

Most voyages - *Cyrus* (18); *Perseverance* (16)

Longest serving vessel - *Cyrus* (1802 – 1853) – built at Salem in 1800

Losses – 205 vessels (124 lost – 62 taken (some retaken) – 19 condemned)

Worst year for losses – 1825 with 10 losses but the period from 1807 to 1813 was particularly costly with cumulative losses to the Spanish and the United States of America though many vessels were retaken

Long serving seaman – John Raven who transferred from the *Elizabeth* to the *Japan* on 6 April 1834 to facilitate his return to England as he was no longer able to fulfil his duties as 2nd Mate. Raven commenced his career when he was indentured as an Apprentice in 1797! A career of 38 years. William Watson appears to be the longest serving Master (if he is one person) taking out the *Betsey* in 1803 and assuming command of the *Tuscan* in 1837 until she was condemned at the Bay of Islands in 1840

Dangers of the trade – Tristram Bunker and Owen Bunker (both Nantucket born) who were married to two English girls (sisters Celia and Mary Fenn) were both killed by whales in 1808 leaving their wives widowed. In February 1821 Captain Henry Hales, along with the second mate and eight seamen, put into the Islands of Santa Maria, to refit, and were murdered. Having been reported back to London a subscription for the widows and children, was taken and £210 collected.

At least 167 Nantucket born men served as a Master on a British Southern Fishery Whaleship.

Important records about whales by British Whaling Surgeons – Thomas Beale – [Natural History of the Sperm Whale](#) and Frederick Debell Bennett – [Narrative of a Whaling Voyage around the Globe](#)

Colour of British vessels - Log of the *William* (1796 to 1798) has an illustration of two British whaleships (circa. 1797) with upper half red – lower half black – yellow line along the rail. Both have London on the stern but this may be an added artist's addition. From at least the 1820s British vessels appear to have been painted BROWN above and below the gunports which were painted YELLOW/CREAM. Examples:-

[Syren of London - 1822](#)

[Whaleship Harpooner '1830' - painted by Huggins?](#)

[The ships' Vigilant' and 'Harpooner' offshore – painted by Huggins](#)

'Fictitious' British whaleships – the *Desmond* of London and the *John Day* of Bristol. In an article [The Terror of the Sea - A Sailor's Story] published 2 April 1892 in the Detroit Free Press (page 7) an Anonymous author sought to build on the story of Mocha Dick as first recorded by J. N. Reynolds. "Mocha Dick: or the White Whale of the Pacific: A Leaf from a Manuscript Journal," in The Knickerbocker, or New-York Monthly Magazine. Vol. 13, No. 5, May 1839, pp. 377–392. The anonymous tale provides a vivid account of the exploits of "Mocha Dick" recording two encounters with British south seas whaleships - neither of which appear in any records of the British Southern Whaling Fleet [Reynold had also claimed that Mocha Dick had been killed in 1838]. The first encounter in June 1840 records an encounter between Mocha Dick and the "Desmond, the English whaler ... some 200 miles off the coast of Chile ... Two of the small boats carrying men ... launched to chase it. But as they drew near, the 70ft-long, giant bull sperm whale dramatically turned the tables and charged his pursuers. He hit the first boat head-on and smashed it. He then erupted from the water right under the second boat and destroyed that too. After looking over the damage, he swam calmly away. Two men were never found ... The following year, the captain of John Day, a Bristol whaler, swore to finish off the shipkiller. That May [1841] in the South Atlantic, as if by pre-arrangement, the great bull rose from the sea just a few hundred yards from the ship. Three boats were sent after him, but again he smashed them all. For years, stories of Mocha Dick, as he came to be called, spread around the world. When, half-blind and weary, he was eventually killed in 1859, he was found to have 19 harpoons embedded in his body. [Reynolds account records 19 harpoons in Mocha Dick's body in 1838]. They were the souvenirs of more than 100 fights that had left 30 men dead and sunk scores of boats."

Timeline of Events in the BSWF

The information in the following timeline is drawn primarily from the BSWF Voyage database. Given the paucity of logs and newspaper coverage prior to 1815 the timeline before that period is primarily a record of losses and government interventions. Vessels taken prior to 1815 were often ransomed and re-joined the whaling fleet. Post 1815 there was much greater coverage of sailings and events contained in newspaper, private and government sources.

1775- Nantucket whaleships the *Minerva*, *Abigail*, *Diana*, *Falkland* and *Enterprise* [aka the Falklands Fleet] taken by the British off the Azores then four of them (not the *Minerva*) deployed by British owners.

1776 – Whaler *Unity* taken.

1777 – Whaler *Sally* lost. Whaler *Sidney* taken by the French then retaken.

1778 – Whaler *Columbus* taken by the French.

1779 – Whaleships *Egmont*, *Enterprize*, *Elizabeth*, *Experiment*, *Falklands*, *Beaver*, *Mary and Fanny*, *Pitt* and *Palliser* all taken by the French.

1780 - Whaleships *Dennis*, *Renard*, *Betsey*, *Bridge*, *May* and *Britannia* taken by the French. Whalers *Kezia* and *Neptune* taken by the Americans.

1781 – Whalers *Renard* and *Reward* taken by the French.

1784 – Whaler *Gibson* reported lost on the Brazil coast

1787 – Vessel *Attempt* lost at the Falkland Islands. Whaler *Diana* condemned in the West Indies.

1785 – Whaler *Nancy* put into the Bahamas leaky and was condemned.

1788 – Whaler *Nimrod* lost.

1789 – The *Emilia* first vessel round Cape Horn and into the Pacific in January 1789. Whaler *General Elliott* reported as lost between the Cape of Good Hope and St Helena. Whaleship *Lord Hawkesbury* returns home with the first packet of ambergris taken by a British whaler. Whaler *Nancy* lost on the Brazil coast. Whaler *London* lost near the Gabon River.

1791 – Whaler *Good Intent* lost at Delagoa Bay late 1791. Whaler *Mentor* condemned on the South American coast December 1791. Whaler *Prosperous* wrecked on the Barbary Coast. Vessel *Olive Branch* lost off Patagonia.

1792 – Whaler *Harpooner* of Bristol captured and taken into Boston. Whaleship *Matilda* which had sailed as part of the Third Fleet to Australia was lost at Mururoa in February 1792.

1793 – Whaler *John* and *Susanna* taken off Scilly in May by the French.

1794 – Whaler *New Hope* lost at Delagoa Bay. First recorded use in the newspapers of the term “south seaman”.

1795 – The *Edward* of Hull wrecked off Peru. The whaleship *Rasper* abandoned off Peru. The *Pomona* taken by the French corvette *La Vengeance* off Falmouth only 2 days into her voyage and set adrift. The vessel was found by the *Susanna* of Liverpool and taken into Cork. On board the *Pomona* and taken prisoner by the French was a surgeon, Robert Thomas Crossfield, who was wanted by the British Crown for plotting to kill the King.

1796 – The whaler *Lord Hawkesbury* lost near the Cape of Good Hope in May 1796. Whaler *Princess* captured while anchored at Delagoa Bay. Whalers *Ocean* and *Speedwell* taken by the French off the Coast of Africa in August.

1797 – The whaler *Lydia* captured by the Spanish but later released. Whaler *Alderney* taken by the Spanish of Chile. Whaler *Atlantic* taken by the Spanish. Whaleships *Beaver*, *Triumph*, *Betsey*, *Commerce*, *Levant* and *Charmilly* taken off the coast of Chile. Whaler *Hercules* taken by the French.

1798 – Whaler *Liberty* lost off the Coast of California. Whaler *Pritzler* lost near Beachy Head.

1799 – Whaler *Alliance* taken. Whaler *Prince Edward* lost off the coast of Brazil. Whaler lost *Sierra Leone* of Milford Haven lost off the Cape of Good Hope in November 1799.

1800 – Whaleship *Canada* lost at South Georgia.

1801 – The practice of issuing Letters of Marque to armed whaleships is now well established. The Daniel Bennett owned *Active* sailed 22 May 1801 with a Letter of Marque issued that month. The *Perseverance*, a purpose built whaleship, launched for the Mellish family [there appear to have been two vessels named *Perseverance* operating at this time with the other one taken in 1801 by the French and its crew not released until 1807]. Whaler *Henry* condemned at the Cape of Good Hope in May 1801.

1802 – HM Government forces the HEIC to licence British whaleships to catch fish east of 180 degrees (centre of the Pacific to the west coast of the Americas) and to ships under 350 tons the Indian Ocean as far north as Timor but not including Batavia (Java) or anywhere further north. This effectively opened up the Molucca Grounds which became a favoured British whaling ground and was still being frequented by British whaleships in the 1850s. Salisbury and Winchester Journal - Monday 31 January 1803 - A letter received by the Comet from St Helena says "We are glad to hear by the Ocea, south seaman, that the whale fishery to the Eastward [i.e east of the Cape of Good Hope] has been successful beyond all former precedent; and that all the vessels which went out last year are expected to return with a very valuable freight."

The *Harriet* (Chase) off New Zealand in September 1802. Whaler *Barbara* taken into Rio de la Plata in March 1802. Whaleship *Pacific*, another whaleship specifically built for the whale fishery launched for the Mellish family.

1803 – Whaleship *Redbridge* condemned at Valpariso. Whaleship *Aurora* of Milford Haven captured and taken into Valpariso but later released. *Astrea* lost at Desolation [Kerguelen] Island in early 1803. Whaler *Defiance* lost off the coast of France outward bound January 1803. Whaler *Flirt* taken by the French frigate *Blond* off the coast of Africa. Whaleship *Perseverance* taken by the French privateer *Valiant* and then retaken by *HMS Sirius*.

1804 – Whaler *Kent* (Bunker) taken and sailed to France in March 1804. Whaler *Diamond* taken off the Cape of Good Hope returning from Desolation Island by the French privateer *Napoleon*. Whaler *Speculator* taken on the Line in the Atlantic by a French corvette. *Ganges* and *Cyrus* (probably Dunkirk ships) brought to London by the *Isis* having become prizes of the *Scorpion* (Dagg) of London. The *Cyrus* went on to have the longest career in the British South Seas Fleet. Third mate, William Brown, on the whaler *Indispensible* sailing from London 5 March 1804 born in Owyhee. Whaler *Recovery* sails for Desolation Island with four Prussians in her crew.

1805 – Whaler *Tom* captured and taken into Talcahuano in early 1805. Whaler *Iris* condemned at St Helena on her return voyage. Whaler *Dart* taken at Guayaquil in mid-1805 with the loss of many of

the crew. Whaler *Antelope* taken by the Spanish in October 1805. Whaler *Duke of Clarence* of Liverpool lost off the River Plate in March 1805 master drowned. Whaleship *Minerva* lost late 1805 off Lima reported that the master was shot by a member of his own crew.

1806 – The whaler *Commerce* taken near Amboyna in early 1806 but retaken. The *Britannia* lost off NSW in August 1806. Whaler *Ganges* taken by the French and sunk in March 1806. Whaler *John and James* lost in January 1806 with the master returning to Nantucket!

1807 – The whaler *Edwinstowe* of Newcastle burnt. Whaler *Crescent* lost off Patagonia in March 1807. Whaler *Lucia* taken by the Spanish in March 1807 near Kingston (?) with all crew killed. Whaler *Betsy* condemned at the Cape of Good Hope in September 1807. Whaler *Rambler* taken by a French privateer. Whaler *Atlantic* lost. Whaler *Memphis* lost. Whaler *Pandour* lost?

1808 – Whaler *Lively* lost on Mermaid Reef off the NW coast of Western Australia. Whaler *Adventure* lost off Ramsgate outward bound. Whaler *Antelope* captured by the Spanish. Whaler *Neptune* of Greenock taken by the Spanish. Whalers *Scorpion* and *Vulture* taken by the Spanish near Valpariso in October 1808.

In 1808 a court case was held in London to determine what precedent should be followed when two vessels (or more) have been involved in taking and killing a fish. The case concerned the vessels *William Fennings* and *Caerwent* and had occurred in the Galapagos in 1805.

1809 - Tariff on British Oil was £0:8:3 3/4 per tun. Colonial Oil £18:3s per tun. Foreign Sperm and Train Oil £18:3s per tun. Whaler (?) *Port au Prince* seized at Tongataboo in early 1809 crew all killed. Whaler *DuBuc* condemned by survey in Hobart in June 1809.

1810 – Whaler *Active* lost. Whaler *Mary* lost off New Zealand. Whaler Speke lands Matara, son of the Bay of Islands Chief Te Pahi, in London.

1811 – The *Santa Anna* wrecked off New Guinea. Whaler *Young William* reported taken.

1812 – *Adventure* scuttled April 1812 near the Island of St Thomas (West Africa). The Master and 1st Mate both murdered by the 2nd Mate. The whaler *Argo* taken and sent into Norfolk, Virginia.

1813 – *Greenwich* taken in May 1813 by the *USS Essex*, scuttled and burned and the *Atlantic* taken and renamed the *USS Essex Junior*. Whalers *Catherine*, *Hector* and *Rose* taken by the *USS Georgiana* near James Island [Galapagos] April to May 1813. The whaler *Atlantic* taken in May 1813 by the *USS Essex*. The whalers *Charlton*, *Seringapatam* and *New Zealander* taken by the *USS Essex* in July 1813. *Governor Dodswell* taken by the Spanish at Valpariso.

HM Government preserves the rights of the HEIC to solely trade with China but allows British whaleships to venture north of the equator under licence.

1814 – Whaler *Policy* taken by the *USS Essex* in January 1814 but later retaken.

1816 – Captain John Stavers and James Baxter, Chief Mate of the *Thames*, were charged by the father of an apprentice of the murder of his son on board on return to London. Stavers and the mate were found guilty of manslaughter and sentence to one year in prison and fined 50l and 20l respectively.

1817 - *Admiral Colpoys* lost at South Georgia 28 November 1817 crew saved. *Princetown* wrecked when she struck a rock on the Isle of Grande 21 March 1817.

In 1817 a Hull newspaper estimated that between 700 to 900 tons of train [black] oil per month was required to satisfy the market.

1818 - *Inspector* reported 6 November 1818 taken into Valparaiso unseaworthy and condemned. *Emerald* sunk at the docks on her return home but was re-floated and cargo saved.

1819 – The ability of the HEIC to limit the movement of British whalships is effectively removed. Within two years British whalships will be on the coast of Japan. *Ocean* owned by the Enderby's returns with 550 casks and 2 'tanks' – this is the first recorded use of 'tank's' on a British whalship.

1820 – *Lydia* condemned at Rio homeward bound.

1821 - The *Echo* wrecked on Cato's Shoal [Coral Sea off Australia] 1 April 1821. *Perseverance* (Clark) taken in March 1821 whilst at anchor off Santa Maria by the pirate Benavides and carried into the Tubul River a few leagues north of Aranco where she was burnt in October 1821. The master, two mates and part of the crew were murdered by Benavides.

On 18 February 1821 the *Indian* of Liverpool rescued Owen Chase, Benjamin Lawrence and Thomas Nickerson, three survivors of the US whalship *Essex* which had been stove by a whale some 90 days previous.

Captain Henry Hales of the *Offley*, along with the second mate and eight seamen, were murdered when they put into the Islands of Santa Maria, Chile on 24 February 1821, to refit. Having been reported back to London a subscription for the widows and children, was taken and £210 collected. Contributors were Curling, Young and Company; Mrs K. Curling & W. Curling; Samuel and Mrs Enderby; Daniel Bennett; J. Gales & Son; Joseph Somes; Boulcott & Hill and S. Boulcott; Thomas Ward; Thomas Sturge and others of the south seas trade (The Sun – London – 16 November 1821).

1822 – Whaler *Ceres* wrecked on Hapae [Lifuka] Island with eight crewmen killed by natives. The whalers *Pearl* and *Hermes* lost in the Hawaiian Islands. A charge of murder against Captain Laban Russell of the *Emily* is examined in court and thrown out as the master was defending himself against mutineers. On 24 May 1822 the cooper on board the *L'Aigle* whaling between Payta and the Galapagos Islands was killed when his boat was stove by a whale being seen on the back of the whale three times.

1823 – *Golden Grove* lost on her way to the Sandwich Islands? *Grace* [Plymouth] reported lost off Cape Horn in May 1823. The *Brussa* wrecked 31 July 1823 on the South American coast a total loss crew saved. *Anthony Sterry* wrecked when almost home on the Shivering Sands, near Margate, on 25 April 1823. *Harriett* (Dixon) sails 23 August for the fishery and returns to London in 483 days with 550 casks of oil having supposedly filled up in just two months! From mid-year 1823 the tariff on British Oil was £0:8:3 per tun. Colonial Oil £1 per tun. Foreign Sperm and Train Oil £33:5s per tun.

1824 - The *Elizabeth* (Captain Douglas) was taken at the Friendly Islands (Tonga) in September 1824 carrying 1500 barrels with the master, 1st and 3rd mates and some other crew killed. The cargo was saved and shipped home in the *Countess of Morley*. The *Spring Grove* lost off the North-West Coast of Africa [Safi, Morocco] on 23 November 1824 with two crew drowned. The *Arab* discovered off Cape Horn in May 1824 sinking after being caught in a gale. Crew rescued by the *Ocean* (Harrison) on route from Sydney to London. The *Policy* lost at Otahaiti (Tahiti) May 1824. *King George*, late Bryan, reported 19 October 1824 condemned at Guayaquil.

1825 - The *Rambler* was lost in the Mozambique Channel when the crew went ashore on 11 August at the island of St Felix (22:4'S) – the commander, 2nd officer and eleven of the crew were killed. The

1st officer and thirteen of the crew were saved; The *Transit* of Bristol was condemned at Manila in late 1825; The *Adam* was lost off Deal 1 March 1825 on a voyage to the south seas. The *Royal George* was lost at Wahoo 9 April 1825 with 600 barrels. The *Bridges* was lost at the Marquesas. *Mary* (Edward Reed or possibly Edward Reed Lacey) lost near Jarvis' Island [Line Islands] with 1800 barrels sperm oil on 20 January 1825. The *Eliza Ann* condemned and sold at Honolulu in February 1825. *Sisters* (Winslow) reported missing [West Pacific?] and never heard from again.

The Imperial Measurement scheme introduced though the Trade retains the old measurement (which was in its favour) for day to day use.

From mid-year the tariff on British and Colonial Sperm and Black Oil 1 shilling. Tariff on Foreign Sperm and Train Oil £26:12s per Imperial Tun and £22:3:4 per Standard Tun

1826 - From mid-year the tariff on British and Colonial Sperm and Black Oil 1 shilling. Tariff on Foreign Sperm and Train Oil £26:12s. The *Rapid* (Wright) struck on shoals in the Straits of Flores on 11 September 1826 where the crew were attacked by natives. The crew fought until their ammunition was expended and had to take to the boats and after ten days reached Macassar. The *Mercury* (McNally) struck a reef of rocks whilst proceeding from Bouganville [*sic*] towards Gabay [*sic*] and was obliged to put into Mauritius where she was condemned as unseaworthy. In August 1827 a court case found in favour of the owners broker and awarded a salvage loss on the ship and an average loss on the cargo from the Underwriters. *William* of London lost near the Bonin Islands – at least two men survived and 400 barrels. In October 1826 Samuel Libbey, a crew member on the *Kent* on its 1823 voyage found guilty of the manslaughter of fellow crew member Thomas Tate.

1827 - The *Florida* was taken on 28 March 1827 off the Castillos by a privateer commanded by Fournier. The *Louisa* was lost sometime between July 1827 and late 1828 (not 1825 or 1826 as Jarman reports) on Sumba in Indonesia. The *Lady Amherst* (Lisle) returns with 750 casks oil + 2 tanks oil + 1 cask teeth + 2 jaws [285 tuns oil]. One of the jaws can still be viewed in the Great Northern Museum at Newcastle on Tyne in England. 1828 - The *Asp* was wrecked on the Mudge Rocks, Madagascar on 17 December 1828 with the crew saved; the whaleship *Daniel IV* (full cargo) was lost to fire on 5th March 1828 on the way from Otaheite to London at 25 S x 150 W with the crew saved by the British whaleships *Charles* and *Elizabeth*

1829 - Whaling surgeon, John Lyell, sails on the *Ranger* and keeps a journal.

1830 - The *L'Aigle* was lost 6 March 1830 was totally wrecked on a reef 10 to 15 miles NE of Tongataboo with the crew saved; The *Cape Packet* was condemned at Copang [kupang] 1830.

Whaling surgeon, Thomas Beale, author of *The Natural History of the Sperm whale ...*, London, 1839, sails on the *Kent*.

1831 - The *Sarah* on shore at Delagoa Bay in a heavy gale in mid-1831; The *Caroline* was lost off Tonga 24 March 1831; The *Castor* was condemned at the Cape of Good Hope 11 September 1831; The *Phoenix* was lost at Mounts Bay. The *Betsey and Sophia* lost 16 March 1831 at Desolation with 100 tuns oil fifteen crew arrived at Hobart February 1832

1832 - The *Borneo* struck on a small coral spit at 12 S x 46 E [Glorioso Islands] abandoned and crew landed at Johanna; The *Frindsbury* struck on a coral reef on 9 March 1832 in lat. 5.2S long. 159.19E [Ontong Java Islands] and was lost; the *Oldham* went on shore and was plundered at Wallace Island early 1832 with all crew murdered except a cabin boy with a loss of 1000 barrels; the *Princess Mary* totally lost at Aldabra November 1832; the *Lady Hamilton* was lost in the Mozambique Channel in early 1832 with all hands saved; The *Royalist* was condemned as unseaworthy at Ternate, Timor, on

5 August 1832. The *London Merchant* was lost on Youl (Yowl or Aiou Reef) with all hands to the NW of New Guinea 18 December 1832.

1833 - The *Sir Francis McNaughton* was condemned at Ternate in late July 1833 as a consequence of storm damage incurred of the Cape of Good Hope when sailing to Western Australia; The *Woodrup* was wrecked near "Cape Negre" on the Barbary Coast; The *Amelia Wilson* was lost in May or June 1833 off the Bonin Islands with 1440 barrels crew saved; the *Sir Charles Price* lost in the Society Islands (Huahine) in April 1833 crew saved; The whaler *Sophia* burnt with loss of 1000 barrels 16 March 1833 at 5 S x 54 E crew arrived in the Trois Freres; The *Greenwich* lost at Danes Island in the Seychelles 18 February 1833 crew saved and to Mauritius.

Announced in The Times that a trial is being undertaken from Sydney (Australia) in which the *Betsey*, Captain Petrie, will use whaling harpoons with Prussic Acid inside the harpoon head in order to kill the whale more quickly. A letter to the Nautical Magazine dated 10 December 1833 from one John Lewthwaite states that he came up with the idea in 1828 and that he had six specially designed harpoons prepared for use by his brother-in-law, Captain Kendrew, of the whaler *Ann Elizabeth*. He also advised that he received advice via a letter in 1830 from Honolulu that the process had been successfully tested.

The whaler, *John Palmer*, whilst undergoing an extensive refit is treated with Kyan's anti-rot process to protect her timbers. The result is written up in A Lecture on the Dry Rot (1837) page 41.

Whaling surgeon, Frederick Debell Bennett, author of a *Narrative of a whaling voyage round the globe, 1833-36, with an account of the southern whales, the sperm whale fishery and the natural history of the climates visited, ... 2 Vols*, London, Richard Bentley, 1840 sails on the *Tuscan* (Stavers).

1834 - The Enderby smack *Rose*, consort to the *Hopeful*, crushed by ice north of Clarence Island in the South Shetland Islands 1 January 1834.

The whaleship *Samuel Enderby's* timbers are treated with Kyan's anti-rot process whilst the vessel is being constructed. On completion of the voyage a report was contributed to A Lecture on the Dry Rot (1837) page 31.

1835 - The *Corsair* struck rocks 13 January 1835 and was lost at the Kingsmill Islands the Master, surgeon and 13 crew murdered with the surviving crew sailing to Guam where they joined English whaling vessels *Henrietta*, *Walmer* or *Resolution*. *Coquette* lost at Guam out 27 months with 1700 barrels 4 November 1835. *Mary Ann* (Hingston) sails from London with 31 crew and during its voyage recruited 56 more!

1836 - The whaler *Reliance* was lost on the coast of Arabia [Island of Soda] 18 December 1836; The whaler *Briton* was lost at Christmas Island [Pacific] 10 October 1836; The whaler *Falcon* drifted ashore at Ascension Island [Asuncion, Marianas] 1 June 1836 the master and 5 crew murdered by the natives.

On its 1836 cruise the owner, H. G. Paice, of the *Harriet* (Christie) put in place the following profit sharing arrangements prior to the voyage. A deduction of Ten Guineas per tun to be deducted in lieu of 'Customary charges and expenses'. The Crew Agreement also records the following 'allowances of Provisions to each man per day viz. Beef days ¼lb per man – Pork days 1/4lb per man – Pea ½ pint per day – Flour 1 pint per man – Tea coffee with sugar allowed daily 1 pint per man – The issuing of spirits to the discretion of the Captain.' The *Harriet*, under a new Master as Christie had died, was lost the following year on Providence Reef!

1837 - On Sunday 10 July 1837 the *Harriet*, of London, Thomas Ridout, master, struck on Providence Reef, in latitude 18 [SE of Levuka]; The *James Colvin* was destroyed by fire, at sea, in October 1837 [crew taken to the Sandwich Islands]; The whaler *Gledstones* was wrecked on a reef [Kure Atoll or Ocean Island NW of Hawaii] in the North Pacific June 1837.

1838 - The *Toward Castle* was lost on a shoal 7 January 1838 at Lat 28:47 N Long 108:30 W off Cadiz, lower California with 1800 barrels lost; The *Lucinda* wrecked 20 January 1838 on an unknown reef, E. by N. distance 75 miles from the NW end of Caledonia with 1500 barrels of sperm oil 25 months out.

The Resident of Timor, Diderik Johan van den Dungen Gronoviu, reports in 1838 that 42 English and 9 American ships entered Coupang [Kupang] Harbour. The Resident records that the majority of vessels were whaleships.

1839 – The *Duke of Wellington* was lost somewhere near Desolation Island in the second half of 1839; The *Sabrina* lost 25 March 1839 off the Antarctic Coast at 95 E; The *Jane Eliza*, whaling barque, was sold by auction in Sydney on 24 August 1839; The *Admiral Cockburn* lost onshore near Muisen Berg [Muizenberg, South Africa] 26 September 1839 all crew but one saved and 1100 of 1600 barrels saved; The *Ann* was condemned at Manila 30 September 1839 the master dead.

Whaling surgeon John Wilson sails on the *Gipsy* (Gibson). His journal is written up in Honore Forster ed., *The Cruise of the Gipsy. The journal of John Wilson, surgeon, on a whaling voyage to the Pacific Ocean, 1839-1843*, Fairfield, Washington, Ye Galleon Press, 1991.

In 1839 32 English and 15 American ships entered Coupang [Kupang] Harbour.

1840 - Two boats and a number of crew belonging to the barque *Mary*, whaler of were captured by pirates in Lombok Strait. The crew were set free for a ransom of fifty muskets and 6 kegs of powder; *Tuscan* condemned at the Bay of Islands in 1840; *Zephyr* lost after hitting a shoal 1 April 1840 off the Island of Borneo

From mid-year the tariff on British and Colonial Sperm and Black Oil 1 shilling. Tariff on Foreign Sperm and Train Oil £26:12s. In addition all imports attracted an addition 5% duty.

In 1840 43 English and 3 American ships entered Coupang [Kupang] Harbour.

1841 - *Risk* wrecked at the Suadiva Atoll, Maldives on 2 February 1841; The *Harriet*, master Hammer, was lost on Kosrae Island in late 1841, with the entire crew killed by the native population; *Sir Andrew Hammond* wrecked on the coast of Peru at 3 degrees North, crew and 400 barrels saved [300 lost]; the *Hope* (Rains) lost at Pago Pago 10 December 1841

1842 - *Conservative* was wrecked on Tanjoining Reef near Bali on 8 January 1842; The *Elizabeth* was condemned at Talcahuano in late 1842 and the cargo transferred to the *Mercury*, a merchant vessel. The Green, Wigrams & Green whaleship *Active* commanded by William Tolley Brookes is said to have returned with 3,859 barrels of oil after a four year (1439 days) cruise though Bills of Entry record just 600 Casks. Seems 2,859 more likely.

In 1842 40 English and 11 American ships entered Coupang [Kupang] Harbour.

1843 - Whaler *Dartmouth* blew up at St Helena April 1843 with 3 or 4 killed and 8 to 10 injured; The Master of the *Diana* was murdered on board by the second mate and the vessel lost due to an explosion on board after leaving St Helena in May 1843. In the collection of the National Museum of

Scotland is a [large sperm whale lower jaw](#) engraved and depicting a sperm whale and the whaleship *Woodlark* capturing it off the Banda Islands, Indonesia, 7th April 1843.

Tariff on British and Colonial Sperm and Black Oil 1 shilling. Tariff on Foreign Sperm Oil £15 and Train Oil £6. In addition all imports attracted an addition 5% duty.

In 1843 20 English and no American ships entered Coupang [Kupang] Harbour.

1845 – From mid-year the tariff on British and Colonial Sperm and Train Oil free. Foreign Sperm Oil £15 and Train Oil £6.

1846 – Whaler *Aladdin* sails for Hobart after a short career in the BSWF and undertakes 31 voyages in the colonial fishery; *Foam* abandoned at Mozambique prior to 23 October 1846 has been taken to Cochin to repair; *Esther* lost on the Southern American Pacific coast; *Bermondsey* returns from a single voyage having been out 1777 days since 15 October 1841 the original master (Samuel Swain) having died in Sydney in 1842

1847 – From 1 January 1847 the tariff on Foreign Sperm Oil £15 and Train Oil free

1848 – *Foxhound* put into Algoa Bay 1 August 1848 ‘clean’ - found leaky and ‘condemned’; master of the whaler *Kent* abandons his cruise in Sydney in January due to the unruliness of the crew and sails home

1849 - Ceylon Times 3 August 1849 reports on a ‘miraculous escape’ in a Captain Ahab type event in "which Captain G. W. Andrews [whaler *Caroline*] ... has lately experienced ... whilst in pursuit of a whale ... struck home, and the monster flew immediately downwards ... the rope caught the ankle of Captain Andrews, and whirled him overboard ... he had sufficient presence of mind to retain his ... knife ... [and] was enabled to sever the rope below his ankle ... the depth to which he descended must have been from 15 to 20 fathoms ... his ankle cut to the bone."; Whaler *Brisk* returns to London having been out 1639 days since 25 October 1844

The Times (28 April 1849) reports that a new type of whaling gun accurate to a distance of 30 fathoms developed by W. Greener had recently been demonstrated before the whaleship owner Richard Greene and Captains Male, Baker and Jarman.

All Home, Colonial and Foreign Oil now tariff free.

1850 – *Fancy* ‘condemned’ at the Auckland Islands; *Favorite* lost March/April 1850 at the Navigation] Islands [Navigator or Samoa Islands]

1851 – *Ranger* reported abandoned sinking 30 S x 40 W [off the Brazilian coast] after clearing Sydney bound for London with sperm oil

1856 – On return to London the master and first mate of the whaler *Adventure* were arraigned on charges of mistreating members of the crew

1857 – On its way back to London the *Sir Edward Parry* was involved in the rescue of men on the '*Richard Anderson*', Captain C. E. Coffin, merchantmen, sailing from Antwerp to Baltimore at Lat. 41 Long 31:31 thus retaining a link to Nantucket to the very end of the trade!

1859 – Last vessel into port was the *Caroline* on 19 October 1859 with a cargo of 66 casks