Whaling and Piracy Logbooks
"[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, Whalemen 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”.


8. Governor Fenica: Whaling Log


PRICE ON REQUEST
1. JOURNAL OF A WHALING CRUISE IN THE BARK ANACONDA
CAPTAIN JOHN H. PAUN

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, 662.
2. WHALING VOYAGE OF THE BARK ROSCIUS OF NEW BEDFORD TO THE ATLANTIC

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


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 ll 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.
3. + 4. VOYAGE OF THE SHIP ONTARIO PLYING THE INDIAN, PACIFIC, AND ATLANTIC OCEANS
MASTER BARNEY R. GREEN

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.

4. 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, 23rd July 1828, off the coast of Brazil, returning 20th May, 1829.

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

OBEDIAH G. CHASE


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.
The Mechanic sailed under Master Thomas J. Cory from Newport on Nov. 7, 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 230 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. 9° they fired the steward and replaced him. She crossed the equator on Jan. 4, 1856. She sighted her first sperm whale in mid-April. She lowered boats with no luck. They were South of the Cape of Good Hope as of Feb. 10. (Charles Briggs) fell ill. 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. From May 1 and 2 they lost one whale when the harpoon crew, 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 27 they were at sea and took two whales. They lowered every day up until the 20th with no luck. On the 21st they took a black fish. They caught two more on the 25th. On Dec. 2 they took a whale but lost them. They lowered again on the 1st of May and rowed back aboard. They lowered again on the 26th without success. They lowered twice on the 27th through the 29th. They lowered for whales six times in this period. On June 27 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 humpback into one but did not take it July 9th. On July 18 a Humpback calf stove a whaleboat. On the 27th they took a whale that had washed there[?] and made them write in the blood of the lamb. On June 27 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 whales. 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 May 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 humpback into one but did not take it July 9th. On July 18 a Humpback calf stove a whaleboat. On the 27th they took a whale that had washed there[?] and made them write in the blood of the lamb. On June 27 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 whales. 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.

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. They were at sea again on March 18. On April 13 two more boats were stowed. On Aug. 21 a boat sherrer 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 island, near 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 took black fish. They caught two more on the 25th. On Dec. 2 they saw the isle of Amsterdam in the distance. They spent 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 up. 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, coopers’ 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 whales. 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.
7. WHALING LOG
GOVERNOR FENICA
Bristol
(no description).

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 Pelmetto, Captain Tripp.

Manuscript at Sea 1880-1884, 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 3rd, 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.

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


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, [188] 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, Solano Sea, South China Sea, Japan, Tumur 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 voyage 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). 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 perished. Took the canoe on board and made sail for Lord North’s Island.”

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)


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 1759 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 Mozambique, 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 hardly 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 Blackfish 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.
12. A JOURNAL OF A VOYAGE FROM AMSTERDAM TOWARDS INDIA IN THE SHIP AMSTERDAM PACKET

JONATHAN NEGUSJIN & JOHN SMITH, COMMANDER


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: Amboyna (Ambon, Indonesia) to Madras (Chennai, India), 1810, Eliza 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 Amboyna by the British ship Cornwallis in February, 1810. It was commissioned as the HMS Mandarin, a gun-brig, under the command of Lieutenant Archibald Buchanan and used primarily to carry dispatches between Amboyna 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.
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.


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 cruze in the gulf 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 29th February. 'Letter to the Admiralty respecting Sir Alex'r Cochrane's appointing Officers to the vacancies occasioned by Captain Langford's death, thereby 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 Curacoa.'

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.'

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 Commander in Chief of the Jamaica Station informing him of the fall of Cartagena on the 6th.'

Thursday 28th January. '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.'
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