



ANARE RESEARCH NOTES

97

Indexing sealer's logbooks from Heard Island

Max Downes

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INDEXING SEALERS' LOGBOOKS FROM HEARD ISLAND

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ABSTRACT

This *Note* describes the development of a system for indexing historical data from the whaling/sealing industry of last century, allowing easier access to the widely scattered record in logbooks, customs records, newspapers, etc.

A preliminary outline of "elephanting" operations was compiled with a view to indicating: a) the type of information available from the database, and b) the overall nature of the activities at Heard Island in the period 1854 to 1882.

Elephanting commenced at Heard Island in 1854/55, the first season following the Island's discovery. There was a rapid rise to a peak in the 1857/58 season. An equally rapid decline was followed by a small but steady output over two decades. Production finished in 1877.

Key words: elephant seal, sealing industry, sealers, whaleships, sub-Antarctic islands, Indian Ocean, Heard Island, Kerguelen, indexing methods

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1. HUNTING SEA ELEPHANT AT HEARD ISLAND

A preliminary outline of elephanting operations was compiled with a view to indicating a) the type of information available from the database, and b) the overall nature of the activities at Heard Island. Later papers will describe the history in more detail.

Contemporary words and place names have been used where possible in order to emphasise the technology of the day. These words, which are listed in a glossary and gazetteer, are within quotation marks. Present-day place names are used without quotation marks or in [].

Measurements are in the units used in the logbooks, e.g. a "barrel" or "bbl" of oil (equivalent to 31.5 US gallons); depth of water in fathoms, and distance in nautical miles.

1.1 THE INDUSTRY

The sea elephant industry at Heard Island last century has been the largest human activity ever at the Island. It was largest in terms of manpower deployed, and longest in duration with a continuous history of almost thirty years. In the peak period from 1856 to 1859, there were at times over a hundred men on shore, hunting elephants and securing blubber during the spring/summer season from October to February. Small gangs sometimes remained on the Island over winter when the whaleships departed for Kerguelen or the home port.

Between 1855 and 1882 more than 40 whaleships made over 79 voyages to Heard Island. A total of 104 voyages were relevant to the history (Appendices 1, 2, 3). Some of these vessels did not visit Heard Island and remained during the elephanting season at Kerguelen, their purpose being to service the schooners which worked the beaches and to freight oil to port. At least three vessels left port for the Island but never arrived.

Of the 79 voyages which included a visit to the Island:

- 62 originated in New London, Conn., USA
- 5 from Mystic, Conn.
- 4 from Fairhaven, Mass.
- 3 from Nantucket, Mass.
- 1 New Bedford, Mass.
- 1 from Warren, R.I.
- 1 from Hobart, Australia
- 2 from Cape Town, Cape of Good Hope

In the 200 years in which sea elephants have been hunted commercially, very little has been written about "elephanting", compared with the numerous accounts of whaling. The overall impression might be gained that hunting sea elephants was an incidental and fortuitous accompaniment to whaling. But contemporary writers, particularly those experienced in the industry, used a distinct term "elephanting", and regarded it as a trade with its own methodology and practitioners.

In a history of the hunting of seals throughout the world, Busch (1985) suggested several commercial reasons why "elephanting" lasted just as long as whaling. Suitable vessels were less expensive to buy and outfit, the market for elephant oil remained good over the years, and usually some oil was obtained most voyages.

Elephanting vessels were small and versatile. They could be diverted for whaling in the Arctic, the South Pacific or the Indian Ocean. Several were even converted for shipping goods, and served time in coastal trade when necessary.

The elephanting trade made special use of cheap labor for shore gangs. Green hands from America or the Atlantic islands, were frequently under-paid, even on the standards of the day. They cost little for up-keep, not infrequently having to live off the land when provisioning was poor or the vessel was wrecked.

1.2 THE RECORDS

Most of the records of the sealing era at Heard Island are unpublished and widely scattered in whaling museums and archives.

Information on vessels, voyages, owners, crews, dates, cargoes and operations at the Island has been gathered together in a database which can be indexed and analysed.

1.2.1 Primary sources

ships' logbooks and mariners' journals

newspapers: shipping reports in *Whalemen's Shipping List*, *New London Day*, etc., contemporary news articles, etc.

archival material: customs records, manifests, ships' papers

contemporary whaling books

1.2.2 Secondary sources

Several histories of the whaling industry included chapters reviewing what was known about Heard Island. The main authors in this category, the subject of study, and the pages referring to the Island are:

Clark (1887)—the sea elephant industry, pp. 419–424

Bertrand (1971)—the Americans in the Antarctic, pp. 219–254

Busch (1985)—seal hunting world-wide, pp. 171–177

1.2.3 Libraries and whaling museums

The institutions and individuals listed below made available copies of logbooks and other primary sources. It is a pleasure to acknowledge this assistance.

Archives Office of Tasmania, and the William Crowther Collection, State Library of Tasmania, Hobart; Eber Bunker Maritime Collection, State Library of Queensland, Brisbane; British Museum (Natural History), London; David B. Heard, Waban, Mass.; Kendall Whaling Museum, Sharon, Mass.; Melville Whaling Room, New Bedford Public Library, New Bedford, Mass.; Mitchell Library, State Library of NSW, Sydney; G.W. Blunt White Library, Mystic Seaport Museum, Mystic, Conn.; New London County Historical Society, New London, Conn.; Public Library of New London, New London, Conn.; Nantucket Historical Association, Nantucket, Mass.; National Archives, New England Region, Waltham, Mass.; Old Dartmouth Whaling Museum, New Bedford, Mass.; Oxford University Library, Oxford; Nicholson Whaling Collection, Providence Public Library, Providence, R.I.; State Library of Victoria, Melbourne; Douglass C. Fonda Jr., Whaling and Marine Manuscript Archives, Nantucket; Naval Historical Center, Washington, DC; Queen Victoria Museum, Launceston; University of Queensland Library, Brisbane; University of Tasmania Library, Hobart.

1.2.4 *The statistics of oil production*

Some of the vessels in the Heard Island elephant oil trade were listed in surveys of the whale fishery. The main authors included Starbuck (1876), Clark (1887), Wood (1875) and Decker (1973). Most statistics in these studies were derived from shipping reports in newspapers, particularly monthly listings in the *Whalemen's Shipping List* (New Bedford).

Clark and Wood identified Heard Island elephant oil in some cargoes, but their lists were incomplete or included mixed cargoes from several locations.

Wood's abstracts of the returns from several thousand whaling voyages between 1831 and 1875 included some Heard Island vessels. In addition to the amount and kinds of cargo reported to the newspaper or declared to customs, the oil "turned out", was sometimes quoted. These were the official gauger's estimate of the amount of oil in the casks. Wood's statistics were particularly useful in assessing the various cargoes reported.

Decker (1973), pp. 120–172 used customs records in a comprehensive listing of vessels from the port of New London. However, Heard Island elephant oil was included within a general category of "whale oil", that is, whale and elephant oil from several different locations.

There was considerable variation in the cargo reported for the same vessel in the shipping reports, customs documents and later historical surveys. No author listed all the vessels now known to have visited Heard Island.

To obtain a more accurate estimate of the oil shipped by each vessel it was necessary to check the amounts quoted in the histories against the contemporary logbooks and cargo manifests. The results are discussed in Section 4.2.

2. THE LOGBOOKS

A ship's logbook was a business document in which the master accounted to the owner for the operation of the vessel and the employment of the crew. It rarely contained information outside this purpose. The use of mariners' jargon (recognised key-words) enabled even persons with limited writing skills to keep a routine log which had meaning for the initiated.

Logbooks were located for 27 of the 104 voyages listed as relevant to the Heard Island trade; 20 of these contained information on visits to Heard Island. This material was supplemented with extracts from newspapers, customs records and newspaper accounts.

2.1 THE CONTEMPORARY USAGE OF WORDS IN THE LOGBOOKS

Scammon (1874) and Brown (1887) made a special point of emphasising elephanting words in their surveys. Other contemporary writers, engaged in or closely associated with the trade, also mentioned the vocabulary.

William Macy, who kept the log of the brig *Homer* at Heard Island in 1858, had some skill in the use of words. He wrote poetry about life on board ship, with allusions from the classics. He was the author of newspaper articles and a semi-documentary novel about whaling—Macy (1877). Macy described elephanting at Heard Island as a “fine art”, adding only a touch of wry humour to colour his view that this was an occupation requiring application and skill, not least because of the special environment.

It was apparent that on many occasions log-keepers used words with different and more specific meanings than was the case with the same word in modern usage. Throughout this *Note*, contemporary words and place names have been used where possible in order to emphasise the technology of the day. These words, identified by quotation marks, are listed in the Glossary and Gazetteer. Present-day place names are used without quotation marks or in square brackets. Measurements are in the units used in the logbooks, for example, a “barrel” or “bbl” of oil is equivalent to 31.5 US gallons; depth of water is in fathoms; and distance in nautical miles.

It was easy to recognise a case where the technical process and the word had changed in more than a century. “Pipes of bread” were commonly listed among the provisions rafted ashore at Heard Island. The material was “hard tack” or “hard bread” (nowadays called biscuit), baked very dry for preservation, and transported in “pipes” or casks of a standard size. “Soft bread” was baked on the site and recorded only at Kerguelen.

A less obvious example was important for interpreting brief entries reporting “seals” at Heard Island. Throughout the logbooks, “seals” were always distinguished from “elephants”, or less commonly, “sea elephants”. American whalers hunting fur seals for skins were engaged in the business of “sealing”. Killing sea elephants for oil was “elephanting”. The two activities were clearly distinguished.

The men hunting sea elephants at Heard Island did not call themselves “sealers”. They were “whalers”, as befits their training—even though they hunted sea elephants, fur seal or particular kinds of whale according to the opportunities of the season. On the other hand, writers outside the trade labelled them “sealers”, in apparent distinction from “whalers”. This convention still applies

in the literature today, sometimes making it difficult to appreciate contemporary usage of certain words in the logbooks.

“Sealing” and “elephanting” were usually conducted as distinct operations, requiring cruises to different places, different skills and special out-fitting. For example, compare the preparation of the schooner *Pilot’s Bride* in 1880 for both sealing and elephanting—Fuller in Busch (1980), p. 121. Elephanting vessels carried more oil-casks and appropriate tools; sealing vessels required large quantities of salt.

Several masters from New London specialised in elephanting on the Indian Ocean “grounds”. They always tried to ensure that one or more men experienced in elephanting shipped among the officers or boatsteerers. Some of the crew specialised too, returning to Heard Island on a number of voyages.

Experienced whalers set considerable store on personal skills—for very practical reasons concerning survival and success in what was a dangerous profession. The correct use of sailing, whaling and elephanting gear was a central part of working ship and securing a successful voyage. The proper use of technical words was an important way in which standards of workmanship were set and enforced.

Unless the contemporary usage of certain words in whaling logbooks is recognised, with at times a more specific meaning than in common usage today, the full value of many of the laconic or cryptic entries might be overlooked.

2.2 PLACE NAMES IN THE LOGBOOKS

There were very few place names in the logbooks which could not be identified with a particular locality and person. Most originated during the early peak years of elephanting (1857 to 1860) or shortly thereafter, and were in general use at the Island over three decades. In addition to the logbooks, the names were recorded on a number of very similar unpublished maps, of which one example is reproduced in Figure 4.

“Hurds Island”, or a derivative such as “Herds” or “Hirds”, was more commonly used than the official title of Heard Island. “Desolation” was the only commonly used name for Kerguelen throughout this period. “Kerguelen’s Land” was occasionally used by whalers, but more often in a literary effort than in everyday usage.

Many of the bays and headlands along the north coast of Heard Island had names associated with the first landing parties—Erasmus D. Rogers in the *Corinthian*, and Franklin F. Smith in the *Laurens* between 1855 and 1857. Some are still in use, for example, Atlas Cove, Corinthian Bay, Laurens Peninsula and Saddle Point. The southern coast was rarely visited and few of its features were named or mapped.

Before the names for particular places became standardised, descriptive terms such as “Leeward Beach” or “Lower Beach”, were commonly used to record where gangs were landed or casks hauled off. These terms referred to the direction of the beach with respect to the vessel at the time of writing, being to leeward or downwind. During the peak years, the bigger whaleships usually anchored in Corinthian Harbor, and schooners made many quick trips “down” the coast, that is, to the east. The north-east coast, and the Spit Bay area in particular, were known throughout the period as “The Leeward”. Important locations “to Leeward” were “The Point” [Elephant Spit], “The Landing” [Try Pot Beach], “Fairchilds Beach” [Skua Beach] and “The Bight” or “The Anchorage” [off Skua Beach].

A few descriptive names became generally accepted, e.g. “Rocky Beach” [modern Fairchild Beach], “Little Beach” [Capsize Beach]. Important elephanting beaches were associated with the men who worked them. The name for present-day Skua Beach was previously “Fairchilds Beach”, a name in very wide use for more than half a century. Charles H. Fairchild came to Heard Island in 1856, aged 35 years, as second officer on the *Corinthian*. He spent eight years working the Island, most often in charge of shore gangs on “The Point” and “Fairchilds Beach”. He shipped on five voyages, and except for an occasional month at New London during a changeover, was continuously at the Island. He over-wintered several times, and died there in 1864.

Many elephanters’ place names were perpetuated in the first official map of Heard Island—the British Admiralty Chart 802 of 1874, prepared after the visit of the *Challenger* Expedition (Figure 5). Detail of the coastline and topography of Heard Island, except for the north-west corner where the *Challenger* anchored for one afternoon, was derived from information and a map provided by the elephanters. Charts issued by the US Hydrographic Office shortly thereafter were the same as the British chart. Subsequent charts of Heard Island remained largely unchanged from 1874 to 1949.

The elephanters’ place names continued to be used in logbooks, newspaper reports and whaling literature well into the 1880s and beyond (Figure 6).

After elephanting ceased, most of the early place names were superseded by names chosen by geographers associated with various exploring expeditions e.g. Cape Gazert was substituted for Green Point (Drygalski 1908).

A new map of Heard Island (AUS 606) with many new names and substitutions was issued in 1949 by the Hydrographic Branch of the Australian Navy following the establishment of the ANARE station at Atlas Cove in 1947 (Figure 7). The map was updated and further names added in 1964 and 1985 by the Division of National Mapping, Canberra.

3. THE WHALESHIPS

3.1 VESSELS, VOYAGES AND MASTERS

From the numerous voyages of whaleships in the Indian Ocean, 104 were judged to be relevant to the Heard Island trade. Vessels and masters are listed in alphabetical order in Appendix 1. Of these, 79 voyages included Heard Island in the itinerary, many with multiple visits.

A list of the vessels present at the Island each season, showing port, master, period of visit, cargoes, dimensions, etc. is given in Appendixes 2 and 3.

Elephanting vessels may be distinguished in the literature from sperm whalers, right whalers, and fur sealers by the places visited, their whaling behaviour, and the way they were fitted. Off-shore whalers ranged widely in the one voyage, often visiting several grounds in the Indian, Atlantic and the Pacific Oceans. They rarely called at the Indian Ocean islands. Elephanting vessels generally made a more direct passage to and from particular “grounds” on both the outward and inward passages.

Elephant oil was the predominant cargo for the specialist vessels. It was frequently supplemented with whale oil if opportunity presented, frequently bay-whaling at Kerguelen during the winter and occasionally off-shore whaling if the elephant season was poor and the hold not full of elephant oil. Heard Island vessels were not fitted-out for “sealing”, and contrary to the rule with other products, the few fur seal skins taken became the personal property of the individual to sell or dispose of as he wished. At this very late stage of the industry, fur seals were not normally available, and very few vessels searched for “sealing” localities.

3.2 THE RIGS

Four rigs were used at Heard Island—ships, barks, schooners and brigs (Figure 8).

The rig, dimensions and cargo capacity of whaleships engaged in the elephant oil trade at Heard Island included those listed on the following page.

It was usual for a larger vessel, the ship or bark, to be accompanied by a “tender”, that is, a fore-and-aft schooner belonging to the same owners or managed by the same agent. The layout of a typical whaling schooner is illustrated in Figure 9.

Schooners were essential for landing shore parties in whaleboats at the elephant beach, and rafting casks and gear on lines between vessel and shore through hazardous surf. The blubber was tried-out on shore, or carried to the larger barks and ships. A few of these anchored in Corinthian Bay during the elephanting season, but most were moored in the safer harbors at Kerguelen.

The cargo holds of the ships and barks at Heard Island ranged in capacity between 1000 and 4300 barrels. The smaller schooners carried 100 to 200 barrels. “Barrels”, as a measure of capacity, should be distinguished from “casks” which were the containers in which the oil or blubber was stored (Section 4.3). A few larger schooners carried 1000 barrels, and served a dual role without a ship or bark in attendance—“on their own hook”. Their size greatly increased the risk of being wrecked, if they worked close to the elephant beaches.

Vessel	Rig	Port	Tons	Cargo bbls*	Length ft	Beam ft	Depth ft	Decks	Masts	Built
CORINTHIAN	ship	NL	503	3483	123	30	15	2	3	1822
ISAAC HICKS	ship	NL	495	4275	119	30	15	2	3	1824
SAM ROBERTSON	ship	Fhv	421	3399						
ROMULUS	ship	Mys	365	2538						
CATAWBA	ship	Ntk	335							
ARAB	ship	Fhv	275	2241	96	25	12	2	3	1823
LAURENS	bark	NL	420	4234	121	27	13	2	3	1837
TRINITY	bark	NL	419	1100	120	28	18	2	3	1851
ALERT	bark	NL	398	3537	113	—	—	2	3	1829
ROMAN	bark	NL	379	2100	111	28	19	2	3	
OFFLEY	bark	Hbt	376							
WM WILSON	bark	Wrn	375							
ELIZA	bark	NB	366							
LYDIA	bark	NL	351	1734	105	27	13	2	3	1840
ARAB	bark	NL	275	2241	96	25	12	2	3	1823
PIONEER	bark	NL	235	1500	84	25	12	2	3	
DOVE	bark	NL	150	933	77	20	10	1	2	1817
ZOE	bark	NL	196	1074	90	24	10	1	2/3	1846
J E COMSTOCK	schooner	NL	75							
ATLAS	schooner	NL	80	115	67	21	6	1	2	1833
ALFRED	schooner	Fhv	90		65	22	7	1	2	1825
EMMA JANE	schooner	NL	86	?	82	25	7	1	2	1854
E R SAWYER	schooner	NL	126	556	79	22	8	1	2	1853
EXILE	schooner	NL	88	218	70	21	7	1	2	1834
MECHANIC	schooner	NL	89		63	19	8	1	2	1846
OXFORD	schooner	Fhv	98	1092	79	23	6	1	2	1849
FRANKLIN	schooner	NL	99	133	73	18	8	1	2	1833
R B COLEMAN	schooner	NL	115		73	21	8	1	2	1851
MARCIA	schooner	NL	128	639	76	22	8	1	2	1839
ATLANTIC	schooner	NL	130	283	80	23	8	1	2	1849
ROSWELL KING	schooner	NL	134	950	74	23	9	1	2	1837
ELIZA JANE	schooner	Ntk	137							
PACIFIC	schooner	NL	163	991	85	25	8	1	2	1851
CORNELIA	schooner	Mys	197	1000	87	25	10	1	2	1841
FRANK	schooner	Mys	200							
CHAS COLGATE	schooner	NL	243/179	1289	97	27	10	1	2	
MARY POWELL	schooner	NL	240	1558	100	26	10	1	2	1848
ZOE	brig/bark	NL	196	1074	90	24	10	1	2/3	1846
HOMER	brig	Ntk	127							

*Maximum cargo recorded—probable capacity when full.

The *Charles Colgate* was 97 feet long, beam 27 feet, depth 10 feet and could carry 1300 barrels of oil. Burthen was variously quoted as 243 or 178 tons, according to the method of measurement. The *Charles Colgate* specialised in the Heard Island elephant oil trade from 1860 to 1877. It was much larger than the usual schooners used as tenders, most of which were under 100 tons, about 75 feet long, and carried less than 500 barrels.

In the peak years 1857/59, a few ships up to 500 tons were used to carry the cargo, e.g. *Corinthian* (505 tons) and *Isaac Hicks* (496 tons). More commonly, barks were used, e.g. *Pioneer* (235 tons). Plans of the deck and hold greatly assisted in clarifying logbook entries which described mooring procedures during gales at the Island. A plan of a typical whaling bark, showing the disposition of deck-gear, anchors, windlass, try-pots, whaleboats, etc. and stowage of the cargo in the hold is given in Figure 10.

Two brigs were listed, *Zoe* (197 tons), and *Homer* (127 tons). *Arab* (276 tons), rigged as a ship when it sailed from Fairhaven in 1858, was converted to a bark for its voyages to Heard Island between 1862 and 1865. *Zoe* was converted from a brig to a bark and a third mast added for its second voyage in 1857.

3.3 AGENTS/OWNERS

Finance for each whaleship and voyage was provided by several "owners" in order to spread the risk. One of these was usually the "agent", located in the home port, and responsible for the day to day business of a number of whale-ships.

Agents of the vessels at Heard Island in the period 1855 to 1883.

<i>Agent/Firm</i>	<i>Code in the appendices</i>
Perkins & Smith, New London	1
E.V. Stoddard, New London	2
Lawrence & Co, New London	3
Thos. Fitch II, New London	4
I.F. Terry, Fairhaven	5
Chas. Mallory, Mystic	6
Dr Crowther, Hobart	7
E. McNeave & J.B. Macey, Nantucket	8
?, Cape Town	9
Chas. T. Child, Warren	10
E. & E.K. Cook & Co., Provincetown	11
R.H. Chapell, New London	12
Williams, Haven & Co., New London	13
Williams & Haven, New London	14

One of the biggest influences on the nature of the industry at Heard Island was its late start in the 1850s. Only one season after the peak, several owners became bankrupt, for reasons unrelated to the Heard Island operations. Whaling was in decline during the 1850s, and was further affected by the Civil War in the 1860s, and changing markets following the increased use of petroleum. The depressed state of the industry in the 1860s and 1870 meant considerably less money for outfitting in this period, and a marked decline in the availability of experienced crews.

4. GROWTH OF THE INDUSTRY

4.1 DISCOVERY AND COMMENCEMENT

The Island was sighted by Captain Heard on the bark *Oriental of Boston* in November 1853. News of the discovery appeared in many newspapers around the world during 1854. Captain Erasmus D. Rogers in the ship *Corinthian* from New London (Figure 11) received word of the discovery while at Kerguelen in January 1855. He landed at Heard Island with a small party on 15 February. After a day at the Island, Rogers returned to Kerguelen to prepare for hunting the numerous sea elephants on the new grounds.

A small fleet comprising *Corinthian* and three schooners, *Atlas*, *Mechanic* and *Marcia*, representing two groups of New London owners, Perkins & Smith, and E.V. Stoddard, sailed for Heard Island and commenced elephanting on 1 March 1855. The vessels anchored in "Whiskey Harbor" [Corinthian Bay] (Figure 12), and 30 men went ashore over the next 10 days. Although blubber was removed from the Island the vessels wintered at Kerguelen and the oil remained in the hold until it was shipped to port the following season.

4.2 PEAK AND DECLINE

In the second season the fleet increased to seven vessels representing three owner groups from New London. The beaches suitable for elephanting were separated by precipitous ice-cliffs and other impassable barriers. The only communication between gangs left at either end of the Island was by schooner. Acting as tenders, these vessels worked elephant beaches along the north-east coast on the lee side of the island, carrying the oil or blubber to the larger vessel moored at "Whiskey Harbor". An estimated 2700 barrels of sea elephant oil was shipped to port in the 1855/56 summer season.

Production reached a peak in 1857/58 when 19 vessels were engaged (16 at Heard Island and three at Kerguelen), and approximately 27 000 barrels of elephant oil were shipped to eight agents in five ports—New London, Fairhaven, Mystic, Nantucket and Cape Town. Although the vessels increased to 24 the following season (1858/59) production fell to 8800 barrels.

In the 1860s the numbers of elephants at the Island were very low. In addition, the whaling industry was adversely affected by the Civil War and other factors such as the development of petroleum. The agents, Lawrence & Co. and R.H. Chapell, continued to ship elephant oil from Heard Island each year for almost 20 years, the last in 1876/77.

A lone bark, *Trinity* belonging to Lawrence & Co., New London, sailed to Heard Island on a final voyage in 1880. Without a tender for close in-shore work, *Trinity* was wrecked at Spit Bay after less than two weeks at the Island dodging gales. For 15 months from October 1880, 29 men were marooned on the "Point", with another two at Corinthian Bay. Gangs cruised all the beaches which were accessible from the "Point". At times they had difficulty in finding sufficient elephants for food and fuel. Most of the blubber was burnt in the stoves in the shanties, except some 350 barrels which were tried out and put up in casks in the first season, and buried just above the beach near the "Landing". This cache remained on the Island, and is known at the present time as Oil Barrel Point (Downes 1989) and Figure 13.

4.3 OIL SHIPPED TO PORT

Estimates of elephant oil shipped to port from Heard Island, were based on the varying cargoes quoted in ships' logbooks, cargo manifests, and monthly shipping reports in the *Whalemen's Shipping List* (see also Section 1.2.4). Oil or blubber taken from Heard Island one season, but remaining in the hold while the vessel wintered at Kerguelen, was included in the year it was shipped to port. Oil lost during the operations, or blubber used as fuel, was not included.

Annual tally of vessels known to have visited Heard Island and the estimated quantity of oil shipped to port from 1855 to 1881.

Season	Type of Vessel		Total of Vessels	Number of Agents	Oil Shipped Estimated Barrels
	Carriers Ships/barks	Tenders Schnrs			
1854/55	1	3	4	2	—
1855/56	3	4	7	3	2700
1856/57	5	4	9	5	6700
1857/58	5	11	16	8	27000
1858/59	7	12	19	10	8800
1859/60	2	7	9	7	8300
1860/61	2	5	7	5	5600
1861/62	1	4	5	4	4700
1862/63	0	2	2	2	—
1863/64	1	2	3	2	4000
1864/65	1	2	3	2	4700
1865/66	1	3	4	2	2600
1866/67	1	2	3	2	1600
1867/68	1	2	3	2	1400
1868/69	1	2	3	2	1600
1869/70	1	2	3	2	2100
1870/71	1	2	3	2	2700
1871/72	1	2	3	2	1600
1872/73	1	2	3	2	2200
1873/74	1	2	3	2	1400
1874/75	1	2	3	2	800
1875/76	1	2	3	2	1300
1876/77	0	2	2	2	400
1880/81	1	0	1	1	—
					Total barrels—92 200

Cargoes were gauged in "barrels", a measure of volume. The American "barrel" of whale oil contained 31.5 U.S. gallons—Fuller in Busch (1980) p. 307. One U.S. gallon was equivalent to an old wine gallon of 231 cubic inches, approximately 3.78 litres.

The oil was transported in "casks" of various sizes, usually holding between 80 and 220 U.S. gallons. The size of casks used at Heard Island has been examined in greater detail in a previous paper Downes (1989).

Many of the published cargo reports for individual vessels were conflicting or incomplete. In these cases an average quantity was calculated and corrected after consideration of additional data from the relevant logbooks, such as number of casks hauled at the Island, availability of sea elephants and size of the vessel. Some estimates might have to be modified as further records become available. For example, it is likely that an unlisted quantity of Kerguelen oil was included in the reported cargoes in the 1860s and 1870s. In most other years, it was possible to deduct the Kerguelen oil.

On the Australian whaleship *Offley*, and the South African vessels *Anne* and *Isabel*, the “barrel” may have been the British “barrel”, which was larger than the U.S. “barrel” —about 35 U.S. gallons. Australian whale oil cargoes at the time were more often expressed in “tuns” of oil, with 1 tun equivalent to 8 U.S. barrels (252 U.S. gallons). The particular cargoes in this case are not significantly affected by these differences.

5. LIFE AS AN ELEPHANTER

The classic accounts of elephanting in the nineteenth century are *Life on a Whaler* by N.W. Taylor for the early 1850s (Palmer 1929); and *Master of Desolation* by J.J. Fuller for the 1870s (Busch 1980). Both authors wrote about Kerguelen. Clark (1887) summarised the little that had been published about Heard Island.

It has been maintained that there was little that was attractive or romantic about sea elephants or their hunters. Despite an unpopular image today, the fact is that many men spent full careers hunting sea elephants on the Indian Ocean grounds. Not all the individuals in the industry were adventurers, miscreants or criminals. The men who shaped the industry were among the more enterprising of the whalers of the day.

Sea elephants were rarely found in plentiful numbers and the harvest was never easy. It was a comparatively poor return for very hard work. The prospect of a fortune might have attracted green hands, but experienced elephanters knew how unlikely this was. There must have been something besides profit, perhaps the way of life and the surroundings, which brought certain men back to the elephant beaches season after season for most of their working lives.

It is clear from the logbooks that certain masters were much more experienced in, and preferred hunting elephants. It was a specialised trade requiring relatively rare skills in master and officers—especially the ability to navigate the hazards close in-shore and survive the rugged weather while working elephant beaches in small sailing craft. Experienced “beach-headers” who took charge of the work on shore were a valuable part of a crew properly fitted out for elephanting. In the absence of suitable men, it was necessary for the mate or even the master to supervise the work on shore personally, otherwise the voyage would fail.

How did men come to terms with the frequent personal hazards of landing a 27-foot rowing-boat through extremely heavy Antarctic surf, crossing glaciers on foot or riding out Antarctic gales in a small sailing ship moored off “iron-bound shores” and under “ice-cliffs” taller than the masts? The hazards and losses of life while working the beaches from schooner and whaleboat were, at the least, comparable with the dangers in hunting whales at sea in an open whaleboat. For the master, the loss of his vessel was the ultimate failure. For the crew, injury or loss of life was an ever-present reality, savagely brought to attention by frequent sickness, loss of companions or being marooned on an Antarctic island.

A better understanding of the men who worked the Island requires recording in detail their daily lives; life on the beaches—hazardous but very monotonous, and frequently painful due to the violent gales, snow squalls, ubiquitous wind-blown sand and sudden severe cold spells. Description of their living conditions in “shanties” (special adaptations for life on sub-Antarctic islands with a long history of use by south-seamen) is also important. These structures typify a characteristic of the successful “Heard Islander” of last century—an ability to survive every-day life in a rugged climate with an absolute minimum of facilities. Of all the islands in the southern Indian Ocean, this technology was put to its most severe test at Heard Island (see also Section 6.3).

There were highlights. As with other visitors to the Island, the men were impressed by the wildlife and the scenery. The large rookeries of spectacular birds provided a bountiful source of food. The coastline at Heard Island presented a series of large, impassable ice barriers. The most impressive

of all was “Big Ben”. Normally an unseen and awesome ‘presence’ hidden in the clouds, this “iceberg”, nine thousand feet high, was occasionally seen at sunset in all its splendour. It had even been known to erupt with fire and steam.

Throughout the period very few officers or men made more than their keep from a voyage. In reality, for the men at Heard Island, the ability to survive in a rugged and dangerous profession was a more meaningful measure of success or failure than the elusive profits.

6. OPERATIONS ON THE BEACH

6.1 THE ELEPHANT BEACHES

By far the most important elephant beaches on the Island were those which could be worked from "The Point" [Elephant Spit] (Figure 14).

On shore at "The Point", most activity was concentrated on the north and south beaches of the Spit itself. From here, access was available on foot to at least 15 miles of shoreline, most of it sandy beach favoured by sea elephants. On the south coast this included from the end of the Spit to "South-west Beach" [between Doppler Hill and Winston Lagoon], and past Winston Lagoon to "Little Beach" [Capsize Beach]. On the north coast it extended from the end of the Spit past "North Beach" and the "Landing" to "Fairchild's Beach" [Skua Beach] and "Rocky Beach" [modern Fairchild Beach].

Not included in this estimate of the shoreline are Long Beach, occasionally visited by crossing the glaciers on foot, and "Woolley Beach" [Gilchrist Beach], worked by putting a boat's crew ashore from the schooner.

In rugged weather and at night, the whaleships moored at "The Bight" (Figure 15) also called "The Anchorage", the only other anchorage at the Island besides Corinthian Bay. This was a small indentation of the coast off Skua Beach. The latter was known as "Fairchild's Beach" for 50 years or more during and after the elephanting. It was a small stony beach, flanked on its eastern side by the ice-cliffs of Stephenson Glacier, which was frequently crossed on foot between "Fairchild's Beach" and "The Point".

"The Bight" provided some safety from the prevailing westerlies, but, like all the coast in the shadow of the great mountain, was subject to the dreaded "woolleys". These were violent, localised winds and snow squalls which descended on the coast with great ferocity and little warning. A sailing ship caught in their path required excellent seamanship, and luck, to escape with only the loss of part of its "head-gear", a "stove boat" or a "lost anchor". There was no "snug harbor" at Heard Island. Several days' work was often necessary to "clear hawse", that is, untangle the mooring chains by which the vessel was secured to the "Heard Island anchors". Especially large anchors and chains for Heard Island were hauled on shore and left at Kerguelen between seasons. "All hands" were usually necessary to "clear hawse", and boats' crews were signalled back on board from on shore. In order to unload the elephanting gear and materials from the schooner, to "haul cask on shore" or "haul-off" the oil and blubber, it was necessary for the schooner to un-moor and to anchor off the "Landing" or another suitable beach.

At "Whiskey Bay" [Corinthian Bay], shore gangs were frequently sent ashore directly from the ship or bark in whaleboats during suitable weather. Even in this harbor most of the landing and "hauling-off" or "hauling-on" of the heavy loads was done using whaleboats and lines run from schooners anchored just off the surf. Gangs hunted all the beaches in the vicinity of Corinthian Bay, Atlas Cove, West Bay and South West Bay. There seem to have been shanties behind each of these beaches at one time or another.

Schooners worked Atlas Cove beach (known as "Stinker Bay") only in the seasons when elephants were plentiful. Atlas Cove appears never to have been considered a safe anchorage by the whalers, and there has been no record to date of a vessel other than a schooner entering the Cove.

On a few occasions, whaleboats were sent to Red Island and Saddle Point from the Corinthian Bay anchorage. Mostly these places were serviced by schooners which landed a boat's crew and were absent less than day. Wintering gangs were regularly left at Corinthian Bay at the same time as at the Spit.

No record was found in the logbooks of "landing" or "hauling-off" by whaleboat on the windward side of the Island—on the south beach of the Spit, Capsize Beach, Long Beach, South West Bay or West Bay. In view of the numerous other landings recorded, it seems most unlikely that such an occurrence would have passed unnoted in the logbooks. Clark (1887) made the general statement that blubber may be taken off the south coast by boat, but on the available record, it is more likely that these beaches were visited by crossing the glaciers. In these remote locations, shanties were built near the work area, and sometimes near the edge of the glaciers, apparently to facilitate the crossing. Long Beach was difficult for most of the gangs to get to and was rarely used. The majority of the men ashore worked out of the more established quarters at the "Point" and Corinthian Bay. If the blubber could not be "backed" across the ice, or "rafted" and towed, or carried out by whaleboat, the elephants were sometimes driven off in the hope that they would "haul-up" and be killed elsewhere.

6.2 LANDING

There were few elephant beaches sufficiently sheltered from gales and heavy seas to permit frequent landings. The most used was "The Landing" [Try Pot Beach] (Figures 16), within the lee of the Point and little more than a mile south-east of "The Bight". Even at this place it was often necessary for a schooner to wait several weeks for the wind and sea to moderate sufficiently for the boats to go ashore without capsizing. Whiskey Bay had the only other commonly used landing beach.

Schooners were essential equipment for servicing the shore gangs in the elephanting business. Because of their small size and fore-and-aft rig, they were more responsive and manoeuvrable than ships or barks in the difficult sailing conditions close to Heard Island. If the tender did not arrive or was lost, which happened often enough, the larger vessel was virtually unable to obtain a cargo from the Island.

The schooner would un-moor from "The Bight" and sail close to the beach at "The Landing" during moderate winds and seas, anchoring just outside the surf. Men, their gear and provisions were put ashore in whaleboats through the breakers. "Empty cask" and other equipment was "rafted" on shore, towed by a whaleboat, or hauled on lines through the surf. "Raft-lines" of casks filled with oil or blubber were "hauled-off" the beach to the schooner, to be carried to the whaleship at Corinthian Bay or Kerguelen. In a good season, the schooner sailed continuously between the beach and the ship. The return trip from Corinthian Bay to "The Point" normally took two to five days. It could take three weeks because of gales. The quickest trip was twenty-two and a half hours by the schooners *Atlas* and the *Atlantic* in November 1857. The usual sailing time from Heard to Kerguelen was three to seven days.

Landing in whaleboats through the breakers on the steep pebble beaches was one of the more hazardous duties at Heard Island. The possibilities of capsizing, a stove boat or drowning were ever-present dangers because of sudden squalls, unpredictable winds close to the high mountain, and heavy seas. Even when landing in the smoothest times, the boat's crew was obliged to jump into the water and hold the boat so that it might not be stove on the rocky beach or swept out by an undertow.

There was no information in the logbooks which described the special features of the whaleboats used for landing at Heard Island, and no indication that they were different to the usual whaleboat of the time. Clark (1887) stated that “sealing” boats were about the same size as ordinary whaleboats, but stouter and more burdensome, adapted for the purpose of transporting men and equipment between the vessel and the shore.

6.3 SHORE GANGS

The basic pattern of elephanting at Heard Island was only slightly modified from that which had operated at other Indian Ocean islands, and on the Californian coast as described by Scammon (1874). The main difference was modification of technique due to the much more rugged climate and more dangerous working conditions at Heard Island.

“On the grounds” several vessels and crews from the one agent worked more or less as a team, coordinated by the master from the larger vessel. The senior master had overall responsibility for the vessels and legal authority for the employment of the crews, acting on behalf of the owners. Several masters left their ships at Three Island Harbour, “Desolation Island”, and sailed to Heard Island on the tender. A few went ashore and directed beach work. Others left shore work almost entirely to officers, or to the “beach headers”, on the grounds that safety of their vessel was their primary concern. In the course of a voyage, individual officers or crew frequently changed “stations”, were promoted or demoted, or shipped with other vessels from the same agents. Occasionally they shipped on the vessels of other agents, but usually went as passengers because of illness or other urgent cause.

Elephanting vessels carried relatively large crews so that gangs could be put ashore to work the beaches. The seaman were augmented with many green hands, shipped in America or the Cape de Verde Islands. In the main, the shore gangs from different agents worked independently of each other, with obvious competition when times were tough. Agreed territories were necessary on the beach to prevent overt hostilities between rival gangs. Sometimes masters of vessels from different owners “mated” their vessels, for example, by sharing the work of killing and flaying on the beach, and allocating “horse-pieces” to vessels according to the numbers of men in the gangs. This worked well if the captains were old friends, but led to hard feelings if a master was required to accept very unfavourable terms because of the loss of his tender.

Gangs were usually very restricted in the area covered when elephants were plentiful. When elephants were scarce, or the need for food was desperate, the gangs “cruised” all the beaches. How far particular gangs were able to extend their hunting from the main quarters at the “Point” depended on the presence of shanties installed and owned by particular vessels. Many of the green hands had very inadequate clothing. They were in constant danger of frost bite if caught away from the shanties in a snow squall; several died from exposure this way

Shanties were generally located within the vegetated moraines, sheltered among poa tussocks and azurella mounds, close to the landing or working beach (Figure 1). Some were well built by the ship’s carpenter (Figure 17). Others were built on the site from ships’ spars, spare sails, timber from wrecks, and elephant skins. A special feature often remarked on was the practice of shoring walls and roof with tussock and rock until the dwelling appeared almost underground. Without such local adaptations, the shanties could not have withstood the fierce Heard Island gales (see also Section 5).

Separate quarters under the one roof, or sometimes separate huts, were usual for the groups comprising mates, steerage officers (boatsteerers, cooper, etc.), white sailors and black Portuguese. "Try-works" and a "cooper's shop" might be erected. Shanties were small, dark and poorly ventilated, primarily to conserve heat. Heating was essential, and an iron stove, burning wood, coal, and particularly blubber, was always part of the furniture. Shanties were notable for the black smoke which filled the interior and covered the men and their gear with oily black soot. This became one of the features of life as an elephanter "on the beach".

6.4 HUNTING THE ELEPHANT

At Heard Island, sea elephants congregated in large "pods" on sandy beaches for pupping and mating, and further inland in "wallows" in the nearby vegetated moraines for molting. The hunters killed the elephants in both these places.

The different periods when elephants "hailed-up", were known among the hunters by the principal classes of elephants which came ashore. These were:

- "pupping cow" season
- "brown cow" season
- "bull and cow" season
- "March bull" season

Many of the elephants remained on land for several months and lost much of their fat. These were rated "slim-skins".

An elephant was killed using a musket, iron lance or wooden club. According to Fuller, the officers and boatsteerers did the killing and skinning, and the foremast hands collected the blubber and carried it to the landing place. The skin was cut along the upper side of the body and peeled off on either side to the ground. It could take eight to ten men to turn a good sized bull—one which might "skin out" more than six barrels of fat. The blubber was cut from the body in "horse-pieces", varying in size depending on the size and condition of the elephant. The pieces, could be up to 18 inches by 2 feet by 7 inches thick, but mostly they were smaller. The blubber was washed free of blood and sand in a creek or the sea to prevent discoloration and loss in value of the oil. "Skinning knives" were blunted by the beach sand continually blown onto the work. A handmade wooden "sheath" was worn on a belt, to contain a steel as well as the knife (Figure 2).

Blubber from beaches on the south side of the Spit was frequently "backed" overland to the "Landing Place" on the north side of the Spit, one or two miles across the hummocks. The horse-pieces were strung on six foot poles and carried on the shoulders of two men (Figure 16). More often the blubber was "put up" in 200 gallon casks and "rolled" to the try-works (Figure 1). Sometimes spruce "planks" were laid to ease the passage. On a few occasions the blubber was transported on a cart, sledged over the snow, or towed in a raft-line across "The Pond" [Scholes Lagoon] and along a canal to the "Landing place". At times it was backed across a glacier from the more remote beaches.

In "rafting" blubber, the horse-pieces were threaded on a "raft-rope" three fathoms long and hauled through the surf. A number of raft-ropes were tied together in a "raft-line" and towed out through the breakers by whaleboat to the schooner.

The high surf and difficult climate at Heard Island made it safer, with less leakage of oil, to "put up" the blubber in casks and "raft" the casks on lines to the schooners. Usually it was "minced" first, using a "mincing knife", and sometimes a "horse" or mincing table. Thin strips were cut from the

blubber and fed through the bung-hole of the cask, or the head of the cask was removed so it could be filled with horse-pieces (Figure 1).

Before “trying out,” the blubber was “soaked” in the creek, or on lines alongside the vessel, to remove blood and sand. The blubber was “leaned” (Figure 18) to remove meat which would discolour and degrade the oil. In some seasons, the blubber was “boiled” at try-works near the outlet of “The River” [King Creek, above Sealers Beach], or at try-works near the “Landing”, instead of boiling out on board ship (Figure 19). Elephant blubber required the use of a special “scrap press”, a screw operated press which removed the oil remaining in the scraps after boiling.

When try-works were operating on shore, casks of oil were buried at the landing place, and “hauled-off” during the occasional weather suitable for anchoring the schooner off the “Landing”. Either a line was run from schooner to shore for hauling the raft, or a whaleboat was used to tow the raft through the surf. The “raft of casks” containing blubber or oil, was “hauled alongside” the schooner, “hoisted on board”, “stowed down”, and carried to the ship where the blubber was “boiled out”.

When weather permitted, landings were made by schooner at other beaches on the north coast, such as Skua, Fairchild, Gilchrist and Saddle Point Beaches. This was not frequent due to the serious delays caused by re-mooring the schooner, the smaller numbers of elephants present and the greater risk of losing casks, whaleboats or the vessel in a sudden gale in the midst of the operation.

At times a raft of cask or loose blubber might be towed by a whaleboat along the shore between the beach and a schooner, for example, from the Bight to the “Landing”, or vice versa. Due to the risk of losing the casks in the breakers, this was only done in very calm conditions, when the small quantity involved did not warrant “un-mooring” the schooner in order to “haul-off” from the beach.

6.5 DEPARTURE

The “elephanting season” was over in February or March if elephants were plentiful, or in December when the industry declined. The “spare spars” and other surplus articles that had been landed were re-embarked. The gangs who were to remain on the Island were supplied with “provisions”. The “big anchors” were “weighed”, and the whaleships sailed for Kerguelen before the winter set in.

6.6 WINTER GANGS

Commencing in 1856, small gangs remained on the Island while the whaleships wintered at Kerguelen or returned to home port. They lived in shanties at Corinthian and Spit Bays.

During the winter, which was more severe at Heard Island than at Kerguelen, the men cruised the beaches looking for elephants. Their job was to kill occasional stragglers which hauled on beaches accessible in a day’s walk from a shanty. In the vicinity of “The Point”, the blubber was “backed” to the main camp where it was put-up in casks or tried-out. If the beach was too remote for “backing”, the blubber was buried in the snow or sand for protection from birds, and picked-up by the schooners in spring.

The job of the winter party was to build up a cache of oil-casks or blubber buried near the landing place—an important addition to the “take” during the main season in the following summer.

7. THE DATABASE

Because of the wealth of information contained in whaling logbooks and associated archival records, it is important to consider ways and means of making it available for historical studies. This section gives a preliminary account of the type of data collected by the author on the elephant oil industry at Heard Island, and the methods of storage and analysis developed.

The database was designed to facilitate storage and analysis of ship's logbooks, journals, customs archives and contemporary newspapers. Information on vessels, voyages, ports, masters, owners, crews, dates, cargoes and operations at the Island was collated in computer files which could be conveniently indexed and cross-referenced.

The database is described under 12 file headings:

<i>File</i>	<i>File subject</i>	<i>File name</i>
1.	TRANSCRIPT OF LOGBOOKS	: LOGS.LOC
2.	SYNOPSIS OF EVENTS	: VESS.LOC
3.	LISTS - VESSELS/MASTERS	: HRD_LST.DAT
4.	SEASONAL SYNOPSES	: VOYAGES.DAT
5.	CREWS	: CREW.DAT
6.	SEASONAL LISTS	: SEASONS.LOC
7.	HEARD ISLAND GLOSSARY	: GLOSS.DAT
8.	HEARD ISLAND GAZETTEER	: GAZETT.DAT
9.	FLORA/FAUNA	: FLOR/FAUN.DAT
10.	HISTORY	: REPORT.DAT
11.	HEARD ISLAND BIBLIOGRAPHY	: BIBLIO.DAT
12.	ILLUSTRATIONS	: ILLUST.DAT

File 1. TRANSCRIPT OF LOGBOOKS

Example: Appendix 4, Table 1

Handwritten logbooks, shipping reports from the *Whalemen's Shipping List*, and other newspapers, customs records, etc. were transcribed from microform copies to word processor disc (Amstrad PCW8512, Locoscript v.2.28).

Using this procedure, it was possible to a) obtain more easily read copy without having to refer back to original logbooks in distant archives, b) index the numerous names, events, dates and statistics, and c) collate and verify the collected information.

By the use of transcripts and the word-processor, a secondary source was compiled in a form which could be readily accessed through indexing. Although the process was laborious, it was necessary because of the detail involved and the difficulty of obtaining regular access to originals to check emerging patterns. Merely quoting selected examples of activities from the logbooks would not satisfy the objective of producing a chronology of voyages and events.

Logbooks are personal records with many idiosyncrasies in handwriting, spelling and punctuation. Transcription involved minor editing of the original text, in particular, addition of punctuation, standardisation of spelling and use of capitals, and slight re-arrangement of format. Misinterpretation of cryptic entries is a recurring problem with whalers' logbooks. This was reduced by the extensive crosschecking of persons and events which followed.

File 2. SYNOPSIS OF EVENTS

Example: Appendix 4, Table 2

A synopsis of events for each voyage of a vessel was compiled in Locoscript from File 1. This contained a summary of date of sailing, date of return, master, agent and chronology of events.

File 3. LISTS OF VESSELS AND MASTERS

Example: Appendix 1

Alphabetical lists of vessels and masters, and the years of their voyage, were extracted from File 2. Several voyages by the one vessel were distinguished by including year of commencement with the name, e.g. *Corinthian 53* or *Corinthian 56*.

File 4. SEASONAL SYNOPSIS

Examples: Appendix 4, Tables 3 and 4

The information on vessels, voyages and events, arranged in chronological order, was subdivided into annual elephanting seasons and transferred to an indexing and sorting file. The following fields were used for each vessel/season: vessel, rig, tons, home port, master, voyage, crew number, agent, ground, cargo, chronology of events.

The activities of one vessel in a particular season formed an individual record containing up to 8000 characters which could be indexed, sorted and rearranged under 50 fields. These could be readily corrected, copied to other files or printed as required. The particular advantage of the system was the facility it afforded of bringing together all the information on each voyage, allowing detail to be added, amended, confirmed and cross-referenced.

This file formed the basic repository for information on voyages to Heard Island and vicinity. To it was added details of masters, owners, crews, etc. from other files.

File 5. THE CREWS

Example: Appendix 4, Table 5

Further information on the persons mentioned in the logbooks was obtained from:

original and surrendered crew lists
shipping papers, manifests, registers of seamen
Whalemen's Shipping List and archival papers

The following fields were used in sorting the information: name, nationality, age, station, vessel, item date, crew list number, where born, death, lay, complexion, notes. Whether the seaman deserted, died, returned home or remained on the Island was sometimes recorded in the surrendered crew list.

The major use of this file was to compile lists of crew from particular vessels. This considerably increased the background information available for interpreting logbook entries. The logbooks frequently contained the names and activities of individuals on the Island, without mentioning their vessels. Without this file, there was no means of identifying such persons, and numerous entries would have had no significance. Other boats' crews or shore gangs were referred to by the name of

an officer. If the name was not on the logbook's crew list, but matched the voyage of another vessel, details for the second vessel could be inferred at a time when its logbook was not available.

Sorting and matching names enabled many variations in spelling to be clarified. The careers of individuals could be followed and linked with place names, e.g. Morgan's Point, Morgan's Iceberg and Morgan's Bay [near present-day Morgan Island], featured in sealers' maps of the north coast. The name has sometimes been linked with Ebenezer B. Morgan, a prominent New London whaleman. However, Elijah B. Morgan, born Groton 1809, was master of the *Pioneer* and *Laurens* at Heard Island in the 1856/57 and 1857/58 seasons. Ebenezer B. Morgan, born Groton 1817, was master on three voyages of *Julius Caesar* to Kerguelen between 1847 and 1853. Ebenezer Morgan left the region before the discovery of Heard Island was announced, and there is no record of him at the Island (Appendix 4 Table 5).

Two persons named Edwin Church sailed on the bark *Roman* in 1867. Comparing age, residence and birth places, etc. it would appear likely that Edwin Church, cabin boy, 15 years, was a relative, possibly the son, of the captain (Appendix 4, Table 5).

File 6. SEASONAL LISTS

Example: Appendix 4, Table 6 and Appendix 2

This file contains the information on vessels and cargoes, extracted from logbooks and synopses, and arranged in hunting seasons.

The elephanting season at Heard Island commenced in September during breeding in the spring, and continued through molting until the following March—if sufficient elephants were available. In practice, the arrival of vessels varied greatly and depended on work elsewhere, sailing conditions including gales, the anticipated numbers of elephants on the beaches, and the experience of the master. From October to February was the usual period, thus avoiding the worst of the bad weather.

For the purpose of organising the records, all events in the period from 1 July to 30 June following were included in the one season and labelled by the years of the spring/summer/autumn period, e.g. season 56/57 or 57/58. This arrangement was suitable for extracting data on the main hunting period at Heard Island. Activities in winter at Heard or Kerguelen can be separated in later analyses.

A list of vessels/seasons was compiled from this file, showing departure and arrival in port, period at Heard Island and estimated cargoes each season (Appendix 4, Table 6a, and Appendix 2).

Details of rig, dimensions, master, voyage, etc. were added for comparison of the load carrying capacities, age and ownership of each vessel (Appendix 3).

All files were used to compile a narrative which described the main activities at the Island each season (Appendix 4, Table 6b).

File 7. HEARD ISLAND GLOSSARY

Example: Appendix 4, Table 7 (see also Section 2.1)

The logbook was a business document in which the master accounted to the owner for the operation of the vessel and the employment of the crew. It rarely contained information outside this purpose. The use of mariners' jargon (recognised keywords) enabled even persons with limited writing skills to keep a routine log which had meaning for the initiated.

The Heard Island glossary lists words used by whalers engaged in elephanting at Heard Island in the mid-19th century. It is structured around the tools and technical terms used in the logbooks, with an emphasis on practical aspects of the trade, and life as an elephant-hunter on the Island or on board ship.

Additional words derived from other sources were included for comparison, for example, from accounts of other islands in the region or from contemporary whaling books. Non-technical expressions unconnected with elephanting or whaling were included for an understanding of the context of the activities. Few events from everyday life were mentioned in the logbooks; newspaper articles were a more fruitful source of comment on life at Heard Island.

File 8. HEARD ISLAND GAZETTEER

(See Section 2.2—Place names in the logbooks)

The Heard Island Gazetteer contains Heard Island place names used in logbooks and newspapers in the second half of last century, compared with later equivalents. Information is arranged and indexed in the fields: place name, modern equivalent, latitude/longitude, list of maps, history, references, etc.

File 9. FLORA AND FAUNA

In the flora and fauna file, observations on plants and animals were indexed within the fields: whalers' name, common name, species, locality, date, observer, reference, notes.

File 10. HISTORY

Information from the logbooks concerning the operation of the elephant oil industry at Heard Island was filed and indexed under main headings and sub-headings as listed in Appendix 4, Table 8.

File 11. HEARD ISLAND BIBLIOGRAPHY

A systematic bibliography of Heard Island, containing several hundred items from books, journals, manuscripts, newspapers, and archival material, was indexed with the fields: author, title, date and place of publication, publisher, journal reference, etc.

File 12. ILLUSTRATIONS

A bibliography of illustrations was compiled with the fields: subject, reference, etc.

APPENDIX 1. VESSELS AND MASTERS IN THE ELEPHANT OIL TRADE AT HEARD ISLAND

H = Heard Island
K = Kerguelen
I = Indian Ocean
A = elsewhere

Only vessels marked H visited Heard Island. The others shipped cargo or were reported to be involved with Heard Island in some way.

VESSELS

Vessel/Year commenced.	Rig	Port	Tons	Master	Voyage	Island
ALERT 53	bark	N.L	398	Church, Simeon	1853/56	H
ALERT 56	bark	N.L	398	Church, Simeon	1856/58	H
ALERT 58	bark	N.L	398	Parsons, Andrew J.	1858/60	H
ALERT 60	bark	N.L	398	Parsons, Andrew J.	1860/62	H
ALERT 62	bark	N.L	398	Church, Edwin	1862/62	H
ALFRED 56	sch.	Fhv	180	Butler, Lucius L.	1856/56	H
ANNE 54	sch.	CTn	—	Cameron, J.G.	1854/55	K
ANNE 58	sch.	CTn	—	Shields,	1858/	H
ARAB 58	ship	Fhv	276	Washburn, William	1858/60	H
ARAB 62	bark	N.L	276	Church, Edwin	1862/64	H
ARAB 64	bark	N.L	276	Church, Edwin	1864/65	H
ARAB 65	bark	N.L	276	Church, Edwin	1865/66	H
ATLANTIC 56	sch.	N.L	130	Brown, William	1856/57	I
ATLANTIC 57	sch.	N.L	130	Rathbone, Nathan W.	1857/58	H
ATLAS 51	sch.	N.L	81	Whipple, H.N. etc	1851/56	H
ATLAS 56	sch.	N.L	81	Starr, J. / Glass, G.	1856/59	H
CATAWBA 57	ship	Ntk	335	Morey, Israel	1857/59	H
CHARLES CARROLL 47	ship	N.L	412	Long, Thomas	1847/49	K
CHARLES CARROLL 59	ship	N.L	412	Smith, Franklin F.	1859/62	I
CHARLES COLGATE 60	sch.	N.L	243	Nash, James S.	1860/62	H
CHARLES COLGATE 63	sch.	N.L	243	Rogers, Erasmus D.	1863/65	H
CHARLES COLGATE 65	sch.	N.L	243	Turner, Alfred	1865/67	H
CHARLES COLGATE 67	sch.	N.L	243	Bolles, John	1867/69	H
CHARLES COLGATE 69	sch.	N.L	243	Norie, Samuel	1869/71	H
CHARLES COLGATE 71	sch.	N.L	243	Norie, Samuel	1871/73	H
CHARLES COLGATE 73	sch.	N.L	243	Sisson, William	1873/75	H
CHARLES COLGATE 75	sch.	N.L	243	Sisson, William	1875/77	H
CORINTHIAN 53	ship	N.L	505	Rogers, Erasmus D.	1853/56	H
CORINTHIAN 56	ship	N.L	505	Rogers, Erasmus D.	1856/58	H
CORNELIA 57	sch.	Mys	197	Eldridge, Joseph H.	1857/58	H

CORNELIA 58	sch.	Mys	197	Buddington, J.M.	1858/60	H
CORNELIA 60	sch.	Mys	197	Chester, H.C.	1860/62	H
DOLPHIN 58	bark	War	325	Norie, Samuel	1858/59	A
DOVE 59	bark	N.L	151	Smith, Robert B.	1859/61	H
E R SAWYER 56	sch.	N.L	126	Kimball, John	1856/58	H
E R SAWYER 58	sch.	N.L	126	Whipple, Henry N.	1858/60	H
E R SAWYER 60	sch.	N.L	126	Lyon, Martin	1860/62	H
E R SAWYER 62	sch.	N.L	126	Rogers, Jared S.	1862/64	H
E R SAWYER 64	sch.	N.L	126	Rogers, James H.	1864/66	H
ELIZA 56	bark	N.B	366	Cornell, Joseph H.	1856/60	H
ELIZA JANE 57	sch.	Ntk	137	Swain, William T.	1857/59	H
ELIZABETH JANE 58	sch.	Hbt	—	Jacobs,	1858/	I
EMMA JANE 67	sch.	N.L	86	Clark, A.W.	1867/72	H
EMMA JANE 72	sch.	N.L	86	Swain/Bailey	1872/77	H
EXILE 52	sch.	N.L	83	Butler, L.L.etc.	1852/59	H
EXILE 59	sch.	N.L	83	Tillinghast, Alex.	1859/61	H
FRANCIS ALLYN 77	sch.	N.L	107	Glass, Robert H.	1877/79	K
FRANK 58	sch.	Mys	200	Chester, John	1858/59	H
FRANKLIN 51	sch.	N.L	99	Williams, H.S./Starr	1851/56	H
FRANKLIN 59	sch.	N.L	99	Church, Edwin	1859/62	H
GOLDEN WEST 65	sch.	N.L	99	Church, Simeon	1865/68	K
GOLDEN WEST 68	sch.	N.L	99	Church, Simeon	1868/71	K
HANNAH BREWER 52	bark	N.L	293	Brown, William R.	1852/54	K
HANNAH BREWER 54	bark	N.L	293	Smith, Charles F.	1854/57	K
HOMER 58	brig	Ntk	127	Haggerty, George	1858/59	H
ISAAC HICKS 56	ship	N.L	496	Norie, Samuel	1856/58	H
ISAAC HICKS 58	ship	N.L	496	Bolles, John	1858/61	H
ISABEL 56	sch.	CTn	—	Shields,	1856/59	H
J E COMSTOCK 57	sch.	N.L	75	Smith, R.B./Brown, Wm.	1857/60	H
JOHN E SMITH 51	sch.	N.L	119	Babcock, Daniel S.	1851/54	K
JULIUS CAESAR 53	ship	N.L	347	Babcock, Daniel S.	1853/56	K
JULIUS CAESAR 56	ship	N.L	347	Bartlett, Henry W.	1856/59	K
LAURENS 55	ship	N.L	420	Smith, Franklin F.	1855/57	H
LAURENS 57	ship	N.L	420	Morgan, Elijah B.	1857/58	H
LYDIA 64	bark	N.L	351	Turner, Alfred	1864/65	H
MARCIA 53	sch.	N.L	128	Church, James L.	1853/56	H
MARY E HIGGINS 66	sch.	N.L	98	Parsons,	1866/68	K
MARY E SIMMONS 66	sch.	Pro	160	Parsons, A.J.	1866/68	K
MARY POWELL 57	sch.	N.L	240	Nash, James S.	1857/58	H
MARY POWELL 58	sch.	N.L	240	Nash, James S.	1858/59	H
MECHANIC 53	sch.	N.L	89	Edwards, John	1853/56	H
NORTH WEST 59	ship	N.L	304	Dunbar, William	1859/63	K
OFFLEY 58	bark	Hbt	376	Robinson, J.W.	1858/60	H
OXFORD 57	sch.	Fhv	98	Mayhew, L./Tillingh.	1857/60	H
PACIFIC 56	sch.	N.L	161	Ward, Joseph M.	1856/58	H
PACIFIC 58	sch.	N.L	161	Smith, Charles F.	1858/61	H

PACIFIC 62	sch.	N.L	161	Turner, Alfred	1862/63	H
PERUVIAN 52	ship	N.L	388	Morgan, Elijah B.	1852/54	K
PIONEER 55	bark	N.L	235	Morgan, Elijah B.	1855/57	H
PIONEER 57	bark	N.L	235	Brown, William R.	1857/59	H
R B COLEMAN 57	sch.	N.L	115	Jerome, Richard	1857/59	H
ROBIN HOOD 58	ship	Mys	395	McGinley, John	1858/59	K
ROMAN 66	sch.	N.L	397	Church, Edwin	1866/67	H
ROMAN 67	sch.	N.L	397	Church, Edwin	1867/68	H
ROMAN 68	sch.	N.L	397	Church, Edn/Williams	1868/69	H
ROMAN 69	sch.	N.L	397	Williams, John L.	1869/70	H
ROMAN 70	sch.	N.L	397	Williams, John L.	1870/71	H
ROMAN 71	sch.	N.L	397	Williams, John L.	1871/72	H
ROMAN 72	sch.	N.L	397	Turner, Alfred	1872/73	H
ROMAN 73	sch.	N.L	397	Swain, William T.	1873/74	H
ROMAN 74	sch.	N.L	397	Rogers, Benjamin N.	1874/76	H
ROMULUS 58	ship	Mys	365	Turner, Alfred	1858/60	H
ROSWELL KING 64	sch.	N.L	134	Glass, Robert H.	1864/67	H
ROSWELL KING 67	sch.	N.L	134	Glass, R.H./Church, J.	1867/70	K
SAMUEL ROBERTSON 56	ship	Fhv	421	Babcock, Daniel S.	1856/58	H
SILVER CLOUD 58	sch.	N.L	160	Billings, George F.	1858/59	K
SILVER CLOUD 60	sch.	N.L	160	Billings, George F.	1860/62	K
SOMERSET 64	bark	N.L	261	Ward, Joseph M.	1864/64	K
TRINITY 68	bark	N.L	317	Turner, Alfred	1868/69	K
TRINITY 69	bark	N.L	317	Bolles, John	1869/70	K
TRINITY 80	bark	N.L	317	Williams, John L.	1880/82	H
WILLIAM WILSON 57	bark	War	375	Taber, George	1857/61	H
ZOE 55	brig	N.L	197	Rogers, James H.	1855/57	H
ZOE 57	brig	N.L	197	Rogers, James H.	1857/59	H

MASTERS

Master	Rig	Vessel/Year	Tons	Port	Voyage	Island
Babcock, Daniel S.	sch.	JOHN E SMITH 51	119	N.L	1851/54	K
Babcock, Daniel S.	ship	JULIUS CAESAR 53	347	N.L	1853/56	K
Babcock, Daniel S.	ship	SAMUEL ROBERTSON 56	421	Fhv	1856/58	H
Bartlett, Henry W.	ship	JULIUS CAESAR 56	347	N.L	1856/59	K
Billings, George F.	sch.	SILVER CLOUD 58	160	N.L	1858/59	K
Billings, George F.	sch.	SILVER CLOUD 60	160	N.I	1860/62	K
Bolles, John	sch.	CHARLES COLGATE 67	243	N.L	1867/69	H
Bolles, John	ship	ISAAC HICKS 58	496	N.L	1858/61	H
Bolles, John	bark	TRINITY 69	317	N.I	1869/70	K
Brown, William	sch.	ATLANTIC 56	130	N.L	1856/57	I
Brown, William R.	bark	HANNAH BREWER 52	293	N.L	1852/54	K
Brown, William R.	bark	PIONEER 57	235	N.L	1857/59	H
Buddington, J.M.	sch.	CORNELIA 58	197	Mys	1858/60	H
Butler, L.L. etc.	sch.	EXILE 52	83	N.L	1852/59	H
Butler, Lucius L.	sch.	ALFRED 56	180	Fhv	1856/56	H
Cameron, J.G.	sch.	ANNE 54	—	CTn	1854/	K
Chester, H.C.	sch.	CORNELIA 60	197	Mys	1860/62	H
Chester, John	sch.	FRANK 58	200	Mys	1858/59	H
Church, Edwin	bark	ALERT 62	398	N.L	1862/62	H
Church, Edwin	bark	ARAB 62	276	N.L	1862/64	H
Church, Edwin	bark	ARAB 64	276	N.L	1864/65	H
Church, Edwin	bark	ARAB 65	276	N.L	1865/66	H
Church, Edwin	sch.	FRANKLIN 59	119	N.L	1859/62	H
Church, Edwin	sch.	ROMAN 66	350	N.L	1866/67	H
Church, Edwin	sch.	ROMAN 67	350	N.L	1867/68	H
Church, Edwin	sch.	ROMAN 68	350	N.L	1868/69	H
Church, James L.	sch.	MARCIA 53	128	N.L	1853/56	H
Church, Simeon	bark	ALERT 53	398	N.L	1853/56	H
Church, Simeon	bark	ALERT 56	398	N.L	1856/58	H
Church, Simeon	sch.	GOLDEN WEST 65	144	N.L	1865/68	K
Church, Simeon	sch.	GOLDEN WEST 68	144	N.L	1868/71	K
Clark, A.W.	sch.	EMMA JANE 67	86	N.L	1867/72	H
Cornell, Joseph H.	bark	ELIZA 56	366	N.B	1856/60	H
Dunbar, William	ship	NORTH WEST 59	304	N.L	1859/63	K
Edwards, John	sch.	MECHANIC 53	89	N.L	1853/56	H
Eldridge, Joseph H.	sch.	CORNELIA 57	197	Mys	1857/58	H
Glass, R.H. / Church, J.	sch.	ROSWELL KING 67	134	N.L	1867/70	K
Glass, Robert H.	sch.	FRANCIS ALLYN 77	107	N.L	1877/79	K
Glass, Robert H.	sch.	ROSWELL KING 64	134	N.L	1864/67	H
Haggerty, George	brig	HOMER 58	127	Nik	1858/59	H
Jerome, Richard	sch.	R B COLEMAN 57	115	N.L	1857/59	H
Kimball, John	sch.	E R SAWYER 56	126	N.L	1856/58	H

Long, Thomas	ship	CHARLES CARROLL 47	412	N.L	1847/49	K
Lyon, Martin	sch.	E R SAWYER 60	126	N.L	1860/62	H
Mayhew, L. / others	sch.	OXFORD 57	240	Fhv	1857/60	H
McGinley, John	ship	ROBIN HOOD 58	395	Mys	1858/59	K
Morey, Israel	ship	CATAWBA 57	335	Ntk	1857/59	H
Morgan, Elijah B.	ship	LAURENS 57	420	N.L	1857/58	H
Morgan, Elijah B.	ship	PERUVIAN 52	388	N.L	1852/54	K
Morgan, Elijah B.	bark	PIONEER 55	235	N.L	1855/57	H
Nash, James S.	sch.	CHARLES COLGATE 60	243	N.L	1860/62	H
Nash, James S.	sch.	MARY POWELL 57	240	N.L	1857/58	H
Nash, James S.	sch.	MARY POWELL 58	240	N.L	1858/59	H
Norie, Samuel	sch.	CHARLES COLGATE 69	243	N.L	1869/71	H
Norie, Samuel	sch.	CHARLES COLGATE 71	243	N.L	1871/73	H
Norie, Samuel	ship	ISAAC HICKS 56	496	N.L	1856/58	H
Norie, Samuel	bark	DOLPHIN 58	325	War	1858/59	H
Parsons,	sch.	MARY E HIGGINS 6 6	98	N.L	1866/68	K
Parsons, A.J.	sch.	MARY E SIMMONS 66	160	Pro	1866/68	K
Parsons, Andrew J.	bark	ALERT 58	398	N.L	1858/60	H
Parsons, Andrew J.	bark	ALERT 60	398	N.L	1860/62	H
Rathbone, Nathan W.	sch.	ATLANTIC 57	130	N.L	1857/58	H
Robinson, J.W.	bark	OFFLEY 58	—	Hbt	1858/60	H
Rogers, Erasmus D.	ship	CORINTHIAN 53	505	N.L	1853/56	H
Rogers, Benjamin N.	sch.	ROMAN 74	350	N.L	1874/76	H
Rogers, Erasmus D.	sch.	CHARLES COLGATE 63	243	N.L	1863/65	H
Rogers, Erasmus D.	ship	CORINTHIAN 53	505	N.L	1853/56	H
Rogers, Erasmus D.	ship	CORINTHIAN 56	505	N.L	1856/58	H
Rogers, James H.	sch.	E R SAWYER 64	126	N.L	1864/66	H
Rogers, James H.	brig	ZOE 55	197	N.L	1855/57	H
Rogers, James H.	brig	ZOE 57	197	N.L	1857/59	H
Rogers, Jared S.	sch.	E R SAWYER 62	126	N.L	1862/64	H
Shields,	sch.	ANNE 58	—	CTn	1858/	H
Shields,	sch.	ISABEL 56	—	CTn	1856/59	H
Sisson, William	sch.	CHARLES COLGATE 73	243	N.L	1873/75	H
Sisson, William	sch.	CHARLES COLGATE 75	243	N.L	1875/77	H
Smith, Charles F.	bark	HANNAH BREWER 54	293	N.L	1854/57	K
Smith, Charles F.	sch.	PACIFIC 58	161	N.L	1858/61	H
Smith, Franklin F.	ship	CHARLES CARROLL 59	412	N.L	1859/62	I
Smith, Franklin F.	ship	LAURENS 55	420	N.L	1855/57	H
Smith, R.B. / Brown, Wm.	sch.	J E COMSTOCK 57	75	N.L	1857/60	H
Smith, Robert B.	bark	DOVE 59	51	N.L	1859/61	H
Starr, J. / Glass, G.	sch.	ATLAS 56	81	N.L	1856/59	H
Swain, William	sch.	ROMAN 73	350	N.L	1873/74	H
Swain, William T.	sch.	EMMA JANE 72	86	N.L	1872/77	H
Swain, William T.	sch.	ELIZA JANE 57	137	Ntk	1857/59	H
Taber, George	bark	WILLIAM WILSON 57	375	War	1857/61	H
Tillinghast, Alex.	sch.	EXILE 59	83	N.L	1859/61	H

Turner, Alfred	sch.	CHARLES COLGATE 65	243	N.L	1865/67	H
Turner, Alfred	bark	LYDIA 64	351	N.L	1864/65	H
Turner, Alfred	sch.	PACIFIC 62	161	N.L	1862/63	H
Turner, Alfred	sch.	ROMAN 72	350	N.L	1872/73	H
Turner, Alfred	bark	TRINITY 68	317	N.L	1868/69	K
Turner, Alfred	ship	ROMULUS 58	365	Mys	1858/60	H
Ward, Joseph M.	sch.	PACIFIC 56	161	N.L	1856/58	H
Ward, Joseph M.	bark	SOMERSET 64	261	N.L	1864/64	K
Washburn, William	ship	ARAB 58	276	Fhv	1858/60	H
Whipple, H.N. etc.	sch.	ATLAS 51	81	N.L	1851/56	H
Whipple, Henry N.	sch.	E R SAWYER 58	126	N.L	1858/60	H
Williams, H.S. / Starr	sch.	FRANKLIN 51	119	N.L	1851/56	H
Williams, John	sch.	ROMAN 69	350	N.L	1869/70	H
Williams, John	sch.	ROMAN 70	350	N.L	1870/71	H
Williams, John	sch.	ROMAN 71	350	N.L	1871/72	H
Williams, John L.	bark	TRINITY 80	317	N.L	1880/82	H

APPENDIX 2. VESSELS AT HEARD ISLAND EACH SEASON SHOWING PERIOD AT THE ISLAND AND OIL SHIPPED

For masters and dimensions of each vessel see Appendix 3.

For list of agents see Section 3.3.

Estimated dates in [].

1854/55 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CORINTHIAN	1	wintered	15 Feb 55	?	26 Feb 55		
CORINTHIAN		-	1 Mar 55	11 Mar 55	wintered		
ATLAS	1	wintered	1 Mar 55	11 Mar 55	wintered		
MECHANIC	1	wintered	1 Mar 55	11 Mar 55	wintered		
FRANKLIN	1	wintered	?	?	wintered		
MARCIA	2	wintered	1 Mar 55	11 Mar 55	wintered		
MARCIA		-	to Cape Town to report 20 Mar-30 May 55				

1855/56 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CORINTHIAN	1	wintered	23 Jan 56	20 Feb 56	10 Mar 56	9 Jun 56	2000
ATLAS	1	wintered	?	20 Feb 56	10 Mar 56	14 Jun 56	115
LAURENS	1	17 Sep 55	23 Jan 56	?	wintered		
MECHANIC	1	wintered	23 Jan 56	?	wintered		
FRANKLIN	1	wintered	7 Feb 56	20 Feb 56	10 Mar 56	17 Jun 56	133
MARCIA	2	wintered	23 Jan 56	?	?	16 Jun 56	218
EXILE	2	wintered	? no record	?	wintered		
ALERT	2	wintered	? no record	?	wintered		
ZOE	4	26 Oct 55	13 Feb 56	[20 Mar 56]	-	-	
ZOE		to Cape Town	26 Mar 56	shipped on Eutaw	wintered		250
Total							2716

56/57 SEASON

Vessel	Agent	Port/Kerg	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CORINTHIAN	1	9 July 56	9 Oct 56	27 Mar 57	wintered		
ATLANTIC	1	19 July 56	Storm 30 Sept 56				
ATLAS	1	31 July 56	2 Dec 56	[6 Apr 57]	wintered		
MECHANIC	1	wintered	Storm 15 Oct 56	to Australia			
LAURENS	1	wintered	18 Oct 56	10 Jan 57	9 Apr 57	3 May 57	4234
PIONEER	2	wintered	3 Nov 56	17 Feb 57		13 Jun 57	1400
ALERT	2	23 July 56	16 Nov 56	[2 Apr 57]	wintered		
E R SAWYER	2	13 Aug 56	[9 Dec 56]	[28 Mar 57]	wintered		
PACIFIC	3	12 July 56	2 Dec 56	17 Dec 56			
PACIFIC			2 Jan 57	13 Jan 57			
PACIFIC			26 Jan 57	19 Feb 57			
PACIFIC			20 Feb 57	7 Mar 57	wintered		
ISAAC HICKS	3	19 July 56	at Kerguelen		wintered		
ZOE	4	wintered	15 Oct 56	19 Dec 56		4 Apr 57	1074
S.ROBERTSON	5	23 Aug 56	no record at Heard		wintered		
ALFRED	5	16 Aug 56	LOST at Heard	9 Dec 56			
							Total 6708

57/58 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CORINTHIAN	1	wintered	21 Oct 57	24 Dec 57	-	10 Apr 58	3483
ATLAS	1	wintered	18 Oct 57	?	wintered		
LAURENS	1	4 Aug 57	3 Nov 57	?	-	16 Aug 58	4196
ATLANTIC	1	9 Jul 57	30 Sep 57			28 Jul 58	283
PIONEER	2	8 Jul 57	8 Nov 57	26 Feb 58	to Melb.	1 Apr 58	
PIONEER		Sold ? bbls; shipped on Emma from Melbourne					1500
ALERT	2	wintered	21 Oct 57	2 Jan 58		31 May 58	3615
E R SAWYER	2	wintered	18 Oct 57	[26 Jan 58]		10 Apr 58	550
R B COLEMAN	2	25 Jun 57	26 Aug 57	?	wintered		
PACIFIC	3	wintered	18 Oct 57	23 Nov 57	27 Nov 57		
PACIFIC			4 Dec 57	15 Dec 57	24 Dec 57		
PACIFIC			26 Dec 57	15 Jan 58	31 Jan 58	13 May 58	991
ISAAC HICKS	3	wintered	stayed at Kerg.		1 Feb 58	2 Jun 58	4275
MARY POWELL	3	8 Jun 57	5 Sep 57	14 Sep 57	[3 Feb 58]	17 May 58	1558
ZOE	4	10 Jun 57	20 Sep 57	1 Jan 58	Cape Town	2 Feb 58	1000
ZOE			5 Mar 58	[1 May 58]	Cape Town	1 Jun 58	1000
J E COMSTOCK	4	30 May 57	20 Aug 57	[10 Apr 58]	wintered		
S. ROBERTSON	5	wintered	stayed at Kerg.			17 Oct 58	3399
OXFORD	5	17 Jul 57	16 Nov 57	26 Nov 57			
			13 Dec 57	19 Dec 57			
			3 Jan 58	10 Apr 58	wintered		
CORNELIA	6	9 Aug 57	8 Nov 57	25 Feb 58		6 Jun 58	1092
CATAWBA	8	3 Sep 57	stayed at Kerg.		wintered		
ELIZA JANE	8	3 Sep 57	[5 Dec 57]	?	wintered		
ISABEL	9		[19 Dec 57]		-		?
							Total 26 942

58/59 SEASON

Vessel	Agent	Port	At Heard	Left Heard	Left Kerg.	Port	Bbls
ATLAS	1	wintered	[31 Oct 58]	3 Jan 59	wrecked Kerg.		
PIONEER	2	wintered	[25 Oct 58]	22 Jan 59	8 Mar 59	10 Jul 59	1498
ALERT	2	29 Jun 58	[24 Oct 58]	14 Feb 59	wintered		
ALERT		-	shipped on Peruvian			17 Sep 59	900
E R SAWYER	2	10 Jun 58	17 Sep 58	14 Feb 59	wintered		
EXILE	2	wintered	[2 Sep 58]	14 Feb 59	3 Mar 59	12 Jun 59	212
R B COLEMAN	2	wintered	[6 Nov 58]	20 Jan 59	wrecked		
PERUVIAN	2	12 Aug 58	(at Kerguelen)		12 May 59	17 Sep 59	
PERUVIAN		shipped 900 bbls for ALERT; 250 for Zoe; 400 for Romulus					
PACIFIC	3	7 Jul 58	to Cape Town and Desolation, 17 days to Heard				
PACIFIC		-	31 Dec 58	14 Feb 59	wintered		
ISAAC HICKS	3	20 Jul 58	7 Nov 58	13 Feb 59	wintered		
HARY POWELL	3	28 Jun 58	11 Oct 58	26 Feb 59	wintered		
ZOE	4	wintered	[25 Oct 58]	[22 Dec 58]	-	15 Apr 59	1030
ZOE		-	shipped on Wm Wilson (before 1 Jan 59)				250
ZOE		-	shipped on Peruvian		17 Sep 59		250
J E COMSTOCK	4-10	wintered	18 Sep 58	[4 Mar 58]	wintered		
ARAB	5	14 Sep 58	?	?	wintered		
OXFORD	5	wintered	18 Sep 58	23 Oct 58	wintered		
CORNELIA	6	14 Jul 58	29 Oct 58	12 Mar 59	-	-	
CORNELIA		-	[7 Mar 59]	[25 Apr 59]	wintered		
FRANK	6	18 Jun 58	10 Oct 58	17 Feb 59	-		
FRANK		-	[28 Feb 59]	4 Mar 59	wrecked	-	
ROMULUS	6	3 Jun 58	at Kerguelen		wintered		
ROMULUS		-	shipped on Peruvian			17 Sep 59	400
OFFLEY	7	4 Jul 58	24 Oct 58	2 Feb 59	wintered		
CATAWBA	8	wintered	at Kerguelen		[19 Dec 58]	9 Apr 59	2365
ELIZA JANE	8	wintered	18 Sep 58	[28 Nov 58]	-		
ELIZA JANE		-	20 Nov 58	29 Nov 58	-	10 Apr 59	550
HOMER	8	6 Jul 58	8 Nov 58	13 Mar 59	9 Apr 59	4 Oct 59	377
ISABEL	9	-	[4 Sep 58]	-			
ISABEL			19 Nov 58	[23 Dec 58]	-		
WM WILSON	10	wintered	[25 Oct 58]	[4 Mar 59]	wintered		
WM WILSON		shipped from Zoe 250 bbls before 1 Jan 59 (above)					
WM WILSON		-	shipped per Helen McGraw (17/06/59)				939
							Total 6771

59/60 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
ALERT	2	wintered	2 Oct 59	[10 Jan 60]	23 Jan 60	15 May 60	3537
EXILE	2	1 Sep 59	[1 Jan 60]	?	5 Feb 60	-	
EXILE		-	10 Feb 60	[1 Mar 60]	wintered		
E R SAWYER	2	wintered	2 Oct 59	[10 Jan 60]	24 Jan 60	16 May 60	388
MARY POWELL	3	wintered	[5 Sep 59]	[21 Oct 59]	wrecked		
PACIFIC	3	wintered	[2 Oct 59]	[4 Nov 59]	12 Nov 59		
PACIFIC		-	?	[23 Nov 59]	5 Dec 59		
PACIFIC		-	?	[20 Dec 59]	31 Dec 59		
PACIFIC		-	?	15 Jan 60	24 Jan 60		
PACIFIC		-	?	[20 Feb 60]	wintered		
ISAAC HICKS	3	wintered	at Kerguelen		wintered		
ARAB	5	wintered	at Kerguelen		10 Jan 60	23 Apr 60	2000
OXFORD	5	wintered	[18 Oct 59]	[10 Nov 59]	6 Dec 59	-	
OXFORD		-	?	[14 Dec 59]	10 Jan 60	11 Apr 60	91 580
ROMULUS	6	wintered	(at Kerguelen)		24 Jan 60	9 May 60	2538
CORNELIA	6	wintered	[10 Oct 59]	[12 Nov 59]	24 Nov 59		
CORNELIA			27 Nov 59	?	6 Dec 59		
CORNELIA			?	[13 Dec 59]	19 Dec 59		
CORNELIA			?	[28 Dec 59]	8 Jan 60		
CORNELIA			12 Jan 60	15 Jan 60	1 Feb 60	12 May 60	1000
OFFLEY	7	wintered	at Kerguelen	to Hobart	13 Dec 59	11 Jan 60	250
WM WILSON	10	wintered	2 Oct 59	[Jan 60]	wintered		
WM WILSON			shipped on bark Eliza (24/11/60)				400
J E COMSTOCK	10	wintered	2 Oct 59	?	to Mauritius, no report		
DOVE	12	11 Aug 59	stayed at Kerguelen		wintered		
FRANKLIN	12	15 Jul 59	at Kerguelen		wintered		

Total 8318 bbls

60/61 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
ALERT	2	23 Jul 60	25 Nov 60	5 Jan 61	wintered		
E R SAWYER	2	27 Jun 60	13 Oct 60	[Feb 61]	wintered		
EXILE	2	wintered	[5 Dec 60]	31 Dec 60	wrecked		
CHAS COLGATE	3	4 Jun 60	[2 Oct 60]	[22 Oct 60]	wintered		
PACIFIC	3	wintered	2 Oct 60	[2 Nov 60]	2 Dec 60		
PACIFIC		-	?	[1 Jan 61]	?	16 Apr 61	651
ISAAC HICKS	3	wintered	at Kerguelen		14 Jan 61	30 Apr 61	4000
CORNELIA	6	16 Jun 60	[18 Oct 60]	[25 Mar 61]	wintered		
WM. WILSON	10	wintered	elsewhere - whaling			-	
DOVE	12	wintered	[? Oct 60]	[1 Jan 61]	?	15 Jul 61	933
ATLANTIC	12	20 Jul 60	return to port		?	9 Sep 61	
FRANKLIN	12	wintered	at Kerguelen		wintered		

Total 5584

61/62 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
ALERT	2	wintered	19 Sep 61	15 Feb 62	[10 Mar 62]	12 Jul 62	2000
E R SAWYER	2	wintered	19 Sep 61	16 Feb 62	11 Mar 62	2 Jul 62	400
CHAS COLGATE	3	wintered	?	?	?	20 May 62	1289
CORNELIA	6	wintered	[18 Sep 61]	19 Jan 62	?	17 Jun 62	968
FRANKLIN	12	wintered	cruising Kerguelen				-
							Total 4657

62/63 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
ALERT	2	20 Aug 62	-	Burnt by Alabama			
PACIFIC	3	16 Jun 62	?	Wrecked 1 Feb 63			
PACIFIC		(Clark - 1500 bbls sent home other vessels)					
ARAB	12	28 Dec 62	-	-		wintered	
E R SAWYER	12	24 Jul 62	?	?	wintered		
							Total Nil

63/64 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CHAS COLGATE	3	23 May 63	3 Oct 63	28 Jan 64	24 Feb 64		
CHAS COLGATE		16 Apr 64 at Natal	160 casks from CC shipped on Eagle				1120
CHAS COLGATE		16 Apr 64 at Natal	17 casks fr. Pacific on Eagle				119
CHAS COLGATE					wintered South Africa		
ARAB	12	wintered	3 Oct 63	[10 Feb 64]	[25 Feb 64]	3 Jun 64	2241
E R SAWYER	12	wintered	6 Oct 63	[5 Feb 64]	?	25 May 64	556
							Total 4036

64/65 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CHAS COLGATE	3	wintered	28 Sep 64	8 Jan 65	?	9 Apr 65	1265
CHAS COLGATE			shipped 26 casks on Lydia at Heard.				
LYDIA	3	18 Aug 64	2 Dec 64	[Jan 65]	?	17 May 65	1734
LYDIA			[includes 26 casks on freight from CC]				
ARAB	12	4 Aug 64	at Kerguelen			23 Jun 65	1692
E R SAWYER	12	14 Jul 64	20 Oct 64	[8 Jan 65]	wintered		
ROSWELL KING	12	23 Aug 64	?	?	wintered		
							Total 4691

65/66 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CHAS COLGATE	3	5 Jun 65	13 Sep 65	7 Feb 66	wintered		
CHAS COLGATE		at Kerguelen (22 Feb 66) shipped on Trial (NY) 230 bbls					
CHAS COLGATE		at Algoa Bay (Apr 66) on Picadilly (NY)				200 bbls	
CHAS COLGATE		at Algoa Bay (Apr 66) on Wm Morgan				81 bbls	
CHAS COLGATE		at Algoa Bay (Apr 66) to lighter				60 bbls	571
ARAB	12	9 Aug 65	? at Heard ?		19 Feb 66	6 Jun 66	2064
E R SAWYER	12	wintered	[13 Sep 65]	[Feb 66]	wintered		
ROSWELL KING	12	wintered	? Heard	[17 Feb 66]	[20 Mar 66]	30 Apr 66	
							Total 2635

66/67 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CHAS COLGATE	3	wintered	17 Sep 66	23 Jan 67	[8 Feb 67]	28 May 67	1100
ROMAN	12	22 Aug 66	[17 Sep 66]	22 Jan 67	2 Apr 67	2 Jun 67	500
E R SAWYER	12	wintered	? wrecked, 17 Sep 66, Stoney Beach				
							Total 1600

67/68 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CHAS COLGATE	3	22 Jun 67	30 Sep 67	4 Feb 68	wintered shipped	163 cask	900
ROMAN	12	12 Aug 67	[27 Nov 67]	4 Feb 68	26 Feb 68	6 Jun 68	500
EMMA JANE	12	6 Jul 67	27 Oct 67	4 Feb 68	wintered		
							Total 1400

68/69 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CHAS COLGATE	3	wintered	28 Sep 68	7 Jan 69	6 Feb 69	4 May 69	1280
ROMAN	12	13 Aug 68	?	?	?	18 May 69	350
EMMA JANE	12	wintered	28 Sep 68	[12 Jan 69]	wintered		
TRINITY	3	24 Sep 68	shipped 26 cask from Colgate				
							Total 1630

69/70 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In Port	Bbls
CHAS COLGATE	3	19 Jun 69	10 Oct 69	20 Jan 70	wintered		
CHAS COLGATE		[shipped 187 casks on Trinity, Mar 70]					
ROMAN	12	25 Jun 69	10 Oct 69	[25 Jan 70]	12 Jan 70	23 May 70	?1000
EMMA JANE	12	wintered	15 Oct 69	?	wintered		
TRINITY	3	5 Oct 69	-	-	26 Mar 70	3 Jul 70	1100
							Total 2100

70/71 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CHAS COLGATE	3	wintered	8 Oct 70	27 Dec 70	9 Jan 7	19 Apr 71	1200
ROMAN	13	22 Jun 70	8 Oct 70 2	7 Dec 70	?	3 May 71	1500
EMMA JANE	12	wintered	8 Oct 70	27 Dec 70	wintered		
							Total 2700

71/72 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CHAS COLGATE	3	27 Jun 71	10 Oct 71	14 Jan 72	wintered		
ROMAN	13	26 Jun 71	?	14 Jan 72	?	9 Jun 72	1500
EMMA JANE	13	wintered	[12 Oct 71]	14 Jan 72	?	26 Apr 72	80
							Total 1580

72/73 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CHAS COLGATE	3	wintered	11 Oct 72	28 Dec 72	?	11 Apr 73	987
ROMAN	13	16 Jul 72	[18 Nov 72]	28 Dec 72	?	31 Mar 73	1225
EMMA JANE	13	27 Jun 72	11 Oct 72	28 Dec 72	wintered		
							Total 2212

73/74 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CHAS COLGATE	3	18 Jun 73	10 Oct 73	19 Dec 73	wintered		
ROMAN	13	17 May 73	[1 Oct 73]	19 Dec 73	13 Jan 74	17 Apr 74	1441
EMMA JANE	13	wintered	[1 Oct 73]	19 Dec 73	wintered		
							Total 1441

74/75 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CHAS COLGATE	3	wintered	17 Oct 74	31 Dec 74	?	27 Apr 75	800
CHAS COLGATE			(List of casks to Ebenezer and Natal ?)				
ROMAN	13	23 Jun 74	17 Oct 74	31 Dec 74	?		
ROMAN			to Cape Town in January			wintered	
EMMA JANE	13	wintered	17 Oct 74	31 Dec 74	wintered		
							Total 800

75/76 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CHAS COLGATE	3	8 Jul 75	[16 Oct 7]	?	wintered		
ROMAN	13	wintered	[12 Oct 75]	[31 Dec 75]	29 Jan 76	13 May 76	1300
EMMA JANE	13	wintered	[12 Oct 75]	[Dec 75]	wintered		
							Total 1300

76/77 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
CHAS COLGATE	3	wintered	19 Oct 76	28 Nov 76	8 Jan 77	2 May 77	400
EMMA JANE	13	wintered	[? Dec 76]	?	?	5 May 77	?
							Total 400

80/81 SEASON

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	Port	Bbls
TRINITY	3	80/81	2 Oct 80	(wrecked 17 Oct 1880 at Heard Island)			[350]

APPENDIX 3. VESSELS AT HEARD ISLAND EACH SEASON

This list should be read as a supplement to Appendix 2.

L = length; B = beam; D = depth; in feet.

Tons burthen - not always accurate.

For list of agents see Section 3.3.

1854/55 SEASON

Vessel	Rig	Tons	Port	L.B.D(ft)	Masts	Decks	Built	Agent	Master	Voyage
CORINTHIAN	ship	503	N L	123.30.15	3	2	1822	1	Rogers, E.D.	53/56
ATLAS	schr	80	N L	67.21.6	2	1	1833	1	Brown, W.	51/56
MECHANIC	schr	89	N L	63.19.8	2	1	1846	1	Edwards, J.	53/56
FRANKLIN	schr	99	N L	73.18.8	2	1	1833	1	Williams, H.S.	51/56
MARCIA	schr	128	N L	76.22.8	2	1	1839	2	Church, J.L.	53/56

55/56 SEASON

Vessel	Rig	Tons	Port	L.B.D(ft)	Masts	Decks	Built	Agent	Master	Voyage
CORINTHIAN	ship	503	N L	123.30.15	3	2	1822	1	Rogers, E.D.	53/56
ATLAS	schr	80	N L	67.21.6	2	1	1833	1	various	51/56
LAURENS	bark	420	N L	121.27.13	3	2	1837	1	Smith, F.F.	55/57
MECHANIC	schr	89	N L	63.19.8	2	1	1846	1	various	53/56
FRANKLIN	schr	99	N L	73.18.8	2	1	1833	1	various	51/56
MARCIA	schr	128	N L	76.22.8	2	1	1839	2	Church, Jas. L.	53/56
EXILE	schr	83	N L	70.21.7	2	1	1834	2	Butler, L.L.	52/59
ALERT	bark	398	N L	113.	3	2	1828	2	Church, Simeon	53/56
ZOE	brig	196	N L	90.24.10	2	1	1846	4	Rogers, J.H.	55/57

56/57 SEASON

Vessel	Rig	Tons	Port	L.B.D(ft)	Masts	Decks	Built	Agent	Master	Voyage
CORINTHIAN	ship	503	N L	123.30.15	3	2	1822	1	Rogers, E.D.	56/59
ATLANTIC	schr	130	N L	80.23.8	2	1	1849	1	Brown, Wm.	56/57
ATLAS	schr	80	N L	67.21.6	2	1	1833	1	Starr, J. etc	56/59
MECHANIC	schr	89	N L	63.19.8	2	1	1846	1	Edwards, J.	53/56
LAURENS	bark	420	N L	121.27.13	3	2	1837	1	Smith, F.F.	55/57
PIONEER	bark	235	N L	84.25.12	3	2	-	2	Morgan, Elij.B.	55/57
ALERT	bark	398	N L	113.	3	2	1828	2	Church, Simeon	56/58
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Kimball, John	56/58
PACIFIC	schr	163	N L	85.25.8	2	1	1851	3	Ward, Jos.M.	56/58
ISAAC HICKS	ship	495	N L	119.13.15	3	2	1824	3	Norie, S.	56/58
ZOE	brig	196	N L	90.24.10	2	1	1846	4	Rogers, J.H.	55/57
S.ROBERTSON	ship	421	Fhn	113.29.14	-	-	1835	5	Babcock, D.S.	56/58
ALFRED	schr	-	Fhn	-	-	-	-	5	Butler, L.L.	56/56

57/58 SEASON

Vessel	Rig	Tons	Port	L.B.D ft	Masts	Decks	Built	Agent	Master	Voyage
CORINTHIAN	ship	503	N L	123.30.15	3	2	1822	1	Rogers, E.D.	56/59
ATLAS	schr	80	N L	67.21.6	2	1	1833	1	Starr, J.etc	56/59
LAURENS	bark	420	N L	121.27.13	3	2	1837	1	Morgan, Elij.B.	55/57
ATLANTIC	schr	130	N L	80.23.8	2	1	1849	1	Rathbone, N.W.	56/57
PIONEER	bark	235	N L	84.25.12	3	2	-	2	Brown, W.R.	57/59
ALERT	bark	398	N L	113.	3	2	1828	2	Church, Simeon	56/58
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Kimball, John	56/58
R B COLEMAN	schr	115	N L	73.21.8	2	1	1851	2	Jerome, R.	57/59
PACIFIC	schr	163	N L	85.25.8	2	1	1851	3	Ward, Jos.M.	56/58
ISAAC HICKS	ship	495	N L	119.13.15	3	2	1824	3	Norie, S.	56/58
MARY POWELL	schr	240	N L	100.26.10	2	1	1848	3	Nash, J.S.	57/58
ZOE	bark	196	N L	90.24.10	3	1	1847	4	Rogers, J.H.	57/59
J E COMSTOCK	sch	75	N L	-	-	-	-	4	Smith, R.B.	57/60
S.ROBERTSON	ship	421	Fhn	113.29.14	-	-	1835	5	Babcock, D.S.	56/58
OXFORD	schr	98	Fhn	71.23.7	2	1	1849	5	Mayhew, L. etc	57/60
CORNELIA	schr	197	Mys	87.25.10	2	1	1641	6	Eldridge, J.H.	57/58
CATAWBA	ship	335	Ntk	-	-	-	-	8	Morey, I.	57/59
ELIZA JANE	schr	137	Ntk	-	-	-	-	8	Swain, W.T.	57/59
ISABEL	schr	-	CpT	-	-	-	-	9	Shields,	57/59

58/59 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
ATLAS	schr	80	N L	67.21.6	2	1	1833	1	Starr, J.etc	56/59
PIONEER	bark	235	N L	84.25.12	3	2	-	2	Brown, W.R.	57/59
ALERT	bark	398	N L	113.	3	2	1828	2	Parsons, A.J.	58/60
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Whipple, H.N.	58/60
EXILE	schr	83	N L	70.21.7	2	1	1834	2	Jerome, R.	52/59
R B COLEMAN	schr	115	N L	73.21.8	2	1	1851	2	Jerome, R. etc	57/59
PERUVIAN	ship	387	N L	109.28.14	3	2	1824	2	Lyon, M.	58/59
PACIFIC	schr	163	N L	85.25.8	2	1	1851	3	Smith, C.F.	58/61
ISAAC HICKS	ship	495	N L	119.13.15	3	2	1824	3	Bolles, J.	58/61
MARY POWELL	schr	240	N L	100.26.10	2	1	1848	3	Nash, J.S.	58/59
ZOE	bark	196	N L	90.24.10	3	1	1847	4	Rogers, J.H.	57/59
J E COMSTOCK	sch	75	N L	-	-	-	-	4	Brown, Wm.	57/59
ARAB	bark	276	Fhn	-	-	-	-	5	Washburn.Wm.	58/60
OXFORD	schr	98	Fhn	71.23.7	2	1	1849	5	Tillinghast, A.	57/60
CORNELIA	schr	197	Mys	87.25.10	2	1	1641	6	Buddington, J.M.	58/60
FRANK	schr	200	Mys	-	-	-	-	6	Chester, John	58/59
ROMULUS	ship	366	Mys	-	-	-	-	6	Turner, Alfred	58/60
OFFLEY	bark	376	Hbt	-	-	-	1831	7	Robinson, J.W.	58/60
CATAWBA	ship	335	Ntk	-	-	-	-	8	Morey, I.	57/59
ELIZA JANE	schr	137	Ntk	-	-	-	-	8	Swain, Wm.T.	57/59
HOMER	brig	127	Ntk	-	-	-	-	8	Haggerty, Geo.	58/59
ISABEL	schr	-	CpT	-	-	-	-	9	Shields,	57/59
WM WILSON	bark	375	Wrn	-	-	-	-	10	Taber, George	57/61
J E COMSTOCK	sch	75	Wrn	-	-	-	-	10	Brown, Wm.	59/60

59/60 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
ALERT	bark	398	N L	113.	3	2	1828	2	Parsons, A.J.	58/60
EXILE	schr	83	N L	70.21.7	2	1	1834	2	Tillinghast, A.	59/61
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Whipple, H.N.	58/60
MARY POWELL	schr	240	N L	100.26.10	2	1	1848	3	Nash, J.S.	58/59
PACIFIC	schr	163	N L	85.25.8	2	1	1851	3	Smith, C.F.	58/61
ISAAC HICKS	ship	495	N L	119.13.15	3	2	1824	3	Bolles, J.	58/61
ARAB	bark	276	Fhn	-	-	-	-	5	Washburn.Wm.	58/60
OXFORD	schr	98	Fhn	71.23.7	2	1	1849	5	Tillinghast, A.	57/60
ROMULUS	ship	366	Mys	-	-	-	-	6	Turner, Alfred	58/60
CORNELIA	schr	197	Mys	87.25.10	2	1	1641	6	Buddington, J.M.	58/60
OFFLEY	bark	376	Hbt	-	-	-	1831	7	Robinson, J.W.	58/60
WM WILSON	bark	375	Wrn	-	-	-	-	10	Taber, George	57/61
J E COMSTOCK	sch	75	Wrn	-	-	-	-	10	Brown, Wm.	59/60
DOVE	bark	151	N L	77.20.10	3	2	1817	12	Smith, R.B.	59/61
FRANKLIN	schr	119	N L	73.18.8	3	1	1833	12	Church, Edwin	59/62

60/61 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Mast	Decks	Built	Agent	Master	Voyage
ALERT	bark	398	N L	113.	3	2	1828	2	Parsons, A.J.	60/62
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Whipple, H.N.	58/60
EXILE	schr	83	N L	70.21.7	2	1	1834	2	Lyon, Martin	60/62
CHAS COLGATE	sch	243	N L	98.27.10	2	1	1850	3	NASH, J.S.	60/62
PACIFIC	schr	163	N L	85.25.8	2	1	1851	3	Smith, C.F.	58/61
ISAAC HICKS	ship	495	N L	119.13.15	3	2	1824	3	Bolles, J.	58/61
CORNELIA	schr	197	Mys	87.25.10	2	1	1641	6	Chester, H.C.	60/62
WM WILSON	bark	375	Wrn	-	-	-	-	10	Taber, George	57/61
DOVE	bark	151	N L	77.20.10	3	2	1817	12	Smith, R.B.	59/61
ATLANTIC	schr	130	N L	80.23.8	2	1	1849	12	Carbery, J.E.	60/61
FRANKLIN	schr	119	N L	73.18.8	3	1	1833	12	Church, Edwin	59/62

61/62 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	master	Voyage
ALERT	bark	398	N L	113.	3	2	1828	2	Parsons, A.J.	60/62
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Lyon, M.	60/62
CHAS COLGATE	sch	243	N L	98.27.10	2	1	1850	3	NASH, J.S.	60/62
CORNELIA	schr	197	Mys	87.25.10	2	1	1641	6	Chester, H.C.	60/62
FRANKLIN	schr	119	N L	73.18.8	3	1	1833	12	Church, Edwin	59/62

62/63 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
ALERT	bark	398	N L	113.	3	2	1828	2	Church, Edwin	62/62
PACIFIC	schr	163	N L	85.25.8	2	1	1851	3	Turner, A.	62/63
ARAB	bark	275	N L	96.25.12	3	2	1823	12	Church, Edwin	62/64
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Rogers, Jared S.	62/64

63/64 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	243	N L	98.27.10	2	1	1850	3	Rogers, E.D.	63/65
ARAB	bark	275	N L	96.25.12	3	2	1823	12	Church, Edwin	62/64
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Rogers, Jared S.	62/64

64/65 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	243	N L	98.27.10	2	1	1850	3	Rogers, E.D.	63/65
LYDIA	bark	351	N L	105.27.13	3	2	1840	3	Turner, Alf.	64/65
ARAB	bark	275	N L	96.25.12	3	2	1823	12	Church, Edwin	64/65
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Rogers, Jas.H.	62/64
ROSWELL KING	sch	134	N L	74.23.9	2	1	1837	12	Fuller, J.J.	64/67

65/66 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Turner, A.	65/67
ARAB	bark	275	N L	96.25.12	3	2	1823	12	Church, Edwin	65/66
E R SAWYER	schr	126	N L	79.22.8	-	-	1853	2	Rogers, Jas.H.	62/64
ROSWELL KING	sch	134	N L	74.23.9	2	1	1837	12	Fuller, J.J.	64/67

66/67 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Turner, A.	65/67
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Church, Edwin	66/67
E R SAWYER	12	wintered		?	wrecked, 17 Sep 66, Stoney Beach.					

67/68 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Bolles, J.	67/69
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Church, Edwin	68/69
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Clark, A.W.	67/72

68/69 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	179	N L	98.27.10	2	1	1850	3	Bolles, J.	67/69
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Church, Edwin	68/69
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Clark, A.W.	67/72
TRINITY	3		24 Sep 68	?	?					

69/70 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Norie, Samuel	69/71
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Williams, J.	69/70
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Clark, A.W.	67/72
TRINITY	bark	419	N L	120.28.18	3	2	1851	3	Bolles, John	69/70

70/71 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Norie, Samuel	69/71
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Williams, J.L.	70/71
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Clark, A.W.	67/72

71/72 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Norie, Samuel	71/73
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Williams, J.	71/72
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Clark, A.W.	67/72

72/73 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Norie, Samuel	71/73
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Turner, Alf.	72/73
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Swain, W.T.	72/77

73/74 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Sisson, Wm.	73/75
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Swain, Wm.T.	73/74
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Bailey,	67/72

74/75 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Sisson, Wm.	73/75
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Rogers, B.N.	74/76
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Bailey,	67/72

75/76 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Sisson, Wm.	75/77
ROMAN	bark	379	N L	111.28.19	3	2	-	12	Rogers, B.N.	74/76
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Fish,	67/72

76/77 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
CHAS COLGATE	sch	178	N L	98.27.10	2	1	1850	3	Sisson, Wm.	75/77
EMMA JANE	schr	86	N L	82.25.7	2	1	1854	12	Bailey, Chas.	67/72

77/78 SEASON

Vessel	Rig	Tons	Port	L.B.D (ft)	Masts	Decks	Built	Agent	Master	Voyage
TRINITY	bark	419	N L	120.28.18	3	2	1851	3	Williams, J.L.	80/81

Table 1. Example of transcript from a logbook (see File 1 Section 7).

J E COMSTOCK schooner R.B.Smith, master. Aug 1857 - 10 Apr 1858.

[Extracted from microfilm copy, G.W. Blunt White Library, Mystic Seaport, Mystic, Conn. Schultz(1965) item no. 409. Annotations in square brackets.]

"Schooner Jane E Comstock. R. B. Smith, Master. ... towards Hurds Island.

[next page] At anchor in Hurds Island Harbor". [Log kept by Capt Smith. Starts about 7th August 1857. Early pages covered over with sketches of people and scenes. Most daily weather notes and barometer readings omitted from transcript.]

14 Aug 1857 ... heavy sea boarded schr. injuring Capt. [written 24th Aug. Next entry 26 Aug.]

26 Aug 1857 [AT HEARD ISLAND] Very heavy NW and NNW gales. Snow, hail and rain. Boat could not land. Shore party remained. 27 Aug Strong NW gales. Shore party still aboard, their boat being in a leaky condition. Mr Reed repaired her, he being a carpenter, we furnishing material and having the provision of the use of her. 28 Aug Fresh westerly gales. Shore party went on shore. Crew employed at small jobs about schooner. At 8 pm set watch. 29 Aug First part brisk NW wind. Struck M.F. mast. Borrowed boat from shore and landed 5 empty casks. Latter part strong west gales. Landed 6 bundles of shooks. At 8 pm set the watch. 30 Aug Moderate NW wind and cloudy sky. All hands aft sick with colds and headache. At 8 pm set anchor watch. Latter part strong NNW gales. Barometer 28.80. 31 Aug First part strong NNW gales. Broke out all shooks and heads, handy for rafting. Bar. 28.50. Mate and 2 men laid up. Latter part heavy NW gales and rain. Barometer 28.10 at 6 pm. At 8 pm set the watch. Barometer stationary.

1 Sept. 1857 First part very heavy gales, wind gradually hauling to the westward. Barometer rising. Mate and 2 men still sick. Latter part heavy gales from W. Moderating slowly, barometer 28.80. Making mats for rigging. Saw an elephant on the beach. At 8 pm set watch. 2 Sept. First part fresh westerly gales. Barometer 28.90. James Costellow, alias, Taylor (cook) being ordered to clean an oil can was so much displeased that he punched three holes through it with a knife and then refused to cook any more and threatened to go forward. My right wrist is useless and the mate is sick and he (Taylor) takes every advantage. Latter part fresh westerly gales. Bar. 29.05. Hands employed at odd jobs. At 8 pm set the watch. 3 Sept. ... mate no better. Invalids forward improving.. 4 Sept. ... sent Jas. Costellow into the forecabin in accordance with his own request and finding him lousy. Took I. Plummer [spelling?] as cook in his stead. ... 6 Sept. ... sick are improving. 7 Sept. ...mate recovered. 8 Sept. Strong northerly winds and heavy squalls (williwaws) ... [to this date, page headed R.B.Smith, Master.]

9 Sept. 1857 ...landed 2 casks of heads. Killed and skinned a sea-leopard. At sunset the summit of the iceberg clear of clouds. 10 Sept. ... landed 6 bundles of shooks and a lot of spars. Set up head gear. Heavy roll from NE. 14 Sept. ... Hove up both anchors, (cleared them) dropped in shore a short distance and dropped them both again in 5 fathoms of water, paying out a scope of 60 fathoms on one chain and 50 on the other. At 11 am the schr Mary Powell came to anchor half a mile farther out than ourselves... 20 Sept. ... barque Zoe came to anchor. 21 Sept. ... all hands on board Zoe helping moor ship. 22 Sept. ... all hands at work on board bark Zoe. 25 Sept. ... brought off 5 boat loads of ballast stone. Bent new mainsail. 30 Sept. ... at 6 pm the schr Atlantic came to anchor.

Table 2. Example of synopsis of events (see File 2 Section 7).

bark ALERT 398 ton, New London.

Voyage :29/06/58-15/05/60 - Capt Andrew J. Parsons, agent E.V.Stoddard.

- 29/06/58 sailed - WSL; for Hurd's Is. - Wood.

- 19/07/58 at Fayal - WSL

- 24/10/58 at Hurd's Is, 2 tenders, anchored beside Offley - Crowther(1970):303.

- 08/11/58 The ships Isaac Hicks, Alert, and Homer. anchored near us. - Offley log.

- 12/11/58 Hicks got stove from Alert - Hicks log.

- 01/12/58 at Hurd's Is. - WSL; 1500 bbls - Wood.

- 07/12/58 Capt Parsons, Alert, Isaac Hicks with the Sawyer, in search of land said to exist to the south and eastward of Hurd's Island. - Offley Log.

- 14/12/58 E.R.Sawyer returned [with Capt Parsons] - Offley log.

- 18/12/58 at Hurd's Is. Parsons, 200 bbls - Nant. Inquirer

- 26/12/58 Capt Parsons on board Offley, assistance with chains - Offley log.

- 12/01/59 sold Capt Parsons 12 pr moleskin trousers, etc for 19 pr stockings. - Offley log.

- 14/02/59 at the Bight, sailed for Desolation - Macy in PMB 388.

- 22/02/59 Alert in Three Is Harb - Hicks log.

- 23/02/59 Wreck R B Coleman sold by auction to Capt Parsons, Alert, for \$135.- Offley log.

- 27/02/59 Alert 3 Is Harb, got whale from E.R.Sawyer - Hicks log

- 01/03/59 2000 bbls - Wood.

- 21/03/59 Alert, Parsons, Three Island Hbr, E.R.Sawyer as tender - Macy in PMB 388.

- 03/04/59 Sawyer put whale on Alert, these mated - Hicks log.

- 12/04/59 Alert's crew on Hicks trying out - Hicks log.

- 30/04/59 Hicks crew on Alert stowing oil - Hicks log.

- 12/05/59 Desolation - WSL; 1200 bbls on board and 1200 bbls at Hurd's Is - Wood.

- 08/07/59 off Desolation - WSL; 3000 bbls - Wood.

- 07/09/59 Hicks' crew on Alert heaving anchor - Hicks log.

- 30/09/59 Alert, Pacific, Sawyer, Wm Wilson, Comstock, for Hurd's Island - Hicks log.

- 02/10/59 Alert in to Corinthian Bay with fleet - Pacific log.

- 15/01/60 Alert and Sawyer arrived 3 Is Harb frn Hurd - Hicks log.

- 23/01/60 Alert, A.J.Parsons, sailed for New London, full - Hicks log.

- 22/03/60, 23/03/60, 24/03/60 at St Helena, full. - WSL

- 15/05/60 in port - WSL;- Palmer(1929):v; - 3537 bbls wh.oil - Starbuck(1878)

- 15/05/60 in port 3400 bbls eleph.oil in 22 mnths 16 days. Turned out 3537 bbls eleph.oil.

Table 3. Example of seasonal synopsis (see File 4 Section 7).

vessel: MARY POWELL 58a - Heard - season: 58/59 - master: NASH, J.S.
voyage: 28/06/1858 - 21/10/1859 (lost).
Schooner - 240 tons - New London - agent Lawrence & Co.
- 11/10/58 Mary Powell arrived in the Bight - Patterson log.
- 14/10/58 Capt Nash of the Mary Powell landed a boats crew - Patterson log.
- 22/10/58 One of Capt Nash's men [from shore gang] fell dead while returning home from work. The cause is without doubt from ill usages which they receive.
- 23/10/58 Capt Nash buried a man today on the Island. - Patterson log.
- 08/11/58 Mary Powell at anchor, the Bight, Heard's Is.- Macy in PMB 388.
- 10/11/58 Mary Powell hauls 600 bbls of oil, blubber - Hicks log.
- 30/11/58 at HURD'S Is - WSL;
- 17/12/58 at HURD'S Is - WSL;
- 18/12/58 at Hurds Is. Nash, 300 bbls - Nant. Inquirer.
- 14/01/59 Boats crew from Offley on board the Mary Powell assisting to clear hawse. I have made arrangements with the Capt of the Mary Powell to bring up my oil for which I am to pay him in flour, beef and bread.- Offley log.
- 19/01/59 Mary Powell carried away foregaff, split mainsail jib[?] - Macy.
- late Jan 1859 "Three months after landing, this party of 18 [shore party from the Offley] were joined by 22 sailors from the Mary Powell] - Robinson in Crowther.
- 25/01/59 The Mary Powell went down for blubber. Sent our two crews with her. She brought off 30 of our casks from the low end of the Point. I have this day mated with the Mary Powell, of which I will speak hereafter. - Offley log.
- 25/01/59 at Herd's Is, Mary Powell brought up for Robinson 30 casks of blubber and 25 for the Mary Powell to be landed at Kerg. - Crowther :308.
- 01/02/59 at Herd's, Offley received oil from Mary Powell. - ditto
- 11/02/59 Kerg. Offley landed 24 casks of blubber belonging M. Powell.- Offley log.
- 14/02/59 At Kerguelen, Offley crew covered the 24 casks belonging to Mary Powell with grass and tussock - Offley log.
- 15/02/59 Mary Powell from Bight to Point for rafting - Macy in PMB388.
- 16/02/59 at Cape Town - WSL [? error]
- 22/02/59 Cask marked Offley washed ashore from Mary Powell on Point- Homer log.
- 26/02/59 at Spit Bay Heard's Is., sailed for Desolation - Macy in PMB 388.
- 01/03/59 at HURD'S Is - WSL

Table 4. Seasonal synopsis with added detail (see File 4, Section 7).

schooner: J E COMSTOCK 57 Heard 57/58 masters: SMITH,RB /Brown,W
75 tons, voyage: 30/05/1857 - 07/06/1860 agent: Thos Fitch II.

- 30/05/57 sailed - WSL
- 03/06/57 spoke lat. 37 4S, lon. 57 30.
- 05/06/57 spoke 36 45, lon 51.[William Brown capt?] - WSL
- 14/08/57 heavy storm with injuries - Comstock log.
- 20/08/57 at Heard Is, crew sick. [prob. Corinthian Hbr] - Comstock log.
- 01/10/57 to leeward, beach not named. - Comstock log.
- 03/10/57 to leeward beach - Comstock log.
- 05/10/57 back to Corinthian Hbr - Comstock log.
- 08/10/57 to Rocky Beach - Comstock log
- 09/10/57 to Fairchilds Beach - Comstock log.
- 12/10/57 to Rocky and Fairchilds Beaches. - Comstock log.
- 15/10/57 to Corinthian Hbr - Comstock log.
- 05/11/57 at Corinthian Bay, Jane E.Comstock from leeward - PMB 796.
- 24/11/57 got underway for leeward - PMB.
- 05/12/57 to leeward - PMB.
- 13/12/57 in from leeward - PMB.
- 01/01/58 Wm Brown, mate from Zoe became master - Comstock log.
- 10/04/58 Comstock & Oxford [at Spit Bay],, for Corinth. Bay - Patt. log.

OUTWARD CREW LIST, New London, 30 May 1857:

SMITH,Robert B. usa 28 5-01 # 1a master New London light light
BROWN,William master # 1b took over 1 Jan 1858 - Comstock log.
BECKWITH,Wm. usa 31 5-04 - 2 Waterford New London light dark
COSTELLOW,James Engl 19 5-06 - 3
GEORGE,Joshua Wales 19 5-06 - 4
RUNYON,MichaelM usa 21 5-11 - 5
CLARK,Daniel usa 22 5-08 - 6
PLUMMER,Isaac S usa 24 5-08 - 7
BUNKER,John G. usa 21 5-08 - 8
THOMAS,Joseph usa 21 6-00 - 9

REGISTRATION OF VESSEL:

29 May 1857 schooner Jane E Comstock, 75 tons, New London Robert B. Smith master, square stern, no galleries, scroll head, 1 deck, 2 masts, 61ft x 18ft x7ft. Built at Groton 1854. Previous Enrolment 35 N.L. 29 May 1857.

OWNERS:

Thos Fitch, merchant, 8/16; H.P.Haven 2/16; E.V.Stoddard 1/16; R.H.Chapell 1/16; of N.L.; John G. Fitch, of Montville 2/16.

SOURCES:

Logbook in Mystic Seaport

- Schultz(1965) #409, R.B.Smith & W.Brown; jnl G. Edgar 30/05/57 - 10/04/58. Microfilm MR 75 - [first pages missing], Aug 1857 - 10 Apr 1858.
- Customs records: Surrendered Crew Lists; Vessel Registers.- National Archives - New England Region, Waltham, Mass., U.S.A..

Table 5. Example of information from CREW-DAT (see File 5 Section 7).

Fields:- name; nationality; age; height; station; vessel; sailing date; station or rank; island; voyage; birthplace; residence; complexion; hair; comment or references.

CHURCH, Edwin Nationality: USA; Age 27; height 5-10; Vessel ZOE 55; sailed 26/10/1855; station # 5; born Montville; resid. Montville; complexion light; hair dark. voyage: at HEARD Is. 1855/57. Surr. Crew List endorsed: Left at Hurds Is.

CHURCH, Edwin USA age 31 5-08 master FRANKLIN 59 13/07/1859 HEARD 1859/62. - Fuller:13.

CHURCH, Edwin USA - master ALERT 62 19/08/1862 1 HEARD 1862/62. BURNT BY ALABAMA

CHURCH, Edwin USA 35 5-10 master ARAB 62 23/12/1862 1 HEARD 1862/64

CHURCH, Edwin USA 36 5-10 master ARAB 64 02/08/1864 1 Montville Montville light sandy CHURCH, Edwin USA 38 5-10 master ARAB 65 07/08/1865 1 HEARD 1865/66.

CHURCH, Edwin USA - master ROMAN 66 20/08/1866 1 HEARD 1866/67.

CHURCH, Edwin master ROMAN 67 10/08/1867 HEARD 1867/68.

CHURCH, Edwin (a USA age 39 height 5-10 master ROMAN 68 13/08/1868 Montville Montville - HEARD 1868/69 Statement at Cape Town 17 Mar 1869 by John L. Williams, master Bark Roman - Edwin Church died at sea 23 Sept. 1868 near the Island of Brava. - Surr. Crewlist 1969.

CHURCH, Edwin (b. USA age 15 ht.5-07 ROMAN 67 10/08/1867 #21 Montville Montville light sandy HEARD Is. Endorsed: Came home.

MORGAN, Ebenezer mstr HERALD 43 00/00/1843 Crozets 1843/45. Stonington. - FWP:204.

MORGAN, Ebenezer USA master JULIUS CAESAR 47 00/00/1847 Indian 1847/49.

MORGAN, Ebenezer usa - master JULIUS CAESAR 49 30/09/1849 1 Desolation 1849/51.

MORGAN, Ebenezer usa 34 5-05 master JULIUS CAESAR 51 16/08/1851 1 Groton Groton light dark Desolation Islands. Taylor: 93,205-206. Mrs Morgan, 23 yrs; 2 yr old son at home.

MORGAN, Ebenezer master RIPPLE 54 03/06/1854 1 Atlantic 1854/56.

MORGAN, Ebenezer usa 38 5-05 master RIPPLE 56 12/05/1856 1 Groton Groton light light Sth MORGAN, Ebenezer master JULIUS CAESAR 57 00/00/1857; prob. Ebenezer, [Elijah on Laurens].

MORGAN, Ebenezer usa 41 5-06 master NORTH AMERICA 58 17/09/1858 1 Groton Groton Indian Oc. 1858/61. Condemned at Hobart 1861.

MORGAN, Ebenezer usa 44 5-07 master PIONEER 64 03/06/1864 Groton Groton light sandy Hudsons Bay 1864/66. - analysis of earnings - Williams(1895):19.

MORGAN, Ebenezer usa 46 5-05 master PIONEER 66 27/04/1866 1 Groton Groton, Cumberland Inl. 1866/66. steamship.

MORGAN, Ebenezer PIONEER 67 00/00/1867 Hudsons Bay. 1867/67. - listed in FWP:204 as Ebenezer Morgan. Decker:156 Chris Chapell master, steamship.

MORGAN, Elijah B. usa 40 5-10 master ?/49 00/00/1849 1 light sandy. [torn pages in Crew List - to San Francisco; possibly the sch. VELASCO 93 ton, registered NL 24 Jan 1849.]

MORGAN, Elijah B. 43 5-10 PERUVIAN 52 18/08/1852 1 Groton Groton light light Desol 52/54.

MORGAN, Elijah B. usa 46 5-10 PIONEER 55 03/10/1855 1 Groton Groton light light Desol 55/57. at Heard Island 03/11/56.

MORGAN, Elijah B. usa 48 5-11 master LAURENS 57 03/08/1857 1 Groton Groton ruddy sandy at Heard Island 1857/58.

MORGAN, Elijah B. usa master CONTEST 60 00/00/1860 out of New Bedford - FWP:204.

Table 6a. List of vessels at Heard Island 1857/58 (see File 6 Section 7).

(For list of all seasons, see Appendix 2. For list of agents, see Section 3.3.)

Vessel	Agent	Port/Kerg.	At Heard	Left Heard	Left Kerg.	In port	bbls
CORINTHIAN	1	wintered	21 Oct 57	24 Dec 57	-	10 Apr 58	3483
ATLAS	1	wintered	18 Oct 57	?	wintered		
LAURENS	1	4 Aug 57	3 Nov 57	?	-	16 Aug 58	4196
ATLANTIC	1	9 Jul 57	30 Sep 57			28 Jul 58	283
PIONEER	2	8 Jul 57	8 Nov 57	26 Feb 58	to Melbourne	1 Apr 58	1500
ALERT	2	wintered	21 Oct 57	2 Jan 58		31 May 58	3615
E R SAWYER	2	wintered	18 Oct 57	[26 Jan 58]		10 Apr 58	550
R B COLEMAN	2	25 Jun 57	21 Oct 57	?	wintered		
PACIFIC	3	wintered	18 Oct 57	23 Nov 57	27 Nov 57		
"			4 Dec 57	15 Dec 57	24 Dec 57		
"			26 Dec 57	15 Jan 58	31 Jan 58	13 May 58	991
ISAAC HICKS	3	wintered stayed at Kerg.		1 Feb 58	2 Jun 58	4275	
MARY POWELL	3	8 Jun 57	5 Sep 57	14 Sep 57	[3 Feb 58]	17 May 58	1558
ZOE	4	10 Jun 57	20 Sep 57	1 Jan 58	Cape Town	2 Feb 58	1000
"			5 Mar 58	[1 May 58]	Cape Town	1 Jun 58	1000
J E COMSTOCK	4	30 May 57	20 Aug 57	[10 Apr 58]	wintered		
S. ROBERTSON	5	wintered stayed at Kerg.				17 Oct 58	3399
OXFORD	5	17 Jul 57	16 Nov 57	26 Nov 57			
		13 Dec 57	19 Dec 57				
		3 Jan 58	10 Apr 58		wintered		
CORNELIA	6	9 Aug 57	8 Nov 57	25 Feb 58		6 Jun 58	1092
CATAWBA	8	3 Sep 57	stayed at Kerg.		wintered		
ELIZA JANE	8	3 Sep 57	[5 Dec 57]	?	wintered		
ISABEL	9	[19 Dec 57]	-	?			
Total barrels							26 942

Table 6b. Example: Narrative for the schooner JE Comstock in the 1857/58 season (see File 6 Section 7).

The 1857/58 season opened with an attempt by the schooner J E COMSTOCK, 75 tons, New London, master R.B.Smith, to make an early start in August, before many elephants were ashore. Severe weather, sickness and injury brought their efforts to very little.

The Comstock had been purchased by Thos Fitch & Co as tender for the bark Zoe, which had hitherto operated without a tender of its own.

After sailing from New London on the 30 May, the Comstock was boarded by a particularly heavy sea on the 14th August, 11 weeks out of port and 12 days from Heard Island. The captain was injured, his right wrist being useless for weeks; the mate and others were off work sick. Smith relinquished command to William Brown, the mate from the Zoe, at Heard Island at the end of the year.

There were no entries in the Comstock's log after the storm, until the 26 August when "at anchor in Hurds Island Harbor", probably Corinthian Bay. Through most of September bad weather restricted landings. Illness, injury and poor morale were the reasons given that so little was achieved. A major factor was the very difficult weather during August and much of September. Heard Island had a later spring than at Kerguelen, the reason that in subsequent years, operations at Heard Island, commenced at the earliest at the end of September and were often delayed until November/December period.

A shore party, headed by a Mr Reed, met the men when they landed from the Comstock. Reed is not listed among the outward crew of the Comstock, nor is a wintering gang mentioned in the Comstock's log, though this is possible. Timothy Reed was 2nd mate and boatsteerer of the schooner Alfred from Fairhaven. This single entry suggests that Reed had been on the Island some 8 months after the wreck of the Alfred at Spit Bay on 29th Dec. 1856.

On the 20th Sept 1857 the bark Zoe came to anchor at Corinthian Harbor. There were only two other arrivals in the following weeks, the schooner Mary Powell on the 14 Sept., and sch. Atlantic on the 30 Sept.

After 10 days spent securing the Zoe, helping to moor it, and bringing off 5 boat loads of ballast stone and other preparations for beach work, a shore party of 10 men was landed from the Comstock on the 1st October on a beach "to Leeward" where elephant were hauling. The beach was located 5 hours sailing from Corinthian Harbor. This was probably "Rocky Beach" [modern Fairchild Beach], because, a few days later, when it was too rough to land where the shore party was, the Comstock off-loaded provisions at "Fairchilds Beach" [Skua Beach]. The schooner plied back and forth to Corinthian Harbor, anchoring off the leeward beach on the few occasions when the weather was favourable.

The work required of a tender included landing shore parties and their gear, bedding, provisions, lumber for shanties, empty casks or shooks, hoops, etc. Assistance was also given to the shore parties by sending boats' crews ashore to sled or back blubber, or to haul off blubber and oil.

The logbook of the J E Comstock describes the daily schedule at the peak of the elephanting season through October/November. A notable feature was the complete dependence of the work on favourable winds and sea. This considerably affected landing through the surf, and the daily passage back and forth to the anchorage to ride out storms or anchor at night. The ever-present danger of being blown onto the shore as a result of rapid changes in wind dominates the logbook entries for some vessels.

Table 7. Page from the Heard Island Glossary (see File 7 Section 7).

LARBOARD = The left side of the vessel, looking forward./ Port side of a ship, generally referring to the position of gear, e.g. larboard boat. Obsolete except on a whaler, not used for rigging or in navigation./ Whalemens never adopted the use of the term port to distinguish the left side of the vessel and continued to cling to the ancient use of larboard as long as there were sailing whalers./

LATTER PARTS = Second half of the nautical day which begins at noon./

LAY = A whaleman's proportionate share of the earnings of a voyage./ see also long and short lay./

LEAN = If the flesh or lean went into the try-pots with the blubber, it would discolor the oil and degrade it. The lean pieces were thrown into a cask to save the oil which oozed from them./

LEAN, to = Leaning blubber: to cut the flesh or lean meat, etc. from it./ Also called leaning up./ One of the jobs of the blubber-room crew was to remove all the flesh from the blubber./

LEANING KNIFE = Large knife used in cutting the flesh or other tissue destitute of oil from the blubber, preparatory to trying it out./

LEE = The side opposite to that from which the wind blows. If a vessel has the wind on her starboard side, this is the weather side and the larboard is the lee side. A lee shore is the shore upon which the wind is blowing. Under the lee of anything is when you have that between you and the wind./ Side of the ship or object away from the wind, or which does not have the wind blowing on it. However a lee shore is a coastline on to which the wind blows directly, i.e., it is down wind from any ship in the offing, and thus can be dangerous as the wind tends to force a sailing vessel down on it./ Away from the directional force of the wind./

LEEWARD (pronounced lu-ard) = The lee side. In a direction opposite to that from which the wind blows, which is called windward. The opposite of lee is weather, and of leeward is windward, the two being adjectives./ Down wind as opposed to windward, up wind./

LEVELER PLANE = Arc-shaped tool for planing the heads of casks./

LOBSCOUSE = Salt beef hash, containing potatoes, onions, etc./

LOG or **LOGBOOK** = A journal kept by the mate, in which the situation of the vessel, winds, weather, courses, distances, and everything of importance that occurs, is noted down./ Also a line with a piece of board, called the log-chip, attached to it, wound upon a reel, and used for ascertaining the ship's rate of sailing./

LONG JOINTER = Large plane, over 6 feet long, used in cooperage for bevelling and trueing the edges of staves. The front end is supported on a horse and the back end rests against a solid object. The plane is stationary and face up; the cooper thrusts a stave down the face of it./

LONG LAY = Cabin-boy's lay, about 1/200 or 1/250 of the voyage profits./

(Detailed citations for each term have been omitted from this copy.)

Table 8. List of topics indexed in the database on the elephant oil industry at Heard Island (see File 10 Section 7). The numbers refer to filing codes.

The Industry

A 1 elephanting/whaling
A 2
A 3 New London fleet
A 4 agents
A 5 lays
A 6 wages
A 7 elephant oil
A 8 meat
A 9 skins
A10 fur seals
A11 cargoes
A12 papers
A13
A14

The Vessels

J 1 vessels—elephanting
J 2 vessels—whaling
J 3 ship's gear
J 4
J 5 tonnage, burden, etc.
J 6 sailing detail
J 7 ships/barks
J 8 schooners/brigs
J 9 whaleboats - descr.

The Island

C 1 localities
C 2
C 3
C 4 life on the Island
C 5
C 6 shore gangs
C 7 wintering
C 8 shanties/huts
C 9 injury/death
C10 burial/graves
C11 sickness/disease
C12 observations
C13 climate
C14 carvings
C15 pests, pets, etc.

The Crew

B 1 crew on board
B 2 quarters on board
B 3 stations/duties
B 4 Atlantic islanders
B 5
B 6 discipline
B 7 provisions
B 8 food
B 9 social life
B10 slop chest
B11
B12 religious observance
B13 wives/families
B14 clothes

The Gear

K 1 knives
K 2 fire-arms
K 3 firewood/ coal/ lumber
K 4 elephanting craft
K 5 coopers' tools
K 6
K 7
K 8
K 9

Elephanting

D 1 rookeries/beach scenes
D 2 capture/killing
D 3 skinning/flensing
D 4 mince/putting up blubber
D 5 burying blubber/casks
D 6 carrying/rolling
D 7 trying out
D 8 scraps/scrap press
D 9 coopering/putting up oil
D10
D11 blubber
D12 gauging bbls/casks
D13 elephants killed
D14 seasons/observ.
D15 hoisting/stowing

Operations

- L 1 sailing—at sea
- L 2 sailing—off shore
- L 3 anchoring
- L 4 mooring
- L 5 landing
- L 6 tow-lines
- L 7 rafting
- L 8 using the schooner
- L 9 using the whaleboat
- L10 departure
- L11 wrecks/loss
- L12 gales/damage

Early History

- E 1 discovery
- E 2 mapping/exploration
- E 3 position
- E 4 secrecy
- E 5
- E 6 islands to south
- E 7 great circle sailing
- E 8

The Record

- H 1 literature
- H 2 individuals
- H 4 museums, institutions

The Oil

- G 1 yield—elephants
- G 2 yield—voyages
- G 3 total production
- G 4 value of cargoes
- G 5 number of vessels
- G 6 rise, peak, decline
- G 7 significance whale oil
- G 8 extent of kill
- G 9 oil—properties
- G10 refining oil
- G11 uses of oil

Kerguelen

- F 1 general
- F 2 Pot Harbor
- F 3 between seasons
- F 4 cruising off-shore
- F 5 elephanting
- F 6 getting ready, spares,
- F 7 whaling
- F 8 Three Island Harbor

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Figure 1. "Rolling" blubber at "The Point," Heard Island, 1860.

The men are rolling casks of blubber along the "roll-way," a trail which led about 2 miles across "The Point," from "South-west Beach" on the south beach to the try-works near "The Landing" [Try Pot Beach] on the north beach. At times, the "roll-way" was laid with spruce planks in difficult places.

Note the "shanties" on the moraine behind the try-works (with smoke); whaleships moored in "The Bight" off-shore from "Fairchild's Beach" [now Skua Beach]; and Stephenson Glacier prominent at the water's edge.

Drawing by H.W. Elliott, 1883, from information supplied by Captain H.C. Chester, master schooner *Cornelia*, Mystic, Conn., at Heard Island 1860—Clark (1887). Copy supplied by The Library, University of Tasmania.

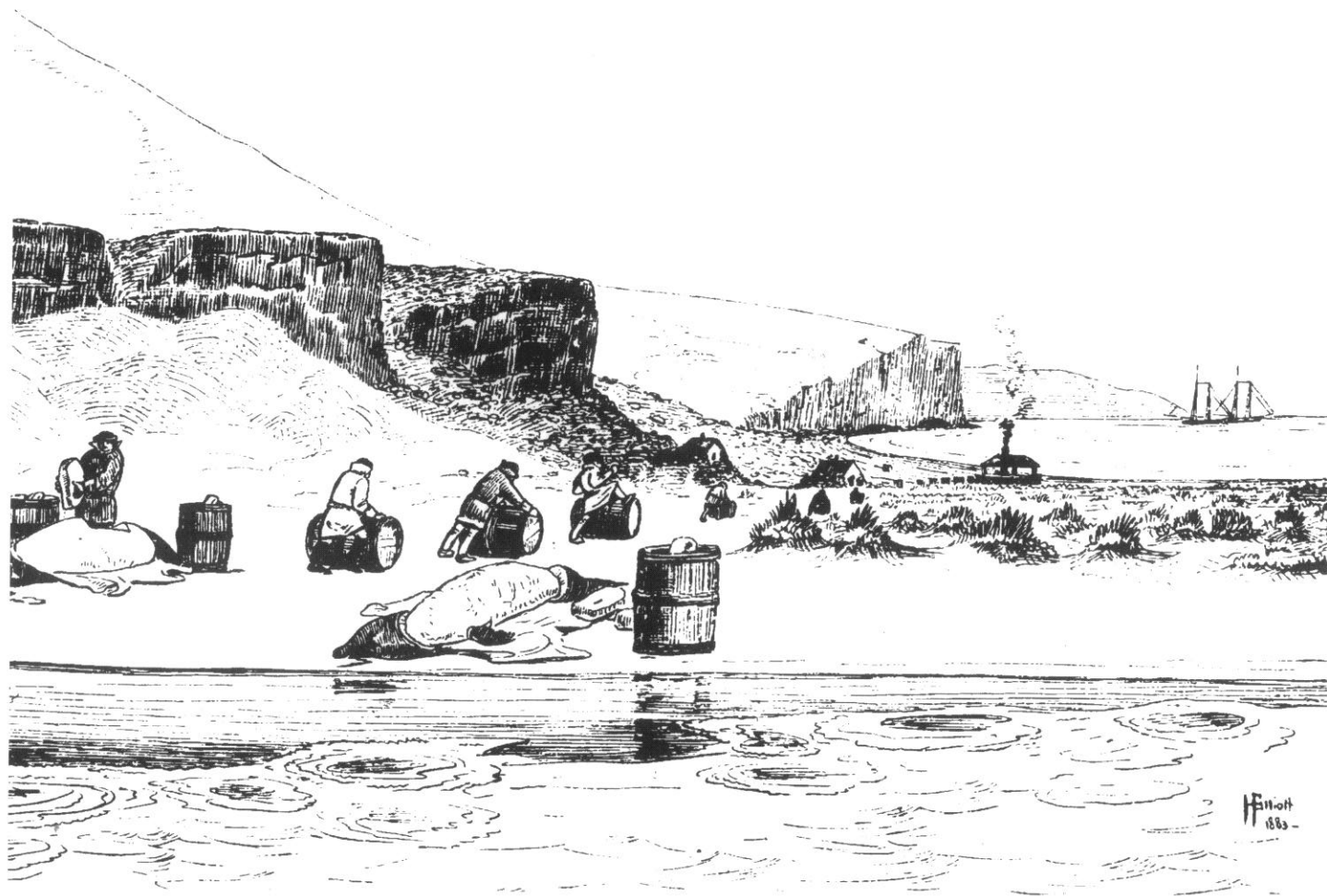


Figure 2. "Lancing" sea elephants, 1857–59.

Note the clothing and tools common to elephanting—typical cold/wet weather clothing, wooden scabbard containing knife and steel, clubs, and short lances with wooden handles.

Pencil sketch by W.T. Peters, courtesy New London County Historical Society.

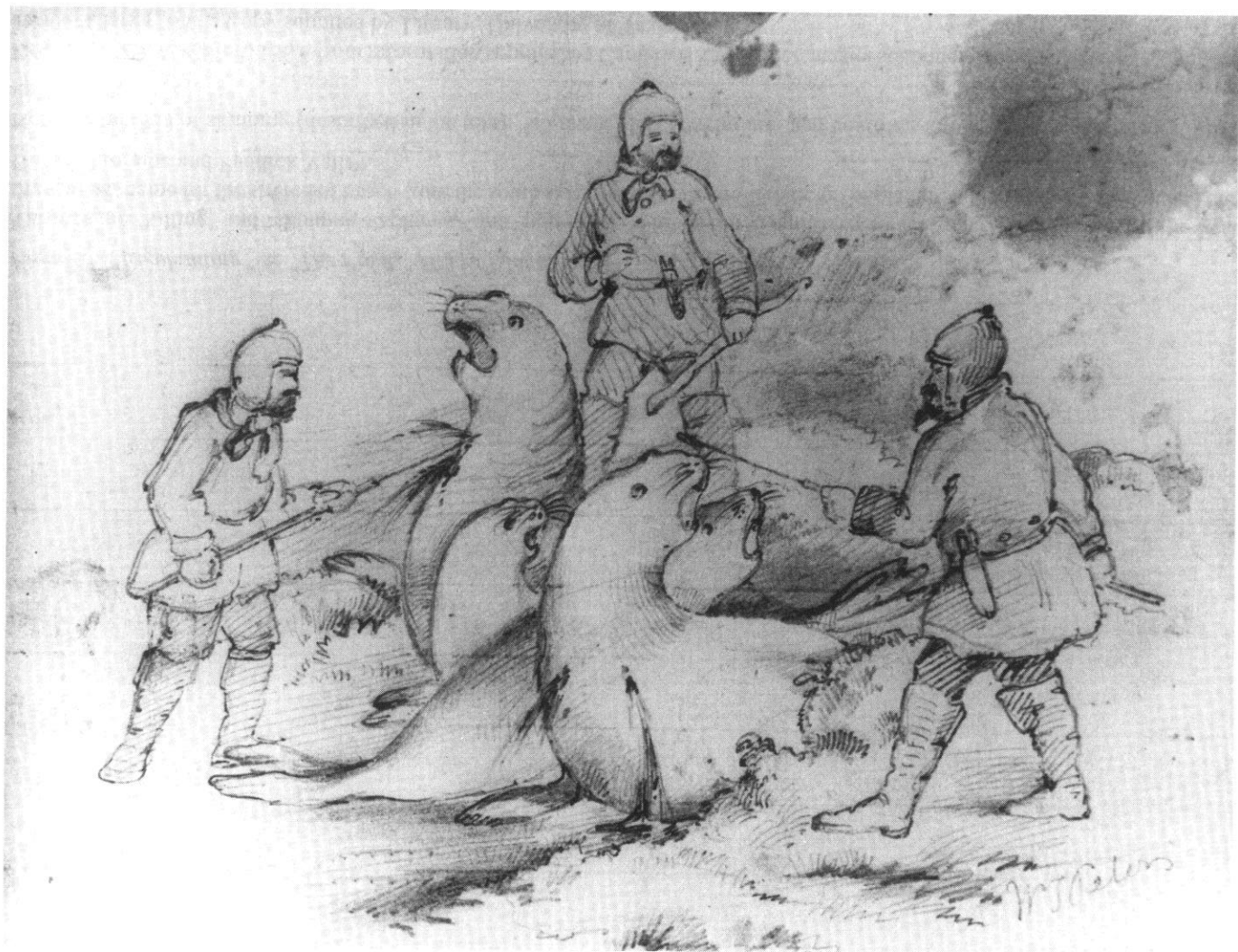


Figure 3. "Elephanting" at "The Point," Heard Island, 1860.

The men are "killing" and "skinning elephants," and "putting-up" blubber on "South-west Beach" near "The Point." "South-west Beach" was the sealers' name for the stretch of beach from the south side of the Spit to the "ice-berg" or glacier, which at that time reached the sea between Dovers Moraine and Paddick Valley.

Note the method of skinning (described in the text): "elephant club"; "skinning- and boarding-knives" and "horse-pieces" cut off and "put-up" in casks.

Drawing by H.W. Elliott, 1883, from information supplied by Captain H.C. Chester, master schooner *Cornelia*, Mystic, Conn., at Heard Island 1860—Clark (1887). Copy supplied by Library, University of Tasmania.

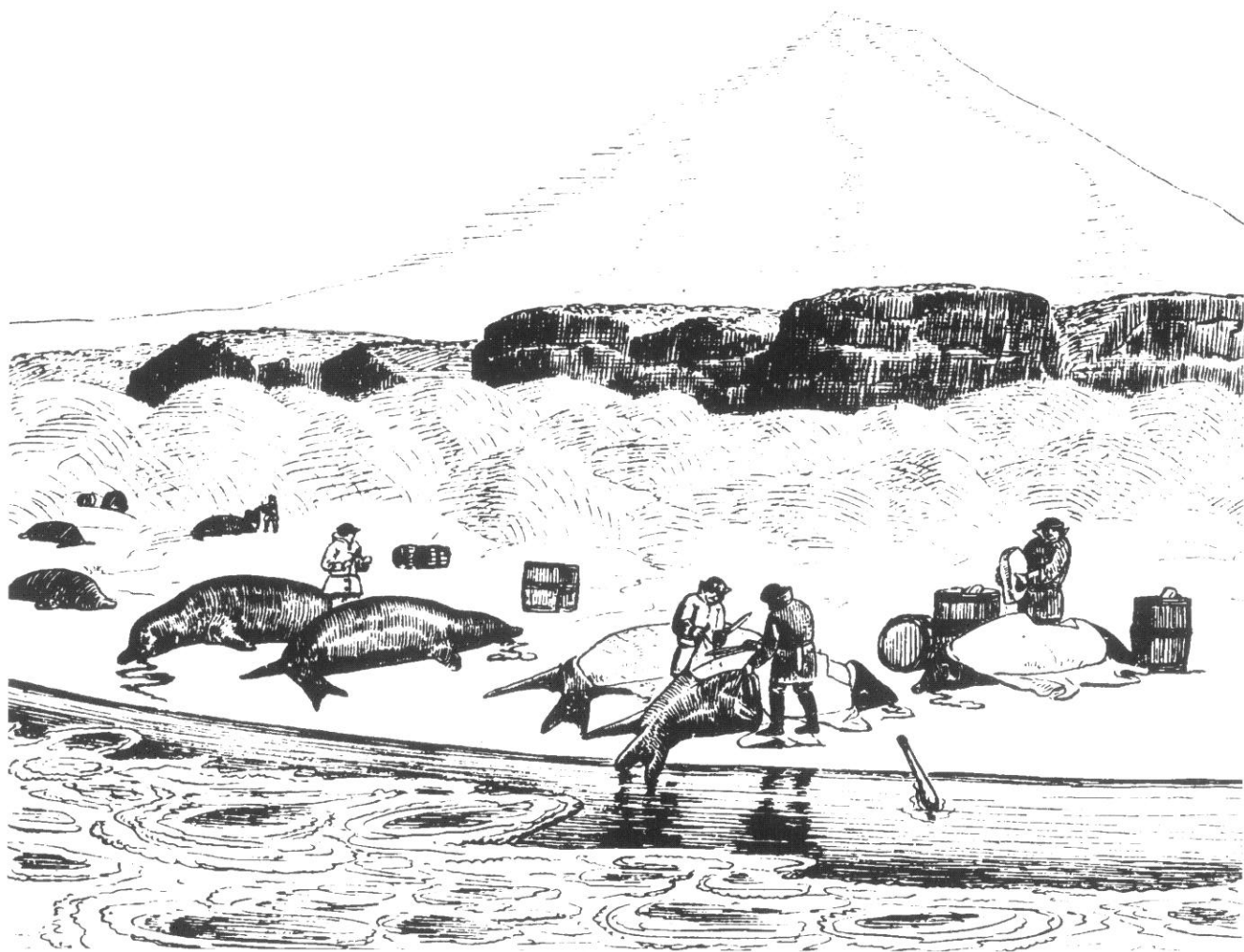


Figure 4. Sealer's map of Heard Island, 1858.

Rough sketch-map from the private journal of Captain J.W. Robinson, on the bark *Offley*, Hobart Town, at Heard Island October 1858 to February 1859.

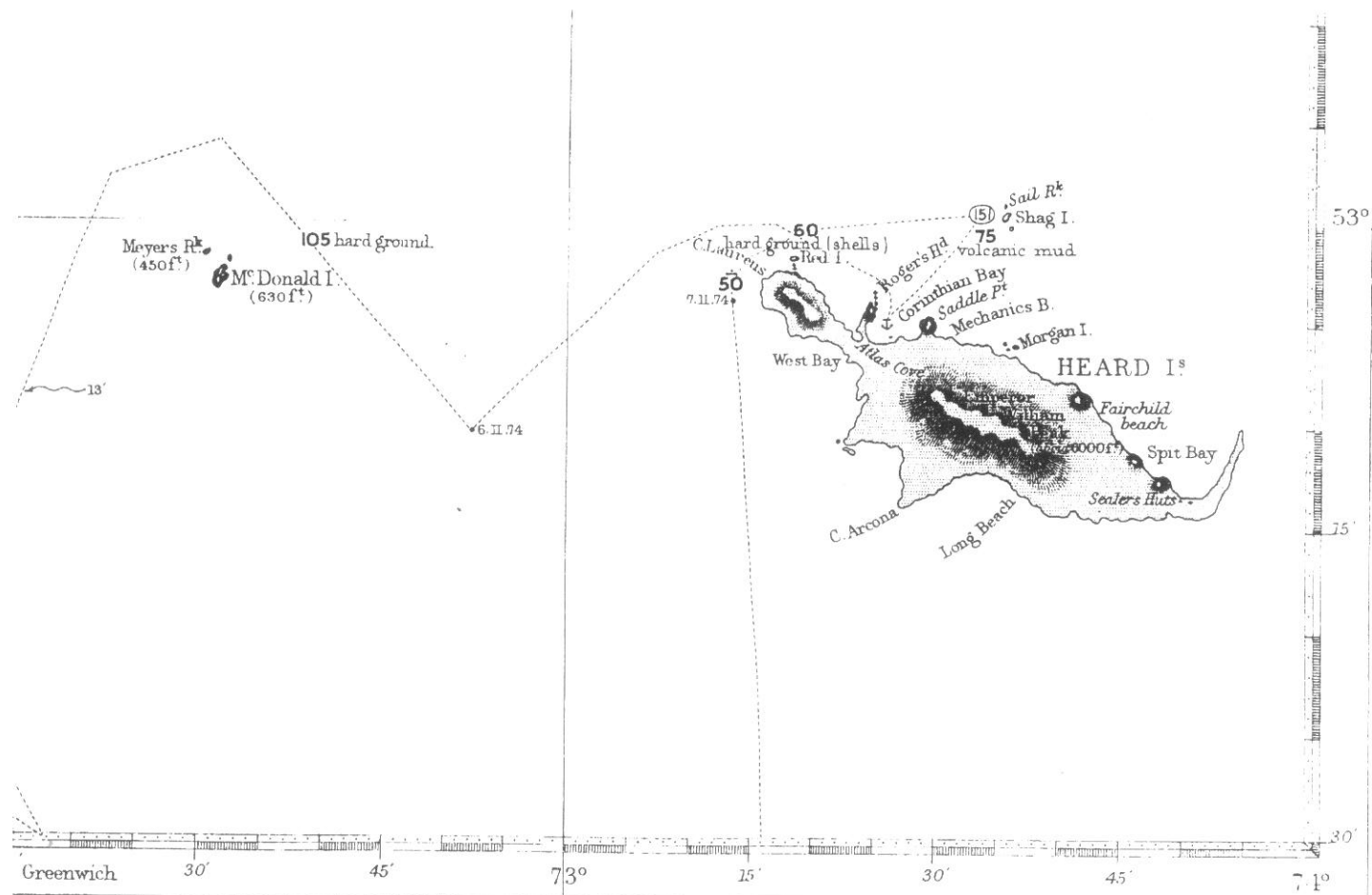
Captain Robinson's initial information about anchorages, and working the elephant at Heard Island were obtained from the crew of the bark *Pioneer*, New London, Captain W.R. Brown at Melbourne in April 1857. The map has been much overwritten with later alterations.

Courtesy of the Mitchell Library, State Library of New South Wales, (MS MSS. 2125).

Figure 5. Map of Heard Island, Challenger Expedition, 1874.

The outline of the coast is based on information and a sketch-map provided by the sealers—except at Corinthian Bay and the features visible from the track of the *Challenger*, with additional names from officers of S.M.S. *Arkona*, German Transit of Venus Expedition, met in Melbourne, 1874.

Admiralty Chart BA 802. (1874); Sheet 22—Tizard et al. (1885).



Engraved by Malby & Sons

SKETCH
OF
HERD'S ISLAND.
ANTARCTIC OCEAN.

Lat. 55° 10' S. Long. 73° 30' E.
From the notes of fishermen.

Scale approx

N
S

Extent of Sand 1860.

Map prepared by Captain H.C. Chester, schooner *Cornelia*, Mystic, Conn. at Heard Island, 1860—
from Clark (1887). Copy supplied by Library, University of Tasmania.



Figure 7. Sealers' place names at "The Point," Heard Island, 1850s.

Chart Aus 606 has been used to show place names used in the text. The condition of the glaciers in 1949, with tall "ice-bergs" to the water's edge, more closely resembles that prevailing in the 1850s.

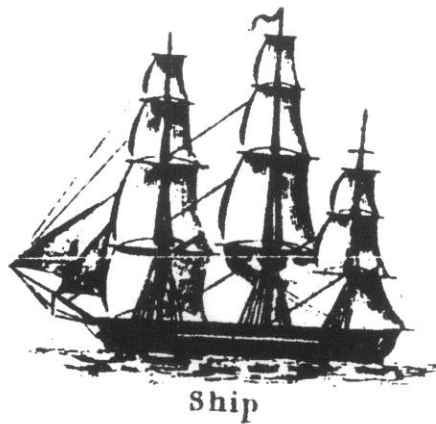


Figure 8a. Rigs similar to those used by whaleships at Heard Island—ship and bark.

Drawings adapted from R.H. Dana—*The Seaman's Friend*. Boston, 1845.

The ship *Corinthian*, (New London, 503 tons, Heard Island 1853–58), was square-rigged throughout, that is, with square sails on all three masts.

The bark *Offley*, (Hobart Town, 376 tons, Heard Island 1858–60), was square-rigged at her fore and main masts, with fore-and-aft sails at her mizzenmast.



Figure 8b. Rigs similar to those used by whaleships at Heard Island—brig and schooner.

Drawings adapted from R.H. Dana —*The Seaman's Friend*. Boston, 1845.

The brig *Zoe*, (New London, 196 tons, 90 feet long), was square-rigged at both her masts in 1855, but re-rigged to a bark with three masts in 1857.

The hermaphrodite brig *Homer*, (Nantucket, 127 tons, Heard Island 1858–59), was square-rigged at the foremast, with fore-and-aft sails at her main mast.

The fore-and-aft schooner *Atlas*, (New London, 81 tons, 67 feet long, Heard Island 1851–59), was fore-and-aft rigged throughout.

The topsail schooner *Franklin*, (New London, 99 tons, 73 feet long, Heard Island 1851–62), had small square sails aloft at the foremast.

Figure 9. Whaling schooner about 90 tons, similar to those used at Heard Island in the late 1850s.

Upper drawing: Plan showing main deck, cabin deck, windlass, try-works, two whaleboats on cranes, galley, spare boat on skids.

Lower drawing: Cross-section showing one deck, two masts, forecastle, steerage, hold containing ground-tier of casks, etc.

From Clark (1887). Copy supplied by Library, University of Tasmania.

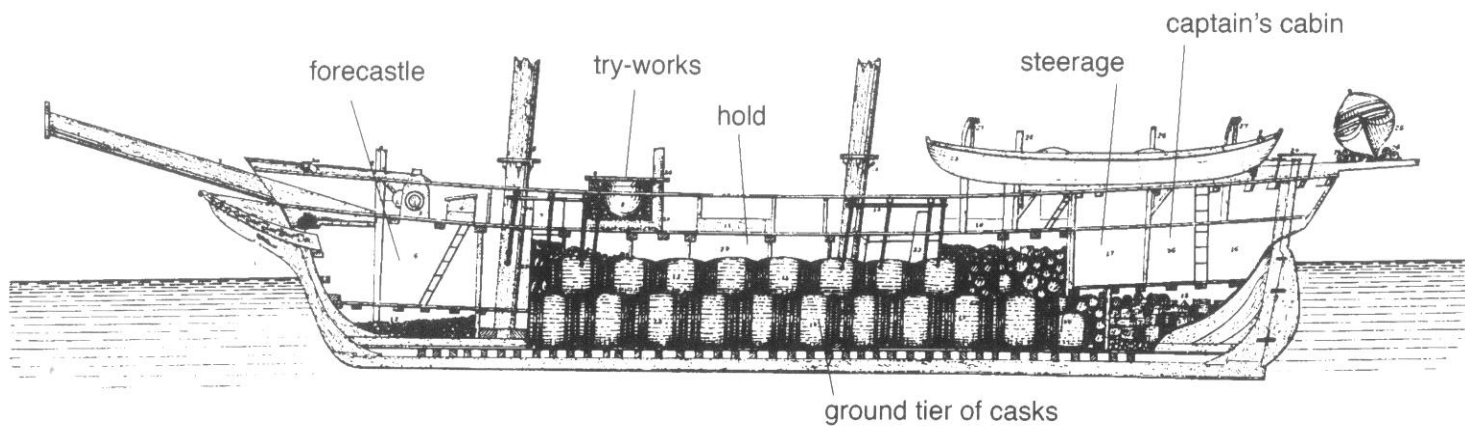
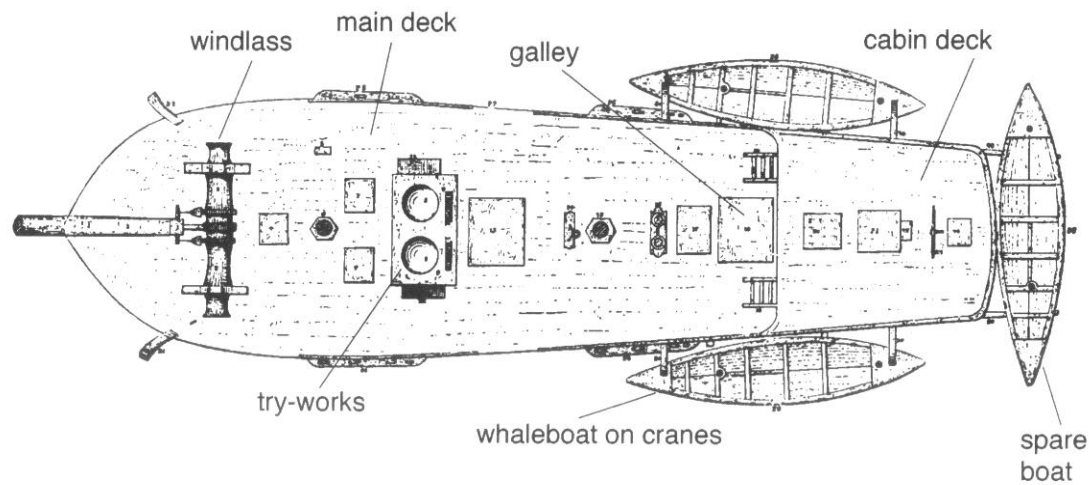
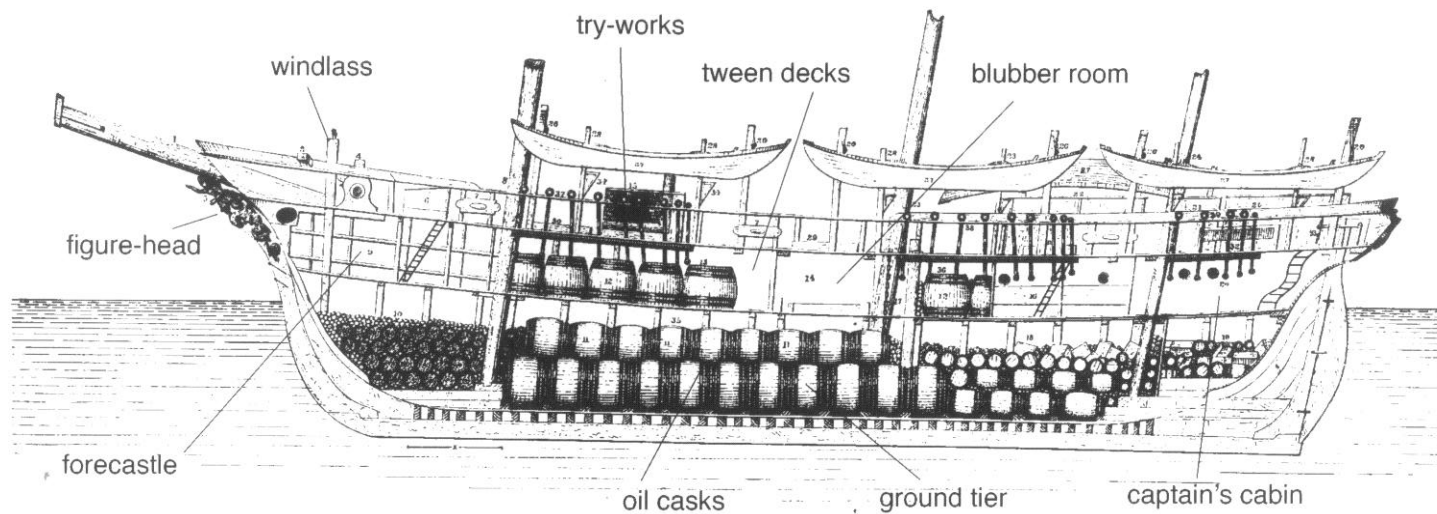
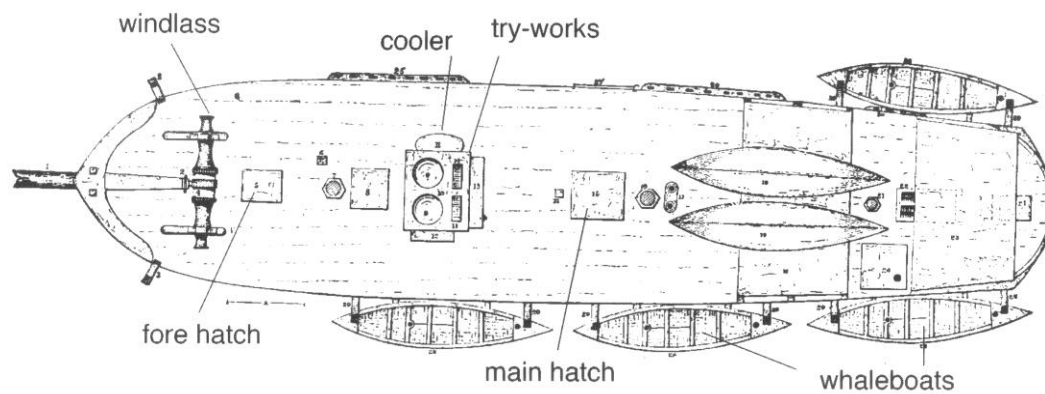


Figure 10. Whaling bark about 300 tons, similar to those used at Heard Island in the late 1850s.

Note the windlass, try-works, four whaleboats on the cranes, two spare boats, two decks, three masts, ground-tier of oil casks in the hold, blubber-room and casks between decks, and forecastle.

From Clark (1887). Copy supplied by Library, University of Tasmania.



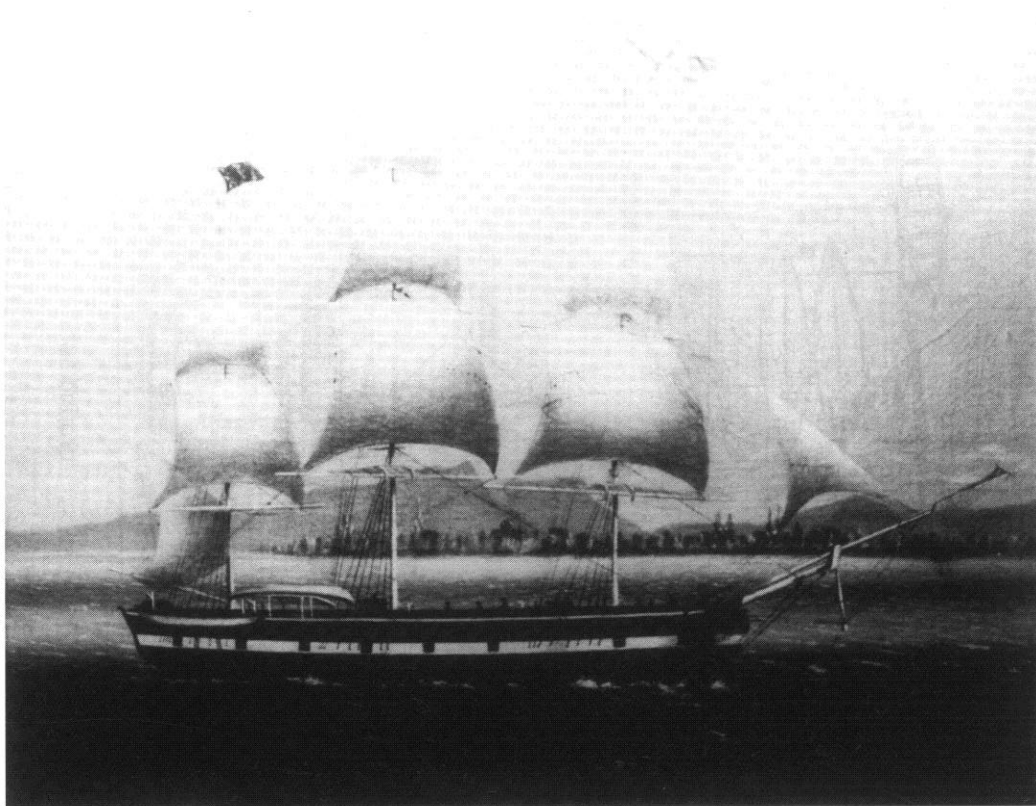


Figure 11. Whaleship Corinthian, New London.

Registration: 10 November 1853. Erasmus D. Rogers, master.

Ship 503 tons, 123 ft long x 30 ft x 15 ft, 2 decks, 3 masts, square stern, round tuck, no gallery, man bust head. Built Baltimore 1822, ship repaired at New London in 1847.

Owners: Nathaniel S. Perkins Jr, Elias Perkins, Franklin Smith together 26/32; Samuel C. Willets 4/32; Walter R. Jones 2/32.

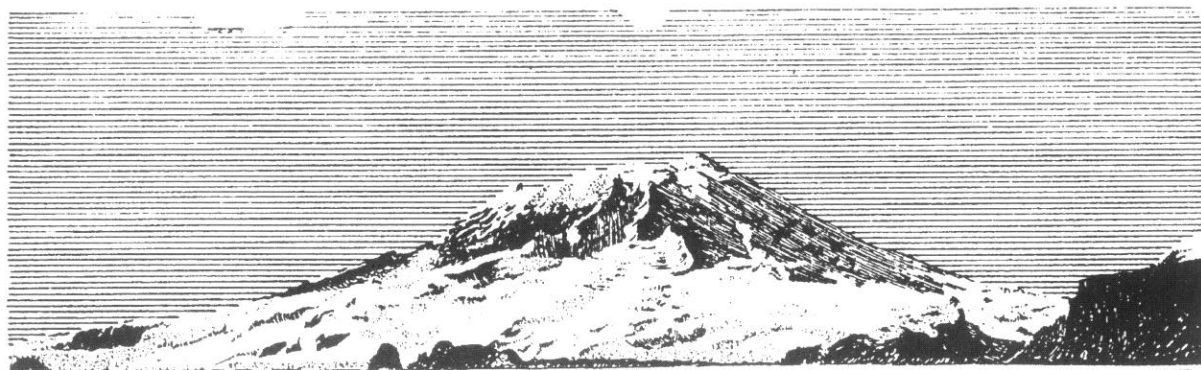
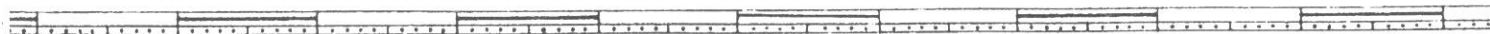
Crew: 29 officers and men plus additional hands from Cape Verde.

In February 1855 Captain Rogers and party landed at Heard Island, thus initiating the sea elephant oil industry in this locality.

Photo courtesy of New London County Historical Society.

20'

25'



Melbourne Bluff

Mt Separation
Rogers Hd

Mawson Pk

Mt Drygalski

Black Cliffs

View D.

Mawson Peak bears $319\frac{1}{2}^{\circ}$ 12 m.

Figure 12a. Approach to the anchorage, "Whiskey Harbor, 1949".

On most occasions when approaching Heard Island from the sea, mariners did not see Big Ben, even though most of it was over 2000 m high. It was usually obscured by dense cloud above 500 m.

Rogers Head (145 m), Mt Drygalski (210 m) and the Black Cliffs (230 m) were early sealers' land-marks; but features such as Mt Separation (1479 m) and Mawson Peak (2745 m) were not identified by the sealers.

In this picture, Atlas Cove is directly ahead in line with Mawson Peak, while the entrance to Whiskey Harbor is further to the left, east of Roger Head.

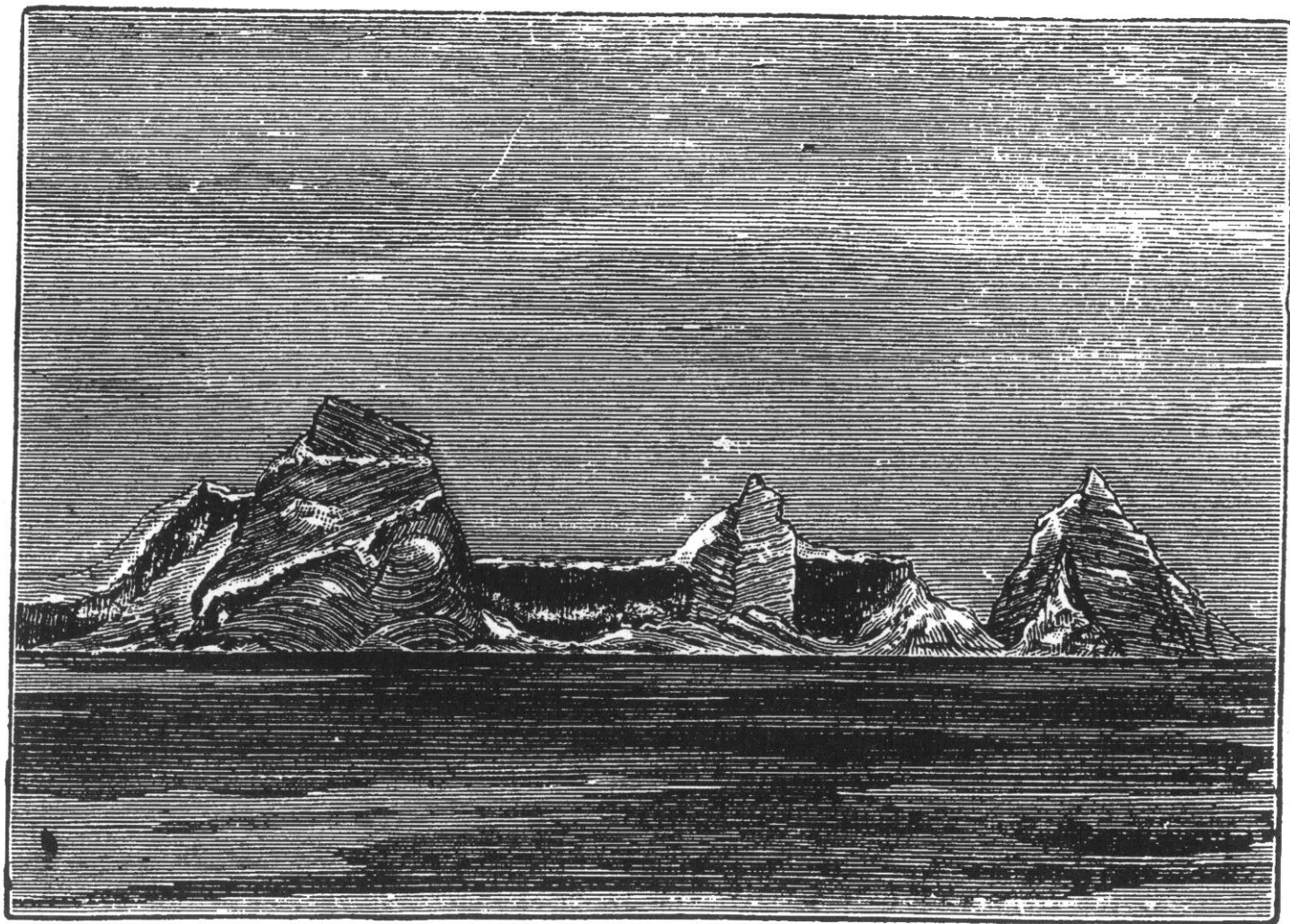
From Chart Aus 606, Australian Hydrographic Branch, 1949.

Figure 12b. “Rogers Head” from the anchorage at “Whiskey Harbor”, 1874.

On 6 February 1874 *Challenger* moored in Corinthian Bay in 10 fathoms of water east of the “broken-down crater” of Corinth and Rogers Heads.

The succession of massive glaciers down the coast, and the rugged appearance of Heard Island beneath the heavy layer of cloud, made a very strong impression on sealers and scientists alike.

From Moseley (1879).



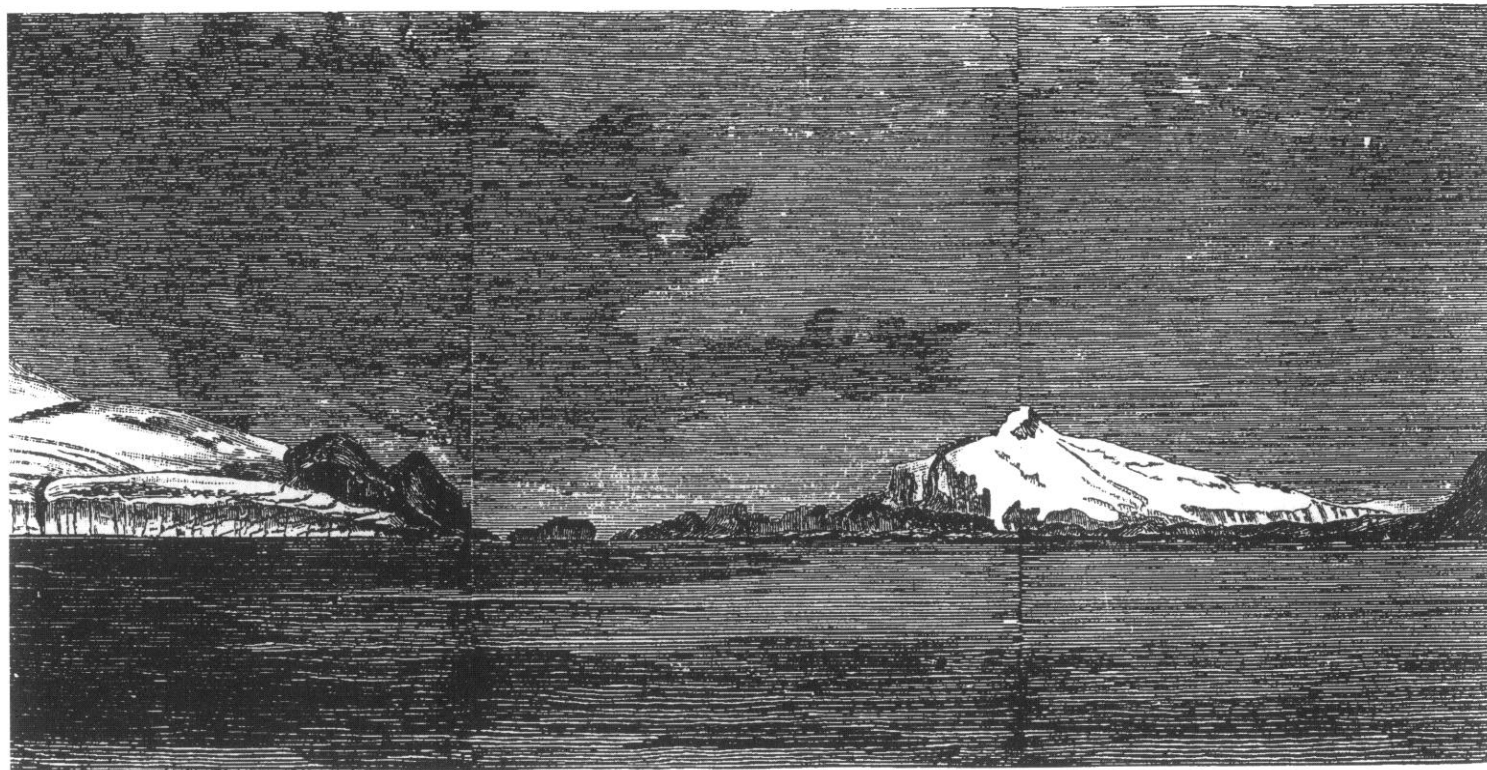


Figure 12c. View of the coast from the anchorage, "Whiskey Harbor," 1874.

Looking west and south-west over Corinthian Beach—the main "landing beach" at the north-west end of the Island.

Shanties and try-works were located at the northern end of the beach [Sealers Corner], in a line with the low Mt Aubert de la Rue in the centre. Snow-covered Laurens Peninsula is to the right; Baudissin Glacier and Mt Drygalski are on the left.

On 31 December 1860, the schooner *Exile* was wrecked under the long low lava cliffs which connect the beach with Corinth Head on the right. From Moseley (1879).

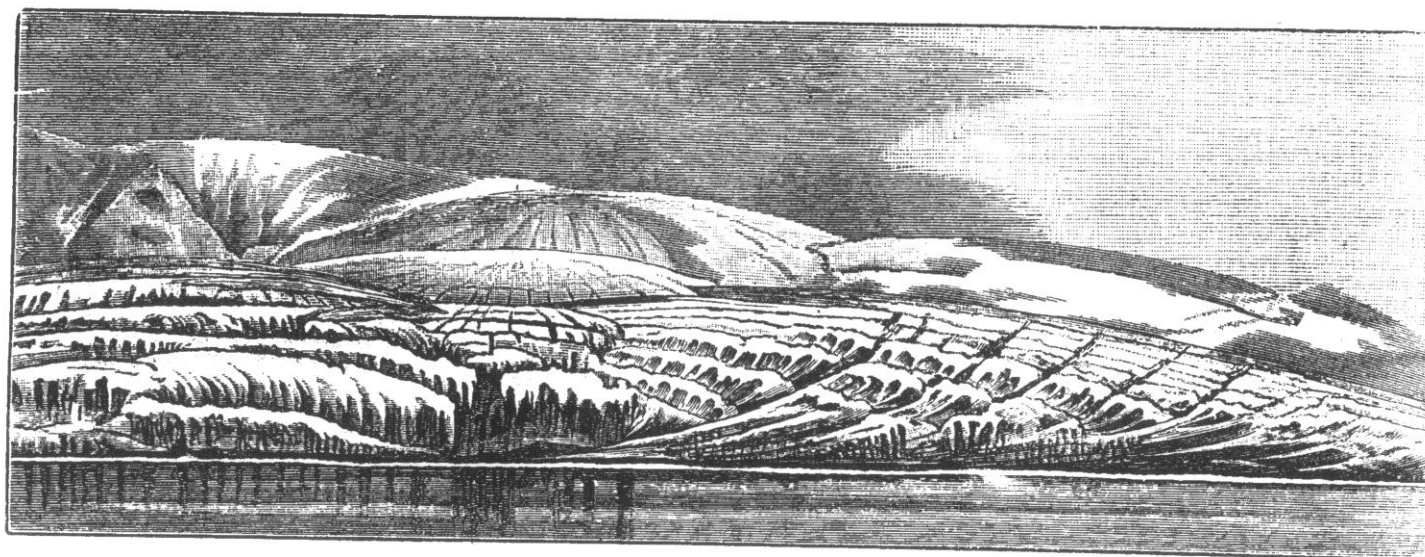


Figure 12d. View of the coast from the anchorage, "Whiskey Harbor," 1874.

Looking south from the "anchorage" over Baudissin and Nares Glaciers; note the tall ice-cliffs overhanging the sea south of Corinthian Beach. It was reported to the *Challenger* that men from a beach gang had died while walking under the "ice-berg" between Corinthian Bay and Saddle Point.

From Tizard et al. (1885).

Figure 13. Oil Barrel Point, Heard Island, 1987.

In 1880, 29 men were marooned for 15 months on “the Point” when the bark *Trinity*, New London, went ashore— a total loss.

During the first season, the castaways “worked the beaches,” “tried out” blubber, “put up” the oil and “buried” the casks near “The Landing.”

Remnants of the casks with oil were still present in 1987 at Oil Barrel Point. The beach is rapidly eroding, but the oil-soaked sand has remained around the casks a little longer than the surrounding beach.

This view west from Oil Barrel Point overlooks “The Landing” on Try Pot Beach, with “Fairchilds Beach” and “The Anchorage” in the background. To appreciate the great changes in the coastline, compare this view in 1987 with Figure 16, drawn in 1958.

Photo courtesy of Robert Jones.



Figure 14. The Point" and "The Landing" from Spit Bay, 1860.

Note the "pods" of elephants on the long low sand spit [Elephant Spit]; men "killing," "skinning," and "backing blubber" to the open-sided try-works surrounded by casks behind "The Landing" [Try Pot Beach]; a shanty on Dovers Moraine; Stephenson Glacier to the water's edge to the right; and the large glacier on the coast south of Dovers Moraine.

The view across the Spit has been foreshortened; South Spit Beach was one and a half miles south of the try-works on North Beach. The relative positions of glaciers, moraine and huts appear accurate. The shoreline is continued to the north-west in Figure 15.

Drawing by H.W. Elliott, 1883, from information supplied by Captain H.C. Chester, schooner *Cornelia*, Mystic, at Heard Island in 1860. From Clark (1887). Copy supplied by Library, University of Tasmania.

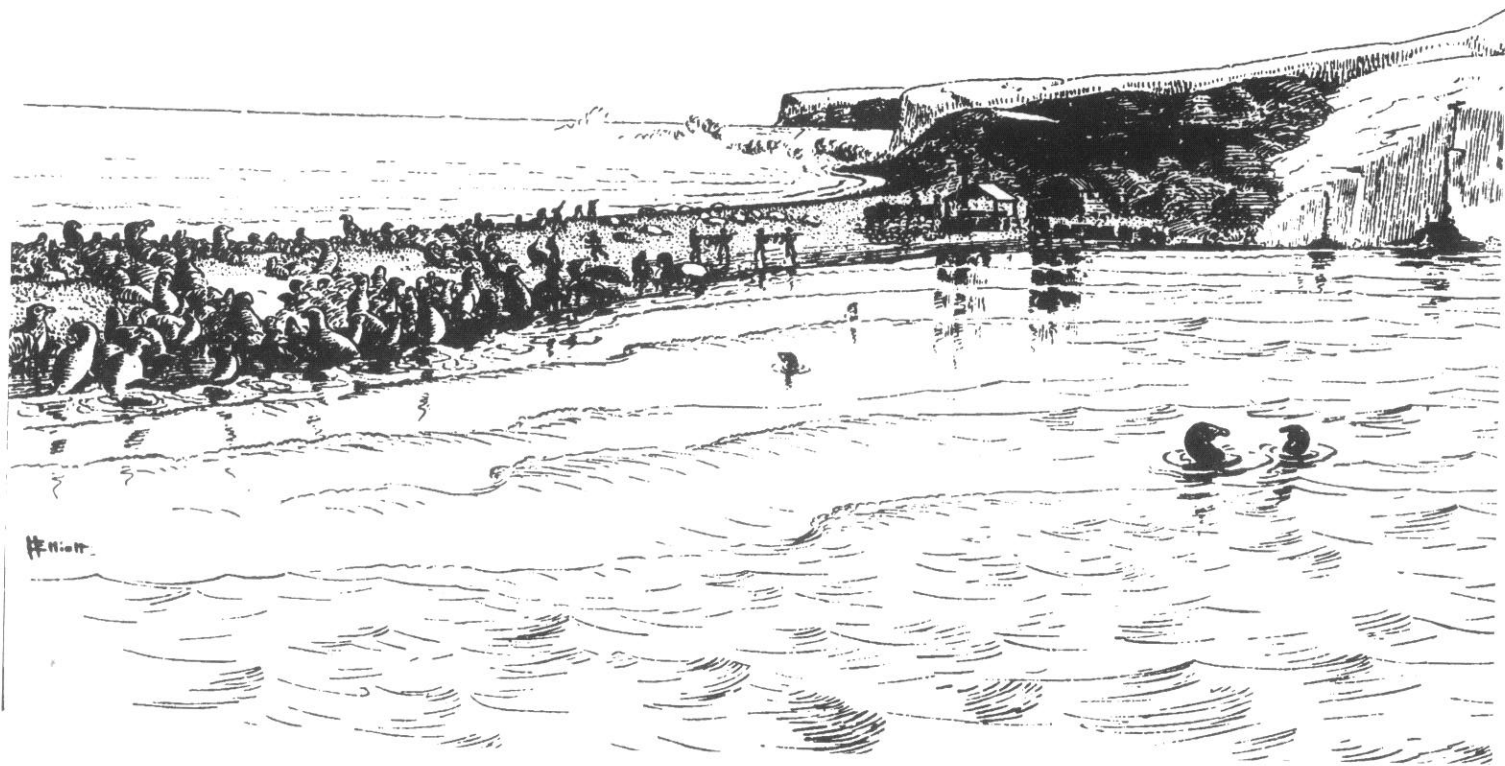


Figure 15. Schooners moored in "The Bight", Heard Island, 1860.

Schooners working "The Point" moored at night and during "rugged" weather, in "The Bight," off "Fairchilds Beach" [Skua Beach]. "The Bight" was separated from "The Landing" by an "ice-berg" [Stephenson Glacier], which was frequently crossed on foot.

In calm weather, the schooner left her moorings and anchored just outside the surf opposite "The Landing," (to the right of the try-works). Men and gear were put ashore in whaleboats through the surf, and "rafts" of cask, containing oil or blubber, were hauled on lines to the schooners. (The shoreline is continued to the east in Figure 14.)

Drawing by H.W. Elliott from information supplied by Captain H.C. Chester, schooner *Cornelia*, Mystic, at Heard Island in 1860—Clark (1887). Copy supplied by Library, University of Tasmania.

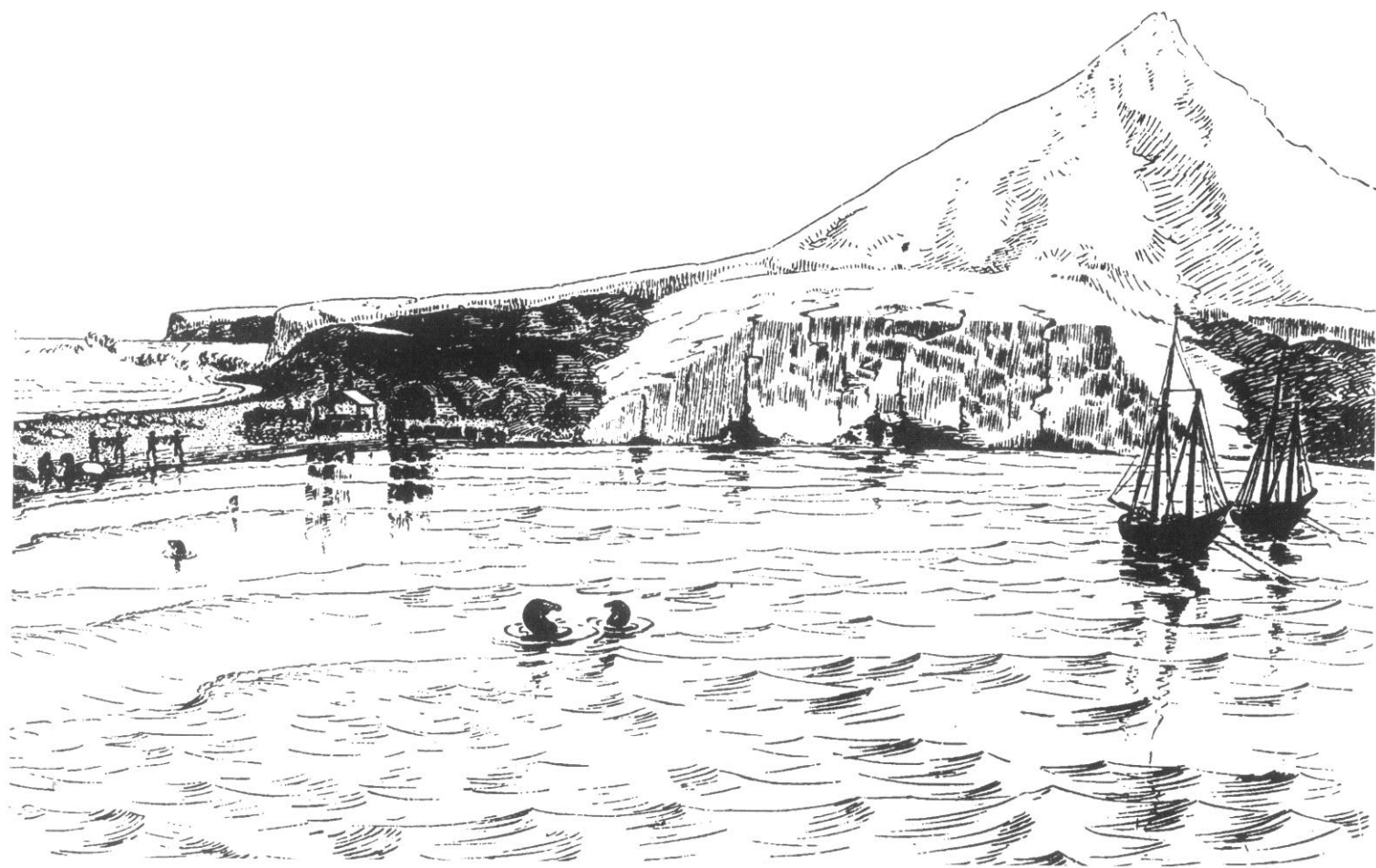


Figure 16. “The Landing” at “The Point,” 1857–59.

Elephanting operations at Heard Island were dominated by the hazardous business of landing men and gear, launching boats, and taking off oil and blubber at the elephant beaches.

The focal point at “The Point” was “The Landing,” in the middle of Try Pot Beach. Schooners anchored just outside the surf. Whaleboats towed “raft-lines” of casks through the heavy surf, or casks filled with blubber and oil were “hailed off” —floated through the “rollers” on whale-lines run from schooner to shore.

This drawing is a fair representation of the stormy conditions and feeling of life on the beach. Men, seals and huts are dwarfed by the power of the surf and the immensity of their surroundings. In the background, whalerships are riding out the “woolleys” and storms, moored in “The Bight” off “Fairchild’s Beach” [Skua Beach]. Note the size of the ice-cliffs [Stephenson Glacier] between Try Pot Beach and Skua Beach.

Pencil sketch by W.T. Peters, “View at Hurd’s Island with schooner *Eliza Jane* dragging her anchors.” Copy courtesy New London County Historical Society.

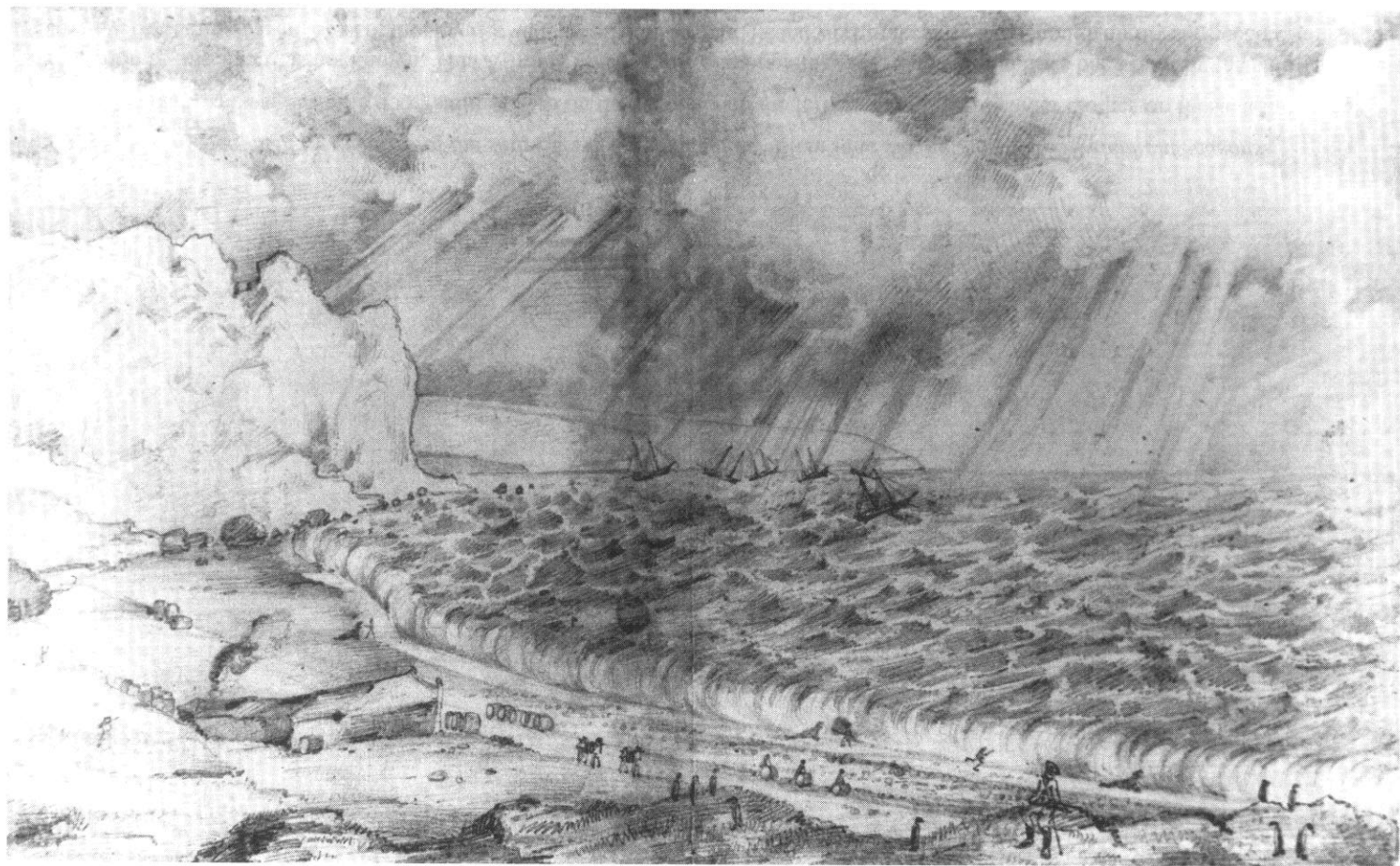


Figure 17. Shanty occupied by the crew of the ship Catawba and its tender Eliza Jane during the 1857–59 elephant seasons.

Note the elephant lance against the door, sailor's garb on the two men on the left, and cold/wet-weather clothes on those at the door.

The location of this shanty is not known. This A-frame type is more elaborate than most, and would have been built by the ship's carpenter and removed after the season. Most of the shanties which were left at Heard Island were makeshift, even though highly serviceable, constructed from drift-wood, ship's spars, sails, tussock, stone and sea elephant skins.

Drawing by W.T. Peters, courtesy New London County Historical Society.



Figure 18. "Leaning blubber."

Corinthian Log: 6 November 1856. "... hands employed leaning and mincing blubber ... 3 Dec. ... hands employed hoisting in and leaning blubber."

Scammon:311. "Leaning blubber—To cut the flesh or lean meat, etc. from it."

Drawing by W.T. Peters, courtesy New London County Historical Society.



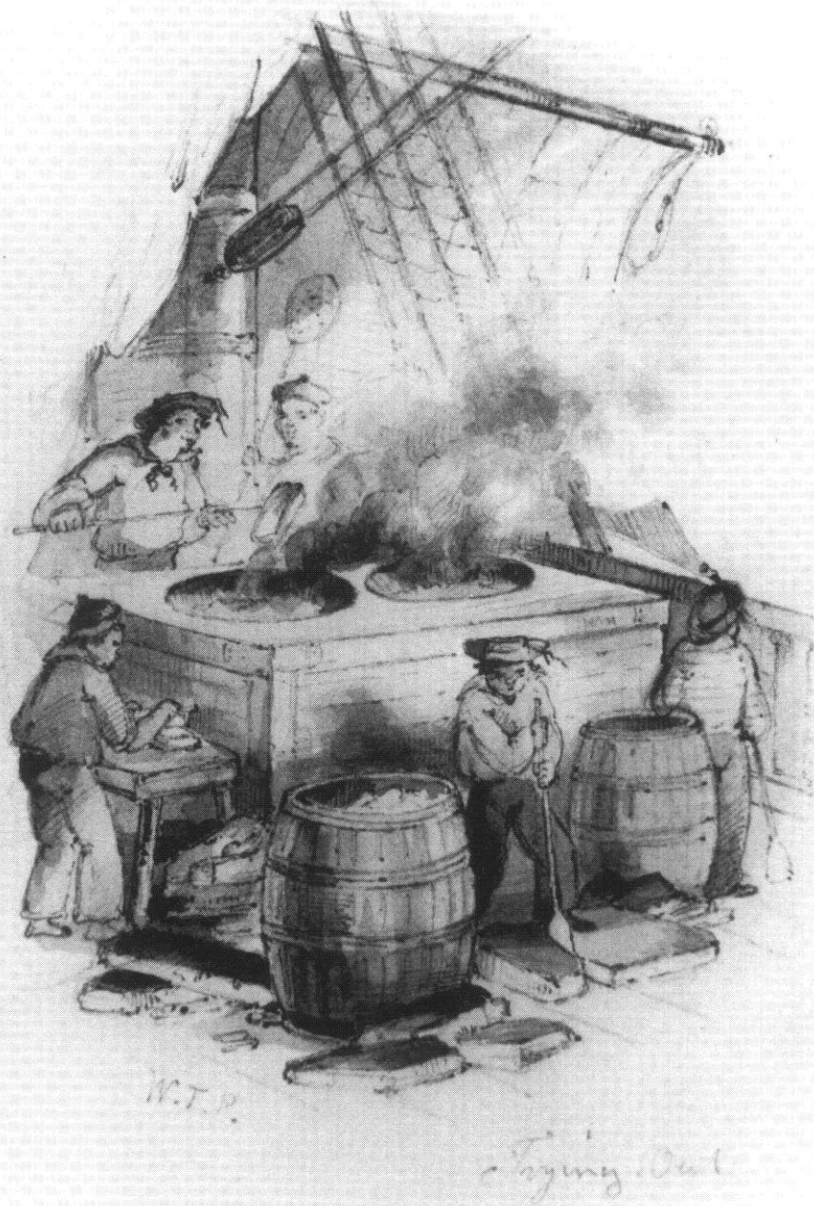


Figure 19. "Trying out."

J.E. Comstock Log; 6 March 1858. "... all hands on board the *Zoe* mooring ship and getting ready to go to trying out our blubber."

Scammon:312. "Trying out—To extract the oil from the blubber by boiling."

Drawing by W.T. Peters, courtesy New London County Historical Society.