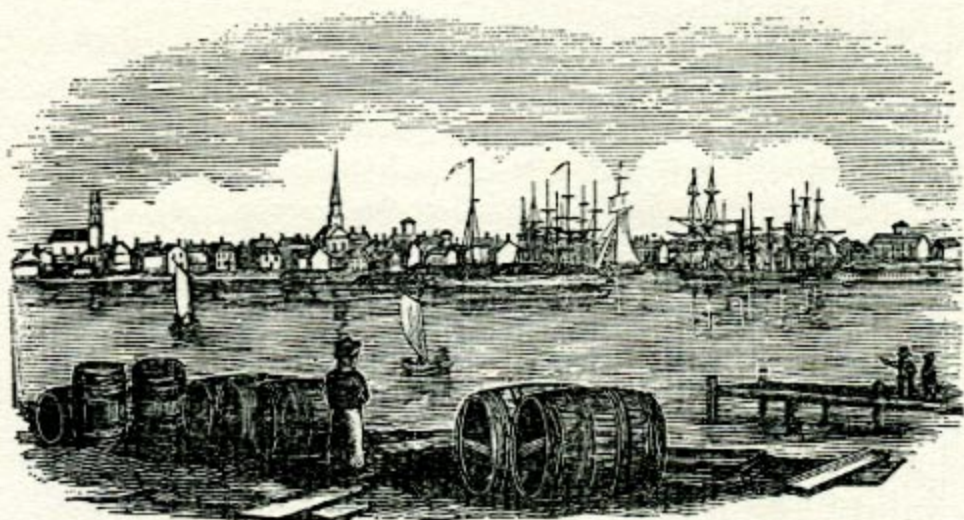


Photographs of
WHALING VESSELS



A Pictorial Supplement of The American Neptune
issued separately as

OLD DARTMOUTH HISTORICAL SKETCH

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This Pictorial Supplement was prepared by Erik A. R. Ronnberg, Jr., Associate Curator of Maritime History at the Whaling Museum. For permission to issue it as a separate publication, the Old Dartmouth Historical Society acknowledges the courtesy of the Editor of *The American Neptune* and its publisher, the Peabody Museum of Salem.

THE AMERICAN NEPTUNE

Pictorial Supplement

Photographs of Whaling Vessels. Part I

Brigs and Schooners

WHILE American whaleships are hardly strangers to anyone, the obscure and unknown details of these craft probably far outweigh those that are definitely known. The smaller vessels of the Atlantic whale fishery, most of them brigs and schooners, have been almost totally disregarded while the larger ships and barks are continually represented by a handful of highly publicized and not always typical examples. In similar fashion, the activities of these craft have been examined primarily in their more glamorous aspects, at the expense of a unified concept of the whaling industry as a whole. To rectify this problem pictorially is impossible, but it is hoped that from among the accompanying photographs whaling enthusiasts will find a few they have never before seen in print. THE AMERICAN NEPTUNE acknowledges its gratitude to The Whaling Museum, New Bedford, Massachusetts, from which the following photographs, unless credited otherwise, have been drawn.



Schooner *William Wilson*, 91.3 tons. Built at Plymouth, Mass., 1856; converted to whaling and registered at Marion, Mass., 1866; under New Bedford management, 1882; condemned and broken up, 1889

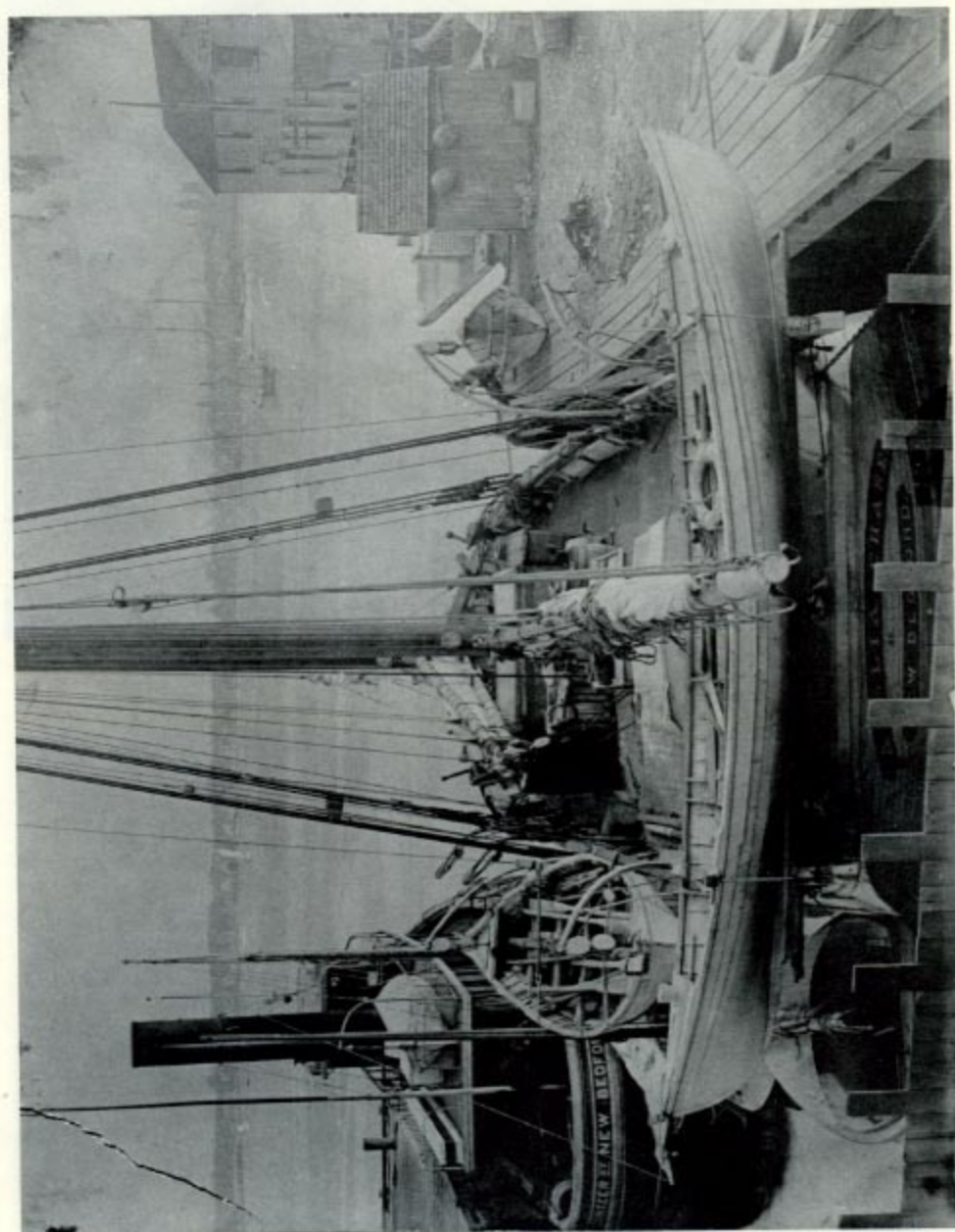
Courtesy of the Peabody Museum of Salem



Schooner *Pedro Varela*, 89.68 tons. Built at Somerset, Mass., 1853; formerly U.S. Revenue Cutter *Campbell*. Reregistered at New Bedford, 1876, then a whaler; lost at sea, 1919



Schooner *E. B. Conwell*, 91.38 tons. Built at Essex, Mass., 1859; reregistered at New Bedford, 1878, under the name of *Eleanor B. Conwell*. No whaling cruises reported after 1907



Schooner *Adelia Chase*, 84.65 tons. Built at Bath, Maine, 1875; registered at New Bedford, 1879, then a whaler. Sold and withdrawn in 1906; subsequently abandoned at Brava, Cape Verde Islands



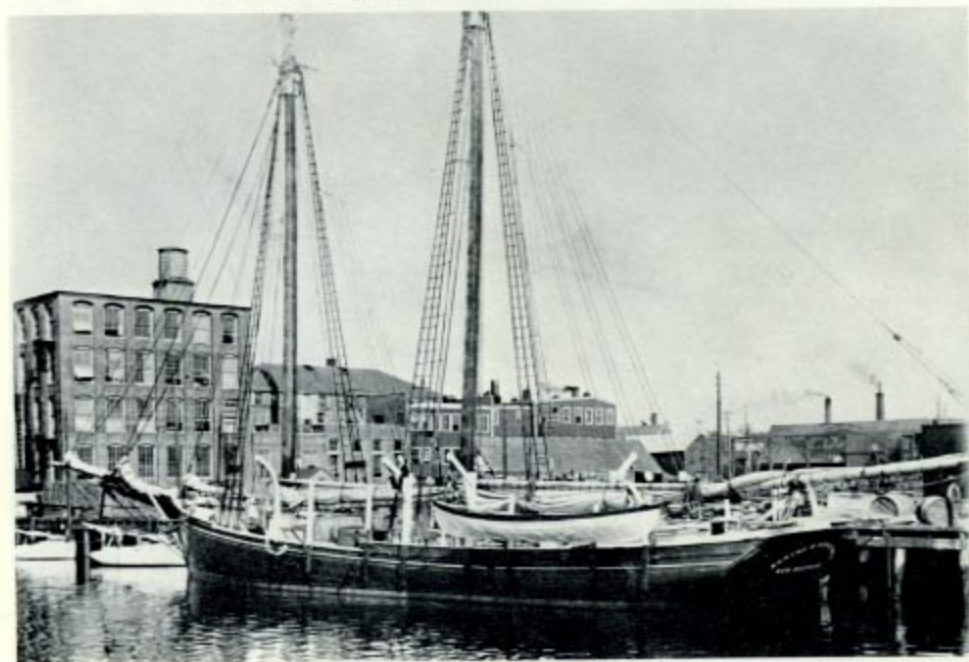
Schooner *Rosario*, 149 tons. Built at San Francisco, 1878; first recorded whaling cruise, 1888; lost in the ice off Point Barrow, 1898



Schooner *Era*, 127.53 tons. Built at Boston, 1847; reregistered at New London, Conn., 1877, then making whaling cruises into Hudson Bay; reregistered at New Bedford, 1895; lost at Miquelon, July 1906



Schooner *Cameo*, 200 tons. Recorded in New Bedford registers as built at Bath, Maine, 1878, and enrolled at New York, 1904; reregistered at New Bedford, 1904; first whaling cruise, 1908; returned from last whaling cruise, 1921



Schooner *Bertha D. Nickerson*, 89 tons. Built at Boothbay, Maine, 1883; reregistered at New Bedford, 1906, as a whaler; arrived from last whaling cruise, 1915, probably becoming a Brava packet; sold foreign, 1921



Brig *Abbott Lawrence*, 159.81 tons. Built at Duxbury, Mass., 1849; reregistered at Fairhaven, Mass., 1867, as a whaler; reregistered at New Bedford, 1875; condemned and sold foreign, 1881. The term 'brig' was used loosely by whalers; most 'brigs' were probably hermaphrodites, particularly after 1840



Brig Isabella, 1878

Brig *Isabella*, 132.14 tons. Built at Derby, Conn., 1845; reregistered at New London, Conn., 1863, as a whaler; reregistered at New Bedford, 1878; lost in Hudson Strait, 1884; crew rescued by schooner *Era* (see Plate IV)



Brig *Frances A. Barstow*, 127.57 tons. Built at New Bedford, 1877; based at San Francisco following her cruise of 1889-1890; returned to New Bedford, 1897; sold at Bermuda, 1900



Brig *Sullivan*, 344 tons. Built at Gouldsboro, Maine, 1866; reregistered at Norwich, Conn., 1905; lost at Fayal after dragging her anchor, 1913



Brig *Viola*, 190 tons. Built at Essex, Mass., 1910. Originally hailing from Portland, Maine, she made five whaling cruises out of New Bedford; lost at sea on the fifth cruise, 1917

Photographs of Whaling Vessels. Part II

Ships and Barks



Ship *Benjamin Tucker*, 348 68/95 tons. Built at Mattapoisett, Mass., and registered at New Bedford, 1839. Burned by C.S.S. *Alabama*, 1862. This daguerreotype shows her at Honolulu, 3 November 1856, following a severe storm



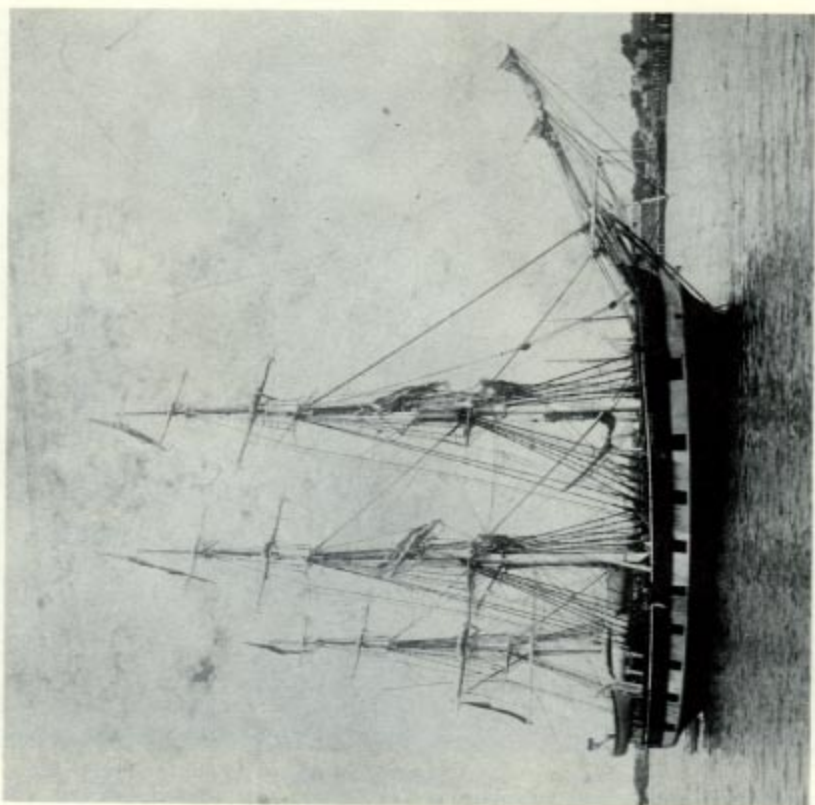
Ship *Coral*, 370 15/95 tons (361.55 tons, new register). Built at Newbury, Mass., 1819; reregistered at New Bedford, 1832; condemned and refitted at San Francisco, 1878; withdrawn from service, 1889. This photograph was probably made in 1856



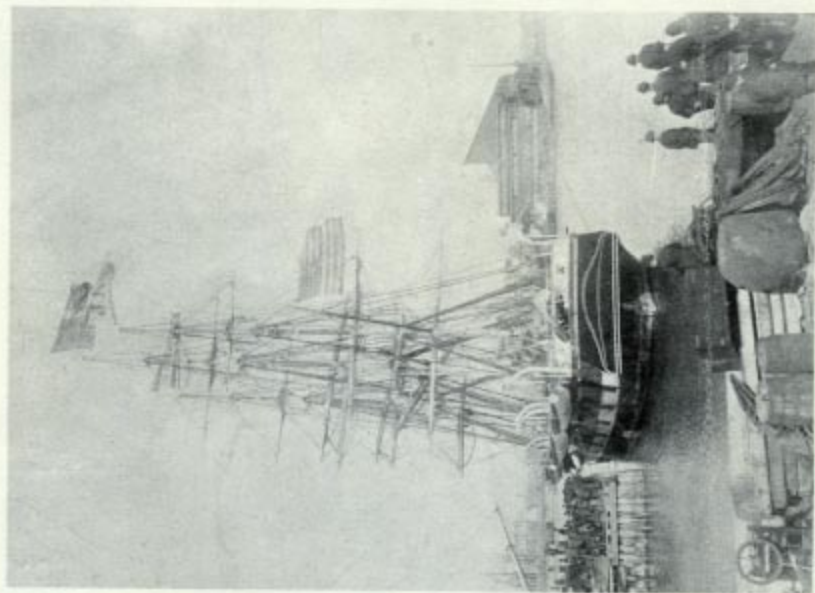
Ship *California*, 398 $\frac{5}{95}$ tons (366.58 tons, new register). Built and registered at New Bedford, 1842; cut down to bark rig and stationed at San Francisco before her cruise of 1891-1892; completed final cruise, 1906; broken up at San Francisco



Ship *Niger*, 436 $\frac{46}{95}$ tons (411.69 tons, new register). Built at Mattapoisett and registered at New Bedford, 1844; last whaling cruise ended, 1890; abandoned as unseaworthy, 1897. This photograph is believed to have been taken by William Bradford in 1886 when *Niger* was outward bound on her last voyage



Ship *James Arnold*, circa 1890, under Chilean registry



Ship *James Arnold*, 392 70/95 tons (345.84 tons, new register). Built at New Bedford, 1852; registered there, 1853; after 1895 under Chilean ownership; still whaling in 1925, then registered at Talcahuano



Bark, ex-ship, *Lagoda*, 340 62/95 tons (371.15 tons, new register). Built at Scituate, Mass., 1826; converted to a whaler and reregistered at New Bedford, 1841; converted to bark, 1860; based at San Francisco, 1888-1889; condemned at Yokohama and sold, 1890



Bark, ex-ship, *Hunter*, 452 75/95 tons (355.13 tons, new register). Built at Gardiner, Maine, and registered at New Bedford, 1851; converted to bark, 1868; reregistered at San Francisco, 1881; last recorded whaling cruise, 1893



Bark *Tropic Bird*, 220 $\frac{38}{95}$ tons (150.48 tons, new register). Built at Dartmouth, Mass., and registered at New Bedford, 1851; condemned and sold at Bermuda, 1885



Bark, ex-ship, *Lancer*, 396 $\frac{3}{95}$ tons (295.53 tons, new register). Built at Newburyport, Mass., and registered at New Bedford, 1852; converted to bark, 1868; stationed at San Francisco after 1887; condemned at Vladivostok, 1890



Bark *Mermaid*, 326 35/95 tons (273.32 tons, new register). Built and registered at Westport, Mass., 1855; reregistered at New Bedford, 1880; reregistered at San Francisco after 1891 cruise; lost at Dutch Harbor, 1899



Bark *Laconia*, 157.91 tons. Built at Medford, Mass., 1860; reregistered at New Bedford, 1866; condemned at Mahé, 1879



Bark *Concordia*, 368.58 tons. Built at Mattapoisett, Mass., and registered at New Bedford, 1867; wrecked in the Arctic, 1871
Courtesy of the Peabody Museum of Salem



Steam bark *Orca*, 628.04 tons. Built and registered at San Francisco, 1882; lost in the ice off the Seahorse Islands southwest of Point Barrow, 1897
Courtesy of the Peabody Museum of Salem



Steam bark *Balaena*, 523.63 tons. Built and registered at San Francisco, 1883; wintered at Herschel Island, 1892-1893; lost at St. Lawrence Island, 1901



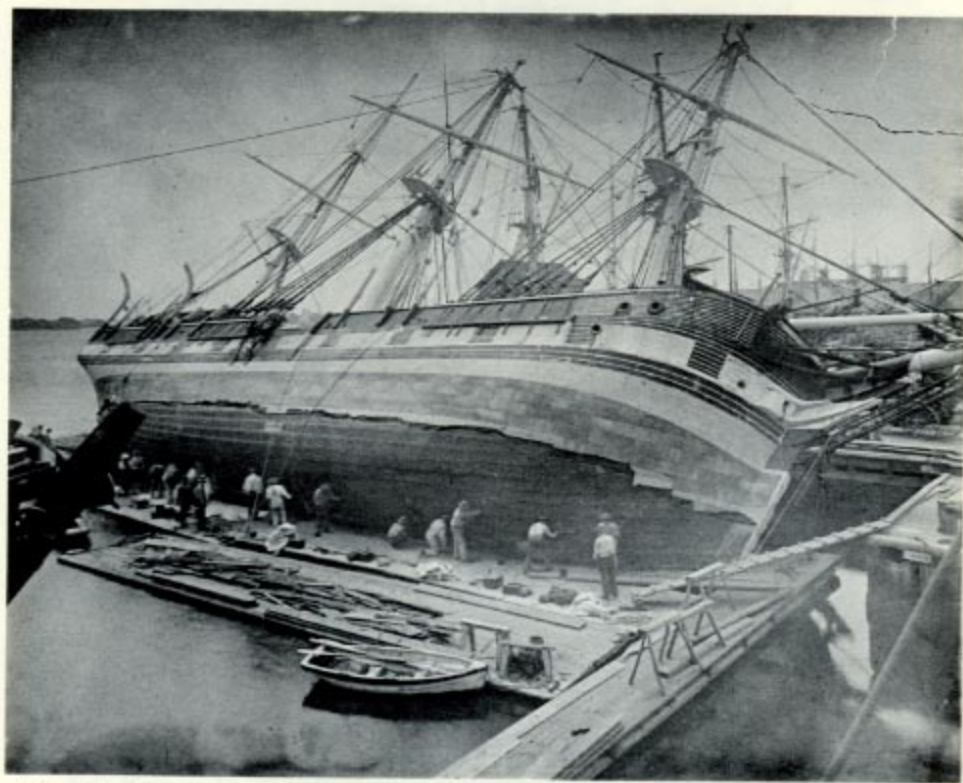
Steam bark *Navarch*, 254.21 tons. Built and registered at Bath, Maine, 1892; reregistered at New Bedford the same year; reregistered at San Francisco, 1893; lost in the ice off Point Barrow, 1897
Courtesy of the Bath Marine Museum, Bath, Maine

Photographs of Whaling Vessels. Part III

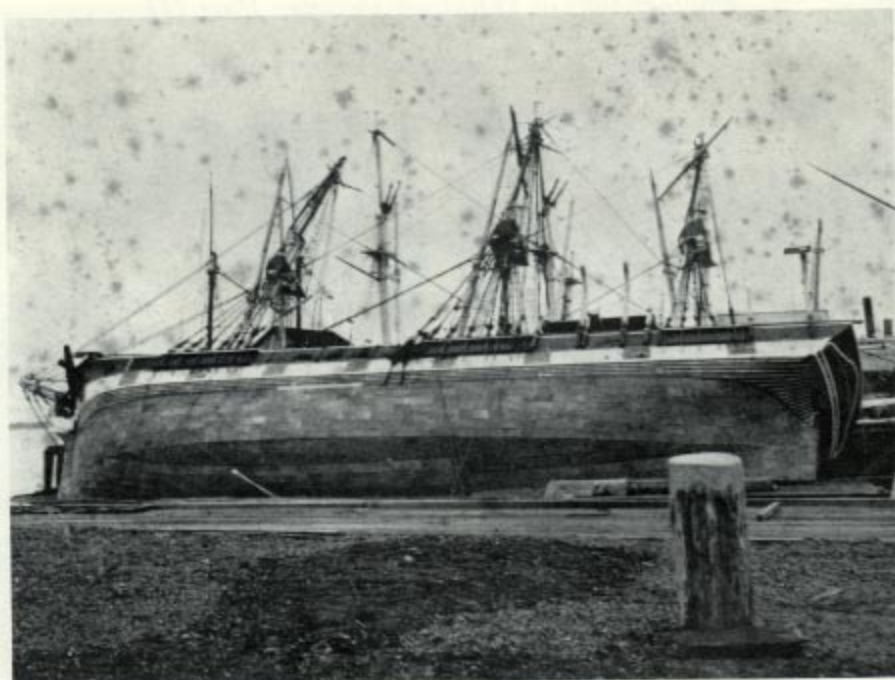
Vessels and Gear at Wharveside



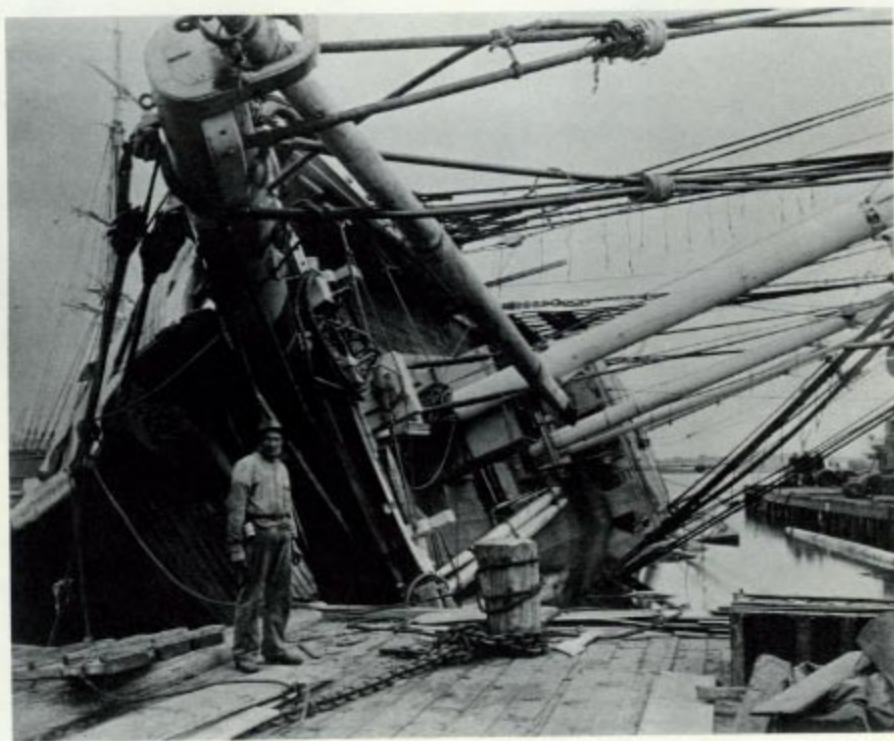
Unknown vessel hove down for recoppering, probably before 1860. The vessel's deck arrangement and fittings are characteristic of many early nineteenth-century whalers. Note the windlass abaft the foremast



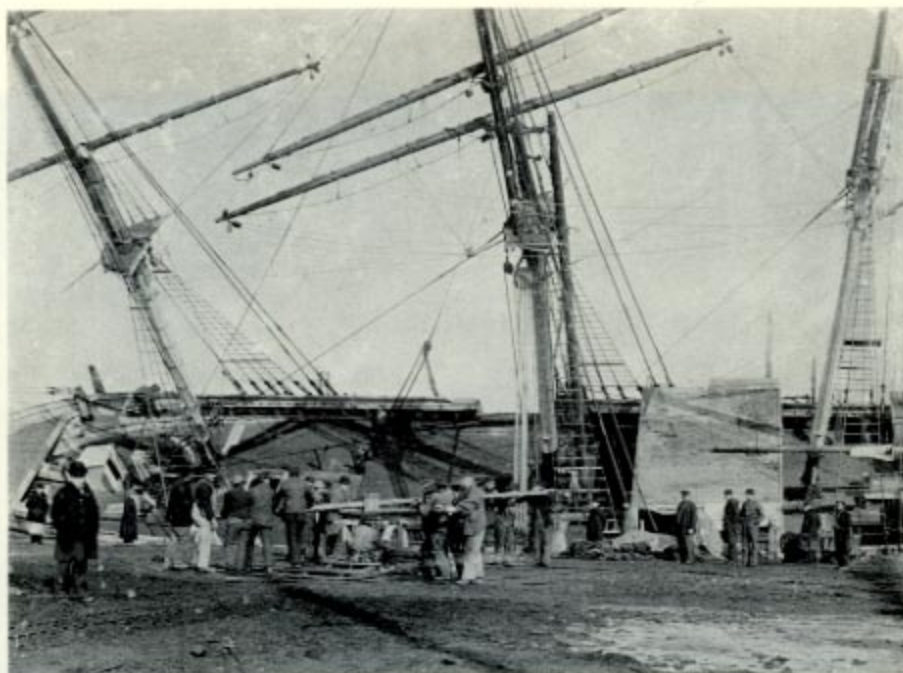
Ship *Niger* hove down, probably prior to her 1886 cruise. This picture has been previously misidentified as one of *James Arnold* and confused with a similar view of the latter published in Church's *Whale Ships and Whaling*.



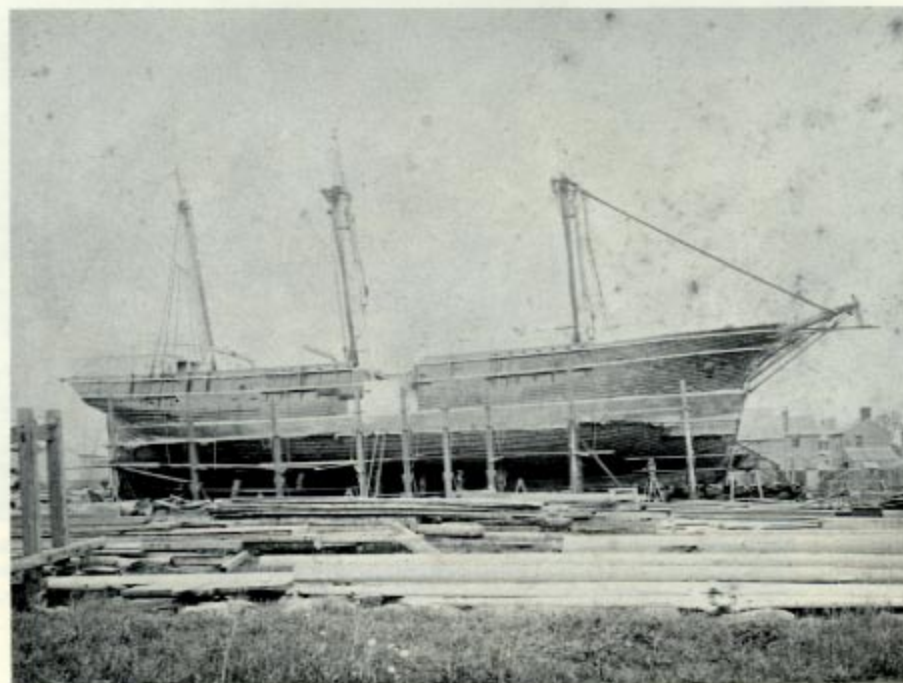
Ship *James Arnold* hove down for recoppering. Date unknown



Ship *James Arnold* hove down with the rigger standing in the foreground. Date unknown
Courtesy of the Peabody Museum of Salem



Heaving down the bark *Josephine*, 384.54 tons, built at Bath, Maine, 1877. Heaving-down windlass with windlass gang in the foreground. Date unknown



Bark *Mermaid* on the marine railway at Fairhaven, Mass., 4 June 1891. The photograph was taken while she was being prepared for her first North Pacific cruise.
Note the stem being blocked in with ice sheathing



Ships and wharves along Front Street, near Middle Street, New Bedford, Massachusetts, circa 1869. The schooner behind the chimney is possibly *Petrel*, 59.01 tons, built at Newbury, Mass., 1840. The whalers at the adjacent wharf are (left to right): bark, ex-ship, *Fanny*, 390.86 tons,



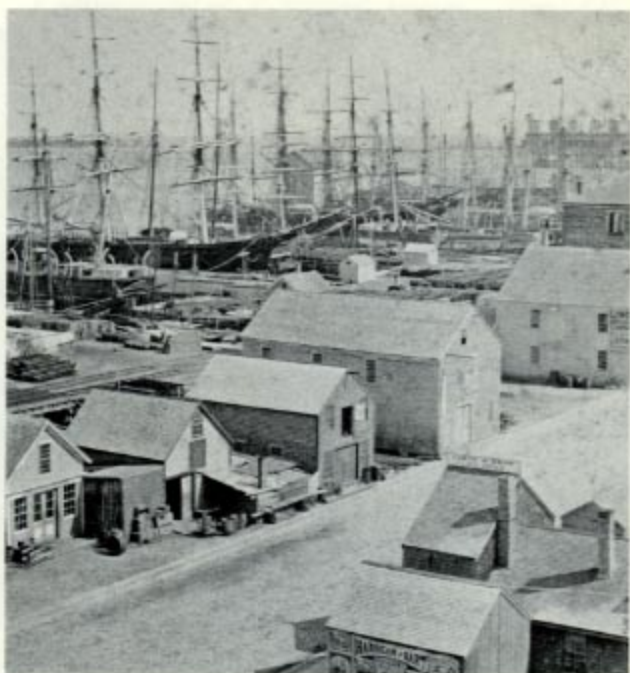
New York, 1822; unidentified bark; bark *Eugenia* (lower), 315.39 tons, Philadelphia, 1839; bark *Louisa* (middle), 303.65 tons, Baltimore, 1832; ship *Swallow* (upper), 326.91 tons, Fairhaven, 1856; ship *Herald* (wharf behind), 500.12 tons, Newbury, 1818; others unidentified



Bark *Bertha*, 177.37 tons, built at New Bedford, 1877, on the marine railway at Fairhaven. Date unknown



Bark *Kathleen*, 306 12/95 tons, built at Philadelphia, 1844. Shown at wharveside, fitting out



Front Street, near Middle Street, New Bedford. James M. Snow, a shipsmith, first occupied the lower right building in partnership with Nathaniel S. Purrington, circa 1850



The Leonard whaleboat shop, probably at Acushnet, Mass., circa 1890. Ebenezer Leonard, Jr. (center) and sons Charles F. (rear) and Eben F. (front)



Whaleboat on wagon. Date unknown and builder unidentified



Turning a windlass barrel at New Bedford. Date unknown

PICTORIAL SUPPLEMENT
Photographs of Whaling Vessels. Part IV
Vessels at Sea



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Photographs of Whaling Vessels. Part IV

Vessels at Sea



Bark Wanderer, 303.28 tons, built at Mattapoisett, Mass., 1878. Sailing day, circa 1920



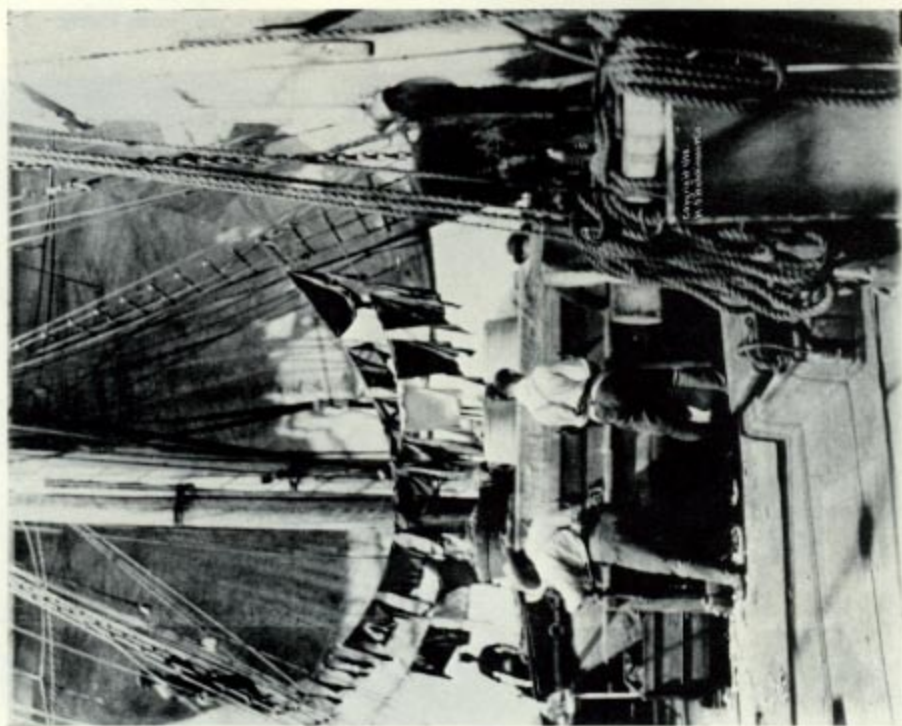
Ship *James Arnold*. Sailing day, circa 1890



Bark, ex-ship, *Charles W. Morgan*. Crew picking oakum abaft the tryworks



Ship *California*, circa 1903. Whaleboat drill in the tropics



Ship *California*, circa 1903. 'Wash day'. Cooper or carpenter and assistants working at the bench



Ship *California*, circa 1903. Whaleboat with bowhead whale in the North Pacific



Ship *California*, circa 1903. Upset whaleboat in the North Pacific



Ship *California*, circa 1903. Unhinging a sperm whale's jaw



Diesel auxiliary schooner *Polar Bear*, 81 tons, built at Seattle, 1911. Cutting in a bowhead whale during her whaling cruise, 1913-1914



Unknown vessel, circa 1890, cutting in a bowhead whale. (Above), bringing the upper jaw aboard. (Below), cleaning the baleen plates (whalebone)



Ship *California*, circa 1903, in the North Pacific, trying out



Unidentified schooner, date unknown, cutting in a finback whale.
The left view shows cutting staging in its pre-1860 form



Whaling vessels at anchor at Horta, Fayal, circa 1910-1911. Identified schooners from left to right: *Pedro Varela* (white hull), *Camco*, *Bertha D. Nickerson*. Identified barks from left to right: *Piatina* (background), *Morning Star*, *Bertha*, *Brig Viola* at right. The remaining schooners at left rear are unidentified.