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A SURVEY OF THE SHIPS' LOGS AND JOURNALS AND
MARITIME MATERIAL IN THE STATE LIBRARY OF
TASMANIA

Together with observations on certain of the owners, ships, Masters of vessels and crews. Relating for the most part of the patterns of Sperm and Right whaling, as conducted from the ports of Hobart Town and coast of Van Diemen's Land.

1813-c. 1890

PART III

The material in the CROWTHER COLLECTION, State Library of Tasmania

MISCELLANEOUS VOYAGES - INTERCOLONIAL AND ON THE HIGH SEAS, ESPECIALLY FOR WHALES

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SECTION IV

INTRODUCTION

By 1840 the period of bay whaling was drawing to its close, so continuous had been the slaughter of the cows and calves of the black or southern right whales. The great success of the small local brigs and schooners had resulted in the whales changing their habits, or being so depleted in numbers as to render the annual take of oil completely unprofitable. The loss of this valuable industry caused great distress in Van Diemen's Land with lowered trade, high prices and scarcity of money. There remained, of course, the routine trade with the United Kingdom and nearby colonies. In addition our shipyards were building splendid vessels and gradually affairs adjusted themselves.

The local schooners and brigs took timber and supplies to the new settlements at Port Phillip, Port Lincoln, Albany and Fremantle, as well as to New Zealand. Small barques traded to Mauritius for sugar, but generally the East India Company retained its monopoly of trading in the South Seas. This did not prevent a sandalwood trade to the N. Pacific Islands and thence to Hong Kong and the China coast. Others of our ships took supplies and potential gold diggers to the gold fields of California in 1849, Port Phillip in the early fifties, and Gabriel's Gully, Otago, New Zealand in 1861-2.

Want of fertilisers for depleted farm lands led to the concession by the Imperial Government of leases to W.L. Crowther on certain islands in the Pacific; and, from the Queensland Government, leases of two others in the Coral Sea. As guano in sufficient quantity was found only at Bird Island and Lady Elliott Island, the leases of the distant islands were allowed to lapse, and a good trade in guano, from Bird and Lady Elliott Islands to Launceston and Hobart, was maintained by Crowther's ships. On occasion, whales were caught on the outward and homeward passages.

The sperm whalers ranged through the "Middle" and "Western" grounds, and from the north west of Australia, north of the Equator to the Sea of Japen, and as far south as the Chathams and Auckland Island.

The largest of our ships undertook the United Kingdom voyages with wool etc. and returned with manufactured goods.

This brief outline covers many of the uses to which our ships were put and appropriate logs (*infra*) detail the fortunes of a number of the voyages.

INVENTORY OF LOGS AND COMMENTS THEREON

SEA GULL, Brigantine - Napper, Master; E. Luttrell, owner.
 Cleared Port Phillip Dec. 1849, towards San Francisco;
 reached Tahiti Feb. 2, 1850;
 sailed for San Francisco Feb. 9;
 anchored April 1, 1850.
 No more entries concerning the *Sea Gull*.
 (Did the crew desert and the vessel change hands?).

HELEN M. FIEDLER, Barque - Napper, Master; on a voyage towards Hobart Town.
 Aug. 11, 1850, cleared San Francisco;
 a quiet voyage without incident;
 arrived Hobart Town on Oct. 12, 1850.
 Last entry for this barque.

One page at end of log book of *Sea Gull* and *Helen M. Fiedler* concerns the barque *Sabrina* and a passage from Sydney to Hobart; commenced Dec. 12, 1850; still in the same handwriting as the two voyages just described. On the last page is written verse by verse the ballad "Ben Bolt", still sung in my boyhood at concerts. Is this ballad of American origin? It sounds very like folk song.

RENOWN, 1300 tons - Wildash, Captain.
 Records passage from London to Melbourne (begun Mar. 9, 1876) and return voyage to the United Kingdom, via New Zealand;
 a detailed record kept by Mr. Gervase Markham (q.v.) of events relating to the ship and the journey which terminated at Sandridge (now Port Melbourne);
 Markham gives names of friends met at Melbourne Club dinners etc. and on a visit to the western districts of Victoria.
 On the return voyage there is an interesting sketch of the Antipodes Islands.
 The voyage terminated at the London docks on Nov. 22, 1876.
 It is interesting for its social activities.
 The father of the writer Sir Edwin Markham, Lt. Gov. of Jersey, gave him letters of introduction that assured him of a warm welcome wherever the ship called on the voyage out and return.

ARABIAN, Barque, 378 tons - Jacobs, Captain.
 Whaling towards Timor and finding sperm whales;
 several deaths on the ship including the Captain's wife (were the deaths due to malaria or food poisoning, the ship then in the Timor Sea having watered at an island?).
 The Captain lost heart and returned to Sydney, arriving May 23, 1850.

LITHERLAND, Barque - Davis, Captain; Charles Seal, owner.
 Dec. 23, 1850 - Nov. 7, 1851; on a whaling voyage to the North Pacific and Bering Strait;
 a most interesting and successful voyage;
 sighted a sperm whale in the Sub-Arctic whaling grounds and as well several Hobart Town whaling ships;
 one of the crew rescued by a ship's boat at great risk in a stiff gale.

NIMROD, Brig. - Jacobs, Captain; Messrs. Nathan, Moses and Co., owners.
 The course was towards New Zealand, and along its coasts, particularly Banks Peninsula;
 returned to Hobart Town Sept. 9, 1853 after a cruise of 7 months;
 sperm oil 18 tons;
 an interesting voyage;
 no mention in report of Black oil although the area covered would have suggested black whales rather than the sperm variety, but against this by 1853 the migration of the black whale had dwindled almost to nothing.

MENKAR, U.S.A. 371 tons - Pease, Captain.

Aug. 18, 1851 to April 6, 1854; from New Bedford, Rhode Island; a successful voyage towards Bering Strait and North Pacific; 200 barrels of oil with 24,700 lbs of whalebone sent back to U.S.A. (Starbuck *History of the American Whale Fishery*, Pub. 1964).
Log ends Sept. 2, 1852.

Aug. 8, 1854 to June 29, 1855; T.R. Bloomfield, Captain; Voyage generally to the south west through Indian Ocean towards Tristan da Cunha; cruised New Zealand, anchored at Poverty Bay, where log ends Jan. 31, 1855.
The remainder of the book is given over to household recipes, etc.

Eventually some 2 years later the ship made Hobart Town, was considered unseaworthy and put up for sale. Purchased by a local shipwright at the Huon River, refitted, sold to W.L. Crowther, and renamed the *Juno*, she sailed for several years under his House Flag, whaling and carrying guano from the Coral Sea.

WATER WITCH, Barque - Harrison, Master.

Left Hobart Town May 14, 1874 on a whaling voyage; a routine cruise to the South Seas and the West Australian grounds, including Chatham Island and the western end of the "Bight"; very little of interest and a poor financial return for the voyage which ended in May 1875.

This ship was very successful in later years when owned by the McGregor brothers. It contributed largely to their success as merchants and in the whaling industry.

PICARD, Brigantine - William Hopkins, Master.

Log opens at Port Chalmers, New Zealand, April 30, 1867, discharging horses; thence to Hobart Town, Rockhampton (Queensland), and Bird Island for guano; Aug. 8, 1867 cleared Bird Island for Low Head, Tasmania; and on Oct. 3, sailed from Low Head for Rockhampton.
Off the coast of New South Wales the ship began leaking when it met heavy seas; Oct. 10 Captain and crew abandoned ship, took to the boats and landed on Montagu Island.
It was generally thought that the abandonment might have been avoided and the Master and Mate were charged with the loss of the ship.

TORRENS, Clipper - W.E. Angel, Captain.

A routine voyage of this clipper from London to Adelaide Oct. 26, 1879 to Jan. 8, 1880.
(It is noteworthy that from 1891-93 the author, Joseph Conrad, was Mate of this ship).

LLOYDS, ship, 4 guns - David Lewis, Master.

Log July 14 - Nov. 14, 1845.
Chartered to carry 170 female convicts from London to Van Diemen's Land; the discipline and control of these ladies by the Surgeon, Mr. C.R. Nutt, is of interest.
This log of the voyage was kept by the Chief Officer, J.P. Atkinson.

RUNNYMEDE, Barque - Thomas Davis, Captain.

Log of the first part of a routine whaling voyage from Tasmania towards King George Sound and Chatham Island, W.A., begun August 1876; although lowered a number of times for sperm whales the voyage was not a success; the log terminates at sea April 28, 1876, when they were trying out a whale; perhaps she had more success in the later stages of her voyage.

REBECCA, Barque - Adams, Captain.

Left Port Phillip Jan. 1863 for Dunedin, via Port Albert, with a cargo of cattle; very heavy weather was encountered and the ship began taking water;

struck Clarke Island, Bass Strait;
 an American barque the *Theoda* rescued the crew and passengers, obtained supplies from the lighthouse keeper, then sailed for Hobart Town;
 all the cattle were lost.

ALLADIN, Barque - Graham, Captain; C. Seal, owner.

Left on a whaling voyage towards the Middle Grounds Dec. 25, 1882;
 worked through Middle Grounds as far as Lord Howe Island;
 returned to Tasmania;
 in D'Entrecasteaux Channel on Apr. 16, 1883;
 obtained essential supplies;
 resumed voyage;
 by Nov. 1883 at King George Sound, W.A. and several whales were taken;
 returned to Port Davey Jan. 1884 and in D'Entrecasteaux Channel in Feb. when log ends;
 later worked up the Indian Ocean to Java Head.
 A dull monotonous voyage, though whales sighted on a number of occasions, and on Nov. 9, 1883, for example, three sperm whales were taken.

FLYING SQUIRREL - T. Davis, Master; W.L. Crowther, owner.

Feb. 11, 1861 - opens at sea off Rocky Point, V.D.L. with one whale taken;
 Port Davey, Recherche Bay (boat stove and whale lost);
 worked up D'Entrecasteaux Channel anchoring off Oyster Cove;
 at this date the timber mills and loading wharf in this vicinity were owned by W.L. Crowther;
 did he (W.L.C.) at this date have an interest in the Schooner which later he was to own and use on the Kerguelen and Bird Island ventures?

PACIFIC, ship, 350 tons - Sherburd, Captain.

Began whaling voyage March 4, 1853;
 Log opens under weigh from Sullivans Cove - Solander, Port William, Pleasant Island - Pigeon Bay, Banks Peninsula, Hawkes Bay;
 easterly course;
 May, King Island;
 June 30, Greenly Island (east end of Bight) off S.A. coast;
 same area Aug. and Sept.;
 plenty of whales;
 varied fortunes on lowering;
 early December working home;
Hobart Town Courier of Dec. 9, 1853, reports her return the previous day with sperm oil.

This log is the only record I have seen of one of our whalers working at this ground in the eastern areas of the Australian Bight; usually a passage was made to King George Sound and the home voyage towards the west coast of Tasmania and Port Davey.

TERROR, Brigantine - William Dunning, Master.

Opens at Sydney preparing for voyage to New Zealand.
 This log contains 3 voyages.
 Voyage 1 - July 18, 1844 - Sept. 24, 1844.
 Voyage 2 - Oct. 6, 1844 - Nov. 30, 1844.
 Voyage 3 - Dec. 15, 1844 - Feb. 26, 1845.
 Her cargoes included cattle, cut timber, kauri pine and manganese ore.
 The vessel was at this date trading out of Sydney to New Zealand.

WATER WITCH - John McArthur, Master.

Perhaps the best known of all our Tasmanian whalers, and the last, but one, to voyage from Hobart for sperm whales.
 The first call of the voyage begun on March 17, 1860 was to Philip Island to attend to a leak;

at the end of April rose sperm whales (in Middle Grounds);
 through May and June lowered several times;
 north to Solomon Islands, Loyalty Group, Eromanga;
 Oct. at Balls Pyramid (Middle Grounds) Jarvis Bay;
 in that vicinity took another sperm whale;
 on Oct. 28, lowered and got three sperm whales;
 Jan. 23, 1861, off Tasmanian coast, last entry in log;
 a good voyage in Middle Grounds and to the north.

ROTUMA, schooner - Rex and Herbert, owners.

Jan. 18, 1905 left Port Esperance, Tasmania, towed by S.S. *Ronnie*;
 Feb. 15, anchored at Omaru, New Zealand;
 discharged timber and took on ballast;
 March - Cook Strait to Cloudy Bay, then Kaipara - loading timber;
 April 1, cast off for Warrnambool, Victoria;
 anchored May 5;
 discharged cargo;
 took on ballast;
 May 16, cleared for Hobart.

HIGHLANDER, brig. - John Bull, Master; Charles Seal, owner.

On a whaling voyage;
 Nov. 6, 1857 master and crew on board;
 underweigh;
 Port Davey, Recherche Bay, West Coast of Tasmania;
 June 2, 1858 log ends;
 a very unsuccessful voyage of 7 months;
 the Captain's comment - "Given up the voyage which was dull and poor. A number of
 whales seen but only a few taken".

ESPERANZA, brig., 150 tons - W. Murray, Master.

Feb. 12, 1847 - fitting out for voyage, five days later underweigh from Hobart
 Town for Manilla, with potatoes and onions;
 March 9, hurricane;
 April 15, in Manilla Bay in company with the "Sisters" of Hobart Town;
 repairing and caulking;
 April 30, getting in the last of the cargo of sugar;
 May 2, underweigh;
 July 31 - Aug. 9, discharging cargo in Port Phillip into lighters;
 Aug. 15, loaded sheep for Hobart Town;
 Aug. 18, underweigh;
 log terminates off St. Patrick's Head.

ESPERANZA (contd.) - J. Mitchell, Captain.

Oct. 1, 1847, cleared Hobart Town for Mauritius;
 voyage without incident;
 Dec. 2, pilot taken on board off Mauritius (Port Louis);
 Dec. 23, put to sea with one passenger and cargo of sugar;
Hobart Town Courier records *Esperanza* arriving Jan. 29, 1848, with sugar.
 The last pages of log are on blue draft paper.

GREAT BRITAIN, auxiliary ship - Gibbs Bright & Co.

A passage from Melbourne to London;
 a short brief log;
 several pages pasted over with contemporary newspaper clippings;
 log opens on Sept. 18, 1862;
 kept only until Oct. 14, 1862;

The *Great Britain* in 1886 was partially disabled; put into Stanley, Falkland
 Islands, and subsequently hulked and ran aground. Recently it was decided to tow the

remains to Great Britain and restore the ship as a monument to British ship building. Within the last few months the Illustrated London News has pictured her safe arrival in the United Kingdom (Nov. 17, 1970).

ESTER, barque, 456 tons - J.S. Defriez, Master.

On a voyage from Adventure Bay to Adelaide with timber.

April 25, 1910; log opens;

contains very few entries for the voyage;

in a very heavy swell took on much water and the crew were at the pump;

April 29, ship taking water at rate of 12 inches per hour.

The Launceston Examiner between April 30, and July 8, 1910, refers on a number to the ship;
she was towed up to Launceston on April 29 by the tug *Wybia* and on May 28 placed into Dry Dock;
her cargo of timber was unloaded and the lower part of the vessel recaulked;
on June 9 she was floated out of the dock;
after repairs to her rigging etc. the cargo was reshipped and on July 4 she set off down the river;
went aground;
once again the tug *Wybia* came to her assistance;
towed her as far as George Town;
on July 7 she weighed for Adelaide to discharge her timber and take on a cargo of salt and wheat for Launceston.

WILLIAM MELVILLE, barque, 219 tons - Abbott, Captain.

A voyage to California and return (1850) with supplies and a party of passengers for the diggings, including Mr. Lipscombe, who compiled this journal;
an interesting voyage, uneventful until on the return at the Equator some of the passengers landed on an island and were captured by the natives;
the crew and others on board were without weapons and no rescue was able to be made;
they were never heard of again to the knowledge of the writer.

SECTION V

CAPTAIN ANDREW HAIG (1793-1871)

TRADING AND EXPLORING FROM INDIA TO THE WESTERN COAST OF
N. AMERICA AND VAN DIEMEN'S LAND. 1816-1870.

INTRODUCTION

For this outline of Capt. Andrew Haig in Hobart Town, the writer has drawn heavily on an account of his career in Tasmania by Miss Amy Rowntree (Saturday Evening Mercury Jan. 12, 1957 p.4). In the period 1835-1838 Haig had built the freestone-fronted house in Hampden Road, later called "Narryna" and now the Van Diemen's Land Memorial Folk Museum. In June 1824 Haig, then a merchant and ship owner at Calcutta, had, on a trading voyage by the brig. *Snipe* to the west coast of S. America, touched at Hobart Town. He stayed only a few days but was apparently attracted by the prospects of the little settlement, and purchased the allotment on which "Narryna" was later built. He also acquired part of Cottage Green (Knopwood's Estate). This area, plus the allotment, carried his land down to the new wharf frontage, where in the late 'thirties his warehouse was built. The fine two-storey, freestone-fronted building, now 103 Hampden Road, is still in good preservation.

In 1926 the writer attended a niece of Captain Haig, Mrs. Reid, then in very advanced years, and after her death was able to purchase a series of seven foolscap memoranda books (q.v.) in which Haig had recorded his voyages and business transactions during the period 1816-1843. These volumes describe his business as a merchant at

Calcutta, and while sailing his ships (? as part owner) on voyages throughout the East Indies, to the China coast and the west coasts of California, Mexico and Peru. Financially he was continually perplexed and in difficulties and missed many opportunities. There is a gap in these memoirs (1827-1833) during which he made a voyage to the United Kingdom, and, it would seem, induced his uncle, Mr. Jacob Mill, to come to his aid. He became Owner and Commander of the barque *Sir John Rae Reid*, in which with a cargo of goods, his wife and family, he set out late in 1834 to settle in Van Diemen's Land.

On arriving at Hobart Town (Sullivan's Cove) on Jan. 20 1835, 16 weeks from the Downs, Haig found that his warehouse was still incomplete. He was appointed a Surveyor for Lloyds of London and commenced to acquire small ships for trading, principally to Port Phillip, South Australia and Fremantle. Those areas were newly settled and in need of supplies for the transport of which small vessels of the schooner type were required. Meanwhile, the *Sir John Rae Reid* was sent with a consignment of goods to Calcutta.

Haig in his memoirs before his arrival gives a statement as to his assets. He finds himself as being worth some £10,000, against which he owed £5,461.4.5. Unfortunately, he seemed to have very little ready cash and with the little he had to invest he was not fortunate in his ventures. He writes constantly and bitterly of the business men with whom he was associated, especially the Scottish members of the community, whom he states were not only not helpful but actually antagonistic towards him. The journals show him constantly frustrated as to both London and local ventures which were unsuccessful. It is clear that he was no business man, had no one to turn to for advice, and seemed always to miss any opportunity that opened.

Year after year poor Mrs. Haig is noted as having yet another child until the total was seven - one boy and six girls. With Haig lacking hope and faith in himself the years passed until about 1840. All the Australian colonies were then in grave financial difficulty and Haig found himself destitute. He was determined to save his house and some articles for his wife and children, so could not declare himself insolvent. He tried various ways of satisfying his creditors, but never with success. Mrs. Haig developed a small girls school at a house in Sandy Bay Road, and Haig, reduced to two flat-bottomed barges, endeavoured to make a living taking ballast from his quarry to ships in need of it and also supplementing their water tanks.

After selling "Narryna" in 1842, he and the family lived in cottages in Kelly Street, and later in DeWitt Street. He was not a Presbyterian (possibly this annoyed the other Scots in the community) and he became a leading layman of St. George's Church. He was, with all his worries, very pessimistic in regard to his health, but was actually not to die until 1871 at the great age of 78 at a cottage in Cromwell Street.

The volumes under consideration are sad and depressing. One wishes he had written in more detail when on one of the East India Company ships, or on his own brig, the *Snipe* during those long voyages along the China coast, and the west coasts of California, Mexico and Peru. In the latter areas the struggle to become free from Spain meant open conflict, and at California gold was not yet discovered, but much might have been written of historical interest. The later volumes at Hobart Town are dreary and monotonous, but contain a great deal of interest in regard to trading and economic conditions, and are worthy of close study.

An attempt has been made (below) to indicate the scope and interest of the successive volumes of his memoranda.

Memoranda

Period 1816-20. Volume I

This volume of memoranda opens at Calcutta, where Captain Haig was established in the capacity of - Merchant Clerk - or Supercargo - executive officer, and/or eventually Captain and part owner of the ship on which he sailed. The vessels concerned in

this volume are in succession:-

1. *The Humayoon Shaw* - to East Indies - Whampoa.
2. *The Cordelia* - from Whampoa - Calcutta.
3. *Lady Nugent* (Hon. East India Company's ship) - from Calcutta - Bombay - Malacca - Macao - Whampoa - Macao - Malacca - Calcutta, after which he leaves the services of the Hon. East India Company.
4. *Indian Oak* - Calcutta to Valparaiso.
5. *Lord Lyndoch* - (again he changes his ship; ? reason) Valparaiso - Coquimbo - Bay of Guasco - Copiapo - Bay of Guasco - Malacca - Calcutta; took Pilot on ship at Sandy Heads, Calcutta March 10, 1820.

Haig appears in these years to have no fixed design and changes from ship to ship. There is, however, much to be learned in regard to trading in the East from his scattered narrative and his digressions on prices and trading.

Period 1820-1823. Volume II

This well kept narrative is concerned with a voyage by Captain Haig on the brig. *Snipe* of which he was appointed Master on April 28, 1820.

The narrative opens on that date and continues until July 19, 1820, in fitting out the ship, taking on stores and completing rigging. Then follows a long slow voyage across the North Pacific to the west coast of North America in the region of California. From Dec. 1820 - Mar. 1821 Haig stayed here, occasionally changing his anchorage, but principally remaining at a place he called "Snipe Bay".

Then on Aug. 26, 1821, he anchored at Guayaquil, Ecuador, and on May 25, 1822 was back at San Francisco. Aug. 1, 1822, he weighed anchor from San Diego for Lima, Peru. He reached Callao (port for Lima) in October and on Feb. 6, 1823, the journal ends with the note "up anchor and made sail for Guayaquil; having been on the coast 2 years and 2 months; and from the Calcutta Pilot 2 years 6 months and 9 days".

Haig's only purpose for these voyages seems to have been a trade in hides, tallow, soap, wheat, sugar and other sundries. In this he must have been somewhat hindered by the state of war on the west coast of North America, where the Spanish colonies were in the process of throwing off the authority of Spain. This voyage sets the pattern of his future life in maritime trade-cruising around hoping for something to turn up, but unable to recognise the opportunities that may be within his power to use.

Period 1825-1827. Volume III

Sept. 6, 1825 log opens with the *Snipe* at Singapore, 21 days from the Pilot at the Sands (Bengal). During the next two months the brig was around Whampoa, Macao and the Lin Tang Islands near Canton. During this period the log is prolix and full of digressions, but reveals little actually accomplished. At Macao Haig was in touch with the Mathieson Office and was undoubtedly involved in the opium trade. In the opening months of 1826 the narrative concerns itself largely with weighing the prospects and generally variations of that trade.

By April 23, 1826, Haig's journal is headed "Calcutta" though it does not state whether he booked a passage for the return voyage or sailed back on his own brig. For the rest of that year, owing to a general depression, Haig found himself unemployed. In consequence a large part of the remainder of this journal is given over to his reflections on the opium and other trades, plus the decline of his personal business. By the end of the year he was deeply depressed and unable to decide what to do.

On Dec. 18, 1826, Haig left Calcutta as a passenger on the *Dumwegan Castle* bound for England via Mauritius.

Period 1834-1837. Volumes IV and VB.

Volume IV commences as a journal of the voyage of the *Sir John Rae Reid*, Andrew Haig, Master, on passage from the United Kingdom to Hobart Town. The first 4-5 pages have been cut out and the stubs remain. Haig would appear to have gone to the United Kingdom after his Mauritius visit (Vol.III) and probably his uncle, Mr. Jacob Mill, provided the ship, the *Sir John Rae Reid*, and its cargo, so that Haig might commence anew in business at Hobart Town.

The log opens on Dec. 4, 1834, with the sighting of Tristan da Cunha - some 70 days from the dropping of the pilot at the "Downs". Haig estimates arrival at his destination in 120 days, but records that the main topmast is badly sprung and is thus obliged to carry less sail. As the end of the year approaches, he balances the items of his possessions and values his assets at £10,110. 6.6. against which he owes some £5,460. Of actual capital at his disposal there appears to be very little.

On Jan. 20, 1835 the ship arrived safely at Sullivan's Cove, V.D.L., 17 weeks from St. Catherine's Dock and 116 days from the Downs. Unfortunately, Haig found his warehouse unfinished.

The following pages of the journal are concerned with Haig's prospects and possible ways to earn a living. He appears to have drifted into the position of merchant and shipowner without sufficient capital to make his plans effective.

On April 11, 1835, Haig's wife bore him a daughter to be called Jane Mill, presumably after Haig's uncle and benefactor, Jacob Mill. June to July 1835 was a major whaling season and Haig alludes in notes for that year to the loss of James Kelly's brig, with her cargo of oil. Apparently he had missed a chance for a good deal with Kelly for this oil. Haig mentions also a missed deal with Watson (a prominent ship builder) for certain salvage from the wreck of the *George III*. During this period also he plays with the idea of sending his small ship the *Vansittart* to the Pacific Islands after pigs and such island produce as tortoise shell.

Financially, in 1835, Haig did not prosper. He finished the year in a state of deep depression, reflecting sadly on missed opportunities and poor prospects.

Period 1836-1838. Volume V

By May 1836 Haig had settled with his family in his store on the New Wharf as his freestone-fronted house in Hampden Road had yet to be built. Then, by September, a "persecution phobia" had gripped him in regard to his business associates. He indicates Mr. Bilton especially, but is equally bitter about the Scottish members of the community, whom he regards as antagonistic to both himself and his interests. In Oct. 1836, Haig records the departure of Governor Arthur on board the *Elphinstone*, "amidst the groans, hisses and cheers of the populace".

In January of the next year, Haig notes the arrival of Sir John Franklin and the attendant celebrations. Then in March he records the sale of the *Vansittart* to the Government for £900. In August, mention is made of his purchase of the *Adelaide* from Captain Swanston, Mr. Gellibrand and Mr. Batman. After purchase Haig had to postpone her first trip to Port Phillip because the fore-end was found to be defective. Also the bottom of the vessel had to be patched with 32 sheets of copper, a new topmast provided and caulking and other repairs carried out. After this the *Adelaide* joined another of Haig's vessels, *The Lady Franklin* in the Port Phillip trade.

During 1837 Haig also got away his ship the *Sir John Rae Reid* (his principal asset) on a venture to Albany, Calcutta and thence to England, where her owner, Jacob Mill, Haig's uncle, caused her to be sold at Liverpool. The venture made a loss and Haig estimates his personal loss because of the sale of the vessel at £500 per annum.

Period 1838-1840. Volumes IV, VA and VB.

In this period the sad story of Haig's endeavours to make a success as a merchant, agent and shipowner, is continued. He finds himself completely without friends, with no help from his fellow Scots in the community, his scanty capital tied up and a series of bad debts.

He seems to have a part interest in a number of ships, though any profits came from the trade of small vessels to Albany, W.A., Adelaide and Port Phillip. He did fit out a sperm whaling venture in the *Lord Sidmouth* after that ship had lain idle for several years. The venture seems to have been financed by his uncle, Jacob Mill, and London friends, but it was a failure. Haig complains of the poor quality of the Master and his crew and this very possibly was right. Everything in such ventures did depend on these factors, and especially on the mates and boatsteerers the Captain selected.

Further to this failure, Haig's transactions in small landed properties in Hobart Town did not succeed and his new freestone-fronted home in Hampden Road, completed in October 1840, added to his liabilities. His family, by 1840, of seven small children, 1 son and 6 daughters, were, of course, too young to be of any help. In fact they were a cause of much expense. Indeed it was only in the latter part of this period, when Haig approached Captain Swanston of the Derwent Bank for advice, that matters became a little easier for him.

Period 1841-1843. Volume VI.

The journal of this period concludes the memoranda books of Captain Haig. It is harrowing indeed to read. The Colony was, itself, desperately insecure politically and with its trade. Bay whaling was less and less profitable and indeed the constant killing off of the cow whales had almost stopped their annual migration. Sperm whaling was not really established in the community and the changeover from the assignment system to the Probation Stations had not helped production or trade. In this depression, which also affected the other Colonies, Haig found his own position impossible.

He was without help locally, nor did assistance come from India or England. His large family did not permit him to go to sea again himself as Master of a vessel, and he found himself almost destitute. Mr. Pitcairn, his lawyer, does not seem to have been of much assistance. Haig wished to meet his creditors, but also to keep intact his home and some land to provide for his wife and children and so could not declare himself insolvent.

His whaler the *Lord Sidmouth* was a constant liability, and his smaller ships carried very little. He found himself reduced to two flat bottomed barges with which he contracted to carry ballast for ships, and water to fill their water casks; also he had an occasional job of surveying a ship on behalf of Lloyds. Somehow he existed.

The journal comes to an end in 1843 with Haig still in difficulties. He was to live in spite of his complaints of poor health until he died in 1871. Little is known about the last 30 years of his career; only a rare mention in the daily press. The rest is silence.

SECTION VI

MR. CHARLES LUCAS - SHIPWRIGHT

LEDGERS AND DAY BOOKS

INTRODUCTION

For some fifty years prior to his death on Aug. 24, 1946, Mr. Charles Lucas (nick-

named Hardwood Joe) had a slipway and building sheds off Napoleon Street on the Battery Point foreshore.

As a youth, Mr. Lucas was apprenticed to Mr. Robert Inches, whose firm had been founded by the very successful shipwright, Thomas Inches. Later, Lucas set up a business of his own.

In his hey-day, Mr. Lucas was renowned for the excellent whale boats he constructed. They were open, clinker built and of a highly specialized type constructed to carry five oarsmen and a boatsteerer - the man who harpooned the whale. As whalers often had to lower their boats in very bad weather, these were excellent. They were buoyant and capable of staying afloat even when filled with sea water. They were also fast and for many years the principal events at regattas were the whale-boat races.

With the decline of whaling, Charlie Lucas concentrated on small craft. It was in the 1920's and 1930's as part owner of the yacht *Conella*, on which Mr. Lucas did the maintenance work, that the writer made contact with "Hardwood Joe" and had the opportunity of drawing on his wide knowledge of Tasmanian shipping. Then, when Mr. Lucas retired, the writer was able to purchase a number of ship-building day-books and ledgers covering the period 1855-1890. These may have been the property of Mr. Inches. The latest volume (1882-1890) dealing with repairs and refittings of vessels may well record Lucas' own work. Lucas also presented the author with a piece of the main mast of the *Offley* and certain whaling relics.

The day-books and ledgers are as follows:-

Period 1855-1862.

A narrow ledger bound in vellum 14" x 6" with account book red lines. 1st entry Dec. 4, 1855. Entries give particulars of materials used on each ship attended to, wages of shipwright and apprentice and hours or days worked. Certain of the ships only needed inspection and caulking. Other entries are for extensive refit and repairs.

Period 1862-1874.

Ledger opens on Aug. 8, 1862 with the yacht *Spray* owned by D. McPherson; entry also includes repairs to fences of Mr. McPherson's buildings - cost £23.15.6. Notes in the ledger are made either in the name of the owner or simply that of the vessel repaired, viz. Oct. 24, 1863 two pages are given to the craft *Native Youth* with a bill for £335.11.6. The last entry in this volume, Nov. 1874, concerns the barque *Waratah*.

Period 1869-1872.

Vellum bound narrow volume, 18" x 8", marked on cover "Day Book from July 1, 1869 to ...". Perhaps half the pages having been torn out, the journal starts on March 31, 1871. It concludes in Jan. 1872 with entries relating to the barque *Sapphire* (one of my grandfather's whalers). Evidently a somewhat extensive refit requiring additional pine from Belbin and Dowdell, merchants. Note - entries do not include prices of materials used.

Period 1872-1875.

A heavy three-quarter calf volume used to record materials used on a job, viz. nails, nuts, copper and tacks; also types of timber used and metal sheeting for hulls. Again prices of materials rarely given.

Period 1882-1890.

A large-size day book; opens Dec. 1882 refitting the barque *Guiding Star*; details the materials used in this process. Also records extensive repairs to S.S. *Huon*.

Until recent years (c.1915) the old steamer was still plying her carrying trade between Hobart and the channel ports. Some entries give prices of materials.

The above entries are of special interest in regard to prices, materials used, and type of work undertaken in one of the principal industries at Hobart, where small shipyards, notably that of McGregor Brothers, were in full use.

JOHN GRANT SMITH

An octavo volume, ruled paper, numbered by the writer, containing three separate journals of voyages by John Grant Smith - from the U.K. to Rio de Janeiro, from Tasmania to London, and London to Tasmania. The narratives are extremely personal and contain very little of nautical interest, except a few light pencil sketches of icebergs, landfalls and coasts seen on passage.

Voyage 1; Sept. 24, 1827 to Oct. 7, 1827.

TRUE BRITON, 208 tons - David Baldeston, Master from Greenock, N.B.

A routine passage; mostly light weather; towards the Equator and Cape Verde on the African coast with S.E. Trade winds towards their destination, Rio de Janeiro. The coast of Trinidad was sighted and sketched by the writer. The voyage terminates on Oct. 7, with the arrival of the brig at Rio. No clue is given to the work done and sought in Rio, nor to Smith's decision as to his future.

Voyage 2; Apr. 5, 1856 to July 19, 1856.

Entries are resumed on April 7, 1856 more than a quarter of a century later. They concern Smith's passage from Tasmania to London in 1856 on the barque *Pharamond*, Mr. Phillips, Master. Here again the entries are monotonous and little of any great moment or interest is recorded. It is largely a series of very tidy pages on which day by day the ship's position and run for the day are noted. From this we learn that on May 3 the first iceberg was seen; Cape Horn rounded on May 10, 33 days from Hobart; Town; the lat. of Buenos Aires reached on May 20; the Tropic of Capricorn on May 29 and London on July 19. The best days run was 250 miles. Sketches of ice, and St. "Martin Vas" Rocks appear on the appropriate days recordings.

Voyage 3; Nov. 29, 1856 to Mar. 8, 1857.

No further entries in this book until 29 Nov. 1856 when Smith joins the barque *Aurora Australis*, Innes McPherson, Master. The passage from Gravesend to Hobart Town was monotonous and dull and the entries of little interest. As in Voyage 2, a daily record of position of the ship and day's run was kept. Hobart was reached in 98 days on March 8. There are one or two sketches in the log, the most interesting being of the Tasmanian landfall at the Friars.

Of John Grant Smith we know little. His book plate (Heraldic) is pasted on the verso of the front cover. It is known that for a period he was storekeeper for the V.D. Land Company at Circular Head. He was married on Aug. 23, 1835, by special licence at St. Davids Church by the Rev. W. Bedford, to Charlotte, daughter of Hugh MacDonald Esq., Boisdale, S. Uist. They must have settled at Circular Head, he as storekeeper to the Company. Charlotte Smith earned special thanks and a warm tribute from Ronald Campbell Gunn for her aid to him in their shared Botanic Collection and he describes her as a very esteemable fellow resident. She herself also collected marine algae. There is some evidence that Smith was later associated with the aboriginal establishment at Flinders Island. I do not know of any family or descendents.

W. L. CROWTHER

EMU, Barque, 380 tons - Howard, Captain.

Narrative of a passage from V.D.L. to the U.K., Feb. 24, to June 23, 1839.

Journal kept by W.L. Crowther who made the passage as a Surgeon apprentice to the ship. He took with him his natural history collection of birds and marsupials, as well as some hundreds of their carefully prepared skins. He sold this collection to the Earl of Derby, thus providing funds for his two years at the combined hospitals (St. Thomas' and Guys) and afterwards at Paris.

The voyage has been described in several earlier articles - "A Naturalist's Voyage from Van Diemen's Land to England, Feb. 24 - June 22, 1839" (*Emu* *JL*, 37, pp. 19-27, July 1937) and subsequently in St. Thomas' Hospital Gazette, 36, 10, July 1938 and the Medical Journal of Australia, 1, pp. 446-452, 1960.

HIC CURSUS FUIT

