

[Manuscript received 29 June 1971]

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 to 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 II

**The material in THE CROWTHER COLLECTION, State Library of Tasmania
grouped into 3 sections of particular interest**

by

W. E. L. H. CROWTHER, F.R.A.C.P.

Hon. Adviser in Australian Bibliography, State Library of Tasmania

SECTION I

**BAY WHALING, ETC., OFF THE COASTS OF VAN DIEMEN'S LAND, PORT PHILIP AND
NEW ZEALAND**

Captain James Kelly

Something should be written of Captain James Kelly before passing to his manuscript in the Crowther Collection.

It was apparent almost at once in 1919, when attempting a paper on early whaling in Van Diemen's Land, that Captain James Kelly was a key figure in its history. An admirable synopsis of his life and work is available in the Dictionary of National Biography which shows the life of high adventure that was his. It is indeed fortunate that he seems to have made every effort to preserve any papers relating to his pursuits. Thus by good fortune I was able to find and acquire what are probably the most interesting of what remained.

My old friend J. W. Beattie, envied me two ship's carronades I had acquired at the Mount Direction House sale (Cleburn Estate) c.1925 and exchanged all his Kelly MSS with me for them. Years later he told me of some more in the possession of the (aged) widow of Kelly's youngest son who had married again and then lived in Brisbane Street. These included the two log books containing sealing and sea elephant voyages. Mr Williamson, who had a small museum at Kingston, owned other MSS, most of which went to the Mitchell Library, although I acquired a few items. Some of these papers make very sad reading, referring both to his times of great prosperity with his sons at school in England

and later to the decline in his fortunes when in the years preceding his death he had the humble position of wharfinger at Hobart Town.

In his most prosperous days he drove in his own carriage with its crest and motto on the panel of its door, viz., an arm grasping a whaling harpoon, over the motto 'Olio' (by oil). I possess the ebony and brass bracket clock by John Murray that was his as well as a long mahogany, mercury-column barometer. Unfortunately of the logs of his famous little 'offshore' whaling fleet the brigs *Amity*, *Mary* and *Elizabeth* and schooner *Prince of Denmark* only the latter is represented in my collection by one log book containing several voyages. The other logs of adventurous voyages to the coasts of New Zealand and Bay of Islands unfortunately were not among his papers.

We may commence the study of his fortunes with a sealing voyage in 1813 to Bass Strait, and a similar voyage later in the year to Macquarie Island. Both, I understand, unique for such logs, as no other as early are known to Australasian collections. Among others in this group are examples relating to sealing and sea elephant oil, to the Navigation Islands (Samoa) for pigs, bay whaling around the coast of New Holland, Van Diemen's Land and New Zealand and on an ordinary trading voyage to the United Kingdom, as will be found in the following list.

Captain James Kelly and His Ships

Catalogue No.	Name and Reg.	Master's Name	Departure	Remarks and Date of Return to Port of Departure
C6028	<i>Brothers</i> Schooner	J. Kelly	3.1.1813	No entries morning (page torn out). Left for Twofold Bay. Sealing at Flinders Is. and Bass Strait Is. and to Western Port.
	<i>Mary and Sally</i> Brig.	J. Kelly	Nov. 1813 to Jan. 1814	Voyage for seal to Macquarie Is. and return. These voyages were reviewed with some detail in the P. & P. of the Royal Society of Tas. (1932, pp. 39-46) with the voyage of the <i>Brothers</i> (1936, pp.79-84). Both logs are in hand-made paper of coarse stiff paper and bound locally [?by Bent] in kangaroo skin with blind tooling.
	<i>Amity, Mary, Elizabeth, Prince of Denmark</i>	MSS J. Kelly	1835	Account of settlement for whaling season (in Kelly's MS) 1835 at Portland and Recherche Bay. Proceeds of the season 271 tons 179 gals. of oil. 13 tons of cut whalebone. Details of pay, etc., of the crews and the amounts of deductions for slops, etc. A very important detailed key to the experiences of an offshore whaling season. Bound in small vellum-covered account book. (See <i>infra</i> .)
C2029	<i>Prince of Denmark</i>	Jno. Young, 14.12.1836 Master; J. Kelly, Owner		Whaling schooner (140 tons), built Kercud-bight(S) 1789. Long association with Capt. Stewart after whom Stewart Is. was named. Stewart sailed to N.S.W. from London on Oct. 1 1824 and was interested in sealing and obtaining flax from New Zealand about 1827. The schooner was sold and came to Van Diemen's Land, date of acquisition by James Kelly is not available. Registered HT Dec. 1827 owner J. Raine. Under weigh and course towards the Navigation Is. (now Samoan group). Difficult writing to decipher in parts. Jan. 26 1830(?) sighted Is. of 'Toolac' [?Tahiti]. The pattern of the voyages was at each native village as he moved from island to island to take on board a chief as hostage while his own ship's boats traded for various articles. The pigs were then salted and put down in the casks. The ship returned to Hobart Town 25.4.1836. Customs states her tonnage, men 13, cargo 60 casks of pork and 18 pigs. The daily log entries of pigs and pork treated would have indicated a weightier cargo of pork. [?what did the pigs eat on board and what about water for them and the seamen?]
C2029	<i>Prince of Denmark</i> Schooner, 140 tons	Jno. Young, 1837— Master; J. Kelly, Owner	1837— June 3 to Aug. 27	<i>Remarks of course of voyage 1</i> —The schooner cleared for Launceston on June 3 reached the Tamar and made a tedious voyage up to Launceston arriving on June 20. The Master 'wishing a pilot' after having 'took the mud' once or twice and kedged off again. Discharged cargo and took on freight for Hobart Town including 117 bullocks. July 3 took pilot and hauled over bar. July 8th Kelso Bay, 9th left George Town towards Hobart Town. 12th anchored Sullivan's Cove. 16th 6 p.m. William Fletcher, mate,

Catalogue No.	Name and Reg.	Master's Name	Departure	Remarks and Date of Return to Port of Departure
				<p>fell over starboard gangway and was drowned. 25th sailed for Research Bay and discharged casks on the <i>Amity</i>. Returned to Sullivans Cove 11 days later. 23rd anchored at Research Bay with stores. Log terminates on Aug. 22 at Port Davey. A number of pages torn out of the book.</p> <p><i>Voyage 2</i>—Hobart Town. Twofold Bay, Research Bay 26.5.1836-14.8.1836. Carrying supplies for bay whaling at Twofold Bay and Research, not of outstanding interest.</p> <p><i>Voyage 3</i>—Aug. 27 1836. Opens at Research Bay, later HT Nov. 19 1836. <i>A very interesting record of bay whaling, at this period, whales plentiful and a number taken.</i></p> <p><i>Voyage 4</i>—Jan. 14 1838- Oct. 28 1838. Refitting ship and careening, left in March getting supplies and rigging and spars. March 14 (sea log commences 16th) Cape Bridgewater came in anchored in <i>Portland Bay</i> and commenced to discharge cargo. Oil for UK March 27 voyage resumed 25th at Hobart Town. Aug. 23 came to off Southport, got one whale. 25th <i>Research Bay</i>. Whales plentiful and a number taken Oct. 28. Log terminates with a number of pages torn out and the ship still at Research Bay. <i>A valuable record of a bay whaling season when it was almost at its peak of prosperity.</i></p>
C2383	<i>Marianne</i> Brig., 160 tons	Capt. Lindsay	Mar. 23 1843 to Jan. 17 1846	<p>This voyage is included because although owned by Nathan Moses & Co. the actual log was among a mass of Kelly papers sold after his death at his home Dennes (then Kelly's) Point. Mr Beattie and Mr Williamson shared the spoil, and this log came to the latter and was sold to me about 1940 by his widow. Some other papers they then possessed they sold to the Mitchell Library. The log is without hard cover and so water-stained and very friable.</p> <p>This voyage was for offshore whaling in the South Island of New Zealand. One of the crew died at Southport where the ship's log opens. April 1 sighted the Solanders, worked up the east coast of the South Island to Port Nicholson (now Wellington) and a leak in the ship attended to and stopped. Whaled off Banks Peninsula, Akaroa, Piraki, Port Levy, etc., then to Jarvis Bay and the coast of N.S. Wales. Arrived Hobart Town (M 17.1.1846) 'from the South Seas'. This short voyage is of much interest as it was about the end of the bay whaling era, the Right whales no longer moved to the bays of New Zealand and Van Diemen's Land to calve</p>

Catalogue No.	Name and Reg.	Master's Name	Departure	Remarks and Date of Return to Port of Departure
				during the winter months (their numbers so depleted as to make them rarely to be reported). Capt. Lindsay at Akaroa and Piraki was off what previously was a <i>prolific ground for whales</i> . Whales taken in Aegean Bay, Long Beach, Pegasus Bay, Banks Peninsula, Port Levy.
C2378	<i>Cheviot</i> Barque, 255 tons	J. Young	1842— Feb. 5 from London at HT July 15 1842	Master J. Young. This barque was purchased from Sydney by Capt. James Kelly who quickly sold a half share to Mr Hewitt of Hewitt Gore & Co. (shipping merchants of Hobart Town). She was evidently put on at once with a cargo for London, probably whale oil, and this log is of her return voyage with two passengers and general cargo for Hobart Town. It is monotonous and without interest except some damage from heavy seas in high latitudes in the terminal phases of his voyage. Four months after her arrival at Hobart Town she was sold by James Kelly to Charles Seal, merchant and shipowner.

Papers or MSS Relating to Whaling

Account Book 1835:

MSS Account of settlement of whaling season 1835 at Portland and Recherche Bays on barque *Amity* and *Mary and Elizabeth* and schooner *Prince of Denmark*.

Procured 271 tons or 179 galls. oil and 13 tons 4 tins whalebone with list of the crews in MSS of James Kelly.

An invaluable account book with full details of each member of his crew, their lay, advances in cash or slops account at fishery.

Unsealed one on agreements in Kelly MSS and list of his assigned servants.

Bill Book Apr. 8 1839-May 1 1841:
List of bills of sale and dates.

Account Book Jan. 2 1829-July 1829:
Whaling gear, farm produce, etc., etc.

Account Book 1835:
See above.

Also a very considerable number of MSS relating to Kelly and adventures, mainly packed in two large volumes and one smaller with

important whaling agreements, relating especially to bay whaling in New Zealand in the 1830s, viz.

1. A large number of letters, papers, etc. and agreements relating to whaling and maritime matters, cargoes, supplies, etc.
2. A number of letters and MSS documents relating to his properties in Hobart Town and Bruny Island.

Add to these a very large number of used cheques for his Bank of Van Diemen's Land.

The brass and ebony bracket clock, the long mahogany barometer (E. Wrench, Greys Inn, London) were bought at Burns Mart when Mrs Kelly's effects were sold about 1936. Some four years later I purchased Kelly's mahogany book-case from Brownell's Antique Dept. This is now in the State Library of Tasmania containing some of my library.

W.L.C. 18.1.1971

SECTION II

CAPTAIN E. WOODIN AND HIS VOYAGES FOR SANDALWOOD, BECHE-DE-MER, ETC. ETC.

Captain E. Woodin's career as a ship's master out of Hobart Town spans the years from December 1839 to his death at sea in 1866 at the age of 65.

It was believed at Hobart Town that *his* father sailed with Weddell (1822-1824) on his Antarctic

voyage to the highest southern latitude yet attained in the Weddell Sea.

As stated he died in 1866. His widow lived until about 1890 when she died at his old freestone cottage ('Rosecote') in lower Patrick Street. In this house c.1939, I attended an elderly man,

old friend or distant relative. The old captain's effects were still in the house, and I remember vividly the highly-coloured sketches of a number of his ships, evidently done at Hong Kong or one of the treaty ports.

In the same year the contents of the house were sold by auction, when I obtained Woodin's old aneroid barometer and a day or two later, from a second-hand dealer, a number of the logs of his ships. The latter items (like the pictures of the ships) did not then concern me greatly as my interests were centred on the voyages of *the whaling ships* of this port. An examination, showed my acquisition to be logs for the taking of sandalwood and beche-de-mer in voyages to the islands of Melanesia and as far as the Pelew Islands. Thence, the ships crossed the Northern Pacific to Hong Kong on the China coast to sell their sandalwood and buy a cargo of goods, rice and/or rattans for sale at Sydney or Hobart.

Nearly thirty years after in 1965 Mrs Dorothy (now Doctor) Shineberg wrote to me from Canberra and mentioning she was compiling a thesis on the sandalwood industry asked me if I had voyages relating to this. I was able to reply at once that my material was at her disposal if she cared to come to Hobart and see for herself. This she did, and the results of her study are incorporated in her thesis, the admirable narrative published in 1967 under the title 'They came for Sandalwood'. The various voyages Woodin made in his ships the *Caroline*, the *Eleanor*, the *Eliza Jane*, the *Lady Leigh* and the *Caesar* are given in chronological order (*infra*).

Woodin lived a dangerous life among the treacherous Melanesians and the prevalent tropical diseases, mostly concentrating on New Caledonia, the 'Isle of Pines', the Loyalty Group, the Pelew Islands and North Borneo, until on the *Caesar* in 1864 he was gravely injured by one of his crew, a Malay who ran amok killing one of the crew and stabbing Woodin several times in the chest. The ship put back to the Philippine Islands for medical advice and food, and Woodin's condition seems to have improved, but subsequent logs give hints that he was still ill. In my opinion he suffered from septicaemia or recurrent abscesses in the lungs and chest. He died as a passenger on a voyage from Batavia to Melbourne in 1866.

Woodin's career in the sandalwood and beche-de-mer trade was a perilous one and he only survived because of his exceptional courage and the methods he employed in his dealings with the natives. Some indication of his qualities and courage will be found in the abstracts of the voyages that follow.

Section II—1839-40

C2397 Capt. E. Woodin voyages in N. Pacific, Mauritius and trading to the China coast:

Caroline brig. 159 tons. Owners Askin Morrison & Co. E. Woodin, Master. Grounded off Swan Is. in Bass Strait, refloated with difficulty and completed the passage to Williamstown,

careened, made seaworthy and left for Port Louis, Mauritius, further repairs were necessary before leaving for Hobart Town, weighed for Hobart Town 23.6.40 arrived 20th August 1840, with a cargo of sugar, 7 passengers, 1 child and a convict.

(Ref. Murray Review ' 10 Dec. 1839.)

C2385 1846-47:

Eleanor barque 153 tons. E. Woodin, Master. Opens 27.4.1846 Hobart Town 'towards the South Seas' several localities were visited in succession, 'Isle of Pines', N. Caledonia, Loyalty Islands, Accession Island, Batavia, Philippines and Hong Kong. The log terminates at sea towards Hobart Town, arrival, see HT 'Mercury' Oct. 4 1847.

C2399 Capt. E. Woodin Trading N. Pacific and China coast 1849-50:

Eleanor E. Woodin, Master. Log kept by Hedley Westbrook, Mate. Opens 6.12.1849 at sea towards China—Hong Kong 16.12.49 weighed towards Amoy, S. China coast, Kowloon loading rattans, Whampoa taking on cotton, Oct. 6 Monte Bello Island.

Voyage 1 (cont.):

Grounded on shoal, kedged off and refloated with much difficulty. Nov. 4 sighted highlands of Port Davete [*sic.*] [Port Davey] arrived Hobart Town, discharged cargo and voyage terminates.

C2399 1851-2 2.3.1852:

Eleanor brig. E. Woodin, Master. Log opens lying at Hobart Town taking on supplies, signing a crew, etc., etc., and generally preparing for sea, 29.4.51. Mr Aldridge, Chief Mate(?), joins ship. 20.6.51 Under weigh for 'South Sea Islands', 20.3.1852 anchored Isle of Pines. Weighed for N. Pacific Islands for beche-de-mer. To Pelew Is. Most interesting at times in regard to trade rivalry with Capt. Cheyne. Log terminates as at Sept. 6, the last pages in volume at sea.

C2372 Sept. 3 1852:

Eleanor. Opens at sea on a passage for Pelew Island. Towards Ascension trading for cowrie shells, weighed for China coast. Nov. 11 island of Guam. Nov. 20th Hong Kong. 21st Dec. Whampoa and careened ship in American Reach. Feb. weighed for Hong Kong and took on cargo. April 2 weighed towards Tasmania, Java, Bali and Madura coast. July 1 arrived Launceston. This finishes the series of voyages of the *Eleanor*.

C2405 10.12.53:

Betah brig. 177 tons, E. Woodin, Master. Weighed from Hobart Town towards China. Jan. 2 Isle of Pines, 17th Accession Is., Pelew Is. loaded some oil and shells. 19th sailed towards China, anchored Hong Kong 3.4.54. 29th log records still in port taking on cargo, then trading along the coast of China. 13th May Shanghai. June 6 course for Sydney, arrived Hobart Town. . . . Log terminates ship at Hobart Town discharging cargo. Dec. 7 cleared for departure, beat down river. Capt. Woodin's family left ship. Mid-night abreast Iron Pot Lighthouse.

C2400 1855 1st voyage:

Eliza Jane barque, Capt. E. Woodin. Log opens March 5 at Hong Kong taking on provisions and preparing for sea. A timber deckhouse had been built for the long voyage with 267 Chinese emigrants for Port Phillip. 15 April weighed. At eastern end of Sumatra ship grounded on a shoal. Kedged off with difficulty. Proceeded to Angor Roads, watering the ship, also took on firewood. July 9 off Port Phillip, 10th anchored off Gellibrand Point, Williamstown. Next day a steamer took off the Chinese. Later discharged cargo including 40 tons of China oil. Aug 10th arrived at Sullivan's Cove.

2nd voyage:

Dec. 21 1855. Weighed for Kaipara, New Zealand, the Chief Mate (Hedley Westbrook) and his boat's crew were drowned off the Heads.

10.3.56 took Pilot. 15th May sighted Ascension Is. 25th anchored at Hong Kong. Log terminates at Shanghai on Sept. 7th.

C2409 1861:

Lady Leigh schooner, E. Woodin, Master. Log opens 14.2.1861 at Singapore. May and June trading in beche-de-mer (at Pelew Is.) preparing it and storing for sea passage. Aug. 15 cleared for Manilla, Samar-Baly [*sic*] St Bernadino Straits. Sept. 3rd at Manilla undergoing extensive repairs and refitting.

Jan. 2 on course for Pelew Island. 22.2.62 grounded on shoal off Cape Espiritu Santo—Angar—25th anchored in Thonket Bay (Pelew Is.) remainder of the year trading, repairing ship, etc., etc. Dec. 30 ship still leaking. Jan. 24th weighed for Manilla. 8.2.63 came to off Manilla, 3 months repairing ship and getting a crew, etc. May 2nd departed for Shanghai where the log terminates on July 9th.

1863 July 9:

A most valuable log showing the intensive rivalry between Capt. Cheyne and Woodin and the natives of the opposing sides also concerned. For a period, expecting night attacks, Captain Woodin each night took on his ship a number of fighting men of his partisan group to ward off impending attacks of Cheyne's war canoes.

NOTE: The remaining voyages of Captain Woodin's active seafaring were in the barque *Caesar*. Possibly Woodin sold the cargo and the *Lady Leigh* as well, and purchased the *Caesar* at Shanghai or Hong Kong or one of the treaty ports of the Chinese coast. What we do know is continued in the logs that follow, which describe his last seafaring years.

C2406:

Caesar barque. Sept. 1 1863. Log opens lying at Hong Kong, Herman Schreck, Chief Mate, acting Master. Crew being signed on, supplies snipped, etc. Sept. 1 weighed for Coti. N. Borneo with a very poor quality crew. On Feb. 21 a Malay member ran amok and stabbed another

fatally. He then attacked Woodin stabbing him several times in the side before being himself struck down with a hammer. The ship put into St Domingo (Bamtam) where much kindness was shown, medical advice given and presents of fruit. On March 12 weighed for Hong Hong(?) on account of the Captain's wounds. Arrived(?) March 12 1864 when the sea log ends. The journal is mutilated, many pages cut out and missing. The various short entries in last pages of the log are very hard to follow. Early 1865 had taken on a cargo of rattans [?where] and was on course in the China Sea.

The last entries (?) 8th Feb. are difficult to follow and irrelevant and may refer to another ship and another voyage in the next log. C2390 continues in a new volume from Hong Kong and Macao on 16th April 1864. Schreck and Woodin still in association.

C2390

12.4.64:

Caesar barque. Lying at Hong Kong, Herman Schreck, acting Master, taking on stores, riggers at work, etc., etc.

14.4.64:

At Macao—next day Capt. Woodin with a Mr Howard entered as passengers, on 18th weighed for Singapore, thence via Penang to Bassein, Lower Burma, shipping rice (bagged and loose). Aug. 8 Singapore, Oct 1 lying at Hong Kong (Woodin then logged as Master). Weighed 12.10.64 at Pannay, Philippine Is. Sooloo Roads.

C2376 May 16th 1865:

Caesar barque. Nov. 3 lying at Patal(?) Is. off Borneo coast. 9 Brought up off Coti River, loading rattans. For the first few months trading at Samaray and working up and down the river(?) taking in cargo of rattans. Log terminates ship lying off Coti taking in cargo. A number of pages in the last of the book had been cut out and removed before it came into my possession.

This log is the last relating to Captain Woodin in my collection. The little we know of his final year of life is as follows:—

Epilogue

The incident on Feb 21 1864 on the *Caesar* seems to have really brought his active seafaring career to the closing phases.

He did complete the voyage on the *Caesar* and subsequently another to Coti in North Borneo which terminated 10 October 1864. In both these voyages Herman Schreck was Chief Mate and when necessary probably acted as Master.

The last voyage of the *Caesar* in my collection was to North Borneo, again to the Coti River, where she took on a cargo [?rattans], the terminal pages of the log had been cut out before it came into my possession.

It seems that Woodin carried on in spite of his ill health. Was the latter due to a low grade septicaemia(?) following his wounds on Feb. 21 1864? Or did his health just run down following his arduous years trading in the tropics and exposed to its diseases?

A chance paragraph in the Melbourne 'Argus' (April 9 1866) tells of the death of a certain passenger from the wreck of the *Peiho* who died on the ship *Jonkheer Meister Van de Wall Potter-shock* on the passage of that vessel between Batavia and Melbourne.

The Launceston 'Examiner' of 18 April 1866 was more fully informed of circumstances and recorded:

'WOODIN. On 15th March at sea from extreme debility on the passage from Batavia to Melbourne, Captain Edward Woodin of Hobart Town in the 65th year of his age'.

His widow died at Hobart Town on September 8 1890 aged 81, and their youngest son (James Arthur) at Hobart in 1868. A long search by Dr Dorothy Shineberg to find any descendants when she was writing her thesis was completely unsuccessful.

SECTION III

THE STORY OF THE ROBINSONS, 1819-c. 1890, AND WHALING VOYAGES OF SHIPS OF BAYLEY BROTHERS

Logs, Sperm Whaling, Guano, Timber and Trading

By the year 1840 the golden years of bay whaling were drawing to a close. The cows of the 'Right' (whalebone) whale were ceasing to make their annual migration to the bays and estuaries of Van Diemen's Land, Australia Felix and New Zealand. So the owners of the small barques and schooners concerned with that industry fitted out the small vessels as two-boat ships, and the larger ones as four-boat ships to pursue and take the Sperm and Right whales on the high seas.

My father often spoke to me of the masters of his father's (W. L. Crowther, F.R.C.S.) ships—Captain J. W. Robinson and his son Alfred B., Captains Copping, Abbott, Sanderson and Jacob—and he dwelt particularly on the merits of Captains J. W. Robinson and Richard Copping. With the former he had sailed as a schoolboy in the *Offley* and *Elizabeth Jane* to the diggings at Port Philip about 1855, and with Captain Copping as a young man on the *Isabella* to Otago for the New Zealand gold diggings (at the Gabriel's Gully area) c. 1860. Both he and his father had the greatest admiration for Captain J. W. Robinson, and I shall try to tell something of the man and his career.

This writer has for a long period been concerned with the logs in the State Library of Tasmania; but only last year learned of the type-script of an autobiography of Captain J. W. Robinson held in the State Archives, a remarkable record of a remarkable man.

His father, George William, had come to Van Diemen's Land in 1819 with the American whaler *General Gates* (Capt. Abimeleck Riggs). The character and malpractices of Riggs on this cruise have been faithfully dealt with by Robert McNab (Murihiku 1890, pp. 294-305).

His strategy was to land small parties with supplies at isolated islands or bases on the coasts of New Zealand and elsewhere 'to take seal skins and to await his return'. In this manner George Robinson was left at the island of St Paul and fortunately recovered in due course. Others it seems were not so fortunate. Robinson

evidently did not trust Riggs and when eventually the *General Gates* called at Hobart Town, promptly approached the authorities for permission to settle in Van Diemen's Land. This request was granted and he formally terminated his voyage; accepting from Riggs one Spanish dollar and ten (10) gallons of oil as his share of the profits of the voyage to that date. Knowing the officials at Sydney and New Zealand wanted him for his transactions with convicts, Riggs went 'into the blue'. It was believed he took his ship to Batavia (Java) and sold her and the cargo, and his end is not known.

Settled at Hobart Town, George Robinson acquired a small schooner, the *Hunter*, and set out for Mauritius for sugar, and after his return married a Miss Presnell of Norfolk Island stock, whose father had property at Sorell Springs, Van Diemen's Land, as well as on the mainland.

Their eldest son James W. was born at Hobart Town on 25.4.1824 and commenced his education at Mr Mummery's school. During his period there, the *Ion* [sic] from U.S.A. called at Hobart to ask George Robinson to join in a search for the *General Gates*. Robinson refused and after sailing from Hobart Town the ship did not return here again.

A little later the barque *Esperanza* from U.S.A. called, her Master, Captain Moses, wishing to 'change his flag' and register from this port. This was not legally permitted, and leaving his wife with the Robinsons, he set off with young James William as his guest, to try his luck at Valparaiso. Yet again, he was disappointed and he returned to Hobart with the boy, took his wife back to the ship and set forth again on the high seas. When William was 13 years old (1836) the American whaler *Huntress* touched at Hobart Town on her return voyage to the States and Captain Cole offered to take young William with him to see his father's family and complete his education in the States. The ship arrived in due course at Rhode Island and the boy was welcomed by the family. Four years later, his father wrote and arranged for his return. He sailed by the whaler *South Boston*, Captain Butler. After visiting the Azores Islands, Tristan

D'Achuna, Madagascar, the ship made the Lewin and so home to Van Diemen's Land. James Robinson by this time had decided to become a whaler and commenced to do so out of Hobart Town. To effect this he had to make a trip to Sydney and on behalf of a syndicate, purchased a barque the *Othello*, built at Fairhaven, U.S.A. He became Master and was part-owner of this ship and sailed her with success. Eventually Robinson was very actively associated with my grandfather's ships and interests, and acted as his agent at Port Phillip. In the early fifties, on his own behalf he set up a quartz crushing machine at Clunies, a goldmining town on the 'fields'. In 1855 he commanded the *Offley* in a venture of my grandfather's to Heard Island for sea elephant oil (with a shore party selected from Victoria). Circumstances beyond his control prevented this from being a financial success (q.v.). His son Alfred also sailed under our house flag (a white 'C' on a blue ground) in command of the *Velocity*. In the sixties he was associated with the guano industry, being in charge of the shore party at Bird Island and Lady Elliott Island (q.v.).

His son Alfred in his turn later took over these duties.

Towards the end of his active life Captain J. W. Robinson joined my father (E. L. Crowther, 1843-1929), at Goulds Country (Tasmania) in alluvial tin mining. He managed for a number of years the 'Anchor' a successful mine in the area.

His sons George and Kerguelen came to tragic ends. The former as Captain, was massacred with all the crew of his pearling schooner the *Kingston* between N. Australia and New Guinea, whilst Kerguelen died of thirst prospecting in W. Australia. Alfred, after the guano ventures, went (I think) into retirement. I knew him well and he told me quite a lot about his whaling when he commanded the *Velocity*. He died about 1930 and I do not know of any male descendants of his name still in Tasmania. J. W. Robinson died in 1890. From his photo he appears with a massive head and shoulders, well bearded, with a benign expression and face full of character. Alfred was about 5 feet 8 inches upright, of compact build, well clipped beard, a quiet man of slow speech. Neither of them appear to have resembled the typical 'Uncle Sam'. At the commencement of his narrative, G. W. Robinson expressly tells that he had 'had had no adventures, lost no ship nor even a boat's crew'. A fine sailor and a distinguished man. He was the doyen of the whaling masters and an example to our sailors in character and competency.

In the years of our acquaintance Captain A. B. Robinson taught me much of the ways of our whalers and areas worked by Tasmanian ships, which was incorporated in a paper to the Royal Society of Tasmania in 1919. A son of his, aged over 80, still lives an active life on the West Tamar. Captain J. W. Robinson died in 1890 and of course I never met him.

The logs about to be listed came from a number of sources. There are no original logs of the Robinsons in my collection. One of two were loaned to me and duly returned. That of the *Arabian* was a Christmas gift of Captain A. B. Robinson in 1922. Listed as C6030 is perhaps the most interesting of my collection, containing as it does the logs of the voyages of three different whalers, each in a different area. The journals at Lady Elliott and Bird Island are I think in the MSS of the Robinsons father and son. They were given me by George Clark, Esq., whose grandfather was a leading figure in the formation of the Anglo Australian Guano Co. Those of the Bayleys were loaned to me about 1930 and partially copied by my then receptionist. All these typescripts are incomplete and the originals remain with the owners. Possibly the Bayleys' logs are at 'Runnymede', their old home. The Bayleys were outstanding Masters and very successful by Tasmanian standards. For many years the upended lower jaw of a very large sperm whale in their garden gave passers-by a reminder of the success of their ships.

The logs and journals are as follows:—

In this volume (C6027) are incomplete typescripts of Robinson's voyages and the MSS of logs and journals and papers relating to both Lady Elliott Island and Bird Island concerning their development under my grandfather and the long years of trading as the Anglo Australian Guano Company. They are as follows:—

C6027 Voyage 1: Barque *Othello* May 8th 1868 to Nov. 24th 1869. Capt. J. W. Robinson

On her voyage principally to the Middle Grounds, from Sydney the ship went well to north-west and her log records sighting Roessel Is., Laughlin Is. and Woodlark Is., also the Louisade Archipelago to the south-east of New Guinea. The last phase of the voyage was via the Three Kings, New Zealand, to the Chatham Is. Group.

There were no very unusual or exciting incidents, but on the end paper of his journal the catch is noted as 44½ tons of sperm and 11 tons of black oil. A very successful voyage when compared to the average catch of our vessels at that period.

Next in order in this volume is:

C2067 Voyage 2: Barque *Offley* Jan. 21st 1864 to Aug. 28th 1864

The *Offley* the largest of the whalers of Crowther with J. W. Robinson as Master, for the purpose of picking up a cargo of guano from Bird Island in the Coral Sea whilst taking whales if possible on the voyage out and home.

The voyage commenced on Jan. 21st 1864 and the ship crossed the Middle Grounds to Norfolk Is. on the return voyage. She took in a cargo of guano, returning to Hobart by Aug. 28th 1864.

C2067 Voyage 3: Barque *Offley* Oct. 24th 1864 to Dec. 28th 1864

From Hobart Town, W. Robinson, Master, to the Coral Sea, landing on Catos Bank to investigate its possibilities in regard to guano, with a negative result. Thence to Bird Is. and Lady Elliott Is. with supplies of provisions and timber for the sheds and tramway for the land parties there. Only two Blackfish (Pilot whales) were taken and no whales sighted.

C2607 Journal kept at Lady Elliott Is. Nov. 11th 1864 to Sept. 10th 1865

In the handwriting of (?) Capt. A. B. Robinson on loose sheets of ruled blue paper, foolscap size, a day-to-day description of the employment of the labourers on the island also where treating the guano and storing it waiting for ships from Hobart. Daily entries of the weather, wind, etc., names of ships, etc., etc.

C2607 Journal kept at Lady Elliott Is. Nov. 1872 to May 1873

Similar type of daily record in another hand, weather, etc., in more detail—as are also the daily routine. By this date the lease of the island had passed into the hands of the Anglo Australian Guano Co.

No catalogue No. Log of Bird Is. Oct. 10th 1872 to May 20th 1873 (In slip case)

MSS in the writing (possibly) of Capt Strachan, it deals with the arrival and departure of ships and the cargo of guano taken, with record of the weather, vessels sighted, etc. Capt. Strachan was a well known shipping master of Hobart Town. He had traded as far north as New Guinea, where he claimed to have made important discoveries described in his book. (1888 v. Strachan, *Explorations and Adventures in New Guinea*). He records the building of sheds and a wooden tramway to facilitate the dry storage of guano and for its easier shipment. He also describes his dealings with his difficult shore party. In all a very valuable record of a pioneer industry.

Lady Elliott Is. 1863-1867 (In slip case)

This account is supplemented by a folder of MSS in the handwriting of both the captains (J. W. and A. B. Robinson) concerning Lady Elliott Is. A statement of account with Anglo Australian Guano Co., and important correspondence with the Port Officer of Brisbane, Lt G. P. Heath (R.N.) on the establishment of a fixed light on the island; later replaced by a lighthouse by the Queensland Government: Also abstracts of a journal commencing Feb. 1st 1864 by Mr J. Adams [? an officer of the Anglo Australian Company's establishment].

Now follow typescripts of certain voyages of ships of Captain James Charles Bayley, typed about 1929 by my receptionist from the originals loaned to me by Miss Bayley and promptly returned to her. These synopses are not complete but are still of value if the originals are mislaid or lost since I sent them back to her. They are unnumbered and are kept in separate envelopes in a manilla folder also not numbered.

Wallaby 284 tons Barque Voyage 1: Dec. 13th 1839 to March 5th 1840

There are three voyages of the barque *Wallaby* given in chronological order. The barque *Wallaby* was for some years trading between Hobart Town and Port Phillip. There is nothing very noteworthy about this routine voyage under Captain Bayley.

He left Williamstown on Feb. 25th and arrived at Hobart Town on March 5th with thirty-one bullocks and three passengers on the ship.

(HTC 13.3.1840)

Voyage 2:

Departed from Hobart Town on 10th April 1840 the bark [sic] *Wallaby* 284 tons on a whaling voyage HTC 10 April 1840.

14 April abreast N. Cape Bridgewater E. Victoria.

18 April anchored under Gannet Is. and prepared to stay moored and lowered the topmasts and yards, next day completed mooring with 2 anchors, laid down to the S.W., etc., etc.

April 20 next day during the move to another bay much trouble with the crew.

Journal April 21—June 22 omitted, pages pasted over. Settled in for routine bay whaling, all boats at daylight at the look out area and Captain killed a whale and anchored it. Next day all hands towed it to the ship to try out. Five days of log omitted. 6th July passed Cape Willoughby and anchored in Flour Cask Bay, later moved to Antichamber Bay. 9th July strong gales and ship dragging. 13th July sailed to Sealers Rock. 18th July arrived at Wilsons Promontory and came to in Sealers Cove in company with the *Highlander* 1 whale, *Sisters* 2½ whales and *Louisa* 3 whales.

Replacing davit till 25th July, bay whaling then sailed for Tasmania, 29th abreast of Watsons in Blackmans Bay. Rest of Aug. and Sept. bay whaling with an occasional whale.

Arrived at Hobart Town Oct. 23rd with oil, no amount given. *Logs of whaling in Spencers Gulf and S. coast of Australia are very rare.*

The *Wallaby* was built at Port Arthur in 1838 and a year later was a full ship at Sealers Cove. Captain Wishart had taken most of the whales and he died of heart failure rescuing a boat's crew. His body was brought back to Hobart in a cask.

(Lawson, pp. 35-57)

Logs of Captain Bayley (Whaling)

1840 Barque *Wallaby*

Barque *Wallaby* on a whaling voyage to the South Seas Dec. 31st 1840-Oct. 31st 1842. Extracts by hand from original log 1829.

Third Voyage:

Left Hobart Town on Oct. 31st, took first whale on 29 Jan. Cape Maria Van Diemen and Three Kings in sight on Feb. 28 got potatoes. May 11th took a whale. May 15th lowered all boats and got fast, the Captain got 3, Mr Minton 1, Mr Young had to cut, Mr Hines' iron came out; lost 8 harpoons, 1 lance and 100 fathoms

