WOODEN SHIPS and IRON MEN

June 12 – July 31
HERITAGE MUSEUM

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Cover description:

Photograph of the Bark GREYHOUND. From the collection of Reginald Cabral.

The GREYHOUND was built in 1851. 95 feet long; 24 foot beam; 12 foot draft. Commanded by Antonio C. Corvellow until 1919 and owned by Capt. John A. Cook of Provincetown.

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Provincetown toggle iron.

Manufactured and sold by George Doyle of Provincetown in 1860; it was obsolete by 1875.
The ship’s log or journal was one of the requirements of the ship’s owner to whom the records were given at the completion of a voyage. The log was official and the dates and events in it were often taken into court to prove certain points in the many disputes that inevitably arose.

With bad spelling and little or no punctuation, the writer who was usually the first mate wrote dramatic tales. Some logs were written with an eye to the fact that the ship owners would read them and prove that the writers had tried to do a good job of reporting; some, seem to have forgotten that anyone else would see the log and these became more like diaries or journals than official records.

Latitude and longitude often occupy a small space in the ship’s log. Even the business of catching whales is often given only a line, but murders and mutinies, short rations and floggings, desertsions, cannibals and great storms at sea are written about at length.

These seamen drew pictures in the logs of the whales they had encountered and the ships they passed. They pasted drawings of beautifully dressed women from Godey’s Ladies Book, the fashion magazine of the 1850’s, wrote poems to their girls and reflected on their sins.

There is a log written by one captain while he was in irons and Calvin Freeman’s log from the Provincetown Schooner N.J. KNIGHTS where he made his entries hidden in the hold while natives attacked the ship.

Their ships were frozen in the Arctic where they went for bowhead or Polar whales; they were attacked by natives in the Pacific islands and were chased by Confederate cruisers during the Civil War and often had their ships burned. These men took floggings as a matter of course but they cried when a captain’s pet pig fell overboard.

On the following pages are compiled excerpts from whaling logs, newspapers, personal records and correspondence from a number of sources for the purpose of capturing and preserving some of Provincetown’s whaling heritage; and to ensure that Provincetown takes its well earned place among New England’s major seaports.

It was 1767 before the first whaler sailed from New Bedford, but in the Boston Newsletter dated April 21, 1737; a dozen vessels were fitting that spring from Provincetown for the Davis’s Straights whale fishery, some of them a hundred tons burden each. So many were going on these voyages that not more than twelve or fourteen men would be left at home. When the King’s officers arrived to recruit men for the French and Indian War, they complained to the Governor that “all the young and strong men are employed whaling.”

William Bradford’s journals record that whales were feeding around the MAYFLOWER when it dropped anchor in Provincetown Harbor and Captain Jones planned to engage in whaling when he could get the proper gear. The pilgrims actually made an attempt at taking a whale when crewmen loaded a charge into a fowling weapon and fired on one. The charge was too large and the musket exploded and flew apart. By 1776 more than forty whalers were sailing from Cape Cod ports. Wellfleet and Provincetown became the whaling centers because the harbor at Truro had silted up. The War of Independence devastated Wellfleet’s whaling industry and after the war the people were too poor to rebuild it. Whaling, the salt works and the outfitting of ships became an enormous industry and great fortunes were made. By the 1850’s Provincetown had the highest per capita income of any town in the Commonwealth of Massachusetts.
Schooner HERALD 1869, Capt. Seth Nickerson
“Our 1869 voyage resulted in capture of 950 sperm whales and seven thousand dollars worth of Ambergris.”*

Bark CICERO January 14, 1864
“Daylight saw a shoal of sperm whales. Lowered three boats. Waist and Bow boats struck each a large whale. Bow boats whale turned about and eat his boat entirely up. Larboard boat picked up the crew and took them aboard. 3’rd mate took another boat and got a bomb lance in him. Set him spouting blood. The villain would chase a boat as soon as he got sight of one. Waist boats whale came near eating up the boat that was fast to him. Stove her in three places with his jaws. Day ends with loss of a boat with all gear. Waist boats iron (harpoon) broke. Lost the whale.”

Schooner E.H. HATFIELD November 28, 1872 Benjamin Higgins
1’st mate; “Middle part (of the day) saw whales, Lowered. Struck. And the larboard boat got stove. The whale struck Mr. Freeman. He lived until he got on board ship, but died almost as soon as we got him on board. God knows what I am going to do now. We brought the whale alongside and cut him in.” November 30, 1872. “Latter part (of the day) put the remains of Mr. Freeman in a cask and filled it with whale oil. I want to carry it to the Islands and send him home if I can.” (Capt. Benjamin Freeman, aged 49 was killed near Samarang, Java. His remains were returned to Provincetown and were interred in the Gifford Cemetery.)

Schooner ALCYONE November 14, 1870
“The men confessed they had some bad advice from a party, a furyner, (foreigner) who had ort to have none better. The men appeared to be truly penitente and asked forgiveness … taking all things into consideration and also for the future they have got to live on bread and water let them out of irons and put them on Duty.”

The 92 ton schooner ALCYONE was launched at Provincetown, May 1866 from John Whitcomb’s boatyard opposite his home at 421 Commercial Street. Joseph F. Baldwin signed on as first mate. The voyage of October 20, 1868 to June 8, 1871 was chronicled by crewman D. Baker in his book “Adventures of the Whaler Alcyone,” published in 1916. While on a cruise off the African Gold Coast one of the boat’s crew was swallowed by a sperm whale. After firing a bomb lance into the whale it spouted blood. The boat crew assumed the whale dead and the crewman struck with his hand lance. The sperm whale slapped its tail and crashed his lower jaw into the whale boat causing the crewman to fall forward into the whale’s mouth and the whale closed its jaw, catching the crewman just below his knees. The whale sounded and the crewman’s body came to the surface where he was recovered from the water and taken aboard the ALCYONE.

Bark EUGENIA December 5, 1861
“One of the men’s berths caught fire this forenoon from putting a pipe in it that he had been smoking after breakfast at least we spose so & think so. Exected (extracted) a tooth for the carpenter.” February 4, 1861 “Spoke (to) an English bark called the BRENDLEBURN of Auckland. Went on board got some papers. Heard Abe Lincoln was President.”

Schooner ELIZA ADAMS December 11, 1869
“Thomas Coring put in irons & hands triced above his head for using mutinous language & disobeying of orders.”

Bark A.R. TUCKER 1899
Sat. July 1st “Sometimes Captain feels bad. I suppose he take cold going on deck with underware. I tell him Captain put on your pants and shirt because you may get relaps and you are old man. So he says that guest (gusts) make him feel good. Boiling very little blober (blubber) – through the night calm. So ends this day.” Wednesday July 19 “Commence gloomy and threatening accompanied with a fresh S.W. wind. Buried the Captain. So ends this day.”†

*Abergris was used in the manufacture of perfume and came from the intestines of a diseased whale. It could sell for more than two hundred dollars a pound.
†So ends this day was the conventional closing for almost all log entries.
Schooner **EDITH MAE** December 1867

“This is what is called Christmas, I have been at work all day as hard as I could put in … and the second mate sitting on his behind looking at me. I say God Damn a Provincetown 2’nd mate. They go once a clamming and then become Captain.” A Plum Pudding Voyage was a name used to describe a short or between seasons voyage. It was also the name applied by New England whalers to the voyages of Provincetown whalers, implying that a Provincetown voyage was a mere picnic.

**Bark BENJAMIN TUCKER** September 14, 1862

“Middle part at 11:15 a.m. saw a large steamer pass to the leeward and she got on the quarter and then wore round and gave chase to us. At 1 o’clock, fired a gun and then we hove to. At 2 o’clock sent a boat to us and made us a prize to the Confederate Steamer **ALABAMA**. At 6 o’clock set us all on board of the steamer with our clothes and boats and then he burnt the ship and put us all in irons from the Captain on down to the cook.”

Captain Joseph W. Tuck of Provincetown commanded the Schooner **FRANK BUNCHINIA** in 1859 before entering the U.S. Navy as a sailing master on August 14, 1861. He was assigned to the U.S.S. COLORADO and later placed in command of the COM-MODORE McDonahue. Tuck was present at the bombardments of Fort Sumter and at Stone Inlet during the war. He assisted in the capture of the Confederate Cruiser **JOHN C. CALHOUN** (formerly the **CUBA**) off South Pass, Mississippi and was put on board as prize master. Tuck must have had a great deal of satisfaction taking this ship, as it avenged the capture and burning of seven Provincetown whale ships during the Civil War. The Schooners **JOHN ADAMS**, **PANAMA** and **MERMAID** were lost to the **CALHOUN** in 1861. All three were captured within a period of two hours, 90 miles south of Belize. The vessels with their cargos of 215 barrels of sperm oil were burned and the 63 men composing their crews were left at New Orleans without any means to return home. The **COURSER**, **RIENZI** and the **WEATHER GAGE** were also taken by the C.S.S. **ALABAMA** in 1862. The **WEATHER GAGE** was trapped with seven other vessels all of which were attracted by the burning of the **OCEAN ROVER** of Mattapoisett. In attempting to rescue shipmates they believed to be in peril they were captured and burned. Joseph Tuck returned home to his home in Provincetown on Nickerson Place at the end of the war and died in 1902 at 77 years old.

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Largest finback whale taken in Provincetown by Capt. Joshua Winslow aboard the schooner A.B. NICKERSON. Photo by Rosenthal

**Bark XENIA** bound to Hong Kong

April 1, 1862 “Captain doing not much of anything but eat oranges and growl.”

April 11, “Captain hasn’t much to do but read and sleep.”

April 12, “Captain doing about the same old thing that is not much of anything but walk deck and wish he had the wife and children here.”

September 22, “Watch employed in repairing sails and other work, Captain in trying to keep cool. The thermometer standing 90 degrees in the shade, it rather makes the old man sweat. He is in hopes of getting out of it by and by. If any of the natives get hold of us they won’t have to cook us much for we shall be well boiled.” After being battered in a typhoon the **XENIA** limped into the port of Hong Kong in December of 1862.
Schooner RECOVERY enroute from Bombay

September 1, 1806 "Nicholas Helstrom, one of the sailors confined to the hospital for several days in Bombay is getting worse. There is a strong suspicion from what I have been told that he had something poisonous given him while at Bombay and it was never known by me until now. It seems he had intimate connexions (sic) with a Portugee woman at Maragon and promised to marry her but afterwards refused." September 26, "At 6 AM Nicholas Helstrom departed this life and at 8 after as solemn a ceremony as our situation permits we committed his body to the deep. I am still of the opinion that he was poisoned at Bombay and thus a good man is deprived of life by the common enemy of mankind an intriguing (sic), vile woman."

From the journal of Henry Edward Napier, Lt. Commander of H.M.S. NYMPHIE

June 27, 1814 "Captured the Schooner POLLY of Provincetown with government stores. This is another proof of the depravity of the Americans. The master of the POLLY has in his vessel a freight of government stores, which for the value of a few dollars, he in conjunction with a rich merchant in Boston, forfeit their honour as men, their fidelity to their country and morality as Christians. Not only this but he assured us he had a rich uncle (Solomon Cook) who would give him freight to a large amount and with whom he was a great favorite; that as soon as he got it he would immediately run down to us and thus fill his pocket by the basest ingratitude. My hope is that he will be hung before his next birthday."

July 27, 1814 "Provincetown, formerly famous for whaling, now completely cut off from all trade and at the mercy of any person."

Brigantine ARDENT

The whaling Brig ARDENT encountered a severe hurricane on September 28, 1823 while on a whaling expedition off the Azores or Western Islands. The crew was composed of Samuel Soper; captain, Hicks Smalley; mate, and John Savage, Stephen Cashin, Thomas Stull, Jonah Gross, Amos Nickerson, Thomas K. Hudson, Solomon Crowell, Phillip Rich, Cyrenius Smalley, Franklin Cartright, Elisha Hopkins of Rhode Island and John Austin of Boston as crew. The hurricane hove the vessel down and washed off Cashin, Gross and Nickerson. The masts were carried away close to the decks and the vessel righted itself, but being full of water only a small portion of the afterdeck stayed above, which is where the rest of the crew took refuge. For twenty six days one after another of the crew died from exposure, thirst and starvation. The only water being obtained from an occasional rain squall being saved in their clothing and then wrung out. At first they subsisted on barnicles and small fish but as the men became enfeebled and died, their bodies furnished the rest with their only food until there were only five left; captain, mate, Hudson, Rich, and Cyrenius Smalley. The British Packet Ship LORD SUDMOUTH, bound for Falmouth, England sighted the wreck and took off the survivors. Hicks Smalley died shortly after being taken on board. Hudson and Cyrenius Smalley died shortly after returning to Provincetown. Samuel Soper refused to speak about the suffering and deprivation that had occurred and continued to own and command several whaling vessels. Phillip Rich died at Provincetown at an advanced age and had rarely alluded to the disaster, but did relate the details to his granddaughter whose middle name was Sudmouth, given for the ship that had rescued him.

Brigantine RIENZI

The Brig RIENZI was totally wrecked in a storm at sea on September 16, 1846 off the coast of Bermuda. Of the brig’s company of twenty-one, only the second mate and four crewmen survived after the most extreme suffering. They clung to a wrecked whale boat for four days with no food or water until they were rescued by the MINERVA of New Bedford. Captain James Small’s wife, Betsey Co Small had lost her husband, two sons and her brother on the RIENZI. After a memorial service she is said to have taken to her bed and never recovered from her grief. She was interred in the family crypt in the old section of Provincetown Cemetery in 1847. The inscription reads “Died broken hearted at her loss.”

Bark PARKER COOK

During the voyage of 1850, Captain E. Parker Cook lowered two boats for a bull sperm whale. When the nearest boat was head on abreast of the hump, the boat steerer put two harpoons into it. Before the second boat could be brought head on, the whale broached half out of the water, capsizing the boat and the line fouling the boat steerer's leg, nearly severing it from his body. He cut the line and the other boats picked up the crew and returned them to the bark. The whale next aimed at the PARKER COOK and struck her directly on the stem, burying the cutwater up to the planking in his head. The whale struck a second time but with less force
and Captain Cook lowered a second boat. Three times he fired a bomb lance into the whale until it eventually spouted blood, though with every piercing it rushed open-mouthed at the whale boat requiring great skill to avoid it. The reward was 103 barrels of oil for the crew of the **PARKER COOK** who were obliged to put into Fayal, Azores for medical treatment for the boat steerer and repairs to the ship. Had the whale struck the bark on any other part of its hull, it would have undoubtedly been sunk.

**Schooner WILLIAM MARTIN**

Captain John Atkins Cook made his first whaling voyage aboard the 90 ton **WILLIAM MARTIN** as harpooner or boatsteerer. The schooner left Provincetown on May 15, 1879 and returned on September 18, 1879 with 163 barrels of sperm oil from seven whales. He recalled the voyage was without incident except for a hurricane encountered on August 17th at 29 degrees 20'N Latitude and 78 degrees 40'W Longitude where the ship lay prone on her side in the water with the crew unable to cut away the masts. When the weather cleared on the 18th, three whaling boats had been lost, the rudder post was sprung, the bullwarks gone and the stem badly strained. In this condition it made port.

**Schooner FRANKLIN**

On July 15, 1889 at 2:00 a.m. flames were sighted on the horizon off Cape Hatteras from the 77 ton Schooner **FRANKLIN** commanded by Antone Rose. Rose (sometimes spelled Rosa) was born at Pico, Azores in 1841 and lived at 9 Standish Street in Provincetown. At 10:00 a.m. they reached what remained of the Steamer **LORENZO DOW BAKER**, owned by the Boston Fruit Company. A fire had broken out at midnight when an oil can had tipped over and caused an explosion engulfing the entire ship in flames. The crew and one female passenger, Mrs. Elizabeth Sime of Scotland had abandoned ship. When the **FRANKLIN** arrived, the survivors were picked up by a boat crew headed by first mate Clarence J. Silvia from the wreckage and a single lifeboat that had overturned when it was launched. Two members of the crew of the **LORENZO DOW BAKER** were lost. The **FRANKLIN** headed towards New Bedford with the survivors but due to the absence of wireless communication in 1889 no news of the disaster was known until they reached Buzzards Bay. A director of the Boston Fruit Company, concerned about the ship being overdue is said to have consulted a spiritualist, who saw a ship in flames in the night with a small boat in the water.

**Schooner SEA FOX**

The **SEA FOX**, in command of Captain Manuel Caton left Boston on February 5, 1895 for Provincetown and was caught up in a blizzard that had struck the eastern seaboard. On February 7th Caton was in the rigging and the crew was looking out for any light to guide them through the fog that had formed when the warm waters had filled the cold air. A light was sighted but the schooner hailed too late. The **SEA FOX**, encased in ice piled up on the Billingsgate Shoals off Wellfleet. Some of the crew managed to row ashore to Billingsgate Island. The captain and remainder of the crew had to wait until morning when they were spotted by the tug boat **KATE JONES**. With the next tide the **SEA FOX** was refloated and towed back to Provincetown with all pumps working constantly. The winds during that storm were clocked at Woods Hole at 70 m.p.h. before the instruments were blown away. The Minot Ledge Lighthouse was a block of ice from the spray. On February 8th at Lambert’s Cove on Martha’s Vineyard the bodies of three men and a dog were found encased in ice. They were hanging upside down from a cabin skylight in the wreckage of the Schooner **T.P. DIXON**. The hull was gone and they were identified from a logbook found floating in the cabin. The **T.P. DIXON** was bound for Rockland, Maine when it appeared to have struck a ledge. Such as Devil’s Bridge or Sows and Pigs Reef. Also lost in that blizzard were the Schooners **MOSS ROSE** on Nashawena Island and the 619 ton **ROSE ESTERBROOK**, out of Norfolk Virginia with a cargo of 1025 tons of coal, lost off Nantucket.

**Schooner JOSEPH P. JOHNSON**

The Schooner **JOSEPH P. JOHNSON** was named for the Hon. Joseph Prosper Johnson (1813-1891). He was born at Essex, Conn. and came to Provincetown in 1827. He apprenticed himself to his brother Timothy P. Johnson as a sailmaker until he was 21 when he started his own business which he conducted until 1850. He formed a partnership with Thomas Hilliard and founded Hilliard, Johnson & Co. Grocers and Ship Chandlers on Hilliards Wharf. Two years later he became partners with Reuben Cook and founded Johnson and Cook Co. vessel outfitters, packers and dealers in cod and mackerel on Market Wharf. For 20 years he was a member of the Boston Board of Underwriters. In 1850 Johnson was elected to the state Legislature and served until 1880, then elected to the Senate in 1882 and 1883. From 1845 to 1850 he was on the Provincetown Board of Selectmen and presided over the annual town meeting for 28 consecutive years. In 1836 he was appointed to purchase the town’s first fire engine. He also donated the steeple clock in the Town Hall. Johnson was licensed as a public auctioneer in 1845 and held it until his death in 1891. He was the father of 5 children and made his home at 8 Masonic Place. Johnson was active in King Hiram’s Lodge A.F. & A.M. which he joined in 1848 and in the Marine Lodge I.O.O. F. He was also one of the founders and on the Board of Directors of the First National Bank of Provincetown.
On February 8, 1895 the Schooner \textbf{JOSEPH P. JOHNSON} was caught in a seven day storm while fishing off the Grand Banks. At one point her masts lay prone to the water but Captain George Brier righted the ship and ran into the wind which forced them across the Atlantic to within 700 miles of the Azores. A cable was sent from Silviera, Edwards & Co. shipping agents at Fayal to the Boston Globe newspaper informing them that the \textbf{JOSEPH P. JOHNSON} had put into Horta for repairs on March 2, 1895 causing a great celebration in Provincetown as it was presumed the ship and crew were lost. In March of 1897 the \textbf{JOSEPH P. JOHNSON} again launched its 8 boats to set trawls off the Grand Banks with 16 men aboard. A dense fog developed and the boats were separated from the schooner. They tied their boats together and attempted to reach the coast of Nova Scotia. Capt. Brier and the one remaining crewman, a cook attempted to locate the boats for a day and a night. Unsuccessful in their attempt they brought the \textbf{JOSEPH P. JOHNSON} back to Provincetown with the flag at half mast. The boat crews had meanwhile been sighted by a square rigger that picked them up and transferred them to another Provincetown schooner, the \textbf{I.J. MERRITT}. Again there was celebrating in the town when the 16 men presumed to have drowned, and their boats, were dropped off outside the harbor by the \textbf{MERITT} to row in.

Captain George A.M. Brier (1858-1916) was born George A.M. Silva on board ship from his parents home at St. George, Azores. He followed a career whaling as George Silva and took the English translation of the name Brier when he took command of the \textbf{JOSEPH P. JOHNSON}. Brier retired to New Bedford in 1908. His headstone at St. Johns Cemetery has a bas-relief of the \textbf{JOSEPH P. JOHNSON} sculpted on it.

\textbf{Schooner JOSEPH A. MANTA}

On October 8, 1903 during a three year voyage the \textbf{JOSEPH A. MANTA} was lost with all hands in the channel between Pico and St. George in the Azores during a hurricane. It is said that Captain Anthony Frates took this route instead of the safer route between Fayal and Pico in order to say goodbye to his wife. The owner, Joseph A. Manta of Provincetown was notified on October 13th about the loss.

\textbf{Schooner WILLIAM MATHESON}

Captain Martin Nelson was born in Sweden in 1869. He arrived in the United States in 1900 and shipped out to the Grand Banks with Capt. John McIntyre. At the completion of the voyage he followed fishing out of Provincetown until he rose to the rank of Master Mariner, commanding the \textbf{WILLIAM MATHESON} and others. He was a member of the U.S. Lifesaving Service at Chatham until he was transferred to the station at Race Point. After retiring he took up local boat fishing, having had three boats built. He was lost at sea on January 11, 1920.

\textbf{Schooner ELLEN A. SWIFT}

Built in 1882 for J. Emmons Dyer of Provincetown the \textbf{ELLEN A. SWTIFT} gained the reputation as Provincetown’s jinxed ship after being purchased by John Dunham in 1915. His first voyage he returned to Provincetown with the schooners davits smashed off, the end of the main boom snapped out and a hole...
through the planking of her port quarter after being run down by the British Steamer ELIZABETH. After repairs, Dunham sailed again for the Hatteras whaling grounds and was caught in a two day storm forcing the ELLEN A. SWIFT’s return to Provincetown with her stay sails blown out of the bolt ropes, her main trysail torn and the ship leaking badly. The third voyage in 1918 guaranteed the ship’s reputation when they were confronted with a German U-Boat while “trying out” whale oil on the Hatteras grounds. The first mate Charles Haxell spoke some German and the commander of the submarine ordered the ELLEN A. SWIFT off the whaling grounds. A U-Boat scare was actually a common occurrence experienced by whalers during World War 1. The whaler A.B. NICKERSON was forced to return after a submarine confrontation and the loss of the VIOLA with all hands has been attributed to a U-Boat attack. Captain George L. Dunham returned to Starboard view of the whaling Bark CHARLES W. MORGAN at wharf in Provincetown. Provincetown and had difficulty recruiting a crew there. The ELLEN A. SWIFT left on its last voyage on January 14, 1919. George Dunham had taken his wife and Captain Manuel Santos to accompany him as an aide. Captain Santos had formerly commanded the Schooners JOHN R. MANTA and the PEDRO VARELLA in 1917 on which voyage his son was lost at sea. The ELLEN A. SWIFT is said to have disappeared on February 10, 1919 with 14 persons on board during a raging storm.

Brigantine VIOLA

After completing a disastrous forty-four month whaling voyage in the Arctic on the Steamer BOWHEAD, which concluded with the mutiny of his crew and the mental collapse of his wife Viola, Captain John Atkins Cook and his wife returned to Provincetown. Following a year at home with no significant improvement in his wife’s condition Cook commissioned Tarr & James shipyard of Essex, Massachusetts to build the 125 foot long brigantine VIOLA in 1909. His feeling that the continued warmth of a tropical climate might be of some benefit to her. The VIOLA was launched on June 1, 1910 and they sailed for a two year voyage after sperm whales, on the western grounds between Bermuda and the Azores in the summer season and off the west coast of Africa during the winter months. The crew of the VIOLA deserted at Fayal sixty days into voyage and they had to recruit another crew at St. Vincent, Cape de Verde Islands. In March of 1912, Viola Cook contracted beri-beri and had to be treated at St. Helena. The VIOLA returned to port in June of 1912 with 2300 barrels of sperm oil and the profit of a 30,000.00 piece of ambergris, although his wife had recovered from the attack of beri-beri, her mental state had not improved and she decided that she never wanted to sail again. The VIOLA sailed again in October of 1912 under command of Captain E. J. Reed, John Cook relieved him at Barbados in April of 1913. On October 16, 1914 Cook returned home by way of Liverpool, England aboard the AQUILLA. The steamship was sunk by a German submarine on its next voyage, John Cook completed his last voyage on the VIOLA on August 21, 1916. A feature of his last voyage was the taking of motion pictures which are occasionally shown now by the Cape Cod National Seashore Center for Coastal Studies. The VIOLA made another successful voyage, under Captain Joseph Luis, returning in July of 1918 with 1150 barrels of sperm oil and two hundred pounds of ambergris. She sailed for another voyage September, 1918, with Captain Luis, who had with him his wife Laurette and five year old daughter and a crew of twenty-four men. The vessel and crew were never reported or heard from again.

Viola Cook was a tragic, tormented figure familiar on the streets of Provincetown. Kicking at animals and cursing “I’ll teach that God damned black bastard to cross my bows.” Eugene O’Neill heard the story of John Cook’s brutality to his crew aboard the BOWHEAD, where one crewman was kept in irons for fifteen months in a fire locker and his wife was confined to her cabin for nine months. It was said that Viola Cook, depressed at being separated from her three-year-old daughter, went mad when her husband broke his promise to return her home at the end of a given year with a full ship or not. O’Neill wrote the one act play Ile at the Atlantic House Bar in 1917.

Viola Cook at Baillie Island in the Arctic Circle, 1900.
Schooner **JOHN R. MANTA**

Owned by Joseph A. Manta of Provincetown, the **JOHN R. MANTA** was built in 1906 to replace the **JOSEPH A. MANTA** which was lost in 1903. It was regarded as the most handsome, costliest and best constructed vessel ever built for whaling. The schooner was commanded by Antone J. Mandle (sometimes spelled Mandly) from 1915 through 1925. He was born at Fayal, Azores in 1863 and lived at 226 Commercial Street, Provincetown. When the **JOHN R. MANTA** returned from its voyage on May 2, 1925 it was the last successful whale ship to complete a voyage in New England. The schooner left once more on a whaling voyage on June 22, 1927 with Joseph Edwards commanding but was forced to return on July 14th on account of heavy gales. The **JOHN R. MANTA** was sold into the Brava, Azores packet trade and was lost at sea with all hands in 1934.

Bark **WANDERER**

The 303 ton Bark **WANDERER**, whose owners included Captain John A. Cook of Provincetown was built at the J.H. Holmes & Son Shipyard at Mattapoisett and launched April 16, 1878. On August 25, 1924 when the **WANDERER** was towed to anchor off Clark's Point it was the last square rigged bark to ever leave a New England Port.

The **WANDERER** was commanded by Capt. Antone T. Edwards; born at Flores, Azores 1892 and who had sailed as a crewman aboard the Provincetown whaling ships **WILLIAM A. GROZIER, GREY-HOUND and JOHN R. MANTA**. He took command of the **WANDERER** in 1913 and again in 1917 when he replaced Capt. Joseph Luis who left to command and was then lost on the Provincetown brig **VIOLA** which was also owned by John A. Cook.

The **WANDERER** and the **CHARLES W. MORGAN** were used in the film “Down To The Sea In Ships,” which launched the career of Clara Bow (the “IT” girl) in 1922.

Captain Antone Edwards had returned on the tugboat **J.T. SHERMAN** to shore to recruit a crew. 32 men were required to work the bark. On the way to anchor they had passed the schooner **MARGARETT**, under Capt. Joseph F. Edwards just returning from the whaling grounds with 16 aliens aboard whom Antone Edwards hoped to enlist. The captain of the **MARGARETT** would have been fined $1000 per man as the 16 sailors exceeded the number of aliens allowed to enter the country.

On August 26 with 11 men on board, a northerly wind reached gale force throwing 35 foot seas over Sow and Pigs Reef. The **WANDERER** had two anchors out but continued to drag. When one of the anchor chains parted, the crew abandoned ship in two whale boats. One boat made it to Cuttyhunk Island, the other was rescued by the crew of the HANDKERCHIEF Lightship. The **WANDERER**’s bottom planking was split by the rocks on the western part of the island and the ship remained wedged there until a second storm on September 30, 1924 totally destroyed it.

**John G. Whitcomb**

A shipbuilder, was born at Yarmouth, Maine September 17, 1834, and died at Provincetown September 8, 1901 age 66 years. He was a ship’s carpenter in Yarmouth until he moved to East Boston and came to Provincetown in 1865. He began construction on his first schooner, the **ALCYONE** in December of 1865 on the shore opposite his home at 421 Commercial Street. The 137 ton **ALCYONE** was launched May of 1866. The 129 ton **CARA MORRISON** built for owners in Wellfleet was also launched in

*Three masted Schooner A.G. ROPES leaving Provincetown after repairs, 1888.*
1866. The 129 ton F.W. ALTON was built for Thomas Daggett in 1867. The fourth was the Brig D.A. SMALL (166 tons) built for David A. Small and launched November 1868. The Schooner LATTIE BELLE (131 tons) was built for E.C. Small in 1869. The Schooner WILLIE SWIFT (137 tons) was built for Samuel S. Swift in 1875. The lumber and timbers were transported from Maine, New Hampshire and points south, also white oak from Truro and the land in back of Provincetown was used.

Whitcomb owned a shipwright and spar business in the rear of the post office on Railroad Wharf after launching his last ship, the yacht CHARLOTTE. He then started construction of scows for deep sea weirs. At one time, he employed 30 men. The yard also included a marine railway used to build vessels. The railway was destroyed by ice in 1878. His business also included repairs to vessels, including the A.G. ROPES. The flagship of the I.F. Chapman Co., the three-masted schooner was damaged in a squall off Nantucket on July 12, 1888 while enroute to San Francisco carrying oil and coal. It was repaired by Whitcomb and his crew and left Provincetown on September 29, 1888 where she arrived in San Francisco in 110 days.

Other vessels were built by Samuel Whitcomb and George Standish beginning in 1869 on the shore across from the Centenary Church (Heritage Museum). Including the GEORGE W. PETTIS for Francis Joseph, the WILLIAM H. WHERREN for Alfred Cook and the WILLIE WILBUR for William Wareham.

**George Osborn Knowles**

A ship owner, was the son of John Pepper Knowles and Delia Cook Knowles. Of ten children only George, his brother Joseph and two sisters Lucy and Julia survived infancy. In the Provincetown cemetery there is a row of small marble markers in the Knowles plot for the other six children. Delia Osborn was so distraught at losing her first babies that the next ones were named for those who had died.

George Knowles’ uncle Josiah Knowles was captain of the clipper ship WILD WAVE when it struck a reef on a run from San Francisco to Valparaiso and was lost in 1858. The crew of thirty men and ten passengers found refuge on Oeno Island. Josiah Knowles and six crewmen went to seek help at Pitcairn Island, twenty miles away, in an open whale boat. At Pitcairn they cut down trees with tools belonging to the BOUNTY descendants, and built a thirty-foot schooner which they named JOHN ADAMS and set out for Tahiti, fifteen-hundred miles away. They were picked up by a British Man-O-War who rescued the survivors on Oeono, who had lived on oranges, coconuts and wild goats. They were transported to the Marquesas where Knowles sold the JOHN ADAMS to missionaries for $250 allowing them to return home.

George O. Knowles went to work for his uncle Stephen Cook, a wealthy ship owner and outfitter who eventually transferred the business over to him. Knowles Wharf was located on Commercial Street opposite Pearl Street.

After the loss of the ELLEN RIZPAH and MARY G. CURRAN in a hurricane in 1887, Knowles commissioned the building of the CARRIE D. KNOWLES, named after his daughter.

The CARRIE D. KNOWLES was outfitted at Knowles Wharf and her American and Portuguese crew were recruited at Provincetown and New Bedford and up to 1904 returned 3,865 barrels of sperm oil. She left Provincetown Harbor in January 1904 and never returned. Five years later in 1909, George Knowles had died and Mrs. Collin Stevenson, the captain’s wife, was to be remarried when word was received from St. Vincent’s in the British West Indies that Elisha Payne, a crewman aboard the CARRIE D. KNOWLES, had contacted authorities there. Payne told them that the schooner had been blown off course by a storm while on a run to Dominica. As they approached the coast of Venezuela they were boarded by pirates who took Capt. Stevenson and the crew prisoners. Payne managed to escape and made his way to Trinidad. Mrs. Georgie Knowles and Mrs. Stevenson contacted authorities in Washington but before any further information could be obtained, Elisha Payne had disappeared. Mrs. Stevenson gave up her second marriage convinced her husband was still alive.

From Georgia Knowles Ferguson Cook:

“The whaling industry taught men and boys skills, self-reliance and valor, but took its toll in violence, physical hardships, mutinies and dangerous living.”

![Carrie Knowles](image-url)
The Atlantic House

The Atlantic House was built in 1798 by Daniel Pease after his arrival from his birthplace in Edgartown. The Customs House was built next door and was first operated by Abner Dunham, who was appointed in July of 1798. Pease’s Tavern operated throughout the Embargo, the Non-Intercourse Act, forbidding trade with Great Britain and France and finally the War of 1812 when Provincetown was nearly depopulated due to the presence of British frigates in the Harbor. The British Man-o-War MAJESTIC, at anchor between Provincetown and Truro, used the old mill on Mill Hill as a target during artillery practice. Daniel Pease was Provincetown’s first postmaster, having been appointed on January 1, 1801 and together with Orasmus Thomas drafted a petition to President Thomas Jefferson in 1808 to suspend the Embargo. Pease and his family died aboard ship enroute from New York of cholera in August 1834.

Pease’s Tavern was then purchased by Benjamin Allstrum, owner of a sail loft located on Market Wharf. It was expanded and renamed the Allstrum House. Benjamin Allstrum made his fortune outfitting fishing and whaling vessels and was the owner of the schooners ALEXANDER, WALDRON HOLMES and the Brigantine LEWIS BRUCE. The Allstrum House served as the town courthouse on the arrival of the circuit court judge and was also the last stop on the Orleans to Provincetown stagecoach route operated by Lysander Paine and Samuel Knowles until the arrival of the railroad in 1873.

After the untimely death of Benjamin Allstrum in 1871 at age 49 the Allstrum House was purchased by Frank Potter Smith. Frank Smith arrived in Provincetown in 1851 at age eighteen as many other Portuguese Americans first did, aboard a whaling ship. He was recruited at Pico in the Azores as a crewman aboard the 190 ton whaling bark SPARTAN commanded by Josiah Cook. He served as a crewman on several Provincetown vessels until 1871 when he purchased the Allstrum House and renamed it the Atlantic House. Smith was a popular figure in Provincetown and became the model for the title character in Dr. William Birges’ novel Senor Manuel, published in 1901. Frank Smith retired on Pearl Street in September 1916 when he sold his business to the Iris brothers of North Abington. A memorial published on his death in September of 1918 states, “He won the love and respect of both the travelling public and his fellow citizens. The fame of his courtesy, uprightness and good fellowship spread abroad until his hotel became the most popular on the Cape.”

The Atlantic House was purchased in 1950 by Reginald Cabral and Mr. and Mrs. Frank J. Hurst in 1950 and continues to be owned and operated by Reggie Cabral. The Atlantic House was host to Eugene O’Neill where he first heard about Viola Cook’s experiences in the Arctic aboard her husband’s whaling ship and the events that led to her eventual mental collapse. Ile a one-act play was written at the Atlantic House Bar and was performed in a Greenwich Village production of the Provincetown Players in New York in 1917.
The Grozier House

Located at 160 Commercial Street, this impressive three-story structure built by Captain John Atkins in 1830 was one of the largest and most elegant residences in town. The Atkins family, including William A. Atkins who owned the Schooner WILLIAM A. GROZIER, continued to live there until 1897 when it was purchased by another relative Edwin Atkins Grozier, a Boston newspaper owner. The Grozier family occupied the house until 1960 when it was purchased by its current owner, Reginald Cabral.

Ship’s knees are basic members in the framework of the house. Ship construction is also evident in the close quarters of the galley-like first floor kitchen and the steepness of the narrow stairway which leads to the cupola on the roof. Early Victorian inside and out, the house displays vestiges of the 18th century Georgian-Colonial style in the symmetrical placement of the tall, English-style chimneys on each side, and the large polygonal tower with outsize finial which graces the roof. From this glazed tower one has a 360-degree view of the Provincetown Harbor, Boston Harbor and the ocean beyond the back shore. When the captain’s wife saw her husband’s returning vessel on the horizon, she would place a lighted lantern in the tower, thus informing everyone in town that his ship was nearing harbor. Victorian canopies supported by brackets accent the first story windows, and a canopy with pendants shelters the east side entrance door. The interior of the house is replete with Victorian furnishings, many of them the original marble-topped chests, brass and black walnut bedsteads and teardrop trimmed lamps placed in rooms by previous owners. The stairway which begins in the front hall winds around a magnificent three story stairwell with polished black wooden handrail supported by white painted balusters. Reginald Cabral has opened his home occasionally to the public for art exhibits and literary readings, including the works of Tennessee Williams, Eugene O'Neill and more recently, Norman Mailer to benefit the Provincetown Fine Arts Workcenter, the Cape Cod Museum of Fine Arts and the Provincetown Art Association.

By the early 1900’s there were fewer and fewer whales in the Atlantic waters, the ranks of the old ship masters had thinned, and no longer did young men seek the glamour of whaling. Time has blurred many of the hardships, leaving remembrances of romantic voyages on far away seas and a record of a lucrative industry. The time of Wooden Ships and Iron Men.
Whaling Brigantine VIOLA. 1910.
The following pages provide a chronological list of voyages of Provincetown-based vessels furnishing when available:

- The year of the voyage.
- The name of the vessel.
- The gross tonnage of the vessel as reported.
- The classification of the vessel, i.e. Schooner, Bark.
- The name of the captain of the vessel.
- The name of the owners or the underwriters of that voyage.
- Remarks or notes.

The notation of BBLS. is an abbreviation used for how many barrels of whale oil a voyage yielded.

### Wooden Ships and Iron Men

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<thead>
<tr>
<th>YEAR</th>
<th>VESSEL:</th>
<th>CLASS:</th>
<th>AGENT/OWNER:</th>
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<tbody>
<tr>
<td>1784</td>
<td>CHANCE</td>
<td>Schooner</td>
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<tr>
<td>1785</td>
<td>BETSEY</td>
<td>Schooner</td>
<td>COOK, PARDON C.</td>
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<td></td>
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<td>COOK, SOLOMON</td>
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<tr>
<td>1785</td>
<td>PEACOCK</td>
<td>Schooner</td>
<td>HIGGINS, ZACCHEUS</td>
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<td>1785</td>
<td>RANGER</td>
<td>Schooner</td>
<td>KING, STEPHEN</td>
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<tr>
<td>1786</td>
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<td>1786</td>
<td>RANGER</td>
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<tr>
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<td>1789</td>
<td>ENDEAVOR</td>
<td>Schooner</td>
<td>COOK, PAUL</td>
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<td>1790</td>
<td>ROVER TALER</td>
<td>Schooner</td>
<td>SMALLEY, THOMAS</td>
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<td>1790</td>
<td></td>
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<td>HARDING, NATHANIAL</td>
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<td>1791</td>
<td>Enoch</td>
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<td>1792</td>
<td>PEGGY</td>
<td>Schooner</td>
<td>HOWARD, JOSHUA</td>
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<td>1792</td>
<td></td>
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<td>HOWARD, JOSHUA</td>
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<td>1794</td>
<td>POLLY</td>
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<td>MAYO, ELKANAH</td>
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<td>BETSEY</td>
<td>Schooner</td>
<td>HATCH, JOSEPH</td>
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<tr>
<td>1794</td>
<td>HOPE</td>
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<td>1797</td>
<td>BETSEY</td>
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<tr>
<td>1797</td>
<td>Enoch</td>
<td>Schooner</td>
<td>HIGGINS, ZACCHEUS</td>
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</table>

1790 VESSEL: **ROVER TALER**
CLASS: Schooner
CAPTAIN: SMALLEY, THOMAS
AGENT/OWNER: HARDING, NATHANIAL
THE ROVER TALER CLEARED PROVINCETOWN CUSTOMS DEC. 10, 1790 WITH 275 BBLS. PICKLED FISH AND 201 QUENTELS BY SAMUEL ATWOOD, TOWN CLERK. ABNER DUNHAM REPLACED HIM AS CUSTOMS HOUSE OFFICER ON JAN. 23, 1798

1794 VESSEL: **POLLY**
Tons: 69
CAPTAIN: MAYO, ELKANAH
AGENT/OWNER: COOK, PARDON C.
RETURNS OF 140 BBL

1794 VESSEL: **BETSEY**
CAPTAIN: HATCH, JOSEPH
AGENT/OWNER: COOK, SOLOMON

1794 VESSEL: **HOPE**
CAPTAIN: KING, STEPHEN

1794 VESSEL: **BETSEY**
CAPTAIN: HATCH, JOSEPH
AGENT/OWNER: COOK, SOLOMON

THE SCHOONER BETSEY SANK DURING A STORM IN PROVINCETOWN HARBOR IN 1839.
Capt. Jonathan Cook

1798 VESSEL: POLLY
CLASS: SCHOONER
CAPTAIN: COOK, JONATHAN
AGENT/OWNER: COOK, JONATHAN

COOK RETURNS WITH A 4 YEAR OLD NAMED CHARLES DERBY WHOM HE MAKES HIS WARD. DERBY BECOMES KEEPER OF LONG POINT LIGHT AND DIES IN 1883.

1814 VESSEL: POLLY
CLASS: SCHOONER
AGENT/OWNER: COOK, JONATHAN

TONS: 69

1820 VESSEL: LAUREL
CLASS: BRIGANTINE
CAPTAIN: COOK, JONATHAN
AGENT/OWNER: COOK, JONATHAN

1820 VESSEL: MARGARET
CLASS: SCHOONER
CAPTAIN: ATWOOD, NATHANIEL
AGENT/OWNER: ATWOOD, NATHANIEL

1820 VESSEL: NERO
CLASS: SCHOONER
CAPTAIN: SMALLEY, THOMAS
AGENT/OWNER: SMALLEY, THOMAS

1820 VESSEL: NEPTUNE
CLASS: SCHOONER
CAPTAIN: COOK, SAMUEL
AGENT/OWNER: COOK, SAMUEL

1820 VESSEL: SOPHRONIA
CLASS: SCHOONER
CAPTAIN: SMITH, DANIEL
AGENT/OWNER: COOK, JONATHAN

1820 VESSEL: VESTA
CLASS: SCHOONER
CAPTAIN: HOLMES, NATHANIAL

1821 VESSEL: CHARLES
CLASS: SCHOONER
CAPTAIN: GROZIER, CALEB U.
AGENT/OWNER: GROZIER, JOSHUA FREEMAN

1822 VESSEL: ARDENT
CLASS: BRIGANTINE
CAPTAIN: SOPER, SAMUEL
AGENT/OWNER: SOPER, SAMUEL

WRECKED AT SEA OFF COAST OF AFRICA 1823: 9 LOST — CAPT. & 4 MEN RESCUED BY BRITISH PACKET

1822 VESSEL: HANNAH & ELIZA
CLASS: SCHOONER
CAPTAIN: GROZIER, CALEB U.

1822 VESSEL: VESTA
CLASS: SCHOONER
CAPTAIN: HOLMES, NATHANIAL

1826 VESSEL: TELEMACHUS
CLASS: SHIP
CAPTAIN: ATKINS, FREEMAN
AGENT/OWNER: ATKINS, FREEMAN

LOST AT SEA 9/26/1826 CREW RESCUED BY BRITISH BRIG

1831 VESSEL: OLIVE BRANCH
CLASS: SHIP
CAPTAIN: COOK, JONATHAN
AGENT/OWNER: COOK, JONATHAN

1837 VESSEL: IMOGENE
CLASS: BRIGANTINE
CAPTAIN: SMALLEY, JAMES
AGENT/OWNER: SMALLEY, JAMES

TONS: 172

1838 VESSEL: LOUISA
CLASS: SCHOONER
CAPTAIN: TILSON, ELISHA
AGENT/OWNER: TILSON, ELISHA

TONS: 98

RETURNS OF OVER 1000 BBLs. FOR 1820 COLLECTIVELY
<table>
<thead>
<tr>
<th>Year</th>
<th>Vessel</th>
<th>Class</th>
<th>Tonnage</th>
<th>Captain</th>
<th>Agent/Owner</th>
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<tbody>
<tr>
<td>1839</td>
<td>Imogene</td>
<td>Brigantine</td>
<td>172</td>
<td>Smallley, James</td>
<td>Smallley, James</td>
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<tr>
<td></td>
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<td></td>
<td>Ship was broken up in a storm in Provincetown Harbor Oct. 1839</td>
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<tr>
<td>1841</td>
<td>Belle Isle</td>
<td>Schooner</td>
<td>104</td>
<td>Smith, Ebenezer</td>
<td>Smith, Ebenezer/Cook, Solomon</td>
</tr>
<tr>
<td>1841</td>
<td>Fairy</td>
<td>Brigantine</td>
<td>186</td>
<td>Ginn, Jess</td>
<td>Small, Abraham</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Formerly a brig re-rigged in 1842</td>
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<tr>
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<td>Franklin</td>
<td>Brigantine</td>
<td>172</td>
<td>Soper, Robert</td>
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<td>Purchased at Boston 1841</td>
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<tr>
<td>1841</td>
<td>Gem</td>
<td>Brigantine</td>
<td>162</td>
<td>Fluker, Francis</td>
<td>Johnson, Joseph P.</td>
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<td>Purchased at Boston 1841</td>
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<tr>
<td>1841</td>
<td>John B. Dods</td>
<td>Brigantine</td>
<td>163</td>
<td>Prior, Heraia</td>
<td>Smith, Ebenezer</td>
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<tr>
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<tr>
<td>1841</td>
<td>Phoenix</td>
<td>Schooner</td>
<td>150</td>
<td>Small, Leonard</td>
<td>Small, Leonard</td>
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<td></td>
<td></td>
<td>Built Provincetown 1841</td>
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<td>Built at Provincetown 1841</td>
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<tr>
<td>1842</td>
<td>Spartan</td>
<td>Bark</td>
<td>188</td>
<td>Small, James</td>
<td>Nickerson, Seth</td>
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<tr>
<td>1842</td>
<td>Samuel and Thomas</td>
<td>Brigantine</td>
<td>191</td>
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<td>1842</td>
<td>William Henry</td>
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<td>111</td>
<td>Cook, J Jr./Rider, Godfrey</td>
<td>Cook, J Jr./Rider, Godfrey</td>
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<td>Capt./Owner is Jonathan Cook Jr.</td>
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<tr>
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<td>Carter Braxton</td>
<td>Ship</td>
<td>132</td>
<td>Sparks, James</td>
<td>Atkins, Joseph</td>
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<td>Fairy</td>
<td>Bark</td>
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<td>Small, Abraham</td>
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<tr>
<td>Year</td>
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<td>Class</td>
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<td>Agent/Owner</td>
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<td><strong>GEM</strong></td>
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<td><strong>SAMUEL AND THOMAS</strong></td>
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<td><strong>WM. HENRY</strong></td>
<td>SCHOONER</td>
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<td>CHASE, FRANK</td>
<td>RIDER, GODFREY</td>
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<td><strong>BELLE ISLE</strong></td>
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<td><strong>EDWIN</strong></td>
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<td><strong>ESQUIMAUX</strong></td>
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**Notes:**
- **WITHDRAWN 1846**
- **ADDED TO FLEET 1844**
- **PURCHASED FROM BOSTON 1844**
- **BOUGHT FROM MARBLEHEAD 1844**
- **RETURNS OF 250 BBLS.**
- **RETURNS OF 440 BBLS.**
- **RETURNS OF 750 BBLS.**
- **RETURNS OF 480 BBLS.**
- **RETURNS OF 125 BBLS.**
- **RETURNS OF 70 BBLS.**
1845 VESSEL: CARTER BRAXTON
CLASS: SHIP
CAPTAIN: MARTIN, FRANCIS
AGENT/OWNER: ADAMS, JOHN
WITHDRAWN 1846

1845 VESSEL: JOHN ADAMS
CLASS: SCHOONER
CAPTAIN: HIGGINS, BARZALLAI
AGENT/OWNER: ADAMS, JOHN
170 BBLs.

1845 VESSEL: CONNCL
CLASS: SCHOONER
CAPTAIN: GINN, JESS
AGENT/OWNER: COOK, SAMUEL
170 BBLs.

1845 VESSEL: LOUISA
CLASS: SCHOONER
CAPTAIN: COOK, SAMUEL C.
AGENT/OWNER: COOK, SAMUEL C.
340 BBLs.

1845 VESSEL: FAIRY
CLASS: BARK
CAPTAIN: COOK, EBENEEZER
AGENT/OWNER: COOK, EBENEEZER
RETURNED 8/11/1846 650 BBLs.

1845 VESSEL: FRANKLIN
CLASS: BRIGANTINE
CAPTAIN: NICKERSON, SETH
AGENT/OWNER: SOPER, SAMUEL
340 BBLs.

1845 VESSEL: MEDFORD
CLASS: SCHOONER
CAPTAIN: COOK, JOSHUA II
AGENT/OWNER: COOK, E. PARKER
260 BBLs.

1845 VESSEL: OMTESIE
CLASS: SCHOONER
CAPTAIN: CHAPMAN
AGENT/OWNER: GROZIER, C.A.
200 BBLs. SOLD 1846

1845 VESSEL: GEM
CLASS: BRIGANTINE
CAPTAIN: NICKERSON, JONATHAN
AGENT/OWNER: JOHNSON, JOSEPH P.
200 BBLs.

1845 VESSEL: PARKER COOK
CLASS: BRIGANTINE
CAPTAIN: SMITH, EBEN S.
AGENT/OWNER: COOK, E. PARKER
180 BBLs.

1845 VESSEL: PHENIX
CLASS: BRIGANTINE
CAPTAIN: SMALL, ABRAHAM
AGENT/OWNER: SMALL, ABRAHAM
430 BBLs.

1845 VESSEL: RIENZI
CLASS: BRIGANTINE
CAPTAIN: SMALL, SAMUEL C.
AGENT/OWNER: SMALL, SAMUEL C.
180 BBLs.

1845 VESSEL: RIENZI
CLASS: SCHOONER
CAPTAIN: COOK, ABRAHAM
AGENT/OWNER: COOK, ABRAHAM
310 BBLs.

1845 VESSEL: JOSHUA BROWN
CLASS: SCHOONER
CAPTAIN: GINN, JESS
AGENT/OWNER: SMALL, ABRAHAM
6 BBLs. BLACKFISH OIL VESSEL SOLD NOV. 1845

Capt. Barzallai Higgins
1845 VESSEL: TARQUIN
CLASS: SCHOONER
CAPTAIN: SPARKS, H.
AGENT/OWNER: SPARKS, H.
Purchased 1844

1846 VESSEL: BELLE ISLE
CLASS: SCHOONER
CAPTAIN: HOWARD, JARIUS
AGENT/OWNER: COOK, E. PARKER
Sailed again in April 1846 returned Oct.
90 BBLs.

1846 VESSEL: CADMUS
CLASS: BRIGANTINE
CAPTAIN: SOPER, SAMUEL
AGENT/OWNER: SOPER, SAMUEL
40 BBLs.

1846 VESSEL: COUNCIL
CLASS: SCHOONER
CAPTAIN: GINN, JESS
AGENT/OWNER: COOK, SAMUEL
100 BBLs.

1846 VESSEL: EDWIN
CLASS: SCHOONER
CAPTAIN: NICKERSON, SETH
AGENT/OWNER: THATCHER, R.L.
220 BBLs.

1846 VESSEL: FAIRY
CLASS: BARK
CAPTAIN: COOK, EMERSON
AGENT/OWNER: COOK, EMERSON
650 BBLs.

1846 VESSEL: FRANKLIN
CLASS: BRIGANTINE
CAPTAIN: TILSON, ELISHA
AGENT/OWNER: SOPER, SAMUEL
250 BBLs.

1846 VESSEL: GEM
CLASS: BRIGANTINE
CAPTAIN: NICKERSON, JONATHAN
AGENT/OWNER: JOHNSON, JOSEPH P.
280 BBLs.

1846 VESSEL: GRAND ISLAND
CLASS: SCHOONER
CAPTAIN: COOK, SAMUEL
AGENT/OWNER: COOK, SAMUEL
Vessel sold 1847

1846 VESSEL: JOHN ADAMS
CLASS: SCHOONER
CAPTAIN: HIGGINS, BARZALLAI
AGENT/OWNER: THATCHER, R.L.
300 BBLs.

1846 VESSEL: LOUISA
CLASS: SCHOONER
CAPTAIN: COOK, SAMUEL
AGENT/OWNER: COOK, SAMUEL
207 BBLs.

1846 VESSEL: MEDFORD
CLASS: SCHOONER
CAPTAIN: COOK, JOSHUA II
AGENT/OWNER: COOK, E. PARKER
150 BBLs.

1846 VESSEL: PACIFIC
CLASS: BRIGANTINE
CAPTAIN: PERRY
AGENT/OWNER: SMALL, D.
Vessel sold 1847

1846 VESSEL: PARKER COOK
CLASS: BARK
CAPTAIN: SMITH, EBEN S.
AGENT/OWNER: COOK, E. PARKER
250 BBLs.

1846 VESSEL: PHENIX
CLASS: BRIGANTINE
CAPTAIN: SMALL, ABRAHAM
AGENT/OWNER: SMALL, ABRAHAM
180 BBLs.

1846 VESSEL: RIENZI
CLASS: SCHOONER
CAPTAIN: COOK, ABRAHAM
AGENT/OWNER: COOK, ABRAHAM
250 BBLs.

1846 VESSEL: RIENZI
CLASS: BRIGANTINE
CAPTAIN: SMALL, JAMES
AGENT/OWNER: SMALL, JAMES

1846 VESSEL: SAMUEL COOK
CLASS: BRIGANTINE
CAPTAIN: COOK, SAMUEL
AGENT/OWNER: COOK, SAMUEL
Purchased 1846

1846 VESSEL: SAMUEL AND THOMAS
CLASS: BARK
CAPTAIN: SWIFT, REUBEN
AGENT/OWNER: SOPER, SAMUEL
Sold to Mattapoissett
1850

1846 VESSEL: TARQUIN
CLASS: SCHOONER
CAPTAIN: SPARKS, H.
AGENT/OWNER: SPARKS, H.
Vessel sold 1846

1847 VESSEL: BELLE ISLE
CLASS: SCHOONER
CAPTAIN: COOK, E. PARKER
AGENT/OWNER: COOK, E. PARKER
300 BBLs.
1847 VESSEL: **CADMUS**
CLASS: BRIGANTINE TONS: 130
CAPTAIN: NICKERSON, JONATHAN
AGENT/OWNER: SOPER, SAMUEL
240 BBLS.

1847 VESSEL: **COUNCIL**
CLASS: SCHOONER TONS: 100
CAPTAIN: GINN, JESS
AGENT/OWNER: HOWE & LORD
SAILED IN 1847 FOR STS. OF BELLE ISLE RETURNED 1848.

1847 VESSEL: **EDWIN**
CLASS: SCHOONER TONS: 100
CAPTAIN: NICKERSON, THEODORE
AGENT/OWNER: THATCHER, R.L.
SOLD 1848

1847 VESSEL: **FAIRY**
CLASS: BARK TONS: 186
CAPTAIN: COOK, JOSHUA II
AGENT/OWNER: COOK, EBENEZER
415 BBLS.

1847 VESSEL: **JOHN ADAMS**
CLASS: SCHOONER TONS: 110
CAPTAIN: FREEMAN, JEREMIAH
AGENT/OWNER: THATCHER, R.L.
280 BBLS.

1847 VESSEL: **LOUISA**
CLASS: SCHOONER TONS: 98
CAPTAIN: YOUNG, REUBEN
AGENT/OWNER: COOK, SAMUEL
180 BBLS.

1847 VESSEL: **MEDFORD**
CLASS: SCHOONER TONS: 105
CAPTAIN: RYDER, HENRY
AGENT/OWNER: COOK, E. PARKER
290 BBLS.

1847 VESSEL: **RIENZI**
CLASS: SCHOONER TONS: 115
CAPTAIN: COOK, ABRAHAM
AGENT/OWNER: COOK, ABRAHAM
280 BBLS.

1847 VESSEL: **SAMUEL COOK**
CLASS: BRIGANTINE TONS: 140
CAPTAIN: COOK, LEMUEL
AGENT/OWNER: COOK, SAMUEL
210 BBLS.

1848 VESSEL: **BELLE ISLE**
CLASS: SCHOONER TONS: 104
CAPTAIN: COOK, E. PARKER
AGENT/OWNER: COOK, E. PARKER
240 BBLS.

1848 VESSEL: **COUNCIL**
CLASS: SCHOONER TONS: 100
CAPTAIN: HIGGINS, BARZALLAI
AGENT/OWNER: HOWE & LORD
160 BBLS.

1848 VESSEL: **CHANTICLEER**
CLASS: SCHOONER TONS: 87
CAPTAIN: COOK, JOSHUA II
AGENT/OWNER: COOK, SAMUEL
210 BBLS.

1848 VESSEL: **FAIRY**
CLASS: BARK TONS: 186
CAPTAIN: SOPER, SAMUEL
AGENT/OWNER: COOK, EBENEZER
SOLD DURING VOYAGE
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</tbody>
</table>

Capt. E. Parker Cook

Capt. E. Parker Cook

Capt. E. Parker Cook
1851 VESSEL: **ALEXANDER**  
CLASS: SCHOONER  
CAPTAIN: YOUNG, JOHN  
AGENT/OWNER: ALLSTRUM, BENJAMIN  
ADDED 1851

1851 VESSEL: **BELLE ISLE**  
CLASS: SCHOONER  
CAPTAIN: NYE  
AGENT/OWNER: COOK, EBENEZER  
RUN INTO BY STEAMSHIP WILLIAM PENN AND SUNK: FOUR MEN LOST 1851

1851 VESSEL: **CHANTICLEER**  
CLASS: SCHOONER  
CAPTAIN: YOUNG, LAUREN  
AGENT/OWNER: COOK, SAMUEL  
150 BBLS.

1851 VESSEL: **COUNCIL**  
CLASS: SCHOONER  
CAPTAIN: GINN, JESS  
AGENT/OWNER: HIGGINS, H.P.  
25 BBLS. SOLD 1852

1851 VESSEL: **HANOVER**  
CLASS: SCHOONER  
CAPTAIN: HOLMES, ELISHA  
AGENT/OWNER: HILLIARD, THOMAS  
160 BBLS. ADDED 1851

1851 VESSEL: **H.N. WILLIAMS**  
CLASS: SCHOONER  
CAPTAIN: YOUNG, REUBEN  
AGENT/OWNER: COOK, PHILLIP  
65 BBLS.

1851 VESSEL: **JANE HOWES**  
CLASS: BRIGANTINE  
CAPTAIN: NICKERSON, THEODORE  
AGENT/OWNER: BOWLEY, JOSHUA  
95 BBLS.

1851 VESSEL: **JOHN ADAMS**  
CLASS: SCHOONER  
CAPTAIN: FREEMAN, JEREMIAH  
AGENT/OWNER: ADAMS, JOHN  
150 BBLS.

1851 VESSEL: **LEWIS BRUCE**  
CLASS: BRIGANTINE  
CAPTAIN: YOUNG, SILAS S.  
AGENT/OWNER: ALLSTRUM, BENJAMIN  
270 BBLS.

1851 VESSEL: **PRESTON**  
CLASS: SCHOONER  
CAPTAIN: HANDY, ANTONE  
AGENT/OWNER: COOK, SAMUEL  
80 BBLS. ADDED 1851

1851 VESSEL: **R.E. COOK**  
CLASS: SCHOONER  
CAPTAIN: COOK, EMERSON  
AGENT/OWNER: DUNLAP, JOHN  
12 BBLS. BLACKFISH

1851 VESSEL: **RIENZI**  
CLASS: SCHOONER  
CAPTAIN: TUCK, JOSEPH W.  
AGENT/OWNER: BOWLEY, JOSHUA  
115 BBLS.

1851 VESSEL: **ROBERT RAIKES**  
CLASS: SCHOONER  
CAPTAIN: SWIFT, REUBEN  
AGENT/OWNER: COOK, EBENEEZER  
8 BBLS. SOLD 1852

1851 VESSEL: **SAMUEL COOK**  
CLASS: BRIGANTINE  
CAPTAIN: COOK, SAMUEL  
50 BBLS.

1851 VESSEL: **SEA SHELL**  
CLASS: SCHOONER  
CAPTAIN: COOK, EBENEZER  
AGENT/OWNER: COOK, EBENEZER  
20 BBLS. BLACKFISH SOLD 1852

1851 VESSEL: **SHYLOCK**  
CLASS: SCHOONER  
CAPTAIN: HERSEY  
AGENT/OWNER: HOLMES, NATHANIEL  
12 BBLS.

1851 VESSEL: **SPARTAN**  
CLASS: BARK  
CAPTAIN: COOK, JOSIAH  
AGENT/OWNER: NICKERSON, STEPHEN  
250 BBLS.

1851 VESSEL: **UNION**  
CLASS: SCHOONER  
CAPTAIN: NICKERSON, JOSHUA S.  
AGENT/OWNER: NICKERSON, JONATHAN  
60 BBLS.

1851 VESSEL: **VIRGINIAN**  
CLASS: SCHOONER  
CAPTAIN: MARTIN, FRANCIS  
AGENT/OWNER: SNOW, WINSOR  
SOLD AT ORLEANS 1851

1851 VESSEL: **WALTER IRWIN**  
CLASS: SCHOONER  
CAPTAIN: NICKERSON, ATKINS  
AGENT/OWNER: NICKERSON, ATKINS  
162 BBLS.
1851 VESSEL: **WALTER K.**
CLASS: SCHOONER  TONS: 114
CAPTAIN: TILSON, ELISHA
AGENT/OWNER: COOK, HENRY
200 BBLS.

1851 VESSEL: **WILLIS PUTNAM**
CLASS: SCHOONER  TONS: 100
CAPTAIN: GINN, JESS
AGENT/OWNER: SMITH, EBEN S.
NINE MEN DIED ON THE VOYAGE. SOLD 1853

1851 VESSEL: **ESTHER**
CLASS: BRIGANTINE  TONS: 136
CAPTAIN: MACY
AGENT/OWNER: SNOW, WINSOR
80 BBLS. THE ESTHER WAS FORMERLY OUT OF SALEM, MASS. IT WAS WRECKED OFF CHATHAM AND WAS PURCHASED AND REFITTED BY THE CAPE COD WHALING CO., OWNED BY JOSEPH P. JOHNSON AND ISAIAH GIFFORD OF PROVINCETOWN. THE ESTHER WAS LATER OWNED BY WINSOR SNOW OF ORLEANS AND CAPT. HEMAN SMITH OF PROVINCETOWN.

1852 VESSEL: **FRANK BUNCHINIA**
CLASS: BARK  TONS: 200
CAPTAIN: TUCK, FRANCIS B.
AGENT/OWNER: NICKERSON, ENAS
THE FRANK BUNCHINIA WAS BUILT AT PROVINCETOWN IN 1852 BY BENJAMIN GIFFORD. IT SAILED MAY 20, 1852 AND RETURNED TWO YEARS LATER ON MAY 9, 1854 WITH RETURNS OF 549 BBLS. SPERM OIL AND 220 BBLS. HUMPBACK.

1852 VESSEL: **ALLEGHANY**
CLASS: SCHOONER  TONS: 95
CAPTAIN: COOK, PHILLIP
AGENT/OWNER: COOK, EPAPHRAS & E. KIBBY
PURCHASED 1852 RETURNS OF 150 BBLS.

1852 VESSEL: **ALEXANDER**
CLASS: SCHOONER  TONS: 75
CAPTAIN: CORNELL, MARTIN
AGENT/OWNER: ALLSTRUM, BENJAMIN
160 BBLS.

1852 VESSEL: **ANTARCTIC**
CLASS: SCHOONER  TONS: 136
CAPTAIN: SNOW, JOSHUA
AGENT/OWNER: BOWLEY, JOSHUA E.
290 BBLS.

1852 VESSEL: **CHANTICLEER**
CLASS: SCHOONER  TONS: 87
CAPTAIN: COOK, JOSHUA II
AGENT/OWNER: COOK, SAMUEL
120 BBLS.

1852 VESSEL: **E. NICKERSON**
CLASS: BRIGANTINE  TONS: 131
CAPTAIN: RYDER, REUBEN
AGENT/OWNER: NICKERSON, ENOCH
275 BBLS.

1852 VESSEL: **FRANKLIN**
CLASS: SCHOONER  TONS: 172
CAPTAIN: SOPER, SAMUEL
AGENT/OWNER: SOPER, SAMUEL
238 BBLS. SHIP WAS SOLD 1853

1852 VESSEL: **HANOVER**
CLASS: SCHOONER  TONS: 114
CAPTAIN: HOLMES, ELISHA
AGENT/OWNER: HILLIARD, THOMAS
240 BBLS.

1852 VESSEL: **HARRIET NEAL**
CLASS: SCHOONER  TONS: 125
CAPTAIN: RIDER, HENRY
AGENT/OWNER: THATCHER, R.L.
175 BBLS.

1852 VESSEL: **H. N. WILLIAMS**
CLASS: SCHOONER  TONS: 108
CAPTAIN: JONES, JOSEPH B.
AGENT/OWNER: COOK, PHILLIP
88 BBLS.

1852 VESSEL: **JANE HOWES**
CLASS: BRIGANTINE  TONS: 109
CAPTAIN: DOYLE
AGENT/OWNER: BOWLEY, JOSHUA E.
60 BBLS.

1852 VESSEL: **JOHN ADAMS**
CLASS: SCHOONER  TONS: 104
CAPTAIN: FREEMAN, REUBEN
AGENT/OWNER: ADAMS, JOHN
205 BBLS.

1852 VESSEL: **LEWIS BRUCE**
CLASS: BRIGANTINE  TONS: 113
CAPTAIN: YOUNG, LAUREN
AGENT/OWNER: ALLSTRUM, BENJAMIN
170 BBLS. VESSEL SOLD AT ORLEANS 1853.

1852 VESSEL: **LOUISA**
CLASS: SCHOONER  TONS: 109
CAPTAIN: YOUNG, JOHN
AGENT/OWNER: COOK, SAMUEL
250 BBLS.

1852 VESSEL: **PARKER COOK**
CLASS: BARK  TONS: 135
CAPTAIN: COOK, EPHRAIM PARKER
AGENT/OWNER: COOK, EPHRAIM PARKER
115 BBLS.
1852 VESSEL: **PHOENIX**
CLASS: BRIGANTINE
CAPTAIN: PUFFER
AGENT/OWNER: SMALL, LEONARD
202 BBLS.

1852 VESSEL: **PRESTON**
CLASS: SCHOONER
CAPTAIN: HANDY, ANTOINE
AGENT/OWNER: COOK, SAMUEL
120 BBLS.

1852 VESSEL: **R. E. COOK**
CLASS: SCHOONER
CAPTAIN: NICKERSON, SETH
AGENT/OWNER: DUNLAP, JOHN
150 BBLS.

1852 VESSEL: **RIENZI**
CLASS: SCHOONER
CAPTAIN: CATON, JOSEPH
AGENT/OWNER: BOWLEY, JOSHUA E.
RETURNED AUGUST 8, 1852 WITH 150 BBLS.

1852 VESSEL: **S. R. SOPE**
CLASS: SCHOONER
CAPTAIN: SOPER, SAMUEL
AGENT/OWNER: SOPER, SAMUEL
85 BBLS. ADDED TO FLEET 1852

1852 VESSEL: **SAMUEL COOK**
CLASS: BRIGANTINE
CAPTAIN: SMITH, Eben S.
AGENT/OWNER: COOK, SAMUEL
154 BBLS.

1852 VESSEL: **SHYLOCK**
CLASS: SCHOONER
CAPTAIN: FISHER, ISAAC GREEN
AGENT/OWNER: HOLMES, NATHANIEL
RETURNED DECEMBER 8, 1852 WITH 10 BBLS.
AFTER 9 MONTH VOYAGE WITHDRAWN FROM RECORDS AFTER 1852: FISHER BECAME KEEPER AT PEAKED HILL BARS LIFESAVING STATION IN 1880.

1852 VESSEL: **UNION**
CLASS: SCHOONER
CAPTAIN: GINN, JESS
AGENT/OWNER: NICKERSON, JONATHAN
160 BBLS.

1852 VESSEL: **WALTER IRWIN**
CLASS: SCHOONER
CAPTAIN: NICKERSON, ATKINS
AGENT/OWNER: NICKERSON, ATKINS
150 BBLS.

1852 VESSEL: **WALTER K.**
CLASS: SCHOONER
CAPTAIN: TILSON, ELISHA
AGENT/OWNER: COOK, HENRY
74 BBLS. ALSO 15 BBLS. BLACKFISH.

1852 VESSEL: **CORVO**
CLASS: BARK
CAPTAIN: MARTIN, WILLIAM
AGENT/OWNER: SNOW, THOMAS A.
PURCHASED IN NEW YORK, REGISTERED IN ORLEANS RETURNED WITH 360 BBLS.

1852 VESSEL: **ESTHER**
CLASS: BRIGANTINE
CAPTAIN: HOPKINS, JOSEPH
AGENT/OWNER: SMITH, HEMAN
95 BBLS.

1852 VESSEL: **VIRGINIAN**
CLASS: SCHOONER
CAPTAIN: PETTENGILL, JOHN
AGENT/OWNER: SMITH, HEMAN
275 BBLS. CAPTAIN SAILED WITH WIFE AND CHILD.

1852 VESSEL: **ESCHOL**
CLASS: BRIGANTINE
CAPTAIN: SMITH, Eben S.
AGENT/OWNER: STEVENS, RICHARD
70 BBLS.

1852 VESSEL: **GERM**
CLASS: BRIGANTINE
CAPTAIN: RYAN, A.B.
AGENT/OWNER: STEVENS, RICHARD
PURCHASED AT BOSTON PRIOR TO APRIL 1852: CONDEMNED AT ST. THOMAS, WEST INDIES NOV. 4, 1852

1852 VESSEL: **ROTHSCHILD**
CLASS: BARK
CAPTAIN: SMALL, JAMES
AGENT/OWNER: LOCKE, PHILLIP A.
RETURNED TO BOSTON WITH 295 BBLS. VESSEL SOLD TO HEMAN SMITH IN 1854: PHILLIP LOCKE IS THE SON OF CHARLES LOCKE OF PROVINCETOWN

1852 VESSEL: **SEPTEMBER**
CLASS: BRIGANTINE
CAPTAIN: HEATH
AGENT/OWNER: FLUKER, FRANCIS
RETURNED TO BOSTON WITH 270 BBLS. SOLD TO HEMAN SMITH IN 1853: FRANCIS F. FLUKER WAS A MEMBER OF K.H.L. BEFORE MOVING TO BOSTON.

1853 VESSEL: **ALLEGHANY**
CLASS: SCHOONER
CAPTAIN: COOK, PHILLIP
AGENT/OWNER: COOK, E. & E.K.
200 BBLS.

1853 VESSEL: **ALEXANDER**
CLASS: SCHOONER
CAPTAIN: CORNELL, MARTIN
AGENT/OWNER: ALLSTRUM, BENJAMIN
108 BBLS.
<table>
<thead>
<tr>
<th>Year</th>
<th>Vessel</th>
<th>Class</th>
<th>Tons</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>1853</td>
<td>ANTARCTIC</td>
<td>Schooner</td>
<td>136</td>
<td>Snow, Joshua; Bowley, Joshua E. 145 Bbls.</td>
</tr>
<tr>
<td>1853</td>
<td>MOUNTAIN SPRING</td>
<td>Schooner</td>
<td>86</td>
<td>Young, Lauren; Bowley, Joshua 47 Bbls.: Added to Fleet 1853.</td>
</tr>
<tr>
<td>1853</td>
<td>CHANTICLEER</td>
<td>Schooner</td>
<td>87</td>
<td>Cook, Samuel; Cook, Samuel 150 Bbls.</td>
</tr>
<tr>
<td>1853</td>
<td>E. NICKERSON</td>
<td>Schooner</td>
<td>131</td>
<td>Soper, Robert; Nickerson, Enoch 245 Bbls.</td>
</tr>
<tr>
<td>1853</td>
<td>FRANKLIN</td>
<td>Bark</td>
<td>172</td>
<td>Allerton, Orasmus; Soper, Samuel 145 Bbls. Vessel lost on Isle of Sal, Cape Verde; Crew and 140 Bbls. were saved. Allerton next commanded the Brig September out of Orleans for Hemam Smith.</td>
</tr>
<tr>
<td>1853</td>
<td>HANOVER</td>
<td>Schooner</td>
<td>114</td>
<td>Holmes, Elisha; Hilliard, Thomas 56 Bbls.</td>
</tr>
<tr>
<td>1853</td>
<td>HARRIET NEAL</td>
<td>Schooner</td>
<td>125</td>
<td>Cook, Joshua II; Thatcher, R.L. 90 Bbls.</td>
</tr>
<tr>
<td>1853</td>
<td>H.N. WILLIAMS</td>
<td>Schooner</td>
<td>108</td>
<td>Fisher, Samuel; Cook, Phillip 87 Bbls.</td>
</tr>
<tr>
<td>1853</td>
<td>JOHN ADAMS</td>
<td>Schooner</td>
<td>104</td>
<td>Burke, Edmund; Adams, John 243 Bbls.: Vessel put into Newburyport, Mass on Sept. 17 and Dismasted.</td>
</tr>
<tr>
<td>1853</td>
<td>LOUISA</td>
<td>Schooner</td>
<td>109</td>
<td>Rider, Henry; Cook, Samuel 75 Bbls.</td>
</tr>
<tr>
<td>1853</td>
<td>MONTEZUMA</td>
<td>Schooner</td>
<td>100</td>
<td>Freeman, Benjamin; Freeman, Benjamin 47 Bbls.</td>
</tr>
</tbody>
</table>
1853 VESSEL: **WALDRON HOLMES**
CLASS: SCHOONER
TONS: 90
CAPTAIN: YOUNG, SILAS S.
AGENT/OWNER: ALLSTRUM, B./HOLMES, N.
BUILT AT PROVINCETOWN 1853 FOR BENJAMIN ALLSTRUM AND NATHANIAL HOLMES.
RETURNED 117 BBLS. ON MAIDEN VOYAGE.

1853 VESSEL: **LEWIS BRUCE**
CLASS: BRIGANTINE
TONS: 113
CAPTAIN: FREEMAN, REUBEN
AGENT/OWNER: CROSBY, LEANDER
SOLD TO CROSBY OF ORLEANS BY BENJAMIN ALLSTRUM. RETURNED WITH 97 BBLS.

1853 VESSEL: **SEPTEMBER**
CLASS: BRIGANTINE
TONS: 115
CAPTAIN: ALLERTON, ORASMUS
AGENT/OWNER: SMITH, HEMAN
LEFT PORT APRIL 1853: BY MAY 25'TH HAD 25 BBLS. SPERM OIL.

1853 VESSEL: **VIRGINIAN**
CLASS: SCHOONER
TONS: 115
CAPTAIN: PETTENGILL, JOHN
AGENT/OWNER: SMITH, HEMAN
100 BBLS.

1854 VESSEL: **ALLEGHANY**
CLASS: SCHOONER
TONS: 95
CAPTAIN: COOK, PHILLIP
AGENT/OWNER: COOK, E. & E.K.
228 BBLS.

1854 VESSEL: **ALEXANDER**
CLASS: SCHOONER
TONS: 95
CAPTAIN: CORNELL, GEORGE
AGENT/OWNER: ALLSTRUM, BENJAMIN
35 BBLS.

1854 VESSEL: **ANTARCTIC**
CLASS: SCHOONER
TONS: 136
CAPTAIN: COSTA, MANUEL
AGENT/OWNER: BOWLEY, J.E. & G.
145 BBLS.

1854 VESSEL: **CHANTICLEER**
CLASS: SCHOONER
TONS: 87
CAPTAIN: YOUNG, MOSES II
AGENT/OWNER: COOK, SAMUEL
252 BBLS.

1854 VESSEL: **E. NICKERSON**
CLASS: SCHOONER
TONS: 131
CAPTAIN: FREEMAN, NATHANIAL
AGENT/OWNER: SOPER, SAMUEL
455 BBLS.

1854 VESSEL: **JOHN ADAMS**
CLASS: SCHOONER
TONS: 99
CAPTAIN: BIRCH, ELSIHA
AGENT/OWNER: ADAMS, JOHN
158 BBLS.

1854 VESSEL: **LOUISA**
CLASS: SCHOONER
TONS: 109
CAPTAIN: TILSON, ELISHA
AGENT/OWNER: COOK, SAMUEL
32 BBLS.

1854 VESSEL: **MONTEZUMA**
CLASS: SCHOONER
TONS: 100
CAPTAIN: FREEMAN, BENJAMIN
AGENT/OWNER: FREEMAN, BENJAMIN
162 BBLS.

1854 VESSEL: **MOUNTAIN SPRING**
CLASS: SCHOONER
TONS: 86
CAPTAIN: YOUNG, LAUREN
AGENT/OWNER: BOWLEY, J.E. & G.
31 BBLS.

1854 VESSEL: **MOUNTAIN KING**
CLASS: SCHOONER
TONS: 86
CAPTAIN: PETTENGILL, JOHN
AGENT/OWNER: THATCHER, COOK & CO.
34 BBLS.

1854 VESSEL: **PARKER COOK**
CLASS: BARK
TONS: 130
CAPTAIN: COOK, E. PARKER
AGENT/OWNER: COOK, EPHRAIM & EAPHRAS
364 BBLS.

1854 VESSEL: **RIENZI**
CLASS: SCHOONER
TONS: 109
CAPTAIN: LONG, THOMAS
AGENT/OWNER: BOWLEY J.E. & G.
49 BBLS.

1854 VESSEL: **S.R. SOPER**
CLASS: SCHOONER
TONS: 130
CAPTAIN: SOPER, SAMUEL
AGENT/OWNER: SOPER, SAMUEL
175 BBLS.

1854 VESSEL: **UNION**
CLASS: SCHOONER
TONS: 97
CAPTAIN: GINN, JESS
AGENT/OWNER: NICKERSON, JONATHAN
179 BBLS. SOLD AT NEW BEDFORD 1854

1854 VESSEL: **WALDRON HOLMES**
CLASS: SCHOONER
TONS: 89
CAPTAIN: YOUNG, SILAS S.
AGENT/OWNER: ALLSTRUM, B./HOLMES, N.
SOLD 1855

1854 VESSEL: **WALTER IRWIN**
CLASS: SCHOONER
TONS: 133
CAPTAIN: NICKERSON, ATKINS
AGENT/OWNER: SOPER, SAMUEL
252 BBLS.

1854 VESSEL: **ESTHER**
CLASS: BRIGANTINE
TONS: 135
CAPTAIN: LAWSON, THOMAS
AGENT/OWNER: SMITH, HEMAN
1854 VESSEL: LEWIS BRUCE
CLASS: BRIGANTINE  TONS: 113
CAPTAIN: FREEMAN, REUBEN
AGENT/OWNER: CROSBY, LEANDER
19 BBLS.

1854 VESSEL: ROTHSCILDL
CLASS: BARK  TONS: 261
CAPTAIN: ALLERTON, ORASMUS W.
AGENT/OWNER: SMITH, HEMAN
THE ROTHSCILDL WAS PURCHASED AT BOSTON IN 1854 AND RETURNED WITH 280 BBLS. WHALE OIL.

1854 VESSEL: SEPTERBER
CLASS: BRIGANTINE  TONS: 115
CAPTAIN: RYDER, NATHANIEL
AGENT/OWNER: SMITH, HEMAN
THE SEPTEMBER WAS PURCHASED BY CAPT. HEMAN SMITH AT BOSTON IN 1853. THE SHIP AND ITS CREW OF 16 WERE LISTED AS MISSING IN 1854.

1854 VESSEL: VIRGINIAN
CLASS: SCHOONER  TONS: 114
CAPTAIN: SMITH, JOHN JR.
AGENT/OWNER: SMITH, HEMAN
THE VIRGINIAN AND HER CREW OF 22 WERE LISTED AS MISSING IN 1854.

1854 VESSEL: WILLIAM MARTIN
CLASS: SCHOONER  TONS: 134
CAPTAIN: MARTIN, WILLIAM
AGENT/OWNER: SMITH, HEMAN
290 BBLS.

1855 VESSEL: MOUNTAIN SPRING
CLASS: SCHOONER  TONS: 86
CAPTAIN: YOUNG, JOHN
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON
CAPSIZED IN CINTRA BAY, 13 MEN LOST, YOUNG AND 2 OTHERS RESCUED. YOUNG DIED FROM HIS INJURIES AND WAS BURIED IN THE YOUNG CRYPT (CEMETERY NO. 2) 1811 — 1855 PROVINCETOWN.

1855 VESSEL: ALLEGHANY
CLASS: SCHOONER  TONS: 95
CAPTAIN: COOK, DANIEL C.
AGENT/OWNER: COOK, DANIEL C.
164 BBLS.

1855 VESSEL: ALEXANDER
CLASS: SCHOONER  TONS: 75
CAPTAIN: SNOW, JOSIAH
AGENT/OWNER: JOHNSON & COOK CO.
204 BBLS.

1855 VESSEL: CHANTICLEER
CLASS: SCHOONER  TONS: 87
CAPTAIN: YOUNG, SILAS
AGENT/OWNER: COOK, SAMUEL
168 BBLS. SILAS YOUNG (1814 — 1887)

1855 VESSEL: E. NICKERSON
CLASS: SCHOONER  TONS: 132
CAPTAIN: FREEMAN, NATHANIAL
AGENT/OWNER: SOPER, SAMUEL
503 BBLS.

1855 VESSEL: FRANK BUNCHINIA
CLASS: BARK  TONS: 200
CAPTAIN: TUCK, JOSEPH W.
AGENT/OWNER: NICKERSON, ENOS
200 BBLS. SPERM OIL

1855 VESSEL: JOHN ADAMS
CLASS: SCHOONER  TONS: 99
CAPTAIN: BURCH, ELISHA
AGENT/OWNER: ADAMS, JOHN
59 BBLS.

1855 VESSEL: LOUISA
CLASS: SCHOONER  TONS: 97
CAPTAIN: COOK, SAMUEL
AGENT/OWNER: COOK, SAMUEL
RETURNED WITH 58 BBLS. WHALE OIL: VESSEL SOLD IN 1856 TO HENRY PEASE OF EDGARTOWN AND RENAMED DELAWARE. THE VESSEL WAS LOST IN A “WHITE” SQUALL DECEMBER OF 1856.

1855 VESSEL: MONTZUMA
CLASS: SCHOONER  TONS: 92
CAPTAIN: KILBORN, LEVI
AGENT/OWNER: HILLIARD, T & S CO.
208 BBLS. 2 VOYAGES IN 1855

1855 VESSEL: MOUNTAIN KING
CLASS: SCHOONER  TONS: 86
CAPTAIN: PETTENGILL, JOHN
AGENT/OWNER: JOHNSON & COOK CO.
OWNERS ARE JOSEPH P. JOHNSON & STEPHEN COOK WHO FORMED A PARTNERSHIP AFTER JOHNSON LEFT JOHNSON & HILLIARD, THEY FORMED THE FIRST NATIONAL BANK AT 275 COMMERCIAL ST. IN 1854.

1855 VESSEL: OLIVE CLARK
CLASS: SCHOONER  TONS: 95
CAPTAIN: TUCK, FRANCIS B.
AGENT/OWNER: SOPER, SAMUEL
250 BBLS.

1855 VESSEL: RICHARD
CLASS: SCHOONER  TONS: 92
CAPTAIN: YOUNG, LAUREN
AGENT/OWNER: COOK, PHILLIP

1855 VESSEL: RIENZI
CLASS: SCHOONER  TONS: 108
CAPTAIN: CATON, JOSEPH
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON
SEVEN MONTH VOYAGE: 170 BBLS.
1855 VESSEL: **SAMUEL COOK**  
CLASS: BRIGANTINE  
TONS: 126  
CAPTAIN: GENN, JOHN (JESSE)  
AGENT/OWNER: COOK, SAMUEL  
SOLD 1856

1855 VESSEL: **SAMUEL R. SOPER**  
CLASS: SCHOONER  
TONS: 130  
CAPTAIN: NEEDHAM,  
AGENT/OWNER: SOPER, SAMUEL R.

1855 VESSEL: **SPARTAN**  
CLASS: BARK  
TONS: 188  
CAPTAIN: COOK, JOSIAH  
AGENT/OWNER: NICKERSON, STEPHEN  
RETURNED SEPTEMBER 1857 WITH 900 BBLs. AND 4000 LBS. WHALE BONE.

1855 VESSEL: **UNION**  
CLASS: SCHOONER  
TONS: 97  
CAPTAIN: GENN, JOHN (JESSE)  
AGENT/OWNER: NICKERSON, JONATHAN  
SECOND VOYAGE IN 1855 FOR GENN, AFTER COMMANDING THE SAMUEL COOK. RETURNED WITH 150 BBLs.

1855 VESSEL: **WALTER IRWIN**  
CLASS: SCHOONER  
TONS: 133  
CAPTAIN: PAINE, LYSANDER  
AGENT/OWNER: SOPER, SAMUEL  
RETURNED WITH 190 BBLs.

1856 VESSEL: **ACORN**  
CLASS: BARK  
TONS: 215  
CAPTAIN: PUFFER,  
AGENT/OWNER: NICKERSON & TUCK

1856 VESSEL: **ALLEGHANY**  
CLASS: SCHOONER  
TONS: 95  
CAPTAIN: COOK, DANIEL C.  
AGENT/OWNER: COOK, DANIEL C.

1856 VESSEL: **ALEXANDER**  
CLASS: SCHOONER  
TONS: 75  
CAPTAIN: CORNELL, GEORGE  
AGENT/OWNER: JOHNSON & COOK  
OWNERS ARE JOSEPH P. JOHNSON AND REUBEN COOK

1856 VESSEL: **ANTARCTIC**  
CLASS: SCHOONER  
TONS: 75  
CAPTAIN: COSTA, MANUEL E.  
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON

1856 VESSEL: **CHANTICLEER**  
CLASS: SCHOONER  
TONS: 87  
CAPTAIN: YOUNG, SILAS  
AGENT/OWNER: COOK, SAMUEL

1856 VESSEL: **E. NICKERSON**  
CLASS: SCHOONER  
TONS: 132  
CAPTAIN: FREEMAN, NATHANIEL  
AGENT/OWNER: SOPER, SAMUEL

1856 VESSEL: **ESCHOL**  
CLASS: BRIGANTINE  
TONS: 143  
CAPTAIN: NICKERSON, ATKINS  
AGENT/OWNER: HANNUM, CHARLES & CO.  
The ESCHOL WAS PURCHASED IN NEWBURYPORT IN 1855

1856 VESSEL: **FRANK BUNCHINIA**  
CLASS: BARK  
TONS: 200  
CAPTAIN: TUCK, FRANCIS B.  
AGENT/OWNER: NICKERSON & TUCK

1856 VESSEL: **JOHN ADAMS**  
CLASS: SCHOONER  
TONS: 99  
CAPTAIN: BURCH, ELISHA  
AGENT/OWNER: ADAMS, JOHN

1856 VESSEL: **J.H. DUVALL**  
CLASS: BARK  
TONS: 200  
CAPTAIN: YOUNG, MOSES II  
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON  
VESSEL PURCHASED AT BOSTON 1856, THIS WAS A 3 YEAR VOYAGE WITH RETURNS OF 4300 LBS. WHALE BONE & 1200 BBLs. WHALE OIL. RETURNED TO PROVINCETOWN 4/28/1859.

1856 VESSEL: **MONTEZUMA**  
CLASS: SCHOONER  
TONS: 92  
CAPTAIN: CHAPMAN, LOUIS L.  
AGENT/OWNER: HILLIARD T. & S. CO.

1856 VESSEL: **MOUNTAIN KING**  
CLASS: SCHOONER  
TONS: 86  
CAPTAIN: PETTENGILL, JOHN  
AGENT/OWNER: JOHNSON, COOK & CO.

1856 VESSEL: **OLIVE CLARK**  
CLASS: SCHOONER  
TONS: 95  
CAPTAIN: MARTYNE,  
AGENT/OWNER: SOPER, SAMUEL

1856 VESSEL: **PARKER COOK**  
CLASS: BARK  
TONS: 130  
CAPTAIN: COOK, JOHN  
AGENT/OWNER: COOK, E. & E.K.

1856 VESSEL: **RICHARD**  
CLASS: SCHOONER  
TONS: 92  
CAPTAIN: YOUNG, LAUREN  
AGENT/OWNER: COOK, PHILLIP

1856 VESSEL: **RIENZI**  
CLASS: SCHOONER  
TONS: 108  
CAPTAIN: CATON, JOSEPH  
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON

1856 VESSEL: **UNION**  
CLASS: SCHOONER  
TONS: 97  
CAPTAIN: KILBURN, LEVI  
AGENT/OWNER: NICKERSON, JONATHAN

1856 VESSEL: **V. DOANE**  
CLASS: SCHOONER  
TONS: 99  
CAPTAIN: COOK, HENRY  
AGENT/OWNER: COOK, H. & S. CO.
1856 VESSEL: **WALTER IRWIN**  
CLASS: SCHOONER  
TONS: 133  
CAPTAIN: HOLMES, NATHANIAL  
AGENT/OWNER: SOPER, SAMUEL

1856 VESSEL: **WILLIAM MARTIN**  
CLASS: SCHOONER  
TONS: 133  
CAPTAIN: MARTIN, WILLIAM  
AGENT/OWNER: SMITH, HEMAN

1857 VESSEL: **E. NICKERSON**  
CLASS: SCHOONER  
TONS: 132  
CAPTAIN: PETTENGILL, JOHN  
AGENT/OWNER: SOPER, SAMUEL  
A MISSING VESSEL, PETTENGILL HAD HIS WIFE AND 2 CHILDREN WITH HIM

1857 VESSEL: **HELEN SNOW**  
CLASS: BARK  
TONS: 299  
CAPTAIN: NYE, EBENEZER  
AGENT/OWNER: COOK, STEPHEN/SNOW JOSIAH A 5 YEAR VOYAGE. A PROVINCETOWN VESSEL RETURNS LISTED AT NEW BEDFORD.

1857 VESSEL: **HUNTRESS**  
CLASS: BARK  
TONS: 383  
CAPTAIN: ALLEN, WILLIAM  
AGENT/OWNER: COOK, STEPHEN/SNOW JOSIAH A FOUR YEAR VOYAGE. ALLEN LIVED ON MASONIC PL., PROVINCETOWN. OWNERS & VESSEL OUT OF PROVINCETOWN. VESSEL SAILED ONCE. RETURNED TO NEW BEDFORD WITH 14 OF CREW IN IRONS FOR MUTINY. SOLD IN 1862 AT BOSTON FOR CHINA TRADE.

1857 VESSEL: **ALLEGHANY**  
CLASS: SCHOONER  
TONS: 95  
CAPTAIN: COOK, DANIEL C.  
AGENT/OWNER: COOK, DANIEL C.

1857 VESSEL: **ALEXANDER**  
CLASS: SCHOONER  
TONS: 75  
CAPTAIN: NICKERSON, ATKINS  
AGENT/OWNER: JOHNSON, J./COOK, R.

1857 VESSEL: **CHANTICLEER**  
CLASS: SCHOONER  
TONS: 87  
CAPTAIN: DYER, GEORGE  
AGENT/OWNER: COOK, SAMUEL

1857 VESSEL: **EMPIREUM**  
CLASS: SCHOONER  
TONS: 80  
CAPTAIN: CATON, FRANCIS  
AGENT/OWNER: COOK, DANIEL C.  
PURCHASED 1857

1857 VESSEL: **ESCHOL**  
CLASS: BRIGANTINE  
TONS: 143  
CAPTAIN: MILLER, ROBERT M.  
AGENT/OWNER: MILLER, ROBERT M.  
SOLD TO F.W. CHAATE AT BEVERLEY, MASS. 1858. THE BRIG WAS CONDEMNED AT BARBADOS IN 1874. IT WAS BEVERLY, MASS. LAST WHALER.

1857 VESSEL: **ESTELLA**  
CLASS: SCHOONER  
TONS: 94  
CAPTAIN: CHAPMAN, RICHARD H.  
AGENT/OWNER: BOWLEY, JOSHUA & GIDON

1857 VESSEL: **MONTEZUMA**  
CLASS: SCHOONER  
TONS: 94  
CAPTAIN: CHAPMAN, LOUIS L.  
AGENT/OWNER: HILLIARD, T. & S. CO.

1857 VESSEL: **N.J. KNIGHTS**  
CLASS: SCHOONER  
TONS: 95  
CAPTAIN: SPARKS, HEMAN  
AGENT/OWNER: CONWELL, DAVID

1857 VESSEL: **OREAD**  
CLASS: SCHOONER  
TONS: 90  
CAPTAIN: BANISTER, CHARLES  
AGENT/OWNER: SMITH, EBEN S. & CO.  
BUILT AT ESSEX, MASS. IN 1853.

1857 VESSEL: **PANAMA**  
CLASS: BRIGANTINE  
TONS: 125  
CAPTAIN: RICH, XENOPHON  
AGENT/OWNER: ADAMS, JOHN  
PURCHASED BY JOHN ADAMS IN 1857.

1857 VESSEL: **R.E. COOK**  
CLASS: SCHOONER  
TONS: 80  
CAPTAIN: GENN, JOHN (JESSE)  
AGENT/OWNER: COOK, RICHARD & EPRAIM  
R.E. COOK WAS PURCHASED IN 1856.

1857 VESSEL: **RIENZI**  
CLASS: SCHOONER  
TONS: 108  
CAPTAIN: MILLIKEN, JAMES  
AGENT/OWNER: BOWLEY, JOSHUA E.

1857 VESSEL: **S.R. SOPER**  
CLASS: SCHOONER  
TONS: 130  
CAPTAIN: SOPER, ROBERT  
AGENT/OWNER: SOPER, SAMUEL R.

1857 VESSEL: **THRIVER**  
CLASS: SCHOONER  
TONS: 95  
CAPTAIN: SMALL, ABRAHAM  
AGENT/OWNER: SMALL, SAMUEL

1857 VESSEL: **UNION**  
CLASS: SCHOONER  
TONS: 97  
CAPTAIN: KILBURN, LEVI  
AGENT/OWNER: NICKERSON, JONATHAN  
VESSEL LOST AT SEA OCT. 1858. LOST: LEVI KILBURN AGE 30, WILLIAM C. KILBURN AGE 28 AND CHARLES H. KILBURN AGE 17. MONUMENT ERECTED NEAR COOK TOMB IN CEMETERY NO. 2 PROVINCETOWN.
1857 VESSEL: V. DOANE
CLASS: Schooner
CAPTAIN: COOK, HENRY
AGENT/OWNER: COOK, H. & S. CO.

1857 VESSEL: VARNUM H. HILL
CLASS: Schooner
CAPTAIN: FREEMAN, REU BEN
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON
PURCHASED BY JOSHUA BOWLEY 1857.

1857 VESSEL: LEWIS BRUCE
CLASS: Brigantine
CAPTAIN: NICKERSON, JOSHUA S.
AGENT/OWNER: SMITH, HEMAN

1857 VESSEL: ALLEGHANY
CLASS: Schooner
CAPTAIN: COOK, DANIEL C.
AGENT/OWNER: COOK, DANIEL C.

1858 VESSEL: ALEXANDER
CLASS: Schooner
CAPTAIN: DUNHAM, ELIJAH
AGENT/OWNER: JOHNSON, J./COOK R.
CAPT. ELIJAH DUNHAM FATHER OF JOHN DUNHAM (WILLIAM A. GROZIER), GRANDFATHER OF GEORGE L. DUNHAM (ELLEN SWIFT)

1858 VESSEL: CHANTICLEER
CLASS: Schooner
CAPTAIN: YOUNG, SILAS
AGENT/OWNER: COOK, SAMUEL

1858 VESSEL: ANTARCTIC
CLASS: Schooner
CAPTAIN: COSTA, MANUEL
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON

1858 VESSEL: EMPORIUM
CLASS: Schooner
CAPTAIN: CATON, FRANCIS
AGENT/OWNER: COOK, DANIEL C.

1858 VESSEL: ESTELLA
CLASS: Schooner
CAPTAIN: CHAPMAN, RICHARD H.
AGENT/OWNER: NO. ATLANTIC

1858 VESSEL: JOHN ADAMS
CLASS: Schooner
CAPTAIN: COOK, JOHN
AGENT/OWNER: ADAMS, JOHN

1858 VESSEL: OREAD
CLASS: Schooner
CAPTAIN: FARWELL, WILLIAM
AGENT/OWNER: SMITH, EBEN & CO.
CAPT. WILLIAM FARWELL: FATHER OF JOSEPH Farwell (MARY G. CURRAN)

1858 VESSEL: PANAMA
CLASS: Brigantine
CAPTAIN: RICH. XENOPHON
AGENT/OWNER: ADAMS, JOHN

1858 VESSEL: RICHARD
CLASS: Schooner
CAPTAIN: HOLMES, ELSIHA
AGENT/OWNER: COOK, PHILLIP

1858 VESSEL: R.E. COOK
CLASS: Schooner
CAPTAIN: CORNELL, GEORGE
AGENT/OWNER: COOK, R. & E.

1858 VESSEL: S.R. SOPER
CLASS: Schooner
CAPTAIN: SOPER, ROBERT
AGENT/OWNER: SOPER, SAMUEL

1858 VESSEL: SPARTAN
CLASS: Bark
CAPTAIN: COOK, JOSIAH
AGENT/OWNER: NICKERSON, STEPHEN

1858 VESSEL: VARNUM H. HILL
CLASS: Schooner
CAPTAIN: CORNELL, GEORGE
AGENT/OWNER: BOWLEY, JOSHUA & GIDEON

1858 VESSEL: WALTER IRWIN
CLASS: Schooner
CAPTAIN: SMALL, ABRAHAM
AGENT/OWNER: SOPER, SAMUEL
ELISHA PAINE OF TRURO DIES ON BOARD AT CALCUTTA, INDIA ON 5/30/1858.

1858 VESSEL: WALDRON HOLMES
CLASS: Schooner
CAPTAIN: HOLMES, NATHANIAL
AGENT/OWNER: ALLSTRUM, B./HOLMES N.
VESSEL WAS LOST: CAPT. HOLMES SURVIVES AND GOES TO WORK FOR SAMUEL SOPER.

1858 VESSEL: JAMES PORTER
CLASS: Schooner
CAPTAIN: WILLIAMS, ANDREW
AGENT/OWNER: WILLIAMS, ANDREW
LOST WITH ALL HANDS IN GALE 10/23/1858. THE CAPTAIN'S SON ANDREW T. WILLIAMS BECOMES OWNER OF SHIP CHANDLERY ON UNION WHARF AND OF SEVERAL SCHOONERS.

1859 VESSEL: THRIVER
CLASS: Schooner
CAPTAIN: SMALL, LEONARD
AGENT/OWNER: SMALL, SAMUEL
SMALL, 2'ND MATE AND 2 MEN DIED JANUARY 1862. VESSEL SOLD TO F.W. CHOATE IN BEVERLY. RETURNS OF 261 BBLS. SPERM OIL

1859 VESSEL: RICHARD
CLASS: Schooner
CAPTAIN: HOLMES, ELSIHA
AGENT/OWNER: CONWELL, DAVID
LOST ON ISLAND OF NEVIS APRIL 7, 1860
1859 VESSEL: J.H. DUVALL
CLASS: BARK TONS: 200
CAPTAIN: PAINE, HENRY
AGENT/OWNER: BOWLEY, JOSUA & GIDION CAPT. HENRY PAINE DIES AT PONRACHEE, INDIA 9/17/1859. FIRST MATE TRIBBLE TAKES COMMAND. BARK IS SOLD AT BOMBAY AND RENAMED HANNAH MARIA AND SAILS UNDER BRITISH FLAG IN 1860 AS RESULT OF THE CIVIL WAR.

1859 VESSEL: FRANK BUNCHINIA
CLASS: BARK TONS: 200
CAPTAIN: TUCK, JOSEPH W. AGENT/OWNER: NICKERSON & TUCK A FOUR MONTH VOYAGE RETURNING 196 BBL.

1859 VESSEL: ACORN
CLASS: BARK TONS: 215
CAPTAIN: NICKERSON, THEODORE AGENT/OWNER: NICKERSON & TUCK OWNERS ARE JOSHUA NICKERSON AND FRANCIS TUCK.

1859 VESSEL: ALLEGHANY
CLASS: SCHOONER TONS: 95
CAPTAIN: COOK, DANIEL C. AGENT/OWNER: COOK, DANIEL C.

1859 VESSEL: CHANTICLEER
CLASS: SCHOONER TONS: 87
CAPTAIN: SMALL, SAMUEL C. AGENT/OWNER: COOK, SAMUEL

1859 VESSEL: ALEXANDER
CLASS: SCHOONER TONS: 75
CAPTAIN: NICKERSON, ATKINS AGENT/OWNER: JOHNSON & COOK OWNERS ARE JOSEPH P. JOHNSON AND REUBEN COOK

1859 VESSEL: EMPORIUM
CLASS: SCHOONER TONS: 80
CAPTAIN: COOK, HARVEY AGENT/OWNER: COOK, DANIEL C.

1859 VESSEL: JOHN ADAMS
CLASS: SCHOONER TONS: 99
CAPTAIN: BURCH, ELISHA AGENT/OWNER: ADAMS, JOHN

1859 VESSEL: MONTEZUMA
CLASS: SCHOONER TONS: 92
CAPTAIN: CHAPMAN, LOUIS L. AGENT/OWNER: T. & S. HILLIARD CO.

1859 VESSEL: N.J. KNIGHTS
CLASS: SCHOONER TONS: 95
CAPTAIN: SPARKS, HEMAN AGENT/OWNER: CONWELL, DAVID

1859 VESSEL: OREAD
CLASS: SCHOONER TONS: 90
CAPTAIN: FARWELL, WILLIAM AGENT/OWNER: SMITH, EBEN S. & CO.

1859 VESSEL: R.E. COOK
CLASS: SCHOONER TONS: 80
CAPTAIN: FREEMAN, BENJAMIN AGENT/OWNER: R. E. COOK & CO.

1859 VESSEL: RENZI
CLASS: SCHOONER TONS: 80
CAPTAIN: MILLIKEN, AGENT/OWNER: BOWLEY, J.E. & G.

1860 VESSEL: S.R. SOPER
CLASS: SCHOONER TONS: 130
CAPTAIN: SOPER, ROBERT AGENT/OWNER: SOPER, SAMUEL

1859 VESSEL: VALENTINE DOANE
CLASS: SCHOONER TONS: 99
CAPTAIN: COOK, HENRY AGENT/OWNER: COOK, H. & S. CO.

1859 VESSEL: WALTER IRWIN
CLASS: SCHOONER TONS: 133
CAPTAIN: SMALL, ABRAM AGENT/OWNER: SOPER, SAMUEL

1859 VESSEL: LEWIS BRUCE
CLASS: BRIGANTINE TONS: 135
CAPTAIN: COOK, JOHN J. AGENT/OWNER: SMITH, HEMAN

1859 VESSEL: ROTHSCILD
CLASS: BARK TONS: 261
CAPTAIN: CHAPMAN, LOUIS L. AGENT/OWNER: T. & S. HILLIARD CO.

1859 VESSEL: WILLIAM MARTIN
CLASS: SCHOONER TONS: 134
CAPTAIN: MARTIN, WILLIAM AGENT/OWNER: SMITH, HEMAN

1860 VESSEL: MERMAID
CLASS: SHIP TONS: 158

1860 VESSEL: ALLEGHANY
CLASS: SCHOONER TONS: 95
CAPTAIN: COOK, DANIEL C. AGENT/OWNER: COOK, DANIEL C.

1860 VESSEL: ALEXANDER
CLASS: SCHOONER TONS: 75
CAPTAIN: NICKERSON, ATKINS AGENT/OWNER: JOHNSON & COOK OWNERS ARE JOSHDUA NICKERSON AND FRANCIS TUCK.
<table>
<thead>
<tr>
<th>Year</th>
<th>Vessel</th>
<th>Class</th>
<th>Tons</th>
<th>Captain</th>
<th>Agent/Owner</th>
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<tbody>
<tr>
<td>1860</td>
<td>VESSEL: ANARCTIC</td>
<td>Schooner</td>
<td>75</td>
<td>CORNELL, MARTIN</td>
<td>BOWLEY, J.E. &amp; G.</td>
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<td>1860</td>
<td>VESSEL: CHANTICLEER</td>
<td>Schooner</td>
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<td>YOUNG, SILAS</td>
<td>COOK, SAMUEL</td>
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<td>1860</td>
<td>VESSEL: EMPORIUM</td>
<td>Schooner</td>
<td>80</td>
<td>COOK, HARVEY</td>
<td>COOK, DANIEL C.</td>
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<tr>
<td>1860</td>
<td>VESSEL: ESTELLA</td>
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<td>FREEMAN, REUBEN</td>
<td>BOWLEY, J.E. &amp; G.</td>
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<td>1860</td>
<td>VESSEL: N.J. KNIGHTS</td>
<td>Schooner</td>
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<td>SPARKS, HEMAN</td>
<td>CONWELL, DAVID</td>
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<tr>
<td>1860</td>
<td>VESSEL: S.R. SOPER</td>
<td>Schooner</td>
<td>130</td>
<td>H.M. H.</td>
<td>SOPER, SAMUEL R.</td>
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<td>1860</td>
<td>VESSEL: SPARTAN</td>
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<td>COOK, JOSIAH</td>
<td>NICKERSON, STEPHEN</td>
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<td>1860</td>
<td>VESSEL: VALENTINE DOANE</td>
<td>Schooner</td>
<td>96</td>
<td>YOUNG, SILAS</td>
<td>H. &amp; S. COOK CO.</td>
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<td>1860</td>
<td>VESSEL: VARNUM H. HILL</td>
<td>Schooner</td>
<td>155</td>
<td>FREEMAN, THEODORE</td>
<td>BOWLEY, J. E. &amp; G.</td>
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<td>1860</td>
<td>VESSEL: WALTER IRWIN</td>
<td>Schooner</td>
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<td>ATKINS, ASAPH</td>
<td>SOPER, SAMUEL R.</td>
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<tr>
<td>1860</td>
<td>VESSEL: WEATHER GAGE</td>
<td>Schooner</td>
<td>105</td>
<td>SMALL, SAMUEL C.</td>
<td>H. &amp; S. COOK CO.</td>
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<td>1860</td>
<td>VESSEL: LEWIS BRUCE</td>
<td>Brigantine</td>
<td>135</td>
<td>CORNELL, GEORGE</td>
<td>SMITH, HEMAN</td>
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<td>1860</td>
<td>VESSEL: ROTHSCILD</td>
<td>Bark</td>
<td>261</td>
<td>ALLERTON, ORASMO</td>
<td>SMITH, HEMAN</td>
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<td>1861</td>
<td>VESSEL: JOHN ADAMS</td>
<td>Schooner</td>
<td>99</td>
<td>CATON, JOSEPH M.</td>
<td>ADAMS, JOHN</td>
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<td>1861</td>
<td>VESSEL: PANAMA</td>
<td>Ship</td>
<td>108</td>
<td>GOODSPERD, JOSEPH W.</td>
<td>BOWLEY, JOSHUA &amp; GIDEON</td>
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<td>1861</td>
<td>VESSEL: RENZI</td>
<td>Schooner</td>
<td>134</td>
<td>MARTIN, WILLIAM</td>
<td>SMITH, HEMAN</td>
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<td>1861</td>
<td>VESSEL: ALLEGHANAY</td>
<td>Schooner</td>
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<td>COOK, DANIEL C.</td>
<td>COOK, DANIEL C.</td>
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<td>1861</td>
<td>VESSEL: ALEXANDER</td>
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<td>RICH, XENOPHON</td>
<td>JOHNSON &amp; COOK</td>
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<td>1861</td>
<td>VESSEL: ANARCTIC</td>
<td>Schooner</td>
<td>136</td>
<td>CORNELL, MARTIN</td>
<td>BOWLEY, J.E. &amp; G.</td>
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<td>1861</td>
<td>VESSEL: ARIZONA</td>
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<td>COOK, HARVEY</td>
<td>COOK, STEPHEN</td>
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<td>1861</td>
<td>VESSEL: COURSER</td>
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<td>120</td>
<td>YOUNG, MOSES</td>
<td>COOK, H. &amp; S.</td>
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<tr>
<td>1861</td>
<td>VESSEL: E.H. HATFIELD</td>
<td>Schooner</td>
<td>125</td>
<td>COOK, JOHN J.</td>
<td>COOK, E. &amp; E.K.</td>
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<tr>
<td>1861</td>
<td>VESSEL: ELBRIDGE G. BERRY</td>
<td>Schooner</td>
<td>135</td>
<td>BERRY, ELBRIDGE G.</td>
<td>BERRY, ELBRIDGE G.</td>
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</tbody>
</table>
1861 VESSEL: EMPORIUM
CLASS: SCHOONER  TONS: 80
CAPTAIN: CATON, FRANCIS
AGENT/OWNER: COOK, DANIEL C.

1861 VESSEL: FRANK BUNCHINIA
CLASS: BARK  TONS: 200
CAPTAIN: RICH, LYMAN B.
AGENT/OWNER: NICKERSON & TUCK

1861 VESSEL: G.W. LEWIS
CLASS: SCHOONER  TONS: 110
CAPTAIN: HOLMES, NATHANIEL
AGENT/OWNER: TAYLOR, THOMAS S.

1861 VESSEL: N.J. KNIGHTS
CLASS: SCHOONER  TONS: 95
CAPTAIN: SPARKS, HEMAN
AGENT/OWNER: SMITH, EBEN S. CO.

1861 VESSEL: OREAD
CLASS: SCHOONER  TONS: 98
CAPTAIN: YOUNG, SILAS
AGENT/OWNER: COOK, R. & E.

1861 VESSEL: R.E. COOK
CLASS: SCHOONER  TONS: 80
CAPTAIN: TILSON, ELISHA
AGENT/OWNER: COOK, R. & E.

1861 VESSEL: S.R. SOPER
CLASS: SCHOONER  TONS: 130
CAPTAIN: ABBOTT, FRANCIS O.
AGENT/OWNER: SOPER, SAMUEL

1861 VESSEL: VALENTINE DOANE
CLASS: SCHOONER  TONS: 99
CAPTAIN: COOK, HENRY
AGENT/OWNER: COOK, H. & S. CO.

1861 VESSEL: VARNUM H. HILL
CLASS: SCHOONER  TONS: 155
CAPTAIN: FREEMAN, THEODORE
AGENT/OWNER: BOWLEY, J.E. & G.

1861 VESSEL: WEATHER GAGE
CLASS: SCHOONER  TONS: 105
CAPTAIN: SMALL, SAMUEL C.
AGENT/OWNER: COOK, H. & S. CO.

1862 VESSEL: COURSER
CLASS: SCHOONER  TONS: 120
CAPTAIN: YOUNG, SILAS S.
AGENT/OWNER: COOK, H. & S. & COMPANY
CAPTURED AND BURNED BY C.S.S. ALABAMA 1862

1862 VESSEL: WEATHER GAGE
CLASS: SCHOONER  TONS: 105
CAPTAIN: SMALL, SAMUEL C.
AGENT/OWNER: COOK, H. & S. & COMPANY
CAPTURED AND BURNED BY THE C.S.S. ALABAMA 1862

1862 VESSEL: ELEANOR B. CONWELL
CLASS: SCHOONER  TONS: 132
CAPTAIN: KILBURN, JONATHAN
AGENT/OWNER: CONWELL, DAVID
283 BBLS.; ADDED 1862, BUILT 1859 AT ESSEX:
MASONIC SQUARE AND COMPASS WERE CARVED ON TRANSOM IN BETWEEN NAME AND HOME PORT.

1862 VESSEL: ABBY H. BROWN
CLASS: SCHOONER  TONS: 131
CAPTAIN: HIGGINS,
AGENT/OWNER: COOK, E. & E.K.
PURCHASED 1862; 8 MONTH VOYAGE RETURNS OF 300 BBLS.

1862 VESSEL: ACORN
CLASS: BARK  TONS: 215
CAPTAIN: ALLERTON, ORASMUS
AGENT/OWNER: NICKERSON & TUCK
PUT INTO GLOUCESTER, MASS. LEAKING 650 STROKES AN HOUR; SOLD TO JOHN TYLER OF BOSTON: VESSEL SOLD 1863 FOR MERCHANT SERVICE.

1862 VESSEL: ALEXANDER
CLASS: SCHOONER  TONS: 75
CAPTAIN: RICH,
AGENT/OWNER: JOHNSON & CO.

1862 VESSEL: ARIZONA
CLASS: SCHOONER  TONS: 115
CAPTAIN: COOK,
AGENT/OWNER: COOK, STEPHEN
AN 8 MONTH VOYAGE: RETURNS OF 339 BBLS.

1862 VESSEL: CLARA L. SPARKS
CLASS: SCHOONER  TONS: 128
CAPTAIN: SPARKS,
AGENT/OWNER: CONWELL, DAVID
PURCHASED 1862; RETURNS OF 300 BBLS.

1862 VESSEL: ELEANOR B. CONWELL
CLASS: SCHOONER  TONS: 132
CAPTAIN: KILBURN,
AGENT/OWNER: CONWELL, DAVID
PURCHASED BY DAVID CONWELL 1862; RETURNS OF 283 BBLS. AFTER 8 MONTH VOYAGE.

1862 VESSEL: ELBRIDGE G. BERRY
CLASS: SCHOONER  TONS: 104
CAPTAIN: SMALL,
AGENT/OWNER: HANNUM, CHARLES A.
OWNER IS LISTED AS C.A. HOMAN: RETURNED IN APRIL 1863 WITH 50 BBLS.
<table>
<thead>
<tr>
<th>Year</th>
<th>Vessel</th>
<th>Class</th>
<th>Tons</th>
<th>Captain/Owner</th>
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<tr>
<td>1864</td>
<td>Walter Irvin</td>
<td>Schooner</td>
<td>138</td>
<td>Atkins, Soper, Samuel</td>
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<td>1864</td>
<td>S.N. Smith</td>
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<td>150</td>
<td>Martin, Smith, Heman</td>
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<td>1865</td>
<td>S.E. Lewis</td>
<td>Schooner</td>
<td>140</td>
<td>Caton, Joseph M, Smith, Heman</td>
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<td>1865</td>
<td>Alleghany</td>
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<td>Dyer, Cook, Daniel C.</td>
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<td>Alexander</td>
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<td>Carlow, Johnson &amp; Cook</td>
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<td>1865</td>
<td>Antarctic</td>
<td>Schooner</td>
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<td>Cornell, Bowley, J.E. &amp; G.</td>
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<td>1865</td>
<td>Arizona</td>
<td>Schooner</td>
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<td>Cook, Cook, Stephen</td>
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<td>C.H. Cook</td>
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<td>149</td>
<td>Cook, Cook, Stephen</td>
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<td>1865</td>
<td>E.H. Hatfield</td>
<td>Schooner</td>
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<td>Rich, Cook, E. &amp; E.K.</td>
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<td>1865</td>
<td>Ellen Rizpa</td>
<td>Schooner</td>
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<td>Smith, Cook, Stephen &amp; Co.</td>
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<td>Emporium</td>
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<td>Chandler, Cook, Daniel C.</td>
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<tr>
<td>1865</td>
<td>Estella</td>
<td>Schooner</td>
<td>94</td>
<td>Snow, Bowley, Joshua &amp; Gideon</td>
</tr>
<tr>
<td>1865</td>
<td>Mary Curran</td>
<td>Schooner</td>
<td>146</td>
<td>Curran, William, Freeman &amp; Hillard</td>
</tr>
<tr>
<td>1865</td>
<td>Mary E. Simmons</td>
<td>Schooner</td>
<td>160</td>
<td>Taylor, Thomas S., Cook, E. &amp; E.K.</td>
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<tr>
<td>1865</td>
<td>N.J. Knights</td>
<td>Schooner</td>
<td>96</td>
<td>Dyer, Conwell, David</td>
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<tr>
<td>1865</td>
<td>Quickstep</td>
<td>Schooner</td>
<td>119</td>
<td>Thompson, Cook, E. &amp; E.K.</td>
</tr>
<tr>
<td>1865</td>
<td>Rising Sun</td>
<td>Schooner</td>
<td>108</td>
<td>Young, Smith, Ebens &amp; Co.</td>
</tr>
<tr>
<td>1865</td>
<td>S.R. Soper</td>
<td>Schooner</td>
<td>130</td>
<td>Ryder, Cook, Soper, Samuel</td>
</tr>
<tr>
<td>1865</td>
<td>Valentine Doane</td>
<td>Schooner</td>
<td>99</td>
<td>Dyer, Cook, Henry &amp; Stephen</td>
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<tr>
<td>1865</td>
<td>Varnum H. Hill</td>
<td>Schooner</td>
<td>155</td>
<td>Small, Bowley, Joshua &amp; Gideon</td>
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<tr>
<td>1865</td>
<td>Walter Irvin</td>
<td>Schooner</td>
<td>138</td>
<td>Atkins, Soper, Samuel</td>
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<tr>
<td>1865</td>
<td>Watchman</td>
<td>Schooner</td>
<td>140</td>
<td>Tilson, Elisha, Cook, Jesse</td>
</tr>
<tr>
<td>1865</td>
<td>William Martin</td>
<td>Schooner</td>
<td>134</td>
<td>Senter, William, Smith, Heman</td>
</tr>
</tbody>
</table>
1866 VESSEL: MARY E. SIMMONS
CLASS: SCHOONER
CAPTAIN: PERSONS, NATHAN K.
AGENT/OWNER: COOK, E. & E.K. & CO.
RETURNED WITH 809 BBL'S. WHALE OIL & 850 SEA ELEPHANT

1866 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER
CAPTAIN: YOUNG, MOSES 2'ND
AGENT/OWNER: SMITH, EBEN S. & CO.
MAIDEN VOYAGE. BUILT AT PROVINCETOWN BY JOHN WHITCOMB 1866.

1866 VESSEL: ST. ELIZABETH
CLASS: BARK
CAPTAIN: ALLERTON, ORASMUS W.
AGENT/OWNER: BOWLEY, JOSHUA E.
1'ST MATE WILLIAM LEWIS DROWNED AT FAYAL, AZORES. VESSEL IS CONDEMNED THERE.

1866 VESSEL: AGATE
AGENT/OWNER: SMITH, EBEN S
TONS: 81

1866 VESSEL: ARIOSTO
AGENT/OWNER: CROSS, JOSEPH
TONS: 45

1866 VESSEL: ANTELOPE
AGENT/OWNER: FREEMAN, FRANK M.
TONS: 65

1866 VESSEL: ADDIE ALMA
AGENT/OWNER: SMITH, DAVID
TONS: 23

1866 VESSEL: ALMIRA M. CLOUTMAN
AGENT/OWNER: ATKINS, JOHN
TONS: 59

1866 VESSEL: ADA F. BROOKS
AGENT/OWNER: JOSEPH, FRANCIS
TONS: 72

1866 VESSEL: ALLEGRO
CAPTAIN: RYDER, STEPHEN A.
AGENT/OWNER: RICH, JAMES
A 9 MONTH VOYAGE: BUILT AT ESSEX, MASS IN 1865.

1866 VESSEL: ARTHUR CLIFFORD
CLASS: SCHOONER
CAPTAIN: DYER, GEORGE
AGENT/OWNER: COOK, H. & S. CO.
RETURNED 246 BBL'S.

1866 VESSEL: ALBANY
AGENT/OWNER: COOK, EBEN S.
TONS: 59

1866 VESSEL: ANTIBES
AGENT/OWNER: BUTLER, JOSEPH
TONS: 27

1866 VESSEL: ALVERADO
AGENT/OWNER: BOWLEY, JOSHUA E.
TONS: 41

1866 VESSEL: ANTERVELLA
AGENT/OWNER: SPARKS, HEMAN C.
TONS: 45

1866 VESSEL: ARTEMUS PAINE
AGENT/OWNER: PAIN, ARTEMUS
TONS: 55

1866 VESSEL: AMBROSE
AGENT/OWNER: BUTLER, JOSEPH
TONS: 27

1866 VESSEL: ALBERT CLARENCE
AGENT/OWNER: NICKERSON, AMOS
TONS: 101

1866 VESSEL: A.L. PUTNAM
CLASS: SCHOONER
CAPTAIN: HANDY, ANTOINE
AGENT/OWNER: COOK, ALFRED
TONS: 123

1866 VESSEL: ANNA MYRICK
AGENT/OWNER: STEVENS, RICHARD
TONS: 98

1866 VESSEL: ABBIE H. BROWN
CLASS: SCHOONER
CAPTAIN: HIGGINS, BENJAMIN
AGENT/OWNER: HILLIARD, THOMAS
SENT HOME 87 SPERM (6 MONTH VOYAGE)

1866 VESSEL: ALLEGHANY
CLASS: SCHOONER
CAPTAIN: DYER.
AGENT/OWNER: COOK, DANIEL C.
205 BBL'S.

1866 VESSEL: ANTARCTIC
AGENT/OWNER: BOWLEY, JOSHUA E.
TONS: 101

1866 VESSEL: ALEXANDER
AGENT/OWNER: FREEMAN, P.N.
TONS: 53

1866 VESSEL: ARIZONA
AGENT/OWNER: COOK, STEPHEN
TONS: 79

1866 VESSEL: ALABAMA
AGENT/OWNER: COOK, JONATHAN JR.
TONS: 43

1866 VESSEL: ADA M. DYER
CLASS: SCHOONER
CAPTAIN: DYER, ISAAC A.
AGENT/OWNER: COOK, ALFRED

1866 VESSEL: ARTHUR CLIFFORD
CLASS: SCHOONER
CAPTAIN: DYER, GEORGE
AGENT/OWNER: COOK, H. & S. CO.
RETURNED 246 BBL'S.

1866 VESSEL: BLONDELL
AGENT/OWNER: SMITH, EBEN S.
TONS: 65

1866 VESSEL: BEUCEPHALUS
AGENT/OWNER: COOK, EPAPHRAS K.
TONS: 70

1866 VESSEL: BALTIC
AGENT/OWNER: COOK, JESSE JR.
TONS: 81

1866 VESSEL: B.F. SPARKS
AGENT/OWNER: COOK, STEPHEN
TONS: 92

1866 VESSEL: BENJAMIN T. CROCKER
CLASS: SCHOONER
CAPTAIN: CHANDLER,
AGENT/OWNER: ATWOOD, JOHN JR.
VESSEL SOLD IN 1868.

1866 VESSEL: C.M. WALTON
AGENT/OWNER: FREEMAN, NATHAN
TONS: 52

1866 VESSEL: CHANTICLEER
AGENT/OWNER: COOK, SYLVANUS
TONS: 61

1866 VESSEL: CHARLES ALLSTRUM
AGENT/OWNER: MAYO, JOSEPH
TONS: 74
1866 VESSEL: CHARLES H. HODGTON
AGENT/OWNER: FREEMAN, NATHAN D. TONS: 112

1866 VESSEL: CAMILLA
AGENT/OWNER: WHORF, THOMAS R. TONS: 55

1866 VESSEL: C.M. DYER
AGENT/OWNER: PIERCE, SAMUEL W. TONS: 95

1866 VESSEL: CHARLES H. COOK
CLASS: SCHOONER TONS: 114
CAPTAIN: COOK, JAMES E.
AGENT/OWNER: WILLIAMS, ANDREW T.
RETURNED WITH 354 BBLs. SPERM OIL AND 23 BLACKFISH.

1866 VESSEL: C.M. DYER
CLASS: SCHOONER TONS: 95
AGENT/OWNER: COOK, DANIEL C.
AN 8 MONTH VOYAGE: RETURNED 150 BBLs.

1866 VESSEL: EMPORIUM
CLASS: SCHOONER TONS: 56
CAPTAIN: YOUNG, SILAS
AGENT/OWNER: COOK, DANIEL C.
VESSEL SOLD 1866.

1866 VESSEL: E.P. HOWARD
CLASS: SCHOONER TONS: 48
CAPTAIN: HUDSON, WILLIAM P.
AGENT/OWNER: COOK, EPAPHRAS K.

1866 VESSEL: E.H. HATFIELD
AGENT/OWNER: COOK, EPAPHRAS K. TONS: 89

1866 VESSEL: E.M. DYER
AGENT/OWNER: DYER, ELISHA M. TONS: 268

1866 VESSEL: ELECTRIC FLASH
AGENT/OWNER: ATKINS, ISAIAH TONS: 10
AGENT/OWNER: DOUGLASS, DAVID TONS: 68

1866 VESSEL: FREEMONT
AGENT/OWNER: DITSON, JAMES L. TONS: 65

1866 VESSEL: FREDONIA
AGENT/OWNER: SMITH, EBEN S. TONS: 74

1866 VESSEL: FAVORITE
CLASS: SCHOONER TONS: 40
AGENT/OWNER: GERMANTON, SAMUEL

1866 VESSEL: FRANK C. SIMMONS
AGENT/OWNER: CONWELL, DAVID TONS: 86

1866 VESSEL: FREDONIA
AGENT/OWNER: FREEMAN, NATHAN TONS: 45

1866 VESSEL: GEORGE R. LANFAIR
AGENT/OWNER: WILLIAMS, ANDREW TONS: 66

1866 VESSEL: GOLDEN AGE
AGENT/OWNER: NICKERSON, N. TONS: 5

1866 VESSEL: GOLDEN EAGLE
AGENT/OWNER: WILLIAMS, ANDREW T.
1866 VESSEL: **GEORGE WALTER**  
AGENT/OWNER: HANNUM, CHARLES  
TONS: 50

1866 VESSEL: **GEORGE SHATTUCK**  
CLASS: SHIP  
AGENT/OWNER: BOWLEY, JOSHUA  
TONS: 344

1866 VESSEL: **J. TAYLOR**  
CLASS: Schooner  
CAPTAIN: SMITH, JOHN  
AGENT/OWNER: ATWOOD, JOHN  
PURCHASED 1866

1866 VESSEL: **KATE**  
AGENT/OWNER: LEWIS, THOMAS  
TONS: 68

1866 VESSEL: **KENTUCKY**  
AGENT/OWNER: COOK, CHARLES A.  
TONS: 45

1866 VESSEL: **KOKENO**  
AGENT/OWNER: COOK, STEPHEN  
TONS: 71

1866 VESSEL: **KIT CARSON**  
AGENT/OWNER: WILLIAMS, ANDREW  
TONS: 94

1866 VESSEL: **LUCY BAKER**  
AGENT/OWNER: EMERY, JAMES  
TONS: 67

1866 VESSEL: **LATONA**  
AGENT/OWNER: ATKINS, RUSSELL  
TONS: 47

1866 VESSEL: **LEADING BREEZE**  
AGENT/OWNER: COOK, STEPHEN  
TONS: 70

1866 VESSEL: **LUCKEY NOW**  
AGENT/OWNER: PAINE, JOSHUA  
TONS: 57

1866 VESSEL: **LAUREL**  
CLASS: Schooner  
CAPTAIN: ABBOTT, FRANCIS O.  
AGENT/OWNER: ABBOTT, FRANCIS O.  
COD/MACKEREL FISHING FROM LONG POINT

1866 VESSEL: **MARY GREENWOOD**  
AGENT/OWNER: SWIFT, JOHN  
TONS: 54

1866 VESSEL: **MARY E. AMSDEN**  
CLASS: Ship  
AGENT/OWNER: BOWLEY, GIDEON  
TONS: 344

1866 VESSEL: **METROPOLIS**  
CLASS: Schooner  
AGENT/OWNER: ATKINS, RUSSELL  
TONS: 62

1866 VESSEL: **MARSHALL MAY**  
CLASS: Schooner  
AGENT/OWNER: LEWIS, B.A.  
TONS: 54

1866 VESSEL: **MAY ELLEN**  
CLASS: Schooner  
AGENT/OWNER: ATWOOD, JOHN JR.  
TONS: 40

1866 VESSEL: **MOUNTAIN KING**  
CLASS: Schooner  
AGENT/OWNER: SOPER, ROBERT  
TONS: 86

1866 VESSEL: **MINNESOTA**  
CLASS: Schooner  
AGENT/OWNER: JOSEPH, FRANCIS  
TONS: 63

1866 VESSEL: **MELONA**  
CLASS: Schooner  
CAPTAIN: RICH, ELISHA H.  
AGENT/OWNER: RICH, ELISHA H.  
TONS: 45

1866 VESSEL: **HELEN MIRANDA**  
AGENT/OWNER: HALL, GIDEON C.  
TONS: 49

1866 VESSEL: **HELEN M. SIMMONS**  
CLASS: Schooner  
CAPTAIN: COOK, HARVEY  
AGENT/OWNER: COOK, STEPHEN  
PURCHASED 1866; RETURNED 400 BBLs.

1866 VESSEL: **HENRY PERKINS**  
AGENT/OWNER: MAYO, RICHARD L.  
TONS: 160

1866 VESSEL: **IOLA**  
AGENT/OWNER: GIFFORD, SIMEON S.  
TONS: 58

1866 VESSEL: **IRA KILBURN**  
AGENT/OWNER: SMALL, URIAH  
TONS: 2

1866 VESSEL: **IRIS**  
AGENT/OWNER: LEWIS, THOMAS  
TONS: 65

1866 VESSEL: **J. PAINE**  
AGENT/OWNER: PAINE, JEREMIAH  
TONS: 244

1866 VESSEL: **JOSEPH LINDSEY**  
AGENT/OWNER: RICH, JAMES A.  
TONS: 58

1866 VESSEL: **JOHN SIMMONS**  
AGENT/OWNER: SMALL, JESSE  
TONS: 70

1866 VESSEL: **JOHN A. LEWIS**  
CLASS: Schooner  
CAPTAIN: CHAPMAN, LEWIS L.  
AGENT/OWNER: LEWIS, NATHANIEL  
BUILT AT IPSWICH 1865. A 10 MONTH VOYAGE RETURNED 138 BBLs.

1866 VESSEL: **JOHN A. LEWIS**  
AGENT/OWNER: BALDWIN, JOSEPH F.  
TONS: 50

1866 VESSEL: **J. PRINCE**  
AGENT/OWNER: FREEMAN, PHINEAS  
TONS: 44

1866 VESSEL: **J. PAINE**  
AGENT/OWNER: PAINE, JEREMIAH  
TONS: 244

1866 VESSEL: **JOSEPH LINDSEY**  
AGENT/OWNER: RICH, JAMES A.  
TONS: 58

1866 VESSEL: **JOHN SIMMONS**  
AGENT/OWNER: SMALL, JESSE  
TONS: 70

1866 VESSEL: **JOHN A. LEWIS**  
CLASS: Schooner  
CAPTAIN: CHAPMAN, LEWIS L.  
AGENT/OWNER: LEWIS, NATHANIEL  
BUILT AT IPSWICH 1865. A 10 MONTH VOYAGE RETURNED 138 BBLs.

1866 VESSEL: **JOHN A. LEWIS**  
AGENT/OWNER: BALDWIN, JOSEPH F.  
TONS: 50

1866 VESSEL: **J. PRINCE**  
AGENT/OWNER: FREEMAN, PHINEAS  
TONS: 44

1866 VESSEL: **JOHN A. COOK**  
AGENT/OWNER: NICKERSON, JOHN  
TONS: 79

1866 VESSEL: **J. E. BOWLEY**  
AGENT/OWNER: BOWLEY, JOSHUA E.  
TONS: 70

1866 VESSEL: **JOHN ATWOOD**  
AGENT/OWNER: ATWOOD, JOHN JR.  
TONS: 109

1866 VESSEL: **JAMES GORHAM**  
AGENT/OWNER: SMALL, DAVID A.  
TONS: 68
<table>
<thead>
<tr>
<th>Vessel</th>
<th>Year</th>
<th>Class</th>
<th>Tons</th>
<th>Agent/Owner</th>
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<tr>
<td>MARTHA AND MARY</td>
<td>1866</td>
<td>Schooner</td>
<td>62</td>
<td>GROSS, BENJAMIN O.</td>
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<tr>
<td>MARY EVA</td>
<td>1866</td>
<td>Schooner</td>
<td>62</td>
<td>SMITH EBEN S.</td>
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<td>MONTEZUMA</td>
<td>1866</td>
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<td>45</td>
<td>SNOW, BENJAMIN H.</td>
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<tr>
<td>OCEAN</td>
<td>1866</td>
<td>Schooner</td>
<td>73</td>
<td>LEWIS, THOMAS</td>
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<td>ORIOLA</td>
<td>1866</td>
<td>Schooner</td>
<td>59</td>
<td>COOK, DAVID</td>
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<tr>
<td>OCEAN</td>
<td>1866</td>
<td>Schooner</td>
<td>45</td>
<td>RYDER, BENJAMIN</td>
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<td>ORIOLA</td>
<td>1866</td>
<td>Schooner</td>
<td>59</td>
<td>RYDER DIED 10/21/1870 AGE 73 YEARS</td>
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<td>PIONEER</td>
<td>1866</td>
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<td>40</td>
<td>ATWOOD, JOHN</td>
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<td>PRIZE BANNER</td>
<td>1866</td>
<td>Schooner</td>
<td>66</td>
<td>COOK, JONATHAN JR.</td>
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<td>POWOW</td>
<td>1866</td>
<td>Schooner</td>
<td>66</td>
<td>CONWELL, DAVID</td>
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<td>P. &amp; B. CROWELL</td>
<td>1866</td>
<td>Schooner</td>
<td>16</td>
<td>FREEMAN, PHINEAS M.</td>
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<td>RINGLEADER</td>
<td>1866</td>
<td>Schooner</td>
<td>54</td>
<td>ATWOOD, JOHN JR.</td>
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<td>ROBERT RAIKES</td>
<td>1866</td>
<td>Schooner</td>
<td>81</td>
<td>SWIFT, REUBEN</td>
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<tr>
<td>ROUGH &amp; READY</td>
<td>1866</td>
<td>Schooner</td>
<td>40</td>
<td>BOWLEY, JOSHUA E.</td>
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<tr>
<td>OLIVE CLARK</td>
<td>1866</td>
<td>Schooner</td>
<td>64</td>
<td>CONWELL, DAVID</td>
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<td>OLEANDER</td>
<td>1866</td>
<td>Schooner</td>
<td>66</td>
<td>BOWLEY, JOSHUA E.</td>
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<tr>
<td>OLIVE CLARK</td>
<td>1866</td>
<td>Schooner</td>
<td>66</td>
<td>BOWLEY, JOSHUA E.</td>
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<tr>
<td>OLIVE CLARK</td>
<td>1866</td>
<td>Schooner</td>
<td>66</td>
<td>BOWLEY, JOSHUA E.</td>
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<tr>
<td>OLIVE CLARK</td>
<td>1866</td>
<td>Schooner</td>
<td>66</td>
<td>BOWLEY, JOSHUA E.</td>
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<tr>
<td>Year</td>
<td>Vessel</td>
<td>Class</td>
<td>Tons</td>
<td>Captain</td>
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<td>------------</td>
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<tr>
<td>1866</td>
<td>ROSE SKERRETT</td>
<td>Schooner</td>
<td>63</td>
<td>GARLAND, JOHN</td>
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<td>1866</td>
<td>ROSE</td>
<td>Schooner</td>
<td>64</td>
<td>LEWIS, B.A.</td>
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<tr>
<td>1866</td>
<td>ROEBUCK</td>
<td>Schooner</td>
<td>50</td>
<td>HILLIARD, THOMAS</td>
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<tr>
<td>1866</td>
<td>RISING SUN</td>
<td>Schooner</td>
<td>108</td>
<td>CLARK, WILLIAM JR.</td>
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<tr>
<td>1866</td>
<td>ROBERT RIPLEY</td>
<td>Schooner</td>
<td>48</td>
<td>HANNUM, CHARLES A.</td>
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<tr>
<td>1866</td>
<td>RELIEF</td>
<td>Schooner</td>
<td>25</td>
<td>DOANE, ELIJAH</td>
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<td>1866</td>
<td>REINDEER</td>
<td>Schooner</td>
<td>5</td>
<td>BIGGUS, JAMES</td>
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<td>1866</td>
<td>RODNEY</td>
<td>Schooner</td>
<td>10</td>
<td>HAMBLIN, ALEXANDER</td>
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<td>1866</td>
<td>STARR KING</td>
<td>Schooner</td>
<td>64</td>
<td>FREEMAN, NATHANIAL D.</td>
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<tr>
<td>1866</td>
<td>SEYCHELLE</td>
<td>Schooner</td>
<td>48</td>
<td>COOK, EPAPHRAS K. &amp; Co.</td>
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<tr>
<td>1866</td>
<td>S.R. SOPER</td>
<td>Schooner</td>
<td>88</td>
<td>SOPER, ROBERT</td>
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<td>1866</td>
<td>SAMUEL OBER</td>
<td>Schooner</td>
<td>68</td>
<td>FREEMAN, PHINEAS M.</td>
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<tr>
<td>1866</td>
<td>SARAH RIPLEY</td>
<td>Schooner</td>
<td>50</td>
<td>BOWLEY, JOSHUA E.</td>
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<td>1866</td>
<td>SARAH R. SMITH</td>
<td>Schooner</td>
<td>69</td>
<td>LEWIS, THOMAS</td>
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</tbody>
</table>
1866 VESSEL: WATCHMAN
CLASS: SCHOONER  TONS: 84
CAPTAIN: STID, WILLIAM J.
AGENT/OWNER: GIFFORD, ISAIAH

1866 VESSEL: WASP
CLASS: SCHOONER  TONS: 11
AGENT/OWNER: STEVENS, RICHARD

1866 VESSEL: YAZOO
CLASS: SCHOONER  TONS: 45
AGENT/OWNER: SMALL, DAVID

1866 VESSEL: WINGED RACER
CLASS: SCHOONER  TONS: 100
CAPTAIN: RICH, XENOPHON
AGENT/OWNER: CONWELL, DAVID
VESSEL PURCHASED AT WELLFLEET, MASS 1865.

1866 VESSEL: L.P. SIMMONS
CLASS: SCHOONER  TONS: 119
CAPTAIN: ATKINS, ASAPH
AGENT/OWNER: BOWLEY, J.E. & G. CO.
PURCHASED 1866: SECOND VOYAGE
COMMANDED BY CAPT. GEORGE CORNELL

1866 VESSEL: C.L. SPARKS
CLASS: SCHOONER  TONS: 130
CAPTAIN: SPARKS, HARVEY
AGENT/OWNER: CONWELL, DAVID
A 15 MONTH VOYAGE

1866 VESSEL: G.W. LEWIS
CLASS: SCHOONER  TONS: 110
CAPTAIN: CARLOW, DAVID S.
AGENT/OWNER: RICH, CALEB L.

1866 VESSEL: ALCYONE
CLASS: SCHOONER  TONS: 130
CAPTAIN: HUDSON, WILLIAM
AGENT/OWNER: COOK, E. & E.K. CO.
A 14 MONTH VOYAGE: BUILT AT PROVINCETOWN
BY JOHN WHITCOMB 1866. THIS WAS THE FIRST
SHIP BUILT BY WHITCOMB AFTER HIS ARRIVAL
IN PROVINCETOWN FROM YARMOUTH, MAINE

1866 VESSEL: E.B. PHILLIPS
CLASS: BARK  TONS: 144
CAPTAIN: ALLERTON, ORASMUS
AGENT/OWNER: BOWLEY, JOSHUA E.

1866 VESSEL: HEMAN SMITH
CLASS: BRIGANTINE  TONS: 123
CAPTAIN: MARTIN, WILLIAM
AGENT/OWNER: SMITH, HEMAN
BUILT 1866

1866 VESSEL: WILLIAM MARTIN
CLASS: SCHOONER  TONS: 92
CAPTAIN: SENTER, GEORGE E.
AGENT/OWNER: SMITH, HEMAN

1867 VESSEL: ELEANOR B. CONWELL
CLASS: SCHOONER  TONS: 132
CAPTAIN: CATON, JOSEPH M.
AGENT/OWNER: CONWELL, DAVID
160 BBL. CAPT. NAME IS LISTED AS CANNON

1867 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER  TONS: 117
CAPTAIN: YOUNG, MOSES 2'ND
AGENT/OWNER: SMITH, EBEN S. & CO.

1867 VESSEL: ETTA G. FOSS
CLASS: SCHOONER  TONS: 120
CAPTAIN: THOMPSON, ALEXANDER
AGENT/OWNER: COOK, E. & E.K.
LOST WITH ALL HANDS GALE OF SEPT. 1867. ON
BOARD WERE HIS WIFE, MARY LINNELL (OF
ORLEANS), HIS BROTHER CHARLES GROZIER
THOMPSON AND HALF BROTHER NORMAN S.
COOK. ALSO GEORGE KELLEY.

1867 VESSEL: MONEY HILL
CLASS: SCHOONER
AGENT/OWNER: ABBOTT, WALTER RUSSELL
CAPT: WALTER R. ABBOTT, BORN WOOD END
2/24/1839 BOUGHT MONEY HILL FROM WELL-
FLEET IN 1867 AND WAS FITTED OUT FOR
WHALING LOST WITH ALL HANDS SEPT. 1867.

1867 VESSEL: J. TAYLOR
CLASS: SCHOONER  TONS: 118
CAPTAIN: SMITH, ATKINS
AGENT/OWNER: ATWOOD, JOHN/HOLMES N.
ISAAC FISHER AS 3'RD MATE: MOST OF CREW
DEserted AT ST. VincENTS, BARBADOS. WHALE
OIL WAS TRANSFERRED TO THE SCH. ANTARC-
TIC, AND SENT BACK TO PROVINCETOWN ON
ACCOUNT. THE J. TAYLOR WAS SOLD IN 1869.

1867 VESSEL: ALCYONE
CLASS: SCHOONER  TONS: 137
CAPTAIN: BROWN, DAVID JR.
AGENT/OWNER: COOK, E. & E.K.

1867 VESSEL: EMMA F. LEWIS
CLASS: SCHOONER  TONS: 120
CAPTAIN: POWE, GEORGE W.
AGENT/OWNER: LEWIS, B.A. & CO.
BUILT AT IPSWICH 1866.

1869 VESSEL: ELEANOR B. CONWELL
CLASS: SCHOONER  TONS: 132
CAPTAIN: CATON, JOSEPH M.
AGENT/OWNER: CONWELL, DAVID
3 YEAR CRUISE SENT HOME 122 SPERM: SOLD TO
HENRY CLAY OF NEW BEDFORD IN 1872.
1869 VESSEL: NELLIE F. PUTNAM
CLASS: Schooner TONS: 87
CAPTAIN: ATKINS, ISAIAH
AGENT/OWNER: COOK, H. & S. CO.

VESSEL MISSING: CAPT. ISAIAH ATKINS IS REPORTED LOST AT SEA (AGED 40) ON 9/21/1870 ALONG WITH JOSEPH A. LAVENDER (AGED 45)

1870 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: YOUNG, MOSES 2'ND
AGENT/OWNER: NICKERSON, ATKINS

CHIEF MATE JOHN O. SMITH WAS DROWNED WHEN THE QUICKSTEP WAS DISMANTLED IN A GALE AUGUST 16, 1872. THE SCHONER WAS Towed TO VINEYARD HAVEN FOR REPAIRS AND RETURNED TO PROVINCETOWN SEP 2, 1872.

1871 VESSEL: QUICKSTEP
CLASS: Schooner TONS: 94
CAPTAIN: BURCH, ELISHA
AGENT/OWNER: COOK, E & E.K. CO.

CHIEF MATE JOHN Q. SMITH WAS DROWNED WHEN THE QUICKSTEP WAS DISMANTLED IN A GALE AUGUST 16, 1872. THE SCHONER WAS Towed TO VINEYARD HAVEN FOR REPAIRS AND RETURNED TO PROVINCETOWN SEP 2, 1872.

1871 VESSEL: GRACIE M. PARKER
CLASS: Schooner TONS: 82
CAPTAIN: DYER, JOSEPH B.
AGENT/OWNER: COOK, ALFRED

CAPT. JOSEPH B. DYER DIED AT SEA MARCH 1871. A MEMORIAL SERVICE IS HELD AT PROVINCETOWN 12/24/1871.

1872 VESSEL: N.J. KNIGHTS
CLASS: Schooner TONS: 70
CAPTAIN: FREEMAN, CALVIN N.
AGENT/OWNER: CONWELL, DAVID

SHIP WAS ATTACKED BY NATIVES WHILE AT ANCHOR. CALVIN FREEMAN DIED FROM HIS INJURIES AE 43, HIS WIFE DIED A YEAR LATER.

1872 VESSEL: E.H. HATFIELD
CLASS: Schooner TONS: 89
CAPTAIN: FREEMAN, BENJAMIN
AGENT/OWNER: COOK, E. & E.K. CO.

CAPT. BENJAMIN FREEMAN AGED 49 IS LOST AT SEA NEAR SAMARANG, JAVA.

1873 VESSEL: AGATE
CLASS: Schooner TONS: 81
CAPTAIN: ATKINS, ASAPH
AGENT/OWNER: ATKINS, WILLIAM A.

1873 VESSEL: ELLEN RIZPAH
CLASS: Schooner TONS: 67
CAPTAIN: ATKINS, IRA
AGENT/OWNER: COOK, STEPHEN

1874 VESSEL: AGATE
CLASS: Schooner TONS: 81
CAPTAIN: ATKINS, ASAPH
AGENT/OWNER: ATKINS, WILLIAM A.

1875 VESSEL: F.H. MOORE
CLASS: Brigantine TONS: 107
CAPTAIN: SOPER, ROBERT
AGENT/OWNER: DAVIS, FREDERICK

1876 VESSEL: CHARLES THOMPSON
CLASS: Schooner TONS: 152
CAPTAIN: LEACH, WHIPPLE A.
AGENT/OWNER: SWIFT, SAMUEL S.

CAPT. WHIPPLE A. LEACH DIES AT SEA OF CHOLERA ON 9/3/1877.

1876 VESSEL: ALCYONE
CLASS: Schooner TONS: 92
CAPTAIN: FISHER, ISAAC GREEN
AGENT/OWNER: COOK, E. & E.K.

1876 VESSEL: BENJAMIN F. SPARKS
CLASS: Schooner TONS: 92
CAPTAIN: EWELL, SENeca
AGENT/OWNER: COOK, STEPHEN

SENeca EWELL LATER COMMANDED THE SCHONER ALCYONE: HE DIED AT PROVINCE-TOWN 1/24/1916

1876 VESSEL: CARRIE W. CLARK
CLASS: Schooner TONS: 116
CAPTAIN: BURCH, ELISHA
AGENT/OWNER: CENTRAL WHARF COMPANY

1876 VESSEL: C.L. SPARKS
CLASS: Schooner TONS: 96
CAPTAIN: SPARKS, HARVEY
AGENT/OWNER: CONWELL, DAVID

1876 VESSEL: HELEN M. SIMMONS
CLASS: Schooner TONS: 116
CAPTAIN: ATKINS, IRA
AGENT/OWNER: ATKINS, WILLIAM A.

1876 VESSEL: QUICKSTEP
CLASS: Schooner TONS: 94
CAPTAIN: MANDLEY, HENRY
AGENT/OWNER: COOK, EPHRAIM

1876 VESSEL: HEMAN SMITH
CLASS: Brigantine TONS: 122
CAPTAIN: COOK, JOHN J.
AGENT/OWNER: SMITH, HEMAN

1877 VESSEL: AGATE
CLASS: Schooner TONS: 81
CAPTAIN: ATKINS, BENJAMIN H.
AGENT/OWNER: ATKINS, WILLIAM A.

1877 VESSEL: ANTARCTIC
CLASS: Schooner TONS: 101
CAPTAIN: BELL, JOHN
AGENT/OWNER: ATKINS, WILLIAM A.
1877 VESSEL: ARIZONA
CLASS: Schooner
CAPTAIN: WHITE, NICHOLAS
AGENT/OWNER: COOK, STEPHEN
TONS: 74

1877 VESSEL: CARRIE W. CLARK
CLASS: Schooner
CAPTAIN: BURCH, ELISHA
AGENT/OWNER: CENTRAL WHARF COMPANY
TONS: 116

1877 VESSEL: D.A. SMALL
CLASS: Brigantine
CAPTAIN: CURRAN, WILLIAM
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 119

1877 VESSEL: EDWARD LEE
CLASS: Schooner
CAPTAIN: ATKINS, ASAPH
AGENT/OWNER: TAYLOR, THOMAS
TONS: 110

1877 VESSEL: ELLEN RIZPAH
CLASS: Schooner
CAPTAIN: DUNHAM, JOHN
AGENT/OWNER: COOK, STEPHEN
DETAINED AT CUBA BY THE SPANISH GOVERNMENT, THEN RELEASED
TONS: 67

1877 VESSEL: GRACIE M. PARKER
CLASS: Schooner
CAPTAIN: DYER, GEORGE
AGENT/OWNER: COOK, ALFRED
TONS: 82

1877 VESSEL: HELEN M. SIMMONS
CLASS: Schooner
CAPTAIN: ATKINS, IRA
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 116

1877 VESSEL: LOTTIE E. COOK
CLASS: Schooner
CAPTAIN: DYER, ISAAC
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 82

1877 VESSEL: MARY E. SIMMONS
CLASS: Schooner
CAPTAIN: RICH, XENOPHON
AGENT/OWNER: COOK, E. & E.K.
TONS: 105

1877 VESSEL: N.J. KNIGHTS
CLASS: Schooner
CAPTAIN: FOSTER, CHARLES
AGENT/OWNER: CONWELL, DAVID
TONS: 70

1877 VESSEL: QUICKSTEP
CLASS: Schooner
CAPTAIN: MANDLEY, HENRY
AGENT/OWNER: COOK, E. & E.K.
TONS: 94

1877 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner
CAPTAIN: ROBERTS, WILLIAM A.
AGENT/OWNER: TAYLOR, THOMAS S.
TONS: 117

1877 VESSEL: RISING SUN
CLASS: Schooner
CAPTAIN: TAYLOR, THOMAS S.
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 69

1877 VESSEL: HEMAN SMITH
CLASS: Brigantine
CAPTAIN: COOK, JOHN J.
AGENT/OWNER: SMITH, HEMAN
TONS: 123

1877 VESSEL: WILLIAM MARTIN
CLASS: Schooner
CAPTAIN: MARTIN, WILLIAM
AGENT/OWNER: SMITH, HEMAN
TONS: 91

1878 VESSEL: CHARLES THOMPSON
CLASS: Schooner
CAPTAIN: Dyer, Amasa
AGENT/OWNER: Swift, Samuel & Co.
TONS: 152

1878 VESSEL: QUICKSTEP
CLASS: Schooner
CAPTAIN: Mandley, Henry Sr.
AGENT/OWNER: Cook, E. & E.K.
WHALING BOATS WERE LOST OFF BERMUDA IN A STORM 6 MONTHS OUT.
TONS: 94

1878 VESSEL: ALCYONE
CLASS: Schooner
CAPTAIN: Fisher, Isaac Green
AGENT/OWNER: Cook, E. & E.K.
TONS: 92

1878 VESSEL: ARIZONA
CLASS: Schooner
CAPTAIN: WHITE, NICHOLAS
AGENT/OWNER: COOK, STEPHEN
THE ARIZONA WAS LOST WITH ALL HANDS AUGUST 1879: LAST REPORT WAS 300 BBLS. SPERM OIL AND 40 BBLS. WHALE OIL ON BOARD.
TONS: 74

1878 VESSEL: BENJAMIN F. SPARKS
CLASS: Schooner
CAPTAIN: Ewelly, Seneca
AGENT/OWNER: COOK, STEPHEN
TONS: 92

1878 VESSEL: CLARA L. SPARKS
CLASS: Schooner
CAPTAIN: SPARKS, HARVEY
AGENT/OWNER: CONWELL, DAVID
TONS: 96

1878 VESSEL: E.H. HATFIELD
CLASS: Schooner
CAPTAIN: HIGGINS, BENJAMIN
AGENT/OWNER: COOK, E. & E.K.
TONS: 89

1878 VESSEL: ELLEN RIZPAH
CLASS: Schooner
CAPTAIN: DUNHAM, JOHN
AGENT/OWNER: COOK, STEPHEN
TONS: 67

1878 VESSEL: EXPRESS
CLASS: Schooner
CAPTAIN: SMITH, RICHARD F.
AGENT/OWNER: COOK, E. & E.K.
TONS: 70
1878 VESSEL: **GAGE H. PHILLIPS**  
CLASS: SCHOONER  
CAPTAIN: NICKERSON, JOSHUA  
AGENT/OWNER: COOK, STEPHEN  
TONS: 107

1878 VESSEL: **GRACIE PARKER**  
CLASS: SCHOONER  
CAPTAIN: MARSTON, CHARLES  
AGENT/OWNER: COOK, ALFRED  
TONS: 82

1878 VESSEL: **LOTTIE E. COOK**  
CLASS: SCHOONER  
CAPTAIN: DYER, ISAAC  
AGENT/OWNER: ATKINS, WILLIAM A.  
TONS: 82

1878 VESSEL: **MARY E. SIMMONS**  
CLASS: SCHOONER  
CAPTAIN: RICH, XENOPHON  
AGENT/OWNER: COOK, E. & E.K.  
TONS: 105

1878 VESSEL: **MARY G. CURRAN**  
CLASS: SCHOONER  
CAPTAIN: DYER, EMMONS J.  
AGENT/OWNER: ATKINS, WILLIAM A.  
TONS: 102

1878 VESSEL: **N.J. KNIGHTS**  
CLASS: SCHOONER  
CAPTAIN: FOSTER, JOSEPH  
AGENT/OWNER: CONWELL, DAVID  
TONS: 70

1879 VESSEL: **MARY E. SIMMONS**  
CLASS: SCHOONER  
CAPTAIN: MANDLEY, HENRY  
AGENT/OWNER: SNOW, LOUIS  
IN 1879 THE RETURNS OF THE MARY E. SIMMONS WERE LISTED OUT OF NEW BEDFORD: MANDLEY AND SNOW WERE BOTH PROVINCETOWN RESIDENTS.  
TONS: 105

1879 VESSEL: **WILLIAM MARTIN**  
CLASS: SCHOONER  
CAPTAIN: MARTIN, WILLIAM  
AGENT/OWNER: SMITH, HEMAN  
TONS: 91

1879 VESSEL: **AGATE**  
CLASS: SCHOONER  
CAPTAIN: RICH, XENOPHON  
AGENT/OWNER: ATKINS, WILLIAM A.  
TONS: 81

1879 VESSEL: **ANTARCTIC**  
CLASS: SCHOONER  
CAPTAIN: BELL, JOHN  
AGENT/OWNER: ATKINS, WILLIAM A.  
TONS: 101

1879 VESSEL: **CARRIE W. CLARK**  
CLASS: SCHOONER  
CAPTAIN: MARSHALL, GEORGE  
AGENT/OWNER: CENTRAL WHARF COMPANY  
TONS: 116

1879 VESSEL: **CLARA L. SPARKS**  
CLASS: SCHOONER  
CAPTAIN: SPARKS, HARVEY  
AGENT/OWNER: CONWELL, DAVID  
TONS: 96

1879 VESSEL: **MARY E. SIMMONS**  
CLASS: SCHOONER  
CAPTAIN: SPARKS, HENRY  
AGENT/OWNER: CONWELL, DAVID  
TONS: 105

1879 VESSEL: **D.A. SMALL**  
CLASS: BRIGANTINE  
CAPTAIN: CURRAN, WILLIAM  
AGENT/OWNER: ATKINS, WILLIAM A.  
TONS: 119

1879 VESSEL: **EDWARD LEE**  
CLASS: SCHOONER  
CAPTAIN: ATKINS, ASAPH  
AGENT/OWNER: TAYLOR, THOMAS S.  
TONS: 110

1879 VESSEL: **ELLEN RIZPAH**  
CLASS: SCHOONER  
CAPTAIN: DUNHAM, JOHN  
AGENT/OWNER: COOK, STEPHEN  
TONS: 67

1879 VESSEL: **GRACIE M. PARKER**  
CLASS: SCHOONER  
CAPTAIN: MARSTON, CHARLES  
AGENT/OWNER: COOK, ALFRED  
TONS: 82

1879 VESSEL: **MARY G. CURRAN**  
CLASS: SCHOONER  
CAPTAIN: DYER, EMMONS J.  
AGENT/OWNER: ATKINS, WILLIAM A.  
TONS: 102

1879 VESSEL: **N.J. KNIGHTS**  
CLASS: SCHOONER  
CAPTAIN: FOSTER, JOSEPH  
AGENT/OWNER: CONWELL, DAVID  
TONS: 70

1879 VESSEL: **QUICKSTEP**  
CLASS: SCHOONER  
CAPTAIN: COOK, HARVEY  
AGENT/OWNER: KNOWLES, GEORGE O.  
TONS: 94

1879 VESSEL: **RISING SUN**  
CLASS: SCHOONER  
CAPTAIN: TAYLOR, THOMAS/SMITH, JOHN  
AGENT/OWNER: TAYLOR, THOMAS S.  
TWO VOYAGES IN 1879: SECOND COMMANDED BY JOHN SMITH  
TONS: 69

1879 VESSEL: **WILLIAM A. GROZIER**  
CLASS: SCHOONER  
CAPTAIN: ROBERTS, WILLIAM A.  
AGENT/OWNER: ATKINS, WILLIAM A.  
TONS: 117

1880 VESSEL: **ALCYONE**  
CLASS: SCHOONER  
CAPTAIN: ATKINS, ASAPH  
AGENT/OWNER: COOK, E. & E.K. CO.  
CAPT. ASAPH ATKINS DIES AT SEA CARRICOU W.I. 4/6/1880.  
TONS: 92

1880 VESSEL: **MARY E. SIMMONS**  
CLASS: SCHOONER  
CAPTAIN: MARSTON, HENRY  
AGENT/OWNER: SNOW, LOUIS  
SAILED FROM NEW BEDFORD 1880  
TONS: 105

1880 VESSEL: **SARAH E. COOK**  
CLASS: SCHOONER  
CAPTAIN: COOK, JOSIAH  
AGENT/OWNER: SMITH, HEMAN  
TONS: 87
1880 VESSEL: CLARA L. SPARKS
CLASS: Schooner
CAPTAIN: SPARKS, BENJAMIN F.
AGENT/OWNER: CONWELL, DAVID
TONS: 96

1880 VESSEL: AGATE
CLASS: Schooner
CAPTAIN: RICH, XENOPHON
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 81

1880 VESSEL: BENJAMIN F. SPARKS
CLASS: Schooner
CAPTAIN: EWELL, SENeca
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 92

1880 VESSEL: CROWN POINT
CLASS: Schooner
CAPTAIN: FISHER, JOSEPH
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 103

1880 VESSEL: EDWARD LEE
CLASS: Schooner
CAPTAIN: SPARKS, CHARLES
AGENT/OWNER: TAYLOR, CHARLES
TONS: 110

1880 VESSEL: GRACIE M. PARKER
CLASS: Schooner
CAPTAIN: MARSTON, CHARLES
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 82

1880 VESSEL: HELEN M. SIMMONS
CLASS: Schooner
CAPTAIN: ATKINS, IRA
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 116

1880 VESSEL: ELLEN RIZPAH
CLASS: Schooner
CAPTAIN: DUNHAM, JOHN
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 67

1880 VESSEL: LOTTIE E. COOK
CLASS: Schooner
CAPTAIN: DYER, ISAAC
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 82

1880 VESSEL: N.J. KNIGHTS
CLASS: Schooner
CAPTAIN: FOSTER, JOSEPH
AGENT/OWNER: CONWELL, DAVID
TONS: 70

1880 VESSEL: MARY G. CURRAN
CLASS: Schooner
CAPTAIN: DYER, GEORGE W.
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 102

1881 VESSEL: MARY E. SIMMONS
CLASS: Schooner
CAPTAIN: MANDLEY, HENRY
AGENT/OWNER: SNOw, LOuIS
SAILED OUT OF NEW BEDFORD 1881 THRU 1904.
SOLD TO THOMAS LUCE OF NEW BEDFORD 1889:
CONTINUED TO BE COMMANDED BY HENRY
MANDLEY UNTIL 1904, MANDLEY WAS CAPTAIN
OF THE JOHN R. MANTA IN 1906: MARRIED SUSAN
DAYS (1858-1935)
TONS: 105

1881 VESSEL: AGATE
CLASS: Schooner
CAPTAIN: RICH, XENOPHON
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 81

1881 VESSEL: ANTARCTIC
CLASS: Schooner
CAPTAIN: WEST, NEWTON P.
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 101

1881 VESSEL: BLOOMER
CLASS: Schooner
CAPTAIN: SMITH, RICHARD
AGENT/OWNER: SMITH, SETH
TONS: 74

1881 VESSEL: D.A. SMALL
CLASS: Brigantine
CAPTAIN: CURRAN, WILLIAM
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 119

1881 VESSEL: EDWARD LEE
CLASS: Schooner
CAPTAIN: SPARKS, CHARLES
AGENT/OWNER: TAYLOR, CHARLES
TONS: 110

1881 VESSEL: ELLEN RIZPAH
CLASS: Schooner
CAPTAIN: DUNHAM, JOHN
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 67

1881 VESSEL: GAGE H. PHILLIPS
CLASS: Schooner
CAPTAIN: NICKERSON, JOSHUA
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 107

1881 VESSEL: MARY G. CURRAN
CLASS: Schooner
CAPTAIN: DYER, EMMONS J.
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 102

1881 VESSEL: N.J. KNIGHTS
CLASS: Schooner
CAPTAIN: FOSTER, JOSEPH
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 70

1881 VESSEL: QUICKSTEP
CLASS: Schooner
CAPTAIN: COOK, HARVEY
AGENT/OWNER: KNOWLES, GEORGE O.
TONS: 94
1881 VESSEL: RISING SUN
CLASS: SCHOONER
CAPTAIN: TATLOR, THOMAS S.
AGENT/OWNER: TATLOR, THOMAS S.
TONS: 69

1881 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER
CAPTAIN: ROBERTS, WILLIAM A.
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 117

1882 VESSEL: CROWN POINT
CLASS: SCHOONER
CAPTAIN: FISHER, JOSEPH
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 103

1882 VESSEL: AGATE
CLASS: SCHOONER
CAPTAIN: RICH, XENOPHON
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 81

1882 VESSEL: WILLIE A. McKay
CLASS: SCHOONER
CAPTAIN: McKay, Angus
AGENT/OWNER: McKay, Angus
LARGEST CATCH OF CODFISH EVER BROUGHT TO PORT (4,062 QUINTALS) $22,000.00

1882 VESSEL: ALCYONE
CLASS: SCHOONER
CAPTAIN: EWELL, SENeca
AGENT/OWNER: KNOWLES, GOERGE O.
TONS: 92

1882 VESSEL: ANTARCTIC
CLASS: SCHOONER
CAPTAIN: BELL, JOHN
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 101

1882 VESSEL: BLOOMER
CLASS: SCHOONER
CAPTAIN: SMITH, RICHARD
AGENT/OWNER: SMITH, RICHARD
TONS: 74

1882 VESSEL: ELLEN RIZPAH
CLASS: SCHOONER
CAPTAIN: DUNHAM, JOHN
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 67

1882 VESSEL: MARY G. CURRAN
CLASS: SCHOONER
CAPTAIN: DYER, GEORGE W.
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 102

1882 VESSEL: QUICKSTEP
CLASS: SCHOONER
CAPTAIN: MARSTON, CHARLES
AGENT/OWNER: KNOWLES, GEORGE O.
TONS: 94

1882 VESSEL: RISING SUN
CLASS: SCHOONER
CAPTAIN: TAYLOR, THOMAS S.
AGENT/OWNER: TAYLOR, THOMAS S.
TONS: 69

1882 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER
CAPTAIN: ROBERTS, WILLIAM A.
AGENT/OWNER: ATKINS, WILLIAM A.
TONS: 117

1884 VESSEL: WESTMORELAND
CLASS: SCHOONER
CAPTAIN: WILLIAMS, JOHN A.
VESSEL LOST AT SEA IN Gale 11/27/1883. CAPT. JOHN A. WILLIAMS IS LOST WITH HIS WIFE AND DAUGHTER.

1884 VESSEL: ROSA BAKER
CLASS: BRIGANTINE
CAPTAIN: WINSLOW, JOSHUA
AGENT/OWNER: SMITH, HEMAN
TOTAL TWO VOYAGES: RETURNED OCT. 5, 1885, 275 BBLs.
TONS: 109

1884 VESSEL: GAGE H. PHILLIPS
CLASS: SCHOONER
CAPTAIN: DYER, EMMONS J.
AGENT/OWNER: COOK, STEPHEN
TONS: 107
1884 VESSEL: AGATE
CLASS: SCHOONER
TONS: 117
CAPTAIN: RICH, XENOPHON
AGENT/OWNER: RICH, XENOPHON

1884 VESSEL: ALCYONE
CLASS: SCHOONER
TONS: 92
CAPTAIN: EWELL, SENeca
AGENT/OWNER: KNOWLES, GEORGE O.

1884 VESSEL: ELLEN RIZPAH
CLASS: SCHOONER
TONS: 67
CAPTAIN: DUNHAM, JOHN
AGENT/OWNER: COOK, STEPHEN

1884 VESSEL: MARY G. CURRAN
CLASS: SCHOONER
TONS: 102
CAPTAIN: DYER, GEORGE W.
AGENT/OWNER: DYER, GEORGE W.

1884 VESSEL: QUICKSTEP
CLASS: SCHOONER
TONS: 94
CAPTAIN: MARSTON, CHARLES
AGENT/OWNER: KNOWLES, GEORGE O.

1884 VESSEL: RISING SUN
CLASS: SCHOONER
TONS: 69
CAPTAIN: TAYLOR, THOMAS S.
AGENT/OWNER: TAYLOR, THOMAS S.

1885 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER
TONS: 117
CAPTAIN: MARSHALL, GEORGE
AGENT/OWNER: ATKINS, WILLIAM A.

1885 VESSEL: FRANKLIN
CLASS: SCHOONER
TONS: 77
CAPTAIN: MANDLEY, ANTONE J.
AGENT/OWNER: CLAY, HENRY

SOME WHALING BOATS WERE LOST IN A STORM.
A $14,000.00 PIECE OF AMBERGRIS IS RECOVERED
WHICH WAS SHARED WITH CAPT. GEORGE
JOHNSON OF THE PROVINCETOWN VESSEL
ANTARCTIC.

1885 VESSEL: AGATE
CLASS: SCHOONER
TONS: 81
CAPTAIN: RICH, XENOPHON
AGENT/OWNER: RICH, XENOPHON

1885 VESSEL: ANTARCTIC
CLASS: SCHOONER
TONS: 101
CAPTAIN: JOHNSON, GEORGE S.
AGENT/OWNER: ATKINS, WILLIAM A.
RECOVERED $14,000.00 PIECE OF AMBERGRIS:
SHARED WITH CAPT. ANTONE J. MANDLEY
OF THE FRANKLIN/JOHNSON LIVED ON MASONIC
PLACE ON CORNER OF BRADFORD OPPOSITE
ADAM McCOOL. BORN 9/2/1852 AT WASHINGTON,
N.C. DIED PROVINCETOWN 4/15/1905.

1885 VESSEL: BLOOMER
CLASS: SCHOONER
TONS: 74
CAPTAIN: ROSE, ANTONE
AGENT/OWNER: SMITH, SETH

1885 VESSEL: BALTIc
CLASS: SCHOONER
TONS: 84
CAPTAIN: FISHER, JOSEPH
AGENT/OWNER: FISHER, JOSEPH

1885 VESSEL: D.A. SMALL
CLASS: BRIGANTINE
TONS: 119
CAPTAIN: CURRAN, WILLIAM
AGENT/OWNER: MACOOL, ADAM
MACOOL WAS A COOPER: HIS BUSINESS WAS AT
192 COMMERCIAL STREET.

1885 VESSEL: ELLEN RIZPAH
CLASS: SCHOONER
TONS: 67
CAPTAIN: DUNHAM, JOHN
AGENT/OWNER: COOK, STEPHEN
TWO VOYAGES: 2/12 TO 6/8/1885 AND 6/30/1885 TO
9/25/1885 TOTAL RETURNS OF 350 BBLs.

1885 VESSEL: MARY G. CURRAN
CLASS: SCHOONER
TONS: 102
CAPTAIN: DYER, GEORGE W.
AGENT/OWNER: DYER, GEORGE W.

1885 VESSEL: QUICKSTEP
CLASS: SCHOONER
TONS: 94
CAPTAIN: MARSTON, CHARLES
AGENT/OWNER: KNOWLES, GEORGE O.

1885 VESSEL: RISING SUN
CLASS: SCHOONER
TONS: 69
CAPTAIN: TAYLOR, THOMAS S.
AGENT/OWNER: TAYLOR, THOMAS S.

SOME WHALING BOATS WERE LOST IN A STORM.
A $14,000.00 PIECE OF AMBERGRIS IS RECOVERED
WHICH WAS SHARED WITH CAPT. GEORGE
JOHNSON OF THE PROVINCETOWN VESSEL
ANTARCTIC.

1886 VESSEL: ALCYONE
CLASS: SCHOONER
TONS: 92
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: KNOWLES, GEORGE O.

1886 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER
TONS: 117
CAPTAIN: MARSHALL, GEORGE
AGENT/OWNER: ATKINS, WILLIAM A.
CAPTAIN GEORGE MARSHALL WAS INJURED
WHILE FAST TO A WHALE.

1886 VESSEL: D.A. SMALL
CLASS: BRIGANTINE
TONS: 119
CAPTAIN: WINSLOW, JOSHUA
AGENT/OWNER: CURRAN, WILLIAM
D.A. SMALL NAMED FOR DAVID A. SMALL BUILT
BY JOHN WHITCOMB OF PROVINCETOWN 1868.
1886 VESSEL: SARAH E. LEWIS  
CLASS: SCHOONER  
TONS: 87  
CAPTAIN: SPARKS, HARVEY  
AGENT/OWNER: SMITH, HEMAN  
5/3 TO 10/5/1886 RETURNS OF 115 BBLS. PROVINCE-TOWN WHALER WITH RETURNS LISTED AT BOSTON.

1886 VESSEL: ROSA BAKER  
CLASS: BRIGANTINE  
TONS: 109  
CAPTAIN: HOWARD, WARREN  
AGENT/OWNER: SMITH, HEMAN

1886 VESSEL: AGATE  
CLASS: SCHOONER  
TONS: 81  
CAPTAIN: DAYS, ANTOINE ROSE  
AGENT/OWNER: RICH, XENOPHON  
RETURNED ONLY 10 BBLS. SPERM OIL AFTER 5 MONTH VOYAGE.

1886 VESSEL: ANTARCTIC  
CLASS: SCHOONER  
TONS: 101  
CAPTAIN: JOHNSON, GEORGE S.  
AGENT/OWNER: ATKINS, WILLIAM A.

1886 VESSEL: BALTIC  
CLASS: SCHOONER  
TONS: 84  
CAPTAIN: FISHER, JOSEPH  
AGENT/OWNER: FISHER, JOSEPH  
DAMAGED IN A HURRICANE ON 8/20/1887  
RETURNED WITH 125 BBLS. SPERM OIL.

1886 VESSEL: BLOOMER  
CLASS: SCHOONER  
TONS: 74  
CAPTAIN: ROSE, ANTOINE  
AGENT/OWNER: SMITH, SETH

1886 VESSEL: ELLEN RIZPAH  
CLASS: SCHOONER  
TONS: 67  
CAPTAIN: DYER, WILLIAM  
AGENT/OWNER: KNOWLES, GEORGE O.

1886 VESSEL: GAGE H. PHILLIPS  
CLASS: SCHOONER  
TONS: 107  
CAPTAIN: DYER, EMMONS J.  
AGENT/OWNER: KNOWLES, GEORGE O.

1886 VESSEL: MARY G. CURRAN  
CLASS: SCHOONER  
TONS: 102  
CAPTAIN: DYER, GEORGE W.  
AGENT/OWNER: KNOWLES, GEORGE O.

1888 VESSEL: WILLIAM MARTIN  
CLASS: SCHOONER  
TONS: 91  
CAPTAIN: HOWARD, ALEXANDER C.  
AGENT/OWNER: SMITH, HEMAN

1888 VESSEL: WILLIAM A. GROZIER  
CLASS: SCHOONER  
TONS: 117  
CAPTAIN: DUNHAM, JOHN A.  
AGENT/OWNER: DUNHAM, JOHN A.
1888 VESSEL: D.A. SMALL
CLASS: BRIGANTINE  TONS: 119
CAPTAIN: WINSLOW, JOSHUA
AGENT/OWNER: CURRAN, WILLIAM

1888 VESSEL: JULIA COSTA
CLASS: SCHOONER
CAPTAIN: COSTA, MANUEL
AGENT/OWNER: MANTA, JOSEPH
THE JULIA COSTA WAS BUILT FOR JOSEPH A. MANTA AT ESSEX, MASS. IN 1888. SPECs: 89'4" LONG X 23'8" BEAM X 9'5" DRAFT. IT WAS NAMED FOR CAPT. MANUEL COSTA’S DAUGHTER JULIA. COSTA MARRIED JESSIE CABRAL IN 1873. THE JULIA COSTA WAS WRECKED OFF THE HIGHLAND, TRURO, IN 1908.

1888 VESSEL: FRANKLIN
CLASS: SCHOONER  TONS: 77
CAPTAIN: ROSE, ANTOINE J.
AGENT/OWNER: CLAY, HENRY

1888 VESSEL: REBECCA R. NICKERSON
CLASS: SCHOONER
CAPTAIN: ALLEN, WILLIAM
VESSEL AND CREW LOST IN GALE 9/3/1887. ALSO LOST JOHN W. ATKINS AND GEORGE W. DYER. CAPT. WILLIAM ALLEN LIVED AT 3 MASONIC PLACE PROVINCETOWN.

1888 VESSEL: ALCYONE
CLASS: SCHOONER  TONS: 92
CAPTAIN: MAYO, EDWIN C.
AGENT/OWNER: KNOWLES, GEORGE O.

1888 VESSEL: ANTARCTIC
CLASS: SCHOONER  TONS: 101
CAPTAIN: CORNELL, MARTIN
AGENT/OWNER: ATKINS, WILLIAM A.
SOLD TO THOMAS LUCE OF NEW BEDFORD AFTER RETURNING IN 1889. THE ANTARCTIC WAS CONDEMNED AT NEW BEDFORD IN AUGUST OF 1892 AFTER RETURNING FROM HUDSON BAY.

1888 VESSEL: BALTIC
CLASS: SCHOONER  TONS: 84
CAPTAIN: FISHER, JOSEPH
AGENT/OWNER: FISHER, JOSEPH

1889 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER  TONS: 117
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM JOHN A.

1889 VESSEL: FRANC LAMBERTH
CLASS: SCHOONER
CAPTAIN: WEST, ROBERT L.
LOST AT SEA IN HURRICANE 4/3/1889 ENROUTE FROM CHARLESTON S.C. CAPTAIN ROBERT WEST WAS BORN 12/22/1844 AT LIVERPOOL N.S.

1889 VESSEL: ALCYONE
CLASS: SCHOONER  TONS: 92
CAPTAIN: MAYO, EDWIN C.
AGENT/OWNER: KNOWLES, GEORGE O.
CAPTAIN EDWIN C. MAYO LIVED AT 493 COMMERCIAL STREET, PROVINCETOWN

1889 VESSEL: BALTIC
CLASS: SCHOONER  TONS: 84
CAPTAIN: DYER, EMMONS J.
AGENT/OWNER: MACOOL, ADAM

1889 VESSEL: CARRIE D. KNOWLES
CLASS: SCHOONER  TONS: 121
CAPTAIN: MARSTON, CHARLES
AGENT/OWNER: KNOWLES, GEORGE

1889 VESSEL: RISING SUN
CLASS: SCHOONER  TONS: 69
CAPTAIN: STEPHENSON, COLLINS
AGENT/OWNER: TAYLOR, THOMAS S.

1890 VESSEL: D.A. SMALL
CLASS: BRIGANTINE  TONS: 114
AGENT/OWNER: CURRAN, WILLIAM
BUILT AT PROVINCETOWN BY JOHN WHITCOMB

1890 VESSEL: CARRIE D. KNOWLES
CLASS: SCHOONER  TONS: 121
CAPTAIN: NICHOLS,
AGENT/OWNER: KNOWLES, GEORGE O.

1890 VESSEL: ALCYONE
CLASS: SCHOONER  TONS: 88
CAPTAIN: STEVENSON, COLLINS
AGENT/OWNER: KNOWLES, GEORGE O.

1890 VESSEL: GAGE H. PHILLIPS
CLASS: SCHOONER  TONS: 101
AGENT/OWNER: KNOWLES, GEORGE O.

1890 VESSEL: BALTIC
CLASS: SCHOONER  TONS: 80
AGENT/OWNER: DYER, EMMONS

1890 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER  TONS: 112
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM, JOHN

1890 VESSEL: RISING SUN
CLASS: SCHOONER  TONS: 66
AGENT/OWNER: TAYLOR, THOMAS

1890 VESSEL: LIZZIE W. MATHESON
CLASS: SCHOONER  TONS: 193
AGENT/OWNER: COOK, H. & S.
3 MASTED SCHOONER

1890 VESSEL: GRACE F. LITTLETON
CLASS: SCHOONER  TONS: 169
AGENT/OWNER: WHORF, PHILLIP A.
3 MASTED SCHOONER
1890 VESSEL: JULIA COSTA
CLASS: Schooner
AGENT/OWNER: MANTA, JOSEPH

1890 VESSEL: I.J. MERRITT
CLASS: Schooner
CAPTAIN: SOUZA,
AGENT/OWNER: ADAMS, JOHN & CO.
TOOK 2'ND PRIZE IN FISHERMAN'S RACE FAST
DAY 1888 COMMANDED BY CHARLES HARTY OF
GLOUCESTER

1890 VESSEL: SUSAN WEST
CLASS: Schooner
TONS: 94
AGENT/OWNER: ATWOOD, JOHN JR.

1890 VESSEL: ELEANOR B. CONWELL
CLASS: Schooner
TONS: 91
CAPTAIN: COSTA, MANUEL E.
AGENT/OWNER: CLAY, HENRY/avery, JAMES
THE ELEANOR B. CONWELL WAS BUILT AT
ESSEX, MASS. IN 1859. IT WAS COMMANDED BY
CAPT. MANUEL F. GOMES 1897 AND 1898. GOMES
WAS BORN AT FAYAL IN 1864 AND DIED THERE IN
1910 WHILE IN COMMAND OF THE SCOOER
CAMEO. THE ELEANOR B. CONWELL WAS
CONDEMNED IN 1898.

1890 VESSEL: RISING SUN
CLASS: Schooner
TONS: 69
CAPTAIN: GONSOLVES, JOHN T.
AGENT/OWNER: TAYLOR, THOMAS S.

1891 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner
TONS: 117
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM, JOHN A.
ADAM MACOOL HAD PART INTEREST IN THIS
VOYAGE.

1891 VESSEL: AGATE
CLASS: Schooner
TONS: 81
CAPTAIN: WINSLOW, JOSHUA
AGENT/OWNER: ATKINS, WILLIAM A.
THE AGATE PUT INTO NEW YORK IN DISTRESS ON
DEC 12, 1894 WITH 765 BBLs. SPERM OIL

1891 VESSEL: D.A. SMALL
CLASS: Brigantine
TONS: 119
CAPTAIN: ROSE, ANTOINE
AGENT/OWNER: McCool, ADAM
A 3 YEAR VOYAGE. McCool WAS A COOPER IN
1896/97. HE LIVED ON MASONIC PLACE AT THE
CORNER OF BRADFORD.

1891 VESSEL: FRANK FOSTER
CLASS: Schooner
AGENT/OWNER: FOSTER, CHARLES
VESSEL SANK BY THE STERN IN PROVINCETOWN
HARBOR DURING THE PORTLAND GALE

1891 VESSEL: CARRIE D. KNOWLES
CLASS: Schooner
TONS: 121
CAPTAIN: NICHOLS,
AGENT/OWNER: KNOWLES, GEORGE O.

1891 VESSEL: GAGE H. PHILLIPS
CLASS: Schooner
TONS: 106
CAPTAIN: MARSTON, CHARLES
AGENT/OWNER: KNOWLES, GEORGE O.

1892 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner
TONS: 117
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM, JOHN A.

1892 VESSEL: RISING SUN
CLASS: Schooner
TONS: 69
CAPTAIN: GONSOLVES, JOHN T.
AGENT/OWNER: TAYLOR, THOMAS S.

1892 VESSEL: ALCYONE
CLASS: Schooner
TONS: 92
CAPTAIN: STEVENSON, COLLINS
AGENT/OWNER: KNOWLES, GEORGE O.
RETURNED FROM SECOND VOYAGE OF 1892 ON
9/15/1893 WITH 830 BBLs. SPERM OIL TOTAL.

1892 VESSEL: CARRIE D. KNOWLES
CLASS: Schooner
TONS: 121
CAPTAIN: NICHOLS,
AGENT/OWNER: KNOWLES, GEORGE O.

1893 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner
TONS: 117
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM, JOHN A.

1893 VESSEL: JESSIE T. MATHESON
CLASS: Schooner
CAPTAIN: CAMPBELL, JOHN WILLIAM
AGENT/OWNER: MATHESON, WILLIAM KAY
CAPT. JOHN W. CAMPBELL (AGED 37) IS LOST AT
SEA AUGUST 1893 AT WEST BAY CAPE BRETON, N.S.

1893 VESSEL: ELLEN SWIFT
CLASS: Schooner
TONS: 132
CAPTAIN: DYER, EMMONS J.
AGENT/OWNER: MACOOL, ADAM

1893 VESSEL: GAGE H. PHILLIPS
CLASS: Schooner
TONS: 106
CAPTAIN: MARSTON, CHARLES
AGENT/OWNER: KNOWLES, GEORGE O.

1893 VESSEL: D.A. SMALL
CLASS: Brigantine
TONS: 119
CAPTAIN: ROSE, ANTOINE
AGENT/OWNER: McCool, ADAM

1893 VESSEL: CARRIE D. KNOWLES
CLASS: Schooner
TONS: 121
CAPTAIN: NICHOLS,
AGENT/OWNER: KNOWLES, GEORGE O.
1893 VESSEL: **BALTIC**  
CLASS: SCHOONER  
CAPTAIN: FISHER, JOSEPH  
AGENT/OWNER: MACOOL, ADAM

1893 VESSEL: **ALCYONE**  
CLASS: SCHOONER  
CAPTAIN: STEVENSON, COLLINS  
AGENT/OWNER: KNOWLES, GEORGE O.  
FINAL VOYAGE OF THE WHALER ALCYONE: RETURNED SEPT. 11, 1894 WITH 400 BBLS. SPERM OIL.

1894 VESSEL: **WILLIAM A. GROZIER**  
CLASS: SCHOONER  
CAPTAIN: DUNHAM, JOHN A.  
AGENT/OWNER: DUNHAM, JOHN A.

1894 VESSEL: **JOSEPH A. MANTA**  
CLASS: SCHOONER  
CAPTAIN: ROSE, ANTOINE  
AGENT/OWNER: MANTA, JOSEPH A.  
3 YEAR VOYAGE: RETURNED TO PROVINCETOWN 1897.

1894 VESSEL: **BALTIC**  
CLASS: SCHOONER  
CAPTAIN: GONSOLVES, JOHN T.  
AGENT/OWNER: MACOOL, ADAM

1894 VESSEL: **RISING SUN**  
CLASS: SCHOONER  
CAPTAIN: SPARKS, CHARLES A.  
AGENT/OWNER: TAYLOR, THOMAS S.  
SAILED UNDER CAPT. MANUEL? ON 5/23/1894  
RETURNED 6/8/1894 WITH THE CAPTAIN SICK.  
SAILED AGAIN ON 6/13/1894 WITH CHARLES SPARKS IN COMMAND.

1895 VESSEL: **SEA FOX**  
CLASS: SCHOONER  
CAPTAIN: CATON, MANUEL  
AGENT/OWNER: CATON, MANUEL

1895 VESSEL: **WILLIAM A. GROZIER**  
CLASS: SCHOONER  
CAPTAIN: DUNHAM, JOHN A.  
AGENT/OWNER: DUNHAM, JOHN A.

1895 VESSEL: **JOSEPH P. JOHNSON**  
CLASS: SCHOONER  
CAPTAIN: BRIER, GEORGE A.M.  
AGENT/OWNER: COOK, H. & S. CO.

1895 VESSEL: **CARRIE D. KNOWLES**  
CLASS: SCHOONER  
CAPTAIN: STEVENSON, COLLINS  
AGENT/OWNER: KNOWLES, GEORGE O.

1895 VESSEL: **D.A. SMALL**  
CLASS: BRIGANTINE  
CAPTAIN: FISHER, JOSEPH  
AGENT/OWNER: MACOOL, ADAM

1895 VESSEL: **JOSEPH A. MANTA**  
CLASS: SCHOONER  
CAPTAIN: ROSE, ANTOINE  
AGENT/OWNER: MANTA, JOSEPH A.

1895 VESSEL: **RISING SUN**  
CLASS: SCHOONER  
CAPTAIN: TAYLOR, THOMAS S.  
AGENT/OWNER: TAYLOR, THOMAS S.

1896 VESSEL: **WILLIAM A. GROZIER**  
CLASS: SCHOONER  
CAPTAIN: DUNHAM, JOHN A.  
AGENT/OWNER: DUNHAM, JOHN A.

1896 VESSEL: **JOHN A. MATHESON**  
CLASS: SCHOONER  
AGENT/OWNER: MATHESON, WILLIAM KAY

1896 VESSEL: **GEORGIE D. PAINE**  
CLASS: SCHOONER  
AGENT/OWNER: MATHESON, WILLIAM KAY

1896 VESSEL: **MARY MATHESON**  
CLASS: SCHOONER  
CAPTAIN: MATHESON, WILLIAM KAY  
AGENT/OWNER: MATHESON, WILLIAM KAY  
AT DECLINE OF SALT FISH INDUSTRY WILLIAM KAY MATHESON WENT INTO COCONUT TRADE BETWEEN SAN BLAST & CEYLON (OLD PROVIDENCE COAST) RETIRED TO BALTIMORE AFTER AN ACCIDENT AND DIED 8/6/1918.

1896 VESSEL: **BALTIC**  
CLASS: SCHOONER  
CAPTAIN: MARSTON, CHARLES  
AGENT/OWNER: MACOOL, ADAM
<table>
<thead>
<tr>
<th>Year</th>
<th>Vessel</th>
<th>Class</th>
<th>Tons</th>
<th>Captain</th>
<th>Agent/Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>1896</td>
<td><em>CARRIE D. KNOWLES</em></td>
<td>Schooner</td>
<td>121</td>
<td>Stevenson, Collins</td>
<td>Knowles, George O.</td>
</tr>
<tr>
<td>1896</td>
<td><em>ELLEN SWIFT</em></td>
<td>Schooner</td>
<td>132</td>
<td>Dyer, Emmons J.</td>
<td>Macool, Adam</td>
</tr>
<tr>
<td>1896</td>
<td><em>JOSEPH A. MANTA</em></td>
<td>Schooner</td>
<td>70</td>
<td>Rose, Antone</td>
<td>Manta, Joseph A.</td>
</tr>
<tr>
<td>1896</td>
<td><em>RISING SUN</em></td>
<td>Schooner</td>
<td>69</td>
<td>Taylor, Thomas S.</td>
<td>Taylor, Thomas S.</td>
</tr>
<tr>
<td>1897</td>
<td><em>ELEANOR B. CONWELL</em></td>
<td>Schooner</td>
<td>91</td>
<td>Gomes, Manuel F.</td>
<td>Clay, Henry/Avery, James</td>
</tr>
<tr>
<td>1897</td>
<td><em>WILLIAM A. GROZIER</em></td>
<td>Schooner</td>
<td>117</td>
<td>Dunham, John A.</td>
<td>Dunham, John A.</td>
</tr>
<tr>
<td>1897</td>
<td><em>JOSEPH P. JOHNSON</em></td>
<td>Schooner</td>
<td></td>
<td>Brier, George A.M.</td>
<td>Cook, H. &amp; S. Co.</td>
</tr>
<tr>
<td>1897</td>
<td><em>I.J. MERRITT</em></td>
<td>Schooner</td>
<td></td>
<td>Souza,</td>
<td>Adams, John</td>
</tr>
<tr>
<td>1897</td>
<td><em>BALTIC</em></td>
<td>Schooner</td>
<td>84</td>
<td>Gonsolves, John T.</td>
<td>Macool, Adam</td>
</tr>
<tr>
<td>1897</td>
<td><em>CARRIE D. KNOWLES</em></td>
<td>Schooner</td>
<td>121</td>
<td>Stevenson, Collins</td>
<td>Knowles, George O.</td>
</tr>
<tr>
<td>1897</td>
<td><em>JOSEPH A. MANTA</em></td>
<td>Schooner</td>
<td>70</td>
<td>Rose, Antone</td>
<td>Manta, Joseph A.</td>
</tr>
<tr>
<td>1897</td>
<td><em>RISING SUN</em></td>
<td>Schooner</td>
<td>69</td>
<td>Taylor, Thomas S.</td>
<td>Taylor, Thomas S.</td>
</tr>
<tr>
<td>1898</td>
<td><em>WILLIAM A. GROZIER</em></td>
<td>Schooner</td>
<td>117</td>
<td>Dunham, John A.</td>
<td>Dunham, John A.</td>
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<tr>
<td>1898</td>
<td><em>CARRIE D. KNOWLES</em></td>
<td>Schooner</td>
<td>121</td>
<td>Stevenson, Collins</td>
<td>Knowles, George O.</td>
</tr>
<tr>
<td>1898</td>
<td><em>JOSEPH A. MANTA</em></td>
<td>Schooner</td>
<td>70</td>
<td>Frates, Anthony J.</td>
<td>Manta, Joseph A.</td>
</tr>
<tr>
<td>1900</td>
<td><em>WILLIAM A. GROZIER</em></td>
<td>Schooner</td>
<td>117</td>
<td>Dunham, John A.</td>
<td>Dunham, John A.</td>
</tr>
<tr>
<td>1900</td>
<td><em>JOSEPH A. MANTA</em></td>
<td>Schooner</td>
<td>70</td>
<td>Frates, Anthony J.</td>
<td>Manta, Joseph A.</td>
</tr>
<tr>
<td>1900</td>
<td><em>CORA S. McKay</em></td>
<td>Schooner</td>
<td></td>
<td>Matheson, Roderick W.</td>
<td>McKay, Angus &amp; Eli</td>
</tr>
<tr>
<td>1900</td>
<td><em>ELLEN SWIFT</em></td>
<td>Schooner</td>
<td>132</td>
<td>Dyer, Emmons J.</td>
<td>Macool, Adam</td>
</tr>
</tbody>
</table>
1900 VESSEL: BOWHEAD
CLASS: STR TONS: 381
CAPTAIN: COOK, JOHN ATKINS
AGENT/OWNER: COOK, JOHN ATKINS
CHANGED TO U.S. REGISTRY BY AN ACT OF CONGRESS AFTER ITS DETENTION IN CHILE. IT SAILED OUT OF SAN FRANCISCO AND RETURNED WITH 900 BBLS. WHALE OIL; 22,200 LBS. WHALE BONE.

1901 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM, JOHN A.

1901 VESSEL: CARRIE D. KNOWLES
CLASS: Schooner TONS: 121
CAPTAIN: STEVENSON, COLLINS
AGENT/OWNER: KNOWLES, GEORGE O.

1902 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM, JOHN A.

1902 VESSEL: CARRIE D. KNOWLES
CLASS: Schooner TONS: 121
CAPTAIN: STEVENSON, COLLINS
AGENT/OWNER: KNOWLES, GEORGE O.

1902 VESSEL: ELLEN SWIFT
CLASS: Schooner TONS: 132
CAPTAIN: GIBBONS, ARTHUR O.
AGENT/OWNER: CHURCH, WILLIAM N.

1902 VESSEL: BOWHEAD
CLASS: STR TONS: 381
CAPTAIN: COOK, JOHN ATKINS
AGENT/OWNER: COOK, JOHN ATKINS
SAILED OUT OF SAN FRANCISCO; RETURNED 100 BBLS. WHALE OIL, 4000 LBS. WHALE BONE.

1903 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: DUNHAM, JOHN A.
AGENT/OWNER: DUNHAM, JOHN A.

1903 VESSEL: BOWHEAD
CLASS: STR TONS: 381
CAPTAIN: COOK, JOHN ATKINS
AGENT/OWNER: COOK, JOHN ATKINS
SAILED OUT OF SAN FRANCISCO; CREW MUTINIES, VOYAGE COMPLETED BY JAMES A. TILTON. RETURNED TO PORT 11/12/1906 WITH 60,000 LBS. WHALE BONE.

1904 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.
CAPT. IS THE SON OF JOHN A. DUNHAM

1904 VESSEL: CARRIE D. KNOWLES
CLASS: Schooner TONS: 121
CAPTAIN: STEVENSON, COLLINS
AGENT/OWNER: KNOWLES, GEORGE O.
The CARRIE KNOWLES WAS PRESUMED TO HAVE BEEN LOST WITH ALL HANDS. IN 1909 A CREWMAN FROM THE SCHOONER SURFACED IN ST. VINCENTS B.W.I. AND REPORTED THAT THE SHIP HAD BEEN TAKEN BY PIRATES AND THE CREW IMPRISONED IN VENEZUELA.

1904 VESSEL: JOHN R. MANTA
CLASS: Schooner TONS: 147
CAPTAIN: SMITH, RICHARD F.
AGENT/OWNER: MANTA, JOSEPH A.

1905 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.

1905 VESSEL: WILLIAM MATHESON
CLASS: Schooner
CAPTAIN: NELSON, MARTIN
AGENT/OWNER: MATHESON, JOHN ALEXANDER

1905 VESSEL: ELLEN SWIFT
CLASS: Schooner TONS: 132
CAPTAIN: MANDLEY, ANTONIO J.
AGENT/OWNER: DYER, EMMONS J.

1906 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.

1906 VESSEL: JOHN R. MANTA
CLASS: Schooner TONS: 147
CAPTAIN: MANDLEY, HENRY SR.
AGENT/OWNER: MANTA, JOSEPH BUILT AT ESSEX 1906

1906 VESSEL: JOHN R. MANTA
CLASS: Schooner TONS: 147
CAPTAIN: GARCIA, FRANK J.
AGENT/OWNER: MANTA, JOSEPH A.
SECOND VOYAGE OF 1906: CAPT. FRANK J. GARCIA, BORN AT FAYAL, AZORES 1863: WAS 1ST MATE ON THE BARK GREYHOUND UNDER JOSEPH T. EDWARDS 1898.

1906 VESSEL: JOHN R. MANTA
CLASS: Schooner TONS: 147
CAPTAIN: GARCIA, FRANK J.
AGENT/OWNER: MANTA, JOSEPH A.
SECOND VOYAGE OF 1906: CAPT. FRANK J. GARCIA, BORN AT FAYAL, AZORES 1863: WAS 1ST MATE ON THE BARK GREYHOUND UNDER JOSEPH T. EDWARDS 1898.

1906 VESSEL: ELLEN SWIFT
CLASS: Schooner TONS: 132
CAPTAIN: MANDLEY, ANTONIO J.
AGENT/OWNER: DYER, EMMONS J.

1907 VESSEL: WILLIAM A. GROZIER
CLASS: Schooner TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.
1907 VESSEL: JOHN R. MANTA
CLASS: SCHOONER TONS: 147
CAPTAIN: EDWARDS, JOSEPH T.
AGENT/OWNER: MANTA, JOSEPH A.
CAPT. JOSEPH T. EDWARDS BORN AT FLORES. 1ST, 2ND AND 3RD MATES BECOME ILL WITH BERI-BERI ON VOYAGE OF 1907.

1907 VESSEL: ELLEN SWIFT
CLASS: SCHOONER TONS: 132
CAPTAIN: MANDLEY, ANTONIO J.
AGENT/OWNER: DYER, EMMONS J.

1907 VESSEL: BOWHEAD
CLASS: STR TONS: 381
CAPTAIN: TILTON, GEORGE FRED
AGENT/OWNER: COOK, JOHN ATKINS
RETURNED 1907 WITH 13,000 LBS. WHALE BONE. VESSEL SOLD TO WILLIAM LEWIS 1908 AND COOK TAKES RESIDENCE IN PROVINCETOWN. THE BOWHEAD WAS BURNED IN 1915.

1908 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.

1908 VESSEL: CAMEO
CLASS: SCHOONER TONS: 243
CAPTAIN: GOMES, MANUEL F.
AGENT/OWNER: EDWARDS, JOSEPH T.
THE CAMEO WAS CONVERTED FROM AN EX-BRITISH SCHOONER.

1908 VESSEL: JOHN R. MANTA
CLASS: SCHOONER TONS: 147
CAPTAIN: LUIS, JOSEPH
AGENT/OWNER: MANTA, JOSEPH A.

1908 VESSEL: ELLEN SWIFT
CLASS: SCHOONER TONS: 132
CAPTAIN: MANDLEY, ANTONIO J.
AGENT/OWNER: DYER, EMMONS J.

1909 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.

1909 VESSEL: VALKYRIA
CLASS: SCHOONER TONS: 139
CAPTAIN: COOK, JOHN ATKINS
AGENT/OWNER: COOK, JOHN ATKINS
THE VALKYRIA WAS BUILT AT BOOTH BAY, MAINE IN 1889.

1909 VESSEL: ELLEN SWIFT
CLASS: SCHOONER TONS: 132
CAPTAIN: MANDLEY, ANTONIO J.
AGENT/OWNER: DYER, EMMONS J.

1910 VESSEL: VIOLA
CLASS: BRIGANTINE TONS: 139
CAPTAIN: COOK, JOHN A.
AGENT/OWNER: COOK, JOHN ATKINS
VOYAGE 6/30/1910 — 7/27/1912: TOOK 150 LBS OF AMBERGRIS WHICH SOLD FOR 30,000.00.

1910 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.

1910 VESSEL: VALKYRIA
CLASS: SCHOONER TONS: 139
CAPTAIN: SPARKS, CHARLES A.
AGENT/OWNER: COOK, JOHN ATKINS

1910 VESSEL: ELLEN SWIFT
CLASS: SCHOONER TONS: 132
CAPTAIN: MANDLEY, ANTONIO J.
AGENT/OWNER: DYER, EMMONS J.

1911 VESSEL: WILLIAM A. GROZIER
CLASS: SCHOONER TONS: 117
CAPTAIN: DUNHAM, GEORGE L.
AGENT/OWNER: DUNHAM, JOHN A.

1911 VESSEL: ELLEN SWIFT
CLASS: SCHOONER TONS: 132
CAPTAIN: MANDLEY, ANTONIO J.
AGENT/OWNER: DYER, EMMONS J.

1912 VESSEL: VALKYRIA
CLASS: SCHOONER TONS: 139
CAPTAIN: BROWN, CHARLES
AGENT/OWNER: COOK, JOHN ATKINS

1912 VESSEL: VIOLA
CLASS: BRIGANTINE TONS: 139
CAPTAIN: REED, EDWIN J.
AGENT/OWNER: COOK, JOHN ATKINS
VOYAGE 10/7/1912 — 9/7/1915. OWNER JOHN A. COOK GOES ON VOYAGE AS RELIEF MASTER. HIS WIFE VIOLA IS LISTED AS ASSISTANT NAVIGATOR.

1912 VESSEL: JOHN R. MANTA
CLASS: SCHOONER TONS: 147
CAPTAIN: SANTOS, MANUEL F.
AGENT/OWNER: MANTA, JOSEPH A.

1912 VESSEL: ELLEN A. SWIFT
CLASS: SCHOONER TONS: 132
CAPTAIN: DUNHAM, GEORGE LEONARD
AGENT/OWNER: DUNHAM, JOHN
VOYAGE 3/11/1912 — 8/3/1912 RETURNED 500 BBLS. SPERM OIL.
1913 VESSEL: **ELLEN A. SWIFT**
CLASS: Schooner  
TONS: 132  
CAPTAIN: DUNHAM, GEORGE LEONARD  
AGENT/OWNER: DUNHAM, JOHN A.

1914 VESSEL: **JOHN R. MANTA**
CLASS: Schooner  
TONS: 147  
CAPTAIN: SANTOS, MANUEL F.  
AGENT/OWNER: MANTA, JOSEPH

1915 VESSEL: **VIOLA**
CLASS: Brigantine  
TONS: 139  
CAPTAIN: COOK, JOHN A.  
AGENT/OWNER: COOK, JOHN ATKINS

1915 VESSEL: **ELLEN A. SWIFT**
CLASS: Schooner  
TONS: 132  
CAPTAIN: HUNHAM, GEORGE LEONARD  
AGENT/OWNER: DUNHAM, JOHN A.

1915 VESSEL: **JOHN R. MANTA**
CLASS: Schooner  
TONS: 147  
CAPTAIN: MANDLEY, ANTONIO J.  
AGENT/OWNER: MANTA, JOSEPH A.

1915 VESSEL: **A.T. GIFFORD**
CLASS: Schooner  
TONS: 86  
CAPTAIN: GIBBONS, ARTHUR O.  
AGENT/OWNER: MONJO, F.N.

The A.T. Gifford was formerly out of Stamford, CT. It left Provincetown July of 1915 and was lost with all hands in Hudson Bay.

1916 VESSEL: **ELLEN SWIFT**
CLASS: Schooner  
TONS: 132  
CAPTAIN: DUNHAM, GEORGE L.  
AGENT/OWNER: DUNHAM, GEORGE LEONARD

Two weeks out of New Bedford the Ellen Swift was run down by the British steamer Elizabeth. She returned to Provincetown with extensive damage.

1916 VESSEL: **VIOLA**
CLASS: Brigantine  
TONS: 139  
CAPTAIN: LUIS, JOSEPH  
AGENT/OWNER: COOK, JOHN A.

121 lbs. of ambergris taken on this voyage.

1916 VESSEL: **JOHN R. MANTA**
CLASS: Schooner  
TONS: 147  
CAPTAIN: MANDLEY, ANTONIO J.  
AGENT/OWNER: MANTA, JOSEPH A.

1917 VESSEL: **VIOLA**
CLASS: Brigantine  
TONS: 139  
CAPTAIN: LUIS, JOSEPH  
AGENT/OWNER: COOK, JOHN A.

1917 VESSEL: **ELLEN A. SWIFT**
CLASS: Schooner  
TONS: 132  
CAPTAIN: DUNHAM, GEORGE LEONARD  
AGENT/OWNER: DUNHAM, JOHN A.

1917 VESSEL: **VALKYRIA**
CLASS: Schooner  
TONS: 139  
CAPTAIN: JOSEPH, WILLIAM F.  
AGENT/OWNER: COOK, JOHN ATKINS


1917 VESSEL: **JOHN R. MANTA**
CLASS: Schooner  
TONS: 147  
CAPTAIN: MANDLEY, ANTONIO J.  
AGENT/OWNER: MANTA, JOSEPH A.

1918 VESSEL: **ELLEN SWIFT**
CLASS: Schooner  
TONS: 132  
CAPTAIN: DUNHAM, GEORGE L.  
AGENT/OWNER: DUNHAM, GEORGE L.

1918 VESSEL: **CHARLES W. MORGAN**
CLASS: Brigantine  
TONS: 350  
CAPTAIN: EDWARDS, JOSEPH F.  
AGENT/OWNER: COOK, JOHN ATKINS

Cook purchased the Morgan from Benjamin D. Cleveland Sr. Capt. Edwards was born at Flores, Azores 1886, died 1933.

1918 VESSEL: **GREYHOUND**
CLASS: Bark  
TONS: 177  
CAPTAIN: CORVELLO, ANTONIO C.  
AGENT/OWNER: COOK, JOHN ATKINS

1918 VESSEL: **JOHN R. MANTA**
CLASS: Schooner  
TONS: 147  
CAPTAIN: MANDLEY, ANTONIO J.  
AGENT/OWNER: MANTA, JOSEPH A.

1919 VESSEL: **ELLEN SWIFT**
CLASS: Schooner  
TONS: 132  
CAPTAIN: SANTOS, MANUEL F.  
AGENT/OWNER: DUNHAM, GEORGE L.

Specs: 88'5" long : 24' beam : 9' draw.

1919 VESSEL: **CHARLES W. MORGAN**
CLASS: Brigantine  
TONS: 350  
CAPTAIN: EDWARDS, JOSEPH F.  
AGENT/OWNER: COOK, JOHN ATKINS

1919 VESSEL: **JOHN R. MANTA**
CLASS: Schooner  
TONS: 147  
CAPTAIN: MANDLEY, ANTONIO J.  
AGENT/OWNER: MANTA, JOSEPH A.

1920 VESSEL: **JOHN R. MANTA**
CLASS: Schooner  
TONS: 147  
CAPTAIN: MANDLEY, ANTONIO J.  
AGENT/OWNER: MANTA, JOSEPH A.

1920 VESSEL: **CAMEO**
CLASS: Schooner  
TONS: 200  
CAPTAIN: LOPES, LOUIS  
AGENT/OWNER: CLEVELAND, BENJAMIN D.

Voyage 10/11/1920 — 9/19/1921
Schooner WILLIAM A. GROZIER, the last schooner built by John Whitcomb at Yarmouth, Maine, before his arrival in Provincetown.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>VESSEL</th>
<th>CLASS</th>
<th>TONS</th>
<th>CAPTAIN</th>
<th>OWNER/AGENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1920</td>
<td>CHARLES W. MORGAN</td>
<td>BARK</td>
<td>314</td>
<td>GONSOLVES, JOHN T.</td>
<td>COOK, JOHN ATKINS</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>9/9/1920 — 5/28/1921</td>
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<tr>
<td>1921</td>
<td>GREYHOUND</td>
<td>BARK</td>
<td>169</td>
<td>COSTA, BENJAMIN</td>
<td>COOK, JOHN ATKINS</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SOLD IN BRAVA, AZORES PACKET TRADE 1921.</td>
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</tr>
<tr>
<td>1921</td>
<td>JOHN R. MANTA</td>
<td>SCHOONER</td>
<td>147</td>
<td>Mandley, Antonio J.</td>
<td>Manta, Joseph A.</td>
</tr>
<tr>
<td>1922</td>
<td>JOHN R. MANTA</td>
<td>SCHOONER</td>
<td>147</td>
<td>Mandley, Antonio J.</td>
<td>Manta, Joseph A.</td>
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<tr>
<td>1923</td>
<td>JOHN R. MANTA</td>
<td>SCHOONER</td>
<td>147</td>
<td>Mandley, Antonio J.</td>
<td>Manta, Joseph A.</td>
</tr>
<tr>
<td>1925</td>
<td>JOHN R. MANTA</td>
<td>SCHOONER</td>
<td>98</td>
<td>Mandley, Antonio J.</td>
<td>Manta, Joseph A.</td>
</tr>
</tbody>
</table>

 Returned May 2, 1925 with 300 bbls. The Manta was the last vessel to complete a whaling voyage in New England. The Wanderer of New Bedford (wrecked at Cuttyhunk 8/26/1924) was the last square rigged bark to leave a new England port.