

CAPTAIN WILLIAM YOUNG

MASTER MARINER & WHALER

OF

VAN DIEMEN'S LAND



BY

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LINDISFARNE, TASMANIA

2018

PREFACE

“Whaling, often regarded as Australia’s first primary industry, has an important place in Australia’s history and particularly in its maritime history. In a wider context, the Australian chapter of whaling has a significant place in the world’s history of whaling”. Patricia Miles, Australian National Maritime Museum.

It is hoped that this narrative will add to the history of the industry from the perspective of one of its participants who operated in the waters off Van Diemen’s Land (later Tasmania), and to a lesser degree, areas off Victoria, New South Wales, South Australia and New Zealand.

It is not intended to glorify the industry which took place in much different times than those we live in, but where examples of environmental exploitation continue to take place unabated to this day. However, we do acknowledge the efforts and risks to life and limb made by countless unnamed seamen, for modest reward; the skills and achievements of Captains, Chief Officers, Second Officers, Headsmen, Boatsteerers, Carpenters and Boat Builders and all the others whose contributions made the industry an economic success, including the owners of the ships who risked much financially, some reaping rewards, some losing everything.

Our sentiments closely reflect those of an Australian historian and archaeologist who has written :

“...a growing environmental awareness and a newfound love of whales as unique animals has made Australians even more reluctant to consider this aspect of our past...The colonists celebrated their success in whaling because it was one of the few occupations open only to free men, and a means for hard working and skillful workingmen to build their fortunes...The morality of whale hunting is a modern concern...Whaling provided an export income, stimulated shipbuilding and the timber industry, and provided proud employment for free men.” Susan Lawrence, LaTrobe University

William Young was a Master Mariner, Whaler and ship owner in Hobart Town, Van Diemen’s Land from 1827-1866. Presented here is a history of his contribution to those times.

Miles, P. 1998, ‘Whales and whaling at the Australian National Maritime Museum’ in *‘The archaeology of whaling in Southern Australia and New Zealand’*; edited by Susan Lawrence and Mark Staniforth, (Australian Institute for Maritime Archaeology, *Special Publication*, no. 10). Gundaroo, NSW : Brolga Press for the Australasian Society for Historical Archaeology and the Australian Institute for Maritime Archaeology.

Lawrence, S. 2008, ‘A Maritime Empire : archaeological evidence for Van Diemen’s Land whaling in the southern oceans’ in *Tasmanian Historical Studies*, Volume 13, pp.15-33

ACKNOWLEDGEMENTS

A project as involved as this one does not happen without assistance and support being given to the authors. We have been most fortunate to come in contact with people who immediately took an interest in our research and were so ready and able to support our endeavours.

Our thanks go to the Tasmanian Archives and Heritage Office for permission to reproduce many items from their various collections; Tamzine Bennet of the Tasmanian Museum and Art Gallery who helped us to locate the model of the *Lady Emma*; Margaret Quill, Librarian, Dept. of Primary Industries, Parks, Water and Environment, for her guidance regarding publishing a document and assistance with copyright matters; Mike Nash, Parks, for his support with copyright permission; Kathy Duncombe and Margaret Wise of the Bruny Island Historical Society, for supplying photographs and information regarding the Youngs of Trumpeter Bay. We also wish to thank our brother, David Lane, for the contribution of his artistic talents which illustrate some of the seas William sailed and add so graphically to the narrative.

Very importantly, our husbands Tony Harman and Phillip Suter have supported us throughout this project, supplying endless assistance with computer issues, referencing advice, mapping, as well as navigation and yachting knowledge which assisted greatly in our understanding of William's experiences at sea around the Tasmanian coast. They were also there supporting us when frustration set in, ready to offer a shoulder and a cup of tea. Thank you for everything.

Finally, it has been an amazing journey to do this research with each other. We have some similar skills, but most importantly this project brought our individual strengths together. The end result has been so much richer for having these joint contributions – we have brain stormed, melted down, picked ourselves up, shared excitement, joy and extreme frustration over the many months spent on this project. It has been a wonderful experience. Thank you sister and friend.

Margaret Harman and Anne Suter

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INTRODUCTION

Whaling – an extremely controversial and unpopular activity these days and understandably so.

This history of one of Van Diemen's Land's successful whalers needs to be viewed in its contemporary economic, social, political and sadly poor environmental context. It has not been written to glorify the whaling industry itself but to acknowledge the not inconsiderable achievements of our Great-Great Grandfather, Captain William Young, a Master Mariner and successful whaler and land owner of Hobart Town.

A youthful William Young entered the whaling industry at a time when there were already some well known and established seamen operating in it, perhaps the most famous being the intrepid James Kelly whose achievements have been recorded over the years.

The following narrative is unapologetically directed to recording the activities of William and is not intended to detract from the value of the successes of his contemporaries. This is the history of one of our forebears and so he has been the focus of our research, but we trust anyone wishing to familiarize themselves with this past industry which was so important to the Colony's economy, may also find it interesting.

A career spanning nearly forty years is bound to have its highs and lows, good times and bad. The sources researched for this account of William Young's whaling career reflect those events, but as they lack any personal letters or diaries and only include a log book of one expedition, it would be very easy to end up with merely a long list of expedition dates, place names and totals of whale oil and bone taken each season. It is simply not possible to discover or convey William's experiences and emotions over those many turbulent years, and nothing is known of his personality, but it would be remiss not to acknowledge that these expeditions must have been hard on all concerned.

From the youngest seaman to the Captain, the hardships, dangers and discomforts of being at sea on a wooden ship, through weather fair and foul, including the vagaries of wind, the risk of drowning or injury inflicted by a wounded and unpredictable whale, sometimes with poor or little return for effort, and the extended periods of time away from family and loved ones must have at times made them question their chosen path. Still, William remained in the whaling industry for a huge proportion of his life, missing major celebrations and tragedies at home, while experiencing all the ups and downs of the business, so there must have been some fascination or obsession associated with seafaring pursuits.

This work is not intended to be an economic or comprehensive account of the whaling industry or whaling techniques and equipment – but as it is a record of the part played by William Young and where applicable, his partners, it is impossible not to include various facts and figures regarding the whaling seasons he pursued out of the port of Hobart Town over four decades. Although official cumulative figures exist for the many of William's whaling years, some contemporary accounts covering the seasons and individual results are available only from unofficial sources and newspaper articles and therefore cannot be verified beyond doubt. Citations for all sources have been included and every effort has been taken to consult official records where they exist. Not to include any such contemporary reports would diminish the comprehensiveness of this research so the decision was taken to record them in good faith.

Along with the occasional lack of official records, problems have also been found with contemporary sources, whether unofficial or official, having variations in the spelling of peoples' names, the names of vessels, and reports of voyages can even show different spellings of place names e.g. 'Research' and 'Recherche' Bay. Add to this the difficulty in interpreting correct dates for departures as vessels went through several Port and Customs Office stages prior to actually sailing (e.g. clearing out, entering, departing), and then the variable reporting of dates for return to Port, and it presents challenges as to what precise details to use in this narrative. Also there are even variations in how

the oil taken has been recorded – with ‘barrels’, ‘tuns’, ‘tons’ and ‘gallons’ all appearing in contemporary sources.

Every care has been taken to verify the information in this history, but there are instances where no official records exist and contemporary accounts may not be sufficient to clarify specific situations, especially when no initials or first names are given (a minefield for inadvertent misidentification) for individuals. There were several Youngs involved with the whaling industry which has occasionally led to confusion, one example being through William and another totally unrelated Young, both being associated with the same vessel, namely the *Wallaby*. William was Master on an 1843 voyage and the other Young served as Chief Officer on the 1840-1842 voyage under Capt. Bayley.

The situation was also not helped by having two Captains named William Young, operating at the same time, and on two completely different vessels with the same name - *Industry*. Fortunately enough information has been found to avoid confusion as one was based in Sydney and then moved to New Zealand, although he did in fact operate in waters around Van Diemen’s Land at various times. A third William Young was William’s son, a ship owner, mariner and whaler operating over some of the same years as his father. We have referenced facts and indicated where assumption, supposition, confusion or lack of detail occur.

Any variations or inaccuracies recorded in this narrative are therefore regrettable but largely unavoidable.

The Authors

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CHAPTER 1

The Whaling Years 1827-1866

Beginnings and First Partnership 1802-1831

William Young was born in Parramatta, Sydney on 24th July, 1802.¹ He was the second child and first son of Samuel and Ann Young (nee Eades). Samuel was a somewhat colourful character, having arrived in New South Wales in October 1792 as a convict on the *Royal Admiral*.² He served in the New South Wales Corps to fulfill a prerequisite to obtaining a Conditional Pardon which was granted in 1796.³ Samuel married Ann Eades at St. Phillip's Church, Sydney on 28th April, 1800.¹ Five children were born while the family lived in Parramatta, prior to moving to Hobart Town in 1810, where a further six children were born between 1811-1823.^{1,4-5}

Nothing else is known specifically about William's non maritime years until he became the Licensee of the 'Union Tavern' on the corner of Campbell and Liverpool Streets, Hobart Town (now the site of the Children's Hospital) in 1827, a Licence he held until 1831.⁸⁻¹⁰



The Union Hotel, Liverpool Street, Hobart (J.W.Beattie, photographer)

(Libraries Tasmania : AUTAS001125643361)

UNION TAVERN.
WILLIAM YOUNG begs leave to acquaint his Friends and the Public, that he has rented the Union Tavern, where he has laid in a choice assortment of Spirits and Wines of excellent quality, which he trusts will ensure him the favour of his old friends.
••• Good Accommodation for Travellers, excellent Bedding, and good Stabling.

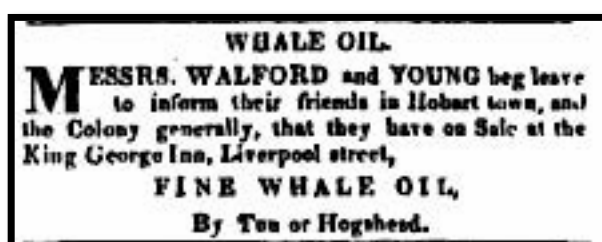
'Hobart Town Gazette' 6 October 1827, p.8

The first evidence found of William Young's maritime connections comes from his Memorial to Lieutenant Governor Arthur, dated 28th June 1826. In this request for a land grant, William also drew attention to the financial loss he had suffered "some time ago", when his "schooner with two tons of oil and other articles, accounting to one hundred and two pounds, by the Bushrangers scuttling her near to White Rock."¹¹

Further misfortunes that had apparently befallen William were also relayed to Lieutenant Governor Arthur in a second Memorial dated 7th February 1827. William requested consideration for compensation following his loss of two vessels to Bushrangers and runaways, namely the *Union*, which he had in a partnership (and was likely to have been the same vessel as in his 1826 Memorial) and a boat stolen from her moorings in Storm Bay Passage.¹² A further Memorial in 1829 referred to William as having been involved with whaling for the past two years, and mentioned his partnership with Bernard Walford, so its reasonable to assume that Walford was his partner in the *Union*.¹³ The outcome of the plea for compensation met with a negative response as the Governor did not wish to set a precedent and it certainly was not a rare occurrence that Bushrangers and runaway convicts did indeed steal boats to make their escape.¹⁴ What it does reveal though is that as a young man in his early twenties, William was already starting a long association with maritime activities.

By 1828 it was reported that "Messrs. Walford and Young, natives of this colony...on Monday last set sail from the Harbour with two fine new boats, built in Hobart town, and completely equipped for the purpose (i.e. bay whaling)."¹⁵ They had taken seven whales by the end of June and ran regular newspaper advertisements that year regarding the sale of fine whale oil, by tun or hogshead, at the King George Inn in Hobart Town.¹⁶⁻¹⁷ By the end of the season they had reportedly taken 37 of the 98 whales caught by all the Hobart Town bay whaling parties, with the total oil anticipated to lead to exports of between 700 and 800 tuns.¹⁸ The official Statistical Returns which also include the port of Launceston whalers, recorded 109 black whales as having been taken in 1828, with a value of £11,268.¹⁹ It appears the season was not without its share of problems though, as two whalers, Edward Bell and John Dale, articulated to William and Bernard were charged with neglect of duty and were reprimanded and discharged.²⁰

As was usual in those times, whalers had land-based activities to bring in a livelihood during the months the whaling season did not operate. As mentioned William was Licensee of the 'Union Tavern' and his partner Bernard was Licensee of the 'Turk's Head'.²¹

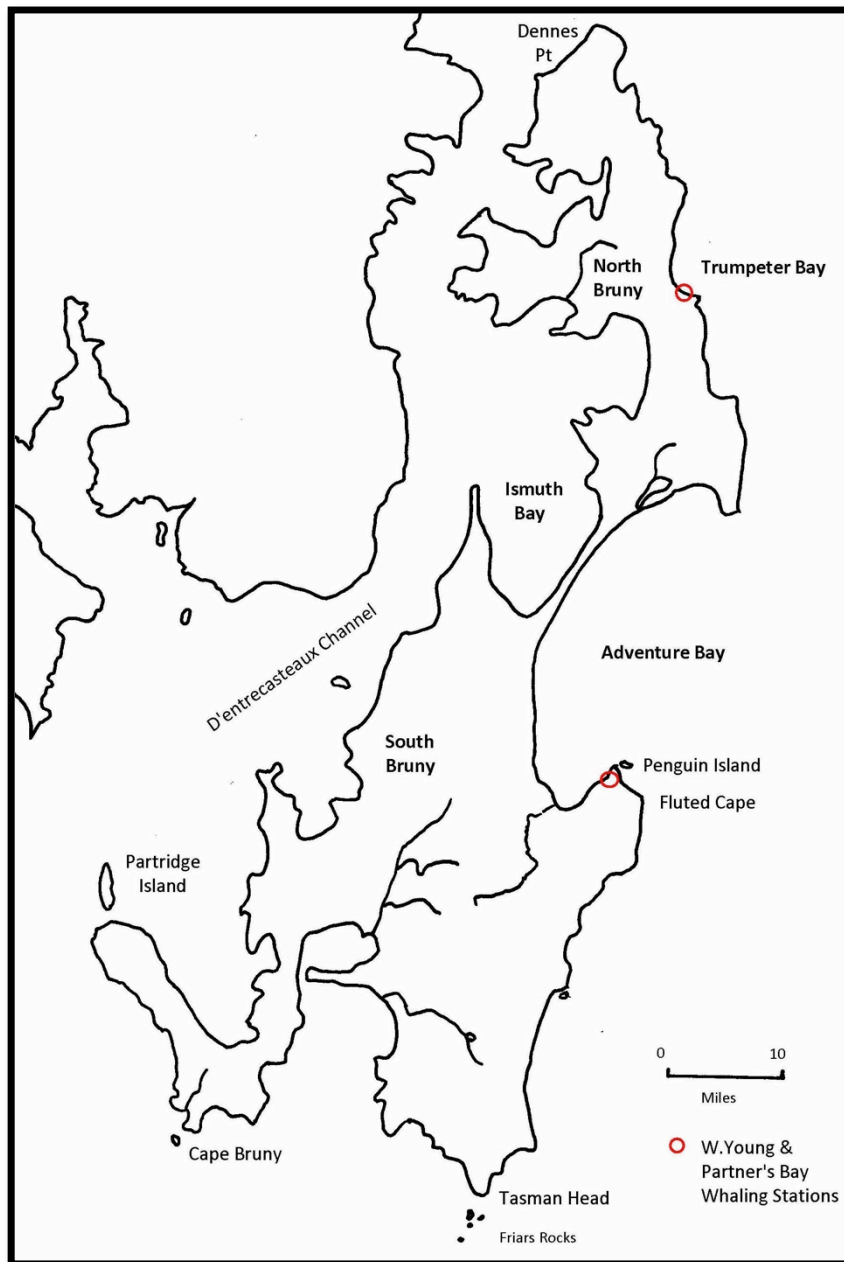


'Hobart Town Courier' 7 June, 1828, p.3

Growth

1829 saw Walford & Young expand their whaling enterprise further, with the launch of their sloop *Industry*, plus a further two whaleboats and they employed 38 men.^{13,22} It is important to note here that there were two other vessels named *Industry* overlapping with the years Walford & Young owned their sloop, the major cause of any confusion being that one of them, a schooner, was also mastered by another whaler named Captain William Young of Sydney. This was also the year the partners established whaling stations at both Trumpeter and Adventure Bays on Bruny Island.²³⁻²⁴ The station at Trumpeter Bay, established on land owned by William Davis, was run in conjunction with William's nearby farming enterprise on land granted to him in 1829 and his wife and young family

lived there during the whaling season.²⁴⁻²⁵ William also successfully applied for a lease at Adventure Bay, adjacent to Bernard's residential block and later erected various facilities there.²³⁻²⁴



Location of the Adventure and Trumpeter Bay Whaling Stations

We have been much pleased to be assured that His Excellency the Lieutenant Governor, with a desire to mark his approbation of native exertion, has bestowed on those young Colonists and successful Whalers, Messrs. YOUNG & WALFORD, 1250 acres of land each.

'Colonial Times' 25 December, 1829, p.2

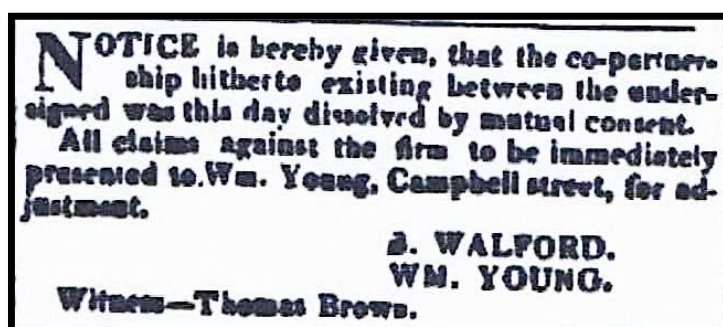
All did not go without some misadventure though, as during the whaling season one of their boats was stoved in by a 12 ton whale which resulted in the tragic loss of one seaman.²⁶ Despite that unfortunate event it was reportedly a successful season for the partners, with 41 whales taken by mid-August, with the partners sending over 300 tuns of oil to London themselves.²⁶⁻²⁷ The season's total for all six ships and 22 boats operating out of Hobart Town was 125 black whales caught, with the oil valued at £11,526.²⁸ The official Statistical Returns for both Hobart Town and Launceston whalers recorded there were seven ships and 26 boats taking 131 black whales, with a value of £12,313.¹⁹

Expansion

1830 saw the launch of the schooner *Tasmanian Lass* which the partners initially used for colonial trade.²⁹ There was also great excitement recorded by one newspaper when in April the first whale of the season was taken but whether by Lucas & Kelly's boat or Walford & Young's is not stated. It appears that earlier in the day the two establishments had a "trial of strength boat race", and while they were all having a convivial time at Walford's 'Turk's Head Tavern' in the evening, a whale was spotted off South Arm. The socializing came to an abrupt halt as the two parties wasted no time in dispatching boats to the chase, with one boat successfully taking the 10 ton whale.³⁰

Newspaper reports indicated another successful whaling season, with such glowing comments as "More oil has already been obtained from the whale fishery than at any former season. The house of Messrs. Young & Walford alone have caught no less than 22 fine fish since the commencement of the season."³¹ This season saw nine ships and 33 boats operating from Hobart Town.²⁸ Although there is no record of the final total oil and whalebone taken by the partners, the cumulative total from the bay whalers was reported as 1,051 tuns of black whale oil and 5 ½ tuns of white (sperm) oil worth £16,963 and 52½ tons of bone with a value of £4,462.²⁸ The Statistical Returns for both Hobart Town and Launceston recorded 10 ships and 42 boats employed whaling, with 233 black and six sperm whales taken and resulting products valued at £22,065.¹⁹

Walford & Young added to their whaling fleet in 1831 with the purchase of the brig *Dragon*.³² However, this was also the year that ended with the dissolving of their successful partnership in November.³³ Newspaper accounts early in the season predicted it would be a good one, and noted that "Messrs. Lucas & Kelly and Young & Walford, have united their forces, and together muster quite a fleet..."³⁴ These two establishments, along with William Mawle's had "already obtained several hundred tuns of fine oil, and a proportionate quantity of whalebone..." by late May.³⁵ Final figures for the partners' season are not known but the Statistical Returns for the whole Colony showed nine ships and 55 boats took 207 black and 84 sperm whales, with products valued at £33,549.¹⁹



NOTICE is hereby given, that the co-partnership hitherto existing between the undersigned was this day dissolved by mutual consent. All claims against the firm to be immediately presented to Wm. Young, Campbell street, for adjustment.

**J. WALFORD.
WM. YOUNG.**

Witness—Thomas Brown.

'Hobart Town Courier' 26 November, 1831, p.3

A New Partnership in Bay Whaling 1832-1837

1832 saw William and his new partner, Charles McLachlan, establish a whaling station at Planters Beach (Recherche).²³ McLachlan also bought Bernard Walford's shares in the vessels he had jointly owned with William.^{32,36}



Location of the Planters Beach, Recherche Bay and Southport Whaling Stations

Two tragedies befell William and his new partner that year. The *Dragon*, which had sailed to New Zealand on a whaling expedition under the command of Capt. Rattenbury, was reported to have been burned and the crew overpowered and killed by Maoris.³⁷ Furthermore, William came very close to drowning following a whaling mishap. While in a whaleboat off Betsey Island, William successfully struck a whale, but it managed to upturn the boat. The second boat, whose role should have been to render assistance if required, had been distracted by another whale which they pursued. Four of the crew of the first boat subsequently perished, while William and the remaining seaman were saved almost at the last possible moment by a boat from the *Eagle*. After clinging onto their whaleboat for four hours they were suffering from exhaustion and could easily have been lost as well.³⁸

Despite this distressing experience, in August it was reported that although the season wasn't yet equal to the previous year, "Mr. Young, who is perhaps the most expert and enterprising of all our whalers, has however succeeded in already capturing at his establishments in Trumpeter and Adventure bays no less than 16 ½ fine fish."³⁹ (If a second party assisted in cutting a fastened line to assist a crew in distress, half the whale's output was granted to them in return, which may explain the figure of a ½ fish.)⁴⁰ Later that month a further report recorded the partnership had taken 37 whales and that whales were "exceedingly plentiful" on the coast during the season.⁴¹ The Statistical Returns for the whole Colony indicated there were 12 ships and 75 boats whaling in 1832, with 246 black whales caught. No figures were recorded for sperm whales, but the value of products was £37,176.¹⁹

The 1833 season started off well for the partners as McLachlan & Young took the first whale and had taken a total of 33 before the end of July.⁴²⁻⁴³ Preliminary figures were reported in late October as the

black whale season ended, but some more were expected and sperm whale figures were not included.⁴⁴ It has been recorded that McLachlan and Young were the most successful of the nine regular firms whaling, with six boats and 60 men of the 300 employed that year.⁴⁵ With their whaling efforts concentrated in Recherche and Adventure Bays, the partners ended the season with 505 imperial tuns of oil, while the preliminary report of the overall season's total showed 1,750 imperial tuns having a value of £28,000 in addition to £7,200 for 90 tuns of bone "if sold on the spot at the present price".⁴⁴ Such was the contribution from the stations at Recherche in the 1833 season, that the cumulative total of 731 tuns of oil was over 40% of the Colony's total.²³ The Colony's official totals for 1833 recorded 15 ships and 105 boats took 346 black and 35 sperm whales, with a value of £30,620 being lower than the previous two Statistical Returns.¹⁹

Seven ships and 24 boats comprised the whaling fleet in 1834, with McLachlan & Young operating nine boats and employing 72 men.⁴⁶ There was good news for the industry that year, with such pleasing reports as, "Our whaling establishment has, we rejoice to say, been already more successful than at the same advance of the season of any former year" and another from October stated it "exceeds that of any former season".^{1,35} McLachlan & Young's establishment had caught 60 whales, producing nearly 400 tuns of oil by mid-August and had taken 650 tuns of oil and 38 tons of whalebone before the end of the season.⁴⁷⁻⁴⁸ Successful as their establishment was, it was not immune to tragedy, with a whaleboat and six men being lost off Macquarie Harbour.⁴⁹ One record of the season showed a total of 209 whales were taken overall, with a value of £14,373 for the resulting oil and bone.⁴⁶ The Statistical Returns for the whole Colony show that in 1834 there were 23 ships and 84 boats working out of Van Diemen's Land, that took 356 black whales, but no figure was entered for sperm whales.¹⁹ The value for the year was £56,450, so the optimism for the season was well placed, even if the above mentioned value for the Hobart Town fleet looks a little low, possibly later amounts of oil and bone made their way into port.¹⁹

With a party of 55 men employed by McLachlan & Young for the 1835 season, 95 whales were taken, producing 545 tuns of oil and around 30 tons of whalebone.⁵⁰ As to the results for the rest of the Hobart Town bay whalers, a contemporary newspaper stated, "we have not yet learned particulars of the other parties, whose success, we regret to hear, has not been commensurate with the above."⁵⁰ In a book published some 114 years later these figures were attributed to all crews whaling that season, but yet another published in 1936 cites *Ross' Almanac* as the source for McLachlan and Young's totals as 545 tuns of oil and 30 tons whalebone.^{51,46} The Statistical Returns for the whole Colony recorded 35 ships and 155 boats had taken 409 black and 56 sperm whales with a value of £64,858, thus the most valuable year so far.¹⁹

In 1836 the partners established a further whaling station at Southport on land already in their possession, and where McLachlan had been operating activities since 1832.²³ All was not trouble free between whaling station leasees, and one such dispute at Southport transpired in 1838 between Alexander Imlay and Charles and William. Claims that Imlay's slipways had been erected on land leased by McLachlan and Young reached the level of a Government survey, which found in the partners' favour. From there a further case was put to the Lieutenant Governor, who upheld Charles' complaint. Finally Dr. Imlay was warned to quit McLachlan and Young's land.²³ They also increased their whaling crews to 100, and were one of the nine separate whaling establishments that employed a total of 392 men at that time.⁵²⁻⁵³

By this time Recherche Bay had a relatively large number of whaling stations operating, and whales were still numerous, with McLachlan & Young taking 28 whales ("or about 170 tuns of oil") in Storm Bay and 33 ("about 200 tuns") in Recherche.⁵⁴⁻⁵⁵ It appears to have been a different season from normal as one report wrote, "It is to be remarked that the months of August and September are generally the most successful, but this season, owing to the backwardness of the spring, comparatively little was done in August."⁵⁴ There seem to be some differences in the reporting of the overall season as it closed with two newspapers, published on the same day, describing the situation thus – "The whaling season has closed and we understand with unparalleled success", and "The whaling season has now closed, but not with all that success which the friends of so desirable a species of colonial industry could wish."⁵⁶⁻⁵⁷ Differing reports for the overall season's totals ranged from 1,761 tuns of oil and 90 tuns of whalebone, to a "computed" 2,291 tuns of oil and 117 tons of

bone.^{53,46} Whatever the exact totals McLachlan & Young were reported to have taken 96 whales, producing 553 tuns of oil and 37 ½ tons of whalebone.⁵⁷ A total estimated value of the catch was a massive £74,000.^{46,55} Referring to the Statistical Returns for the whole Colony for 1836, those figures show 14 ships and 48 boats took 382 black and seven sperm whales, with a product value of £57,660 which was a little lower than the previous year.¹⁹

The partnership continued to expand and in 1837 William and Charles obtained a three year lease on Schouten Island in association with Thomas Brown.²³ The season proved to be a very good one, with pleasing reports published throughout it. A report in August noted McLachlan & Young had taken 80 whales from Recherche and Storm Bays, with at that stage of the season 156 whales taken by the Hobart Town whalers, amounting to an estimated 1,200 tuns of oil.⁵⁸ By September McLachlan & Young had taken 57 whales from Trumpeter and Adventure Bays and a further 57 from Recherche and Southport.⁵⁹ At this point the fleet had taken no less than 266 whales and an estimated 1,600 tons of oil but September's figures were not yet known and it was usually the best month.⁵⁹ The season continued later than usual as there were "great schools of whales which still remain in our bays and rivers, driven therein from the severity of the weather at sea."⁶⁰

Despite a shortage of casks for the whalers, huge amounts of oil were produced, with McLachlan & Young totaling 800 tuns from at least 114 whales and an overall total of 4,000 tuns from all Hobart Town parties before the end of the season.⁵⁹⁻⁶⁰ In September one newspaper was very optimistic about the anticipated value of the season's production, even suggesting the Colony would make a clear profit of £100,000 after the expenses for freight and casks had been taken out.⁵⁹ The final value found for the whole Colony comes from the Statistical Returns, which records 18 ships and 75 boats were employed in the industry over all, catching 730 black and 38 sperm whales with a value of £135,210.¹⁹ No wonder a newspaper naively stated "The ocean itself produces wealth sufficient to render us independent of foreign aid. Our whale fisheries may be carried on to an unlimited extent."⁵⁹

Peaks and Troughs of Bay Whaling 1838-1841

Up until this stage William's whaling pursuits appear to have been concentrated on bay whaling around the general areas where he had stations. Things began to change in 1838 when William purchased equal shares with Charles McLachlan in the brig *Camilla*.⁶¹ In March that year William sailed her with a crew of 28, on a whaling expedition heading first to Twofold Bay, New South Wales and then on to Portland Bay, Victoria.⁶² By the end of June William's four boats had taken 8 whales resulting in 75 tuns of oil.⁶³ It was not proving to be a good season in Portland that year with whalers breaking up and returning home early.⁶⁴ The *Camilla* returned to Hobart Town on 22nd July with her crew of 28 and 108 tuns of black whale oil and 4 ½ tons of whalebone.⁶⁵⁻⁶⁶

The whaling grounds around Van Diemen's Land were not fairing well either, with only 80 whales caught by the end of July.⁶⁷ The partners operated five boats out of Recherche Bay and Southport, taking 48 whales by late August.⁶⁸ They took a further 26½ whales from Adventure Bay.⁶⁹ A newspaper account of the season stated there were 16 parties that had a probable catch of 2,900 tuns, with 5% whalebone.⁷⁰ The official figures for the whole Colony recorded 19 ships and 79 boats had taken 673 black and 5 sperm whales with a value of £98,660, a lot lower than the figures for 1837.¹⁹

The Planters Beach station lease expired in 1838 and the partners did not apply to renew it.²³ In November 1838 William successfully applied for a lease at Wineglass Bay and in 1839 a bay whaling station was established there, with an eye witness account later given by James Robinson.^{23,119}

It seems that in 1839 William was not Master on any extensive whaling expeditions, but Robinson recalled "Mr. Young got this season 23 whales to his own boat", so he appears to have been at the new Wineglass Bay station.¹¹⁹ The partners were recorded as having taken 22 whales by August, and as no place was included, it is likely to have been from Wineglass Bay.⁷¹ Tragically that year one seaman was killed and another "most dangerously wounded" when a whale smashed their boat, but again no location was recorded.⁷² It was also felt at this time that there were too many whaling gangs

working out of Recherche.⁷² 21 whaling parties were active from Hobart Town, with around 3,000 tuns of oil taken, valued at £97,543 and £21,570 of bone.^{19,70}

In November 1839 Charles sold his shares in the *Camilla* to William, and in December William became joint owner of the schooner *Bandicoot*, with Duncan McPherson, a Merchant of Hobart Town.⁷³⁻⁷⁴

Further Partnership Changes

1840 saw further changes in the McLachlan & Young partnership, with William selling Charles his shares in *Industry* in the January, then Charles selling his shares in the *Tasmanian Lass* to William in the December.⁷⁵⁻⁷⁶ Kostoglou wrote that the partnership of Young and McLachlan “endured for over a decade until the 1840’s depression compelled the abandonment of their principal (whaling) stations.”²⁴ William sold 16/64ths of his shares in *Camilla* to joint owner, Duncan McPherson in November that year.⁷⁷ In August 1840, a newspaper account indicated William had whaled in Portland Bay in the *Camilla*, taking 70 tuns of oil. As no record of a return from that voyage has been found, it is far more probable that James Gardner, who was her Master on a number of trading and whaling voyages throughout 1840, and who had sailed on a whaling voyage in April, was possibly Master at that time.⁷⁷ The same article recorded W. Young had six boats operating at Adventure Bay, and had taken eight whales, although it is possible William was involved in whaling there, Capt. Gardner returned on the *Camilla* from Adventure Bay, on 28th October.^{78a-b}

The season was not progressing as well as the previous year, with figures at the end of July showing the Portland Bay production of 331 tuns was down on the 800 tuns of 1839.⁷⁸ Likewise, the figures for all other bay whaling areas had produced 400 tuns of oil in contrast to 1,100 in 1839.⁷⁸ As the season closed it was recorded it “has been anything but propitious, - but some parties have done well, those of Messrs. Orr, Young, and Johnston, particularly”.⁷⁹ The Statistical Returns for the Colony recorded 3,507 tuns of oil, valued at £75,728 and 172 tuns of bone worth £18,094.¹⁹ A history from 1934 concluded the decline “was a forerunner of the disastrous season of 1841”, and a graph from a 2003 study supports this assessment very clearly.^{45,23}

If 1839 and 1840 had been quieter and financially challenging whaling years for William, 1841 was also a financial disaster for many in the industry.⁸⁰ William closed both the Wineglass and Trumpeter Bay stations, the latter described by Kostoglou as having “operated for 12 years, making it one of the longest running stations in the state.”²⁴ Tragically the *Tasmanian Lass* was wrecked in Wineglass Bay when she broke from her anchor during a gale and was driven onto rocks and sank.^{23,81} Fortunately no crew were lost as they were onshore at the time, but it was felt they would not have been able to save the vessel even if they had been onboard. She was only insured for £400 so no doubt William would have suffered financially from her loss.⁸¹ William had also applied for a lease at Sleepy Bay (Freycinet) but did not take it up.²³ In November Duncan McPherson sold his shares in *Bandicoot* to William but still retained his shares in *Camilla*.⁸²

The season had opened with 35 stations employing 1,000 men, but the unsustainable exploitation of the black whales over the years had caused such a decline in their numbers that the bay whaling industry never recovered.⁴⁵ In early August a brief report of the season at Adventure Bay recorded “Messrs. Griffiths and Brown have no less than 22 whales. Mr. Young has been successful, as likewise the rest, more or less.”⁸³ A contemporary report at the close of the season reported it had been a “very bad one for the Colony” and “the produce of this season is scarcely one-fourth of the last, being about 1000 tuns of oil, and 50 tons whalebone.”⁷¹ This summary did not cover the whole Colony, but the impression was totals were “greatly deficient of former years”.⁸⁴ A further account of figures showed that William had operated 10 boats and took 160 tuns of oil and the total for the establishments listed was 1,092 tuns.⁸⁵ Two values given in later publications varied from £14,350 to £30,000, and these lower returns are in keeping with Nash’s graph which showed a massive drop in the number of Southern Right (black) whales taken that year.^{55,51,23}

The Statistical Returns for the whole Colony, that are also inclusive of both the sperm whale oil and bone, are much higher, being 6,124 tuns of oil valued at £83,605 and 152 tons of bone with a value of

£15,295.¹⁹ As stated in the introduction, this narrative is not an economic study of the whaling industry and interpretation of the varying figures is beyond its scope. What the results of the season did show was “It is evident that the whales have nearly abandoned our bays.”⁸⁴

Such had been the optimism prior to 1840/41, that the government had actually named part of Adventure Bay, ‘Cookville’, many years before, and in 1842 an official survey was undertaken that laid out streets in the areas of the whaling stations, in anticipation of the growth of a town.^{23,86} Sadly this coincided with the time when many shore based whalers were leaving the industry.

Last Seasons of Bay Whaling and the Move to Pelagic Whaling 1842-1849

In the early 1840s the Colony was experiencing a depression. Not only did the value of black oil fluctuate, there were also low prices for agricultural produce. Many of the bay station owners faced financial ruin through over involvement in a variety of enterprises.²³

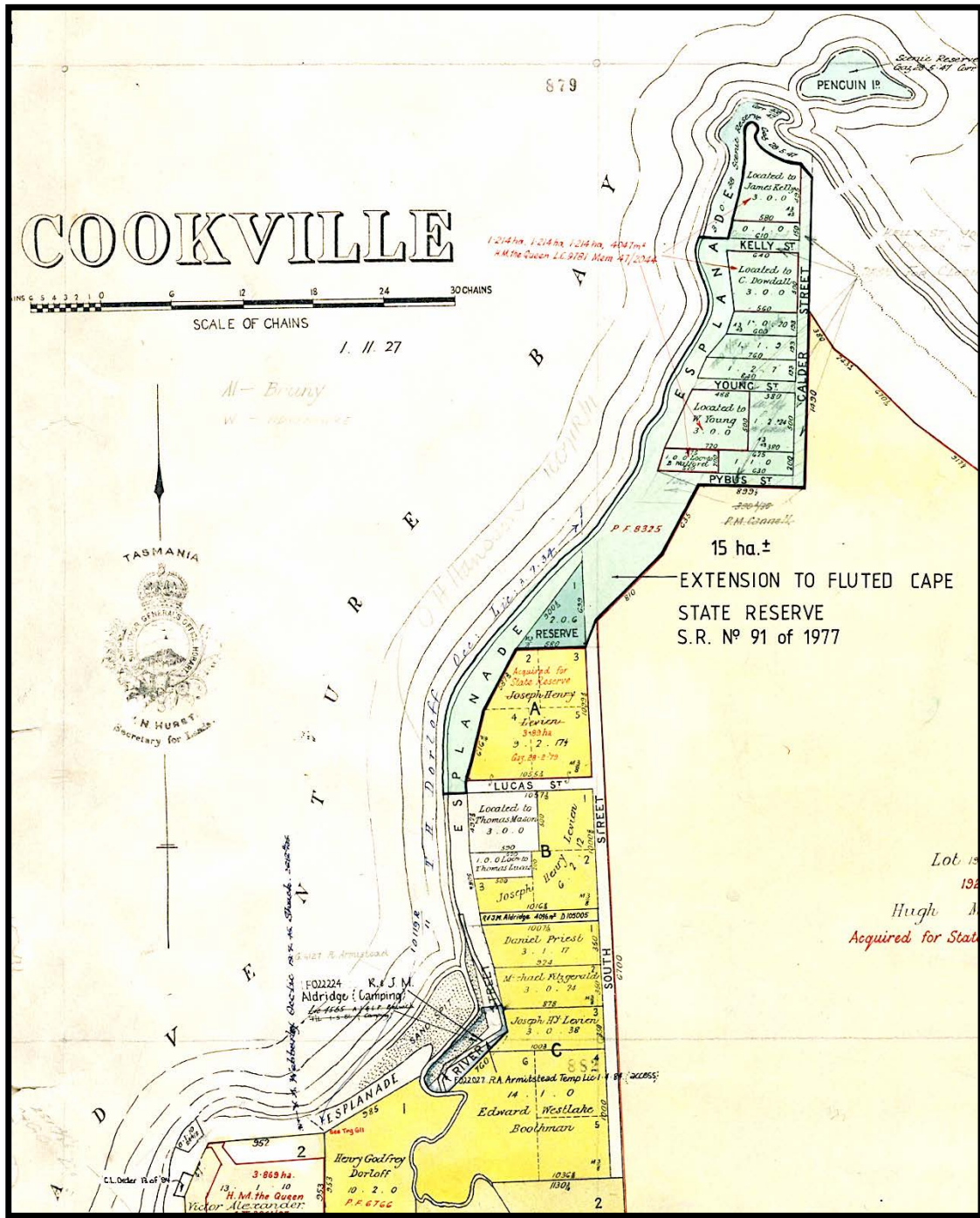
Over the coming years there were still those who continued bay whaling pursuits, and from March 1842 to January 1843 William was Master (but not owner) of the barque *Fortitude*, which may indicate a change in his financial situation.⁸⁷ He made a whaling voyage on the *Fortitude* during that period, with a crew of 28, sailing on 28th March and returning on 31st October, having obtained 130 tuns of black whale oil and bone from Lady’s Bay, Victoria.⁸⁸⁻⁸⁹ One record for the overall 1842 season stated that the value of oil was £64,805, which would have been a massive improvement on 1841.⁵⁵ The Statistical Returns for the Colony gave the black and sperm whale oil figures as 1,416 tuns and a value of £55,131, and the whalebone as 48¼ tons valued at £9,020.¹⁹

William sold 16/64ths of his 48/64ths shares in *Camilla* to James Gardner in February 1843, with McPherson selling his to Nathan Moses & Co. in December.⁹⁰ In March that year, William became a joint owner (24/64ths) of the barque *Wallaby*, with Askin Morrison (24/64ths) and Robert Gardiner (16/64ths).⁹¹ William was Master of the *Wallaby* from March to November, and set sail from port on April 7th.⁹² A very early report of the season “rejoiced” to say it had “commenced with the most favourable prospects...Mr. Young within a week of his arrival at Trumpeter Bay killed two 10 tun black whales.”⁹³ William was reported lying in Recherche Bay with 1,200 barrels of black oil in August.⁹⁴ William returned to port on 23rd August with 107 tuns of black oil and a quantity of bone.⁹⁵ He sailed again on 3rd September with a crew of 35 and reached the whaling grounds of Twofold Bay, New South Wales, returning to port on 6th November with 50 tuns of oil and 2 tons of bone.⁹⁶⁻⁹⁷

A newspaper account of the season indicated though “boat whalers” had been “tolerably successful, the season has not been a profitable one.”⁹⁸ It did go on to say that the *Fortitude* and the *Wallaby*, which had been “ship whaling” had made very productive voyages. William, Morrison and Gardiner should have been pleased with the outcome of her expeditions in 1843 as they were recorded thus, “...*Wallaby* ...was fitted out for an eight months’ cruise, returning in four months, and after re-paying the entire expense of her cost and whaling outfit,...left a clear surplus of £400. She has just returned from the whaling grounds and is about to again proceed upon another cruise...”⁹⁸

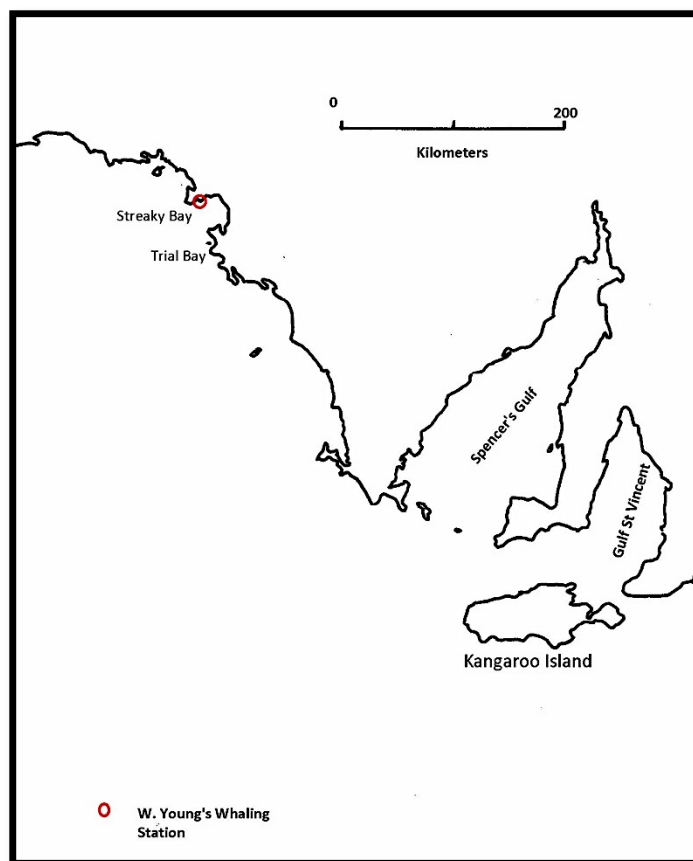
The Statistical Returns for the Colony showed that in 1843 the total for all whale oil was 1,227½ tuns with a value of £40,817 and whalebone totaled 62½ tons with a value of £7,403.¹⁹

1844 does not appear to have been an auspicious one for William as it saw the closure of the Southport station.²³ Also sadly in April, while under the command of James Gardner, the *Camilla* dragged her anchor and struck a reef and was wrecked at Streaky Bay, South Australia, where William had a shore whaling fishery.⁹⁹⁻¹⁰³ Fortunately none of the crew were lost and some materials were transferred to the shore before she was totally wrecked.⁹⁹



Location of William's station at Young Street on the Proposed Town Plan

(Enlarged from Map Cookville C43, Tasmanian Archives and Heritage Office : AF819/1/55)



Location of William's bay whaling station, Streaky Bay, South Australia

William sailed the *Bandicoot*, normally used as a trading and passenger vessel, on her one and only whaling expedition in 1844, possibly departing late May and returning from Recherche Bay early October, with an unrecorded amount of oil.¹⁰⁴ The Statistical Returns for the Colony recorded 1844's figures as 1,963 tons of oil valued at £48,712 and 64¾ tons of bone with a value of £5,502.¹⁹

In November 1844 the barque *Harriet Nathan* was launched with much pomp and ceremony, including a brass band and gun fire salute from the *William the Fourth*.¹⁰⁵ This new whaling vessel was jointly owned by William (24/64ths), James Gardner (20/64ths) and Nathan Moses & Co. (20/64ths) and was registered in January 1845.¹⁰⁶ William was never to Master her though and sold his shares to Nathan Moses & Co. in November 1845.¹⁰⁶

William sold half of his shares in the *Bandicoot* to Nathan Moses & Co. and James Gardner in January and the rest in November 1845.¹⁰⁷ He also bought 16/64ths shares in the brigantine *Abeona* in April with Richard Griffith, the major shareholder with 32/64ths and Louis Nathan with 16/64ths.¹⁰⁸ William was the Master of the *Abeona* from April to September 1845 and December 1845 to March 1846. He sailed her to the whaling grounds at Portland Bay in May, and by July she had taken four whales.¹⁰⁹⁻¹¹⁰ A report from August recorded William had taken five of the 14 whales caught in the Portland Bay whaling grounds.¹¹¹ A rough return voyage was experienced by the *Abeona* and the *Margaret*, and they arrived in Recherche Bay in mid-August, with a reported 60 tons of oil between them.¹¹² The *Abeona* returned to port at the end of August with her cargo of oil and bone.¹¹³

An article published in October, stated "As whales are apparently becoming plentiful on the coast, we sincerely hope our colonial whalers will procure bumpers."¹¹⁴ The Statistical Returns for the Colony record the export value of oil as £32,989 and bone as £9,691, but actual amounts taken for the season have not been found.¹⁹

A second voyage reported as being under the command of Capt. Young, commenced on 22nd December but the *Abeona* had to return to port on 13th February, 1846 following the loss of an anchor and chain.¹¹⁵⁻¹¹⁶ On board were also the crew of the *Maria Orr* which had been totally wrecked by the same gale near Recherche, in which the *Abeona* lost her anchor.¹¹⁷ The *Abeona* actually returned to port with the first mate, William Campbell in command, however, he was in dispute with the crew as they had refused to follow his orders as they claimed they had been engaged to work under Captain Young, and the matter was subsequently taken to the Police Office.¹¹⁸ Following Captain Campbell taking ill at the start of a voyage in March, William appointed James Robinson, (who had previously been on the *Tasmanian Lass*), as Captain and the *Abeona* sailed to Streaky Bay on a whaling expedition.¹¹⁹⁻¹²¹ It appears to have been quite successful, as Captain Robinson later wrote, "My instructions from Mr Young was to leave two or three men with the cooper in charge of the oil and fishery, if I could not carry all the oil".^{101,119} He did in fact find there was more than he could carry on board, so the remainder would have been left at William's whaling station under the care of a few crewmen.¹⁰¹ It has been commented on in several sources, that there were two women and a young girl amongst those on voyages to William's Streaky Bay station – namely Capt. Gardner's wife, and Mrs. Luttrell (wife of a headsman) and her daughter, so whether this reflects William felt empathy about the families of senior crew members enduring lengthy separations or not is not known.^{101,103,119} Although documentation is poor, it appears Hobart whalers were operating at several South Australian locations in the 1840s.¹⁰²⁻¹⁰³ William had a station in Streaky Bay (Point Collison), which operated from 1843-1845.^{101,103} His ships, the *Camilla* and *Abeona* both used the station, with Captain Gardner and Captain Robinson respectively.^{99,103,119}

The Move to Deep Sea Whaling

In November 1846 William became an equal shareholder in the barque, *Augustus*, along with Burns & White.¹²² He was Master of her when she sailed on a whaling expedition on 14th November.¹²³ This expedition on the *Augustus* extended from Recherche to Macquarie Harbour and is the first record found of William actively deep sea (pelagic) whaling, in search of sperm whales.¹²⁴⁻¹²⁵ *Augustus* had taken her first sperm whale at the start of December, reportedly about eight tuns, with a second by the middle of the month.^{126,124} William was forced to return to port in January as a result of damage which occurred while towing whales in very bad weather. One contemporary account of this voyage recorded, "Due to bad weather *Augustus* lost two whales she was towing, which would have given her a total of 60 tuns of oil, a measure of success, in so short a period out, unprecedented in the annals of whaling in this colony."¹²⁵ When William arrived back in port on 8th January, 1847, he had 30 tuns of sperm oil onboard.¹²⁷ The Statistical Reports for the Colony recorded the export value of black oil as £22,291, sperm oil as £20,699 and whalebone as £6,386.¹⁹ No figures for the actual amounts taken in the season have been found.

Hardly had William returned to port than he resumed his interrupted expedition and sailed again on 18th January, 1847.¹²⁸ *Augustus* was back in port in March with 3½ tuns of sperm oil.¹²⁹ On 13th April she sailed again and arrived at Portland Bay at the end of the month.¹³⁰⁻¹³¹ A report in July indicated the *Augustus* had taken the first and only whale for the season at Portland Bay.¹³² In October it was noted that after six months out, William had 10 tuns of black and 30 tuns of sperm oil plus a quantity of whalebone on the *Augustus*.¹³³ Further into the article it was recorded that "Young, at Adventure Bay, four whales", but whether this was William Young Jr., or another Young has not been confirmed. It could even have been William Snr. as he made his way back to port. When the *Augustus* arrived back in port in October she had 40 tuns of sperm oil and 10 tuns of black oil onboard.¹³⁴ O'May wrote that in 1847 "27 whalers were registered out of Hobart Town...employing 1,046 men. The value of the oil taken was £67,3000."⁵⁵

William was Master, and possibly part owner, of Burns & Co.'s barque *Arachne*, from January to June 1848, but regrettably her Registration Papers have not been located.¹³⁵⁻¹³⁶ He sailed on a whaling expedition on 13th January, and in late May or early June was in Streaky Bay, South Australia. Though details are sparse, it appears the *Arachne* was driven ashore and stranded while she had been at anchor in Trial Bay (now called Sceale Bay). 80 barrels of sperm oil were on board when she was wrecked, but fortunately none of the lives of the 23 crew were lost and she appears to have been well insured.^{135,137} The first mate carried the news of the wrecking via the *Scout*, while a few of the

crew were transported on the *Captain Cook*, and William, other crewmen and the saved stores sailed on the *Albatross*.¹³⁸⁻¹³⁹ William bought the wreck for £600 including any remaining stores, whaling equipment and boats when she was auctioned in July, and then sold off various items in 1849.¹⁴⁰⁻¹⁴²

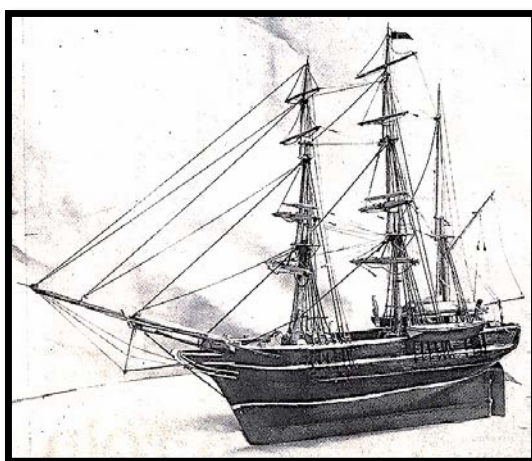
Disaster was to strike William again when in June the same year the *Abeona*, in which he was a part owner, was caught in a gale off New Harbour near South West Cape and ran aground where she quickly broke up. Fortunately neither Capt. McGrath or any crew were lost and some of the oil and equipment onboard were later salvaged and auctioned.¹⁴³⁻¹⁴⁴ As noted in an account of both shipwrecks, the cost to owners was expressed more comprehensively thus, "although insured to a considerable amount, they lose the best portion, if not the whole, of the season, besides the incurring of many heavy incidental expenses."¹⁴⁴

It was reported that in 1848 whalers from Hobart Town had landed 643 tuns of sperm oil, 435 tuns of black oil and over 21 tons 15 cwt. of whalebone, with an export value of £51,601 10s. 16 whalers were still to land their oil, and its not known whether some of their totals may have been added to the 1849 seasons' or 1848's.¹⁴⁵⁻¹⁴⁶

Lady Emma

Finally in December there was a cause for celebration when the barque *Lady Emma*, built and registered by Henry Degraives, was launched. Following a lunch held at the Degraives' shipyards, many speeches were made with one by Mr. White of the firm Burns, White & Company, the owners.¹⁴⁷ Another was made by Capt. Moriarty, R.N., who proposed the toast, "Success to the *Lady Emma*, and the health of Captain Young" and went on to say that whaling was a great source of wealth to the colony and he connected the name of Captain Young with the toast as an old and respected whaling captain, who had always been very successful in his whaling expeditions. Later in the afternoon William also gave the following toast :
"Sudden death to our best friends, success to their killers, long life to our sailors' wives, and greasy luck to the whalers."¹⁴⁷

In January 1849 William was registered as an equal co-owner in *Lady Emma* with Burns, White & Company.¹⁴⁸ He was also to be her first Master, from January 1849 – January 1850. William sailed *Lady Emma* for the whaling grounds on 16th February.¹⁴⁹ *Lady Emma* was reported in Recherche Bay in mid July, with 22 tuns of sperm oil on board.¹⁵⁰ The maiden voyage returned to port on 2nd January 1850, with 320 barrels of sperm oil.¹⁴⁹



Model of the *Lady Emma* which is held at the Tasmanian Museum and Art Gallery

(‘Tasmanian Mail’ 3 January, 1918, p.13)

Figures for the size of the whaling fleet attached to the port of Hobart in 1849 were reported as 37 vessels and 1,046 men.¹⁴⁵

Capt. James Foley (Folley) was Master of the *Lady Emma* for all of 1850 and William was Master of the *Augustus* for a whaling expedition from 5th April to 22nd September.^{148,151} This expedition was primarily around Recherche Bay, and the East, South and South-east coasts producing 160 barrels of sperm oil and 18 barrels of black oil.¹⁵¹⁻¹⁵³ As it is unique in being the only voyage for which a Log exists, a more in depth account appears separately in this narrative. Some of the totals for other whalers show a successful season but no overall totals or values have been found.¹⁵⁴

Various documents relating to 'Outwards Stores' from December 1850, reflect some of the preparations being taken for William's whaling expedition on the *Lady Emma*, which left port with a crew of 30, on 1st January, 1851.¹⁵⁵⁻¹⁵⁶ Despite shipping departure announcements in the newspapers naming Capt. Foley as sailing on this voyage, the registration papers for *Lady Emma* show he completed his term as Master on 20th December, 1850 and William commenced as Master from 21st December, 1850.^{156-157,148} In September it was reported the voyage had taken 35 tuns of sperm oil.¹⁵⁸

On his return on 23rd October, 1851, William had 85 tuns of sperm oil on board, but a lack of barrels had forced an early return.^{156,159} Whales had been plentiful and they had taken 68 tuns in 65 days.¹⁵⁹ In November advertisements for the sale of the *Lady Emma* commenced, but she actually did not sell until many years later.¹⁶⁰

Lady Emma sailed again on 18th December, 1851 with a crew of 38 and official copies of the crew list and manifest for this voyage are still in existence.¹⁵⁵ However, exactly who was Master seems confusing. William had signed the official crew lists on 15th December and he also signed the official paperwork for entering and clearing the Port of Hobart Town on 16th December. When *Lady Emma* sailed it was reported that 'Young' was the Master, which is not surprising, but experience has taught that papers did not always get these details right.¹⁶¹

Whatever happened that caused William not to sail on this voyage is unknown, but the following information indicates that he most certainly was expected to be the Master. Murray records in his thesis that 10 seamen who had signed on in December 1851 to sail on the *Lady Emma* were disgusted when the Master "was not able to take charge of the vessel and it sailed under the command of the mate".¹⁶² The situation did not improve and the *Lady Emma* had to return to port on 15th February, 1852 "in consequences of crew insubordination."¹⁶²⁻¹⁶³

Interestingly, the Report of Arrival form for *Lady Emma* shows she returned to port with a crew of only 29, when she had sailed with 38. Possibly the crewmen facing charges of insubordination had been turned over to authorities somewhere else, which would also fit with their having already been found guilty on 2nd February, which was days before *Lady Emma* arrived back in port.¹⁶⁴⁻¹⁶⁵ The 10 crew involved were caused to forfeit their Lay for the voyage and to pay £20 or face a gaol sentence.¹⁶²⁻¹⁶³ The Police Court documents of the time list the crews' names, and the resulting sentence.¹⁶⁵ William immediately organized replacement crew members and was Master when the voyage resumed on 3rd March, not returning until 3rd January, 1853 when he had a cargo of 250 barrels of sperm oil.^{155,166-167}

An account of the market in 1852 reported, "Our colonial whalers have kept the market pretty well supplied with Sperm, of which there have been few shippers, gold offering superior inducements...We are very fully supplied with Black Oil during the early part of the year from our coast fisheries and New Zealand."¹⁶⁸ No other figures have been found.



Port of *Hobart Town*

THESE are to certify all whom it doth concern,
that *William Young*
master or commander of the "*Lady Emma*"
burthen *Two Hundred and thirty four* tons, mounted with
— guns, navigated with *thirty seven* men,
British built and bound for *South Sea*
having on board

Dallast

hath here entered and cleared his said vessel according to law.

Given under ^{*my*} ~~our~~ Hands at the Custom-House, at the Port
of *Hobart Town* in the *Island* of *Vanderdemers*
Land this *Sixteenth* Day of *December*
One thousand eight hundred and *Eighty one*—

W. Young

- ✓ 40 do - 40*
- 3 Cante Pork*
- 30wt Bread*
- 40 lbs 10/100 flour*
- 30wt Sugar*
- 4 Cante Tea*

Wm Young

Produced before me at the Custom House Hobart Town
the *Sixteenth* day of *December* 1851

W. Young

Document confirming *Lady Emma's* entering and clearing port, 16th December, 1851

(TAHO : CUS/36/1/324 Image 3)



Lady Emma moored at the New Wharf, adjacent to William Young's warehouse*.

(Cropped from photograph of the Brooke Street Pier, *Monarch* and *Lady Emma*. E.R. Pretyman Collection)

(TAHO : NS 1013/1/1622)

The Gold Rush and a Move to Colonial Trading 1850-1855

William did not return to whaling for several years after this expedition. In fact he was involved with Colonial trading and carrying passengers instead.¹⁶⁹⁻¹⁷⁰ He was not alone in being forced to change his maritime endeavours for the difficulties that befell the whalers in 1853 were not only to do with whale numbers, but the gold rush in Victoria. "By this year whaleships and oil were almost non-existent in the port of Hobart Town, for gold was the magic word. As each ship came in from whale-hunting, whalers headed to Ballarat and Bendigo gold digging. Some vessels swung at anchor, crewless, but others...put their whaling gear ashore and went trading."⁵⁵ It has also been recorded that the discovery of gold coincided with a depression in the whaling industry and a fall in value of sperm whale oil, thus compounding the situation for whalers.¹⁶³

It was in January 1853 that William and his partners in *Lady Emma*, Burns White & Company, sold all their shares to Henry Degraives.¹⁷¹ However in July the same year Henry sold William Young Snr., 48/64th shares and his son, William Young Jnr., 16/64th shares of *Lady Emma*.¹⁷² Thus the Youngs owned her outright until over a period of months in 1854 William Snr. sold all his shares to Robert Gardiner, John McArthur and Frederick Downing, and William Jnr. sold his to William Mansfield.¹⁷³

Things did not remain static for long, as after only a few months of no shares in her, in February 1855 William Snr. bought shares from Gardiner and Downing and then sold some to Phyllis Seal.¹⁷³ By June William had mortgaged his shares to T. Chapman, but as the Registration was transferred to Transition Book 7 which cannot be located, what ownership he maintained in her in the future is unconfirmed.

Return to Whaling 1856-1865

It was not until 1855 that a Capt. Young was again involved in whaling but there are occasions when it is not entirely clear whether it was William Young Senior, or his son and sometimes partner, William

Young Junior, whaler and mariner, who later relocated to Melbourne. Should it not be confirmed which William was indeed Captain on any of the following voyages, it will be indicated.

Such a situation occurs with the first whaling voyage by a Capt. Young in June 1855, although it would seem reasonable to feel it was William Snr. Capt. Young was Master of the brig *Harriet (Harriette) Hope* when she sailed for whaling on 9th June.¹⁷⁴ In September the *Terror* reported having spoken to Capt. Young and the *Harriet Hope* had taken 440 barrels of oil.¹⁷⁵ When William spoke to the *Catherine* off Port Davey in November, 11 or 14 tuns (print on copy not clear) had been taken (which for reasons unknown seems at odds with the *Terror's* report) and there was a whale alongside.¹⁷⁶ The *Julia* returned to port in mid December and reported having spoken to the *Harriet Hope* off the South West Cape, and at that time she had 27 tuns of sperm oil.¹⁷⁷

On 30th December Capt. Young left the *Harriet Hope* in North West Bay and returned to Hobart Town, reporting that she was carrying 62 tuns of sperm oil. 57 tuns of the oil had been "procured during the last eight weeks, which is the greatest quantity ever taken on this coast in the same length of time. She has been absent only six months and a half."¹⁷⁸ The brig and crew of 23 returned to port the next day.¹⁷⁹ At this stage no totals are known for the overall season.

In January 1856 the barque *Nautilus* was advertised for sale but regrettably the registration papers following her change of ownership have not been located.¹⁸⁰ Marine Board papers do indicate William was the Owner, but whether totally or in shares with someone else cannot be confirmed. The crew agreement signed by William and all the crew members was dated 4th February, with his first whaling expedition on the *Nautilus* commencing on 1st March.¹⁸¹⁻¹⁸² In June, William was spoken to off Schouten Island by the Master of the *Picard*, who reported that seven tuns of sperm oil had been taken.¹⁸³ A short time later William left by steamer for Hobart Town to take on extra hands.¹⁸⁴ *Nautilus* returned to port on 3rd October, with her crew of 20 and seven tuns of sperm oil.¹⁸²

Before William set sail again, George Edwards and John Rose, two crew members of the *Nautilus* he had taken action against for absenting themselves from duty at Maria Island, were found guilty and sentenced accordingly.¹⁸⁵⁻¹⁸⁶

William had a quick turn around as he sailed on a second whaling expedition with a crew of 23 on the *Nautilus* on 29th October.¹⁸⁷ This voyage was reported as having taken seven tuns of sperm oil by 19th November, when she was spoken to at South West Cape.¹⁸⁸ By November 27th when spoken to, a total of 15 tuns of oil had been taken and there was a whale alongside.¹⁸⁹ When William returned to port on 21st January, 1857, she had a total of 23 tuns of sperm oil.¹⁸⁷ After returning in January, William was on no further whaling expeditions that year. Official figures for 1856 have not been found, but a later newspaper report recorded 984 tuns 158 gallons of sperm oil, 19 tuns 179 gallons of black oil and 3¼ cwt of bone for the year.¹⁹⁰ The same article recorded figures for 1857 as being 642 tuns 18 gallons of sperm oil, 7 tuns 105 gallons of black oil, but no figure for bone.

Lady Emma sailed on 25th March, 1858 with William Young as Master and a crew of 24.¹⁹¹ In May the *Offley* reported speaking to the *Lady Emma* off Macquarie Harbour where she had just cut in a whale of about eight tuns, and advised she had lost lines and a whale in April.¹⁹²⁻¹⁹³ By the end of May, the Captain of the *Freak* spoke to *Lady Emma* off Cape Lodi on the East Coast, where it was reported she had 85 barrels of sperm oil and intended to cruise off Maria Island.¹⁹⁴ She was seen off South West Cape in June, then by the *Cantero* as she entered Trumpeter Bay in July with 25 tuns.¹⁹⁵⁻¹⁹⁶ It was also reported in a newspaper in mid July, that Captain Young had arrived in town the previous day and amongst figures for some other vessels, it was stated the *Lady Emma* had 26 tuns of oil.¹⁹⁷

No other details are known as to why William left the voyage or when exactly he rejoined it. William appears to have left the *Lady Emma* again, as he returned to Hobart Town by the *Culloden*, in September, reporting that she was in Adventure Bay with 31 tuns of sperm oil.¹⁹⁸ The *Lady Emma* continued the expedition and was spoken to off South West Cape in October, with 40 tuns of oil on board.¹⁹⁹ It was Capt. Abbott who returned to port with her on December 31st with a cargo of 48 tuns of sperm oil.¹⁹¹ The Return of Arrival form indicated William was still a part owner of the *Lady Emma* at this time with Phyllis Seal.

Return of the Arrival at the Port of Hobart Town of the
Bacon "Lady Emma" 31 December 1858

From whence.	<i>Whaling</i>	PASSENGERS.	
When sailed.	<i>25 March</i>	Cabin.	Steerage.
State of Health.	<i>Good</i>		
Master.	<i>R. Abbott M^r Young</i>		
Owner.	<i>Mrs Seal & M^r Young</i>		
Tons.	<i>231</i>		
Guns.	<i>Robert Long</i>		
Port of Registry.	<i>Robt & Son</i>		
Build.	<i>Colonial</i>		
Crew.	<i>24</i>		
Cargo.	<i>45 Tons General</i>		
Time when boarded by Pilot.	<i>—</i>	<i>Nil</i>	<i>Nil</i>
Bearings & Distances of the Iron Pot Light-house when Pilot boarded.	<i>—</i>		
Wind.	<i>S E</i>		
Weather.	<i>Fine</i>		
Pilot's Name.	<i>—</i>		
Agent.	<i>Mrs Seal</i>		
Draught in Feet.	<i>9 feet 6 in</i>		
REMARKS.			

I acknowledge to have received a Copy of the Port Regulations.

(Signed) *Robert Abbott* Master.

One interesting newspaper item from 1859 related to this 1858 voyage of the *Lady Emma*. It appears William returned with a preserved specimen of a black whale that was “an extraordinary specimen ...-extraordinary in consequence of the smallness of its size”, apparently fitting into a quart pickle bottle. After being displayed at the offices of the *Hobart Town Daily Mercury*, it was presented as an addition to the collection of specimens of Natural History at the Museum.²⁰⁰

Official figures for 1858 have not been found but a later newspaper account recorded the figures as 607 tuns 160 gallons of sperm oil, 17 tuns 14 gallons of black oil and 7 cwt of bone.¹⁹⁰ Yet another much later account recorded 664 tuns of oil (sperm and black) taken by 29 vessels.²⁰¹

From 1856 there had been a return to whaling and by 1859, 25-26 ships were operating from Hobart Town employing 680 men.⁵⁵ The decision to return to whaling was influenced by the increase in the price of whale oil again.¹⁶³

William Young Senior was Master of the brig *Highlander*, owned by Mrs. Seal, when he sailed her with a crew of 24 on a whaling expedition departing 19th August, 1859.²⁰² The expedition does not appear to have started off particularly well, as by October the *Highlander* was reported clean, in Port Davey.²⁰³ The situation was the same through January, March and May 1860, and it can only be imagined how difficult William and the crew were finding the situation.²⁰⁴⁻²⁰⁶ In May William left the *Highlander* at Bull Bay and returned to Hobart Town, the reason for and length of his absence is not known.²⁰⁶ He did sail her back to port at the end of the expedition though, returning to port on 2nd June, with 12 tuns of sperm oil.²⁰²

No official figures have been found for the 1859 or 1860 seasons, but a later report for 1859 stated there were 26 vessels whaling and 702 tuns of oil were taken.²⁰¹ It also recorded that during 1860 29 vessels had obtained 768 tuns of oil (sperm and black) and in December it was estimated that there were in port and afloat, 4,000 barrels of oil.

William sailed the *Highlander* again on 29th June with a crew of 24.²⁰⁷ In November he was reported as having tried out a whale at Recherche Bay and later that month, anchored in Variety Bay to take on extra stores and additional hands before sailing out to sea.²⁰⁸⁻²¹⁰ In December the *Highlander* had sailed to Fortesque Bay.²¹¹ In January 1861, she was lying at the mouth of the Passage, with 13 tuns of sperm and one of black whale oil, having sighted the *Maid of Erin* entering Port Davey and two other unidentified brigs in Recherche Bay.²¹² William returned to port on 2nd February, 1861 with 14 tuns of oil.²⁰⁷

1861 saw months of debate over the proposal to extend the whaling enterprise connected with Hobart Town's port which were well documented in issues of the *Mercury* and are accessible through the National Library's Trove newspaper database, should they be of interest.²¹³ Many figures were put forward as reflecting the size and success of the last three whaling seasons, as referred to in this narrative and many had a real sense of optimism for the future of whaling. One article of the time stated “...we possess at this moment a fleet of some thirty ships engaged in this pursuit...the maximum number of vessels that have ever at one time been employed. And during the present season the amount of oil brought into the port has exceeded the catch by our own ships of any previous year...This season a still greater success has been obtained...”²¹⁴ These articles are mentioned only to give a sense of the optimism and expectations that accompanied the whaling seasons in the early 1860s, but an analysis of the discussions is not within the scope of this narrative.

In 1861 William was again Master of the *Nautilus*, sailing on 23rd May with a crew of 24.²¹⁵ Nothing has been found of her expedition over the following months, until newspaper reports in January 1862, when she was seen to be anchored in Trumpeter Bay with 18 tuns of sperm oil.²¹⁶⁻²¹⁷ Also in January William sailed from Adventure Bay, and anchored in the Passage before heading out to sea.²¹⁸ Something must have occurred that caused him to return to Adventure Bay shortly afterwards, and it was thought it may have been to land his sick son, before continuing his voyage the next day.²¹⁹ He was reported at Recherche Bay in late January and again in February when he had 23 tuns of sperm oil on board.²²⁰⁻²²¹ *Nautilus* appears to have been in the vicinity of Recherche Bay during March and may have arrived at Trumpeter Bay in late May.²²²⁻²²⁴ William returned to port on May 27th, 1862 with 30

tuns of sperm oil and in June the *Nautilus* was towed to McGregor's slip for an overhaul and repairs after her long voyage.^{215,225} The official agreement signed by William and every crew member on 7th May, 1861, prior to departing on the expedition, shows later annotations against two of the seamen, who evidently deserted at some point.²²⁶

The only official figures for 1861 are from the Statistical Returns, but appear as Export Values for the Colony. 11 tuns of black oil had a value of £435, 710 tuns of sperm oil was £59,695 and 11 cwt of bone was £100.²²⁷

When William set sail on the *Nautilus* again on 16th September, 1862, with a crew of 23, the ownership of the vessel had changed to T. Chapman, not William Young as it had been in May.^{228,215} William managed to have a letter taken to Hobart Town which advised the *Nautilus* was off the Schoutens on 20th September, and they had experienced heavy gales.²²⁹ After seven weeks at sea *Nautilus* was reported twenty miles east of the Dromedary, with one whale.²³⁰ When she spoke to the *Runnymede* on 27th January, she had over 20 tuns of oil.²³¹ At the end of February 1863 she was sighted in Port Davey and shortly afterwards off Tasman's Head, running to the northward.²³²⁻²³³ A further report in May reported "a barque supposed to be the *Nautilus*" was trying out in Trumpeter Bay.²³⁴ William boarded the greatly overdue brig *Dart* on the 15th or 16th of May (in latitude 43.12 S and longitude 160.22 E, which is midway between Tasmania and New Zealand). She had experienced very bad weather that had caused many delays on her return from Otago. At that time the *Nautilus* had 390 barrels of oil.²³⁵ In early June *Nautilus* had anchored in Adventure Bay and shortly afterwards was spoken to by the steamer *Culloden* off Partridge Island, where she had tried out a small sperm whale, taking her cargo to 43 tuns of sperm and two of black oil.²³⁶⁻²³⁷

William travelled to town on the *Culloden* in early July, having left the *Nautilus* wind bound at the "Pig Sties" (Recherche Bay), and this departure may well have been in connection with his needing to attend meetings in the Insolvent Court that were held that month.²³⁸⁻²³⁹ The *Nautilus* was reported by the *Emily Downing* in August when she had 44 tuns of oil on board.²⁴⁰ The next sighting was by Captain Davies, in late August, who reported seeing a large whaling barque "off the Pillar...supposed to be the *Nautilus*."²⁴¹ The last report of her was when she was seen sailing with other whaling vessels from Recherche Bay early in October.²⁴² At some point William must have returned to the expedition as when the *Nautilus* returned to port on 19th November, with 48 tuns of sperm oil (no record of the two tuns of black whale oil), he was Master and signed the Return of the Arrival form.²²⁸

The only official figures for the 1862 season appeared in the Statistical Returns as Export Values for the Colony and state 7 tuns of black oil with a value of £285, 699½ tuns of sperm oil as £58,925 and 123lbs of whalebone as £10.²²⁷

The only official figures for the 1863 season also only appear in the Statistical Returns as Export Values for the Colony, with 25 tuns of black oil with a value of £450, 349 tuns of sperm oil as £28,245 and 8,500lbs of whalebone as £1,180.²²⁷

William did not undertake any whaling voyages in 1864 and 1865 and the official figures for those years were recorded as cumulative Export Values from Hobart Town. As such, in 1864 the Southern Whale Fisheries exports were valued as £506,891 and in 1865 as £462,965.²²⁷

Captain William Young's Final Voyage 1866

Captain William Young was Master of Dr. W.L. Crowther's 376 ton barque, the *Offley*, on two voyages. He returned from Newcastle to Hobart Town on 31st October, 1865 with a cargo of coal and by January 1866 the barque was being made ready for a whaling voyage under his command, setting sail on the 16th with a crew of 26.²⁴³⁻²⁴⁵



The barque 'Offley' moored at the New Wharf, close to William Young's warehouse.

(View of Salamanca Place TAHO : PH30/1/4102)

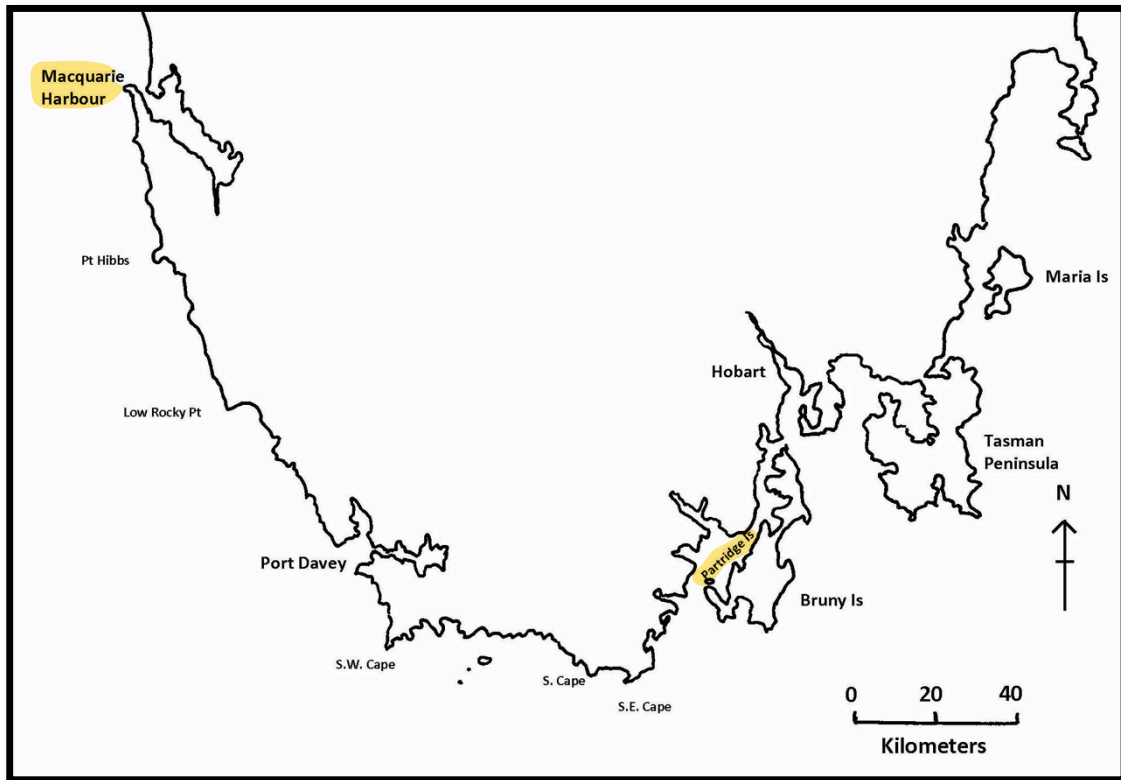
Captain Graves of the schooner *Macquarie* spoke to the *Offley* on 3rd February and reported that Captain Young was off Macquarie Harbour and had taken one sperm whale.²⁴⁶ When further reported by the *Emily Downing* on 12th February, the *Offley* was in Recherche and had 5 tuns of oil.²⁴⁷ In March she was off South West Cape and Captain Young reported that they had been experiencing very heavy weather, having "parted her chain, but her other anchor was let go, and no mischief followed."²⁴⁸ When spoken to by the *Lady Palmerston* in Recherche Bay, three whales had been taken making seven tuns of oil.²⁴⁹ A private letter from William arrived in Hobart Town in late May (the date it was written is not known), by which time two further whales had been taken since they had left the coast, and the *Offley* was cruising off the New Zealand coast, but was still in very bad weather.²⁵⁰ It was planned to obtain fresh supplies and then head out for a further four months to finish her time.

After sailing from the West Coast of New Zealand to Passage Mouth (D'Entrecasteaux) in July, the *Offley* took on fresh provisions and set sail for the whaling grounds of Kangaroo Island, South Australia.²⁵¹ Here a further five whales were caught which took the total of sperm oil to over 30 tuns before she sailed in late August.

In early September, Mr. Chamberlain, the Chief Officer of the *Emily Downing*, who had been injured onboard, was transported off the coast by the *Offley* and was then able to be brought to Hobart Town by boat, bringing a letter from Captain Young.²⁵² As of 29th August the *Offley* had a cargo of 33 tuns of oil and was off Macquarie Harbour but may also have been intending to return to Hobart Town.²⁵²

Reports that the whaling season was most encouraging reached Hobart Town in September. The *Offley* was at Recherche Bay and had 35 tuns of oil after having spent over seven months out at sea.²⁵³

Word reached Hobart Town that the *Offley* had sailed to Partridge Island on 7th September to land Captain Young who was quite ill.²⁵³ Captain Abbott took command and the *Offley* continued her voyage on the 21st. A fatal accident occurred on the *Offley* a few days later, but she was finally able to complete her whaling voyage with a total of 56 tuns of sperm oil, and returned to port on 11th October.²⁵⁴



Locations of Macquarie Harbour and Partridge Island

William was transported to Hobart Town and presumably would have been conveyed to his home on the corner of Campbell and Liverpool Streets. Whatever his illness was, he was never to set sail again. Captain William Young passed away at his home on 27th December, 1866, aged 64 years.²⁵⁵ His death certificate recorded the cause to have been liver and kidney failure.²⁵⁶

Thus ended the long and successful career of William Young, Master Mariner and Whaler of Hobart Town. The day following his death, several vessels in the harbour lowered their flags to half-mast as a mark of respect to a man who had been associated with shipping and whaling from the port for forty years.²⁵⁷ Flags were lowered again on the day of Captain Young's funeral.²⁵⁸

In Conclusion

Over the years William had owned or been part-owner of at least 16 whaling vessels and was Master of a further four, and had also owned or had equal shares in six trading vessels and was Master of one other. Not only was he a partner in establishing a number of whaling stations in Van Diemen's Land he also had one in South Australia and owned a warehouse adjacent the New Wharf and other commercial properties in Hobart Town along with several farming enterprises. Through his enterprises employment was made to countless seamen as well as headsmen, boatsteerers, Mates and Masters and indirectly to Coopers, Ship Builders, Chandlers, Shipping Agents and more. Some young crewmen went on to become Captains and ship owners in their own right, e.g. Richard Copping and James Robinson and it was Bay Whalers such as William who provided the experienced crews for the 47 whale ships that turned to pelagic whaling in the 1850s.⁵¹

Although it has not always been possible to confirm exact totals, a combination of contemporary newspaper and Marine Board sources (all cited throughout this section) indicate William's voyages between 1827 – 1866 had produced well over 1,000 tuns of whale oil (sperm and black). His expeditions therefore ranked very favourably with other successful whalers of his era.¹⁶³

It seems appropriate to include here a statement from a newspaper article published many years later, (which referred back to an original version published 27 years earlier which cannot be identified), recorded "Captain Kelly, Fane, J. Sherbett, W.Young, and many others were amongst our earliest headsmen, and were celebrated as daring and most successful whalers."²⁵⁹

Another source, also published many years later, gave the following account, "The name of Young is prominent in old records, particularly in connection with bay whaling. Captain Young had a long and profitable pioneering association with this branch of the industry, dating back to the twenties (i.e. 1820s). ...Bay whaling provided many thrills to the fraternity, and Captain Young had his full in them...When bay whaling declined he turned to the "off-shore" fishery....His participation in the whaling game must have covered a period of over forty years."⁴⁶

This chapter is intended to acknowledge the contribution our Great-Great Grandfather made to the whaling industry over a very long career and while it has a family connection we have endeavoured to impartially verify all the information it contains. We trust it does his achievements and memory justice.

With no family oral or written history recording William's personality or character, the following description by Captain James Robinson, a former crew member on the *Tasmanian Lass* and Master of Williams's *Abeona*, is of value. He described Captain Young as a "very powerful, active man, and one of the smartest whalemens I ever met."¹¹⁹

William was buried in St David's Cemetery, now known as St David's Park, which is on the corner of Salamanca Place and Davey Street. In 1872 the Cornelian Bay Cemetery was opened and St David's was closed. Many years later it was transformed into the beautiful public space that it now is, so although regrettably William's headstone has long gone, it is a lovely location to wander or sit and reflect on his life while being in the general area of the historic buildings at Salamanca Place, and Hobart's beautiful harbour, both of which were areas so important in his life.

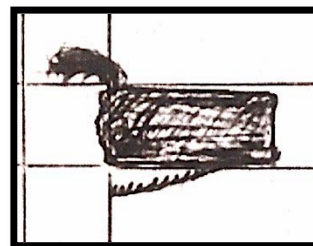
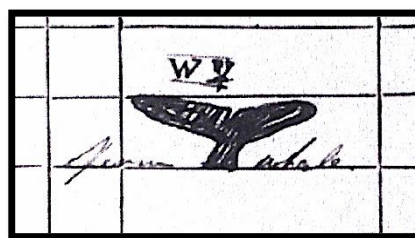
CHAPTER 2

Whaling with an Ancestor : An Interpretation of the Log of the 'Augustus' 1850

A lot of discussion went into how it might be possible to write this history of William in such a way as to make it more a reflection of his life and experiences than just a list of dates, names of vessels and possibly tons of oil taken in various seasons. William left no diaries, letters or other personal papers (not even a Will) that we have knowledge of and although his whaling career covered approximately 40 years, sadly only a single log book exists, thus giving the only detailed insight into one of his more than 20 expeditions. We therefore decided the best course of action was to read the old handwritten pages of the existing Log and see if it were possible to convey a description of what the day to day activities on one of his whaling voyages was actually like.

The log book was from the 3 masted, 138 tons, Barque, the *Augustus*, in which William was an equal owner with the firm Burns & White from November 1846 to March 1852.^{122,151} He was Master for four of her whaling voyages and the log book records the last of these, from 5th April to 22nd September 1850. Although the authorship of the log is unknown, it does give an overview of a whaling expedition under the captaincy of William in the sometimes treacherous waters around Van Diemen's Land. Where possible the integrity and authenticity of the log's entries have been preserved, while making a more easily readable and flowing narrative. It is after all a nautical record and not a personal diary. As Captain, William would have been responsible for final decisions regarding directions, tacking, anchoring, sail configuration and so on, but the log is not a record of his specific instructions, only mentioning his name in regard to whaling incidents, not the day to day management of the ship, so the narrative also maintains this structure. Some expressions from the time are also used as they appeared in the log, e.g. "hove to", "ship hove", "spoke", "Grampus", "Blackfish", "clean". A Glossary has been included in this work to assist with clarification of unfamiliar terms etc.

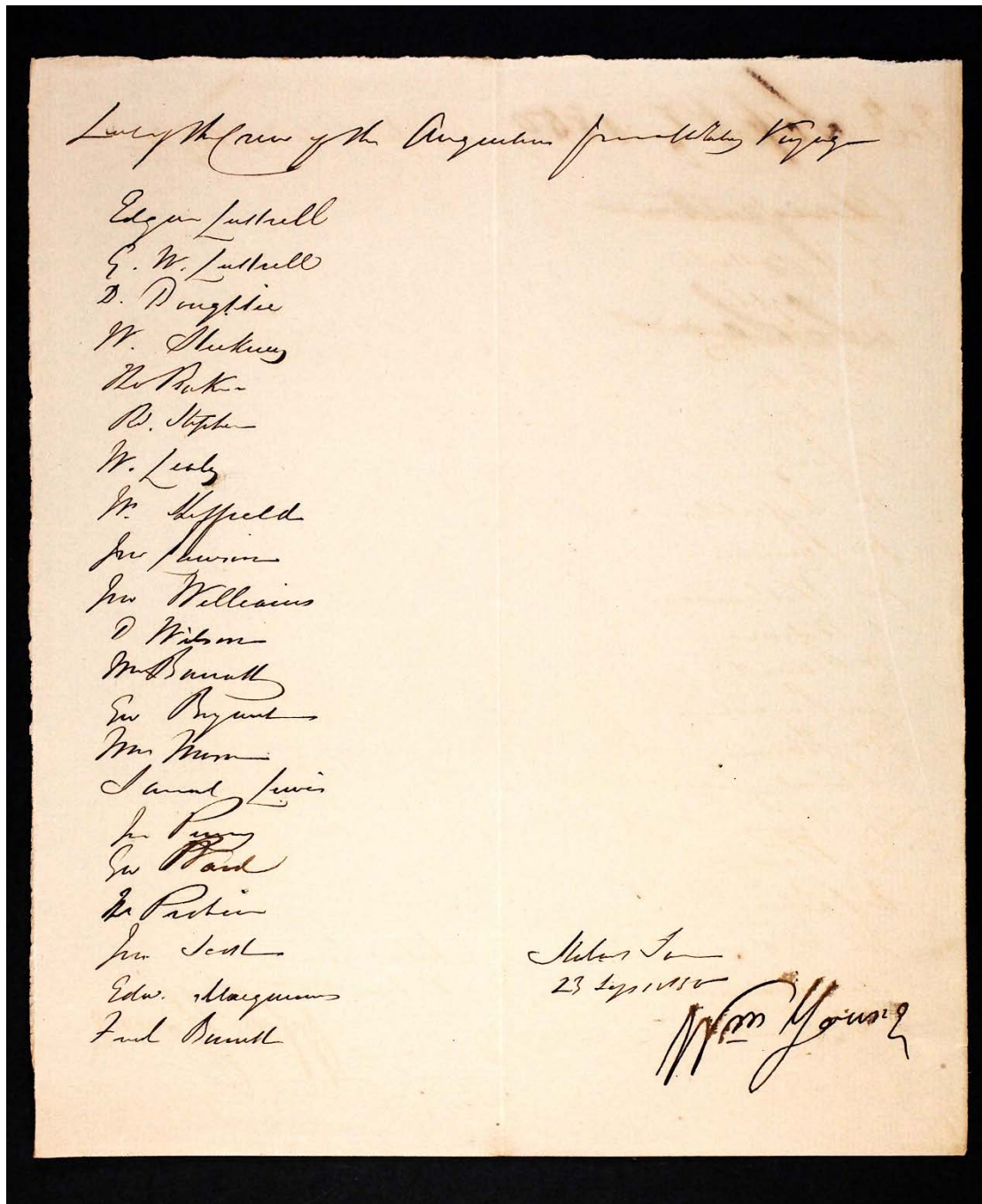
Through the activities of reading the log book and mapping the voyage from the directions recorded in it, it has enabled a more comprehensive and graphic interpretation of one of William's expeditions beyond that possible through the various official, non-official and contemporary newspaper accounts that were usually the only available sources. However, it must be stated that insufficient details were recorded to enable an exact mapping of the expedition – the resulting maps record a more 'stylised' route, as exact tacking information, distances and directions etc. are not written fully in the Log. It has even been suggested that details in log books were deliberately obscured to protect exact whaling ground locations from competitors.¹⁰² Likewise, the entries are a record of certain activities, weather conditions, sightings, sailing details, rigging changes and so on, and are not a detailed diary or journal of the people on the expedition. It is still felt that it was a worthwhile exercise though and is regarded as an 'interpretation', not an in depth analysis of the months at sea. No maps were contained in the Log, but two illustrative devices used by whalers to indicate whaling kills (required to determine the Lay owed to individuals) or specific species sightings were used. The one indicating a kill has been used in the maps created for this Chapter, indicating the general area of the event, but not the number of whales taken, or by whom.



The illustration records WY (William Young) killed a Sperm whale.

The illustration records Sperm whale sighting.

Initial attempts at mapping revealed just how much tracking back and forth over certain areas had taken place creating a map that resembled a plate of spaghetti. Thus mapping the ship's course month by month seemed a better option. Many of the entries were concerned with the setting of the sails and their adjustment each day which have not been included in the text. For those of a very nautical leaning it may be best to read the log book itself. The following narrative is, as said before, an interpretation of the voyage and not a re-enactment of sailing strategies. Many of the days were repetitive and some must have been trying for the crew when bad weather kept them at anchor, or long periods passed without catching whales. Then it would have been endless hours of work when there were whales to process. This is not a novel – this is real life at a specific period, and concerned with a specific industry. We trust our efforts will have added to the history of William's life and work.



Crew List for the *Augustus* as she returned to port, September 1850

(TAHO : CUS36/1/53 Image 47)

The Voyage of the Augustus

The *Augustus* sailed from Hobart Town in fine weather on the afternoon of 5th April, 1850, and came to anchor in Trumpeter Bay early the following morning. A boat's crew was despatched to shore to obtain potatoes (possibly from William's farm, *Sunnyside*) for the voyage.

Over the next few days some of the crew collected wood on shore while the Carpenter undertook boat repairs and the rest of the crew made preparations in readiness for setting out to sea. On 9th April two further crewmen joined the *Augustus*. A strong breeze blew from Westward and there were also some heavy showers of rain.

10th April saw the barque set out to sea in fresh breezes, with Cape Pillar on a bearing West South West. Fine weather continued, with Maria Island on a bearing West South West. During the later part of the afternoon of 11th April, a boat was lowered to pick up a pump belonging to an unknown vessel.

The following day was fine and calm and the *Augustus* progressed under full sail. By sunset land on the east coast was sighted. The *Augustus* spoke to the brig *Grecian* during the day as she was making her way towards Hobart Town following a nine month whaling expedition.

Favourable weather conditions continued and at 10 a.m. on the morning of 13th April, a school of Killer whales was sighted. A boat was lowered and William succeeded in catching one whale, which by noon had been brought alongside the *Augustus*. By evening the Schoutens were on a bearing West South West (possibly at a distance of 15 nautical miles?), with a light breeze followed by thick weather. Foggy weather set in the next day and the *Augustus* stood to Southward under all sails. By sunset the weather was thick.

Daylight on 15th April commenced with the finest rain, a breeze and thick weather. At 11 a.m. Schoutens was reached and the *Augustus* was anchored there. The weather deteriorated and by the latter part of the day there was a strong gale blowing. The hard gale and thick weather continued for several days. The *Augustus* was joined by the *Maria Laurie* and the *Sir William Wallace*. One boat crew from the *Augustus* went on shore to cut wood during a brief period of clear weather. Fortunately on 18th April the weather turned fine and two boats were able to head to shore for wood and coal.

On 19th April both the *Augustus* and *Sir William Wallace* left the Schoutens and headed out to sea in fine, calm weather. Several schools of porpoises were seen and by sunset the *Augustus* was heading South South East in a light breeze, sailing away from the Schoutens and further out to sea.

20th April began with a light breeze and the *Augustus* proceeded Southward under full sail. At 7 a.m. boats were lowered when a school of Killer whales was sighted and the Second Officer successfully killed one, which was brought alongside by 9 a.m. and was onboard by 9:30 a.m. The ship was set on her course again and by sunset a strong breeze was blowing from the West, increasing as night drew in and the weather was thick.

Augustus made sail Southward in a fresh breeze at daylight on 21st April. At 3 p.m. a Black whale was sighted and boats were lowered to give chase. Unfortunately for the crew the whale was not caught. At sunset breezes were fresh and Cape Frederick Hendrick (Henry) was on a bearing North North West and at a distance of 10 nautical miles. The following morning commenced with thick weather and heavy squalls. *Augustus* set sail at daylight, coming to anchor in Trumpeter Bay at 9 a.m. By noon the weather was fine and at 4 p.m. she set sail again, in company with the barque *Emu*.

23rd April commenced with a fresh breeze which increased by 11 a.m. *Augustus* worked to windward and as the day progressed the breeze became strong and there was a heavy swell. The next day also began with a light breeze and a heavy swell from the South West. At daylight she made sail and was worked to windward. By sunset Pedra Branca was on a bearing South South West, and was at a distance of 12 nautical miles.

A hard gale had arisen on 25th April with light showers of rain. The gale increased during the day but it became more moderate later. The *Marie Laurie* was on a bearing West by North, at a distance of nine nautical miles. Next morning the breeze was fresh and at daylight the *Augustus* made all sails. (The Latitude and Longitude recorded in the Log indicate that at noon the *Augustus* was east of St Patricks Head.) She then made Southward and at sunset hove to with her head to Westward. The Schoutens were on a bearing South West at a distance of 20 nautical miles.

A strong gale was blowing as 27th April commenced, and the ship was steering South West. The gale increased and the weather was thick by daylight. At 8 a.m. the *Augustus* was brought to anchor at the Sandspits as a strong gale blew and there was a heavy shower of rain. The next day began with a fresh breeze and at 9 a.m. the ship was stood out for sea. The wind became strong but by sunset the *Augustus* was hove to and the breeze became light.

On 29th April the breeze was fresh as the ship was sailed to Fortescue Bay, where later in the day there was a strong gale from the North West. The gale continued into the next day accompanied by a shower of rain. *Augustus* remained at anchor, along with *Prince of Denmark* and the cutter *Victoria* of Hobart Town. The weather became more moderate in the later part of the day.

May began with a light breeze. At 9 a.m. two boat crews went on shore for wood. At 3:30 p.m. *Augustus* set sail and stood out to sea. In the later part of the day there were light breezes Westward. The next day commenced with a fresh breeze and the ship was set sail, steering South. A very heavy squall blew up from Westward and the weather continued hard.

A strong breeze and thick weather continued into 3rd May, and *Augustus* sailed at daylight and by the time she came to anchor in Adventure Bay at 2:30 p.m., there was thick heavy rain. The later part of the day was foggy with a light wind from the South West. The following day began with a fresh breeze and showers of rain. The weather became more moderate by 3 p.m. when two Right whales were sighted. Boats were lowered and went in chase. William succeeded in reaching them but the boatsteerer missed, and at sunset the unsuccessful boats returned to the ship. The weather was fine and *Augustus* was off Bruny Island, about 10 nautical miles due East of Adventure Bay.

The *Augustus* stood out to sea in light breezes at 4 a.m. on 5th May. The weather deteriorated and strong breezes and heavy showers developed. At 7:30 p.m. she came to anchor in Recherche Bay, as hard squalls developed. As the hard squalls continued the next day, the ship was moved further out. The Carpenter was sent on shore to repair a boat and the bad weather continued. Things improved the following day, with fine calm weather conditions. Two boats were sent on shore for water. At 9:20 p.m. the *Augustus* sailed and stood for South West Cape, with fresh breezes from Northward.

Breezes from the Northward continued on 8th May. Later in the day the breeze was light, although there were heavy showers of rain. South Cape was on a bearing North East at a distance of 15 nautical miles. Strong breezes and constant rain were experienced the next day. *Augustus* was steering North East by North and the weather remained the same.

Strong gales and heavy rain from Westward were experienced on 10th May, making sailing conditions precarious. Later in the day the weather was thick and foggy and the South Brune (Bruny) lighthouse was on a bearing East, at a distance of six nautical miles. With a strong breeze and heavy rain on 11th May, the *Augustus* made sail at daylight and stood for Recherche Bay, where she came to anchor at 1 p.m. The *Grecian* and *Prince of Denmark* from Hobart Town were also at anchor there. There was a fresh breeze later in the day.

The following day was spent at Recherche, with a strong breeze and squally weather all day. Although 13th May began with gloomy weather, the *Augustus* sailed at 5 a.m. and stood out for sea. There was a fresh breeze and heavy swell, and the Friars were on a bearing North North West at a distance of 10 nautical miles. Next day began with a fresh breeze and at 8:30 a.m. the ship made sail. A large school of Blackfish was sighted and boats were lowered and went in chase. William caught two and the Chief Officer three, and the Second Officer one. By 1 p.m. they were all alongside and at 2 p.m. cutting in

commenced. At 4 p.m. they were finished and at sunset the *Augustus* set sail West North West, with the Schoutens Island on a bearing North West by North at a distance of 20 nautical miles.

15th May commenced with a strong breeze and light showers of rain. At daylight the *Augustus* sailed Northward. The works were lighted and commenced to try out. At 6 p.m. wove ship with her head to Wine Glass (Wineglass), on a bearing West, at a distance of 10 nautical miles. At 10 p.m. wove ship with her head to the North North East, with the crew trying out the blubber. The trying out continued through the night, finishing at 3 a.m. the next day. The weather was fine and calm. Wove ship to the Southward at daylight and made all sails. The oil was stowed and by sunset the Schoutens were on a bearing South West, and the ship was steering South by East. A light breeze blew from the North and some finbacks were sighted.

The ship made sail and stood to Southward on 17th May, in fresh breezes. The Schoutens were on a bearing West North West and at a distance of 18 nautical miles. (Lat. and Long. recorded in the Log indicate at noon the *Augustus* was 22 nautical miles East of the northern tip of Maria Island.) At 2 p.m. a large pod of Sperm whales were sighted. All sails were made and at 3 p.m. boats were lowered for the chase but the whales were going too fast and the boats could not overtake them. They returned to the ship at sunset. There was a breeze from Westward and at 10:30 p.m. wove the ship Northward, with a light breeze from the West North West.

The following day commenced with a fresh breeze. At 2 a.m. wove ship Southward. By daylight the breeze was strong and by 10 a.m. it had chopped around to the Southward and there was rain. The *Augustus* was made ready to sail and from 11 a.m. tacked occasionally and saw a vessel standing to Northward. Land was at a distance of about 13 nautical miles. 19th May began with a fresh breeze which became strong by noon. Cape Surville on the Forestier Peninsula was on a bearing West North West at a distance of eight nautical miles. At 5 p.m. spoke (see Glossary) the *Prince of Denmark* of Hobart Town, which had been out for five months. The breeze strengthened later in the day and the *Augustus* headed North West, sighting several finbacks.

Fine weather the next day saw the ship made ready to sail at daylight, steering Northward. Eddystone Point was on a bearing West North West at a distance of 17 nautical miles. At 8 p.m. she wove to the Northward. A fresh breeze continued on 21st May, and at 8 a.m. the *Augustus* wove Southward, making full sail at 10 a.m. (Lat. and Long. recorded in Log at noon indicate *Augustus* was off St Helens Point.) Fine weather and a light breeze persisted through the following day. The ship proceeded under full sail, and Cape Lodi was on a bearing West South West at a distance of 15 nautical miles. In the later part of the day three sails were sighted standing to the Southward.

23rd May saw the vessel sail in a breeze from Westward, changing to blow lightly from Southward later in the day. The Friars were on a bearing South West at a distance of 12 nautical miles. Men were involved in repairing a Topsail, and at 7 p.m. the ship wove to the North West. Strong breeze from the Southward and Westward on 24th May saw the *Augustus* wove occasionally, with Fluted Cape on a bearing North West by West at a distance of eight nautical miles. The breeze dropped to light later in the day.

Fine weather continued and at 2 a.m. the following day *Augustus* was under full sail and stood to Westward. Crew were busy repairing a Topsail and the Mew Stone (Mewstone) was at a distance of 20 nautical miles. 26th May commenced with a light breeze from Northward. At 8 a.m. a boat went to Dewits fishing, but the crew were unsuccessful. William succeeded in catching a porpoise. The Mew Stone was on a bearing East South East at a distance of eight nautical miles. The weather remained calm with light airs from Northward.

Next day clear weather continued, with a light breeze from the North East. The *Prince of Denmark* was sighted. *Augustus* stood to the North and Westward. Crew were employed repairing a main Topsail. South West Cape was on a bearing North by East and at a distance of 10 nautical miles. On 28th May the breeze was fresh and South West Cape was on a bearing East. At 12:30 p.m. the ship was tacked to the Northward and Eastward. At 5 p.m. she tacked with her head to West South West. Three sails were sighted and by 11:30 p.m. the breeze was strong and the *Augustus* continued to tack.

A strong gale developed on 29th May and the *Augustus* was stood in for Port Davey, anchoring in Spring River at 8 a.m. The gale continued with heavy rain. Some of the crew were involved collecting water and wood. The *Prince of Denmark* was also at anchor nearby. Strong gales and heavy rain continued all 30th May, with thick weather and rain setting in. Despite a strong gale, thick weather and light showers of rain the next morning, at 9 a.m. the *Augustus* sailed and was brought up again at noon at the mouth of Spring River under Bird Island. The weather conditions were unchanged all day.

Things did not improve, with bad weather conditions continuing through the first two days of June. A boat crew did go on shore. Despite a strong gale and gloomy weather, the ship set sail at 7 a.m. on 3rd June and was brought up off the West side of Port Davey. In the later part of the day a fresh breeze blew from Southward.

4th June *Augustus* was finally experiencing a light breeze and fine weather. At 4 a.m. she was worked out to sea. A heavy ground swell developed from the Southward. The later part of the day saw a heavy swell and light breeze. A heavy swell from Southward continued the following day and the ship made sail and stood to the Westward. Fine weather broke through and at sunset the vessel hove to, with her head to the Eastward. Land was in sight and several finbacks were seen.

Fine calm weather on 6th June enabled the *Augustus* to set out under full sail and at 2 p.m. a school of Sperm whales was seen. Boats were lowered and went in chase. The Chief Officer succeeded in getting fast to a whale, but William's boatsteerer missed one. The caught whale was secured alongside by 4:30 p.m. and by 7 p.m. cutting in commenced. By 11 p.m. the head was off and the rest of the night crew were employed cutting in the body blubber.

7th June was mainly spent in fine weather and at 2 a.m. cutting in of the body blubber was finished and the head was left until daylight. At 7 a.m. crew got the junk in board and case boiled. By noon the decks were cleared up and at 4 p.m. trying out commenced. At 8 p.m. the *Augustus* was moved Eastward and in the evening the crew was employed trying out.

Trying out continued in fine weather on 8th June and at 9 a.m. the ship set sail. By noon the weather was thick. A brig and a barque were sighted to Westward, and taken to be the *Prince of Denmark* and *Catherine*. The worker was cooled down at 5 p.m. and at 6 p.m. the ship was moved with her head to the North West, and later there was thick, rainy weather. A fresh breeze and heavy showers of rain commenced 9th June. At daylight the *Augustus* was made ready to sail and steered for Port Davey. At noon the worker was lighted and trying out commenced. At 1 p.m. the ship was brought to anchor off the West side of Port Davey and the trying out continued.

10th June began with a strong gale. The *Prince of Denmark*, *Catherine* and *Spry* were also lying at anchor in Port Davey, with the *Highlander* anchored in Spring Bay. At noon the crew commenced to stow down the resulting whale oil, which was completed by 4 p.m. The later part of the day crew were employed trying out and a strong breeze blew from Westward. At 8 a.m. the next day, crew began to stow the next lot of oil and at 2 p.m. the trying out was finished. Later in the log book figures show 1,494 gallons of oil were stowed from the trying out. A strong breeze and thick weather continued into the next day.

At 9 a.m. on 12th June, the sails were set and the ship stood out for sea in company with the *Catherine* and *Prince of Denmark*. At noon *Augustus* wove and stood in for Port Davey. She came to anchor at 4 p.m. and a strong gale rose. The *Catherine* and *Prince of Denmark* were also at anchor.

Gales and heavy showers of rain continued all the next day. At daylight some of the crew washed decks and a boat crew went on shore. The adverse weather continued all through 14th and 15th June, with the *Augustus* remaining at anchor, with the crew employed on various chores. She was able to sail at 6 a.m. on 16th June, as did the *Catherine* and *Prince of Denmark*.

A light breeze and a heavy swell from the South West commenced 17th June. At daylight the *Augustus* made full sail and stood to the North West. (Low) Rocky Point was on a bearing North East by North at a distance of 30 nautical miles. Several finbacks were sighted but no boats were lowered.

18th June broke with a strong breeze. At daylight the *Augustus* made sail and Point Hibbs was on a bearing East by North, at a distance of 30 nautical miles. The men were employed repairing a Foresail. At 5:30 p.m. the ship wove, and at daylight on the 19th made full sail in a light breeze. At 2 p.m. a large school of Killer whales was sighted. At sunset three vessels were sighted. At daylight on the 20th *Augustus* made all sail in light, fine conditions and at 5 p.m. spoke the *Eliza* of Hobart Town, which had been out two weeks and was clean. The following day started with a brisk breeze and gloomy weather. *Augustus* was occasionally tacking and at daylight was in full sail. Three vessels were sighted and at 2 p.m. spoke the merchant schooner *Osprey* which was bound for Hobart Town with a cargo of tea and sugar. After sunset South West Cape was on a bearing East and at a distance of 20 nautical miles. A strong breeze and showery weather continued.

22nd June commenced with a strong breeze and thick weather. Again the *Augustus* tacked occasionally. At noon South West Cape was on a bearing East at a distance of 10(?) nautical miles. (Lat. and Long. recorded in the Log are at a variance with this.) A strong breeze continued and at 6 p.m. wove ship. The next morning at 2 a.m., the breeze was still strong and the ship was tacked to the South West. The breeze increased at daylight with showers of rain and at 8 a.m. the *Augustus* was stood for New Harbour, coming to anchor at 3:30 p.m. The weather deteriorated with a strong gale and thick weather setting in. These poor conditions continued through until at least noon on 24th June. A boat crew went on shore and others were employed fishing. Strong breezes were experienced during the evening.

Things did improve and at 5 a.m. the following day the ship was able to head out to sea in a fresh breeze. After sunset the *Augustus* hove to, with South West Cape on a bearing East, at a distance of 10 nautical miles. 26th June started with a strong breeze and thick weather. The ship made sail at daylight and at 2 p.m. stood for Recherche Bay, with Whale Head on a bearing East North East at a distance of seven nautical miles. The weather conditions remained unchanged.

The next day the weather was the same and at 12:30 a.m. the *Augustus* came to anchor in Recherche Bay. At daylight breezes were increasing and at noon the ship hove and was moored further up in the bay. A strong gale and squally weather set in on 28th June and some of the crew were employed collecting wood.

Things did not improve and 29th June there was a strong gale and thick weather. At 6 a.m. the ship was moved again to anchor opposite the Pilot house. By 7 p.m. the *Prince of Denmark* had also come to anchor there. The last day of June appears to have been passed at anchor while strong gales and showers of rain continued.

July commenced with a fresh breeze and thick weather. At 10 a.m. the *Augustus* set sail and stood out to sea. By noon the breeze was light and the weather was rainy. Pedra Branca was on a bearing South South West at a distance of seven nautical miles. Even the sun was obscured and prevented observations being taken. The next day it was possible to set all sails as there was a light breeze and hazy weather. By noon it was fine and calm, with South (East) Cape on a bearing North East at a distance of 10 nautical miles. The fine weather continued.

3rd July saw a return to gloomy weather. A fresh breeze developed later in the day. South West Cape was on a bearing North North East at a distance of 22 nautical miles. The crew were employed variously about the rigging. The following day there was a strong breeze and fine weather and the *Augustus* was under full sail. At noon the South West Cape was on a bearing North by East at a distance of 14 nautical miles. (Lat. and Long. recorded in Log are at variance with this.) The later part of the day had a fresh breeze and rainy weather.

Fresh breezes and thick weather commenced 5th July with the weather deteriorating by daylight. At noon the ship set sail for Recherche Bay, with the Mew Stone on a bearing East at a distance of six

nautical miles. The *Augustus* came to anchor in thick weather at 8:30 a.m. on 6th July. The *Catherine* was also in harbour with one Sperm whale, along with the *Eliza* with one, and the *Jane* with 210 barrels of Sperm oil, having been out 10 months. The schooners *Sisters* and *Letitia* were also lying at anchor.

The following day was spent at anchor during strong gales and thick, gloomy weather, all day. It was no better on 8th July, with a strong gale and rainy weather keeping them at anchor. Some crew were employed getting water. Fortunately it was possible to set sail and head out to sea in a fresh breeze at 6 a.m. on 9th July. The *Augustus* tacked and the weather remained fine and clear. The next day breezes increased at daylight, and at 11 a.m. the ship tacked as windy conditions developed.

11th July began with a strong breeze and thick weather. At noon the Mew Stone was on a bearing North by West at a distance of 14 nautical miles. At 4 p.m. sails were set and the ship stood for Recherche Bay. Four sails were sighted and a strong gale and thick weather were experienced. At 12:30 a.m. the next morning, *Augustus* came to anchor in Recherche Bay. Seven other vessels were also at anchor and the *Lady Emma* of Hobart Town was working in. The poor weather continued. By the following day there was no improvement in the weather and a total of nine vessels remained at anchor in the harbour.

The conditions remained unchanged at the start of 14th July and at 5 a.m. the *Augustus* was moored further out in the bay, with a strong breeze blowing from the North West. Frustratingly no doubt, things did not improve, with the ship remaining at anchor a further two days, enduring a strong gale, thick gloomy weather and light rain. The crew were employed in various activities which included washing the decks. Nine vessels remained anchored in the bay.

It must have been with a great sense of relief that finally on 17th July the *Augustus* and seven other vessels set sail at 6 a.m. She headed out to sea and at 9 a.m. a spout was sighted, thought to be that of a Right whale. Boats were lowered and went in chase. At noon they returned to the ship having been unsuccessful. Later in the day the weather was fine and clear with a light breeze. More disappointed was in store, as the following day at 9 a.m., a school of Killers was sighted and boats were lowered and went in chase. At 11 a.m. they returned with no result. At sunset six vessels were in sight and the fine, clear weather conditions continued throughout the whole day.

19th July broke to light breezes and fine, clear weather. The *Augustus* was finally able to make all sails and resume the hunt for whales. At 11 a.m. the Chief Officer lowered a boat to pursue Grampus but did not succeed in taking any. The fine weather continued and at daylight the following day, the ship set sail and stood to Westward.

Similar conditions prevailed through 21st July and again the *Augustus* made all sails at daylight, and at 9:30 a.m. spoke the *Adelaide* which was heading to Hobart Town from Port Phillip. At noon South West Cape was on a bearing East by North, at a distance of 25 nautical miles. Later in the day the breeze was fresh and the weather was thick.

22nd July started with light winds and gloomy weather. At daylight a large school of Black fish was sighted and boats were lowered to give chase. Again the result was to be disappointment as the boats returned at 9 a.m. not having taken anything. At 10 a.m. boats were lowered a second time and on this occasion the Chief Officer succeeded in getting one. The boats returned to the ship at 1 p.m. and conditions were fine and calm. (Lat. and Long. recorded in Log indicate *Augustus* was well off the West Coast.)

The following day began with a light breeze and fine weather. At 8 a.m. Sperm whales were sighted and boats were lowered to give chase. William must have been relieved to secure one, but bad luck was to hit again, with his boat being stoved. The Second Officer brought the crew on board at 12:30 p.m. with no loss of life. At 4 p.m. the Chief and Second Officers were able to bring the whale alongside and it was secured for the night. Later in the day the breeze became fresh.

The next day the *Augustus* was steered for Port Davey in a strong breeze, with the whale in tow. The breeze increased at daylight and at noon a strong gale had developed and a heavy sea was running. At 6 p.m. the ship came to anchor in Port Davey. The gale increased and was accompanied by rain.

Despite 25th July beginning with a strong breeze and shower of rain, the crew were able to commence cutting in at 7 a.m. By 5 p.m. the head was removed and remained alongside for the night, and the body blubber was on board. At 7 p.m. the works were lighted and trying out began. The breeze was fresh and the weather became thick. The next day fortunately began with fine weather as there were many hours of whale processing to be conducted. At 8 a.m. the crew commenced trying out in the head, and the junk was got on board and case boiled by 4 p.m. The rest of the day was employed trying out and stowing the oil. The fine conditions continued all day.

27th July was spent in more trying out and at 10 a.m. the crew commenced to stow down the oil. At 4 p.m. stowing was finished for the day and more trying out commenced. Fine, clear weather continued all day.

The following day was a repeat of the previous, with the crew employed in trying out in the morning and between 1 p.m. and 4 p.m., stowing down the oil. Later in the day there was a light breeze and gloomy weather. Things remained very similar from 29th to 30th July, with the crew employed trying out and stowing oil. On 31st July the last of the processing and stowing was completed and the crew washed the ship. Although breezes were strong over those days there was no rain. The log recorded the oil that had been stowed.

Log of Oil Stowed down on board, Barque Augustus

June 11	1	180		
1850	2	262		
	3	240		
	4	261		
	5	195		
	6	242		
	7	33		
	8	52	July	1494
July 30	9	124		224
	10	140		
	11	266		
	12	207		
	13	268		
	14	180		
	15	261		
	16	210		
	17	210		
	18	136		
	19	210		
	20	272		
	21	212		
	22	18	July	2011
			27	2783

Log book entry from *Augustus*, July 1850, recording oil stowed.

(TAHO : NS29/1/6)

August began with a fresh breeze and clear weather. Two boat crews went on shore to collect wood and water, and to wash their clothes. Later in the day the breeze strengthened and there was heavy rain. Commencing with a light breeze and showery weather, 2nd August saw the *Augustus* put to sea with the barque *Eliza* in company. Calm weather continued until sunset, but later the breeze freshened and the weather was thick.

A fresh breeze continued the following day and at daylight the ship made sail. At 1:30 p.m. Sperm whales were sighted and although William succeeded in getting fast to one, the whale took the lines and eluded capture. The boats returned to the ship at 6 p.m. The *Eliza* had been more fortunate and had taken a whale. The breeze remained fresh the rest of the day.

4th August began breezy and at daylight the *Augustus* made all sails. Rocky Point was on a bearing North East at a distance of 15 nautical miles. Fine, clear weather continued later in the day. The next day began with a fresh breeze which had increased by daylight. At 9 a.m. the ship made sail and stood for Port Davey. By noon there was a strong gale and at 3 p.m. a barque was sighted standing to the South West. At 8 p.m. the *Augustus* came to anchor in Port Davey and the gale was still blowing.

A strong gale and squally weather lasted all day on 6th August. The Carpenter was employed repairing a boat. The barque *Catherine* was also in harbour. The same weather conditions continued the following day. The crew were employed on various activities. Later in the day there was thick, rainy weather accompanying the strong gale.

8th August saw no improvement in the weather. Crew were employed gathering wood and heavy showers fell, a state which continued through the next day. The crew were employed in various tasks, as the heavy showers gave way to squally weather later in the day. The next two days brought no relief from the bad weather with the ship forced to remain at anchor.

Things began to improve a little on 12th August, with the day beginning with a fresh breeze. By daylight the weather was thick and rainy. At 1 p.m. a boat crew went on shore for water. The weather became fine later in the day. 13th August commenced with a light breeze and at 1 a.m. the *Augustus* set sail and stood out for sea. The breeze became fresh at daylight and at 11 a.m. she tacked and stood for Port Davey. At 3 p.m. she made all sails and at 6 p.m. came to anchor in Port Davey with a strong gale developing.

Gales and rainy weather set in on 14th August and the Carpenter was employed repairing a boat. The following day began with a fresh breeze and at 7 a.m. the *Augustus* once again sailed and stood out for sea. At 3:15 p.m. a large school of Sperm whales was sighted. Boats were lowered and went in chase. Mixed fortunes befell William yet again. He succeeded in getting fast to a whale but his lines parted. The Chief Officer succeeded in getting fast, but his iron drew. The unsuccessful boats returned to the ship at sunset, no doubt with heavy hearts. The day ended with fine and hazy weather.

16th August began with a strong breeze which increased by daylight. At 7 a.m. Sperm whales were sighted but the weather was too bad to permit lowering boats. At 11 a.m. the *Augustus* made sail and stood for Recherche Bay, coming to anchor at 11 p.m. A strong gale developed with accompanying heavy squalls. The *Aliza* (*Eliza?*) and *Catherine* were also laying at anchor.

The log entry for 17th August indicates further bad luck. The day began with a strong gale and at noon a Right whale was sighted. Boats were lowered and went in chase with "nine boats in company", which suggests the *Eliza* and *Catherine* may have also sent boats in pursuit of the whale. It becomes apparent that not all the boats were from ships, as the log recorded "the shore party succeeded in capturing her". Presumably this was a boat from one of the few bay whaling stations operating at Recherche and not one from any of the ships there. The boats returned to the *Augustus* at sunset but at least the weather had become more moderate.

The following day started with a light breeze and rain, but by daylight the weather was calm. At 4 p.m. hove in the anchor and the *Augustus* was brought up farther in the bay. A heavy gale from Southward and Westward was expected. By the next day the strong gale and heavy swell increased.

At 1 p.m. the ship was moved again into the pigstye (Pig Sties) and was secured with two bower anchors.

On 20th August the breeze was fresh and a boat crew was able to go on shore for water. One anchor was picked up and fine weather continued. The following day began fine and by daylight was calm. At 3 p.m. the *Augustus* sailed and stood out to sea. The ship was steering South and the fine weather continued. 22nd August commenced with light winds and gloomy weather which continued all day. The Carpenter was employed finishing a boat.

The next day began with a strong breeze, but conditions were more moderate by daylight. At 11 a.m. the *Augustus* made sail and at sunset a vessel was sighted. South West Cape was on a bearing East by North and at a distance of 15 nautical miles. A light breeze and clear weather began 24th August. A fresh breeze accompanied the *Augustus* when making sail at daylight. At 2 p.m. the ship stood for Port Davey where she came to anchor at 5 p.m. The *Eliza* was also laying at anchor. A strong gale developed later in the day. It would seem unfavourable weather conditions once again beset William's expedition, with strong gales causing the *Augustus* to remain at anchor on 25th and 26th August.

27th August saw an improvement, with light breezes all day. At 9 a.m. a boat crew went on shore for water. At 4 a.m. the next day the *Augustus* set sail and stood out for sea in a light breeze and fine weather. At 4:30 p.m. boats were lowered and went in chase but it turned out only to be Grampuses. The boats returned at sunset. A vessel was sighted standing to the South East. The later part of the day saw a light breeze and thick weather.

On 29th August a light breeze increased all morning, and at 4 p.m. South West Cape was on a bearing West by North at a distance of four nautical miles. The weather remained clear. A light breeze on 30th August saw the *Augustus* make all sails at daylight. Cape Pillar was on a bearing East. (Lat. and Long. recorded in Log indicate *Augustus* off Tasman Island.) At 11 p.m. a large school of Black fish were seen near the ship, and thick, gloomy weather was developing.

The last day of August began with a light breeze and fine weather. At daylight all sails were made and by noon fine, calm weather prevailed. Maria Island was on a bearing West by South at a distance of 10 nautical miles. Thick rainy weather developed and some finbacks were seen.

September commenced with a light breeze and fine, clear weather. The *Augustus* made sail at daylight. The fine, calm conditions continued and St Patrick Head was on a bearing West at a distance of 24 nautical miles. At 5 p.m. a school of Blackfish was sighted and boats were lowered to go in chase. William succeeded in getting one, but the Mate's iron drew, thus once again his catch was lost. A fresh breeze developed later in the day.

2nd September began with a fresh breeze. At daylight the *Augustus* set sail and at noon the breeze was light. The works were lit and trying out of the Blackfish commenced. The breeze increased while the weather was clear. (Lat. and Long. recorded in Log indicate *Augustus* was East of Eddystone Point.) The next day commenced with a fresh breeze and light showers of rain. At daylight the ship set sail. By noon the breeze was increasing and she stood for the Schouten Island. At 5:30 p.m. *Augustus* came to anchor. The weather became thick and rainy.

A strong breeze began 4th September. At daylight a boat crew went on shore to cut wood. The Barometer fell and the breeze increased. The *Augustus* appears to have continued to remain at anchor the following day, and the fresh breeze became light. Two boat crews went on shore, one to the lookout and one collecting water. A light breeze and clear weather continued.

6th September may have enjoyed a light breeze and clear weather, but it was not without incident. One of the Foremast hands, George Bryant, was landed for "disbehaviour". At 9 a.m. the *Augustus* sailed and stood out to sea. At 2 p.m. William went on board the merchant schooner *Unison*(?) where he purchased four sheep. What a welcome change they must have made to the men's diet. The light breeze and clear weather continued.

The next day began with a light breeze and clear weather. At daylight the ship sailed under full sail and tacked. At noon Maria Island was on a bearing West. A strong breeze developed. The following day commenced with a strong breeze and clear weather. At noon Lagoon was at a bearing West South West at a distance of five nautical miles. A light breeze and clear weather continued. 9th September began with a light breeze and clear weather. The *Augustus* made sail and at noon Maria Island was on a bearing West North West at a distance of 25 nautical miles. A heavy swell developed later in the day.

10th September began with a fresh breeze and the ship made sail at daylight. At noon there was a light breeze and clear weather. Four sails were sighted standing to Southward. The next day commenced with a fresh breeze and gloomy weather. At daylight the *Augustus* made sail. At noon two vessels were sighted standing to the Northward and Eastward. A strong breeze developed later in the day.

A fresh breeze and thick weather began 12th September. At daylight the *Augustus* made all sail and at noon tacked and stood for Wine Glass Bay, coming to anchor at 5:30 p.m. The next day started with a strong gale and a heavy swell from the North East. Men were employed collecting water and a strong gale continued. The ship was still at anchor on 14th September when a light breeze and heavy swell commenced the day. Some of the crew were employed collecting wood and others were fishing. Thick rainy weather developed later in the day.

15th September started with a light breeze and clear weather. The *Augustus* set sail at 4 a.m. and stood out for sea. Four vessels were sighted standing to the Southwards. At noon the weather was calm and at sunset the *Augustus* hove to. A light breeze and heavy showers developed. The next day began with a fresh breeze. At daylight the *Augustus* made sail and by noon the breeze was increasing and there was heavy rain. Waterhouse Island was on a bearing South South West at a distance of five nautical miles. Strong gales developed as the day progressed.

The strong gale became more moderate by daylight on 17th September. The East Hunter(?) was on a bearing South West by West at a distance of 20 nautical miles. The ship was worked to the anchorage, but the wind was too strong under the lee of the East Hunters(?). At 4 p.m. the *Augustus* struck a sunken reef not laid down in the chart, and hit heavily five or six times. (An informed interpretation is that the sunken reef was in the vicinity of the approach to the anchorage.) The ship canted and the tide was running strong. The ship tacked and stood to Eastward and was making more water than usual. She was on a bearing North North West of the Island about $\frac{3}{4}$ of a nautical mile off the East Hunter. (Not every word of the log entry is legible, as some of the text has been written vertically over the earlier part, presumably to record all the day's dramatic events on the same entry.) Working in conjunction with an experienced Tasmanian yachtsman who has referred to the log book entries and current navigational charts, an informed conclusion is that 'East Hunter' must be west of Low Head and may very well be what is now known as Three Hummock Island.

Fortunately the weather improved and on the following day all sails were set in a fresh breeze. At 9 a.m. a large Sulphur Bottom was sighted and boats were lowered for the chase. They were unsuccessful and returned to the ship. At noon the weather was fine and calm. Launceston Heads were on a bearing South at a distance of 31 nautical miles. Two vessels were sighted, one standing in towards Launceston, the other working Westward. The men were employed pumping the ship every two hours as a result of striking the reef, but it appears the *Augustus* did not need to head to Launceston for repairs, and the fact that boats had been lowered for a chase earlier in the day suggests things were progressing reasonably normally. The weather remained calm which must have been advantageous for the men pumping.

19th September broke with a light breeze and clear and clear weather. At 9 a.m. Waterhouse Island was on a bearing South South East at a distance of 7 nautical miles. At 6:30 p.m. Swan Island light house was on a bearing West North West and at 11 p.m. the ship was hove to, with a strong breeze blowing. The ship was now being pumped every hour. On 20th September the *Augustus* continued making all sails down the east coast in a fresh breeze. At noon the weather was fine and the

Carpenter was employed repairing a boat. Several finbacks were sighted. The breeze became light as the day progressed. The Schouten Island was on a bearing South West at a distance of 16 nautical miles.

21st September began with a light breeze and fair weather. By daylight the breeze was fresh. At noon Cape Pillar was on a bearing West South West at a distance of four nautical miles. The men were employed cleaning the ship in preparation for her return to port. The breeze became strong as the day progressed and the crew was employed working the ship up the river.

The final day of the eventful expedition started with a strong breeze which became light by daylight. At 6:30 p.m. the *Augustus* came to anchor in Hobart Town and was moored alongside the wharf. The weather was clear with a light breeze. Thus the whaling voyage was completed and despite the experiences with bad weather, striking an uncharted reef and perhaps not catching as many whales as would have been liked, no lives were lost and the log did not record any accidents to crew members (not that there mightn't have been some minor ones). William's Report of Arrival form indicated the ship returned with 160 barrels of Sperm and 18 barrels of Black oil, with a crew of 24.³

So ends this interpretation of the voyage.

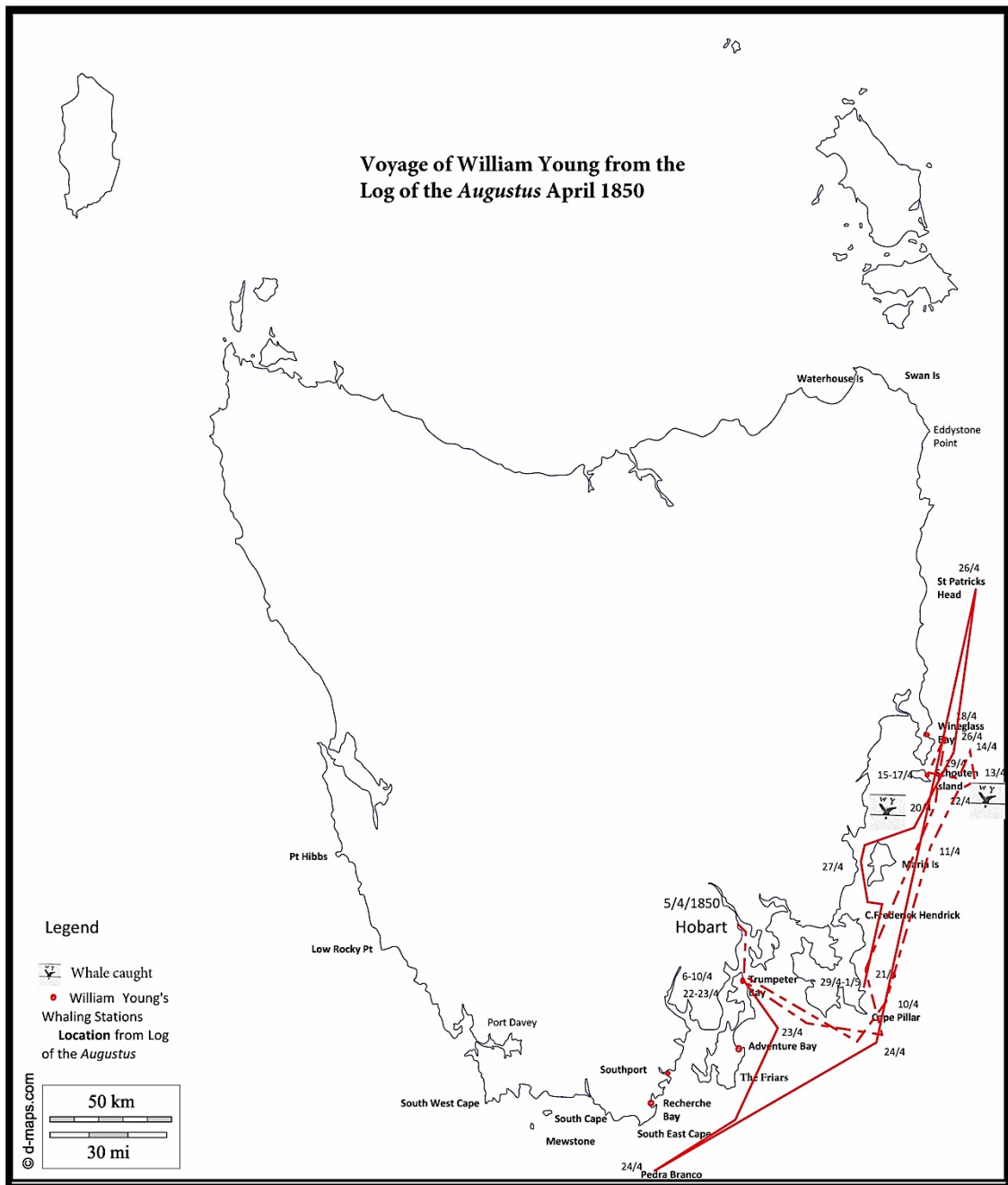


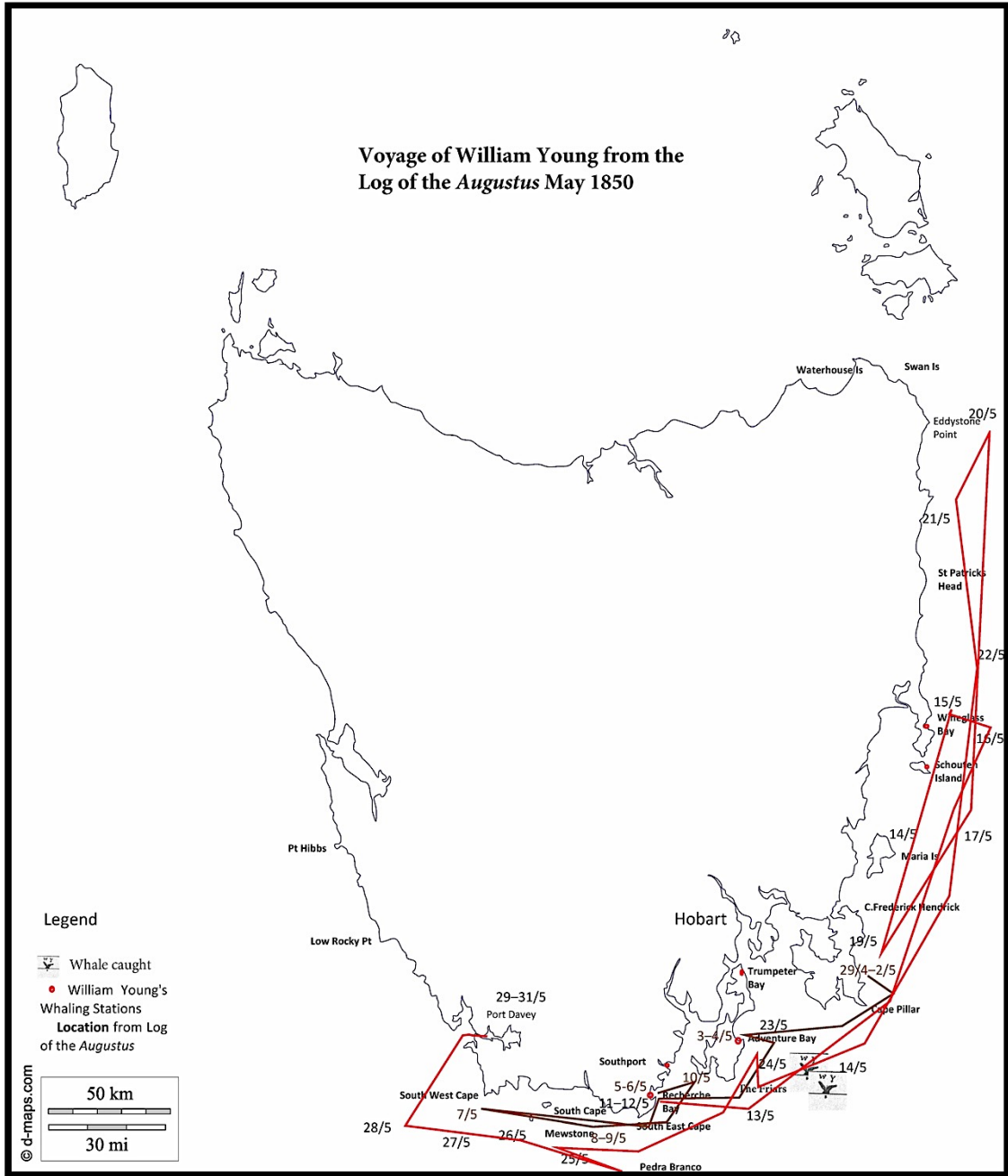
The passage between Cape Pillar and Tasman Island – a view well known to Capt. William Young

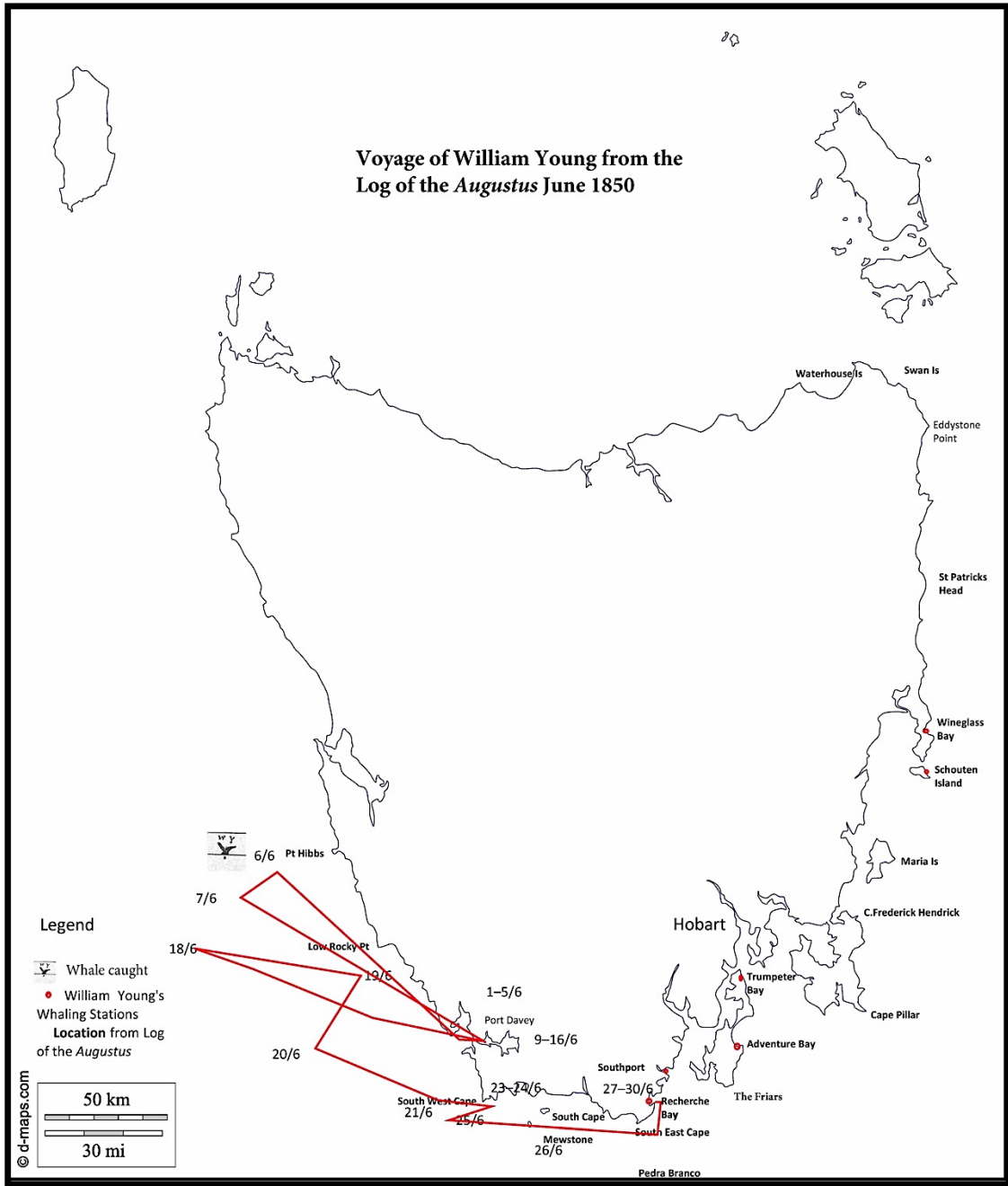
Painted by his Great-great-grandson David Lane

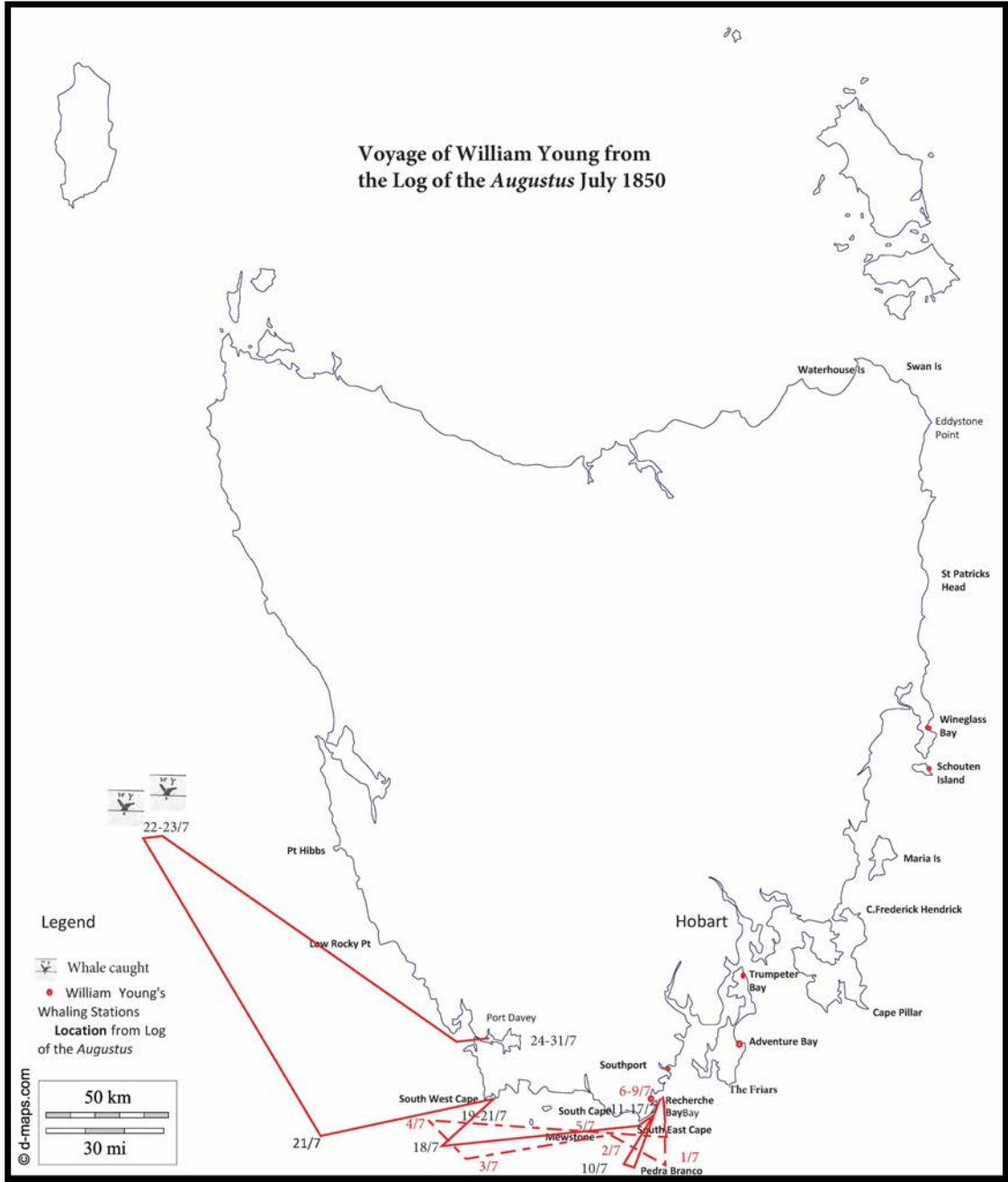
(Reproduced by kind permission of the artist, brother of the authors)

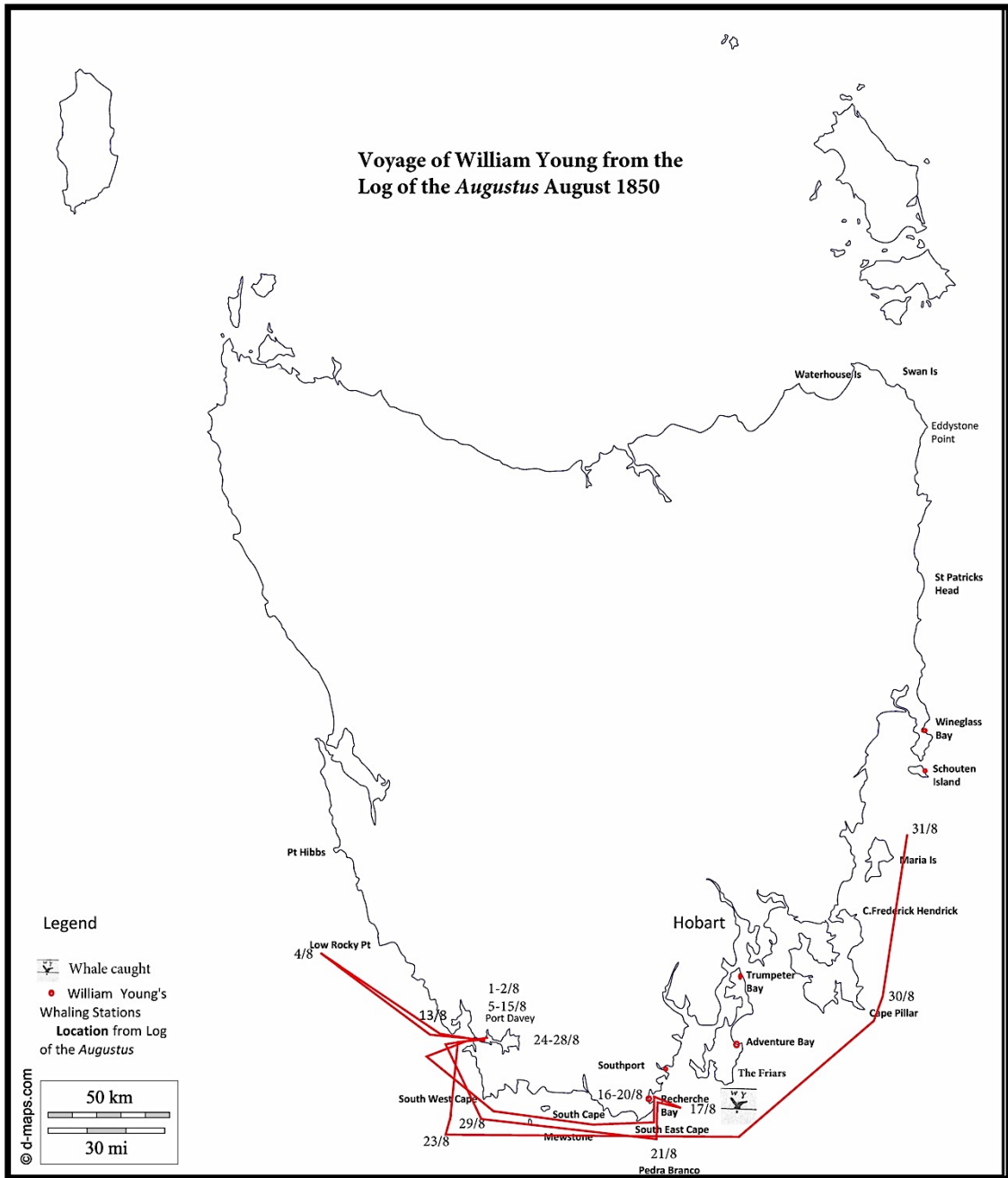
MONTHLY MAPS ILLUSTRATING THE VOYAGE OF THE 'AUGUSTUS'

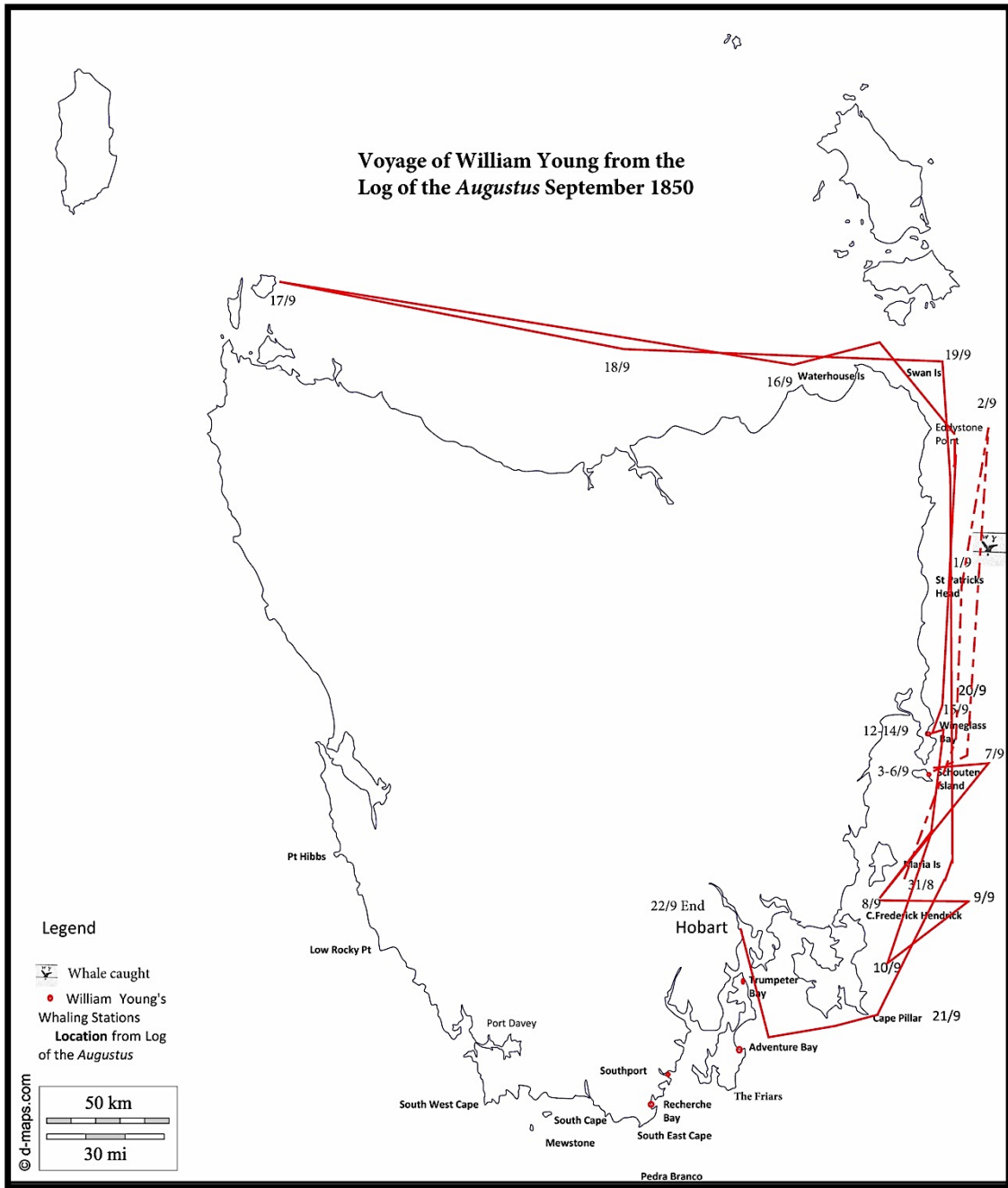














Cape Pillar, Tasman Peninsula – a view familiar to Capt. William Young

Painted by his Great-great grandson David Lane

(Reproduced by kind permission of the artist, brother of the authors)

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CHAPTER 3

Captain William Young

A List of Vessels Owned or Mastered by Him

EXPLANATORY NOTES

Every effort has been taken to produce as complete and accurate a list of vessels associated with our ancestor, Captain William Young (1802-1866), as possible. Any errors or omissions are therefore regrettable but unavoidable. This list is presented in good faith.

SOURCES CONSULTED

Register of Colonial Vessels of the Port of Hobart

Held on microfilm at the Tasmanian Archives & Heritage Office, Libraries Tasmania, Murray Street, Hobart.

Series CUS38/1

Reports of Ships' Arrivals with Lists of Passengers

Held on microfilm and available online, Tasmanian Archives & Heritage Office, Libraries Tasmania, Murray Street, Hobart

Series MB2/39

Australian National Shipwreck Database

www.environment.gov.au/heritage

then 'Select for shipwrecks'.

Contemporary Newspapers searched through TROVE, the National Library of Australia's digitized newspaper database

<https://trove.nla.gov.au>

Some annotations have been made to cover instances of possible confusion or unverified details.

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AN ALPHABETICAL LIST OF VESSELS OWNED OR MASTERED BY CAPTAIN WILLIAM YOUNG

TEXT IN RED - EXPLANATORY NOTES OR UNCONFIRMED DETAILS

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<p><i>Abeona</i></p> <p>(There was also a barque with this name)</p> <p>Reg. No. 8/1845</p>	<p>1832</p> <p>Cape Breton</p>	<p>April 1845 – 1848</p> <p>Lost. Cert. delivered up 28th Nov. 1848.</p>	<p>1845 Apr. W.Y. 16/64ths</p> <p>R. Griffiths 32/64ths</p> <p>L. Nathan 16/64ths</p> <p>1845 Sept. W.Y. 32/64ths</p> <p>L. Nathan 32/64ths</p> <p>1845 Nov. W.Y. 64/64ths</p> <p>1847 Dec. W.Y. 32/64ths</p> <p>Burns & White 32/64ths</p>	<p>Master April – Sept. 1845</p> <p>Master Dec. 1845 -Mar. 1846</p>	<p>2 masted Brigantine</p>	<p>96 & 2230/3500th tons</p> <p>62.0 x 18.9 x 11.3 feet</p> <p>Carvel-built with one Deck, standing bowsprit, square stern, no galleries, woman bust figurehead.</p>	<p>Whaling</p>	<p>1848 wrecked in New Harbour on coast of V.D.L.</p>
<p><i>Arachne</i></p> <p>Aust. Nat. Shipwreck Database ID 5204</p>	<p>1809</p> <p>Sandwich, U.K.</p>	<p>1848</p>	<p>Bought as wreck complete with cargo for £600. W.Y. 64/64ths</p>	<p>Master Jan.-June 1848</p> <p>Owner 1848 – confirmed after she was wrecked but could have been earlier.</p>	<p>Orig. an 18 gun brig sloop Cruiser Class</p> <p>Converted to clipper barque, then whaling Barque</p>	<p>African oak, copper fastened, carried between</p> <p>400-500 tons</p> <p>102.99 feet length</p> <p>28.54 length</p> <p>16.4 feet depth</p> <p>5.0 feet draft</p>	<p>Whaling</p>	<p>Certain articles saved from the wreck were auctioned in February 1849.</p>

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Augustus</i> Reg. No. 33/1846	1813 or 1814 Rebuilt 1838 Golaboree (opp. Calcutta)	Nov. 1846 – Mar. 1852 (Trans. by Deed Dec. 1851) (Bill of Sale Mar. 1852)	1846 Nov. – 1852 Mar. W.Y. 32/64ths Burns & White 32/64ths	Master Nov. 1846 – Oct. 1847 Master Apr. 1850 – Jan. 1851	3 masted Barque	Wooden 138 & 1651/3500 th tons 78.4 x 18.8 x 12.4 feet Standing bowsprit, square stern, carvel built, male bust Figurehead.	Whaling	Sold his share to Burns & White, Dec. 1851. Finalized March 1852.
<i>Bandicoot</i> Reg. No. 10/1838 Reg. No. 24/1839	1838 John Watson Hobart Town	Dec. 1839 – Nov. 1845	1839 Dec. W.Y. 32/64ths D. McPherson 32/64ths 1841 Dec. –Jan. 3 rd 1845 W.Y. 64/64ths 1845 Jan. 3 rd – 1845 Nov. W.Y. 32/64ths Nathan Moses & Co. 16/64ths J. Gardner 16/64ths	Master May-Sept. 1844	2 masted Schooner	Wooden 55 & 30/3500 th tons 51.00 x 14.6 x 9.7 feet Standing bowsprit, carvel built with a square stern, no figurehead.	Trading & Passengers Whaling	1845 Nov. sold remaining shares. Reg. indicates Wm. Young sold 64/64ths although it looks as though he only had 32/64ths??

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Camilla</i> Reg. No. 2/1838 Reg. No. 25/1839	1827 Yarmouth Nova Scotia	Jan. 1838 – Feb. 1845 Lost. Reg. delivered up 10 th Feb. 1845	1838 Jan.- 1839 Dec. W.Y. 32/64ths C. McLachlan 32/64ths 1839 Dec.-1840 Nov. W.Y. 64/64ths 1840 Nov.-1843 Feb. W.Y. 48/64ths D. McPherson 16/64ths 1843 Feb.- 1843 May W.Y. 32/64ths J. Gardner 16/64ths D. McPherson 16/64ths 1843 May – 1843 Nov. W.Y. 32/64ths J. Gardner 16/64ths A. Morrison 16/64ths 1843 Nov. – 1843 Dec. W.Y. 32/64ths J. Gardner 16/64ths D. McPherson 16/64ths 1843 Dec. – Register delivered up 1845 Feb. 10. W.Y. 32/64ths J. Gardner 16/64ths Nathan Moses & Co. 16/64ths	Master Mar.-Nov. 1838	2 masted Brigantine	Wooden 261 & 83/94 th tons 96.1 x 24.4 x 16.7 feet Standing bowsprit, squared stern, carvel built, no galleries, Woman bust figurehead.	Whaling Trading & Passengers	Wrecked at Streaky Bay, S.A. on a whaling voyage that commenced March 1844.

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Dragon</i> Reg. No. 2/1831	1786 Calcutta	Feb. 1831 – 1832	1831 Feb. – 1832 W.Y. 32/64ths B. Walford 32/64ths 1832 W.Y. 32/64ths C. McLachlan 32/64ths		2 masted Brig	134 & 22/94 th tons 68 x 21.10 x 12.9 feet Standing bowsprit, square stern, carvel built, Dragon figurehead.	Whaling	1832 burned by Maoris in N.Z .
<i>Elizabeth Rebecca</i> <i>(Frmly. known as</i> <i>'Tamar'.)</i> Reg. No. 19/1844	1828 (Sarah Is. Dockyard) Macquarie Harbour	Nov. 1844 – Dec. 1845	W.Y. 32/64ths J. Gardner 36/64ths Nathan Moses & Co. 16/64ths		2 masted Brig	99 & 1575/3500 th tons 67.4 x 19.2 x 10.7 feet Standing bowsprit, carvel built, square stern billet figurehead.	Whaling	1845 Apr. driven ashore & wrecked, Trial Bay, South Aust.
<i>Fortitude</i> Reg. No. 4/1840 <i>(Also a Schooner</i> <i>and a Cutter with</i> <i>same name,</i> <i>operating</i> <i>overlapping years.)</i>	1832 Monkwearmouth Shore County of Durham	Never Owned	–	Master Mar. 1842 – Jan. 1843	3 masted Barque	Wooden 253 & 34/94 th tons 89.1 x 22.10 x 16.7 feet One deck, square rigged, standing bowsprit, squared stern, carvel built, male bust figurehead.	Whaling	1855 Registry trans. to Port of London.
<i>Harriet (also</i> <i>recorded as</i> <i>Harriette) Hope</i> Reg. No. 40/1854	ca 1845 Sweden	Never Owned	– <i>Registration for 1854 does not</i> <i>mention Wm. Young as one of the</i> <i>Masters, unfortunately no later</i> <i>years recorded.</i>	Master June 1855 – Jan. 1856 <i>William Snr. or Jnr.?</i> <i>Not confirmed yet.</i>	2 masted Brig	250 & 22/100 tons 94 x 26 x 13.6 feet One deck, standing bowsprit, square stern, carvel built, female bust figurehead.	Whaling	–

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Harriet Nathan</i> Reg. No. 2/1845	1844 William Williamson Hobart Town	1845 – Nov. 1845	W.Y. 24/64ths J. Gardner 20/64ths Nathan Moses & Co. 20/64ths		3 masted Barque	Wooden 113 & 19/100 th tons 81.7 x 21.3 x 9.3 feet One deck, standing bowsprit, square stern, carvel built, no galleries, female bust figurehead.	Whaling	(Long after Part-Ownership, lost on voyage from New Zealand to Hobart 1867.)
<i>Highlander</i> (Also a Schooner of this name trading at same time.) Reg. No. 8/1837	1819 New Providence	Never Owned	–	Master Aug 1859 – Nov. 1860 Master Jan.-Feb. 1861	2 masted Brig	Wooden 219 & 82/94 th tons 81.6 x 21.2 x 5.8 feet	Whaling	
<i>Industry</i> (Not to be confused with J. Grono's Brig 'Industry', mastered by the Sydney-based Capt. Wm. Young.) Reg. No. 4/1829 Reg. No. 3/1836	1829 Mr Grey Hobart Town N.B. there was another 'Industry', a Schooner built Sarah Is. Dockyard, 1832.	1829 – Apr. 1840	1829 – 1832 or 1836? W.Y. 32/64ths B. Walford 32/64ths 1836 – 1840 April W.Y. 32/64ths C. McLachlan 32/64ths	Master Feb. 1836 -Mar.1837	1 masted Sloop	Wooden 38 & 40/94 th tons 41.5 x 15.7 x 6.10 feet One deck, running bowsprit, square stern, carvel built, no galleries, no figurehead.	Whaling	1840 April sold his 32/64ths.

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Isabella</i> Reg. No. 16/1852	1851 Port Esperance	Feb. 1852 – Mar. 1852	W.Y. 64/64ths	1852 Master (yet to confirm whether Wm. Snr. or Wm. Jnr.)	Cutter	Wooden 30 & 2534/3550 th tons. 44.6 x 13.2 x 6.8 feet Running bowsprit, square stern, carvel built, no galleries.	Trade	Sold Mar. 1852
<i>John</i> Reg. No. 11/1840	1833 Wm. Pender & Wm. Harvey Hobart Town	May 1840 – 1843?	W.Y. 64/64ths		1 masted Cutter	Wooden 34 & 31/94 th tons 41.9 x 14.9 x 6 feet Running bowsprit, carvel built, square stern, no figurehead.	Trade	Lost (date not recorded).
<i>Julia</i> Reg. No. 31/1848	1840 Manning River, NSW	Jul. 1848 – Mar. 1852	W.Y. 32/64ths Burns White & Co. 32/64ths		2 masted Brig	Wooden 110 & 968/3500 th tons 69.8 x 19.0 x 12.6 feet Standing bowsprit, carvel built, square stern, no galleries, scroll figurehead.	Whaling	1852 Mar. sold his 32/64ths.

NAME	YEAR	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Lady Emma</i> (There was also a brig of same name.) Reg. No. 4/1849 Reg. No. 49/1853	1848 Hobart Town Henry Degraives	Jan. 1849 – Jan. 1853 Jul. 1853 – Oct. 1854	1849 – 1851 W.Y. 32/64ths Burns, White & Co. 32/64ths 1851 Dec. Wm. Young mortgaged 32/64ths to Burns, White & Co. 1852 – 1853 Jan. W.Y. 32/64ths Burns, White & Co. 32/64ths 1853 Jul. 18 th - 1854 Jan. 2nd W.Y. Snr.) 48/64ths Wm. Young, Jnr. 16/64ths 1854 Jan.- 2 nd - 1854 Jul. 26th W.Y. Snr. 32/64ths Wm. Young, Jnr. 16/64ths R. Gardner 8/64ths J. McArthur 8/64ths 1854 Jul. 26 th - 1854 Oct. 28th W.Y. 32/64ths W. Mansfield 16/64ths R. Gardner 8/64ths J. McArthur 8/64ths	Master Jan.26 th 1849 – Jan. 12 th 1850 Master Dec. 21 st 1850 – Feb 3 rd 1853 Master Mar.19 th 1853 – June 22 nd 1853 Master Dec. 1 st 1853 – June 18 th 1854 Master Aug. 19 th -23 rd 1854 Trying to confirm if Wm. Snr was Master on both these occasions, or whether one was Wm. Jnr. Seem to be years Wm. Snr. was trading not whaling?? 1858 Mar. 25 – Sept. 20 Source: newspapers	3 masted Barque	Wooden 230 & 2305/3500 th tons 91.8 x 23.3 x 12.8 feet One deck standing bowsprit, carvel built, square sterned, no galleries scroll figurehead.	Whaling Trade/ Passengers	Wm. Young Owner in 1859. Following her last whaling expedition in 1864 <i>Lady Emma</i> was sold to E. Fisher and became an intercolonial trader. Source: Whalers Out of Van Diemen's Land. Compiled by H. O'May, p.62, p.69.
See next page								

NAME	YEAR	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Lady Emma continued</i>		Feb. 1855 – 1864? at least until 1859 1864 sold to E.Fisher.	1855 Jan.9th – 1855 Jan. 31st W.Y. 40/64ths W. Mansfield 16/64ths J. McArthur 8/64ths 1855 Feb.14th– 1855 June 6th W.Y. 32/64ths W. Mansfield 16/64ths J. McArthur 8/64ths P. Seal 8/64ths 1855 June 6 th - ?? W.Y. 32/64ths* W. Mansfield 16/64ths J. McArthur 8/64ths P. Seal 8/64ths *Wm. Young mortgaged 32/64ths to T. Chapman. Trans. to Transition Book 7. <i>Transition Book not located.</i>					
<i>Liberty</i> Included here only to show this vessel was not overlooked but do not believe it to be connected with our Wm. Young. Others have. A.N.S.D. ID 1079	1823 Kangaroo Point, VDL Thomas Florance	Never Owned Appears to have been owned by S. Levey and operated from Sydney	–	Wm. Young of Sydney, not Hobart Town was Master. A folder of evidence re this other Capt. Wm Young has been put together. See also 'Industry'.	Schooner	Wooden 42 tons 40 x 45.5 x 14 x7 feet	Trade/ Passengers Some Sealing	1830 wrecked on North Head, Sydney Harbour.

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<p><i>Madonna</i></p> <p>Reg. No. 32/1848</p> <p>A.N.S.D. ID: 7433</p>	<p>1847</p> <p>Huon River VDL</p> <p>John, Henry & George Barrett</p>	<p>Aug. 1848 – Dec. 1849</p> <p>Certificate delivered up with Letter from the Owner 4th January, 1850.</p>	<p>1847 Dec. – 1849 June W.Y. 64/64ths</p> <p>At time she was wrecked no record found of joint ownership until newspaper accounts of her wrecking and subsequent Insolvency Case of Thomas Patterson who claimed to be an uninsured half owner. See also Aust. Nat. Shipwreck Database – wreck purchased by T.Patterson, £17, unofficially a part-owner, but his share not having been paid, his name did not appear on the Register.</p>	<p>Master Aug. 1848 – Dec. 1849</p> <p>Possibly Jnr.?? Wm. Snr. Master of <i>Lady Emma</i> January 1849 – January 1850.</p>	<p>2 masted Schooner</p>	<p>Wooden</p> <p>31 & 2535/3500th tons</p> <p>56 x 14 x 5 feet</p> <p>Running bowsprit, carvel built, square stern, no figurehead.</p>	<p>Trade</p>	<p>Wrecked off Cartwright's Point, Hobt. June 1849.</p> <p>Newspaper accounts indicated joint ownership with "Mr. Pattinson" who was uninsured.</p>
<p><i>Nautilus</i></p> <p>Reg. No. 3/1856</p>	<p>1848</p> <p>Launceston, VDL</p> <p>Benjamin & Wm. Gray</p>	<p>1856 – Sept.? 1862</p> <p>Registered de novo No.3 of 1856.</p> <p>(Doc. not located so can't confirm name of owner.)</p>	<p>W.Y. 64/64ths??</p> <p>Can't confirm whether sole owner or in partnership as reg. papers not located.</p> <p>MB docs. indicate he was Owner in May 1862.</p> <p>T. Chapman Owner at least by November 1863.</p>	<p>Master</p> <p>1856 Mar. 1-Oct.3 MB2/39/1/20 Image 263</p> <p>1856 Oct. 27- 1857 Jan. 21 MB2/39/1 p.20 image 444</p> <p>1861 May 23 – 1862 May 27 MB2/39/1 p.28 image 97</p> <p>1862 Sept. – 1863 Nov.</p> <p>MB2/39/1/28 Image 100</p>	<p>Barque</p>	<p>190 tons</p>	<p>Whaling</p>	<p>1860 lost a boat & crew off the South-west Cape.</p> <p>1862 Sept. – owned by T. Chapman.</p>

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Offley</i>	1831 Middlesex, Eng.	Never Owned	– Majority of information derived from contemporary newspaper articles.	Master 1865 – 1866 Capt. Young's final voyage – Jan.-Sept. 1866	3 masted Barque	Wooden 376 tons 112.1 x 25.9 x 19.0 feet 1 deck	1865 – Coal from Newcastle 1866 – Whaling	(1880 wrecked in Recherche Bay.)
<i>Patriot</i> Reg. No. 33/1848	1826 New Brunswick	Aug. 1848 – Oct. 1849 Lost – Certificate delivered up 1 st Oct. 1849	1848 Aug.-1849 Aug. W.Y. 32/64ths Burns, White & Co. 32/64ths		Brig	189 & 30/94 th tons 1 & ¼ decks, square rigged, standing bowsprit, square stern, carvel built, no galleries, male bust figurehead.	Whaling	Wrecked on East Coast of N.Z.
<i>Pryde</i> Reg. No. 8/1850 Reg. No. 3/1851	1842 Quebec	Mar. 4 th 1850 – Jan. 24 th 1851	W.Y. 64/64ths	Master 1851 Jan. 27 th – 1851 Feb. 2 nd	2 masted Brig	Wooden 204.7 tons 87.4 x 20.8 x 13.7 Standing bowsprit, square stern, carvel built, no galleries, scroll figurehead.	Trade	Sold to Burns, White & Co. Jan. 1851

NAME	BUILT	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Shamrock</i> Reg. No. 11/1841	1832 (Sarah Is. Dockyard) Macquarie Harbour, VDL	Apr. 30 th 1841 – Nov. 15 th 1841	W.Y. 64/64ths		1 masted Cutter	Huon Pine 35 & 1469/3500 th tons 46.6 x 15 x 7.5 feet One deck, sloop rigged, running bowsprit, square stern, carvel built, no figurehead.	Trade	Sold to D. McPherson Nov. 1841
<i>Struggler</i> Reg. No. 40/1853	1848 Oyster Cove VDL John Leigh	Jul. 12 th 1853 – Aug. 12 th 1853	1853 Jul.-1853 Aug. W.Y. Snr. 32/64ths Wm. Young, Jnr. 32/64ths		1 masted Sloop	Wooden 26 & 2275/3500 th tons 40.4 x 13.5 x 6.4 feet Running bowsprit, carvel built, square stern, no figurehead.	Trade	Wm. Young Snr. & Wm. Young Jnr. sold her to Mezger and Bastian.
<i>Susan</i> Reg. No. 19/1846	1838 Pittwater, VDL Thomas Hill	June 1846 – Dec. 4 th 1847	W.Y. 64/64ths		1 masted Sloop	Wooden 24 & 2596/3500 th tons Running bowsprit, carvel built, square stern, no figurehead	Trade?	Sold to C. McShane Dec. 1847.

NAME	YEAR	PERIOD OWNED	SHARES HELD	MASTER	CRAFT TYPE	DESCRIPTION	USE	FATE
<i>Tasmanian Lass</i> Reg. No. 1/1831 Reg. No. 5/1840	1830 Hobart Town John Gray	1831 – Dec. 9 th 1839 Dec. 10 th 1839 – Mar. 1841 Lost. Reg. delivered up 4 Sept, 1845	1831-1831 December W.Y. 32/64ths B. Walford 32/64ths 1832 January – 1839 Dec. 9 th W.Y. 32/64ths C. McLachlan 32/64ths 1839 Dec. 10 th - 1841 March W.Y. 64/64ths		2 masted Schooner	Wooden 47 & 21/94 tons 47 x 15 x 9 feet Standing bowsprit, square stern, carvel built, no galleries, no figurehead.	Trade Whaling	Wrecked, Wine Glass Bay, VDL, 1841.
<i>Terror</i> Reg. No. 50/1848	1840 Cork, Ireland	Feb. 1856 – ?	1856 W.Y. 32/64ths? 1856 in partnership with T. McGrath – amt. of shares & period not known. Newspaper reports indicate McGrath owner at least in May 1856 & Jan. 1856.		3 masted Barque	Wooden 257 & 476/3500 th tons	Whaling	Wrecked Catham Islands. NZ, 1859
<i>Wallaby</i> <i>(Frmly. known as 'Fanny'.)</i> Reg. No. 11/1843	1838 Port Arthur, VDL	Mar. 1843 – Nov. 14 th 1851 Nov. 15 th 1851 – 1851 (wrecked).	1843 Mar. –1847 Feb. W.Y. 24/64ths A. Morrison 24/64ths R. Gardner 16/64ths 1847 Feb. – 1851 Nov. W.Y. 24/64ths A. Morrison 40/64ths 1851 Nov. – 1851 (wrecked) W.Y. Snr. 16/64ths A. Morrison 40/64ths Wm Young, Jr. 8/64ths	Master Mar. 1843 – Nov. 1843	3 masted Barque	Wooden 284 & 2623/3500 th tons 87.5 x 23.8 x 16.3 Standing bowsprit, two decks, carvel built, square stern, scroll figurehead.	Whaling	Wrecked at Fanning Island, North Pacific, late 1851.

**A CHRONOLOGICAL LIST OF VESSELS
OWNED OR MASTERED BY
CAPTAIN WILLIAM YOUNG**



YEARS	NAME	REMARKS
1829-1840 Apr.	<i>Industry</i>	Not to be confused with 'Industry' from Sydney, nor Sarah Island.
1831-1845 Mar.	<i>Tasmanian Lass</i>	Launched 1830. Registered 1831. Lost 1841. Reg. delivered up 1845.
1831 Feb.-1832	<i>Dragon</i>	
1838-1845	<i>Camilla</i>	Lost. Register delivered up 10 February 1845.
1839 Dec.-1845 Nov.	<i>Bandicoot</i>	
1840-1843?	<i>John</i>	
1841 Apr. - Nov.	<i>Shamrock</i>	
1842 Mar. - 1843 Jan.	<i>Fortitude</i>	Not to be confused with Cutter and 236 ton Barque of same name.
1843 Mar. - 1851	<i>Wallaby</i>	Formerly Govt. built 'Fanny'.
1844 Nov. - 1845 Dec.	<i>Elizabeth Rebecca</i>	Formerly Govt. built 'Tamar'.
1845 - 1845 Nov.	<i>Harriet Nathan</i>	Launched 1844. Registered 1845.
1845 Apr. - 1848	<i>Abeona</i>	Not to be confused with Barque of same name.
1846 June – 1847 Dec.	<i>Susan</i>	
1846 Nov. – 1851 Dec.	<i>Augustus</i>	
1847 - 1848	<i>Arachne</i>	
1848 Jul. - 1852 Mar.	<i>Julie</i>	
1848 Aug. - 1849 Aug.	<i>Patriot</i>	
1848 Aug. – 1849 Dec.	<i>Madonna</i>	
1849 - 1864	<i>Lady Emma</i>	Not to be confused with the Brig 'Lady Emma'.
1850 Mar. - 1851 Jan.	<i>Pryde</i>	
1852 Feb. - 1852 Mar.	<i>Isabella</i>	
1853 Jul. - 1853 Aug.	<i>Struggler</i>	
1855 June – 1856 Jan.	<i>Harriet Hope</i>	Name also recorded as 'Harriette Hope'.
1856 - 1862 Nov.	<i>Nautilus</i>	
1856 Feb. - 1859 Feb.	<i>Terror</i>	Not the vessel that accompanied 'Erebus' to the Arctic Circle in 1841.
1859 - 1861	<i>Highlander</i>	Not to be confused with Schooner of same name.
1865 - 1866	<i>Offley</i>	

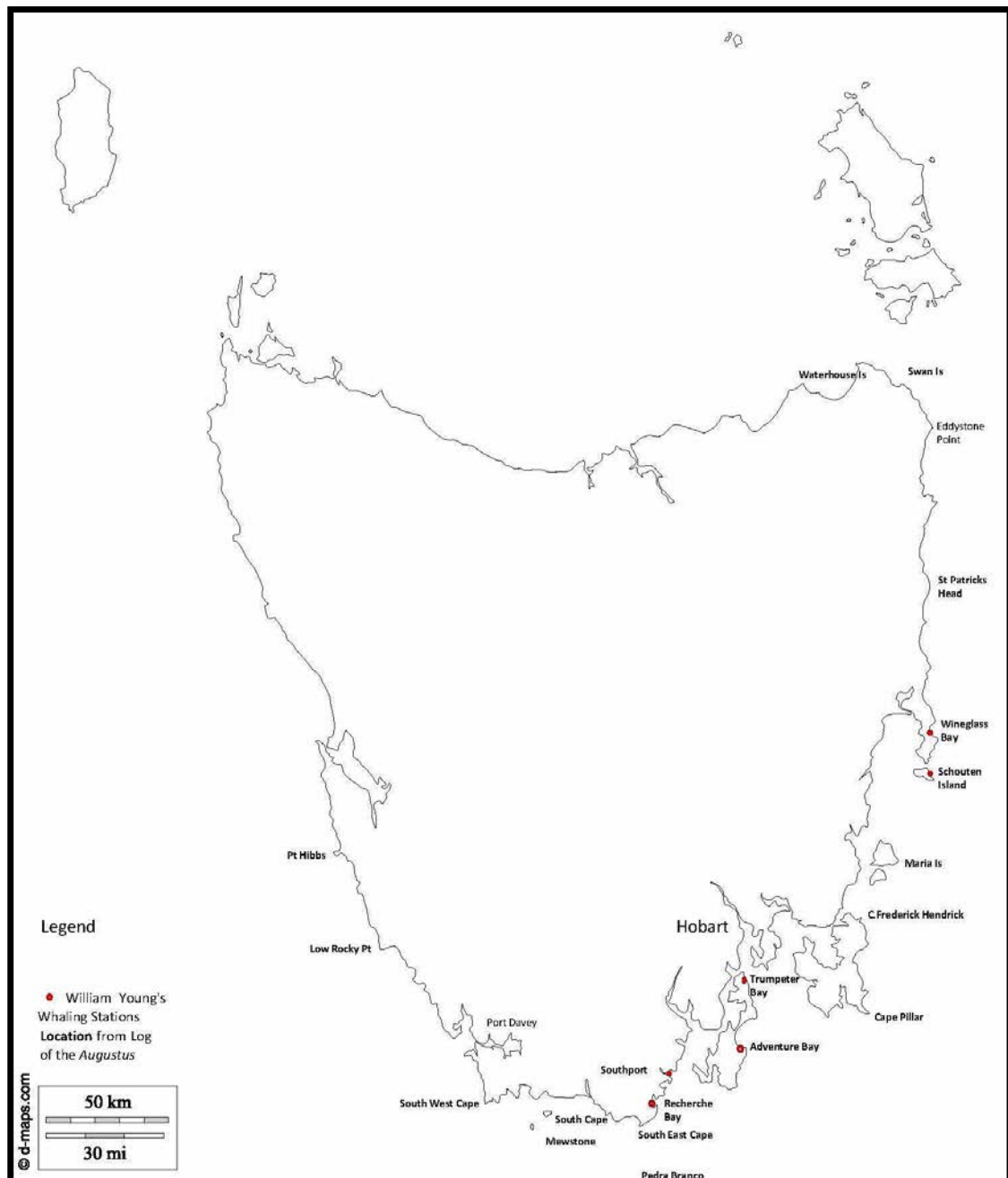
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CHAPTER 4

Bay Whaling Stations of Captain William Young & Partners

BAY WHALING STATIONS, VAN DIEMEN'S LAND

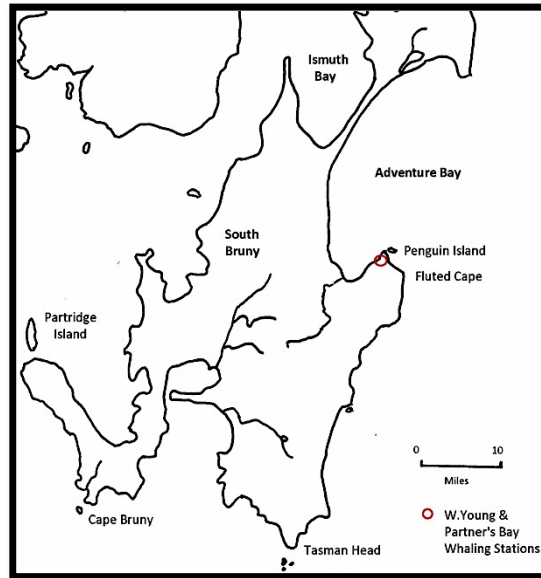
The list of these bay whaling stations operated by Captain William Young (1802-1866) and partners, has been compiled by as authoritative resources as possible. Any errors or omissions are therefore regrettable but unavoidable.



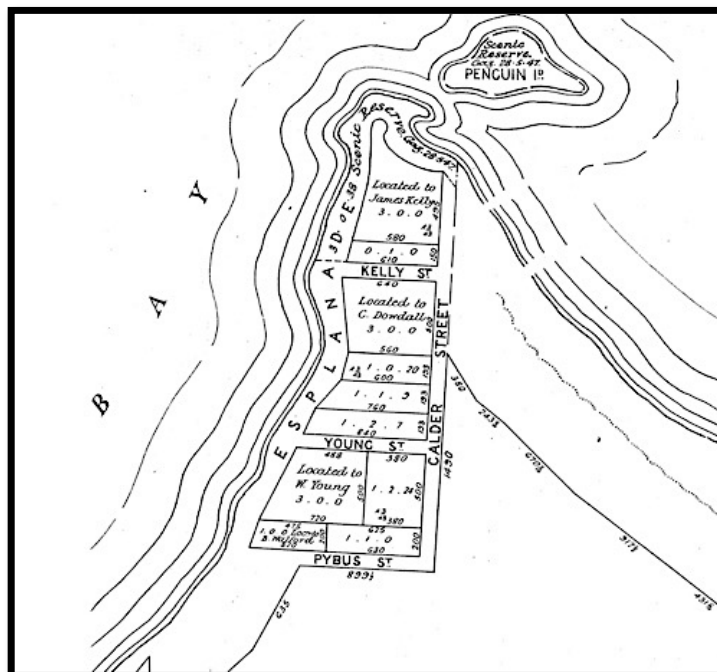
LOCATIONS of CAPT. YOUNG & PARTNERS V.D.L. BAY WHALING STATIONS

Adventure Bay, Bruny Island

In December 1829 William applied for a three acre allotment at Cookville (Adventure Bay) where he wished to establish buildings necessary to conduct a bay whaling station.^{1,63} The site was located approximately 500 metres south-west of Grass Point at the southern end of the bay.² Bernard Walford, Licensee of the 'Turk's Head Inn' and William's whaling partner, purchased an adjacent one acre residential allotment where he planned to build a family home.^{1,64}



Location map of Adventure Bay station



Location of Adventure Bay station & Walford's residential block.

(Cookville Town Map, Tasmanian Archives and Heritage Office)

In February 1831 William confirmed he had erected a tryworks house on the allotment and was about to commence a dwelling house.³

233

Colonial Secretary's Office

232

Stobart Town

21th February 1831

Sir

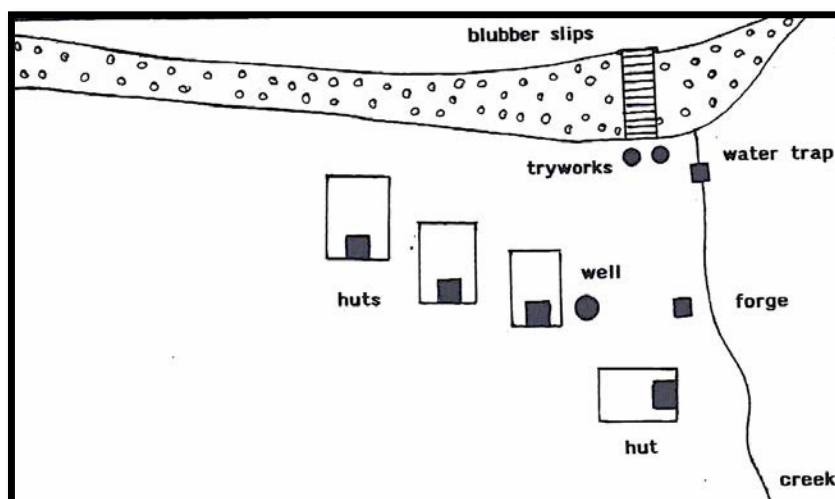
In reply to your letter of the 18th I beg leave to inform you that I have erected on my allotment at Burnetts Island a Try Work House and I am now going to commence Building a Dwelling House thereon with the least possible delay.

I have the honor to be
Sir
your Obedt. Servant
William Young
Your most obedient servant
W. Young

George Frankland Esq
Surveyor General
H. H. H.
Surveyor General

The 1829 season was a most successful one for the partners, with 41 whales taken by August, though tragically with the loss of one seaman when a boat was stove in by a whale.⁴ These whales may have been sourced from both the stations William and Bernard operated, namely Adventure and Trumpeter Bays, both on Bruny Island.

The diagram below shows a reconstruction of the Adventure Bay station, based on archaeological and historic research undertaken in 1995 for the Tasmanian Parks and Wildlife Service.¹



Unscaled reconstruction of Young & Walford's Adventure Bay station
by P. Kostoglou

(Reproduced with permission of The Tasmanian Parks and Wildlife Service)

1830 and 1831 produced good results for the partners, who had also launched the *Tasmanian Lass* and bought the *Dragon*.⁵⁻⁸ However, in November 1831 the partnership was dissolved and in 1832 William entered into a new one with Charles McLachlan, a former shipping agent for the Australia Company and a well known mercantile figure in Hobart Town.^{9,1} No less than 16½ whales were caught between their two Bruny Island stations by August 1832.¹⁰

In 1833 the partners were operating six boats and 60 men overall, with a resulting 505 tuns of oil, of which 260 tuns came from their Adventure Bay station.¹¹⁻¹²

1834 and 1835 continued to be successful whaling years, but figures for the three separate stations are not known.¹³⁻¹⁴ The result for 1837 was 57 whales taken from the two Bruny Island stations, and in 1838, 26½ whales were caught in Adventure Bay.¹⁵⁻¹⁶ Six boats belonging to the partners accounted for eight whales in Adventure Bay in 1840.¹⁷

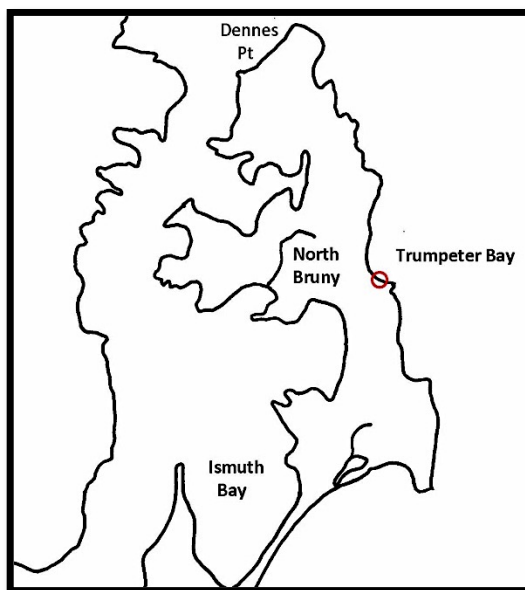
William was whaling in Portland in 1847, but a 'Young' took four whales in Adventure Bay, which could have been either William's son, also named William, or William Snr. as he returned to Hobart from his whaling expedition.¹⁸ William visited the Bay in the *Augustus* in 1850.¹⁹

Although William's whaling activities out of Adventure Bay reduced, he still utilized it as an anchorage with the *Lady Emma* in 1858, and the *Nautilus* in 1862.²⁰⁻²¹ Assessment Rolls show that William and then later his widow's estate still retained three acres at Adventure Bay through to at least 1883.²²⁻²⁴

Trumpeter Bay, Bruny Island

In 1829 the partners, William Young and Bernard Walford, were each granted 1,280 and 1,200 acres respectively, in recognition of their contribution to the Colony's whaling industry.²⁵⁻²⁸ Their grants were both taken up at Trumpeter Bay.

William's grant was located immediately north of a 200 acre land parcel owned by Mr. William Davis, on the north-eastern coast of Bruny Island, approximately seven kilometres south of Bull Bay.¹⁻² The partners established their station on the foreshore of Mr. Davis' property in the south western corner of the bay (now part of 'Murrayfield') and it was run in conjunction with William's farm.¹⁻²



Location map of Trumpeter Bay station & William's farm.

Eye witness accounts of William's farm, 'Sunnyside', and the station were recorded by Richard Copping and James Robinson.²⁹⁻³⁰ George Robinson visited the Bruny Island stations, including both the partners' Trumpeter and Adventure Bay sites in 1829, in his capacity as Protector of Aborigines.¹⁻²

'Sunnyside' remained in the family for many years, even after William's death. His widow Rebecca Elizabeth Young was recorded on Assessment Rolls (as Elizabeth R. Young) in the 1870s, as 'Proprietor' and she continued to live there.²³

Following Rebecca's death their son Thomas Charles Young purchased the house and half the property (which had increased substantially from the original land grant), and the remaining 1,260 acres were purchased by James Davis.⁶⁵

In August 1884, Thomas conveyed his interest in the property to members of the Denne family, thus ending the Young's ownership of 'Sunnyside'.⁶⁶

William and Bernard's partnership dissolved at the end of 1831 and a new one was created with Charles McLachlan.⁹

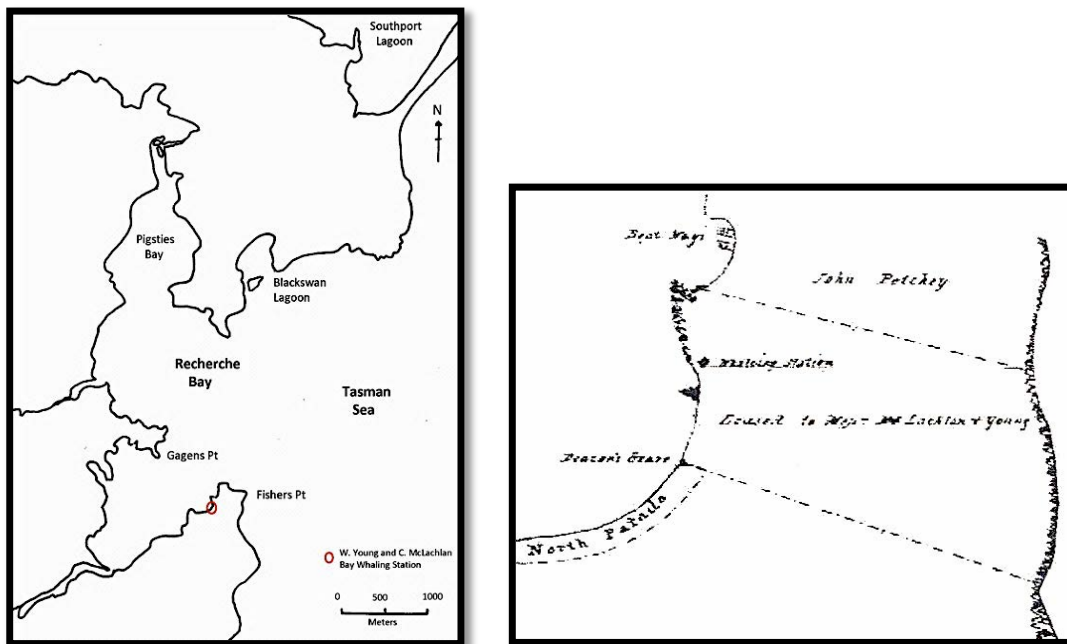
The whaling seasons for 1832-1835 were good ones for the partners, but separate figures for the Trumpeter Bay station are not known.¹⁰ It was likewise in 1837 when 57 whales were recorded taken from the two stations.¹⁵

The station operated until the economic and whaling depression of 1841, which meant it "operated for 12 years, making it one of the longest running stations in the state."¹

In 1843 William arrived at Trumpeter Bay on the *Wallaby* and within a week had killed two 10 tun whales.³¹ He visited again several times in 1850 with the *Augustus*, 1858 with the *Lady Emma* and twice in 1862 with the *Nautilus*.^{19,32-33}

Recherche Bay

In 1832 William and his new partner Charles McLachlan established a station at Planters Beach, on the south-eastern side of Recherche Bay.¹



Location map of McLachlan & Young's Planters Beach, Recherche Bay station. & Government Survey Plan.

(Government Survey Plan TAHO : LSD1/1/88)

The 1833 season was most successful for the partners who had concentrated their whaling in the areas of Recherche and Adventure Bays, with 245 tuns coming from Recherche.¹¹ Such was the contribution of all the stations operating at Recherche that year, that the cumulative total of 731 tuns was over 40% of the Colony's total oil production.²

In 1835 the partners applied for a renewal of their lease at Planters Beach and it was duly approved as seen by the following letter from the Surveyor-General.³⁴

Recherche.
M. Lachlan & Young

Survey Office

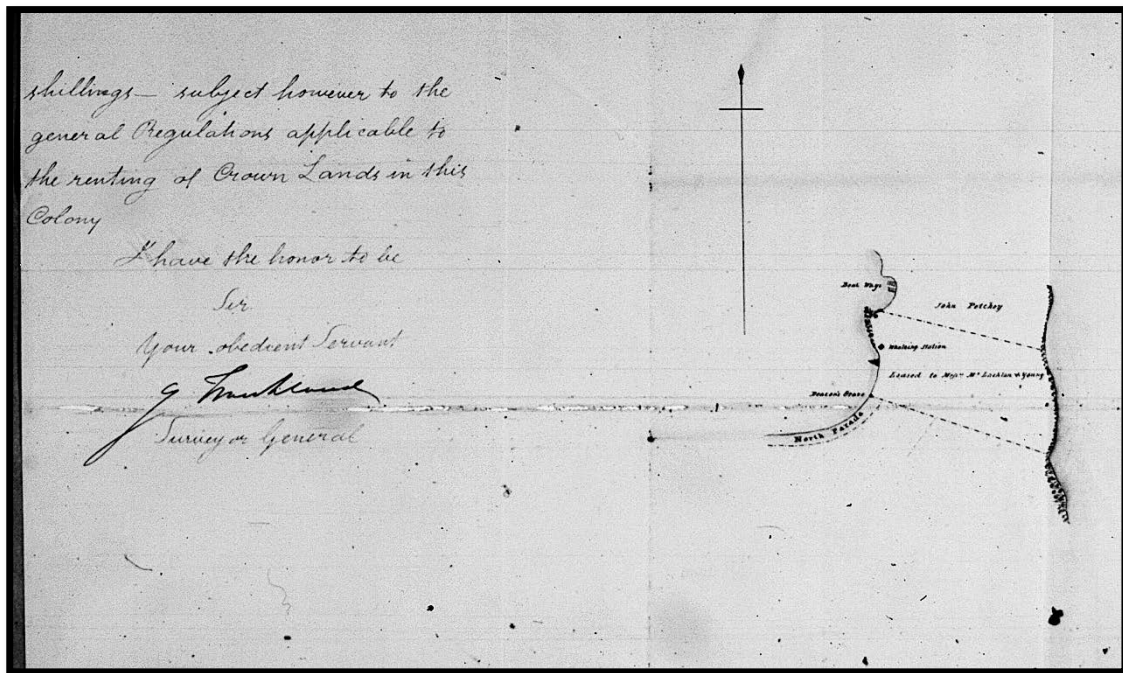
24th July 1835
sd

Sir

Having laid before the Lieutenant
Governor your application to be permitted
to rent of the Crown for the purpose of
the Whale Fishery certain ground at
Recherche Bay, I am directed to acquaint
you that you are hereby Authorized to
occupy the allotment described by the
annexed diagram for the term of three
years from this date, on your paying
to the Crown, a yearly rent of five

shillings

M. J. M. Lachlan
and
Young.



(continuation of letter)

(TAHO : LSD1/1/88)

By 1836 there were a relatively large number of stations operating out of Recherche but whales were still numerous, with the partners taking 33 there that season.³⁵ They had taken a total of 80 whales between Recherche and Storm Bays during the 1837 season.³⁶

1838 did not prove to be as productive with the partners operating five boats out of their Recherche Bay and Southport stations with a total of 48 whales taken.³⁷ McLachlan may have renewed the lease for another three years.¹

William was in Recherche with the *Bandicoot* in 1844 but no figures were recorded to show whether she was whaling there or not.³⁸ He also anchored the *Abeona* there during a gale, while returning to port from whaling at Portland, Victoria.³⁹

William continued to use Recherche Bay at least as an anchorage until his final voyage in 1866. He was there with the *Lady Emma* in 1849, the *Augustus* several times in 1850, the *Highlander* in 1860 when he was trying out a whale, the *Nautilus* twice in 1861, and again twice in 1863, and finally he made three visits there on the *Offley* in 1866.^{19,40-47}

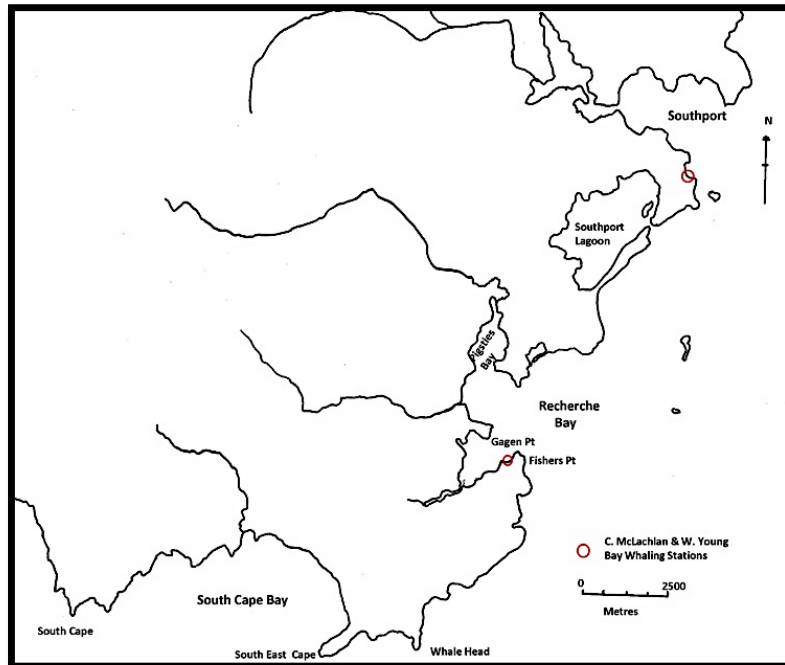
Southport

Charles McLachlan had been operating from a site at Southport from 1832.² From 1836 William was a partner in the station located at the second bay north of Southport Bluff.²

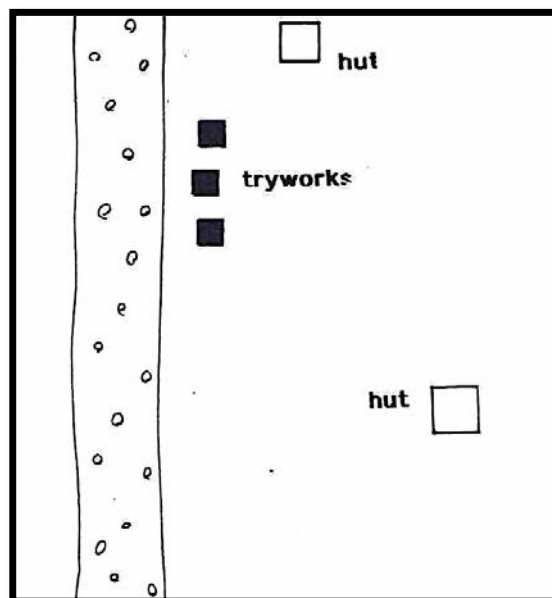
In 1838 there was a boundary dispute with Dr. Alexander Imlay, who had erected boatways within the partners' boundary.¹⁻² Subsequent surveys were made on behalf of both McLachlan and Imlay, with Charles writing to the Colonial Secretary regarding the dispute. The Government Surveyor was sent to undertake a further survey, the result of which supported the McLachlan's claim, but Imlay did not

accept the result and the matter went before the Lt. Governor. The final outcome was found in Charles McLachlan's favour and Dr. Imlay was instructed to relocate his slips.¹

The station operated until about 1844, when George Watson applied for the lease but was rejected on the grounds he already had a station in the area.¹



Location map of Southport station



Unscaled reconstruction of McLachlan & Young's Southport station
by P. Kostoglou

(Reproduced with permission of the Tasmanian Parks & Wildlife Service)

Schouten Island

William, his partner Charles McLachlan and Thomas Brown operated a lease on Schouten Island from 1837, most likely located at Crocketts Bay, although no evidence of it remains to confirm that location.¹⁻²

No 4

Return of two Applications to Lease certain Whaling Stations upon the Terms and Conditions approved of and communicated to The Surveyor General by The Colonial Secretary's Letter of the 28th April 1835.

<i>Name of Applicants</i>	<i>Date of Application</i>	<i>Situation applied for</i>	<i>Parish or County</i>	<i>Stations already leased to the said parties</i>	<i>Surveyor General's Remarks</i>	<i>Lieutenant Governor's approval or otherwise</i>
<i>Alexander Ingham</i>	<i>1837 15th January</i>	<i>"Brune Island" (Crosby Bay) at a point on the East side of the Bay</i>		<i>"Recherche Bay" is the northward of the Station occupied by Messrs Gillebrand and Mortimer & Crossed Bay</i> <i>Adjoining the Grant of One hundred Acres to Simon Hadley &</i>	<i>I perceive no objection</i>	<i>The Lieutenant Governor approves</i> <i>James Smith</i>
<i>Charles McLachlan and William Young</i>	<i>1837 16th January</i>	<i>"Schouten's Island" A small Bay with a fresh water Creek on the North side of the Island adjoining that rented by Messrs Alexander & Co</i>		<i>"Recherche Bay" The Whaling Station recently occupied by Mr. Young South West of that recently occupied by Mr. Botts and comprising 25 Acres of the Crown Reserve South Port</i> <i>3 Acres - The Whaling Station at present in their occupation situated about N. W. of South Port Island &</i>	<i>I perceive no objection</i>	<i>The Lieutenant Governor approves</i> <i>James Smith</i>

*Survey Office
January 1837*

*G. F. L. L. L.
14 February 1837*

Details of lease at Schouten Island, also showing record of the Recherche Bay & Southport leases

(TAHO : LSD1/1/88)

It is believed the station operated until the economic and whaling depression of 1841.¹ William did anchor there on his 1850 voyage on the *Augustus*.¹⁹

Schouten Island
McLachlan
Young

Survey Office
14th February 1837

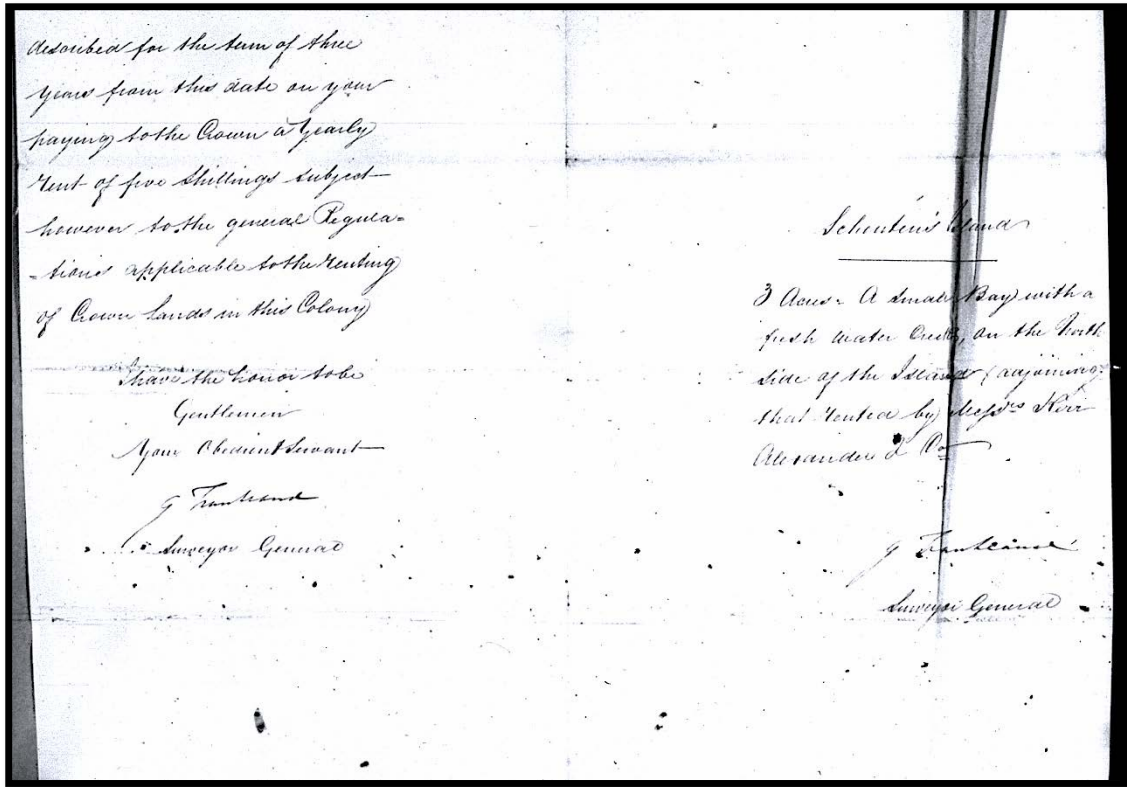
Gentlemen

Having laid before the
Lieutenant Governor your Appli-
cation to be permitted to tent of
the Crown for the purpose of the
Whale Fishery certain ground
at Schouten Island. I am
directed to acquaint you that
you are hereby authorized to
occupy the allotment herein
described.

Messrs Chas. McLachlan }
and }
Wm Young }
}

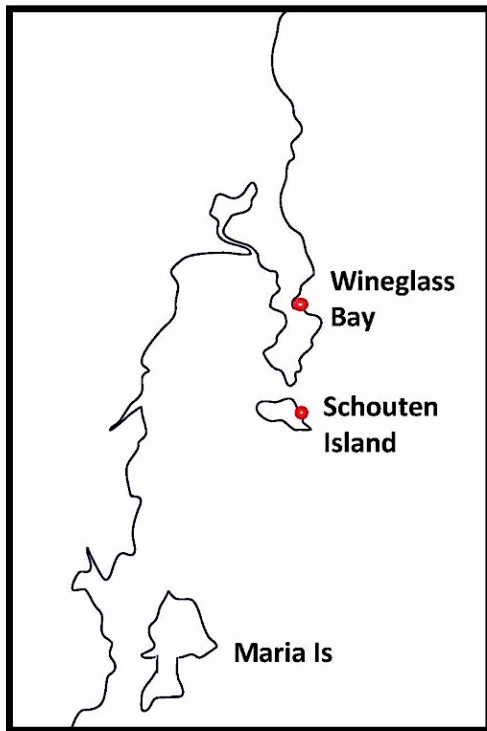
Approval of lease application

(TAHO : LSD1/1/88)



continuation of letter

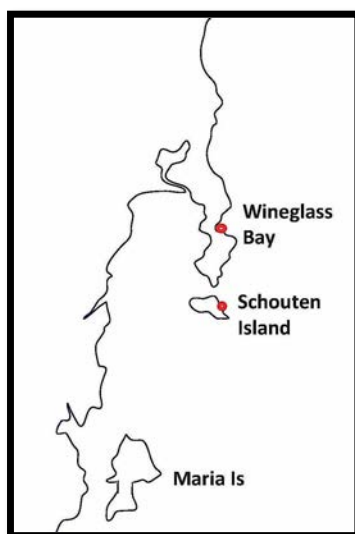
(TAHO : LSD1/1/88)



Location of Schouten Island station

Wineglass Bay

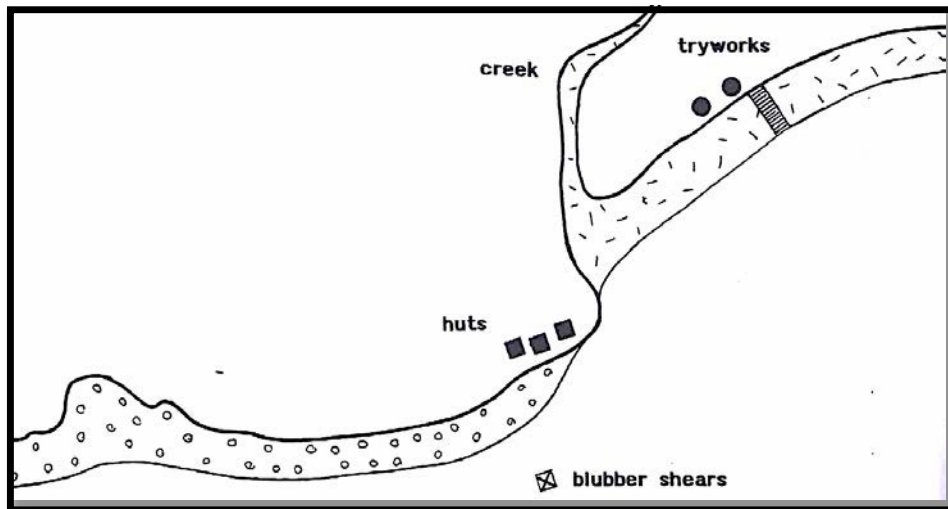
James Robinson was on the *Tasmanian Lass* in September 1839 when she sailed to Wineglass Bay, “a place behind the Schouten Islands, where so far there had been no whaling done”.³⁰ Men were to set up William’s station there, in preparation for whaling. The station was to be erected at the southern most corner of the Bay, adjoining a freshwater creek.¹ The ship had been loaded with the try pots for the station, bark for the men’s huts and other sundries. Robinson described the try pots being hoisted off the boat and the fact that he was sent in one, to scull it the short distance to shore – “I never had such a boat to scull before”. He had a moment’s anxiety when he saw a large whale close to him, but fortunately “the whale was quite as much scared at that try pot as I was, so I passed on.” Soon the frames were built for the huts and before long “all was in whale fishing readiness”.³⁰



Location of Wineglass Bay station

Robinson also recalled “We had not long got started whaling when several whalers came and anchored here; notably the large brig *Camilla*, Captain James Gardner (who was the Registered Master of this vessel which was owned equally by Young & McLachlan); the brig *Highlander*, Captain Lucas (actually Lovett), and some other vessels.”^{30,48-49} Despite occasional disputes over ownership of the whales caught and the loss of a good many one night when a gale hit, at the end of the season Robinson recounted “In all at the close of this season we had 376 tuns of oil. I remember Mr. Young got this season 23 whales to his own boat.”³⁰ Thus Wineglass Bay must have been a hive of activity at times during the 1839 season.

A second lease application was made by Thomas Johnston, a well known Cooper in Hobart Town, and his partner Robert Gardiner, a Master Mariner, in 1839.^{50-51,1} Their application was approved on the proviso they made an annual payment of £36.10s to employ two constables and their rations, near their station.¹ It is thought that this second station would have been adjacent to William’s, and it may even be the case that the two sites were so close any demarcation is indistinguishable from what remains have been found.¹ It is not the intention of this narrative to delve deeply into the activities of William’s contemporaries, but this second station has been mentioned in acknowledgement that the two stations may have been located very closely to each other.



Unscaled reconstruction of Young's Wineglass Bay station
by P. Kostoglou

(Reproduced with permission of the Tasmanian Parks & Wildlife Service)

It is not clear how productive the area was during 1839-1841 in particular. There was the initial activity in 1839 with Robinson's report for the *Tasmanian Lass* taking 370 tuns for the season and both the *Highlander* and *Camilla* returning to port from Wineglass Bay with oil and bone.^{30,48-49} Johnston & Gardiner were reported to have taken 15 whales that season, but no location was given. In the same report the only other enterprise to have a result listed was that of McLachlan & Young, who had taken 22 whales by 1st August, again with no location given, but it may be reasonable to assume both parties were whaling at Wineglass Bay.⁵²

Then in 1840 the only report of where Young was whaling in local waters indicated it was Adventure Bay. March 1841 saw the *Tasmanian Lass* wrecked at Wineglass Bay.⁵³⁻⁵⁴ No further reports for anyone have been found which indicate oil or bone coming from Wineglass Bay in the 1840s. Charles and William's long and successful partnership appears to have ended in December 1840 and neither renewed the Wineglass Bay lease when it expired in 1841.¹ William had successfully applied for a new lease about two miles north of Wineglass that same year (probably Sleepy Bay), but he didn't establish a station there.¹ This same year Thomas Johnston & Robert Gardiner's partnership was dissolved, with John Johnston signing as Witness.⁵⁵ Askin Morrison took up their lease but there does not appear to be any record of his whaling endeavours there, if he did in fact undertake any.¹⁻²



View of the beach at Wineglass Bay where William's station was located & also the point where the huts were, as shown in the above diagram. (Personal Collection)



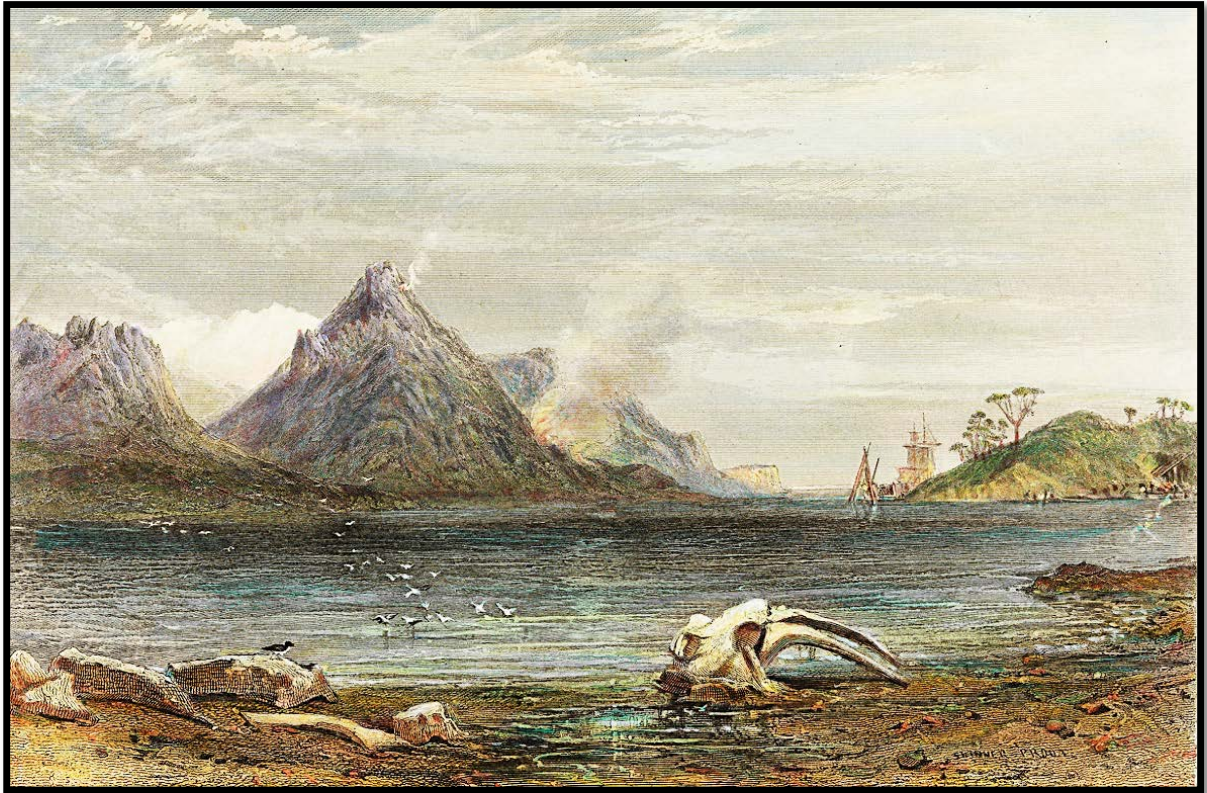
View from the bay of the point where the huts were located. A set of tryworks that may have been William's appear in a painting by S. Proust, in the water just off this point. (Personal Collection)



This view along the beach shows the creek crossing it and the point on which the huts were located.

(Personal Collection)

The picture below is a view of Wineglass Bay and shows a set of blubber shears to the left hand side of William's tryworks. Men can be seen on the land between the point and the tryworks and an unidentified ship is in the background behind the shears.



Old Whaling Station, Wineglass Bay

S. Prout (Artist, 1846); E. Brandard (Engraver)

(W.L. Crowther Library, Tasmanian Archives and Heritage Office)

William also held leases on a number of locations where he did not erect stations, which was not an uncommon practice at the time. These leases were at Sleepy Bay on the Freycinet Peninsula, Waub's Boat Harbour near Bicheno, and Eddystone Point.¹

BAY WHALING STATION, SOUTH AUSTRALIA

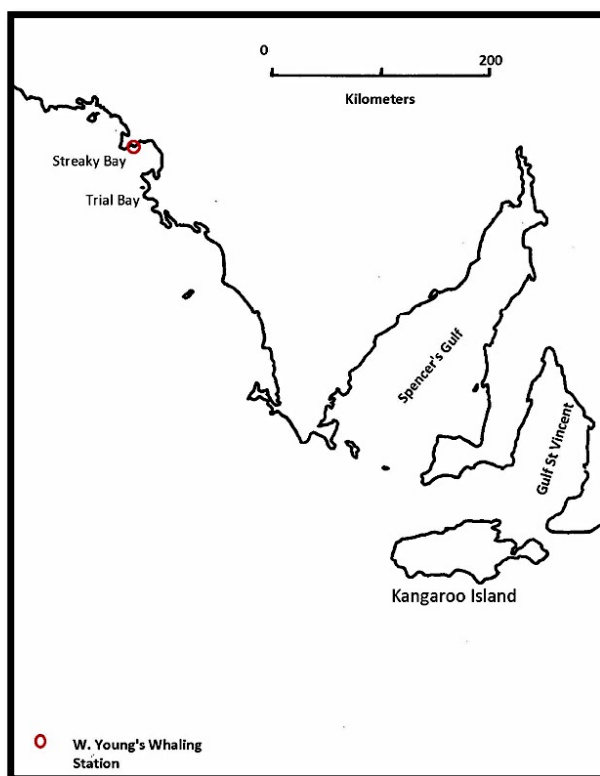
Streaky Bay, Eyre Peninsula

It is recorded that William financed a station at Streaky Bay from 1843-1845.⁵⁶ The earliest visit to the Bay, associated with William, appears to have been in 1843 when the *Camilla* in which he was a shareholder with her Master, Captain James Gardner and Askin Morrison, was bound for Streaky Bay, after whaling off Western Australia.⁵⁷⁻⁶⁰ The *Camilla* made another trip to Streaky Bay returning to Hobart on 19th March, 1844 with whale oil and bone.⁵⁷⁻⁵⁸ She immediately set sail again for Streaky Bay under Captain Gardner, who also had his wife on board, arriving there in April. On 28th April the crew were employed in retrieving the tryputs and some staves from the station's previous season there, and pulling down the huts. Later that day the *Camilla* was driven ashore and became a total wreck, although fortunately there was no loss of life and even some of the cargo was saved.⁵⁷

In 1846, Captain James Robinson was Master of the *Abeona*, of which William was a part owner, with instructions from him to sail to Streaky Bay and land two boat crews there, under the charge of Mr. Hungerford Luttrell (who had his wife and daughter with him) and then to go anywhere along the coast where he could find whales.^{30,58,61} At the end of the season Robinson was to return to Streaky Bay and collect all the oil he could along with most of the hands, but leave two whaleboats, two men and the Cooper at the station in charge of any oil he could not transport. Robinson returned to Hobart as instructed and a boat was despatched to collect the three remaining men and oil. Tragically that boat found all the men missing, almost no oil, no boats and signs of destruction. Later a sailing boat found the whaleboats on Franklin's Island. The men had been killed and the Cooper had disappeared.³⁰

In late May or early June 1848, when William was Master of the *Arachne*, she was driven ashore and wrecked while at anchor in Trial Bay (now known as Sceale Bay), near Streaky Bay. There were 80 barrels of oil onboard, but fortunately no crew were lost.⁶²⁻⁶³

Archaeological investigations indicate William's station was at Point Collison in the North western extremity of Streaky Bay.⁵⁷



Location of the Point Collison, Streaky Bay station

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CHAPTER 4

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CHAPTER 5

Brief Notes on Regattas & Boat Races

Many, many contemporary newspaper articles were read while researching William's whaling activities and some gave an insight into the recreational, social and competitive side of boating activities which those connected with the whaling industry enjoyed outside the whaling season.

Although mention is made here of various Regattas, this is not a history of that interesting subject, and for the most part only focuses on the specific races and years that William was connected with them.

Various boat races had taken place between local and visiting vessels over the years and the first mention of William's involvement was when a gig from the H.M.S. *Zebra* had been challenged to race the Port Officer's boat on the Derwent in November 1829. Such was the interest in this display of rowing prowess that one newspaper, published the day before the event, was expounding that "I'll bet you a noggin the Tasmanian lads beat the boys of the *Zebra*, tomorrow in the trial of rowing skills."¹ On the day of the race there was quite a crowd of spectators gathered to watch the spectacle. Unfortunately, Mr. Hill's (the Port Officer) boat sprung a leak, somewhat spoiling the event. However, a whaleboat belonging to William and his partner Bernard Walford had started at the same time as the other two boats and had kept ahead all the way, "for the honour of Van Diemen's Land." Evidently Mr. Hill repaired his boat and reissued the challenge to race the *Zebra's* crew the next day, but the challenge was not accepted.² Whether or not William's boat would have been invited to compete again is not known.

The next report of a whaleboat race involving Young & Walford took place in April 1830, as a "trial of strength" between their men and those of the renowned Captain James Kelly. The result was not recorded, but all parties involved were enjoying a convivial time at Walford's 'Turk's Head Tavern' the same evening when the first whale of the season was sighted. A second race followed with both establishments vying to catch the whale. Evidently one group was successful but again the newspapers failed to identify which party had been so.³

Regattas had been held on different occasions such as to acknowledge the Sovereign's birthday, or some other Vice-Regal occasion, so the people of Hobart Town had enjoyed participating or watching a series of aquatic events over the years.⁴⁻⁶ In 1832 Lt. Governor Arthur was Patron of a Regatta that took place in February, in honour of Queen Victoria's birthday and it included a programme of sailing and rowing matches.⁷ In the race for four-oared gigs, a Mr. Young steered a crew of hand picked whalers in a boat from the *Wave*, and finished in first place. It would be nice to claim it was William, but as no initial was included it may or may not have been him.⁸

In 1834 the Derwent Regatta Committee, which included well known names from the whaling industry, such as Captains Kelly, Smith, Melville and Watson, conducted a most successful Regatta in February, concluding with a Regatta Dinner in the evening. William's name did not appear in any result list, so his boat may have been unsuccessful or perhaps he did not compete in any event that year.⁹

It was in 1838 that the first Hobart Town Anniversary Regatta was held, which celebrated the discovery of the island by Abel Tasman, in 1642. It was celebrated by the wearing of a sprig of silver wattle blossom tied with British Navy blue ribbon. Governor Sir John Franklin provided free food and beer for all the spectators and the tradition of free admission is still continued. The day was declared a public holiday and is the oldest public holiday still continuing in Australia.¹⁰

William's name has not been found in association with the Regattas until 1840 when a Wm. Young had three boats entered. The *Schah* and the *Native Cherry* took out first and second places in the Five-Oared Whaleboat race, (the names of these boats have not been connected with Capt. Wm. Young in any connection before) and the *Camilla* came second in the Six-Oared Whaleboat race. Descriptions of the colours of the boats were recorded with the *Shah* having a white nose (bow), and a red and yellow ribbon, the *Native Cherry* being green, with a red nose (bow), with a black and yellow ribbon, and the *Camilla* was green, with a red nose (bow), and a yellow and black ribbon.¹¹ The colours have been mentioned here as in a well known whaling painting by William Duke, 'Offshore whaling with the Aladin and Jane', held at the Tasmanian Museum and Art Gallery, several whaleboats are depicted having red 'noses' and it has been written that this was maintaining an old tradition of decoration, where whaleboat bows were painted white or red, and with painted white lines below black gunwales.¹²

The Regatta in 1844 once again brought success to William's crew in the Five-oared Whaleboat race, where they took out first prize in the boat *Schah*. "Captain Moriarty, in a frank and pleasing manner, presented the prizes, and alluded to the enterprising character of Mr. Young."¹³

William was a Committee Member for the Eighth Anniversary Regatta in 1845, and in 1848 his signature appeared on a list of subscribers for that year's Regatta.¹⁴

In 1850 there were disputes at the Thirteenth Regatta regarding entry conditions for one of the races. As it was too late to resolve them, four boats held a private race. William's *Lady Emma* was one of the competitors, with Luttrell (no initial given) as Master, however, two newspaper accounts published the same day gave divergent reports of the race and results. One had the *Lady Emma* coming first and the other, second.¹⁵⁻¹⁶

1851 once again saw William as a Committee Member for the Fourteenth Regatta. 'Young' (no initial) was also on the official list of Captains, as Captain of the *Lady Emma*.¹⁷⁻¹⁸

In January 1853 William was one of a list of prominent Captains to sign a letter publicly contradicting an account of the Regatta's flotilla size and composition given by the Governor (Sir William Denison). The Captains described it as a "complete invention". They stated that "It is well known that the moment the above Regatta was announced to be under the patronage of his Excellency, those captains and other gentlemen connected with whaling and other ships in the harbour, who had intended to be present, withdrew." William was listed as Captain of the *Lady Emma*.¹⁹

William's name was added to the Regatta's official list of subscribing Captains again in 1854.²⁰

1855 saw the 15th Regatta held. William was included in the official list of Captains for that year, being Captain of the *Lady Emma*.²¹ (William was a major shareholder of the *Lady Emma* in 1855 but he did mortgage his shares to T. Chapman in June.)

In 1856 William was one of the two Umpires for the Regatta. Only the surname 'Young' was included in the official list of Captains for that year, as being Captain of the *Harriet Hope*.²¹ The Registration Papers for the *Harriet Hope* confirm a W. Young was Master, June 1855- January 1856, but we have not been able to confirm whether it was William Snr. or Jnr., although we suspect it was William Snr.²²

The last record found of William's association with the Regatta was in 1857 when he was elected to the Executive Committee to carry out the arrangements for the forthcoming Regatta.²³ No evidence of his involvement in any other boat races has been found.



ANNIVERSARY

REGATTA,



FRIDAY, DECEMBER 1, 1848.

TO COMMEMORATE THE ANNIVERSARY OF TASMAN'S DISCOVERY OF THIS ISLAND IN 1642.

UNDER THE PATRONAGE OF

HIS EXCELLENCY SIR WILLIAM THOMAS DENISON.

Geo. D. Chapman Esq.	paid	1	1	-
John Swan		1	1	-
Wm. E. Colburn	paid	1	1	-
Dr. J. Salter		1	-	-
Geo. (utter)	paid	1	-	-
Ar. R. Hissock	paid	1	1	-
William Munay		1	1	-
Wm. Hall	paid	1	-	-
A. N. Nutt	paid	1	-	-
Wm. G. G. G.	paid	1	-	-
Wm. G. G. G.	paid	1	-	-
A. G. G.	paid	1	-	-
Savington & Roope	paid	1	1	-
John G. G.	paid	1	1	-
Anne Wilson	paid	3	-	-
L. C. Stevenson	paid	1	1	-
Wm. G. G.	paid	1	-	-
J. M. Longman (A.M.)	paid	1	-	-
A. G. G.	paid	1	-	-

Regatta, Friday, December 1st, 1848

(List of Subscribers)

(W.L. Crowther Library, TAHO)

CHAPTER 5

REFERENCES

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7. *Colonial Times*, 8 February, 1832, p.1
8. *Tasmanian*, 25 February, 1832, p.6
9. *Colonial Times*, 4 March, 1834, p.4
10. Wikipedia (https://en.wikipedia.org/wiki/Royal_Hobart_Regatta)
11. *Colonial Times*, 8 December, 1840, p.4
12. *Maritime Times of Tasmania, No.56, Spring, September 2016, p.12*
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14. *Courier*, 22 October, 1845, p.2
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16. *Irish Exile and Freedom's Advocate*, 7 December, 1850, p.6
17. *Courier*, 4 January, 1851, p.2
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19. *Colonial Times*, 27 January, 1853, p.3
20. *Courier*, 2 November, 1854, p.3
21. *Courier*, 1 January, 1855, p.3
22. Register of Colonial Vessels of the Port of Hobart (Tasmanian Archives and Heritage Office : CUS38/1/1 (40/1854))
23. *Courier*, 1 January, 1856, p.4
24. *Courier*, 16 November, 1857, p.4

The contributor of this *In Memoriam* is not known, but it seems appropriate to include it as William's epitaph.

In Memoriam.

WILLIAM YOUNG,

A RESIDENT OF TASMANIA, FOR

FIFTY-TWO YEARS,

OBIT. DECEMBER 27TH, 1866.

A GOOD man in every respect. An able colonist ; a farmer, who could plough, reap and sow. A Mariner that could sail a ship to any port of the world ; a whaler whose exploits are unequalled in the annals of daring ; a Tasmanian in heart and soul ; a loving husband, and good father ; and to sum up all AN HONEST MAN.

Mark his career, sons of Tasmania, and emulate his enterprise and his virtues.

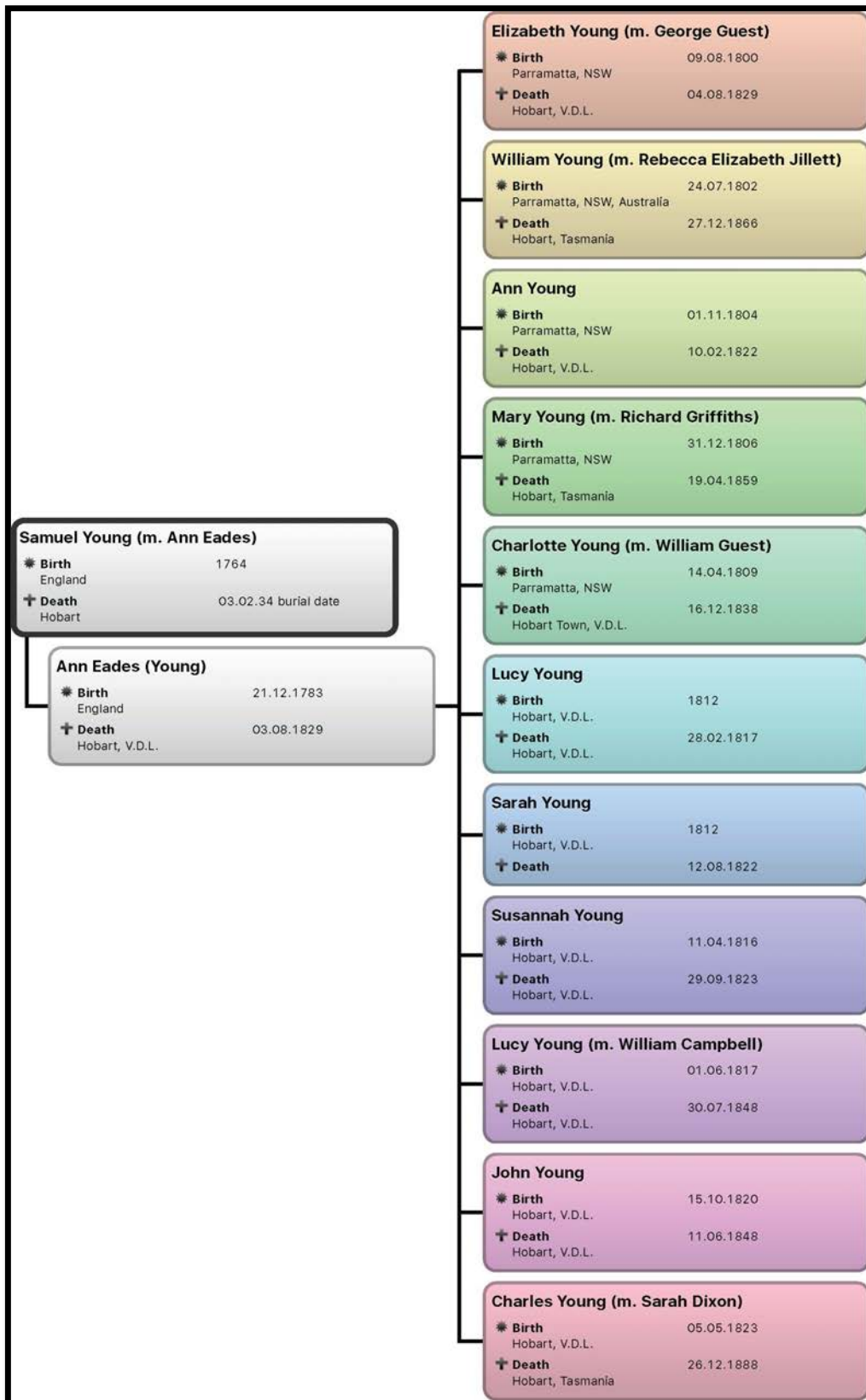
'Tasmanian Punch' 29 December, 1866, p.10

APPENDIX 1

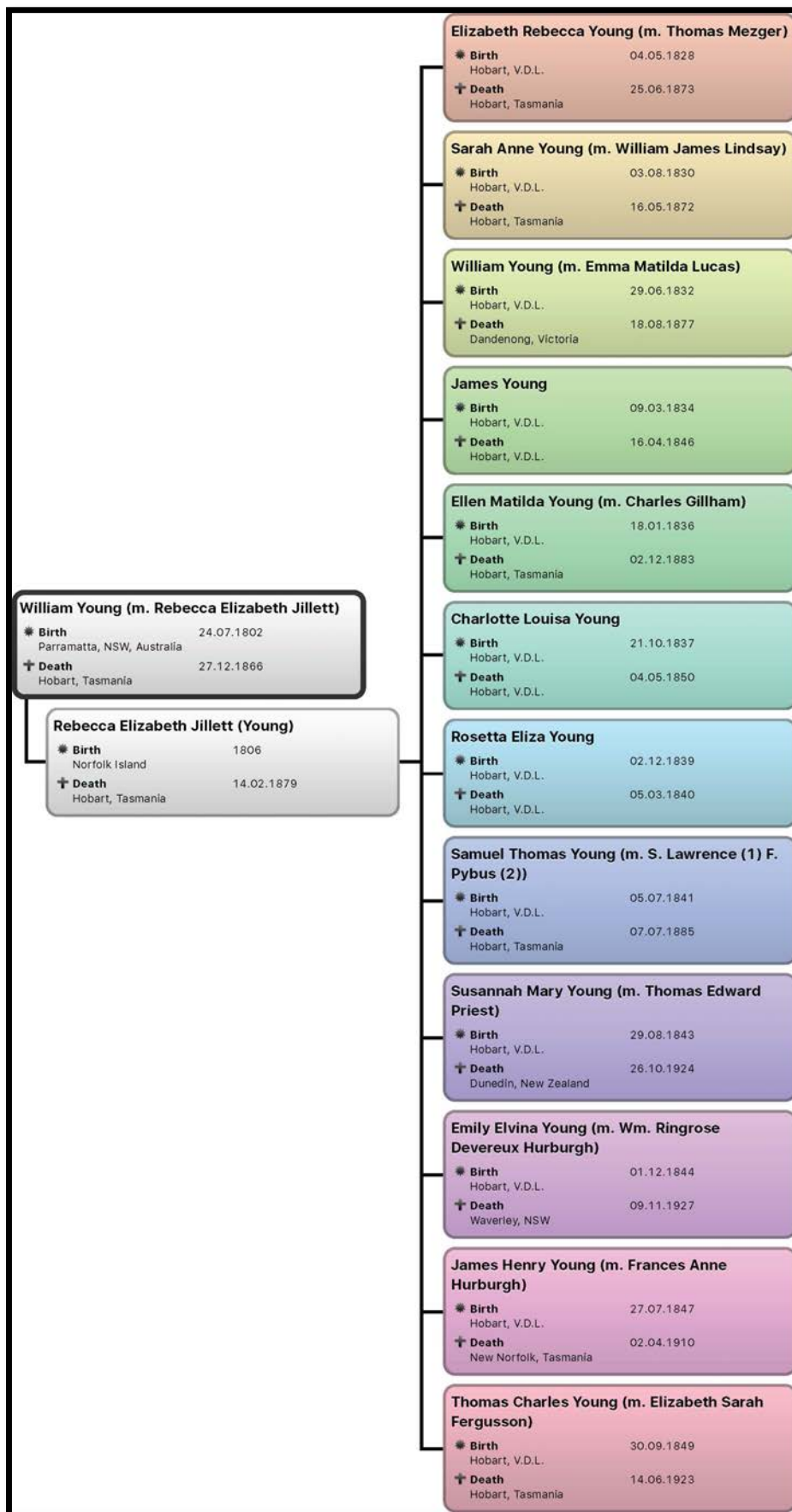
GENEALOGICAL CHARTS

FOR

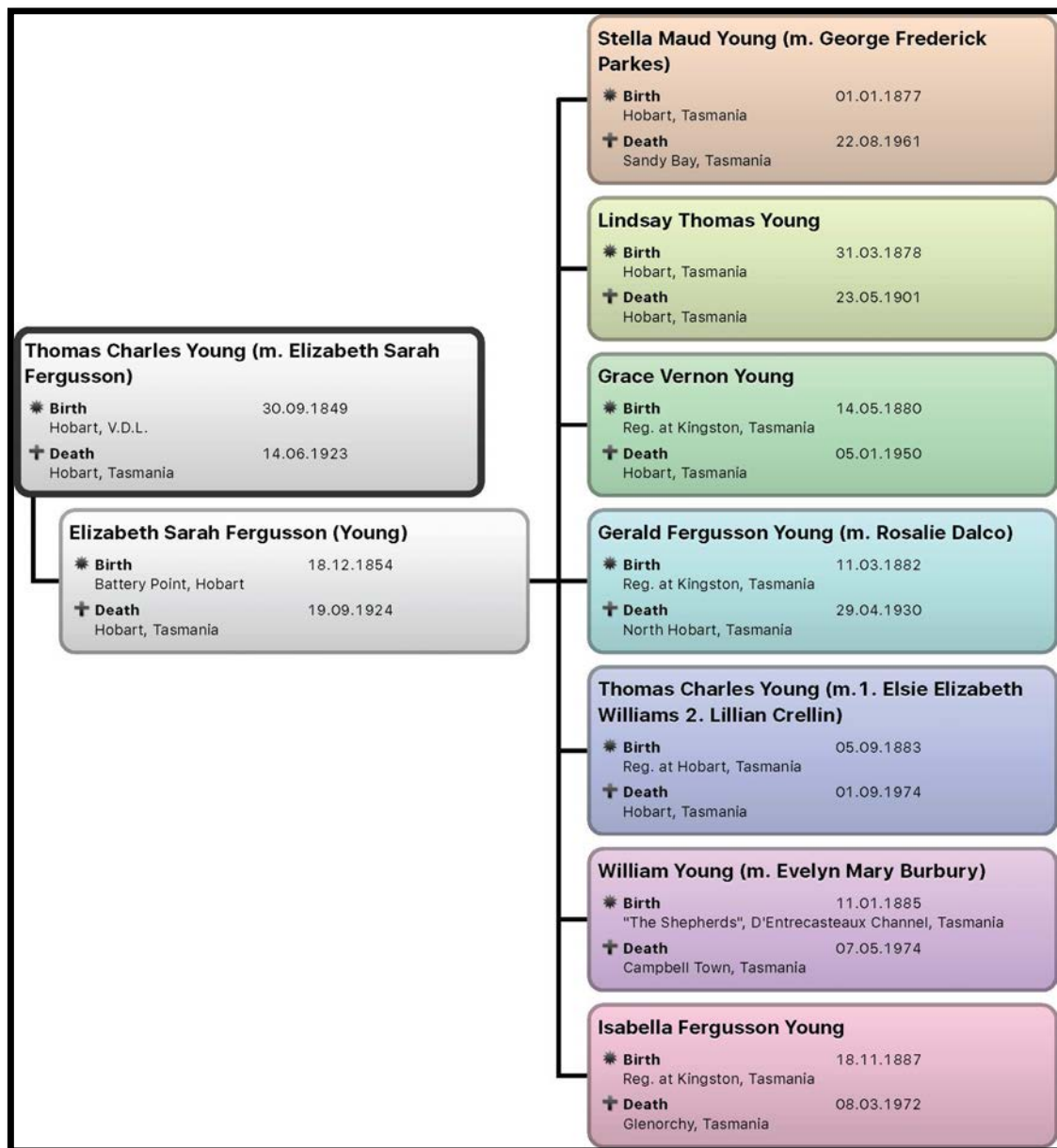
CAPTAIN WILLIAM YOUNG & HIS DESCENDANTS



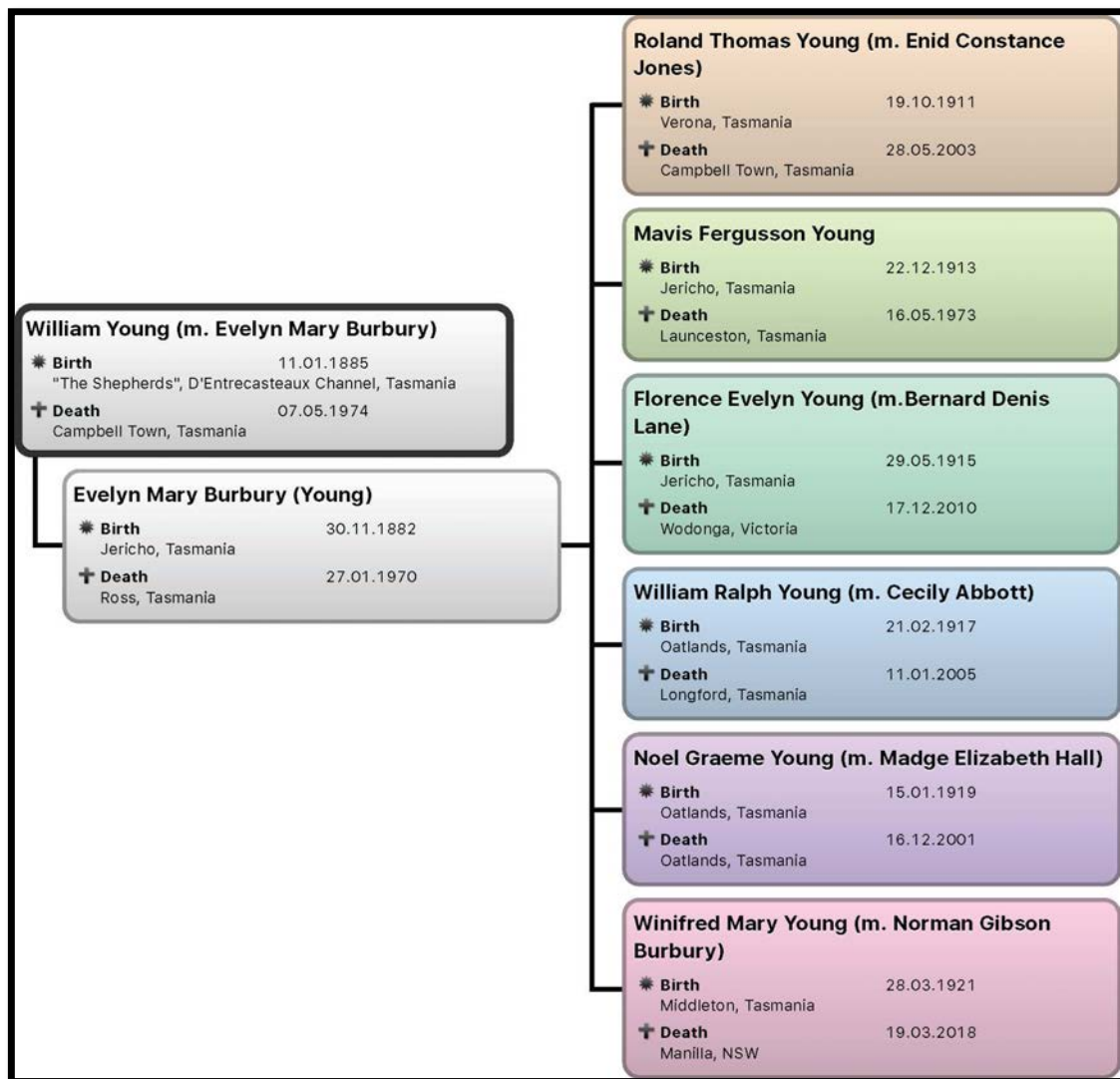
FAMILY OF SAMUEL & ANN YOUNG



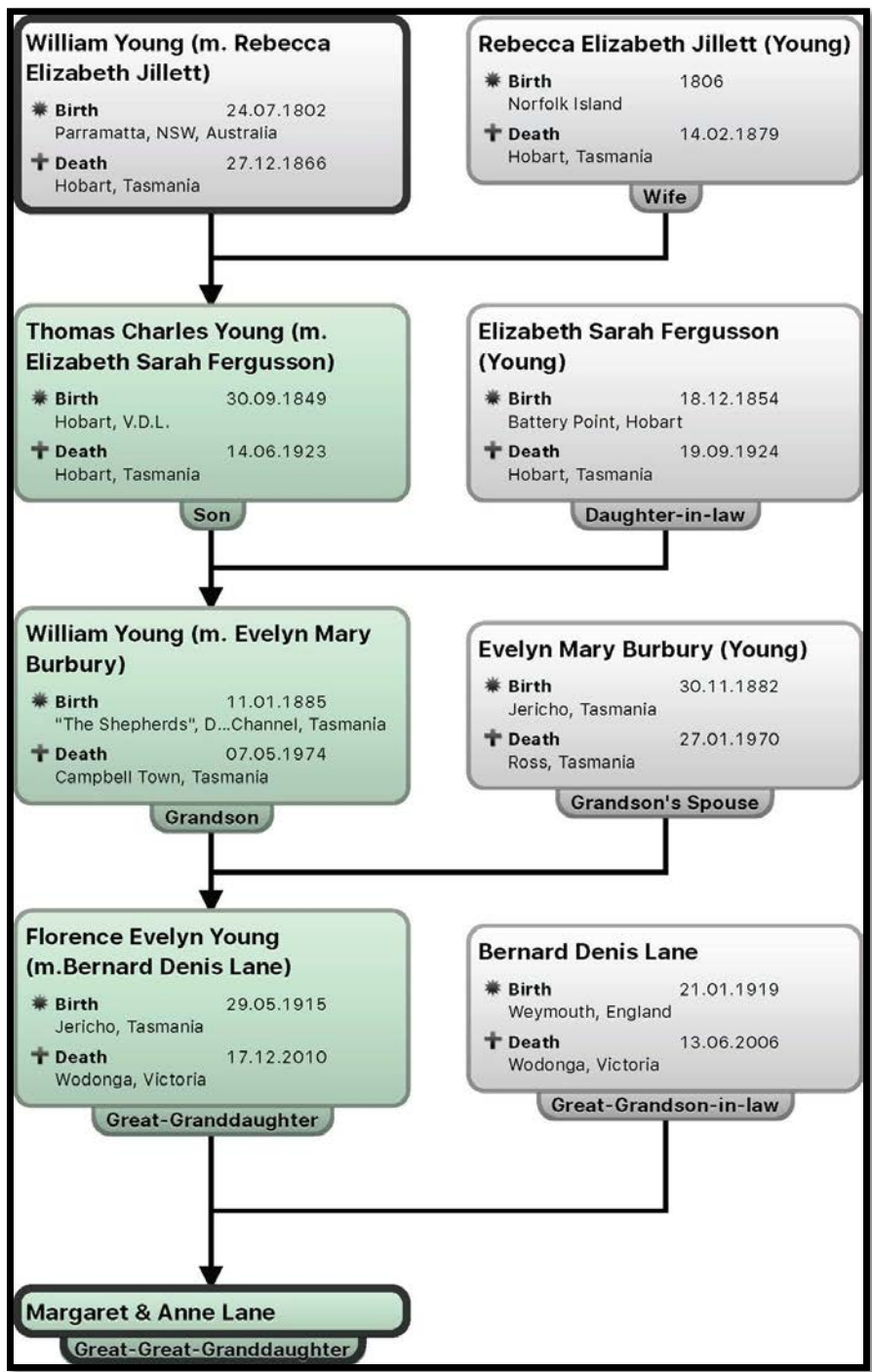
FAMILY OF WILLIAM & REBECCA ELIZABETH YOUNG



FAMILY OF THOMAS CHARLES & ELIZABETH SARAH YOUNG



FAMILY OF WILLIAM & EVELYN MARY YOUNG



LINE OF DESCENT FOR THE AUTHORS FROM WILLIAM & REBECCA YOUNG

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APPENDIX 2

GLOSSARY

GLOSSARY

BALEEN : flexible plates of keratin used to filter out food from water in the untoothed whales. Prior to the manufacture of synthetic materials, baleen, or whalebone, was used for such items as corset stays, bustles, umbrellas, backscratchers, buggy whips, collar stiffeners and other items where flexibility and strength were required.

BARQUE : type of sailing vessel with three or more masts, with two masts 'square rigged.'

BARREL : American whalers measured their oil by the barrel, which was 252 gallons, or one tun.

BAY WHALING : mainly confined to coastal waters, where a whaling vessel served as the centre of operations, but the tryworks and lookout were usually shore based.

BLACK FISH, BLACKFISH : Pilot whale, adults of which produced about 2-3 barrels of dark oil.

BLACK OIL : oil from Pilot and Southern 'Right' whales, darker in colour and less valuable than Sperm oil.

BOAT-STEERER : the senior oarsman on the whaleboat, in charge of the bow oar and also had the role of harpooner, responsible for making the initial harpoon strike which if successful stayed attached to the whale and he then resumed steering the whaleboat while the helmsman dealt with the whale.

BOW OARSMAN : see Boat-steerer.

BOWER : anchor

BRIG : type of two masted, square rigged sailing vessel.

CANTED : a tilt caused by a thrust or motion; caused to depart from the true vertical or horizontal.

CARVEL : method of boat building where hull planks are fastened edge to edge, giving a particularly strong hull, as opposed to clinker built hulls where the edges overlap.

CASE : a bony cavity outside the cranium proper in the whale's head, where a clear, amber oil was found and could total up to a third of the oil from the whale.

CLEAN : a vessel which has not caught any whales, and has no oil or whalebone on board.

CUTTER : small, single masted boat. Can have two or more head-sails.

CUTTING IN : process of removing the blubber in strips from the whale carcass.

FIN, FINBACK : a baleen whale with a slender body, capable of great speed, making them hard to catch. *Balaenoptera physalus*.

FLENSING : see Cutting in.

GALLON : unit of measurement for fluid capacity. An imperial gallon = 4.5 litres.

GRAMPUS : a member of the dolphin family, Risso's dolphin. *Grampus griseus*.

GUNWALE : upper edge or planking of the side of a boat.

HARPOON : or 'Iron', a long spear-like barbed weapon, used to initially attach to a whale.

HARPOONER : see Boat-steerer.

HEADSMAN : most senior person on the whaleboat and responsible for killing the whale with a lance. Also the station manager of a bay whaling station.

HOVE, HOVE TO : a sailing manoeuvre to slow a boat's forward progress, or to 'heave to'.

IRON : harpoon.

JUNK : the remaining portion of the whale's head, other than the 'case'. Also contained oil.

KILLERS : Killer whales, Orcas. *Orcinus orca*.

LANCE : longer version of a harpoon with a leaf-shaped head to facilitate withdrawal for repeated strikes.

LAY : a payment system agreed by crew as they signed on to a voyage, based on a portion of the profit at the end of the season. Calculated on seniority and after crew members' expenses had been deducted. In a bad season there may have been no payment.

MAKE FAST : successfully attaching to a whale with a harpoon.

MAKING WATER : or 'taking water', when a boat was leaking and required the water to be pumped.

PELAGIC WHALING : deep sea or off shore whaling, where whaleboats were launched off the ship to catch the whale. The whale was then hoisted onboard the ship for processing.

RIGHT WHALE : Southern Right whale, *Eubalaena australis* – the 'right' whale to catch as it was a slow swimmer, and migrated through coastal waters and calved in the bays. The body did not sink and it produced good quantities of oil and whalebone (baleen).

SCHOONER : a sailing vessel with two or more masts. Originally gaff-rigged, not square rigged.

SHEAR-LEGS : An 'A' frame upright structure of wooden beams, with a block and tackle attached for winching the strips of blubber during flensing (cutting in). Could be erected on shore or in the water off a bay whaling station.

SHORE WHALING : entirely run from shore, with whaleboats launched from the foreshore and all facilities land-based.

SLOOP : a sailing boat with a single mast with a fore-and-aft rig. A sloop has only one head-sail.

SPERM OIL : taken from head or rendered from blubber of Sperm whale. Finest quality of oil used for domestic lighting and lubrication of industrial equipment.

SPERM WHALE : *Physeter macrocephalus* - the largest of the toothed whales, with high quality oil. Hunted out at sea.

SPOKE : communication between ships away from port. Exchanged names, home ports, whaling figures etc. which could then be carried back to town by whichever ship returned first. Also useful as last known location or intended direction should a ship go missing.

STOW : to put cargo (in this context barrels of oil) below deck in the places intended for them.

SULPHUR BOTTOM : a Blue whale, *Balaenoptera musculus*. Sink when killed.

TON : a measure of weight, equal to a tun of liquid, e.g. whale oil.

TRYING OUT : the process of rendering the blubber by heating and stirring, to extract the oil.

TRYPOT : a cast iron cauldron in which blubber was heated and stirred to extract the oil.

TRYWORKS : the brick or stone hearth structures on which the trypots were placed, with features that permitted control of the fire beneath to ensure the oil did not burn.

TUN : a measure of liquid volume, used for whale oil. Equal to 252 gallons, or one ton.

WHALEBOAT : a long carvel or clinker built wooden boat, pointed at each end for manoeuvrability, rowed by five to eight oarsman and with a helmsman. Used for chasing, killing and towing whales.

WHALEBONE : see BALEEN

WORKER : tryworks on board a whaling vessel

WORKS : see TRYWORKS

WOVE : a sailing manoeuver. A tacking procedure.

FULL CIRCLE

A time of life and death battles 'tween men and the mighty monarchs of the deep.

A time of daring exploits, but for whales near extinction was what man did reap.

We do not stand in judgment, nor demean the efforts of brave men,

But our hearts would soar with joy to see whales in Derwent waters again.

The Authors



<http://pixabay.com/en/photos/whales>