

Fiscal History of U.S. Whaling, 1862-1872

Time Course of the Enterprise

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6. Selling the Oil

The purpose of this exhibit is to trace the paper trail of the U.S. whaling industry via revenue-stamped documents from 1862-72, the period of comprehensive Civil War era stamp taxes. Its storyline, as detailed at left, is the time course of this unlikely enterprise — turning whales into money — from preparation through departure and the chase, and finally selling the oil.

Whaling was still vibrant in the early 1860s, despite the fact that whalers were forced to venture further and further afield in search of their prey, notably far into the western Arctic Ocean. By the early 1870s, though, whaling's scope and importance had been drastically reduced. Two calamities occurred on the seas:

- destruction of 21 ships by the Confederate raider *Shenandoah* in 1865
- "the Disaster of 1871," loss of 32 ships trapped by ice in Alaska.

Documents from ships lost in both disasters are included here.

Featured here are items of high philatelic importance: the Manifest 5¢ rate and incoming bills of exchange from Chile, New Zealand and Hawaii are known only for whaling documents! The storytelling elements are remarkable not only for the fiscal history rarities included, but for the historical significance of four key items:

- 1864 outbound manifest of the *William Thompson*, burned by the *Shenandoah* June 22, 1865
- 1864 bill of exchange of the *Jireh Swift*, fired on by the *Shenandoah* June 22, 1865, the final shot of the Civil War, and burned.
- 1868 passport of the *Elizabeth Swift* and 1869 bill of exchange of the *Massachusetts*, crushed by ice in the "Disaster of 1871"

Red: Read me!

New Bedford April 29th 1869

Chas. S. Randall
Agent of Bark Live Oak
New Bedford

I hereby agree to take Command of the Bark Live Oak for a whaling voyage, on the following terms and conditions viz

The twelfth (12th) day, on all the oil and bone taken while I am in command, and shipped or landed to be shipped to any port in the United States, or any port in Europe, or turned out from the Bark Live Oak at the port of New Bedford;

a Bonus of ten dollars a Barrel (2.00) on every Barrel of sperm oil or its equivalent that I may land or ship from Fayal or other ports, or by vessel during the year 1869; and a bonus of one dollar a Barrel (1.00) on every Barrel of sperm oil or its equivalent, (exclusive of all shipped home in 1869) up to One thousand Barrels (1000); and a Bonus of ten dollars a Barrel (2.00) on every Barrel of sperm oil or its equivalent, (exclusive of all shipped home in 1869) over One thousand Barrels (1000); the said day and Bonus to apply to any oil or bone that I may sell in foreign ports for the benefit of all concerned.

Two hundred dollars (\$200) to be allowed me as full compensation for my services for selling any articles of trade put on board the Bark for recruiting or other purposes, and for supplying the Officers and crew.

If I consider it for the interest of the voyage, I am

1. Master's Contract

1869 contract between agent and master of whaleship Live Oak

- Master to receive a 1/12 "lay" (i.e. share) of oil and bone taken
- Also a bonus of \$2 per barrel (about 3%, based on 35 gal/barrel at \$1.75/gal) on sperm oil landed at Fayal (Azores) or other European ports during 1869;
- A bonus of \$1/barrel on additional sperm oil up to 1,000 barrels, and \$2/barrel above that
- \$200 allowance "selling articles of trade ... for recruiting and other purposes" (natives were often recruited as replacements at Hawaii and other stopping places.)

This seems a remarkably modest compensation. The master's skill and judgement were the primary determinants of the success of the "adventure"!

Signed by the parties with Agreement 5¢ tax paid by two 5¢ Certificate (one would have sufficed).

color copy of reverse

John A. Beckerman

New Bedford April 29th 1869

The above agreement is hereby accepted

Chas. S. Randall
Agent of Bark Live Oak

2.1 Insuring Vessels, Outfits and Catchings: for the Atlantic; "War Risk"

Below, May 1863 policy specifically tailored to whaling vessels, insuring whaling outfits of bark *Rose Pool*, and her catchings (enumerated as "Sperm Oil 175 (i.e. \$1.75 per gallon), Whale do 100 (ditto, \$1.00/gallon), Bone 150 (\$1.50/lb)."

Per the attached slip, for an additional 6% premium the company assumed "the risk of loss or capture by Confederate cruisers, privateers, and their vessels of war." Note the change in anchorage to "at the vineyard"; *Rose Pool* was one of relatively few whaleships with home port Edgartown, Martha's Vineyard.

The vessel itself was not insured; this was the usual practice because of the high cost (see the *Northern Light* policy below). This frugality would prove disastrous after the 1865 depredations of the *Shenandoah* and the "Disaster of 1871."

SHIP AND OUTFITS.
New Bedford & Fairhaven.

No. 3900

By the Pacific Mutual Insurance Company of New Bedford.

This Policy of Insurance Witnesseth,

Edward Marlow

Three Hundred Dollars, and whaling outfit, on each interest in proportion as valued in the margin,

at from the 29 day of Jan 1863 at noon

to be insured, lost or not lost, on the Bark Rose Pool

as aforesaid, and to continue during the voyage aforesaid, until she shall return and anchor at the Vineyard, if she shall so return before

at the Vineyard

Apr 27 1864

And it shall be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at, any ports or places, if thereunto obliged by stress of weather, or other unavoidable accidents, without prejudice to this Insurance.

Toucing the adventures and perils which the said Insurance Company are contented to bear, and take upon them in this voyage, they are, of the Seas, Fire, Enemies, Pirates, assailing Thieves, Restraints and Detainments of all Kings, Princes, or People, of what nation or quality soever, Barraty of the Master (unless the insured be owner of the vessel) and of Mariners, and all other losses and misfortunes which have, or shall come, to the damage of the said vessel and outfit, or any part thereof, to which Insurers are liable by the rules and customs of Insurers in Boston; provided, that the Insurers shall not be liable for any partial loss on the vessel and outfit unless it amount to five per cent. exclusive, in each case, of all charges and expenses incurred for the purpose of ascertaining and proving the loss; but the owners of such goods shall recover on a general average. Not liable in PARTIAL LOSS for Chains and Anchors. Not liable for partial loss on the vessel, unless it amounts to five per cent. on forty dollars per ton of the vessel's measurement. And in case of any loss or misfortune, it shall be lawful for the insured, his factors, servants, and assigns, to sue, labor, and travel for, in and about the defence, safeguard, and recovery of the said vessel and outfit, or any part thereof, without prejudice to this insurance; to the charges whereof, the said Insurance Company will contribute, in proportion as the sum insured is to the whole sum at risk. And so the Company are contented, and do hereby bind their absolute and contingent funds, according to the Charter and By-Laws thereof, to the insured, and assigns, for the true performance of the premium, confounding themselves paid the consideration due unto them for this insurance, by the insured, at and after the rate of six per cent, if the risk ends within

and pro rata for a longer time, until

the 25 Jan 1863

Warranting in case of loss full war and marine premiums.

10. J. R. J. J.

No. 9499

By the Union Mutual Marine Insurance Company of New Bedford.

THIS POLICY OF INSURANCE WITNESSETH,

THAT THE UNION MUTUAL MARINE INSURANCE COMPANY do by these PRESENTS, and in pursuance of their ACT OF INCORPORATION and the BY-LAWS of the said Company, cause

SUM INSURED, \$25,000

to be insured, lost or not lost, on the Bark Rose Pool

at from the 10th of October 1871 at noon

to the 10th of October 1875 at noon

And it shall be lawful for the said vessel, in her voyage, to proceed and sail to, touch and stay at, any ports or places, if thereunto obliged by stress of weather, or other unavoidable accidents, without prejudice to this insurance.

Toucing the adventures and perils which the said Insurance Company are contented to bear and take upon them in this voyage, they are, of the Seas, Fire, Enemies, Pirates, assailing Thieves, Restraints and Detainments of all Kings, Princes, or People, of what nation or quality soever, Barraty of the Master (unless the insured be owner of the vessel), and of Mariners, and all other losses and misfortunes which have, or shall come, to the damage of the said vessel and outfit, or any part thereof, to which Insurers are liable by the rules and customs of Insurers in Boston; provided, that the Insurers shall not be liable for any partial loss on the vessel and outfit unless it amount to five per cent. exclusive, in each case, of all charges and expenses incurred for the purpose of ascertaining and proving the loss; but the owners of such goods shall recover on a general average. Not liable in PARTIAL LOSS for Chains and Anchors. And in case of any loss or misfortune, it shall be lawful for the insured, his factors, servants, and assigns, to sue, labor and travel for, in and about the defence, safeguard and recovery of the said vessel and outfit, or any part thereof, without prejudice to this insurance; to the charges whereof, the said Insurance Company will contribute, in proportion as the sum insured is to the whole sum at risk. And so the Company are contented, and do hereby bind their absolute and contingent funds, according to the Charter and By-Laws thereof, to the insured, and assigns, for the true performance of the premium, confounding themselves paid the consideration due unto them for this insurance, by the insured, at and after the rate of six per cent, if the risk ends within

and pro rata for a longer time, until

the 10th of October 1875 at noon

AND IT IS HEREBY AGREED, that if the insured shall have made any other insurance upon the vessel and outfit aforesaid prior in date to this Policy, then the said Insurance Company shall be answerable for the full extent of the sum by them herein insured, without right to claim contribution from such subsequent Insurers; and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent insurance had been made. And in case of loss, such loss shall be paid in sixty days after proof and adjustment thereof, the amount of the premium note, if unpaid, and all sums due to the Company from the insured when such loss becomes due, being first deducted, and all sums coming due being first paid or secured to the satisfaction of the said President and Directors, who shall be authorized to sign receipts for the same. It is also agreed, that in case of capture or detention, the insured shall not have the right to abandon the vessel or outfit, or the continuation of the detention (by capture or other arrest), for at least thirty days; and that the insured shall not abandon in consequence of the port of destination being blockaded, but the vessel shall, in such cases, have liberty to proceed to another port not blockaded and there end the voyage, or wait a reasonable time for the blockade of the original port of destination to be raised; and that the acts of the insured or insurers in recovering, saving, and preserving the property insured, in case of disaster, shall not be considered a waiver or acceptance of an abandonment.

It is also agreed, that in the settlement of any loss under this Policy, instead of the customary deduction of one-third for new on the article of metallic sheathing, the following rule shall be observed, and the same shall apply to all cases, whether of partial loss or average, or in determining the question of constructive total loss, viz: From the net cost of installing or repairing the metal sheathing, after deducting the value of the old metal and nails, there shall be deducted two and a half per cent. for each and every month the metal had been on the vessel at the time of sheathing; and if the metal had been on the vessel forty months the loss thereon shall be wholly borne by the assured.

It is also agreed, that the Insurers shall not be answerable for any charge, damage, or loss, which may arise in consequence of capture or detention for, or on account of, illicit or prohibited trade, or trade in articles contraband of war; but the judgment of a foreign consul or colonial court shall not be conclusive upon the parties, as to the fact of their having been articles contraband of war on board, or as to the fact of an attempt to trade in violation of the laws of nations. It is also agreed, that this Policy shall be void in case of its being assigned, transferred, or pledged, without the previous consent in writing of the Insurers. It is also agreed, that the insured shall have the right to abandon the vessel, for the amount of damage merely, unless the amount which the Insurers would be liable to pay under an adjustment, as of a partial loss, shall exceed half the amount insured; and in case of the total loss of the vessel with salvage, the amount allowed out of the salvage to the officers and crew, for wages earned or services rendered previously to the loss, shall be considered as so much of the salvage applied to the use of the ship-owners, even although the same shall be allowed or paid under the name of salvage, and not as wages, and shall accordingly be deducted in adjusting the loss. It is further agreed, that if any dispute shall arise, relating to a loss on this Policy, it shall be submitted to the judgment and determination of arbitrators mutually chosen, whose award in writing shall be conclusive and binding on all parties.

It is understood and agreed, that Catchings shipped home during the voyage shall be at the risk of the insured, without diminution of the value of outfits at the time, and that one-fourth of all other catchings shall replace the outfit consumed.

It is also agreed, that this Policy shall not attach on Oil Catchings until the Blubber is holed and the Oil put in casks; nor on other articles of Catchings, until stored below deck; nor upon Oil while continued on deck longer than is necessary to prepare it for stowing below. Catchings lost or jettisoned previous to being so secured, in whatever state they may be, shall not be contributed for in General Average.

It is also agreed, account of her being The assured has of four years from This Company is by the assured free BY WITNESS My Office, in New Bedford

2.2 Insuring Vessels, Outfits and Catchings: Pacific Four-Year "Adventure"

1871 policy insuring New Bedford bark *Northern Light* and outfits during a four year "Adventure"

The *Northern Light* sailed to the North Pacific and Arctic Oceans.

Amount insured \$25,000, premium \$2,250 (9%),
50¢ Original Process pays Insurance 1864 50¢ rate for premiums above \$50

Fire insurance accounts for some 95% of surviving policies; marine insurance comprises most of the rest, but of these only a handful are on whaling vessels, with wording tailored to the enterprise.

3. Clearing Customs

June 1864 outward manifest of New Bedford whaler *William Thompson*, bound for "North Pacific Ocean"

Stamped with \$3 Manifest paying Manifest \$3 rate
for vessels with registered tonnage above 300 to 600 tons

Examples of this rate were unknown until a cache of New Bedford manifests surfaced circa 2010.

Just five recorded with matching \$3 Manifest stamp

OUTWARD FOREIGN MANIFEST... WHOLE CARGO.

Sold at Kehew's Navigation Store, 69 North Water Street.

Report and Manifest of the Cargo laden at the Port of *New Bedford* on board the
Ship Wm Thompson Master, bound for *North Pacific Ocean*

MARKS.	NUMBERS.	PACKAGES, OR ARTICLES IN BULK, To be arranged alphabetically, and each kind to be separately inserted, and distinctly described.	CONTENTS OR QUANTITIES, In gallons, pounds, yards, pieces, &c., to be inserted in figures.	VALUE AT THE PORT OF EXPORTATION.					
				Value of Domestic Produce or Merchandise.		Value of Foreign Produce or Merchandise.		TOTAL AMOUNT.	
				DOLLARS.	CENTS.	DOLLARS.	CENTS.	DOLLARS.	CENTS.
		<i>Casks Shirts, Provisions and other articles necessary for the prosecution of a Whaling Voyage.</i>							
		<i>(20) Twenty Cases Manufactured Tobacco & Lump Navy containing Eight Boxes or Caddies in a Case. W. C. Novell Inspector Collection District No. 1 Massachusetts April 1864</i>	<i>3712 pounds</i>			<i>1927</i>	<i>20</i>		

S



F. C. Smith

District of New Bedford

I, *J. C. Specter* Master or Commander of the said *Ship William Thompson* bound from the Port of *New Bedford* to *North Pacific Ocean* do solemnly, sincerely, and truly *swear* that the Manifest of the Cargo on board the said *Ship* now actually laden on board the said vessel, and of the value thereof; and if any other Goods, Wares, or Merchandise, shall be laden, or put on board the said *Ship* previous to her sailing from this Port, I will immediately report the same to the Collector. I do also *swear* that I verily believe the Duties on all Foreign Merchandise, therein specified, have been paid or secured, according to law, and that no part thereof is intended to be re-landed within the United States; and that if, by distress, or other unavoidable accident, it shall become necessary to re-land the same, I will forthwith make a just and true report thereof to the Collector of the Customs of the District wherein such distress or accident may happen. And I further *swear* that, according to the best of my knowledge and belief, the Certificate herunto annexed, contains the whole quantity of *Beef and Pork* on board the said vessel, and that no salted Beef or Pork is shipped on board said vessel for the Ship's company, on freight or on cargo, but what is inspected and branded according to a law of the Commonwealth. And I further *swear* that the said Merchandise is truly intended to be exported to *North Pacific Ocean*.

this *25* day of *June* 18*64* Before me, *Lawrence Novell* Collector. *F. C. Smith*

Burned by the Shenandoah

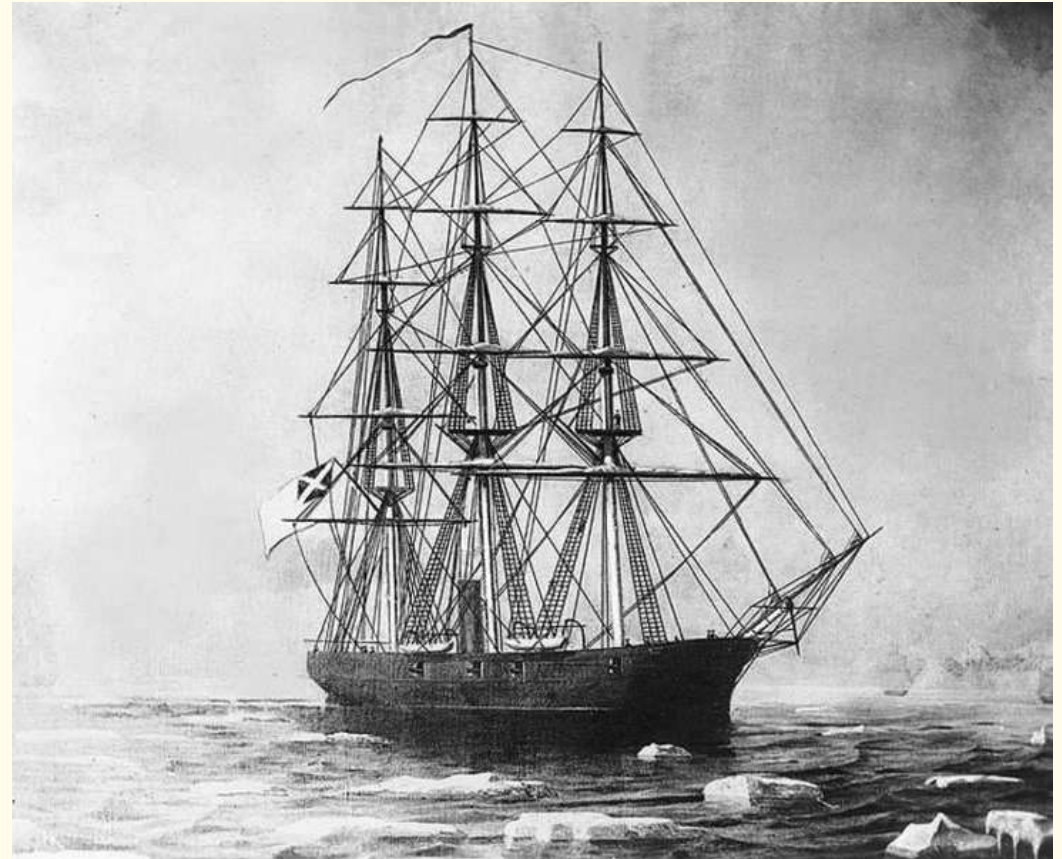
The *William Thompson* would never return. On June 22, 1865, some two months after Appomattox, she would be captured and burned in the Bering Sea by the infamous Confederate raider *Shenandoah*.

On the 22nd of June, early that morning two ships were reported by the lookouts, two prize crews were readied, [Shenandoah Captain James] Waddell intent in capturing them both simultaneously. One was hampered by having a whale lashed to her side, it was the 495 ton *William Thompson*. One crew was despatched in passing, whilst they went off after the second ship. This was the 364 ton *Euphrates*. Not bothered by the approaching steamer with the Russian flag in evidence [Shenandoah was flying a Russian flag as a deception], she was soon another victim to the Confederate raider.

On returning to the *William Thompson*, her master Francis Smith [who signs twice here] insisted the war was all over, but Waddell took this news as the Captain merely trying to save his ship, and torched the ship anyway, unsure as to the real status of his Southern States. (<http://ahoy.tk-jk.net/MaraudersCivilWar/CSSShenandoah.html>)

Right, Shenandoah navigating Arctic ice (artist unknown, U.S. Naval Historical Center photograph)

The rarity of this rate and matching stamp, coupled with the historic and catastrophic fate of the ship, make this one of the premier items not only among Whaling and Polar collectibles, but in all of Civil War era fiscal history.



ANDREW JOHNSON,

PRESIDENT DES ÉTATS-UNIS D'AMÉRIQUE, A TOUS CEUX QUI LES PRÉSENTES VERRONT:

QU'IL SOIT NOTOIRE que faculté et permission ont été accordées à George W. Haven, maître ou commandant du navire appelé de la ville de New Bedford 326 and 64 tonneaux ou environ, se trouvant présentement dans le port et hâvre de pour Pacific Ocean chargé de

qu'après que son navire aura été visité, et avant son départ, il prêtera serment entre les mains des officiers, autorisés à cet effet, que le dit navire appartient à un ou à plusieurs citoyens des États-Unis d'Amérique dont l'acte sera mis à la fin des présentes; de même qu'il observera et fera observer par son équipage les ordonnances et les règlements maritimes, et remettra une liste signée et confirmée par témoins, contenant les noms et surnoms, les lieux de naissance et les demeures des personnes composant l'équipage de son navire, et de tous ceux qui s'y embarqueront, qu'il ne recevra pas à bord sans la commission et la permission des officiers autorisés à ce; et dans chaque port ou hâvre où il entrera avec son navire, il montrera la présente permission aux officiers à ce autorisés, et leur fera un rapport fidèle de ce qui s'est passé durant son voyage, et il portera les couleurs, les armes et les enseignes des États-Unis, durant son dit voyage.

EN TÉMOIGNAGE DE QUOI, nous avons signé les présentes et y avons fait apposer le sceau des États-Unis, et les avons fait contresigner par James Russell Colburn, Secrétaire d'État, le jour de July de l'an de Grâce le 1865

Countersigned by James Russell Colburn, Secretary of State

SÉRÉNISSIMES, Puissants, Hauts, Illustres, Nobles, Honorables, Vénérables, Sages, et Prudents Seigneurs, Empereurs, Rois, Républiques, Princes, Ducs, Comtes, Barons, Seigneurs, Bourgoastes, Echevins, Conseillers, comme aussi Juges, Officiers, Maires, Municipaux, Justiciers, et Régents de toutes les bonnes villes et endroits, soit ecclésiastiques ou séculiers, qui veront ou entendront lire ces lettres présentes. Nous James Haven, maître ou commandant du port d'environ Elizabeth Swift 326 and 64 tonneaux, qu'il commande actuellement, est un bâtiment des États-Unis d'Amérique, et qu'aucun citoyen ou sujet des puissances présentement en guerre n'y a aucune part ou intérêt, soit directement ou indirectement, et ainsi que Dieu lui soit en aide; et, comme nous désirerions voir prospérer le dit capitaine dans ses affaires légitimes, nous vous prions et requérons tous, et chacun de vous séparément, dans les lieux où le dit capitaine pourra arriver avec son bâtiment et sa cargaison, de vouloir bien le recevoir avec bonté et de le traiter de la manière qu'il convient, lui permettant, en payant les droits et frais d'usage, de passer, repasser, naviguer et fréquenter les ports, passages et territoires, à l'effet de vaquer à ses affaires, en tout endroit et de la manière qu'il jugera convenable: De quoi nous serons volontiers redevables.

En témoignage de quoi, nous apposons aux présentes le sceau de son office in the city of New Bedford this day of July 1865



ANDREW JOHNSON,

PRESIDENTE DE LOS ESTADOS UNIDOS DE AMÉRICA, A TODOS LOS QUE LA PRESENTE VIEREN:

SEA NOTORIO que hemos concedido facultad y permiso á George W. Haven capitán ó comandante del navio llamado Elizabeth Swift, de la ciudad de New Bedford 326 and 64 tonneladas sobre poco mas ó menos, hallándose actualmente en el puerto de New Bedford, y destinado para Pacific Ocean cargado de

que despues que su navio haya sido visitado, y antes de su salida, prestará juramento entre las manos de los oficiales autorizados para el efecto, de que el dicho navio pertenece á uno ó mas ciudadanos de los Estados Unidos de América, cuyo acto se pondrá al fin de la presente; que igualmente guardará y hará guardar por su tripulacion las ordenanzas y reglamentos maritimos, entregará una lista firmada y confirmada por testigos, que contenga los nombres y apellidos, lugares de nacimiento y residencia de las personas que compongan la tripulacion de su navio, y de todos los que se embarcaren en él, los cuales no serán recibidos a bordo sin el conocimiento y permiso de los oficiales autorizados para ello; y en cada puerto adonde entrare con su navio, mostrará el presente permiso á los oficiales autorizados, y les hará una relacion fiel de lo ocurrido durante su viaje, llevando la bandera, armas é insignias de los Estados Unidos durante su navegacion.

EN TESTIMONIO DE LO CUAL, hemos firmado las presentes, poniendo el sello de los Estados Unidos, y las hemos hecho referendar por James Russell Colburn, Secrétaire d'État, el día de July del año del Señor 1865

Countersigned by James Russell Colburn, Secretary of State

SÉRÉNISIMOS, Poderosos, Altos, Ilustres, Nobles, Honorables, Venerables, Sabios, y Prudentes Señores, Emperadores, Reyes, Repúblicas, Príncipes, Duques, Condes, Barones, Señores, Burgomaestros, Regidores, Consejeros, como igualmente Jueces, Oficiales, Correidores, Municipales y Regentes de todas las buenas ciudades y lugares, así eclesiásticos como seculares, que oyesen leer las presentes. Nos James Haven, capitán de habiendo comparecido delante de nosotros, ha declarado, bajo de juramento, que el navio llamado Elizabeth Swift del puerto de New Bedford de cerca de 326 and 64 tonneladas, que manda actualmente, es un buque de los Estados Unidos de América, y que ningun ciudadano ó vasallo de las potencias actualmente en guerra tiene directamente ó indirectamente en él la menor parte, y que así Dios le ayude; y como deseamos ver prosperar al citado capitán en sus negocios legítimos, os pedimos y requerimos á todos en general, y á cada uno en particular, en el parage adonde el dicho capitán pueda arribar con su buque y carga, tengais á bien recibirle con benevolencia, y tratarle del modo que conviene, permitiéndole pagando los derechos y gastos de costumbre, pasar, y reparar, nevar, y frecuentar los puertos, parages y territorios, á fin de evacuar sus negocios donde y como le parezca conveniente. De lo que os quedaremos reconocidos.

En testimonio de lo cual firmamos aquí el sello de our office in the city of New Bedford this day of July 1865

Countersigned by James Haven, Notary Public

ANDREW JOHNSON,

PRESIDENT OF THE UNITED STATES OF AMERICA, TO ALL WHO SHALL SEE THESE PRESENTS, GREETING:

BE IT KNOWN, That leave and permission are hereby given to George W. Haven, master or commander of the vessel called Elizabeth Swift of the burden of 326 and 64 tons, or thereabouts, lying at present in the port of New Bedford, and laden with Pacific Ocean and bound for

to depart and proceed with the said vessel on his said voyage, such vessel having been visited, and the said master having made oath before the proper officer that the said vessel belongs to one or more of the citizens of the United States of America, and to him or them only.

IN WITNESS WHEREOF, I have subscribed my name to these presents, and affixed the seal of the United States of America, hereunto, and caused the same to be countersigned by James Russell Colburn, Secretary of State, this day of July in the year of our Lord 1865

Andrew Johnson

BY THE PRESIDENT: William B. Seward, Secretary of State

Most Serene, Serene, most Puissant, Puissant, High, Illustrious, Noble, Honorable, Venerable, Wise, and Prudent Lords, Emperors, Kings, Republics, Princes, Dukes, Earls, Barons, Lords, Burgomaesters, Schepens, Comsellors, as also Judges, whether Ecclesiastical and Secular, of all the good cities and places, whether Ecclesiastical and Regents, of all the good cities and places, whether Ecclesiastical and Secular, who shall see these presents or hear them read: We James Haven, master of the vessel called Elizabeth Swift of the burden of about 326 and 64 tons, which he at present navigates, is of the United States of America, and that no subjects of the present belligerent Powers have any part or portion therein, directly or indirectly, so may God Almighty help him. And, as we wish to see the said master prosper in his lawful affairs, our prayer is, to all the before-mentioned, and to each of them separately, where the said master shall arrive with his vessel and cargo, that they may please to receive the said master with goodness, and to treat him in a becoming manner, permitting him, on paying the usual tolls and expenses in passing and repassing, to pass, navigate, and frequent the ports, passes, and territories, to the end to transact his business, where and in what manner he shall judge proper. Whereof we shall be willingly indebted.

In witness whereof, we have hereunto the seal of our office in the city of New Bedford this day of July 1865



ANDREW JOHNSON,

PRESIDENT VAN DE VEREENIGDE STAATEN VAN AMERICA, AAN ALLE DE GEENEN, DIE DEEZE TEEGEN WOORDIGE ZULLEN, SALUT:

DOEN TE WEETEN, dat by deezen vryheden en permissie gegeven

wordt aen George W. Haven, Schipper en Bevelhebber van het Schip (of vaartuig) genaamt Elizabeth Swift van de Nieuw Bedford van groot 326 and 64 Tonnen of jaar ontrent, leggende tegenswoordig in de Haaven van New Bedford, en beladen met Pacific Ocean

om te vertreeken, en met zyn voornoemd Schip of vaartuig des zelfs gemelde reize voort te zetten, zodanig Schip of vaartuig gevisiteert zynde, en de voornoemde Schipper of Bevelhebber onder Eede, voor den daar toe gestelden officier verklaart hebbende dat het gemelde Schip of vaartuig een of meerder onderdanen, volk, of Ingezeetenen van de Vereenigde Staaten Van America, to behoort, en aan hem (of humalleen.)

IN GETUIGENS WAAR VAN ik deze tegenswoordige met myne naam hebbe ondertekend, en het Zegel van deze Vereenigde Staaten Van America daar aan geheft, en het Zegel doen contresigneren door James Russell Colburn, Secrétaire d'État, den dag van July in hetjaar van onzes Heeren Christi,

Andrew Johnson

BY THE PRESIDENT: William B. Seward, Secretary of State

ALLER Doorluchtigste, Doorluchtigste, Doorluchtige, Grootmachtigste, Grootmachtige, Hoogh ende welgeboorne, wel Edele, Erntfeste, Achtbaare, Wyze, Voorzienige, Heeren, Keizeren, Koningen, Republiken, Prinzen, Fursten, Hertogen, Graeven, Baronen, Heeren, Burgemeesteren, Scheepenen, Raden, Mitsgaders, Rechteren, Officieren, Justiciaren, ende Regenten aller goede steden en plaatsen, het zy geestelike of waereldlyke die deeze opene Letteren zullen zien ofte hooren lezen: Dat wy Burgemeesteren en Regeerders der Stad James Haven, Schipper van Elizabeth Swift van New Bedford (voor ons contereente) by solemne Eede voorklaart heest, dat het Schip genaamt Elizabeth Swift van New Bedford van groot ontent 326 and 64 ton lasten t'welk hy thans voert in de Vereenigde Staaten van America thans behoort, en dat geen onderdanen van den teegen woordige oorlogende moogendheeden daar direct of indirect enig deel of gedeelte hebben: zoo waarlyk helpen hem God Almagtig, in zyne wetly wygen voornoemde Schipper gaarne gevorderd zagen in zyne teewyligen zaaken zoo is ons verzoek; aan alle voornoemde en een yder in't byzonder alwaar den voornoemde Schipper, men zyn Schip, en lading aankomen zal hem alle bystand gelieven te verleenen, enbehoorlyk te behandelen vergunnende hem op het betaalen der gewoonlyke Tollen enongeld en in het heen en weder vaaren der haveenen stroomen en gebied te laten passeeren varen en frequenteeren, omme zyn handel te dryven alwaar en in wat manier hy zigzalgeraaden vinden en best oordelen zal, war aan wy ons gaarne willen schuldigh agten.

Des te oorkonde hebben het zelve bekrachtigd met het zegel vanden our office in the city of New Bedford this day of July 1865



4. On the Seas: "Presidential Passport" 1868 "Sea Letter" in French, Spanish, English and Dutch, to "Most Serene... Lords, Emperors, Kings, Republics, Princes, etc., etc.," stating bona fides of New Bedford whaleship Elizabeth Swift, bound for "Pacific Ocean" Handstamped signature of President Andrew Johnson, signed by Secretary of State William Seward, with Great Seal of the United States, certification by notary public, stamp tax at 5¢ general Certificate rate One of two recorded revenue-stamped Sea Letters

Lost in "Disaster of 1871" Like the William Thompson, the Elizabeth Swift would not return. In 1871 she would be among 32 whaleships trapped in ice off the coast of Alaska and abandoned. This passport must have been one of the few effects to have survived. The rarity of the document, coupled with the fate of the ship, make this another of the premier Whaling and Polar collectibles extant.



Crews abandoning whaleships trapped in Alaskan ice, 1871

5. Mid-Voyage Financing: Bills of Exchange Drawn in Distant Ports Bills of exchange were executed by masters of vessels to pay for resupply and repairs, drawn on whaling factors in the U.S. (here Swift and Allen of New Bedford). Upon acceptance in the U.S. they were subject to stamp tax at the Inland Exchange rates.



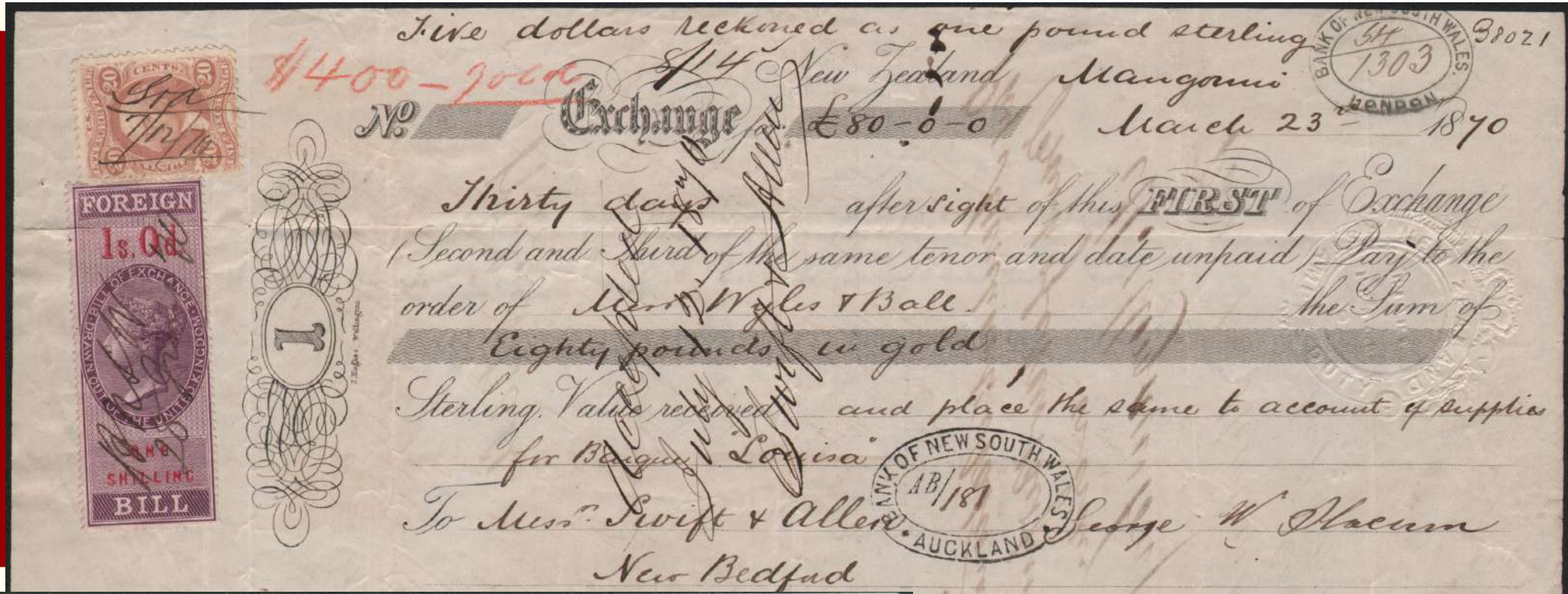
5.1 San Francisco; U.S. plus California Burned by the Shenandoah; Final Shot of the Civil War October 1864 bill of exchange drawn by master of whaling bark Jireh Swift of New Bedford (in San Francisco to unload \$100,000 in whale oil!), taxed by U.S. at 2¢ Bank Check rate, by California at 1861-6 Exchange \$2 rate. On June 22, 1865, the Jireh Swift would be captured and burned in the Bering Sea by the infamous Confederate raider Shenandoah. The Civil War was over, but convincing proof did not reach the Shenandoah until August 2. The Jireh Swift had made a run for the Siberian coast, until a shot whistling past her stern brought her to. This is widely considered the final shot of the Civil War. Twenty minutes later the Jireh Swift, with another 400 barrels of whale oil aboard, was in flames. One of the premier items of Civil War philately

5.2 Manganui, New Zealand Stamps of New Zealand, Great Britain, U.S.

Bark *Louisa*, March 1870, amount £80

- N.Z. embossed Stamp Duty 8d on execution
- Gt. Britain Foreign Bill 1s on endorsement
- U.S. 20c on acceptance

Two triple-nation combinations of the Civil War tax era recorded
Ex-Cunliffe



[Tax rates on the above bill:

- N.Z., 4s per £50
- G.B., 1s on £75-100
- U.S., 5¢ per \$100]

Right, computer enhancement of 8d embossed stamp



5.3 Honolulu, Hawaii; "Disaster of 1871"

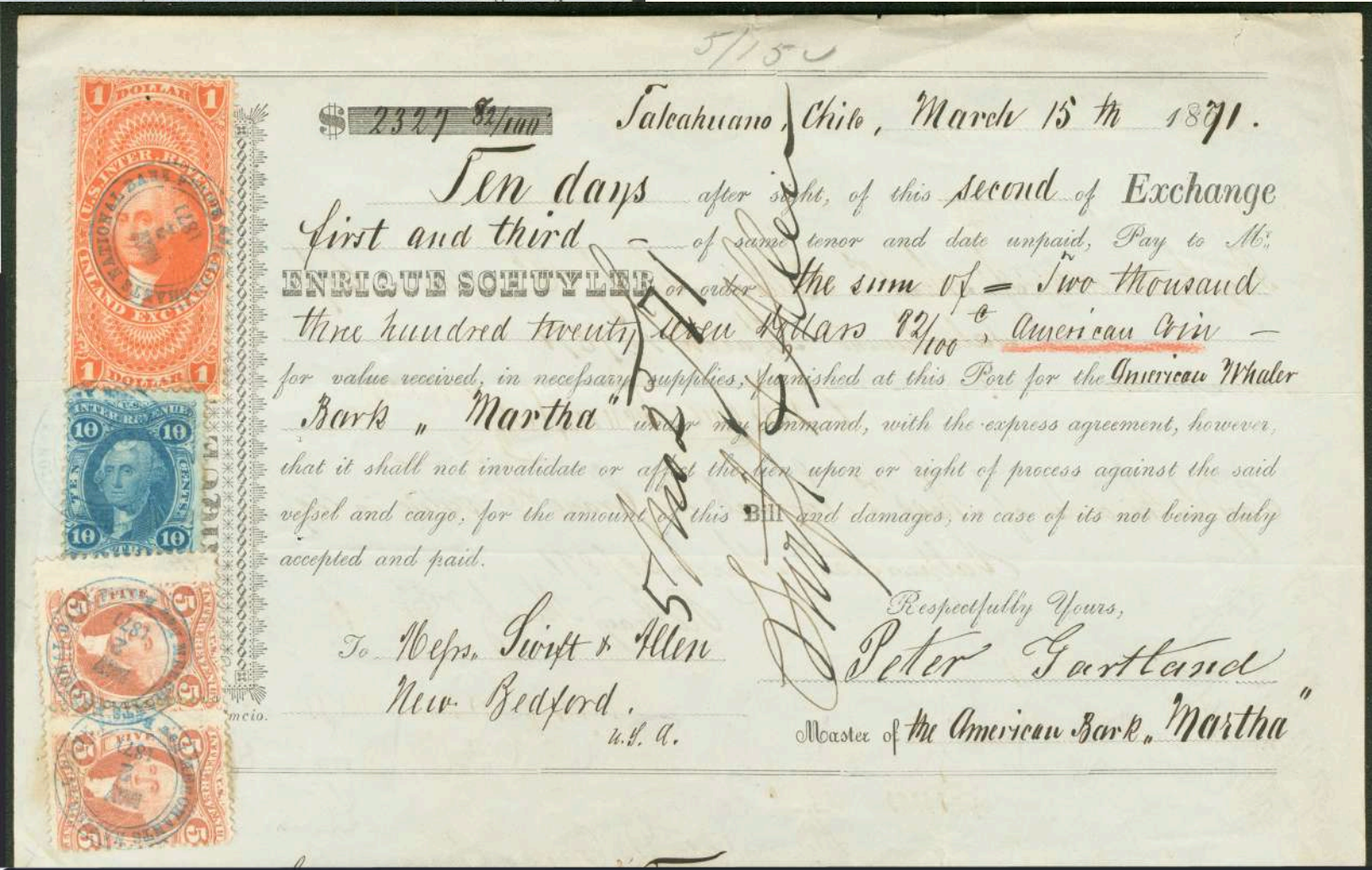
Above, Bark *Massachusetts*, November 1869, amount \$3,180, tax \$1.60 at Inland Exchange 1864 rate of 5¢/\$100

This bill safely reached New Bedford; not so the *Massachusetts*! Like the *Elizabeth Swift*, she was trapped in ice on the Alaskan coast in 1871 and abandoned.

"The Man Who Invented Baseball"

Bill of Alexander Cartwright, a New York emigré considered "the Father of Modern Baseball." His innovative rules for "New York Baseball" included: nine men to a side; three outs to an inning; basepaths of 90 feet; and elimination of "soaking" (putting a runner out by hitting him with the ball).

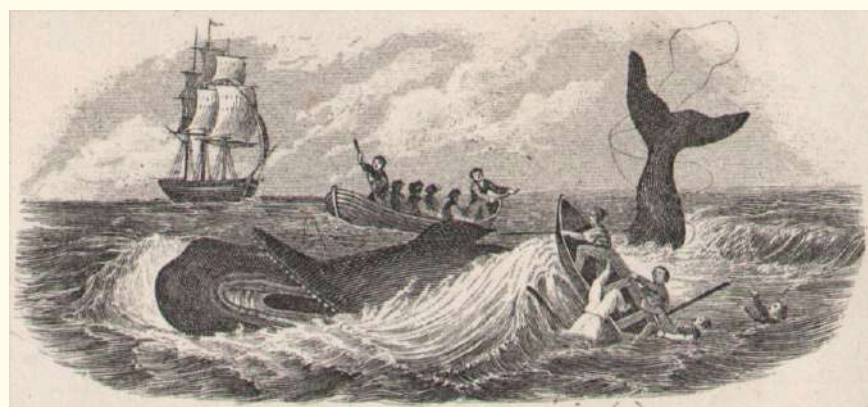
Signed three times by him. Ex-Lipson.



5.4 Talcahuano, Chile

Bark *Martha*, March 1871, amount \$2,328 American coin, tax \$1.20

Sole recorded U.S. incoming stamped bill from Chile



6. Selling the Oil

Above left, 1868 receipt of Manhattan Oil Co., vignette of whale capsizing whaleboat!

Left, 1866 receipt of dealer in Sperm Oil, Sperm Candles and Whale Lard, vignette of death throes of harpooned whale

For "machining oil" to Albany & Susquehanna R.R. Co.; sperm oil was highly prized as an engine lubricant.



Epilog: Rise of the Petroleum Industry

Edwin Drake's first U.S. oil well at Titusville, Pennsylvania, in 1859 spurred rapid expansion of the fledgling industry. Most ventures were not profitable, but enough were that petroleum production rose steadily, to about two million barrels in 1864 and ten million by 1873. (Current world production is 78 million barrels per day.) This drastically reduced the need for whale oil as an illuminant. Over the same span, whale oil production fell by 50%.

Nevertheless whale oil remained in demand as a lubricant. Moreover demand for whalebone (baleen, the straining apparatus from the jaw of the bowhead whale) for flexible products like corsets or buggywhips remained high until the advent of plastics decades later. Whaling would continue, but on a drastically reduced basis.