
The Dundee Whaling Fleet Ships Masters And Men

Journal

The Winter Whale

The Lost Fleet

The Voyages of the Discovery

The Geographical Magazine

The Arctic Whaling Journals of William Scoresby
the Younger (1789-1857)

Dundee

Report of Winfield S. Schley, Commander, U.S.
Navy, Commanding Greely Relief Expedition of
1884

Among Unknown Eskimo

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Report

The Journal of the Manchester Geographical
Society

A Century of Our Sea Story

The Witches of Fife
The Last Voyage of the Whaling Bark Progress
Report of Winfield S. Schley, Commander, U.S.
Navy
Report on the Dominion Government Expedition
to Hudson Bay and the Arctic Islands on Board
the D.G.S. Neptune, 1903-1904
Scots And The Sea
A Whaling Cruise to Baffin's Bay
Scottish Arctic Whaling
The Geographical Magazine
Yule Families of Angus and Kinross-shire,
Scotland
Dundee: A Short History
The Arctic Whalers
A Whaling Cruise to Baffin's Bay and the Gulf of
Boothia
Ancestors in the Arctic
Encyclopedia of the Antarctic
The Rescue of Captain Scott
The Arctic Whaleman
The Practical Magazine
A Wild Rough Lot
In Search of Mary Shelley: The Girl Who Wrote
Frankenstein
The marvels of the polar world, tr. by R.
Routledge
Dundee Whaling Fleet
The Nature of Autumn

*The Dundee
Whaling Fleet
Ships Masters
And Men*

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ROBERTS JESUS

Journal Luath Press Ltd
Where can you find
five castles, an
Antarctic research ship
and award winning
modern art and theatre
venues side by side?
Which Scottish city
made its name
producing the 'three Js'
of jute, jam and
journalism, was home
to a higher population
of working women than
anywhere else in the
UK in the late 19th
century and gave us
the world's worst poet?
In this first ever
comprehensive guide
to the city join author
Norman Watson on a
journey street-by-
street through Dundee,
UNESCO City of Design,
shortlisted City of
Culture, and now
proudly selected to
host the world-beating
V&A Museum. Explore

key streets and
buildings and meet
famous Dundee
residents, recalling
stories of the city's
past as a
manufacturing
monolith and looking to
its bright future as a
hub of learning and
culture. Fully illustrated
and featuring full
colour maps, this guide
to Dundee is the
perfect companion for
locals and visitors
alike.

The Winter Whale
Birlinn

Honoré de Balzac
reference on p. 109.

The Lost Fleet John
Donald

An 1884 official report
proposing a third
expedition to rescue
any survivors of the
1881 Greely expedition
to the Arctic.

**The Voyages of the
Discovery** Random
House

The whaler Citizen left New Bedford, Massachusetts, on October 29, 1851, for what was to be a three- or four-year voyage to North Pacific. After rounding East Cape (today known as Cape Dezhnev), the northeastern-most point on the mainland of Asia, and entering the Arctic Ocean, the vessel was wrecked in a storm on September 25, 1852. Five members of the crew were lost in the gale. The other 33 men made it to shore, where they were kept alive for nine months by local people, Yupik Eskimos inhabiting this sparsely populated region of Chukotka, Siberia. The Arctic Whaleman; or, Winter in the Arctic Ocean is an account of the

ordeal of the crew of the Citizen, written by Lewis Holmes, a clergyman from Edgartown, Martha's Vineyard, based mainly on an oral account of the voyage given to him by Thomas Howes Norton, also of Edgartown, captain of the Citizen. The book has 15 illustrations and includes notes on the native people of the region, including their methods of hunting whales, their huts, manner of preparing food, customs, language, and so forth. The surviving crewmembers of the Citizen finally were rescued by two New England whalers on July 4, 1853. The book concludes with a brief history of the whaling industry. The heyday of the American whaling industry was from

1820 to 1850, when American whalers accounted for 652 vessels in the worldwide whaling fleet of about 882 ships. New Bedford was the leading whaling port, followed by Fairhaven, Massachusetts, Nantucket, Massachusetts, and New London, Connecticut. Whaling in the Arctic Ocean began in 1848, when the bark Superior of Sag Harbor, Long Island, New York, first passed through the Bering Strait to hunt the bowhead whale. Within three years, 250 ships, mostly from New England, had made whaling voyages to the seas north of Siberia and Alaska.

The Geographical Magazine London: J. M. Dent

The story of Dundee is

both fascinating and dramatic. Now, in Dundee – A Short History, Norman Watson brings to life the people and events that shaped this great city from its origins and early development, through centuries of poverty and prosperity to the golden years of jute, jam and journalism and beyond. In this absorbing and comprehensive history, meet the women who hijacked the Reformation, the sisters who terrorised Winston Churchill, the martyred George Wishart who kept only his hat, the whalerman James McIntosh who ate his to survive, and witness Shackleton's remarkable expedition to far-north Dundee and the flights of fancy surrounding Preston Watson. And after

tragic events like Monk's massacre and the Tay Bridge disaster, the city's extraordinary story sparkles into life again with its brilliant cultural renaissance and dramatic change of fortunes. Dundee - A Short History is an acclaimed and authoritative account of the remarkable story of one of Scotland's greatest cities.

The Arctic Whaling Journals of William Scoresby the Younger (1789-1857) Saraband Along the coast of Fife, in villages like Culross and Pittenweem, history records that some women were executed as witches. Nevertheless, the reality of what happened the night that Janet Cornfoot was lynched at Pittenweem is hard to grasp as one

sits by the harbour watching the fishing boats unload their catch and the pleasure boats rising with the tide. How could people do this to an old woman? Why was no-one ever brought to justice? And why would anyone defend such a lynching? The task of the historian is to try to make events in the past come alive and seem less strange. The details of the witch-hunt are fascinating. Some of the anecdotes are strange. The modern reader finds it hard to imagine illness being blamed on the malevolence of a beggar woman denied charity, or the economic failure of a sea voyage being attributed to the village hag, not bad weather. Witch-hunting was related to ideas,

values, attitudes and political events. It was a complicated process, involving religious and civil authorities, village tensions and the fears of the elite. The witch-hunt in Scotland also took place at a time when one of the main agendas was the creation of a righteous or godly society. As a result, religious authorities had control over aspects of people's lives which seem as strange to us today as beliefs about magic or witchcraft. It was not accidental that the witch-hunt in Scotland, and specifically in Fife, should have happened at this time. This book tells the story of what occurred over a period of a century and a half, and offers some explanation as to why it occurred.

Dundee Birlinn Ltd

This narrative explores the reasons for the building of Scott's ship Discovery in Dundee, examining links between whaling, polar ships, marine engineering, and polar ice rescues. It recounts the exploits of Dundee's ice master, Captain Harry McKay, whose experience saved Scott in 1904.

Report of Winfield S. Schley, Commander, U.S. Navy, Commanding Greely Relief Expedition of 1884

Black & White Publishing Ltd
Reprint of the original, first published in 1874.
Among Unknown Eskimo Macmillan
Dundee, City of Discovery, is known around the world for its innovation, its jute and music, and its vibrant culture. But the critical

role of the city's whaling fleet and the wealth it generated for Dundee for more than a century is less well known. Ancestors in the Arctic is a remarkable collection of photographs from the McManus: Dundee's Art Gallery and Museum, and tells the story of Dundee whaling and the men who sailed the frozen Arctic seas. This was a brutal, dangerous business which required the hardest of men, prepared to head out to sea in all weathers and in terrible conditions in search of the elusive mammal and in the hope of a profit from whalebone, skins and the whale oil which was essential for the city's jute mills and factories. And as they sailed the dangerous

Arctic waters, the ship's captains became well known - including Captain William Adams, who sailed farther north than any other Dundee whaling master and Captain Harry MacKay of Terra Nova and rescuer of the trapped Discovery in 1903. More numerous were the crewmen, the hardworking Dundonians who rowed the whaleboats and manned the ships, and many of whose descendants still live in Dundee. Ancestors in the Arctic tells their remarkable stories as they sailed north, traded with the Inuit and hunted whales across forbidding freezing seas.

The Dundee Whalers
Cambridge University Press

History of trade, ships

and seaman to 1914. *The Geographical Journal* John Donald
At the end of the 19th century, Dundee was Europe's premier Arctic whaling port. From humble beginnings in the 1750's this national industry had survived French and American wars, privateers, economic slumps, storms, heart-wrenching disasters and some amazing triumphs. From 1860 until the 1880's, Dundee built the most efficient Arctic vessels in the world. Despite being only a small city on the east coast of Scotland, as the 19th century closed, it was the most important Arctic whaling port in Europe. The Dundee Whaling Fleet gives an overview of Dundee's experience in Arctic whaling, including a

valuable guide to every ship in the fleet with statistics, dates and a thumbnail history. It also gives sketches of the most prominent of the whaling masters, Dundee shipping companies and 350 of the tens of thousands of seamen who took the ships north.

The Falkland Islands

Black & White
Publishing

Describes Scotland's 150-year involvement in Arctic bowhead whaling using previously unpublished research from port records and newspaper accounts.

My Windows on the Street of the World
Philadelphia : J.B.

Lippincott Company
This is a study of what was Britain's leading whaling port. Today, Dundee captains and the city's whaling fleet

have a permanent place in the geography of the world. Cape Adams, Cape Milne, Artic Bay and Eclipse Sound recall an era when the city's stoutly built ships, manned by heroic adventurers, discovered new routes, made new friends, but seldom sailed far from danger. In Dundee itself, streets such as Whale Lane and Baffin Street serve as reminders of an era in which Dundee dominated the whaling grounds. Moreover, the Dundee fleet has excelled as polar exploration ships, providing vessels for Captain Scott, Ernest Shackleton and Admiral Byrd, leaving a permanent reminder of the city's historic role at Dundee Island, Antarctica. An appendix lists all the

ships and their captains.

The Dundee Whalers

1750-1914 Ferguson

Brown & Son

Publisher description

Report of Board of Officers to Consider an Expedition for the Relief of Lieut. Greely and Party Estella Yule Pryor

A compelling introduction to the whaling and sealing industry in Northeast Scotland's Moray Firth, Malcolm Archibald's *A Wild Rough Lot* will guide you through the trade's history, dangers and successes. Beginning with a brief look at the geography and maritime history of Northeast Scotland's ports, the book introduces the Scottish whaling industry through contemporary journals and log books.

Laden with illuminating examples, the book covers topics from the stages of a typical whaling voyage to the brutal, often bloody process of the sealing industry. In-depth details of the trade in Moray Firth concentrate on the successes of specific ports and ships in the area, including the short-lived whaling industry in Nairn, the prosperous trade and insurance case of Banff, the fortunes and dangers of the Arctic and prominent ship Felix, and a yearly account of the whaling and sealing trade in the most successful port, Fraserburgh. Beyond a glimpse into the industry, the book provides useful details of the vessels and an 1859 crew list useful for those seeking a

chance to trace their family roots in the maritime industry. **Report** McFarland With over six thousand miles of rugged coastline, nowhere in Scotland is more than forty-five miles from tidal waters, and seven of the biggest towns and cities are seaports. No wonder then that the sea has shaped Scotland, and in turn the Scots have helped to shape maritime history, trade and communications. Scots and the Sea is a unique and compelling account of a small, sparsely populated country's relationship with the most powerful force on earth. It is a celebration of the courage and endurance of fishermen and their families, the selfless bravery of lifeboat

volunteers and the individual brilliance of leaders like Admiral Cochrane, who helped establish free nations across the globe. The illicit activities of scoundrels like Captain Kidd also provide a taste of the darker side of the story. Scotland's proud maritime tradition is traced through this volume, which examines the development of trade, the founding of a Scottish merchant navy and the pressures towards Union with England. It explores ports, harbours and shipyards, and outlines the vital role Scotland has played in shipbuilding and marine engineering - from the galleys and longships of early history to clippers, steamships, ocean liners, hovercraft and

oil rigs. Also recounted are the exploits and achievements of Scots in all these fields, including those of James Watt, William Symington, Henry Bell and Robert Stevenson. Finally, it takes a look into the future, where Scottish research into wave and tidal power could become vital in providing a source of sustainable energy. Over the years, many Scots have made their living and their fortune from the sea, others have lost their lives to it - Scots and the Sea is a tribute to all of them.

The Journal of the Manchester Geographical Society
Taylor & Francis
Narrative of an expedition to patrol Canadian waters and establish government stations; chapters on

history, Eskimos, and geology.

A Century of Our Sea Story

Simon and Schuster

In late November, 1893, a humpback whale - as rare a sight in the North Sea then as it would be now - followed herring shoals into the Tay estuary, and travelled as far upstream as Dundee docks to linger in the home waters of the biggest whaling fleet in Britain, and one of the biggest in Europe. The whale became an instant celebrity, known simply as the Monster, but a handful of boats were launched to try and catch it. The hunt was farcical, protracted, and ultimately grotesque - the whale remained elusive for four weeks before towing six vessels out past the

Bell Rock lighthouse.

All the lines parted in building seas and the whale escaped, but it was mortally wounded and was found floating off Stonehaven on January 6, bristling with ironmongery. After a public auction was held for the corpse, the whale was hauled to Dundee. The public was charged sixpence or a shilling to see it, special trains were run from all over Angus, Perthshire and Fife, and for three shillings they could have their photograph taken sitting at a table inside the whale's propped open mouth. The whale was immortalised by the poetry of William McGonagall and went on tour by train on a specially built cradle to Aberdeen, Glasgow, Liverpool, Manchester, London and Edinburgh,

before returning to Dundee. Its skeleton was presented to Dundee Museum, despite lucrative offers from big museums in London, Europe and America. The Winter Whale is a remarkable historical set piece, a product of its time, although even then public opinion was divided between glee and outrage, pro-whaler and pro-whale. The Witches of Fife

Government Printing Bureau

This is the third and final volume in the set of William Scoresby's journals. It contains the unpublished accounts of his three voyages 1817, 1818 and 1820. During the years of the voyages in this volume Scoresby's life changed profoundly. An unsuccessful hunt for whales in 1817 led to a

break with the Whitby shipowners, and command of the *Fame* in 1818 in partnership with his father. The partnership was a brief one, and at the end of 1818 Scoresby broke with his father and moved to Liverpool, finding new partners, completing the writing of *An Account of the Arctic Regions* and watching the construction of his new ship, the *Baffin*.

Meanwhile he suffered a severe financial loss and made a profound religious commitment. After his first summer ashore for many years in 1819, he brought back to Liverpool in 1820 a 'full ship' of seventeen whales, despite being faced by mutineers in the crew who earlier had been involved in piracy in the Caribbean and,

apparently, hoped to seize the Baffin 'and convey her and her valuable cargo to a foreign country'. In each of the journals, Scoresby wrote detailed descriptions of his landings: on Jan Mayen in 1817, western Spitsbergen in 1818, and the Langanes peninsula in northeast Iceland in 1820. The 1817 voyage, when Scoresby and others found the Greenland Sea relatively free of ice, involved him in the renewed British interest in arctic maritime exploration after the Napoleonic Wars. The Introduction to this volume contains a major reappraisal of Scoresby's role, especially in regard to his alleged mistreatment by John Barrow, Second

Secretary of the Admiralty. The volume also contains an appendix by Fred M. Walker on the building of wooden whaleships such as the Baffin that were capable of routine ice navigation under sail as far north as 80°N, based on Scoresby's account, as Owners' Representative, at the beginning of the 1820 journal. The Last Voyage of the Whaling Bark Progress Edinburgh University Press
Coinciding with the 200th anniversary of the publication of Frankenstein in 1818, a prize-winning poet delivers a major new biography of Mary Shelley—as she has never been seen before. We know the facts of Mary Shelley's life in some detail—the

death of her mother, Mary Wollstonecraft, within days of her birth; the upbringing in the house of her father, William Godwin, in a house full of radical thinkers, poets, philosophers, and writers; her elopement, at the age of seventeen, with Percy Shelley; the years of peripatetic travel across Europe that followed. But there has been no literary biography written this century, and previous books have ignored the real person—what she actually thought and felt and why she did what she did—despite the fact that Mary and her group of second-generation Romantics

were extremely interested in the psychological aspect of life. In this probing narrative, Fiona Sampson pursues Mary Shelley through her turbulent life, much as Victor Frankenstein tracked his monster across the arctic wastes. Sampson has written a book that finally answers the question of how it was that a nineteen-year-old came to write a novel so dark, mysterious, anguished, and psychologically astute that it continues to resonate two centuries later. No previous biographer has ever truly considered this question, let alone answered it.