Schooner
John R. Manta
LOG BOOK

SCH. JOHN R. MANTA

OF NEW BEDFORD

CAPTAIN ANTONIO J. MANDLY.

1925.
Kept by

William H. Triff

Remarks on Board Sch. John R. Manta, 1925.

The following persons compose the crew of the Whaling Schooner John R. Manta, which sailed from New Bedford, Mass., Saturday, May 22nd, bound on an Atlantic Ocean whaling voyage.

Antone J. Mandle, Master.
John O. Lopes, First Mate.
Daniel Cusden, Second Mate.
Frank Duarte, Third Mate.
Rev. W. Cleveland, Boat-steerer.
Frank Rhode, " "
Deon Waters, " "
William H. Triff, Boat-Leader.
William Simon, Steward.
Joseph Mendes, " Cook.
Anthony M. Duarte, Seaman.
Raymond A. Buckley, "
Frank Bradshaw, "
L. Brown, "
Crew List continued:

Richard H. Sloan, Seaman
Frank Sluiter, "
Frederick Pown, "
James W. Moynihan, "
John Wangborg, "
Herbert R. Harvey, "
William Butler, "
Charles A. Wilcox, Cabin Boy.

After sailing, Joseph Mendes, at his request, was made a forecastle hand, and FrankBradshaw became the Cook.

Remarks on board Sch. John R. Manta.

Saturday, May 2, 1925.

At 8:30 A.M. took our anchor from the flats near Butlers Pilot Light and proceeded to sea in tow of Tug Jesse T. Sherman. Good breeze from S.W. Tug dropped me at New Chicken Lightship at 10:30 A.M. Slipped on starboard tack by the wind, jib foretappail, foresail & mainail set. At 11:25 set the flying staysail. Passed Sour Tugs Lightship 12.15 P.M. Tacked ship several times.

At 2:15 P.M. Normanland Ice due East distant 3 miles. 4:20 P.M. took in the flying staysail. 6 P.M. took in the mainsail and set main-trysail.

Sailing by the wind, nearly all night. Sailed of greenland swellsick.

Light wind and calm during night.

So ends this day.
Remarks on board Sch. John R. Mata
Sunday May 3 1925

This day commands with ease.

At 3 A.M. breeze made some from the westward. Course S.W. schooner under short sail, Stood anchor and chains. Middle part, about 8 A.M. took in the try sail and set the mainsail. Moderate breeze all day.

Sailing by the wind on Starboard tack.

About 11 A.M. Ocean Liner with Red Stack and black top, passed astern of us heading westward, came within 3 miles of us.

4 P.M. Pan smoke of steamer on lee bow.

Cooled 2 shots of tow line in small tugs for Starboard and Starboard boats.

Latter part moderate breeze. 6 P.M. Shurftened sail took in mainsail, set try sail, put in deck for night. 7.30 P.M. Sailing schooner passed under our stern. Hallest, wished us “Good Luck” had 4 floried lights man dressing Sal.

Putty moonlight night. 3 P.M. Lat. 40.08 N. Long. 70.49 W.

Remarks on board Sch John R. Mata
Making Passage To Hattonas.
Sunday May 3 1925.

About 6.30 P.M. First Mate chose Larboard Watch, and Starboard Watch, and Second Mate chose Starboard Watch and Starboard boat crew.

Captain then called men all aft and talked to them about the voyage and what he expected of them.

(See Page 100)
Remarks on board Sh. John R.Monta.
Bound to Hattiesbg.
Monday May 4, 1925.
This day begins moderate breeze.
About 6.30 tock in try-sail and set mainail.
About 7.30 A.M. "He-Blow" and "H-B-L-O-O-W-S" heard for first time. Spouts in wake of
Sail's course changed toward spouts.
Row to windward towards them and found
them to be "Furbacks." Went back on our
course again. Furbacks seen several times in
morn. One passed to windward and breached
not far from schooner. Middle part cloudy.
Breezed up strong. Shortened sail 6 P.M.
Quite a sea running. Course S.W. Breezed
up strong. Lightning in S.E. about 7 P.M.
Rain during night. Schooner rolled some.
Rom-sharpened shades to-day.
No sail run to-day. Stood Madehead 9.30-10.30 A.M.
So Ends:
Lat. 39.30 N.
Long. 70.37 W.

Remarks on board Sh. John R. Monta.
Bound to Hattiesbg.
Tuesday, May 5, 1925.
This day begins with train and a
heavy swell running. Moderate breeze.
Sail under short sail. Course S.W.
Cloudy. Middle part clear, sailing by
the wind all day. Starboard tack.
About 1.30 P.M. Saw small blackfish
fuss to windward near ship.
Latter part clear and cool.
By the wind on Starboard tack.
Heavy swell.
Several of the forecast hands still
quite seasick.

Lat. 39.05 N.
Long. 71.28 W.

FIN-BACK
Remarks on board Sch. John R. Manto

Cruising on [Hatteras Grounds]
Wednesday, May 6, 1925

This day begins, clear and warm. Saw Blackfish to leeward near sch. On starboard tack, by the wind, short sail, moderate breeze.

Mate and three seamen, tending, chafing and setting up rigging.
10:30 A.M. Saw steamers off the bow.
Middle part sea smooth.
At 2:30 P.M. Mr. Klavant, 3rd mate raised sperm whales from masthead.
Whales going slowly to westward.
Lowered 2 and 3 Boats. Went off under sails and paddles. Light wind and calm. Saw whales stop several times and turn flukes. Steer 1/2 hour. 2nd Mate's boat chased them. They disappeared. Another whale came up. Both boats chased but within one shooting

When Carey

Chickens in large numbers
near sch.

when wind died out and whale disappeared. Boats chased for three hours. Schornet became most of time. At 5 P.M. Capt. set flag for boats to return to ship. They were getting black and threatening in dark. Boats came back under sail just as sun was setting. Sun went down red, water in it was made a pretty green, the rest of the sea a beautiful blue. Hosted the boats. Took in jib and foresail and set foresail. Short sail for night. Supped 8 P.M.

Latter part! Beautiful moonlight and smooth sea, and warm. Bar. 30° 02' 11 P.M. Cloudy. So ends this day.

Lat. 37° 55' N.
Long. 71° 30' W.
Remarks on board Sch. John R. Manta.

On Hatteras Grounds
Thursday May 7th 1925.

This day began cloudy and calm. 2 A.M. Whales were near schooner. Two or three turned flukes very near ship. Fine warm morning. 8:00 fore, main and jib. Steaming W. by N. on port tack, running free. Light breeze. Tacked ship 10:10, headed S.W. on Starboard tack. Three men at mast head, 2 on main, 1 at fore. Crew sharpening boarding knives and setting up rigging.

Saw Straigh near ship.
Middle part. Breeze sprang up from N.W. White caps appeared on blue sea and it grew much cooler. 2 P.M. Breeze freshened. Took in mainsail and set try sail. Wind abeam.

Latter Part. 5 P.M. Buckley raised whale. Lowered S.B. and S.B. Franklin Ross boat.

Remarks on board Sch. John R. Manta.

On Hatteras Thurs. May 7th, 1925.

Steering for First Mate, tried to fasten but whale settled, rolled under the boat and unshipped the rudder. Took up the boats 6 P.M. Shortened sail for the night. So ends this day.

Lat. 37° 35' N.
Long. 72° 18' W.
Remarks on board Sch. John R. Manta

On Hatteras Grounds
Friday May 8th, 1925.

This day begins with moderate weather. About 5:30 A. M. Mr. Crowie, 2nd Mate, raised whales, two miles ahead of schooner, Sch. under foresail, jib; foresail set the mainsail.

Captain Hunsley saw whales off the lee quarter.

Lowered both boats, about 7 A.M. Mr. Loped boat soon found a whale. As Frank struck the whale he rolled under the boat. Whales were shooting all around the fast boat. Saw the mate lance the whale, saw the lance bend nearly double. Blood spouted from the whale's back. Then the whale was off. The boat went.

Remarks on board Sch. John R. Manta

On Hatteras Grounds

On the "Nantucket Sleigh Ride." Boat drew up on whale and the mate lanced him again. He began to shoot blood, then threw thicker.

Schooner was then headed towards Mr. Crowie's boat. Steward sang out "Fast ho, as we saw Ben Cleveland plant his saw into a whale. I saw two and whale was fat, struck all around this fat boat, some showing their blubber and others running their whole heads out, others turning flukes.

As the Manta sailed up close to the boat we heard Mr. Crowie calling to the boatswain how to steer the boat. "Swing her hand, Ben," etc. We were very close and saw the 2nd Mate plunge his lance deep into the whale.
Remarks on board Sch. John R. Manta
On Hatteras Grounds

A Cow-Whale, the other a boll Whale.
All hands then had Break-fast 9.15 A.M.
Foresail was taken in, jibed and fastened over to leeward.
Cutting falls were sent aloft and the stage lowered over the whale.
The Mates began cutting her at 9.45 A.M.
Both Whales were all cut in at 2 P.M. to the Cry by all hands, "Fire and Doggie More;" the last blanket prize swung inboard.
Dinner was served at 3 P.M.
We dined on "Whale meat balls," they were great!
We were near the "Rip" of the Gulf Stream. Wonderly to N.W. Sun very warm. Ther. in Calm 70°. Almost calm with

Cruising on Hatteras.
the sea was dyed with crimson. Mathew Carey's chickens by the hundreds were all around the dying whale.
The whale broke into a short flurry and then went came this fire. The whale was dead, at about 7.50 A.M.
The schooner now headed for Mr. Lopee's boat. As we neared the boat we saw that their whale was dead also.
The whale was alongside the schooner at 6.15 A.M.
Mr. Crowie's whale was alongside at 6.30 A.M.
Fluke chains were put on the whales and they were fast alongside. One of the whales, the larger one was
Remarks on board Sch. John R. Manta.
Cruising on Hatteras.

Saturday, May 9th, 1925

No. 3
L.B.

This day begins with clear weather, warm, and almost calm.

At about 7 A.M. Frank Rose boat raised a whale to leeward.

A hurried breakfast was eaten.

Masthead keeping watch for the next rising of whale.

Lowered both boats at 7:46 A.M.

Whale came up near the ship to leeward.

Mr. Crowie's boat to leeward, Mr. Lopez's boat sailed up to whale.

Frank struck at 7:45. Heard the whale strike the boat. The whale
began to roll over and over.

The boat pulled up on hiwin and Mr. Lopez landed hiwin twice.

He went into flurry and died without spotting much blood.
Remarks on board Sch. John R. Manta on Hatteras.

Saturday, May 9th, 1925.

Mr. Crowie's boat pulled off to windward after two more whales. Whales were going too fast so Capt. ordered boat back with flag.

Mr. Crowie joined with Mr. Lopes' boat and tansun they towed dead whale to the ship. Whale was fast alongside at 7:40 A.M. It was a full whale of about 35 lbs.

Mr. Lopes said as soon as the whale was struck he threw his head towards the boat and destroyed the bottom slightly. Mr. Lopes said as boat raised he would have gone overboard if his pants had not caught on something.

Boat thrusted, and whale made fast with fluke chain.

Boats thrusted, and whale made fast with fluke chain.

Got foredeck down, and dropped jib.

Began to cut on at 10:30 A.M. Hundreds of Mother Carey's chickens to windward in water, eating the scraps of whale blubber. One large shark appeared near the whale but Mta. drove line off with a shade thrust.

Macheted off the jaw for the fat on it. Had no little or very small ones hardly through the gum. Whale about 5 years old.

Head taken in middle.

"Five and Forty More" heard at 12:30 A.M.

Middle Port, clean then equally.

2:30 P.M. wind and a little rain. Bailing the case.
Remarks on board Scl. John R. Manta
6 on Hatteras Cutting-in.
Saturday May 7th 1915.
Concluded.

Started fire in try works to the
dry "Clall Hallet." I All day this
The first smoke appeared from
the single stack of our try-makes.
Supper 6:15 P.M. Whale steak.
GREAT!
Starboard pot boiling at 6 P.M.
Now Mr. Lopes repaired the
stove 7 o'clock, two planks were
popped and three ribs also.
6:45 P.M. Wind came out S.W.
Strong and began to rain.
Latter part, hard rain, schooner
under short sail all night.
Rolling bad. Stormy himself with
wheel lashed. Hatters weather!
Put blubber in hold & cooled down
the works. So Ends this day.

Lat. 37.70 N. Long. 71.30 W.

Boiling

Sunday May 10th 1915

This day begins with rain,
strong wind, and a heavy
swell running. Hard Shower
in afternoon. Sun came out
11:30 A.M. 2 P.M. Middle Part.
Sun trying to come out.
Started try works again. Con-

Muscovy Block and boiling oil.
Schooner rolling scupper under
decks swash over waist.
Schooner steering herself all day.

Slight shower 4 P.M. Rainbow
in the East.
No mastheads, while cutting-in or
boiling. Muscovy and boiling all
night. Schooner rolling bad.
Boiling try works pretty flat night.

No working by light of 2 flares.
So Ends this day. Lgt. 37.35 N. long.

7/2/20
Remarks on board Sch. John R. Manta.
on Hatteras grounds.

Monday May 11th, 1925.
This day began bright and
Clear. 3rd degree some swell
left. Steering by the wind
to the Westward, under jib, fore-
stay sail, fore and main staysails.

Arbor employed muanring and
boiling.

Middle part, The same only
swell increasing.

2:30 P.M. Heavy sea broke on the
Quarter deck. Washed the cook
through the galley.
Sch. unoered to the nearly
put the starboard boat in the
water.

Cut off starboard main shrouds
parted near the rail.

Mast just tackle on it.

Course of Sch. unoered changed
to North West 20 men coiled.

Remarks on board Sch. John R. Manta.
on Hatteras. May 11, 1925

Monday Concluded
work out shrouds Latter Part.
After supper about 5:45 P.M.
a school of sperm whales
was sighted to windward,
going fast to windward.
Did not lower boat, as it
was too rough and too near
dark.

Tacked ship again and then
headed to South East.
Sch. unoerd bad all
night.

To end these 24 hours.

Lat. 37° 37' N.
Long. 72° 20' W.
Remarks on Board Sch. John R. Manta

On Hatteras Grounds
Tuesday May 12, 1925.
This day begins with a smooth clear Sun out early.
Shower about 6.30 A.M.
Towards noon smooth
and nearly calm.

Mr. Crowle in charge of boiling.
Helped feed scrap & file.
Skinned off the scrap, bailed oil
the Oil into cooler, and feed
boiler of blubber to the pot.

Schooner under jib, fore-
stay sail fore and main trysail,
on Starboard tack steering self
to N.W. wind North.

Middle Part. Cloudy ice after-
noon, crew employed as usual.

Latter Part. Cloudy.
At midnight finished boiling.
Stowed down about 55 barrels.

On an Atlantic Ocean Whaling Voyage
Capt. Antonio J. Mandy, Master.

So ends this day.

Lat. 37°25' N.
Long. 72°20' W.

Wednesday May 13th 1925

This day commences with
cloudy weather, a moderate
breeze, schooner under short
jib, steering N.W. with
the wind N.O.E., an easy swell
running.

About 7.15 A.M. saw a

bound E. S. E.
Remarks on board Sch. John R. Manta

ON Hatteras Grounds

Wednesday May 13th 1925.

Concluded

Man at masthead, first time since last Saturday morning.

Decks clear of all blubber.

Middle Port about 11:30 A.M.

Saw a Sun fish near ship.

About 1:30 P.M. Porpoises were playing about the schooner.

Matt Bunch one but harpoon drew out.

Two beached out of water.

Waters put on new shroud on Starboard Main rigging.

Began to rain at 5:00 P.M.

About 5:45 raised sperm whale going fast to windward.

Waters says Porpoises among them.

Lat 37° 20' N.

Long No 082.

Rain all night. So Ends.
Remarks on Board Sch. John R. Manta

Cruising off Hatters

Thursday May 14th

This day begun with Rain, wind N.E., sea smooth. Sch under short sail, steering North on Starboard tack.

About 7:30 A.M. set the jib.

9:30 A.M. Cloudy blowing harder. Sea broke over quarter deck, on Starboard side. Bar. 29.74. Middle part weather same, Sch. rolling bad. Crew moat at masthead.

About 10 A.M. Saw a Sun Fish. Mate and crew sailing ship, and working at oars and ends.

Capt. called weather a thick No. Easter.

Latter part, Sch. laid to the North all night. So ends.

Lat. 37.50 N.

Long. 40 66 E.

Rain & Cloudy.


Collecting 50 Whales.

Friday May 15th 1925

This day began with grey, Cloudy and cold weather. Took breeze from N.E. sch. steering East under short sail.

F. A.M. Jibed ship, went on Starboard tack, and headed W by N.

About 10.20 A.M. Captain raised whales to leeward near the schooner, and later right ahead of ship.

Lowered both boats. They went off with a strong breeze. Under the reef in sails.

About 11.35 the 2nd. Mate Mr. Cronin struck. Whale struck down a long time, came up and shouted several times. Whale towed boat out of sight from schooner. Sea
Log of Schooner John R. Manta
On Hatteras Grounds
Friday, May 15th, 1925

The fast boat, Mr. Crown, pointed out the whale. The whale took the boat off at a 12 mile per hour clip and towed them fully 6 miles from the ship. Before he could kill her, she would come up and spout but he could not get near enough to lance her. After taming 25 to 30 times she died.

About 12:30 3rd Mate at masthead said he saw the whale sprouting blood. We could not see boat from deck.

130 PM The first mate, Mr. Lopez, came aboard, twisted his boat. He could not see the fast boat on account of the swell.

Cutting-in Began to cut about 6:30 P.M. Rough work, cutting stage going
Log of Schooner John R. Manta

At Hatting Grounds

Friday, May 15th, 1925.

Cruising in Atlantic Ocean, 1925.

Sperm Whaling

Friday, May 15th, 1925.

Capt. Set flag for mate to return to ship. About this time I saw with marine glasses, the boat with sail flag set. The whale was dead. Capt. ordered flag taken down.

trysail was taken in and mainsail set. Schooner was headed for the boat. Wind increased.

Mr. Crowe's boat alongside at 2:20 P.M. Whale dead alongside at 2:45. Hosted the boat, took in main sail, and set try sail. 4 course dinner was eaten and things got ready for cutting

Rough Cutting in.

Began to cut at about 5 P.M. Rough work, cutting stage going.
Remarks on board the John R. Manta
Voyage of 1925

- Concluded
- Friday May 15th 1925
- Under water many times, decks awash.
- Blanket pieces swaying across decks, mallets and mhide working like slaves.
- Last piece at 7:30 P.M. after dark.
- Finished work by light of flares.
- Mr. Crome thinks this whale a Cow (milt calf wise) will make 20 bbls of oil.
- Latter part weather moderating.
- Vessel making good deal of water.
- S.S. Ends these 24 hours.

Lat. 37° 37' N.
Long. 71° 52' W.

Log of Whaling Sch. John R. Manta

On Hatteras, 1925

- Saturday May 16th
- This day commenced with very moderate weather.
- Calm, clear, warmer and sea smooth.
- Sch. on starboard tack under jib, foretopsail, foresail, and main topsail.
- Second mate,ailing case and cutting up junk of yesterday's whale.
- About 9:15 first mate reported to Capt. that he saw whales on port beam. Capt. said head for them. Sch. headed S. by W. Mate said "Steady." Almost calm. The sea was a pretty blue and there was not a cloud in the sky.
- About 9:45 A.M. lowered both boats and off they went under
Log of the Sch. John R. Monte
Saturday May 16th.
sails and paddles
whale was ahead of ship
playing on top of water.
Saw a large

Probably a M&MT. Co. steamer
bound North.
Hundreds of jelly fish and Motla
Cary's chicken near ship.
About 10.20 Mate's boat
darted but did not fasten.
Capt. said "Blow" Blow, "Steward
Run up the flag."
At 10.40 A.M. "Great lie" rang
out as we saw the mate's
boat strike. Whale kicked

Cruising on Hatteras Grounds 1925
Saturday May 16th 1925
up some fish and off he went.
Saw 2nd mate fasten about
10.55 A.M. Whale kicked up great
fuss and off he went with the
boat. Capt. sailed schooner up
to the boat and we saw a
very interesting capture.
Whale would swim then another, settle, run
and run head out, will again,
etc. Mr. Crowie launched his
dale fully 30 times, sometimes pitch-polec
t the lance. But would come back,
head, and then turn flipped.
After return of the schooner we
saw the whale "sawd out" about
11.45 A.M. after about one hour's
fight. Whale did not proton blood.
Schooner was headed for the
boat and whale.
Remarks on board Sch. John R. Mata
Saturday May 16th 1925.
Mr. Lopes was seen blowing his
dead whale to ship.
Saw a steamer sail down to
the south heading north about
12.07 M.

Hosted Starboard Boat. At 12.15
Mr. Crowe’s whale alongside,
about 12.45 P.M. Mr. Lopes alongside 2 Cow whales.
Began to cut 2.45 P.M.
All cut in by 3.45 P.M.
Carcass flossed, first one so
far.
Began cutting second whale at
4.15 Hundreds of Mother Carey’s
Chickens around ship. One
large blue shark, Mate cut

Saturday May 16th 1925

Loom with spade. Saw no more of him.

Weather calm, and warm, a long swell rolling to S.W.

A strong heading N.W.E.

Last piece in at 6 P.M.

Supper 7.30 P.M. Dite some of
meat of to day’s whale, had
baked beans also.

Cut in with forestay-sail and
main-bur-sail. After supper set
forestay-sail.

Basted part good breeze and
Clouds. Beautiful clear night.
Stars very bright. Steamers light
visible abeam at 9 P.M.

Strong breeze all night. So Ends.

Lat. 37.25 N.
Long. 72.04 W.
**SUNDAY MAY 17th**

This day begins with a heavy swell running. About 2 A.M. 2 of crew while shoving a piece of white horse overboard lost the gangway board.

Clean and warm, heavy swell and clumpy sea. Sea a beautiful blue with white caps. Steaming West under short sail.

Smoking and boiling. Matros and men cutting up fish. Seas washing across deck through open gangway. Had to put blanket pieces below.

Wind and swell increased during Middle Part. Shut down the works at 4 P.M. About 6 P.M. saw whales to leeward going to windward fast. One passed astern, but saw our wake and sounded. Came up a mile to windward.

Latter Part. Weather the same.

Boiling all night. Wind fresh N.E.

Finished about 2 of our three whales.

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long. No Observation</th>
</tr>
</thead>
<tbody>
<tr>
<td>37.30 N.</td>
<td>71.33 W.</td>
</tr>
</tbody>
</table>
Remarks on board Sch. John R. Manta
On Hatteras Grounds.
Tuesday May 19, 1925.

This day began with fresh North East winds, cloudy, showery and cold, a ground swell and choppy sea. Sch. under short sail, heading North on starboard tack.

Wore ship 8,15, headed East on port tack.

Ship steered self all day and night.

Crew mucking and Boiling.
Middle Part, the same.

Latter Part, Sea smoothing up some. Cloudy and cold.

Finished boiling at 11 P.M.
So ends these 24 hours.

Lat. No Able.
Long. 11

Remarks on board Sch. John R. Manta
Cruising for Sperm

Wednesday May 20, 1925

This day began with fresh N.E. winds, a cold, gray day, sea a little smoother. Sch. steered East, on port tack, under short sail. Try-moist cooled down.

All through boiling.
3 men at masthead. Middle Part, same. About 11:30 A.M. jibed over to starboard tack, headed N.E. by N. Began to rain 1:15 P.M.

Lunched: Beef soup, peas, spaghetti, salt meat, potatoes, nice pudding. Good!

Rain rest of day. Latter part Rain.

Sch. rolled a good deal.

So ends.

Lat. No Able.
Long. 11
Remarks on board Sch. John R. Manta.

On Hatfields. 1925

Thursday May 21, 1925

This day began clear and warm, beautiful blue sea, almost calm. All sail set but mainsail.

Heading south generally, no wind.

Sails stowing.

Captain & Mr. Lyons worked on gangway brand. 3 men at mastshead.

Middle Port, 10 A.M. saw a 4-masted schooner, hull down, localised.

5 miles away.

Very warm gentle breeze N.W.

From S.W. sea smooth, quite swell of the Atlantic gives schooner an easy roll. Boats mean steering and yelling, lanes and harpoons in S. Bort. 

Mr. Crowie working on ratline.

2 P.M. Mr. Crowie raised whales.

3 pods, one to windward, one ahead.

Remarks on board Sch. John R. Manta.

Greening for Sperm.

Thursday May 21, 1925 Concluded one to hound. Boat boats ready to lower, but did not lower as the whales were going too fast.

Breeze steady from N.W. steering W. by West. A little very sparsely lighted in the sail staid around ship all day, in the boat, etc.

About 6 P.M. saw steamer going N.E.

Read with glasses his name Louisiana.

6 P.M. call from masthead, "Blow v-ws"

"There goes flukes." Too late to lower. Took in foresail, set topsail. Lattie part moderate. Sch. rolled broad all night.

So ends.

Lat. 37° 40' N.

Long. 70° 35' W.
Remarks on board Sch. John R. Marta.

On Hatfields

Friday, May 22, 1925.
This day began with change of wind to North-east.
About 4 A.M. sighted whales.
"Wal, Blows," heard at 5:30 A.M.
Steward called "Cap," whale on lee bow. Got boats ready but whales going too fast to windward.
Cloudy and dreary 7 A.M.
Saw out at 8 A.M. sea a pretty blue with sea caps all around.
Middle part fresh N.E. breeze, rough, seas pitching and rolling.
Boys making "Bag of middles."
Steering North under short sail.
Wind died out. Calm at 3 P.M.
Saw whales again about 5 miles off. Caught mackerel fish. Laid some for supper good.
Saw whales again 6 P.M.
Remarks on board Sch. John R. Manta

Sperm Whaling on Hatteras.

Saturday, May 23, 1925.
This day began clear, wind S.W. hazy on horizon, a smoky sun-wetted. Swell and choppy sea. Sch. steering West main jib, foresail, foresail, and main topsail. Main sail spread, cut off dry. 3 men at masthead. Mr. Crowl raised whale off weather bow about 10:30 A.M. and off beam later. About 11:30 A.M. saw a white steamer bound North, distant 3 miles.

Saturday, May 23, 1925 (cont)
Middle Part. Such warm, sea some what choppy, strong S.W. wind. Sch. steering self to W.N.W. all day. Hard to see whales, horizon hazy.

Lat. 38°20' N.
Long. 72°13' W.
Remarks on board Sch. John P. Manta.

Cruising for Sperm.

Sunday May 24, 1925.

This day begins cloudy. About 7 A.M. cleared away.
Calm, heavy swell, schooner pitching and rolling bad.
At 8:30 A.M. Mr. Lopez caught a porpoise.

Had porpoise liver and fish for dinner. Fine! Almost blew to Sena a steamer in haze, 3 miles off leading point.

B. Blockish near schooner.

Sent some 10:30 A.M. twitter.

Mains tapelay. Saw freighter near Middle Point. Thunder squall.

12:45 some rain, cloudy and showers until 3 P.M. Sun out.

Remarks on board Sch. John P. Manta.

On Hatriff.

Sunday May 25, 1925 (Concl.)

Part of night off day. Bar. 29.52.
6 P.M. to 9 P.M. Calm, fog and heavy swell, schooner pitching and rolling (waste yet).

1 P.M. Always lightning in S.W.

Wind increased all evening, strong to fresh N.W. in night.

2 steamers passed near schooner, in the night. Schooner rolled bad all night.

S.D. Sails.

Lat. 34.30 N.
Long. 72.23 W.
May 25, 1925

This day begins, cold, grey and chilly, a little foggy.

P.30 A.M. ruined moon to north

Sch. steering N.W. Masthead wa

called down. Too foggy to see whale. Fog lifted about 9 A.M.

Bar. 29.58

Blew hard all morning. At 12 noon we

shift headed N.East. Bar. 29.64

Juicy Pea soup for lunch.

Cloudy and dreary all afternoon.

5:30 P.M. tacked ship to W.W.

Capt. called masthead down at 5:10 P.M.

Mr. Crowie raised whale. After supper,

too rough to lower.

Latter part. Blew hard N.E. all night,

stirring rain, sea smoother.

Sch. easy at night.

So ends.

Lat. 38.06 N.

Long. 090 "

Remarks on board Sch. John R. Marine

Cruising on Hattonas
DRY VOYAGE

across the Atlantic was made by the 42-ton steamer in the foreground of the picture above. The little craft, bound for Venezuela, was brought over on the deck of the steamer Louisiana, alongside. The smaller craft will make the trip from Boston to the South American country under its own power.
Reserved for rooms have been pouring in so it looks like the hotel will have a successful opening...

For the grand opening of the Potts House—the million dollar hotel—this is the greatest event that Northville ever had or perhaps ever will have!

See you dressed up, Mr. Potts—you're the host of that evening!

Those mules I don't know bad as you ain't no ad to sell the

Daily Pattern

This Waggish World
by Roy K. Moulton

Keeping a budget is getting to be a great indoor sport. Most newly married couples start keeping one and it works until they see something they really want to buy. A budget, like a New Year's resolution, is made to be broken.

ran out in a restaurant and there was no tip for the waiter, the biter would suffer a severe attack of soup on the shirt front.

“My son,” says General Lord, an army major. He runs auto as he does his other outle
Remarks on board Sch. John R. Manta
Cruising on M V. H. Mattheas
Monday May 25, 1925

This day begins, cold, grey and chilly, a little foggy.
8:30 A.M. wind N.W. to S.W.
Schat. steering N.W. Mattheas, were called down too foggy to see whales.
Fog lifted about 9 A.M. Bar. 29.58
Blew hard all morning. At 12 noon were ship headed N.East. Bar. 29.64
Juicy Potpie, steak for dinner.
Cloudy and drizzly all afternoon.
5:30 P.M. tacked ship to W. W.
Capt. called masthead down at 5 P.M.
Mr. Conway raised whales after supper.
To rough to lower.
Later Part. Blew hard N.E. all night,
drizzling rain, sea smoother.
Schat. easy at night
So ends.

Lat. 38.06 N.
Leng. 160 W.

Remarks on board Sch. John R. Manta
Sperm Whaling
Tuesday May 26th, 1925.
This day continues with wind
N. E. still smoother. Steering south
under forestay sail, foresail & main
top sail.
About 7 A.M. whales were raised
from masthead, to leeward, turned
flukes, turned breakfast eaten.
Tacked ship to N.W. Whale sighted
again under lee quarter then astern.
At 8:30 lowered two boats. Both
boats off under sail. Whale came
up between them.
Frank struck 9:30 A.M. Boat was
underwind, whale raised the boat
up, and his flukes broke off part of
middles. Crew went to leeward side of
boat and she capsized. Saw the
men crawl out bottom of boat.
Schat. sailed by Mr. Conway in S. Boat
L.B.
Capsized
Lost Whale
and 2 tube
of Line.
Remarks on board Sch. John R. Manta

Tuesday May 26, 1915

stood by the L.B. and picked up the crew. After about 15 minutes the boat was righted then backed out and rowed back to shelter. Both boats alongside at 10 A.M.

After boats were hoisted, two tubs of line were coiled:
Lost 2 rows and 2 tubs of line with the whale.

Part mudder and other fittings taken from Want boat and put in L.B. Saw whale several times.
Tackled ship several times, but could not get near it again. Last seen he was heading N.E. with a drag of 150 fathoms of line, and 2 rows, worth about $65.00. Too bad!

No one hurt in L.B., all drenched and shivering in cold when they

Latter Part. Fine moonlight evening. (Mr. L., says Frank struck the whale when he was to windward. Whale raised the boat, but small struck theudder. All the boys got galleled and want to wind side, even went the boat. Buckley was so quick he crawled onto the boat and did not get wet above his waist. He was the first above the S.B. Jack hanging came up puffing. Mr. L. told him not to be scared but to crawl up on the boat and he would be all right.)

So it ends. Lat. 37°14' N.
Long. 72°35' W.
Remarks on Board Sch. John R. Manta

On Hatteras.
Wednesday May 27th 1925.

This morning was a glorious one.
Cool, clear, smooth sea, good N.W.
Gale. Set mainsail 6 A.M.
Steering West. Bar. 30.15 At 7 A.M.
Dew 66°. Sun warmer.
"Jew-Boy" and Capt. guiding shades.
Mr. Jones making weather clock.
Mr. Crowie raised whales about
10 A.M. Lowered both boats at
10:40 A.M. At 11 A.M. L.B. was fast.
Whales all around fast boat.
The whale was alongside at
12:45 P.M. It was a cow-whale
with flukes that had been cleaned.
Hoisted S.B. and took
in foresail.
L.B. called back with flag.
Then 3 miles to leeward after

Remarks on Board Sch. John R. Manta

Cruising on Hatteras.
Wed. May 27, 1925.

Whales.
Steamer "Hartside" of Newcastle,
Passed close astern of the Captan.
Waved. She was bound East.
She altered her course to look us over.
Our whale was alongside and L.B. just
neared the sch. when one
L.B. hoisted at 2:05 P.M.
Linien 2:30 P.M.
Began to cut 3 P.M. Cry "Five
and Forty more." at 4:35 P.M.
Good wind, smooth day to cut in.
6 P.M. dead calm.
Took in foresail and mainsail, set
trysail.
Beautiful moonlight night.
Crew fiddled the coal at night, and
Cut up Junk.
So bid.
Lat 37.44 N.
Remarks on board Sch. John R. Manta.

Thursday May 28, 1925.

This day begins calm and clear. Ship buoys up north, no wind.
9.45 A.M. Steamer "Beatrice" of N.Y. passed going south.

Clear, small breeze. Steam season
Whales raised about 11:45 A.M. about 4 miles to windward. Saw no more
of them.
Calm all afternoon.

Tried out all cetacean. No wind.

Finished boiling 11 P.M.
Calm, ship rolled all night.
So ends these 24 hours.

Lat. 37°35' N.
Long. 73°39' W.

Remarks on Sch. John R. Manta

On Hatteras Grounds

Friday May 29, 1925.

This day begins, warm and hazy. No wind.
Sch. under short sail. Drifting S.W.
Put down 2 cases of oil from tanks.
Mr. L. says we now have about 110 bu.
of sperm. Last whale made about 17 barrels.) Bar. 30.16 7 A.M.

Men scouring deck. Scrubbing while four
3 men at mainhead. Bottling in rig.
1 P.M. moderate breeze. Set foresail
2 P.M. Steered West all afternoon.

Saw nothing all day.
6 P.M. Cowfish, bowhead schooner.
Cloudy towards dusk.
Shaft lightning in S.W.
9 P.M. Sharp squall no rain. Took in
main topsail. Blew until 3 A.M. Sch. rolled
So ends.

Lat. 37°35' N.
Long. 73°39' W. (night
Saturday May 30, 1925
Memorial Day.
This day began clear & cool
Calm. Sch under short sail heading
N.E then S.E, rolling some.
Saw steamer bound north about
4 miles away, apparently an oil tanker.
Men working on pump.
Middle part cloudy.
Gentle breeze night of afternoon.
Saw nothing rest of day.
7:30 P.M. boys playing harmonica
and suigically.
Latter Part. Fine moonlight evening.
Calm. Fine smooth night.
5-6 a.m.
Lat. 37° 30' N.
Long. 73° 54' W.
Remarks on board Sch. John R. Manta

Monday, June 1, 1925
This day began clear & cool.
A good breeze from S.W.
Sch. under full sail, steering N. by W.
Middle Part. 11 A.M. tacked ship to South. About 12 Noon saw a large steamer in the haze about 5 miles off.
Breeze stronger all afternoon.
Steering S. then N. by W.
A beautiful weather day, a little swell running.
Mr. Lopez spiked the mast in his boat.
Later Part. A clear, beautiful moonlight night. Sch. rolled a little all night.
So ends these 24 hours.

Lat. 36° 56' N.
Long. 74° 16' W.

Sperm Whaling on Hatteras, 1925

Tuesday, June 2, 1925
This day commenced with a good S.W. breeze.
Nothing in sight all morning.
Middle Part. Time ship 3.30 P.M. to N.W.
About 4.30 P.M. saw a tanker bound North about 3 miles off.

Mr. Lopez made two blubber gaffs.
Time ship to S. by East. 6 P.M.
Fine moonlight night.

So ends. Lat. 36° 40' N.
Long. 73° 59' W.
Remarks on board Sch. John R. Mauta
Wednesday June 3, 1905.
This day began with a fine clear morning. Wind a good S.W. breeze (like trader) with a smooth sea. Ship steering N.W. under full sail. Happy at horizon. About 11:10 set our flag for a United Fruit Steamer. He would not answer it. Passed our bow about 2 miles off.
Saw a good sized humpback whale.

Set the U.S. Flag.

Changed course to S.E. by East.
3 P.M. Tanker passed going NE. by E. distant 2 1/2 miles.
North East trade and smooth sea.

Latter Part. About 6 P.M. Ben
Remarks on board Sch. John R. Martin.

Thursday, June 4, 1905.

This day foggy, clear with a gentle breeze from S.W.

At 3 P.M. 320 miles to leeward going W.E.

Bar. 30.26  Plen 74° at 9 A.M.

Almost calm. Hot.

Blizz Blizz from Mr. Crowie at mastshead, in whales off weather bow.

Lowered two boats at 9 A.M.

Boats were soon near the whales. It was so calm that the whales heard the boats and galloped off they went.

Saw 10 whales all shooting at same time.

Boats chased for an hour and a half but could not get near the whales.

Captain called the boats back.

Cruising for sperm, 1905.

Thursday, June 4th, 1905.

to schooner with the flag.

Boats hoisted at 11 A.M.

Mr. Lopes says whales had been galloped by killers, one whale was bleeding.

Saw tanker going North 3 miles away about 11 A.M.

Middle part gentle breeze.

Steering N by W on port tack.

About 5:30 a school of porpoises were around ship.

Shortened sail 6 P.M.

Lukenbach Liner passed 3 miles off, going South.

Latter part beautiful moonlight, night. Under short sail all night.

Stir. 36.40 N.

Long. 74.03 W.
Sperm Whaling on Hatteras 1925
Friday June 5, 1925

He refused to take us home.

Yelled at the top of his voice "No"

And as mad as he could be,

He steamed ahead full speed.

The steamer then hoisted the German Flag. "Hand Luck."

We were round back to the Manta.

Albore again at 9 A.M.

Schooner's course changed back to South again at 10 A.M.

All clear round ship all day.

Sea Pie for dinner.

San-fruit steamer bound South
3 miles to Eastward 4 P.M.

San-Tanker to East 304 miles

Stern steamer to West 4 miles

Off in the haze at 5:30 P.M.

And also a big tramp steamer

Just visible in haze at 6:30 P.M.

Round West.

Mr. Lopez repaired the tramp today.

-----

Remarks on Schooner John R. Manta
Friday June 5, 1925

This day began clear with a good S.W. breeze. Schooner
at starboard tack steering South,
under short sail.

About 8:15 A.M. Mr. Coryne reported a steamer on lee bow.

She was a freighter bound North.

Captain ordered U.S. Flag set.

How and I hoisted the flag.

We hastily packed our suitcases.

Steamer changed course to

You down to the Manta.

The Lifeboat was lowered and

In charge of Mr. Lopez we were rowed

ever to the steamer which proved to be the Altenramme of Hamburg.

Mr. Lopez said, "Captain wants to know if you will take two

passengers."

The German Captain.
Remarks on board Sch. John R. Manton

Friday June 5, 1925 (Onel)

Frank Trafton finished the mending boat and made wooden checkers.

Capt. says this is the longest shell of smooth sea he has seen at Hatteras.

F.P.M. breezy up a bit. Took in forestaysail, a little swell making up.

Laid to for a beautiful warm moonlight night. Schooner rolling a little.

So ends these 24 hours.

Lat. 36° 55' N.
Long. 74° 16' W.

On Hatteras Grounds 1925

Saturday June 6, 1925

This day comes in a little hazy. Bore 301.4 at 6 A.M.

Wore ship to S. W. under all sail but mainsail steering S. by E.

East. Breeze freshening a little.

Schooner rolling. Clouded up in S.W.

Saw (Squale head) sperm whale Grampus. to windward. They looked like sperm whale, but don't stay up long.

At 4:30 A.M. Wore ship and headed N.W. Breeze stronger and more to Westward.

Saw Cow-fish and Porpoises.

Mr. Lopez tried to harpoon one going too fast.

Frank Rose cleaning irons and lances with sandpaper, and relacing them with sperm. Cleaned that shoulder gun also.

Mr. Lopez made a new bucket.
Remarks on board Sch. John R. Manta
Saturday June 6, 1925 (Cont.)
Weather cleared up in afternoon,
became stronger, smell increasing.
A beautiful sail to day.
Bar. 30. at 6 P.M.
Baked beans and brownbread for
supper.
Small school of porpoises around
low of ship 7 P.M.
Napier Part. Beautiful full-moon.
Breeze up a little more.
Turn in forecastail.
Schooner shifted all night
under jib and main topail.
A witu night.
So ends these 24 hours.
Lat. 36° 40' N.
Long. 74° 16' W.

Cruising on Hatteras for Sperm
Sunday June 7, 1925
This day bright a little cloudy.
a smoky blaze on houpow.
Wind N.W. Sea smooth
with very little swell. Bar. 30.
Set the jib 6.30 A.M. Set the
mainail. 7.30 A.M. Staying S by
W. on starboard tack. Shell if
smoke like forest fire strong fire
South, has blow so for several days.
Cleared away beautiful at 9 A.M.
Glowing day at sea.
Sea a pretty blue, sharp houpow
line to windward. Sea very smooth.
Mr. Lokes caught a whip-jack
weighing 6 lbs.
3 mel at masthead. Man at the
wheel (always one if mainail set.)
Porpoises around bow of ship (just
as Ashley has painted them).
Middle Part. 1 P.M. saw two steamers.
Sunday, June 5, 1915

remark on board Schooner John R. McNaught

Sunday, June 7, 1915

Cruising on Hatteras for Spermaceti

Sunday, June 7, 1915 (concluded)

Very damp, cloudy night.
Slept three 24-hour watches.
Lat. 36° 40' N.
Long. 74° 11' W.

Monday, June 8, 1915

This day clouds with lightning in S.W. But very dark sky in South.
Began to rain at 7:30 A.M.
Good breeze from S.W. with some swell and white caps.
Shore in sudden short sail steering W. by N. Bar. 29.90 7:30 A.M.
7:50 A.M. a sharp shower.
10 A.M. Captains raised whales off to windward, going to leeward,
turned flukes, came up astern, going fast to windward. At 11:45.

Apple Pie

In Gulf Stream.

Water Indigo Blue and very choppy.

7 P.M. Saw green steamer, may be.

6 P.M. Changed course, steered S.E. & E. took in main sail & foresail, set spars.

10 A.M. Captains raised whales off to windward, turning flukes, came up astern, going fast to windward. At 11:45.
**Remarks on board Sch. John R. Manta**

Monday June 8, 1925 (Cont)

The whales appeared again off lee bow. Ordered both boats to chase for an hour.

Males went off S.E. cabin. Thundered and sky very dark and threatening.

Wind died out entirely. Captains set flag for 8 o'clock to return to schooner.

raised a little 1:30 P.M. boats back to ship. Bar 29.93

Begain to rain hard. Rain all afternoon.

Had pudding with apricots for dinner and apricot pie for supper.

Clear and dry 7 P.M. Sea choppy, dark blue with white caps.

Cloudy at latter part.

Talk with Capt. Mandy in cabin. On deck with Mr. Quaute in evening.

---

**Sperm Whale in Atlantic Ocean**

Monday June 8, 1925 (Concl)

Schooner rolled and all night.

So ends these 24 hours.

Lat. 36.23 N.

Long. 74.00 W.

---

**Tuesday June 9, 1925**

This day began with a clean sky and bright blue sea.

Steward called Captain at 5:30 A.M.

Cap. whale adrift of ship.

Quaute raised them. Captain sailed the Manta too close and right over them, thus galloped them.

Lanced both boats at 6 A.M.

About 6:30 A.M. the larboard boat struck school of whales all around just boat Held on for half an hour. M. Lopez landed whale once. Iron shrew
Remarks on sch. John R. Manta

Tuesday June 9, 1925.

and whale has lost.
Boats hoisted sails and chased.
Captain called boats back.
Boats hoisted at 8 A.M.
All hands called to breakfast.
Sea a brilliant light blue.
Good S.W. wind, schooner steaming
N.W. a beautiful day.
Wrote letter to Mrs. Tripp.
Steered N.W. and W. by N. all day.
Set marinsail at noon.
Gale breeze all afternoon.
Saw 4 sleekers two going East
and 2 North, two for patrons to
head off.
Drew trolley with Captain.
Took in marinsail and headed
S. E. at 6 P.M.

After supper thick bank of fog
made up in West. Got very

ON Hatteras grounds 1925

Tuesday June 9, 1925

Cloudy. A heavy fog smell.
Schooner under short sail all
night. She rolled bad and the
air was very damp.

Frank gets coil of
line around
his neck

Frank Rock, boater, got the
whaleline around his neck
while boat was fast to whale.
Whale had just stopped pounding.
He took it off the Rogerhead
and off his neck just in time.
A lucky escape.

So ends this day.

Lat. 37 00 N.
Long. 73 90 W.
Remark on board Schooner J. A. Manta
On Hatteras Grounds
Wednesday June 10, 1925

This day begins cloudy.
A light chop at 6 A.M.
Schooner under short sail,
steering West, wind S.W. almost calm. Sails slatting.
About 8 A.M. saw a steamer
heading North to the Westward.
A Tucker about 4 miles off.
About 8:15 saw smoke of steamer
to South. Watched with marine
binoculars and soon saw she was
a fruit steamer bound NORTH.
Capt. asked me how she was
heading. Told him. He said
"Hast the ship?" Bay get the
flag of flags; let set the three
flags which meant "Will you take letters."

Cruising for Sperm Whales
Wednesday June 10, 1925

Signale bet.

Don and I got ready to leave
the Manta. Capt. called down
to us in cabin. "She's coming
down to us," "Hi-yi." The
The Larboard Boat was lowered.
We bid the Captain "Good Bye,"
and we lowered away. The
boat was held astern of the
Manta for few minutes, then
we were rowed to the steamer,
which proved to be the Virginia,
of Ciele.

Don asked "Will you take
letters?" Capt. of steamer answered "Yes."

Then I asked, "Will you
take 2 of us as passengers?"
Capt. asked, "What you want
to leave the ship for? To get home?"
I replied, "Don't you belong to

Talk with Capt. of the Virginia

Steamer Virginia visited
We boarded the Virginia.

Mid-June 10, 1925

We entered the ship. "I answered, "We do and we don't." We are not here to see the whaling and put our live at risk. We are just about to go on to New York."

"Are you American Citizens?"

"Yes, I replied."

"We have papers to prove it," he said.

"Yes, New York," I said."

"No, New York," I replied."

"Come aboard," said the captain.

We climbed the rope ladder in a few seconds and landed on deck of a fruit steamer loaded with 3,000 bunches of bananas. We bid Mr. Lopez and the crew "Good Bye" and the whole crew.

At Sea. Long. 73.53 W.

Wednesday June 10, 1925

We went back to the whaling boats. Full speed ahead and run out and the Virginia was off at 13¾ knots toward New York. So ends our 40 days whaling cruise in the schooner John R. Mantua of New Bedford, Mass. The steamer Virginia picked us up in Lat. 37.27 N. Long. 73.53 W.

at 9 A.M. Wednesday, June 10th, 1925.

Saturday, June 11th, 1925

at 9 A.M. We landed in New York after 40 days out of sight of land.

Wilbur H. Triff.
Pieced of Whaleskin,
Taken from head of Sperm Whale.
May 1925
By William H. Tripp.
Watches on the "Manta".
5 P.M. - 7 P.M. Log Watch
7 P.M. - 11 P.M. First Watch
11 P.M. - 3 A.M. Middle Watch
3 A.M. - 7 A.M. Morning Watch
7 A.M. - 12 M. First Day Watch
12 M. - 4 P.M. Second Day Watch

Bedding Watches
12 M. - 4 P.M.
5 P.M. - 12 P.M.

Breakfast Cabin 7 A.M.
Breakfast Crew 7:30 A.M.
Luncheon Cabin 11:30 A.M.
Luncheon Crew 12 M.
Supper Cabin 5 P.M.
Supper Crew 5:30 P.M.
Bells Struck on "Nauta".

7 A.M. Nauta's Signals.
7:30 A.M. Oil-dropped - Whales ahead.
8:00 A.M. (Flag dropped - Whales down)
10:00 A.M. Flag hoisted - Whales up.
11:30 A.M. Flag up & down 4 or 5
12:00 Noon
1:00 P.M. Flags at fore-top mast
2:00 P.M. Flag - St. loft - Head - Boats come back.
4:00 P.M.
5:00 P.M.
5:30 P.M.
7:00 P.M.

11:00 P.M.
3:00 A.M.
7:00 A.M.
Captain Mundy's Talk to Crew.

Captain called men aft to quarter deck.
He stood on starboard side, smoking, men
in waist, near
He told them about as follows:

"Men, we are out to catch whales and
get oil. The sooner we get them, the
 sooner we get home. Do what the mates
tell you. Remember what boats crew
your belong to, and jump when they say
knock your boat. There's plenty of game
such as 'tis, but none to waste. I don't
want to see any go overboard. Do your
part and we will get along just fine.
No noise on deck while men at masthead.
I want no disputes in board. I'll settle
all disputes. Now, go forward."

Boats Crew on
Whaling Schooner John R. Manta
Voyage of 1925:

Larboard Boat's Crew
Mr. John T. Lofee, Mate
Frank Rose, Boat-steerer.
Raymond A. Buckley, Stroke oar.
Fred Power, No. 4 oar.
L. Brown, No. 3 "
Anthony M. Iriarte, No. 2 "

Starboard Boat's Crew
Mr. Daniel Crowe, 2nd Mate
Ben Cleveland, Boat-steerer.
Richard H. Liscan
Frank Lenny
Joseph Medes
James W. Meyehan.
Larboard Watch

Chosen by First Mate, Mr. Lopez.
Frank Quart, 3rd Mate
Frank Rose, Boatsteerer
Raymond A. Buckley
Leonard Brown
Jack Wangberg
Fred Ponski
Richard Dean

Starboard Watch

Chosen by 2nd Mate, Mr. Crowie.
Ben H. Cleveland, Boatsteerer
John Moynahan
Joe Mendez
Frank Sliger
Bill Butler
Herbert Harvey

All Day Man

Antone Quart.
The fruit industry has now taken its place along with the big industries of the country, instead of being confined mostly to small operators and shippers. One of the largest companies of this kind in the country is the Di Giorgio Fruit Corporation with headquarters at 25 Broadway, New York City. This company, starting from modest beginnings a few years ago, has become one of the largest growers and distributors of fruit in the world. Under the able leadership of Mr. Joseph Di Giorgio it has just finished another successful season.

This well-known company has a number of subsidiaries and each of these is a great organization in itself. The Earl Fruit Co., for example, are the largest growers and shippers of fruit in California. In Florida the Standard Growers Exchange are doing a big business in Florida fruits and vegetables. Northwestern apples and other fruits are handled through the Earl Fruit Company which is one of the biggest operators in that section. In the tropics the Mexican American Fruit & S. S. Corp. grow bananas and coconuts, bringing them to northern markets in their own ships, which fruit is sold through the sales offices of the Di Giorgio Fruit Corporation throughout the United States and Canada. During the busy season with California fruits it is not uncommon for this company to sell whole trainloads of California fruits in a single day through the Connolly Auction Co., another of its subsidiaries.

Much of the success of this great organization must be attributed to the ability and hard work of Mr. Di Giorgio who has pushed ahead in the face of great obstacles to accomplish his purpose.

Gross sales of Di Giorgio Fruit Corporation and Subsidiaries are at an annual rate in excess of $60,000,000.00.
DiGiorgio Fruit Corporation
Steamship VIRGINIA

Captain: J. M. Olsen  Date: June 10th 1925

Supper at sea

HOT DISHES
Barley Soup
Beef Steak & Kidney Pie

SALAD
Lettuce Salad----French Dressing

COLD DISHES
Cold Sliced Ham & Roastbeef

Regout of Beef----Steamed Rice

Mashed Potatoes

JAM  FRUIT  JELLY

Apple Pie

COFFEE  TEA

C. van Loon, Chief Steward
Received from William H. Fetter

For 25-00

John M. H. 1000

Issued June 10, 1888

-25-08
RECEIPT FOR DUTY AND IDENTIFICATION COUPON.

Passenger: William H. Trip. (Passenger will fill in.)
Vessel: S.S. Virginia (Passenger will fill in.)
Amount due ($______): (Passenger will fill in.)

Customs Officer: [Signature]

Total pieces of baggage: [Signature]

This coupon must be detached and given to or retained by passenger for identification if declaration is taken up before passenger leaves the vessel.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.

DI GIORGIO FRUIT CORPORATION
MAIN OFFICE
25 BROADWAY
NEW YORK, N.Y.

S.S. Virginia

FROM
Port Antonio

FIRST CABIN MANIFEST SHEET U.S.A. NUMBER ON SHEET
2

Name Mr. William H. Trip and ______ members of family

This card to be presented upon arrival to immigration authorities.
POST CARD

This space may be used for Correspondence

This space is for the Address only

CUTTING IN A SPERM WHALE
Hoisting and Cutting as the Whale rolls over and over.

Sperm Whaling.

"Junk" nearly clear, this is the heaviest part of a Sperm Whale,
New Bedford, Mass.
CUTTING IN A SPERM WHALE
"Junk" nearly clear. This is with the exception of the case the most valuable portion of the whale as well as the heaviest.
The "John R. Manta"
Remarks on board S.S. Virginia

of the Di Giorgio Fruit Corp.

Captain J.M. Allen,

Bound from Port Antonio, Jamaica, to New York, with 33,000 bales of Bananas.

Wednesday, June 10, 1925.

Landed on deck of the Virginia about 9 A.M. from the harbored boat of the whaling schooner

John R. Manta, Capt. in Charge

Of First Mate John T. Jones

in Lat. 37° 27' N, Long. 73° 53' W.

Captain Allen greeted us with a good handshake. "Thank God," said I, "Captain, you have saved our lives." "Not so bad as that is it?" he replied. "Well, not exactly," said I.
Remarks on S.S. Virginia

Wednesday June 10, 1915

We explained how anxious we were to be on our way home to relieve the folks of our folks for our safety. Captain took our wishes to have the steward fill out the passenger list, etc.

Second Mate, Sorensen, invited us to his stateroom, forward on port side.

Dinner served the pineapple.*

We walked to some pineapples and had a chat with the Mate.

We then were shown our room, No. 11, on port side. It was a fine stateroom with all comforts of home.

About 12 noon we sat down to a fine meal, see card.

Captain, Engineer, and First
W. H. TRIPP IS GOING ON A WHALING VOYAGE

Will Increase Collection of Whaling Pictures and Study Method of Capture.

William H. Tripp, manager of the safe deposit department of the First National Bank, will sail this spring as a member of the whaling science, Captain H. Manta when Captain Antoine J. Mandly leaves early in April. Mr. Tripp has probably the most extensive collection of whaling pictures in existence, some of them reels of motion pictures and hundreds of still life pictures, all collected by him in the course of the years that he has given his lecture on whaling. Mr. Tripp is making the southern coast, and after Mr. Tripp has seen enough of the whales that he has actually been to sea on and has used up his camera supplies for the purpose of taking additional pictures and to see when the coast steamer lane is first hand the way whales are captured.

Capitan Mandly has solved the problem that has come about by reason of the new immigration law, which made it practically impossible to take the ship from here to either the West Indies or the Cape Verde Islands and there recruit an alien crew. To bring this alien crew back to this port Captain Mandly was faced with the possibility of having to put up a bond of $300 for each alien brought in as a guarantee of that alien's return to his native land. Since whaling is not sufficiently financially profitable to follow this course, he has decided to ship an all-American crew.

The John R. Manta is now receiving her stores on the south side of Merrill's wharf, and Captain Mandly is hoping to have everything shipshape to get away early in April. He has the alternative of sailing directly to the whaling grounds, either the grounds off Charleston or those off Hatteras, or going first to some port in the West Indies for a supply of provisions. William H. Tripp, manager of the safe deposit department of the First National Bank, will sail this spring as a member of the whaling science, Captain Antoine J. Mandly leaves early in April. Mr. Tripp has probably the most extensive collection of whaling pictures in existence, some of them reels of motion pictures and hundreds of still life pictures, all collected by him in the course of the years that he has given his lecture on whaling. Mr. Tripp is making the southern coast, and after Mr. Tripp has seen enough of the whales that he has actually been to sea on and has used up his camera supplies for the purpose of taking additional pictures and to see when the coast steamer lane is first hand the way whales are captured.

The John R. Manta is now receiving her stores on the south side of Merrill's wharf, and Captain Mandly is hoping to have everything shipshape to get away early in April. He has the alternative of sailing directly to the whaling grounds, either the grounds off Charleston or those off Hatteras, or going first to some port in the West Indies for a supply of provisions. William H. Tripp, manager of the safe deposit department of the First National Bank, will sail this spring as a member of the whaling science, Captain Antoine J. Mandly leaves early in April. Mr. Tripp has probably the most extensive collection of whaling pictures in existence, some of them reels of motion pictures and hundreds of still life pictures, all collected by him in the course of the years that he has given his lecture on whaling. Mr. Tripp is making the southern coast, and after Mr. Tripp has seen enough of the whales that he has actually been to sea on and has used up his camera supplies for the purpose of taking additional pictures and to see when the coast steamer lane is first hand the way whales are captured.

Captain Mandly has solved the problem that has come about by reason of the new immigration law, which made it practically impossible to take the ship from here to either the West Indies or the Cape Verde Islands and there recruit an alien crew. To bring this alien crew back to this port Captain Mandly was faced with the possibility of having to put up a bond of $300 for each alien brought in as a guarantee of that alien's return to his native land. Since whaling is not sufficiently financially profitable to follow this course, he has decided to ship an all-American crew.

The John R. Manta is now receiving her stores on the south side of Merrill's wharf, and Captain Mandly is hoping to have everything shipshape to get away early in April. He has the alternative of sailing directly to the whaling grounds, either the grounds off Charleston or those off Hatteras, or going first to some port in the West Indies for a supply of provisions. William H. Tripp, manager of the safe deposit department of the First National Bank, will sail this spring as a member of the whaling science, Captain Antoine J. Mandly leaves early in April. Mr. Tripp has probably the most extensive collection of whaling pictures in existence, some of them reels of motion pictures and hundreds of still life pictures, all collected by him in the course of the years that he has given his lecture on whaling. Mr. Tripp is making the southern coast, and after Mr. Tripp has seen enough of the whales that he has actually been to sea on and has used up his camera supplies for the purpose of taking additional pictures and to see when the coast steamer lane is first hand the way whales are captured.

As shown in New York after 40 days out.
Sailed on Steamer "Triscilla," for Fall River. 5:30 P.M. Had Room 554 for Port Side. Friday June 12 th 1925 Blanche
William H. Tripp of First National Bank Will Sail as Member of John R. Manta Crew This Spring — Plans to Take Additional Pictures for His Collection

Banker turns whaler! At least that’s what William H. Tripp, manager of the safe deposit department of the First National Bank, is going to try his hand at during a few weeks this spring. Mr. Tripp will sail as a member of the whaling schooner John R. Manta when Captain Antonio J. Mandly leaves here early in April. Mr. Tripp has probably the most extensive collection of whaling pictures in existence, some of them reels of motion pictures and hundreds of still life pictures, all collected by him in the course of the years that he has given his lecture on whaling.

Mr. Tripp is making this present voyage, the first time that he has actually been to sea on a whaler, for the purpose of taking additional pictures and to see at first hand the way whales are captured.

Captain Mandly has solved the problem that has come about by reason of the new immigration law, which made it practically impossible to take the ship from here to either the West Indies or the Cape Verde Islands and there recruit an alien crew. To bring this alien crew back to this port Captain Mandly was faced with the possibility of having to put up a bond of $300 for each alien brought in as a guarantee of that alien’s return to his native land.

Since whaling is not sufficiently financially profitable to follow this course, Captain Mandly has decided to ship an all-American crew.

The John R. Manta is now receiving her stores on the south side of Merrill’s wharf, and Captain Mandly is hoping to have everything ship shape to get away early in April. He has the alternative of sailing direct to the whaling grounds, either the grounds off Charleston or those off Easteras, or going first to some port in the West Indies for a supply of rations, which furnish a more economical course for the crew than do points taken from here.

There are other articles of food that can be picked up in the West Indies, and there may be a stop here before going to the whaling grounds. The length of time that Captain Mandly is to be cut will depend on how plentiful whales prove to be. His hopes to be back in port by August, but if he fills up with oil sooner than that he may be back earlier in the summer. Mr. Tripp will not remain with the ship during the entire voyage. His plan is to leave the ship on the whaling grounds. The cruising ground for whales is from 120 to 140 miles off the southern coast, and after Mr. Tripp has seen enough of whaling and has used up his camera supplies the schooner will stand in shore and when the coast steamer lane is realized Mr. Tripp plans to tranship to some steamer coming north up the coast.
For while the projected cruise of the whaling schooner John B. Manta seemed promising, since the immigration into New Bedford, there was no lack of experience. It was expected that the captain would engage the largest and best men of the lower harbor. The hope was that the vessel would return to its home, and that it would not be necessary to keep the men under surveillance for deportation. This was the impression of many who saw the vessel in the harbor last week. The impression was correct; the schooner was seen to be in good shape, and its crew included several experienced whalemen. It was expected that the vessel would return to its home without any trouble, and that it would not be necessary to keep the men under surveillance for deportation.

MARTOONED ABOARD WHALER ANCHORED IN MID-HARBOR

William H. Tripp and Don Waters Spend Night on Schooner

Some of the minor sensations of the whaling schooner John R. Manta were experienced last night by William H. Tripp and Don Waters, who, through a misunderstanding, were launched aboard the vessel last night. The two men are experienced whalemen, and their experience was made known to the vessel's captain, who was immediately notified. The two men were allowed to remain on board the vessel, and they were eventually taken ashore early this morning.

GETS GIFTS FOR WHALING TRIP

Lodge Members Present William H. Tripp with Two Red Flannel Shirts and Gold

When William H. Tripp sailed from here as a member of the crew of the whaling schooner John B. Manta, he would carry with him not only the equipments of his trade, but also the presents of his friends. The members of the lodge were so pleased with the success of the voyage that they presented Mr. Tripp with two red flannel shirts and a gold watch as tokens of their esteem.

HOPED TO CLEAR TODAY

Additional men for the crew of the whaling schooner John B. Manta were expected to arrive in the city this morning. The ship's owners were confident that everything would go well, and that the plan of Captain Antone J. Mandy to clear from the lower harbor this afternoon and start on his spring and summer whaling cruise would be feasible. Upon their return, they expected to pick up a crew of experienced whalemen, who would be engaged in the whaling trade from young men among the citizens.

MANTA HAS CREW AND HAS CLEARED

Did Not Sail Yesterday on Whaling Cruise on Account of Head Wind

When the weather is favorable, the two-masted schooner John B. Manta is expected to depart on a whaling cruise. The captain, Antone J. Mandy, is expected to be the only American whaler open on the high seas, doing whaling in the fashion ofSaturday.

When the weather is unfavorable, the two-masted schooner John B. Manta is expected to depart on a whaling cruise. The captain, Antone J. Mandy, is expected to be the only American whaler open on the high seas, doing whaling in the fashion ofSunday.
Leads Whaling Party Out of New Bedford

The John B. Manta, whaling in the old fashioned way with harpoons and bomb lance.

Capt. Mandly has been two weeks getting a crew to chase the sperm whale, and has finally succeeded in getting enough adventurous young Americans who were willing to spend four or five months out in the Atlantic near the gulf stream on what is known in the old whaling grounds as Hatteras Ground.

HARD WORK GETTING MEN

The After "pour" was obtained three weeks ago, but he had hard work pulling up foremost handies, who know that if on sea the man may go anywhere; a poor chance of getting rich in so short a period. He has belonged in the line some of the old time whaling owners have brought out the sailors' pay.

Amongst the men now in the crew are a two, three, and four. All for me and nothing for the other.

The several of the males have been on board more than a week, but last Monday one young man who had shipped either seven sailors from whose ship the anchor was lowered at quonset point last Monday or he was taken off in a whaling boat. A crew was finally recruited in Boston and placed on board yesterday, when Capt. Mandly intended looking for whales. The Swift Eagle was at the time in latitude 37°19' and longitude 73°28' when she arrived in Fall River day before yesterday.

The report is brought in from sea by Joseph A. Viera of New Bedford, third mate on the oil tanker Swift Eagle, which arrived at Fall River this week. Mr. Viera is a veteran whaling captain himself, and is hailed in command of the schooner Margaret, Woodruff and Vallim. When the tanker ran in close to a school of whales Wednesday afternoon Mr. Viera turned his glasses on them to see their number and size. With the aid of glasses he picked out the schooner John R. Manta well known on the horizon, while two boats fast to whales. The Swift Eagle was at the time in latitude 37°51' and longitude 73°21', which is about a hundred miles off Cape Henry, the location in which Capt. Mandly intended looking for whales, cruising between Cape Henry and Cape Hatteras as far out as the edge of the Gulf Stream.

It is not unusual that the Manta would run into a school of whales five days from her home port for it is recalled, that the old schooner Grozier was fast to a whole string of eight hours out of her home port.

MANTA TAKES TWO WHALES

Joseph A. Viera of Swift Eagle Saw Boats Towing Whales to Schooner.

Whaler Only Four Days at Sea Off Cape Henry. ½

The John B. Manta has already caught her first whales, William H. Tripp has had his opportunity to take his exclusive whaling pictures, and Don Waters has seen the big doings of the chase and the death hurry of the great leviathan with which he will thrill readers of his forthcoming stories. In other words, the only whaling vessel that New Bedford now knows is having a good luck, according to the report of the oil tanker Swift Eagle, which arrived in Fall River day before yesterday.

The crew list of the Manta is as follows:


The crew list of the Manta is as follows:


MANTA TAKES TWO WHALES

Joseph A. Viera of Swift Eagle Saw Boats Towing Whales to Schooner.

Whaler Only Four Days at Sea Off Cape Henry. ½

The John B. Manta has already caught her first whales, William H. Tripp has had his opportunity to take his exclusive whaling pictures, and Don Waters has seen the big doings of the chase and the death hurry of the great leviathan with which he will thrill readers of his forthcoming stories. In other words, the only whaling vessel that New Bedford now knows is having a good luck, according to the report of the oil tanker Swift Eagle, which arrived in Fall River day before yesterday.

The crew list of the Manta is as follows:


The crew list of the Manta is as follows:


The crew list of the Manta is as follows:


The crew list of the Manta is as follows:

William H. Tripp and Don Waters Return, with Fine Tan, After Six Weeks’ Voyage as Members of John R. Manta Crew—Seven Whales Caught

Browed by six weeks’ exposure to the sun and sea winds on board the whaling schooner John R. Manta, the owners of the vessel, Don Waters and William H. Tripp, mastered a schooner of a new type for a cruise on the ocean. The vessel, named the Manta, was designed by a famous naval architect and built by a noted shipbuilder. The vessel was armed with a powerful battery of guns, and was fitted with the latest appliances for navigation and communication. The vessel was fitted with a radar system, which enabled the crew to locate whales at great distances. The vessel was also fitted with a helicopter, which enabled the crew to land on remote islands and search for whales.

The vessel was fitted with a powerful searchlight, which enabled the crew to illuminate the distant horizon. The vessel was also fitted with a special lamp, which enabled the crew to light up the surrounding countryside. The vessel was fitted with a powerful radio, which enabled the crew to communicate with the shore. The vessel was also fitted with a special telephone, which enabled the crew to communicate with the shore. The vessel was fitted with a powerful searchlight, which enabled the crew to illuminate the distant horizon. The vessel was also fitted with a special lamp, which enabled the crew to light up the surrounding countryside. The vessel was fitted with a powerful radio, which enabled the crew to communicate with the shore. The vessel was also fitted with a special telephone, which enabled the crew to communicate with the shore.

The vessel was fitted with a powerful searchlight, which enabled the crew to illuminate the distant horizon. The vessel was also fitted with a special lamp, which enabled the crew to light up the surrounding countryside. The vessel was fitted with a powerful radio, which enabled the crew to communicate with the shore. The vessel was also fitted with a special telephone, which enabled the crew to communicate with the shore. The vessel was fitted with a powerful searchlight, which enabled the crew to illuminate the distant horizon. The vessel was also fitted with a special lamp, which enabled the crew to light up the surrounding countryside. The vessel was fitted with a powerful radio, which enabled the crew to communicate with the shore. The vessel was also fitted with a special telephone, which enabled the crew to communicate with the shore. The vessel was fitted with a powerful searchlight, which enabled the crew to illuminate the distant horizon. The vessel was also fitted with a special lamp, which enabled the crew to light up the surrounding countryside. The vessel was fitted with a powerful radio, which enabled the crew to communicate with the shore. The vessel was also fitted with a special telephone, which enabled the crew to communicate with the shore. The vessel was fitted with a powerful searchlight, which enabled the crew to illuminate the distant horizon. The vessel was also fitted with a special lamp, which enabled the crew to light up the surrounding countryside. The vessel was fitted with a powerful radio, which enabled the crew to communicate with the shore. The vessel was also fitted with a special telephone, which enabled the crew to communicate with the shore.
Danger in Whaling
Myth, Says Waters

Artist-Aviator Returns from Two
Months’ Cruise on Schooner John R. Manta

The far-famed “dangers” of the whaling industry, renowned with close association through song and story, in New Bedford for many years, was given a deeded setback today with the arrival in this city of Don Waters, sailor, artist, and aviator, and William H. Tripp, 165 Newton street, and official of the First National Bank of this city.

Waters, a man hardened to danger, scoffs at the dangers connected with the whaling industry, and he qualified to judge, for he and Mr. Tripp have been whaling for the past two months on the schooner John R. Manta, Capt. Antoine Mandly, of this port, and in that time Waters saw several whales killed, and the whaleman allowed to rig up a ‘white ash breeze.’ The waters were immediately lowered and two 50-barrel casks were taken. It was, at that time that the Manta was started by the tender which subsequently reported the Manta to be gone after sperm whales.

Mr. Waters said that these two whales were stripped and the whaleman allowed to rig up a ‘white ash breeze’ for a day before very odd adventures. The first day and Saturday before the Manta was started by the tender which subsequently reported the Manta to be gone after sperm whales.

Mr. Waters said that these two whales were stripped and the whalerman allowed to rig up a ‘white ash breeze’ for a day before very odd adventures. The first day and Saturday before the Manta was started by the tender which subsequently reported the Manta to be gone after sperm whales.

Friday and Saturday seemed to be the Manta’s busiest days according to Mr. Waters, who said that the first two whales were taken on the first Friday, the third whale on Saturday, the fourth on the following Friday, and the fifth and sixth on the following Thursday.

Then according to Mr. Waters, followed a period of intense monotony, not a whale being sighted for some weeks, and one which was fastened fast off the coast of New Bedford on a Thursday, and the whale was chased until Monday, when Waters and Tripp leaving the Manta were seen in the distance as a boatman on the United States Virginia, and landing in New York Thursday. They came up from that city today.

The two amateur whalemen reported a boating trip from the Manta, Waters commenting that at any time it was easy to get a man for a man to get a chance at the whaleboat, which was no fun and results only in blistered and bleeding hands, but this hard work is in no way dangerous.

The John R. Manta sailed from New Bedford under the command of Capt. Antoine Mandly, May 2. She is a 108-foot, two-masted schooner of the old whaling type, and probably will be the last whaleboat to sail from this port. The craft struck in on a southerly course, and in three days was on the Barrens Grounds at the Gulf stream.

Mr. Waters said that the Manta’s busy days according to Mr. Waters, who said that the first two whales were taken on the first Friday, the third whale on Saturday, the fourth on the following Friday, and the fifth and sixth on the following Thursday.

The John R. Manta sailed from New Bedford under the command of Capt. Antoine Mandly, May 2. She is a 108-foot, two-masted schooner of the old whaling type, and probably will be the last whaleboat to sail from this port. The craft struck in on a southerly course, and in three days was on the Barrens Grounds at the Gulf stream.

The fourth day after sperm-whales were sighted and the city of ‘Thar she blows’ was a 102-foot, two-masted schooner of the old whaling type, and probably will be the last whaleboat to sail from this port. The craft struck in on a southerly course, and in three days was on the Barrens Grounds at the Gulf stream.

Mr. Waters said that the Manta’s busy days according to Mr. Waters, who said that the first two whales were taken on the first Friday, the third whale on Saturday, the fourth on the following Friday, and the fifth and sixth on the following Thursday.

The fourth day after sperm-whales were sighted and the city of ‘Thar she blows’ was a 102-foot, two-masted schooner of the old whaling type, and probably will be the last whaleboat to sail from this port. The craft struck in on a southerly course, and in three days was on the Barrens Grounds at the Gulf stream.

Mr. Waters said that the Manta’s busy days according to Mr. Waters, who said that the first two whales were taken on the first Friday, the third whale on Saturday, the fourth on the following Friday, and the fifth and sixth on the following Thursday.

The fourth day after sperm-whales were sighted and the city of ‘Thar she blows’ was a 102-foot, two-masted schooner of the old whaling type, and probably will be the last whaleboat to sail from this port. The craft struck in on a southerly course, and in three days was on the Barrens Grounds at the Gulf stream.

Mr. Waters said that the Manta’s busy days according to Mr. Waters, who said that the first two whales were taken on the first Friday, the third whale on Saturday, the fourth on the following Friday, and the fifth and sixth on the following Thursday.

The fourth day after sperm-whales were sighted and the city of ‘Thar she blows’ was a 102-foot, two-masted schooner of the old whaling type, and probably will be the last whaleboat to sail from this port. The craft struck in on a southerly course, and in three days was on the Barrens Grounds at the Gulf stream.
of sperm oil, 40 barrels baled from the case.

"After fighting the whale for four hours using 12 trips, before taking him in his fury, I decided to make a dive for the boat being the starboard boat with the partner on the forepart. The whale with a little paw open and teeth in a clamping, made one grab and I grabbed the side of the boat to the water line, breaking my arm in four pieces and throwing me across the boat, landing on my back, face down, and I went to the hospital for the remnant of the battle.

"During the voyage our ship was anchored off West Indies, South America, when we were caught in a heavy gale at night, with rain, thunder and lightning. We ran on the high seas, every inch of the canvas stayed down, a man hoisted the main sail every minute and threw me across the boat, landing on my back, face down, and I went to the hospital for the remnant of the battle.

"We made a dive for the boat it being the forecastle, and relieved every half-hour. We were lashed to the wheel to keep steerage way, and relieved every half-hour. We ran 24 hours dead before the wind, the whale won and a man lashed to the hatches, every inch of the whale, the boat steerer goes over the steering oar. The whale wins a life line made fast around his neck and a man to do, but still Mr. Waters says there are no hardships in the whaling business, and any dangers are only that it had something to do with the starting of the try works. It seemed to know just what it meant, with the starting of the try works.

"I can tell," broke in Captain Tripp, "I was on hand, but Mr. Waters had a big whale and it was the six-week cruise to the whaling schooner John R. Manta, out of this port, would be present to tell some of their experiences. Mr. Tripp was on board, but Mr. Waters has gone on a cruise and could not be present. Mr. Tripp and Captain Tripp kept the members of the club interested for over an hour with their yarns.

"Nearly 180 members of the New Bedford Whalers' Club, of the Fort Phoenix, Fairhaven, Friday a few remarks by Wm. H. Tripp, after Don Waters on Hatteras Whaling. Please return the other half of the card at once.

BOATHEADER" TRIPP TELLS OF HIS WHALING EXPERIENCES

Was Six Weeks on Schooner John R. Manta on Hatteras Ground -- Captain George Fred Tilton Reminiscent as to His Early Whaling Days and During His Naval Reserve Enlistment.

Mr. Tripp said that while the whale was hauled in the boat and while he had a good opportunity of watching the cutting on the boats, he found out that the whale was a perfect giant. It was through a marine glass, he did not realize what it meant only that it had something to do with the starting of the try works.

"After fighting the whale for four hours, the whale was hauled in the boat, and while he had a good opportunity of watching the cutting on the boats, he found out that the whale was a perfect giant. It was through a marine glass, he did not realize what it meant only that it had something to do with the starting of the try works.

"I can tell," broke in Captain Tripp, "I was on hand, but Mr. Waters had a big whale and it was the six-week cruise to the whaling schooner John R. Manta, out of this port, would be present to tell some of their experiences. Mr. Tripp was on board, but Mr. Waters has gone on a cruise and could not be present. Mr. Tripp and Captain Tripp kept the members of the club interested for over an hour with their yarns.

"Nearly 180 members of the New Bedford Whalers' Club, of the Fort Phoenix, Fairhaven, Friday a few remarks by Wm. H. Tripp, after Don Waters on Hatteras Whaling. Please return the other half of the card at once.

BOATHEADER" TRIPP TELLS OF HIS WHALING EXPERIENCES

Was Six Weeks on Schooner John R. Manta on Hatteras Ground -- Captain George Fred Tilton Reminiscent as to His Early Whaling Days and During His Naval Reserve Enlistment.

Mr. Tripp said that while the whale was hauled in the boat and while he had a good opportunity of watching the cutting on the boats, he found out that the whale was a perfect giant. It was through a marine glass, he did not realize what it meant only that it had something to do with the starting of the try works.

"I can tell," broke in Captain Tripp, "I was on hand, but Mr. Waters had a big whale and it was the six-week cruise to the whaling schooner John R. Manta, out of this port, would be present to tell some of their experiences. Mr. Tripp was on board, but Mr. Waters has gone on a cruise and could not be present. Mr. Tripp and Captain Tripp kept the members of the club interested for over an hour with their yarns.

"Nearly 180 members of the New Bedford Whalers' Club, of the Fort Phoenix, Fairhaven, Friday a few remarks by Wm. H. Tripp, after Don Waters on Hatteras Whaling. Please return the other half of the card at once.

BOATHEADER" TRIPP TELLS OF HIS WHALING EXPERIENCES

Was Six Weeks on Schooner John R. Manta on Hatteras Ground -- Captain George Fred Tilton Reminiscent as to His Early Whaling Days and During His Naval Reserve Enlistment.

Mr. Tripp said that while the whale was hauled in the boat and while he had a good opportunity of watching the cutting on the boats, he found out that the whale was a perfect giant. It was through a marine glass, he did not realize what it meant only that it had something to do with the starting of the try works.

"I can tell," broke in Captain Tripp, "I was on hand, but Mr. Waters had a big whale and it was the six-week cruise to the whaling schooner John R. Manta, out of this port, would be present to tell some of their experiences. Mr. Tripp was on board, but Mr. Waters has gone on a cruise and could not be present. Mr. Tripp and Captain Tripp kept the members of the club interested for over an hour with their yarns.

"Nearly 180 members of the New Bedford Whalers' Club, of the Fort Phoenix, Fairhaven, Friday a few remarks by Wm. H. Tripp, after Don Waters on Hatteras Whaling. Please return the other half of the card at once.

BOATHEADER" TRIPP TELLS OF HIS WHALING EXPERIENCES

Was Six Weeks on Schooner John R. Manta on Hatteras Ground -- Captain George Fred Tilton Reminiscent as to His Early Whaling Days and During His Naval Reserve Enlistment.

Mr. Tripp said that while the whale was hauled in the boat and while he had a good opportunity of watching the cutting on the boats, he found out that the whale was a perfect giant. It was through a marine glass, he did not realize what it meant only that it had something to do with the starting of the try works.

"I can tell," broke in Captain Tripp, "I was on hand, but Mr. Waters had a big whale and it was the six-week cruise to the whaling schooner John R. Manta, out of this port, would be present to tell some of their experiences. Mr. Tripp was on board, but Mr. Waters has gone on a cruise and could not be present. Mr. Tripp and Captain Tripp kept the members of the club interested for over an hour with their yarns.

"Nearly 180 members of the New Bedford Whalers' Club, of the Fort Phoenix, Fairhaven, Friday a few remarks by Wm. H. Tripp, after Don Waters on Hatteras Whaling. Please return the other half of the card at once.
workings when at the age of 13 he ran away from home and stowed away on the old whaling schooner Union and he came out from below Tilton and he was released from the ship and was not satisfied until he ran away and got on board a whaler. Those were the days he said, when if a young fellow went to sea and showed any signs of making a good whaler that folks would remark, there is a boy that will make his mark in the world.

"Now if a boy goes whaling," declared the captain, "he will have to live in his own town 25 years to live down the scandal!"

These were the days, said the captain, when a whaleboat was lowered and you were told that one more stroke would take you up to the whale, and that one stroke was oftentimes still missing when it was too dark to chase the whale any longer, and hungry, he said, why those were the days when after getting on board you would be served one potato, and likely as not it would be false hearted at that. Captain Tilton said that at 14 he remembered he was at Bermuda. He had been to sea ever since that time, and he would say the first 20 years was the worst. He said he had sailed every sea and every known ocean and he had been swept from stem to stern by them all. But with all his trials at sea, Captain Tilton said his great desire was to fit out a ship and have a man under him who would resist the temptation to go into a certain officers headquarters in New York, the office of a man who had tried hard to keep him from promotion, make him salute his higher rank, and tell him that he couldn't tack, jibe, or sail a ship down hill in a fair wind, and that he had wrong more soft water out of his mittens that the officer had ever salved over.

Captain Tilton gave a very interesting account of his life in the Naval Reserves during the war, when he was promoted from Bos'n to lieutenant commander. As the latter he was master of a ship with 187 men under him, and make two trips to France and return. None of his men had any marks against them. He did not know the meaning or origin of it, only that it had saved his life.

About a week after the boat set sail, according to the bos'n and mate, a school of whales was sighted and on a Friday the first cast was made. At the end of the day, the blubber was tried altogether and the smoke resulting from the boiler was the old cry, "Here comes old Hallett!" to go up from those on deck. Referring to the expression mentioned, Mr. Tripp said he did not know the meaning or origin of it, only that it had something to do with smoking of the try works that point. Captain Tilton volunteered to give an explanation. He said that years ago and long ago there was a boatsea off the New Bedford who would boil more oil in four hours than any other whaleman ever heard of, and when that boatsea had men in the brig and men up to 20 with black marks against them. Captain Tilton said that the men had been punished on board by being made to do extra duty, and when the shore was reached they all and shore liberty last the same, and without any black marks to be held over them in the future. This was accomplished, he told the commandant, at the expense of considerable cursing on his part, but that he didn't have a man under him who would not have torn the ship to pieces at his command and put her together again. The commandant agreed with him that a good cursing was better than black marks. After a good cursing, Captain Tilton said everything was all right again in 10 minutes, but it would have been different with black marks against a sailor.

Captain Tilton said that when he got a ten day's leave of absence he went on home, and he could resist the temptation to go into a certain officers headquarters in New York, the office of a man who had tried hard to keep him from promotion, make him salute his higher rank, and tell him that he couldn't tack, jibe, or sail a ship down hill in a fair wind, and that he had wrong more soft water out of his mittens that the officer had ever salved over.

Entertained by the reminiscences of Captain George Fred Tilton and William H. Tripp, nearly 100 members of the New Bedford Whaling's Club held forth at a chautauqua Friday night at Grinnel's, Port Phoenix, and listened to true yarns woven about the famous John R. Manta on its recent six week's cruise.

Mr. Tripp told how he had shipped recently as a boatsea on the Manta under Captain Antone J. Mandly and how the green hands on board became the victims of cussing, citing the case of a boy, in particular, who, when given some King Phillip spring water by Mr. Tripp, said the latter that it had saved his life.

Commenting on the vast difference between a seaman's life today and that lived by the men who waited for a first cast in the days of "wodden ships and iron men," Captain Tilton said, "Nowadays if a young man goes whaling he gets to live in his home town 20 years to live down the scandal."
NEW BEDFORD'S LAST WHALER IN PORT
Return From a Sixteen-Week Cruise to Hatteras Ground.

Jim Monohan Couldn't Keep Steady with Whale "Sneezing Down His Back".

What may be the last arrival of a whaling vessel at this port took place yesterday afternoon as the schooner John R. Manta, Captain Antanas J. Mandly, sailed in from a 16-week cruise out to Hatteras Ground and dropped her anchor in the harbor. Captain Mandly would turn his bow towards home as soon as there was a chance of getting a full cargo of oil. When last reported the Manta had taken 110 barrels. It was said today that the crew had not taken a whale in more than a month.

When the Manta sailed from here in May she carried on deck William H. Trigg, manager of the safe deposit department of the First National Bank, and Don Waters, the former going out to obtain hand whaling photographs and Mr. Trigg, a writer of sea stories, to get the flavor of the open sea. They left the schooner after a five or six weeks' stay aboard, coming home by way of Bermuda.

The Manta did not make a very profitable voyage. Having slightly more than 100 barrels sperm oil on board according to Captain Mandly, no whales were taken by the whaler's life, and that all whales were taken, the crew beg to differ.

No whales have been taken in the past three weeks, and Captain Mandly decided to get in before any of the rest of the crew serious illness. One whale was unable to lower with any success. Just 20 whales were taken by the craft, but they averaged very small.

Jim Monohan in a half resentful manner replied: "Steady! Sure and how can I be thinking that the green hand might strike the animal. Mate Crowie placed in a commanding position to strike the animal. The men were trying to keep her steady. One of the young men was bailing faster than the boat was filled level with water got up to his chin, so anxious was he to get the flavor of the open sea. He was bailing harder than he ever did before. He was bailing faster than the boat was filled level with water got up to his chin, so anxious was he to get to the ground. One of the young men was bailing faster than the boat was filled level with water got up to his chin, so anxious was he to get to the ground.

When Ben Waters returned home he told of some of the funny sayings of Jim Monohan, one of the young men making his first salt water trip. One day he was asked by the skippers of the crew, what he was going for. It was the first time that the latter knew that the whale reached his chin, and that the boat was to have a dry boat. When Mr. Trigg returned home he told of some of the funny sayings of Jim Monohan, one of the young men making his first salt water trip. One day he was asked by the skippers of the crew, what he was going for. It was the first time that the latter knew that the whale reached his chin, and that the boat was to have a dry boat.
SHIP JOHN R. MANTA REPORTS
POOR CATCH ON WHALING TRIP
Schooner Returns to Home Port with Half Cargo of 300 Oil Barrels and Crew Joining in Chorus of "Never Again for Us"—Men Missed Their Cigarettes

Aug. 21, 1916

The whaling schooner John R. Manta returns to her home port with a cargo of sperm oil to show for a three-months' whaling cruise on the Hatteras grounds. This means approximately 300 barrels of oil, a poor voyage, and a small return for Captain Antone J. Mandly and his crew, most of them "green" men on their first whaling cruise.

"Never again," "we'll never go whaling any more!" were the expressions of opinion among the "green" hands as they tumbled aboard Harry West's catboat yesterday afternoon, coming ashore for their first feel of land since May 2, when the two-masted schooner sailed out of here. Once ashore their mannered placer of sand, glad to mix once more with the world "and to get away" from the closely confined ship's company.

Captain Mandly returns in rather poor health, nothing much, "Just not feeling well," the captain explained to Mr. Tripp and Mr. Waters, the ship's master and crew includes Captain Antone J. Mandly, commanding; John Tripp, first mate; Benjamin W. Cleveland and Desire Cesare, second mates; Frank Duarte, third mate; Joseph Mendes, New Bedford, cabin boy, but when at sea Mendes took his place in the crew and Charles Alton Wilcox, a still younger lad, filled in as cabin boy. Wilcox seemed to think he had had the time of his life, but not so Mendes. "Too much work and too little sleep," complained Mendes, who seemed to be of the opinion that life on land hereafter was to be preferred to that on the rolling ocean.

Leaves Hatteras Early.

Another visitor aboard the whaler yesterday afternoon was William H. Tripp, who with Don Waters, sailed from here on board the Manta, remaining on board for 40 days to get first hand information and pictures of the catching of whales. Mr. Tripp was a welcome visitor. He snapped several pictures of his fellow voyagers.

West's catboat yesterday afternoon, coming ashore for their first feel of land since May 2, when the two-masted schooner sailed out of here. Once ashore their mannered placer of sand, glad to mix once more with the world "and to get away" from the closely confined ship's company.

Leaves Hatteras Early.

Another visitor aboard the whaler yesterday afternoon was William H. Tripp, who with Don Waters, sailed from here on board the Manta, remaining on board for 40 days to get first hand information and pictures of the catching of whales. Mr. Tripp was a welcome visitor. He snapped several pictures of his fellow voyagers.

While most of the "green" hands are Boston boys, several of them going whaling for what they considered the fun in the idea, there were several New Bedford men included in the number. Raymond A. Bucklely, who by trade is a in Interior decorator, returns with the C. F. Wing Company, returns with the idea that interior decorating has all it whaling as a vocation.

Says Crew Kicked.

Frank Bradshaw, Boston, who was making his second trip, was kicked by Captain Mandly, returns not wholly displeased with following the sea. "This was an awful bunch though," confided Bradshaw, "Kid, back, all the time over the food, just as though I could help it. The food wasn't much, but of course, but gee, I couldn't help it..."
This is Raymond A Buckley, formerly employed as interior decorator by the C.F. Wing Company, as he appeared at the end of three and a half months on board the schooner John R. Manta, on a whaling voyage.

PHOTO BY R. GLODERT.

YOUNG WHALEMAN —

SUN. STANDARD
Oct. 17-1926.