

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

SAMA #1

THE DERBYS,

THEIR SHIPS AND SHIPPING.

Salem Mr. M.

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UNITED STATES
DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE
Salem Maritime National Historic Site
Custom House, Derby Street
Salem, Massachusetts.

November 9, 1938

Regional Director, Region One,
National Park Service,
801 Grace Securities Building,
Richmond, Virginia.

Dear Sir:

Attached herewith is a copy of a report prepared during the summer by Arthur K. Dacy, student technician, relating to the nature of the Derby commerce from 1736 until after 1800 and the vessels in which this commerce was conducted. Revisions which seemed advisable have been made by the writer in the text, appendices and notes.

As pointed out in our letter of October 8, and as will be apparent upon examination, the enclosed report covers only facts and incidents derived from the family papers and presents them without embellishment. For a complete story of the family business investigation of other sources, especially custom records, will be necessary. In this connection it is believed that the material in the attached report will be useful. As a result of the summer's work, it is felt that the substance of at least one major source has been placed in usable form.

Sincerely yours,



Edwin W. Small
Acting Superintendent

CC Washington-Supervisor
of Historic Sites
Coordinating Supt.

THE DERBYS,
THEIR SHIPS AND SHIPPING.

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A report
based on material
in the Derby MSS Collection
at the Essex Institute,
Salem, Massachusetts.

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Prepared
by
Arthur K. Dacy
with revisions
by
Edwin W. Small

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October, 1938

THE DERBYS, THEIR SHIPS AND SHIPPING

I 1736-1775

The growth of the Derby fortune and business is a fascinating record mirrored in the hundreds of documents represented by the Derby MSS Collection. The business adventures of two very great merchants which typify the rise of Salem as one of the greatest American ports are recorded in these commonplace documents. The story starts in 1736 when the first paper dealing with Richard Derby's maritime career is the invoice of the sloop Ranger which Derby sailed as Captain to Spain.⁽¹⁾ That his actual career started in this way is very doubtful. There were probably several voyages as seaman or mate before Derby was trusted with a vessel. There is, however, no record of previous voyages and we must be left to speculate.

After 1736 Richard Derby's rise was very swift. Voyages in 1738-1739 to the West Indies on the Ranger followed the voyage to Spain.⁽²⁾ In 1742 Derby was the captain and part owner of the Schooner Volant sailing to the West Indies. His orders from the principal owner, Benjamin Gerrish, are still in existence as are several letters written by Gerrish to Derby while the latter was in the West Indies with the Volant.⁽³⁾ At the same time Richard Derby was associated with others in fishing voyages. In 1748 the Morning Star, a schooner, made such a voyage and Richard Derby received part of the catch.⁽⁴⁾ Derby was engaged in active trading with London, for there still exist several records of shipments from Thomas Lane in London, during this decade, to Richard Derby, Merchant, of Salem.⁽⁵⁾

Thus began an association which was to last for two generations between the House of Derby and the firm of Lane & Son. Lane was to act as banker and factor for Richard Derby, and for his son, Elias Hasket Derby.

The nature of this early commerce was soon clearly set. The catch of the fishing voyage in the summer was sent out in the autumn to Spain where a cargo of wines and "oyles" was shipped to Salem or the West Indies. Lumber, shingles, fish, horses and provisions were sent to the West Indies in exchange for molasses, sugar, and cotton. Russia duck and different kinds of cloth and small manufactures were sent by Thomas Lane to Derby.

During the period, 1750-1756, Richard Derby began to build up a fleet of his own. In 1750 the schooner Sally and Mary appear in the records.⁽⁶⁾ In 1754 the brigs, Neptune and Salisbury and in 1755-1756 the schooners, Three Sisters, Three Brothers, and Kate.⁽⁸⁾ Not all of these vessels were owned entirely by Derby at first. Joshua Hicks, Benjamin Lynde, and Ichabod Plaistead were part owners of the schooner Mary while⁽⁹⁾ Captain Herbert had a substantial interest in the brig Salisbury.⁽¹⁰⁾ However, the tendency seems to have been for Derby to acquire outright ownership in his vessels, a fact which distinguishes him from other prominent Salem merchants of the time. During this period continual voyages were made to Europe and the West Indies with the brigs and also with the schooners Mary and Sally.⁽¹¹⁾ Coasting and fishing voyages were made by the Kate.⁽¹²⁾

Relations were entered into between Richard Derby and agents like Edward Browne in Lisbon and the Cardoquis⁽¹³⁾ in Cadiz. These factors would sell the Derby cargoes, secure return cargoes with the proceeds or remit in bills of exchange on London which were always in demand in the Colonies because of the scarcity of specie. If the outbound cargo was not sufficient to cover the expenses of port charges and the cost of a return cargo, these agents would advance cash to the Derby captains on the strength of credit which Derby maintained in London with Thomas Lane. The latter acted as European banker for Richard Derby and his annual accounts are sprinkled throughout the Derby MSS Collection.⁽¹⁴⁾

The outbreak of the Seven Years' War seems to have increased the volume of Derby business. From 1756-1763 was a peak period of business for Richard Derby. Risks were increased, and he suffered some misfortunes from privateers, but profits must have increased proportionately because the Derby fleet was increased in number, and the scope of its commerce was enlarged during this period. In 1758 the brig Ranger⁽¹⁵⁾ and the ship Lydia were added to the fleet. In 1760 sloops Betsey and Three Friends, the polacca Favorite⁽¹⁶⁾ and the schooner Friendship⁽¹⁷⁾ were all sailing for the House of Derby. In 1761 the ship Antelope was added.⁽¹⁸⁾ In 1762 the brigantine Ranger⁽¹⁹⁾. These ships were added to the original fleet which continued to sail except for the brig Ranger which was taken by an English privateer in 1760, and the schooner Kate which was lost on the shore near Easthampton, Long Island, with the captain and crew in

(20)
1761. In 1758 Captain Lambert's ship was taken off the coast of Spain by a French privateer. Later it was retaken by an Englishman to whom Captain Lambert paid salvage to the extent of one-eighth of the value of ship and cargo. In 1760 Richard Derby, Junior, was taken and paid a ransom of £3600 which assured a substantial loss on that voyage.

The commerce of this period was maintained with the same ports. The West Indies, Barbadoes, and Jamaica were frequently visited. Cadiz, Oporto, and Lisbon on the Spanish Peninsula were supplied with fish and lumber. Gibraltar was made a port of call and relations were established there with Peter and Joseph Lynch, later to be shifted to Anderson and Mac Neil when the former firm proved untrustworthy. Madeira and the Wine Islands were added to the list of ports which saw the arrival of Derby ships, and letters from Chambers, Niccox, and Chambers begin to appear in the MSS Collection. In 1763 the first and for some time the only voyage to Fayal was made. The Cargo taken there did not sell very well and in addition an incident, very amusing in retrospect, occurred which embittered the correspondence between Richard Derby and the Gathorne Brothers of that port.

In the harbor of Fayal was a neutral snow which was carrying contraband designed for the French. The snow placed the lawful part of its cargo in the hands of Gathorne Brothers in this neutral Portuguese port. When Captain Henry Elkins arrived in Fayal with a Derby ship he also placed his cargo in the hands of Gathorne Brothers. Upon hearing a rumor as to the nature of the snow's cargo, Captain Elkins resolved to

investigate. He did so and proceeded to board and capture the snow. Upon Gathorne's protests he relinquished the ship and cargo, only to follow it out of the harbor and recapture it at sea. A bitter letter was sent by Gathorne to Richard Derby protesting against Elkin's conduct. In reply Derby aimed some choice remarks at Gathorne's honesty and patriotism (Gathorne being an Englishman by birth). These remarks are very amusing when taken in the light of Derby's constant violation (26) of the English Navigation Laws.

The nature of the Derby cargo^{cc} remained the same. Fish, lumber, and provisions were sent out; wines and staples of various sorts brought back. Both the ships and the cargoes were insured, some with Lane in (27) London, others with Joseph Higginson in Boston. Rates ranged from 8 per cent to 23 per cent depending upon the destination, with the outward (28) voyage to the West Indies considered the most dangerous.

From 1763-1774 and especially after 1770 the Derby commerce tended to slacken. The enforcement of the Navigation Acts after 1763, the agitation over the Stamp Act, and the depression and scarcity of (29) currency are all reflected in the Derby business and correspondence. At least three schooners, however, the Pembroke, Patty, and Ranger were (30) added to the fleet. An extensive coasting trade was maintained with Charleston, Cape Fear, Philadelphia, New London, Boston, Quebec, and the Bermudas. The usual voyages to Saint Eustatius, Saint Christopher, Monte Christo, and the British West Indies were made. Voyages were also made annually to Spain, Gibraltar, Madeira, and London though after 1770

there was a marked falling off in European trade. In the year 1765 there
(31)
were Derby ships seen in Cadiz, Madeira, Quebec and the West Indies.
While in 1767 Derby ships visited Charleston, Dominica, Bermuda, Quade-
(32)
loupe, and Fayal.

Thus by the outbreak of the Revolution the House of Derby was firmly established in world trade. A foundation had been laid by Richard Derby. A fleet of ships had been built up, relations had been established with well known firms in the principal ports of Europe and the West Indies. It remained for Elias Hasket Derby to build on this foundation, to reach out to the Isle de France, China, and the Baltic ports to make the House of Derby a truly world renowned firm.

II 1775-1790

The Revolution failed to stop the Derby commerce. The character of it changed, the management shifted from Richard to his son, Elias Hasket, but the Derby business and fortune continued to grow even in the darkest part of the War. In 1775 the ships Jamaica Packet, Three Brothers, and the schooner Molly traded in the West Indies, while the brig Nancy
(1)
sailed to Lisbon. In 1776 the Nancy sailed on a voyage as did the
(2)
schooner William. In December of that year the sloop Scarborough was
(3)
bought by Elias Hasket for £383 and was dispatched the following spring with a cargo to Charleston.

In 1777 the old ship Three Friends of which the Derbys were part owners was dispatched to the Gardequis in Spain with instructions to sell the ship if possible. (4) The same year cargoes were sent to Bilbao, Cape Francois, and Charleston. (5) In 1778 the schooner Good Fortune sailed to North Carolina where it was sold. (6) In July of that year Richard Derby's old brig Salisbury was sold at auction. (7) Elias Hasket was in need of new, fast, and larger ships.

The Derbys were staunch Whigs, so it is not surprising to find them striking a blow or two for their country by way of privateers and letters of marque, especially when the chance for a large and handsome profit was present. The MSS begin to speak of various privateers owned wholly or in part by the Derbys from the year 1778 and continue to the close of the War. In 1778 the Lexington, Bunker Hill, and the Scorpion were dispatched to prey on English commerce. (8) These were followed by several others in 1779 while Derby cargoes were sent out in ships which carried letters of marque. (9) The most famous and effective of the Derby privateers was the Grand Turk which was commissioned as a privateer in 1781. (10) In the fall of that year on her first cruise the Grand Turk took as prizes the Defiance, a snow called the Elizabeth, and the Thomas & Betsey. (11) The Grand Turk on later cruises took at least twelve additional prizes. (12) On one were nine slaves who were taken into Saint Pierre and sold. An interesting incident occurred at Bilbao concerning prizes which were taken in there to be sold by the Gardequis. Duties amounting to 245,930 riales were levied by the King of Spain upon these prizes, but

the Cardequis by gentle reminders of past favors to the Royal House and by the more practical employment of some 30,000 riales distributed in (13) the right hands were able to secure a withdrawal of the levy.

With the close of the Revolution there came a radical transformation in the trade routes followed by vessels of the House of Derby. The ports of the British West Indies were, of course, closed to ships of the United States, so the familiar voyages to Jamaica and then to the Wine Islands off the coast of Spain or viceversa were no longer possible.

Elias Hasket turned to new ports and new cargoes. In June, 1784, Captain Buffinton received orders to take the ship Light Horse to the Baltic (14) ports. The next month he arrived at Elsinair on his way to Cronstadt,

(15) opening up one new trade route. In the same year the ship Grand Turk was (16) dispatched to the Cape of Good Hope under Captain Jonathan Ingersoll.

That worthy displayed typical Yankee ingenuity in making his voyage a success. On his arrival at the Cape he found the market exceedingly dull and was not able to dispose of his rum. While he was at anchor, however, an East Indiaman entered the Bay. Captain Ingersoll, evidently scenting the possibility of a trade, boarded her and left only after he had exchanged his rum for a cargo of tea. He then loaded the tea on board and set sail for the West Indies. He entered the British port of Granada and although he was warned by the Governor not to trade, he made arrangements with British merchants who promised to buy his tea delivered at the neighboring island of Saint Eustantius. The tea was exchanged for (17) rum and sugar in July, 1785, and Captain Ingersoll set his sails for Salem.

The voyage is interesting as evidence of the amazing amount of freedom allowed by owners in orders to their captains. A captain had to be master of several arts, of which navigation was but one. Another trade route developed by the Derbys at this time was from the Southern States to London and Bristol and involved the shipping of the great staples of the South. Previous to the Revolution this trade had been carried on almost exclusively in British bottoms, but American ships displaced them after 1783 and the Derby ships were in the van. A few years saw the Derby ships passing the Cape of Good Hope and arriving at the Isle de France, Bombay, Batavia and Canton. Derby commerce had truly become world-wide.

The character of the cargoes differed with the route. Cargoes sent to the Isle de France consisted almost entirely of provisions. Ginseng was the favorite in the Canton market. Tobacco was shipped chiefly to London and other European ports. An attempt was made to sell Southern staples in the Baltic ports, but the market was too limited so visits to these ports were tacked on to the London voyages, bills of exchange on London being used to purchase the return cargoes of iron, steel, duck and naval stores. Tea and nankeens were brought back from Canton, hides from the Cape of Good Hope.

These regular long voyages were, of course, supplemented by coasting voyages both north and south of Salem--to Wilmington, North Carolina, to Baltimore, to Philadelphia, to New York, to Quebec and to Portsmouth, New Hampshire. Regular fishing voyages were still made, the

Derby fleet containing several small schooners of forty or fifty tons which
(26)
were used for this purpose.

By 1790 a firm foundation had been laid in foreign trade by the Derbys. Upon this foundation was to rise the great structure of trade during the decade, 1790-1800, the high point of Derby commerce.

III 1790-1800

At the beginning of the last decade of the eighteenth century the Derby fleet consisted of four ships, five brigs, and several schooners making a total tonnage of over 1500 tons. This was a far cry from the 800 tons of Richard Derby's fleet at its height. His biggest ship had been the Antelope of 160 tons while Elias Hasket had already three vessels over 200 tons each. He was well equipped with vessels to carry on a far flung world-wide commerce.

The year 1790 saw the schooner Rose making voyages under
(1)
Captain Joseph Strout to the West Indies and Gibraltar. The Recovery was sent to Madeira, and the Peggy went to Carolina to load a cargo of
(2)
staples for Europe. The Nancy under Richard Derby was sent to Gothenburg,
(3)
while the Cadet with Daniel Pierce as master went to Madeira. The Light Horse was dispatched to Bristol with an assorted cargo and was there seized by the customs officers and charged with attempting to smuggle tobacco. Loose tobacco was found on the decks which could not be accounted for in the ship's manifest. No sooner was the ship's release secured than she was again seized by excise officers because members

of the crew had been merrily dispensing chocolate in violation of port rules. Again the release was secured, but Mr. Derby received a stern admonition from his friends in England to restrict the liberty with which his officers and crews could carry on their private adventures. (4)

In 1791 the Rose made voyages to Martinique, Saint Eustatius and Surinam. The Sally went to Gibraltar, and the Perga to the West Indies. The Astrea and the Henry were dispatched to the Isle de France where the Grand Sachem had already arrived. The Light Horse sailed for the Cape of Good Hope which meant that in one year four Derby ships were in the East Indies. The Peggy shipped a freight at Charleston and sailed for Rotterdam. Derby vessels were not engaged in carrying Derby goods solely as this voyage well illustrates. A freight was carried to Rotterdam where the Peggy obtained bills of exchange on London and then sailed northward. She touched at Bergen, Norway, and then went across to Gothenburg where a cargo was shipped for the West Indies. In April, 1792, the Peggy arrived in Surinam and finally sailed back to Salem having been away from her home port for well over a year. (5) (6) (7) (8) (9)

The next year saw the maiden voyage of the largest merchant vessel which was ever to sail for Elias Hasket Derby. This was the second Grand Turk of 564 tons. Captained by Benjamin Hodges she sailed in March, 1792, for the East Indies and Calcutta from whence she did not return until June, 1793. That year also saw another new Derby ship, the Benjamin, in the East Indies. The usual voyages to the West Indies and Spain were made by four of the small schooners and brigs. (10) (11) (12)

In 1793 voyages were made by the Dolphin and Rose to Ham-
(13)
burg. The Henry went to the Isle de France where it was embargoed for
weeks by the Revolutionary Party in that island in company with the
(14)
Benjamin and the Astrea. War was again on between England and France
and American vessels were destined to get abrupt treatment at the Isle de
France for the next few years because of the suspicion that the young
country would side with England against France. Cargoes were sent by
Derby on the Schooner Fox and the brig John, neither of which were his
(15)
vessels, to Amsterdam and Bordeaux. The Grand Turk, which had returned
from the East Indies, was sent to Baltimore under Joseph Mossely to see
(16)
if a freight could be found. Already Derby was beginning to feel that
perhaps the Grand Turk had been constructed on too large a scale, a fact
which, as it became verified by difficulty in obtaining freights, was to
lead to her sale in New York in 1794.

Each year saw the same routes being traversed by the
Derby ships--to the Baltic ports, the Isle de France, the East Indies,
Spain, and the West Indies. In 1794 the Sally and the Grand Turk were
(17)
sent to the Baltic ports. The Peggy went to Amsterdam, and then on a
(18)
second voyage to Madeira and India. The Benjamin sailed to Amsterdam
(19)
and the Indies. The Fanny and the new sea-going ketch Eliza were in
(20)
Bordeaux, the Eliza making a second voyage that year to the East Indies.
The Nancy was embargoed by the French in the harbour of Bordeaux during
1793 and 1794. Both England and France were now playing fast and loose
with neutral commerce. This fact was brought home to the Derbys in the

loss of the Fanny and also of the schooner Hope which Elias Hasket had
(22)
chartered from John Becket. The latter was taken by the English and no
compensation was recovered until 1800 after the death of Elias Hasket
Derby.

A letter from Henry Prince at the Isle de Bourbon dated
July, 1795, discloses that there were six Derby ships in that region at
(23)
the same time. The Henry was one, the Benjamin which had come out under
Silsbee the year before was preparing to leave under Gardner, the chief
mate. Silsbee was to return in a small Derby ship, probably the America.
He also had a large ship which he had purchased for Derby. Prince's
letter notes the departure of the Peggy from the Isle de France, the ship
which had been sent out the previous fall. He also tells that the Derby
ship Recovery, Captain Smith, had been spoken with off the Cape of Good
Hope. In addition the ketch Eliza had been in Calcutta in the spring,
(24)
while the John was due to arrive in the fall. Shipments were also sent
(25)
out on the Light Horse to Europe and the ketch Brothers to India. In
1795 the Derby fleet consisted of twelve large ships, nine of which made
voyages to the Indies in that year. The Astrea and the Grand Turk had
been sold the previous year, but a new Astrea was soon to sail.

The next year six Derby ships were in the East Indies in-
cluding the second Astrea on her famous voyage to Manila, she being the
(26)
first American vessel to touch at that port. In addition three Derby
(27)
vessels were at Bordeaux, one at Saint Petersburg. The ketch John
on her return from the East Indies was taken by a French privateer. The

privateer started to take the ship into Guadaloupe as a prize, but was met by an English man-of-war which took the John from her. The Englishman then demanded the customary rate of one-eighth of the value of the ship and cargo as reward for salvage. The captain of the John put up a strong argument. He contended the United States was not at war with France and the ketch was, therefore, not legally a prize. A lawyer in Tortola advised him, however, to pay the demand for, as he wrote, the British court was apt to take the practical point of view that the John had been saved from a condemnation which legal or illegal would probably have been complete. (28)

The year 1797 as reflected in the records shows few new voyages, though in the spring there is a long record of entrances from the Indies and Europe from voyages begun the previous year. The Eliza had been sent to Bordeaux with a cargo of sugar, coffee, indigo, and cotton. (30) The Martha had gone to the East Indies, and word was received from the Recovery at the Isle de France. (31)

The next year the Recovery under Captain Ropes was dispatched to the East Indies while the Enterprise, a new Derby ship, set out on a triangular voyage to Madeira and Calcutta and then back to Salem. (32) The Fanny made one of the annual voyages to the northern ports touching at Archangel and the Hannah equipped with the required French Bill of Equipage set out for Cadiz. (33) The ketch John went to Naples, a voyage which was illustrative of many to Italian ports which were showing a temporary revival as war on the northern part of the Continent

(34)

drove trade away from that region. The Benjamin was dispatched to London with orders to continue on to the East Indies, but Captain Bullock suffered a severe fall at London and afraid of entrusting command to his mate for the second leg of the voyage, he chose instead to load the Benjamin with a
(35)
cargo of hemp and sent her back to Salem.

The last year of Elias Hasket Derby's life, 1799, was also one of the most interesting of his mercantile career. Relations between the United States and France had become so embittered as almost to reach the point of open warfare. The old privateering spirit must have been aroused for that year Derby secured two fast-sailing armed brigs, the Mount Vernon and the Antelope, to use besides the brig Cruger which had been purchased the previous year. These vessels were dispatched on voyages which from a romantic point of view are among the most fascinating of all those of the Derby ships. Forced to run a veritable gauntlet to reach the Mediterranean ports, these fast brigs were engaged in constant brushes with French armed vessels. On setting out for Naples the Mount Vernon found herself in the middle of the French Line. She exchanged broadsides with one of their armed frigates, and yet managed to escape without serious injury because of her fast-sailing qualities. Elias Hasket Derby, Junior, who was in command of this beautiful brig, then secured a Mediterranean pass from Admiral Nelson and took his vessel through to Naples where he sold his cargo to good advantage. There he purchased two fine polaccas, loaded them, and went to Cadiz where he found the Cruger. Loading her he sent her home, sold at least one of the
(36)
polaccas and proceeded home himself. The Antelope was sent to London

under Samuel Derby. She chose to run away from French privateers and in
(37)
so doing her speed amazed even her captain. Meanwhile the usual Derby
voyages were also made. The Recovery proceeded from Salem to Hamburg,
from there to Calcutta and finally back to Salem, arriving late in 1800
(38)
long after the death of her owner. The Martha went to Havana, the John
(39)
to Surinam, and the brig Henry to Cape Francois.

It is rather difficult to trace from the family records
alone the methods of business which Elias Hasket Derby used. Some
general observations can be noted. The customary procedure was to pre-
pare a cargo from the Derby warehouses, a cargo which had been collected
by coasting voyages to other American ports, fishing voyages, and short
voyages to the West Indies. The ship was then sent out under orders which
were usually very flexible and, indeed, it seems were more often broken
than followed. The cargo might be entrusted to the captain in which case
he received usually a five per cent commission. In exceptional cases
the commission reached ten per cent, an increase due probably to an in-
vestment of capital in the adventure by the captain. If the cargo was
consigned to an agent to be disposed of by him the commission paid was
two or two and one-half per cent. In some cases the agent remitted in
cash or bills of exchange, usually on London. These were then invested
by the captain in a return cargo. If a captain could secure a freight
from some other shipper he would take that and carry the bills of exchange
home to be invested by Derby himself. Very often a simple system of
barter was employed, the inward bound cargo being exchanged for an out-
going shipment.

Most Derby ships and cargo from 1760 on were insured.

At first these policies were taken either in London, Salem, or Boston. Lane & Fraser in London, Timothy Orne in Salem and Joseph Higginson in Boston were the principal insurers of Derby ships before 1790. After that Ludlow & Gould of New York, who had displaced Lane & Fraser as the Derby bankers, negotiated most of the policies. It was increasingly hard for Derby to secure insurance at the current rate because of the new trade routes he opened, and because of the great latitude he allowed his commanders on the various voyages. The practice was followed of trying to buy off the insurance as soon as word was received from the ship tending to show it was out of the principal danger zone. The chief risks for which insurance was taken were shipwreck and capture.

There are many other interesting sidelights on this astonishing mercantile career which are too lightly covered in the family papers to be touched upon here, but which will afford an interesting subject of study when other sources can be used.

IV 1800 and After

After the death of Elias Hasket Derby the shipping business of the Derby family steadily declined. The fleet which Elias Hasket had built up was soon disposed of. The ship John was sold at auction November 9, 1799 for \$8,850. In January, 1800, the great merchant's three-quarters share in the Antelope was sold for \$6,768.65 while the Martha went to John Derby and others for \$15,000. The brig

Cruger was sold the same month for \$4,500 at auction, and the Henry brought \$3,775 on June 25, 1800, being purchased by John Derby. In February, 1801, the Mount Vernon was sold for \$16,600 and the Enterprise and Recovery went at auction to complete the breaking up of the fleet. (1)

The executors of Elias Hasket Derby's estate, Elias Hasket Derby, Junior, John Derby, and Benjamin Pickman carried on the shipping for two or three years sending the Martha, Henry, and Recovery on voyages. After these ships were sold, most of the Derby shipping business was carried on by John Derby in conjunction with various other people. Unlike Elias Hasket who evidently liked to own his vessels entirely, John Derby constantly shipped with various partners. (2)

Shipping business was a hazardous occupation in the first two decades of the nineteenth century. There was first the war between England and France and consequent restrictions by both upon neutral commerce. This was followed by the War of 1812 which again destroyed all hopes of peaceful commerce. It was not until 1816 that mercantile business could be resumed and by that time Derby capital had been invested elsewhere.

In 1800 John Derby sent the ship Margaret to Batavia under Captain Samuel Derby. At that Island Samuel Derby obtained a charter for a freight to Japan for the Dutch East India Company. The Margaret was the last American vessel to visit Japan until the policy of isolation was broken by Commodore Peary in 1854. Samuel bought the small brigantine Chance which he sent to the Isle de France with coffee. (3)

The voyage was successful and Captain Stuart sold the Chance and bought a large ketch which was named the Three Friends. In this he returned to Batavia where the ketch and the Margaret were loaded with (4) coffee and sent home to Salem.

During the next few years John Derby sent out ships to Teneriffe and Hamburg with occasional voyages to Batavia, the Isle de (5) France, and India. New places were visited by Derby ships.. A new voyage was that from Salem to Senegal, with a load of gum and ivory (6) from there usually being taken to London. Sometimes it was taken back to Salem and reshipped to the Continent when some of the Dutch ports (7) were open. Occasional visits were also made to Rio de Janeiro. Derby commerce, however, slowly fell off until by the War of 1812 the Derbys of Salem were no longer one of the first shipping families of North America.

APPENDIX A

Chronological list of vessels owned wholly or in part by Richard Derby,
1741-1773.

1741 Schooner Volant, part owner

1744-1745 Schooner Dolphin, part owner

1748 Schooner Morning Star, part owner

1749 Brig Three Sisters (?)

1750 Schooner Sally, 46 tons; Schooner Mary, part owner

1752 Chance, 30 tons, part owner; Schooner Leopard (?) 70 tons

1754 Brig Salisbury, 100 tons, part owner

1755 Brig Neptune, 84 tons; Schooner Three Sisters; Schooner Three Brothers,
30 tons

1756 Schooner Kate, 32 tons

1758 Brig Ranger; Lydia, 140 tons; Brig Mary & Sarah

1760 Polacca Favorite, 96 tons; Sloop Three Friends, 32 tons; Sloop
Betsey, 45 tons; Schooner Friendship

1761 Ship Antelope, 160 tons

1762 Brigantine Ranger, 76 tons

1764 Schooner Pembroke, 60 tons; Schooner Patty, 60 tons

1766 Schooner Angilla (?), 70 tons; Schooner Mary, 24 tons

1767 Schooner Salisbury (?), 60 tons

1768 Magna Charta (?)

1773 Schooner Ranger

APPENDIX B

List of Privateers and Vessels with Letters of Marque owned wholly or in part by the Derbys during the Revolution.

Ships

Bunker Hill
Salem Packet
Hunter
Roebuck
Grand Turk
Astrea

Brigs

Lexington
Three Sisters, 150 tons
Basket & John
Revolt

Schooners

Lexington
Scorpion
Delaware
Centipede
Congress

Brigantines

Mary
Paine
Mormouth
Rover

Sloops

Flying Fish
Patty
Morning Star

Type unidentified

Active
Two Friends

Robert E. Peabody, Merchant Venturers of Old Salem, (Boston and New York, 1912), p.p. 45-46, lists the following additional vessels from the Massachusetts Archives which do not appear in the Derby M S S Collection:

Ships

Exchange
Oliver Cromwell

Sloops

Nancy
Revenge

Schooners

Fly
Sturdy Beggar

Brigantines

Young Richard
Franklin

APPENDIX C

List of vessels owned by the Derbys, 1775-1790.

Ships

Jannica Packet
Three Brothers
Three Friends, 245 tons
Rambler
Three Sisters
America, 220 tons
Light Horse
Juno, 140 tons
Atlantic
Sultana
Grand Turk
Astrea, 300 tons

Schooners

Molly
William
Good Fortune
Polly
Sally
Hersey, 42 tons
Fanny
Hope
Basket

Schooners

John
Richard, 42 tons
Rachel
Rose
Peggy, 45 tons

Sloops

Scarborough
Race Horse
Louisa

Brigs

Nancy
Little John
Henry & Ann
Dispatch
Cato
Juno
Charming Peggy
Henry
William & Henry
Three Sisters, 150 tons

Ketch

John

APPENDIX D

List of vessels owned by the Derbys, 1790-1800.

Elias Hasket Derby.

<u>Ships</u>		<u>Sloops</u>	
	Light Horse, 266 tons		Dolphin, (rigged also as a schooner), 63 tons
	Astrea (1), 360 tons		Elsa (?)
	Astrea (11), 321 tons		<u>Snow</u>
	Recovery, 284 tons	1/2	Grand Sachem
	Grand Turk (11), 564 tons		<u>Ketch</u>
	Martha, 340 tons		Eliza, 184 tons
	Mount Vernon, 355 tons	1/4	Brothers, 148 tons
	Enterprise, 164 tons		John, 258 tons (wrecked on the way to Havana, 1799)
	America (11)		<u>Brigs</u>
3/4	Benjamin, 161 tons		Cruger, 154 tons
1/2	Peggy, (rigged also as a brig and snow), 154 tons		Rose, 67 tons
			Cadet, 100 tons
1/2	Antelope, 212 tons		Georgia Packet (sold to John Derby, 1796) 131 tons
<u>Schooners</u>			
	Hannah, 138 tons	1/2	Nancy, 127 tons
	Forga, 68 tons	1/3	Henry, 190 tons
	Yorick, 47 tons	1/3	Sally, 124 tons
	Sally	1/4	Fanny, 152 tons
		1/3	Three Sisters

APPENDIX D

List of vessels owned by the Derbys, 1790-1800. (cont.)

Elias Hasket Derby, Junior

Ship Hunter, 236 tons

Schooner Olive

Polacca Nancy, 290 tons

Polacca Lucy, 310 tons

1/2 Brig Exchange

1/3 Brig Henry, 190 tons

1/3 Brigantine Sally, 124 tons

1/4 Ketch Brothers, 148 tons

John Derby

1/4 Ship Benjamin

1/2 Brig Fanny

1/2 Brig Nancy

1/3 Brig Henry

1/3 Brigantine Sally

Brigantine Georgia Packet

1/2 Grand Sachem (lost at Bermuda, 1794) 1/4 Ketch Brothers

Ezekiel Harsey Derby

Schooner Sewell, 73 tons

1/2 Brigantine Sally

APPENDIX E

List of vessels owned at least in part by John Derby after 1800.

Ships

Margaret, 276 tons

Star, 156 tons

Exeter, 291 tons

Arat, 286 tons

Mandarin (?)

John

Schooners

Hope, 101 tons

Caesar

Brigs

Java, 222 tons

Alonzo, 130 tons

Chance, 30 tons

Coromandel, 315 tons

New Hazard, 281 tons

Barque

Mary, 189 tons

Ketch

Three Friends

NOTES

Source material used entirely as the basis for this monograph are the following: Derby Family Papers (54 vols.; 4 vols., miscellaneous.) Hereafter referred to as D.F.P., I-XXXIV, and Derby MSS, I-IV. Richard Derby, Ledger, 1755-1768. Richard Derby, Receipt Books, 1754-1769 (3 vols.) Elias H. Derby, Account Books, 1769-1800 (3 vols.)

I 1736-1775

1. D.F.P., IX,1.
2. " XXXVIII,3.
3. " IX,2; Derby MSS, I-IV, letters - 1746 on.
4. " XXVIII,9.
5. " XXVIII,11,14.
6. " XII, letter - April 5, 1750; letter - November, 1750
(from Lisbon.)
7. " XXVIII,26; XII, letter - September 27, 1755 (from Madeira.)
8. " XXVII, orders to Captain Frye - November 28, 1755; orders
to Captain Masury - December 9, 1755; XXIII,1.
9. " XXVIII,13.
10. " XXVIII,26.
11. " X,1.
12. " XXIII,1-2.
13. " XII, letter - March 24, 1756 (from Lisbon;) X,1.
14. " I, letter - December, 1762 (from London.); XXIX, January, 1768.
15. " I,18.
16. " XXVIII,58; XII, letter to Antiguo, June, 1760; orders to
Captain Bates, June 28, 1760; I, 2.

17. D.F.P., 1, 14.
18. " 1, 14.
19. " XII, letter from Salem to London, October 9, 1762.
20. " XXIII, November, 1761.
21. " XII, letter from Lynch Bros., Gibraltar, November, 1753.
22. " XII, letter from Gibraltar, August 22, 1760.
23. " XII, letter from Anderson & MacNeil, Gibraltar, Oct., 1760.
24. " XII, letter - September 6, 1760 (from Madeira.)
25. " XII, letter from Gathorne, Payal, February 13, 1763.
26. " XII, Derby to Gathorne, August 22, 1763.
27. " I, 12, 14; XII, April 8, 1750 (from Lane); XXVIII, 26.
28. " I, 12.
29. " XII, letter from Derby to Madeira, December 10, 1764;
February, 1766.
30. " XXVII, January 23, 1764; XII, Derby to Chambers, Hiccox &
Chambers, December 10, 1764; I, 45.
31. " XII, letter - March 11, 1765 (from Cadiz); letter - August
24, 1765 (from Madeira); letter to Scott & Pringle,
December, 1765; XXIX, September, 1765.
32. " XII, letter - January 16, 1767 (from Charleston); letter -
May 9, 1767 (from Charleston); letter - August 4,
1767 (from Payal); XXIX, invoice - February 24, 1767.

II 1775-1790

1. D.F.P., XXIX, bill - May 25, 1775; June 7, 1775; October 14, 1775;
October 27, 1775.
2. " XXIX, June, 1776.
3. " XXIX, receipt - December 17, 1776.

4. D.F.P., XIII, letter - May 11, 1777 (from Charleston).
5. " XXIX, invoices of Rambler and Little John, May, 1777; XXV, August, 1777.
6. " XXI, Grand Turk, - December 13, 1780, February 6, 1781.
7. Derby MSS, I-IV.
8. D.F.P., XXIX, July, 1778.
9. " XXVI, Salem Packet - May 5, 1779.
10. " XXI, account of Gibaut - February 6, 1781.
11. " XXI, Grand Turk, November 27, 1781.
12. " XXI, " " February, 1783.
13. " XXI, letter from Cardoquis, March 4, 1783.
14. " XXVII, June, 1784.
15. " I, 68.
16. " XXI, Grand Turk - November 24, 1784.
17. " XXI, " " July, 1785.
18. " XXVI, brig Three Sisters, 1786.
19. " XIII, letter from Ludlow, New York, March 21, 1787.
20. " XXIII, June - January 4, 1787.
21. " XIX, Astrea invoice - January 13, 1789.
22. " I, 97.
23. " XIII, letter - December 4, 1786 (from Saint Petersburg).
24. " XXI, Grand Turk - June, 1785; XIX, Astrea - January 14, 1790.
25. " XIX, Active - August 28, 1784; XXI, Fanny - December, 1784.
26. " XX, March, 1787.

III 1790-1800

1. D.F.P., X, 14; II, August 7, 1790.
2. " XXV, ship papers - Recovery; II, December, 1790.
3. Elias H. Derby, Account Book, 1785-1796, 118, invoice; 129, invoice.
4. D.F.P., XIV, January 4, 1791; March 30, 1791.
5. " II, March 1791; XIV, June 8, 1791; VI, 115.
6. " II, September 16, 1791; VI, 115.
7. " VI, 115; XIV, June 25, 1791.
8. " " "
9. " VII, 61.
10. " XXII, ship papers - Grand Turk, March, 1792.
11. " VII, 64.
12. " VI, 115.
13. " " "
14. " XIV, November 12, 1793.
15. " VI, 115.
16. " XXII, ship papers - Grand Turk, November 9, 1793.
17. " XXXI, 68; XXII, ship papers - Grand Turk, 1794.
18. " XXV, ship papers - Peggy, June, 1794; III, 92.
19. " VII, 67.
20. " XV, 28; III, 93.
21. " " 34
22. " " 36; III, 80.
23. " " 42.

24. D.F.P., XXI, ship papers - Eliza, May 27, 1795; XXII, ship papers - John, June, 1795.
25. " VII, 70.
26. " VI, 127.
27. " XV, 60; XXII, ship papers - Henry, May 18, 1796.
- 28.- " " 74.
29. " VI, 120-127.
30. " XXI, ship papers - Eliza, August 30, 1797.
31. " XXV, " " Recovery, 1797.
32. " XV, 82; XVI, 3.
33. " " 83, IV, 43.
34. " XV, 90.
35. " IV, 57.
36. " " 82, 92.
37. " XIX, ship papers - Antelope, June 16, 1799.
38. " IV, 97.
39. " " 76, 80, 89.

IV 1800 and After

1. D.F.P., VII, 78-79.
2. " IV, September 6, 1801; April, 1802.
3. " XXIII, November 17, 1800.
4. " VII, 87.
5. " XVII, May 15, 1806; XVIII, November 28, 1809.

6. D.F.P., XVII, September 20, 1807.

7. " VI, September 1824.