



# The Early Voyages of Augustine Heard

1805 - 1830

Ships, people, places, history, & legends

<https://ee.stanford.edu/~gray/VoyagesAH.pdf>

Last edited 03/02/2026 at 10:18:30

*My former Augustus Heard Master passing out of Salem harbor - January 17*

# Youth

**Augustine Heard** born in the Town of Ipswich, Essex County on 30 March 1785 to merchant John Heard (1744-1834) of Ipswich & his second wife — Sarah (Sally) Staniford (1751-1796).



John built a mansion on South Main St. in 1795-1800 to house his 14 children. —Augustine was # 10.

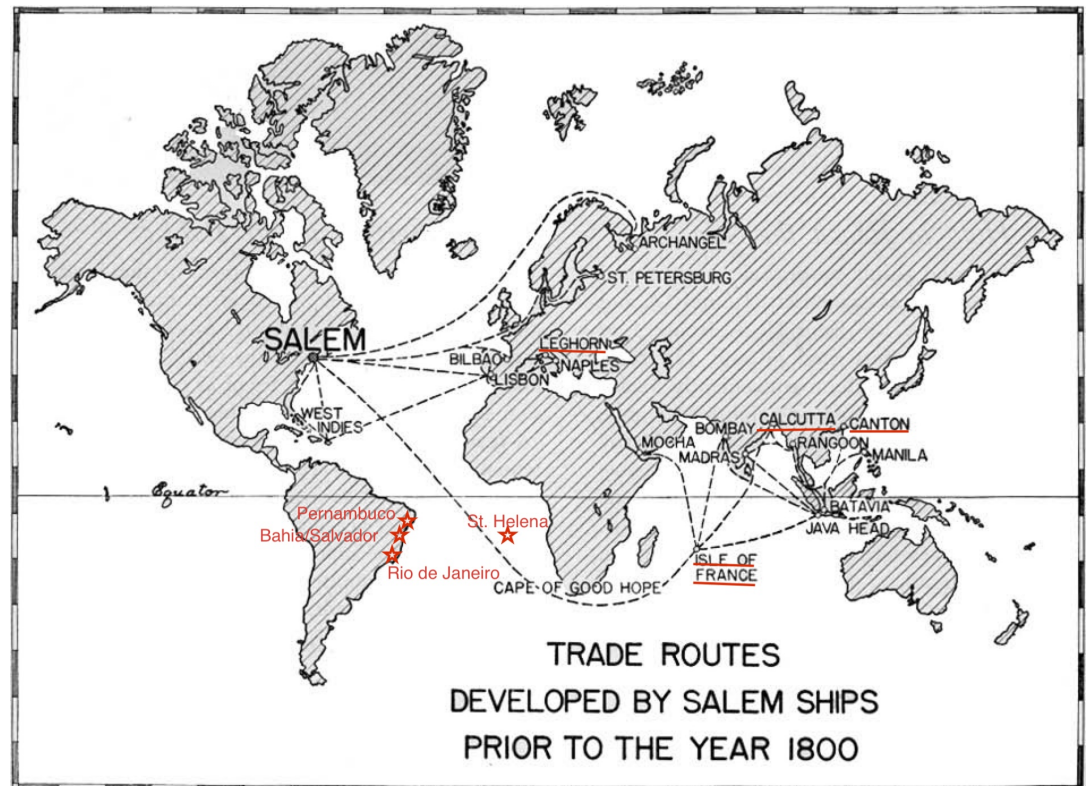
Attended Phillips Academy, Exeter, 1799 - 1802.

Left following 12/1801 death of his older brother Daniel in China.

By 1803 joined the house of **Ebenezer (Eben) Francis** (1775-1858) of Boston & Beverly/Salem Port District.

Typically boys in counting houses worked as clerks or assistants for partners of the firm while learning the business.

In 1805 Francis sent Heard to sea for his first voyage on Israel Thorndike's ship *Eliza* bound for the Mediterranean and Leghorn (Livorno, Sea of Liguria)



*U.S. Park Service Guide (1940 )*

Francis letter to 20 yr old AH — implicit definition of *supercargo*:

Boston, Nov. 20, 1805

Mr. Augustine Heard,

Sir: Enclosed you have invoice and bill lading for ninety-five **pecolls** of pepper shipped on board the **ship** “Eliza”, Capt. Charles Smith, bound for Leghorn and consigned to you, being on our joint account and risk. In case you go on to India in any Vessell, you will take my part of the proceeds of this pepper with you and invest the same for my account — should you return to this country direct, bring the proceeds in **opium** or some other valuable goods that you think may produce a profit. In case you go on to Calcutta in the “Hector” your privilege will be more than you will have funds to fill up with advantage. I authorize you to draw on me at 30 or 60 days sight for any sum not exceeding \$5000, provided you can obtain Dollars at or under five per cent advance.

Your friend and well-wisher,

EBEN FRANCIS.

*Pecoll* or *picul* = unit of measure  $\approx$  60 kg for spices, sugar, opium  
*Ship* = 1) large sailing vessel, 2) specific rig

# Heard's List of Voyages

1 <sup>st</sup> Voyage in Ship <i>Eliza</i> , J.J.'s, in 1806	to the Mediterranean, Lybon.
2 <sup>nd</sup> " " Brig <i>Hector</i> " " " 1807	" Calcutta
3 <sup>rd</sup> " " Sch <sup>r</sup> <i>Betsy</i> " " 72 tons 1808	" Lybon
4 " " Ship <i>William</i> , P.D., " " 1809	" Calcutta
5 " " " " " " 1810	" Canton
6 " " Brig <i>Caravan</i> , J.G., " " 1811	" Calcutta
7 " " " " " " P.D., " " 1812	" " "
8 " " Brig <i>Henrietta</i> , Portuguese, 1813	" Brazil returned in 1815 in Brig <i>Pilot</i> to Philad <sup>a</sup>
9 " " Brig <i>Hindu</i> " " 1816	" Calcutta
10 " " " <i>Phoenix</i> " " 1817	" Bahia & Rio de Janeiro
11 " " " " " " 1818	" Gibraltar
12 " " " " " " 1819	" Rio de Janeiro & Calcutta
13 " " " <i>Gov. Endicott</i> , P.D., " " 1821	" Canton
14 " " Ship <i>Bengal</i> " " 1823	" Calcutta
15 " " " <i>Packet</i> " " 1824	" Canton
16 " " " " " " 1826	Gibraltar & Ernoa
17 " " " <i>Emerald</i> , N.A., " " 1827	" Calcutta
18 " " " " " " 1828	" " "
19 " " Brig <i>Omar</i> " " 1829	" Ernoa
20 " " <i>Barge Sintin</i> , R.B.F., 1830	" Canton & returned via Manila, Cape of Good Hope & St Helena in 1835.

Heard Collection, Baker Library, Harvard Business School

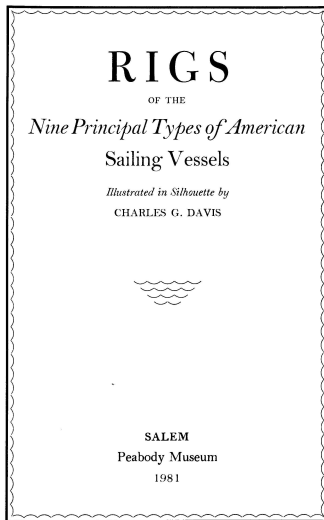
First	in Ship Eliza	I.T's	in 1806	to	Mediterranean, Leghorn
2 <sup>nd</sup>	Brig Hector	"	1807	"	Calcutta
3 <sup>rd</sup>	Schr Betsey	" 72 tons	1808	"	Leghorn
4	Ship William	P.D	1809	"	Calcutta
5	" "	"	1810	"	Canton
6	Brig Caravan	J.G.	1811	"	Calcutta
7	" "	P.D.	1812	"	"
8	Brig Henrietta	Portuguese	1813	"	Brazil - returned in 1815 in Brig Pilot to Philad <sup>a</sup> .
9	Brig Hindu		1816	"	Calcutta
10	" Phoenix		1817	"	Bahia + Rio de Janeiro
11	" "		1818	"	Gibraltar
12	" "		1819	"	Rio de Janero + Calcutta
13	" Gov. Endicott	P.D.	1821	"	Canton
14	Ship Bengal	"	1823	"	Calcutta
15	" Packet	"	1824	"	Canton
16	" "	"	1826	"	Gibralter + Genoa
17	" Emerald	W.A.	1827	"	Calcutta
18	" "	"	1828	"	Calcutta
19	Brig Omar		1829	"	Genoa
20	Barque Lintin	R.B.F.	1830	"	Canton - returned via Manila, Cape of Good Hope, S <sup>t</sup> . Helena in 1835

## Transcription of Heard's List

# General Notes on Heard's List

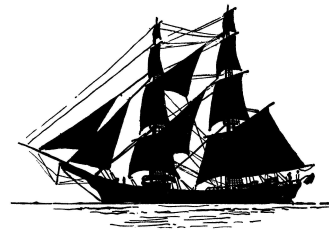
- **Red** years during Napoleonic Wars —hazardous to U.S. ships.
- Heard *usually* considered a *voyage* to be a round trip in the same vessel.

# ● Rigs:



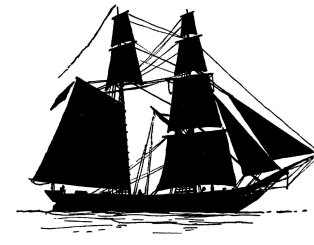
SLOOP

The sloop is a small vessel with one mast and fore-and-aft rig. The mainsail is attached to a gaff at the head and a boom at the foot and above it a gaff topsail can be set. Before the mast are one or more jibs. This has been the commonest one-masted rig along the American coast for more than two centuries, though in various forms, differing according to use, period and locality. A Hudson River sloop is illustrated above.



BRIG

The brig is a vessel with two masts (fore and main), both of which are square-rigged. On the mainmast there is a standing gaff to which is rigged a small fore-and-aft sail. There are three classes of brigs: the full-rigged brig (shown above), the brigantine and the hermaphrodite brig. In all three the foremast is made in three spars and square-rigged, but the mainmast is different rigged in each type. A snow was an early variant of the full-rigged brig, having a small trysailmast abaft the mainmast.



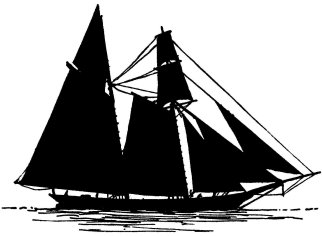
BRIGANTINE

The brigantine is also a vessel of two masts. The foremast is made in three spars and square-rigged like that of the full-rigged brig. The mainmast, however, is made in two spars, and carries a fore-and-aft mainsail, above which are two or three yards on which are carried a square main-topsail and (in the case of three main yards) a topgallant-sail. There is no sail carried on the lower, or main yard.



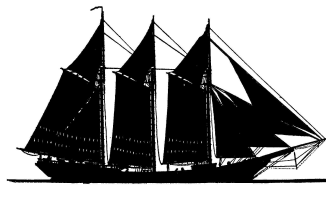
HERMAPHRODITE BRIG

The hermaphrodite brig is a vessel with the foremast of a brig and the mainmast of a schooner. The foremast is identical with that of the full-rigged brig. The mainmast is made in two spars and carries no yards. It has a fore-and-aft mainsail and a gaff topsail. By having the complicated square sail rig only on one mast a smaller crew could man the vessel, and so this type of half brig, half schooner was very frequently constructed.



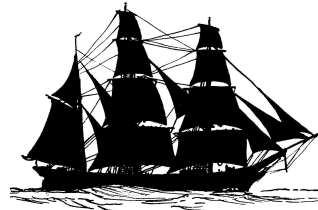
TOPSAIL SCHOONER

The topsail schooner is a two-masted vessel, the mainmast of which has a fore-and-aft mainsail and gaff topsail identical to those of an ordinary schooner. Both masts are made in two spars, but the lower foremast is a little shorter than the corresponding spar of the mainmast, and the topmast is a little longer. The foremast and sails carried on it are exactly like the mainmast of a brigantine, i.e., a fore-and-aft topsail, above which are yards carrying square fore-topsail and fore-topgallantsail.



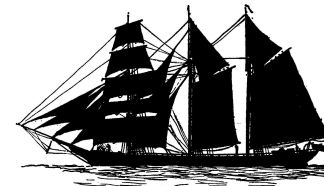
THREE-MASTED SCHOONER

The schooner is a vessel of two or more masts, fore-and-aft rigged. The fore- and mainsails are suspended from gaffs and laced to booms on the foot of the sails. The most popular type was the three-masted schooner shown above, which could be handled by a captain, mate, cook, and four men, but the earliest type was the two-masted vessel, and in modern times the number of masts was often increased. In the present century one seven-masted schooner was built.



BARK

The bark is a three-masted vessel with foremast and mainmast square rigged, and the mizzenmast (third mast) fore-and-aft rigged. The mizzenmast carries no yards; there is a hoist-and-lower fore-and-aft sail and a gaff topsail. In comparatively recent times four- and five-masted iron barks have been built—ships so long and narrow that they would break their own backs if built of wood.



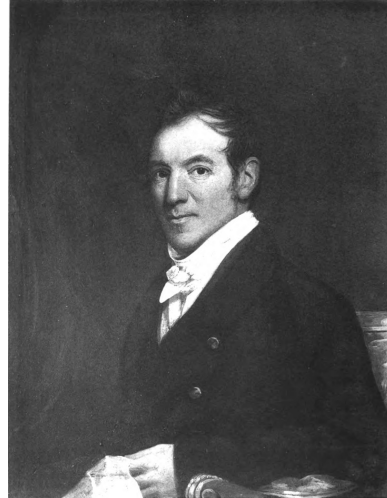
BARKENTINE

The barkentine is a vessel of at least three masts, differing from the bark in the fore-and-aft rigging of its mainmast. The foremast (made in three spars) is square-rigged, but the mainmast and mizzenmast both carry hoist-and-lower mainsails and gaff topsails of the schooner type—a rig adapted for handling by a small crew. The addition of one or two schooner-rigged masts made the vessel a four- or five-masted barkentine.



SHIP

The term ship is properly restricted to the full-rigged ship, that is, a large square-rigged vessel, carrying three masts, each of these being composed of a lower-mast, top-mast and topgallant-mast, and each being provided with yards and carrying a full complement of square sails. The above silhouette shows a vessel of about 1850; after that date the topsails were generally divided into upper and lower, for convenience in handling.



?

I.T. = Israel Thorndike    P.D. = Pickering Dodge    J.G. = James Gilchrist



W.A. = William Appleton    R.B.F. = Robert Bennet Forbes

- List shows no owner for brigs *Hindu* & *Phœnix* (both A.H. et al.)  
& *Omar* (chartered by A.H. from owner John Binney)

# Voyage 1: Ship *Eliza* for Leghorn

*Ship Registers of Salem and Beverly Massachusetts 1789-1900:*

Eliza, ship. Beverly 241 tons. Reg. Nov. 23, 1805

Israel Thorndike, owner; Charles Smith, master.

**Israel Thorndike** (1775 - 1832):

- Youth: Officer in Massachusetts Navy, privateer, militia colonel.
- Leading shipowner and merchant of Beverly and (after 1810) Boston, East India and China trade.
- Business partner (& father-in-law) of Eben Francis.
- Business associate of AH's father John Heard by 1796.

No image for this *Eliza*, but 339 ton ship *Packet* of Salem

(AH Voyages 15 - 16) illustrates *fully rigged ship*:

Full or fully rigged-ship:

3 masts, mainmast in middle, mostly square-rigged + fore-and-aft (gaff) rigged sail on rear mast + foresails & staysails.



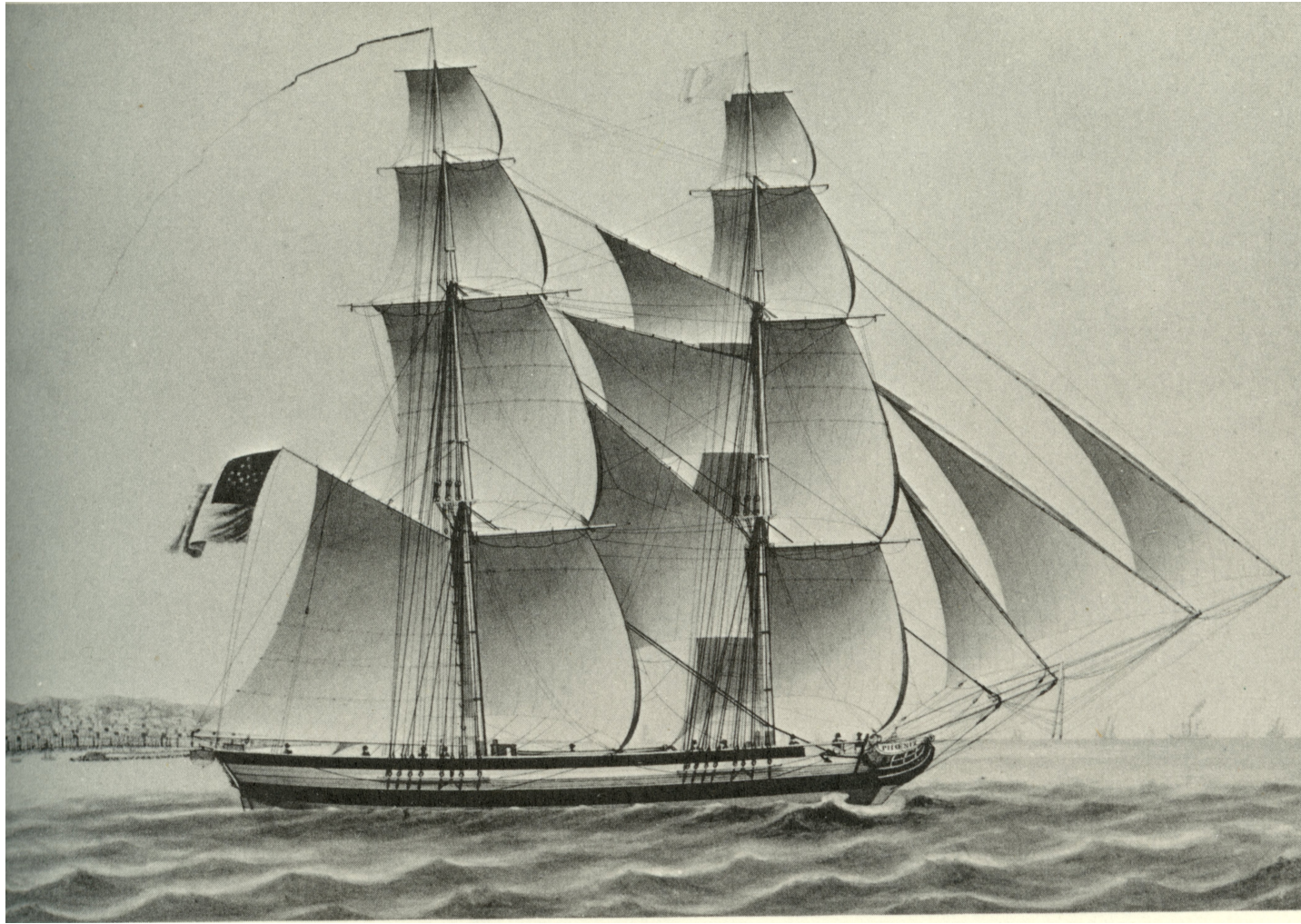
1811 gouache, watercolor by George Ropes (American, 1788-1819)

## Voyage 2: Brig *Hector* for Calcutta

Brig HECTOR, Beverly, 220 tons  
Israel Thorndike, owner, Nicholas Thorndike, master,  
registered in Salem 29 May, 1804.     *Salem Ship Registers*

Nicholas a cousin of Israel & correspondent of John Heard.  
Logs for voyages prior to Heard's are at [Historic Beverly Website](#).

**Brig** or **full-rigged-brig**: both masts square-rigged and identical except that mainmast may also have a small gaff-rigged sail below the square-rigged sail(s). Illustrated by another brig owned by Israel Thorndike (AH Voyages 10-12) — brig *Phœnix* of 248 tons:



Brig *Phœnix* by Felice Polli

1807 Calcutta was the capital of the British East India Company, which governed the colony and its Indian Navy protecting the Company's huge marine merchant fleet. River Hooghly:



← Calcutta

← Hoogly Semaphor  
(Optical Telegraph)

Mouth of the Hooghly,  
westernmost branch of Ganges,  
in the northern Bay of Bengal.  
Swamps & moving sandbars.

← Pilot Station area known as  
*Sand Heads*

## Voyage 3: Schooner *Betsey* to Leghorn

*Salem Ship Registers* observed there were 45 vessels named *Betsey* or *Betsy*. Best fit:

BETSEY, sch, Beverly, 67 tons, Pittston, 1784.

Reg. July 13, 1793. Moses Brown, Beverly,

[Israel Thorndike](#), Beverly, owners; Nathaniel Kinsman, master.

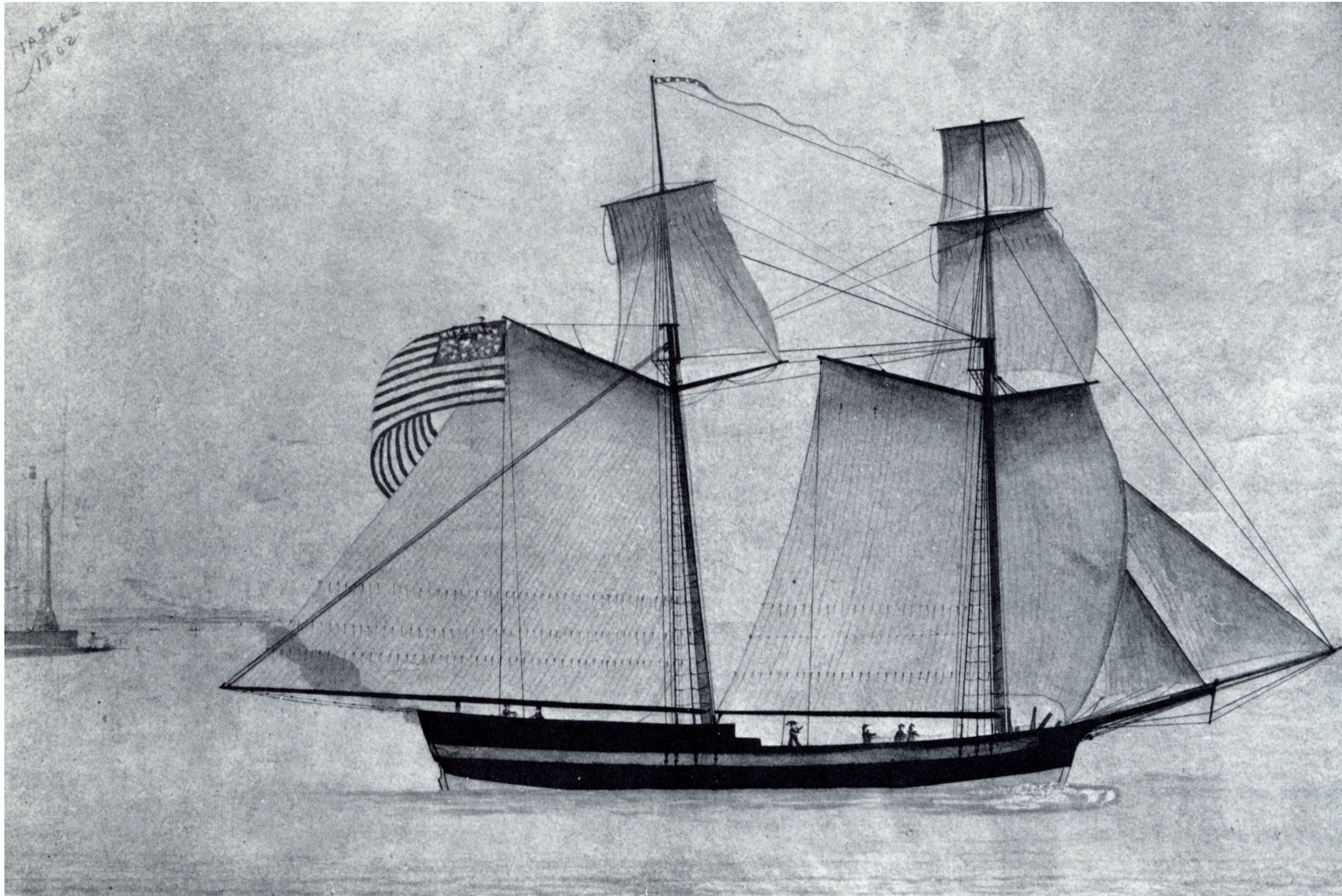
The displacement of 67 tons < 72 tons in Heard's list.

Waters refers to *Betsey* as a topsail schooner — which might explain weight difference by the additional spars, sail, and rigging required.

*Schooner*: Two (or more) masts, fore-and-aft rigged.

Logs & newspaper reports: *Betsey* began in Beverly in May 1807, departed Leghorn in July, and returned to Beverly in October 1807 under Capt. Fielder, master.

*The Marine Paintings and Drawings in the Peabody Museum* (1981):



**1573. BETSEY** Richard Thomson Master [American schooner].  
Watercolor. 11 1/2 × 15 1/2 in. Unsigned. Dated: Naples 1802.  
Built 1799, Braintree, Mass. M6426.

# Ship *William*: Voyages 4 for Calcutta, 5 for Canton

Ship WILLIAM, 304 tons, Trenton, 1807.

Reg. Dec. 4, 1807.

Pickering Dodge, Nathan Robinson, owners;

Noah Emery, master.

*Salem Ship Registers*

Heard dated Voyage 4 in 1809 and 5 in 1810.

Shipping documents & newspaper reports ⇒ V4 took place in 1808.

Shipowner Pickering Dodge (1778 - 1833) related by marriage to Israel Thorndike: Thorndike's 2nd wife Anna Dodge was daughter of his business partner George Dodge — uncle of Pickering Dodge & business associate of Eben Francis, Thorndike's son-in-law !

Prior to the 1<sup>st</sup> **Anglo-China War** ( "Opium War" ) 1839 - 1842

**Canton** was the only port in China opened to foreign merchants

Strict controls on business and personal affairs.



← Canton/  
Guangzhou

← Lintin/  
Neilingding  
Island

← Hong Kong

← Macao

Pearl River

# Canton “Factory” System



*View of Canton Factories, William Daniell c. 1806*

Foreign merchant community confined to small riverside area outside of the city walls & incoming ships subject to government inspection, fees, fines, and arbitrary interference.

13 “Factories” served as residences, offices, & warehouses.

## Voyages 6 - 7: Brig *Caravan* for Calcutta

CARAVAN, brig, of Boston. Registered at Boston - Charlestown June 11, 1810 - permanent. Built at Salem in 1802, 267 10/95 tons; length 90 ft. 8 in., breadth 26 ft., depth 13 ft. Master: James Gilchrist. Owner: James Gilchrist, Medford, Two decks, two masts, square stern, quarter badges, an imagehead. Previously registered 106 at Boston - Charlestown May 5, 1809.

**Voyage 6** 19 June 1810 - 24 April 1811

To Calcutta (16 October 1810) and return, Gilchrist, master.

**Capt. James Gilchrist** (d. 6/12/1826 age 52) both owner and captain, Heard supercargo - an *anomaly* because Gilchrist was an experienced supercargo, owner, & captain – did not need supercargo.

Gilchrist was an early member of the **East-India Society of Salem** (#83, 1804) & several of his voyages are listed in the Society's 1831 eponymous book including 1807-1808 as master of *Caravan*.

PEM Phillips Library has log for 1805-06 *Caravan*, Gilchrist.

Following Voyage 6, Gilchrist sold *Caravan* to his business associate Pickering Dodge, who appointed AH Captain & supercargo for her 1812 - 1813 Voyage 7. JG retired & moved to a NH farm in 1822.

⇒ Voyage 6 was preparation for AH under tutelage of a master for his assumption of both command and business responsibilities on the next voyage of *Caravan*, perhaps arranged with Dodge in advance.

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CARAVAN, brig, 267 tons, Salem, 1802. Reg. Feb. 14, 1812.

Pickering Dodge, owner ; [Augustine Heard](#), master. [In this little brig, the first missionaries from America to the East,

Mr. and Mrs. Judson and Mr. and Mrs. Newell, sailed from Salem, Feb. 19, 1821 [sic 1812].] *Salem Ship Registers*

**Voyage 7** 18 February 1812 - 23 March 1813.

Pickering Dodge, Owner; [Augustine Heard, Captain & Supercargo](#)

### **Instructions from Dodge to AH:**

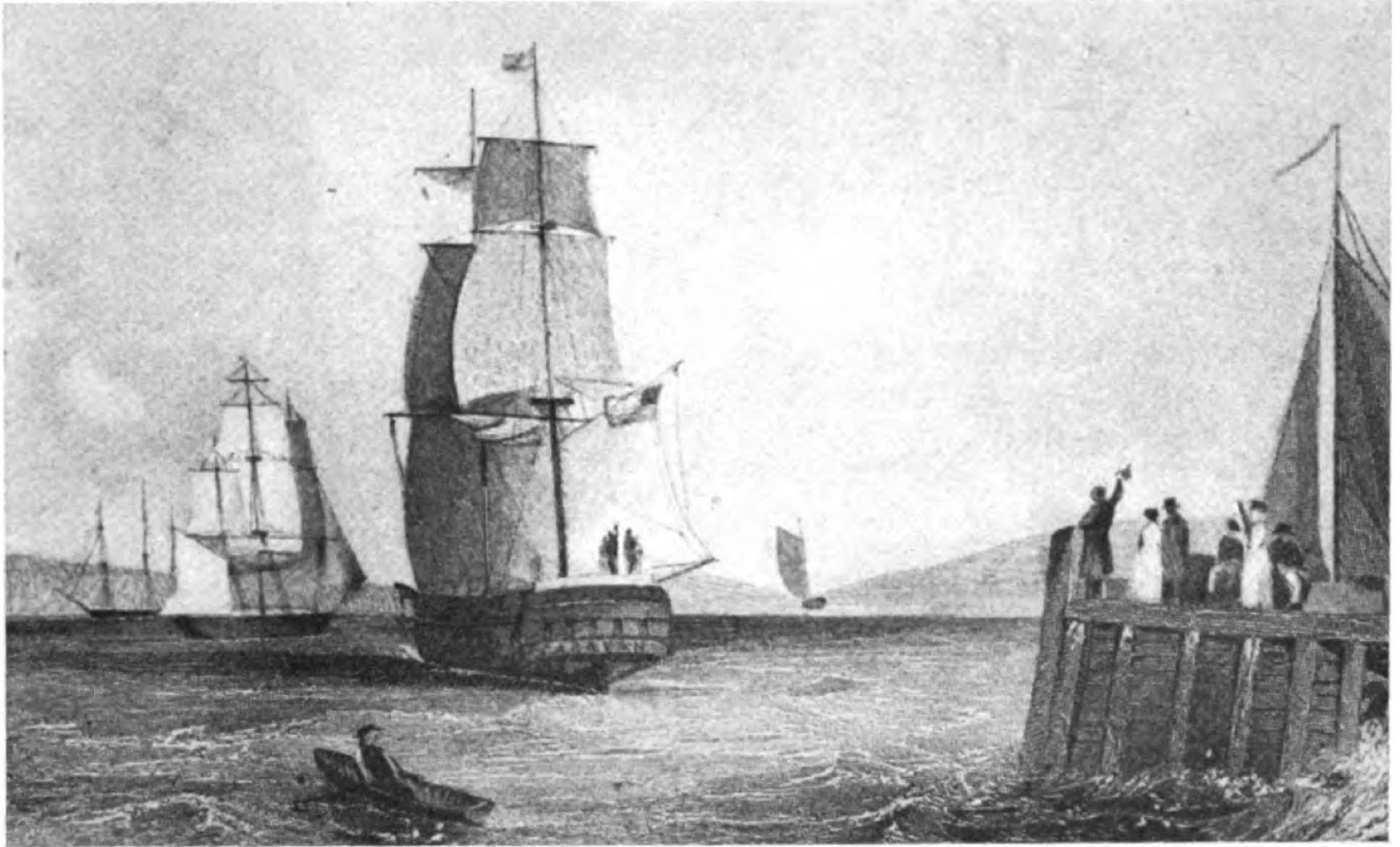
Deliver missionaries, secure return cargo of sugar, gums, drugs, & Indian fabrics, then return to [Pernambuco](#) to sell the goods if he could get good prices, then proceed to Gothenburg for additional orders.

Carried *specie* and bills of exchange from investors (including Heard family & neighbors) to exchange for cargo + a missionary group from the Salem Old Tabernacle Meeting house.

*specie* = cash, usually silver Spanish \$  
“pieces of 8”, then = U.S.\$



*The Baptist Missionary Magazine* Volume LXXXIII, p. 763 (1903):



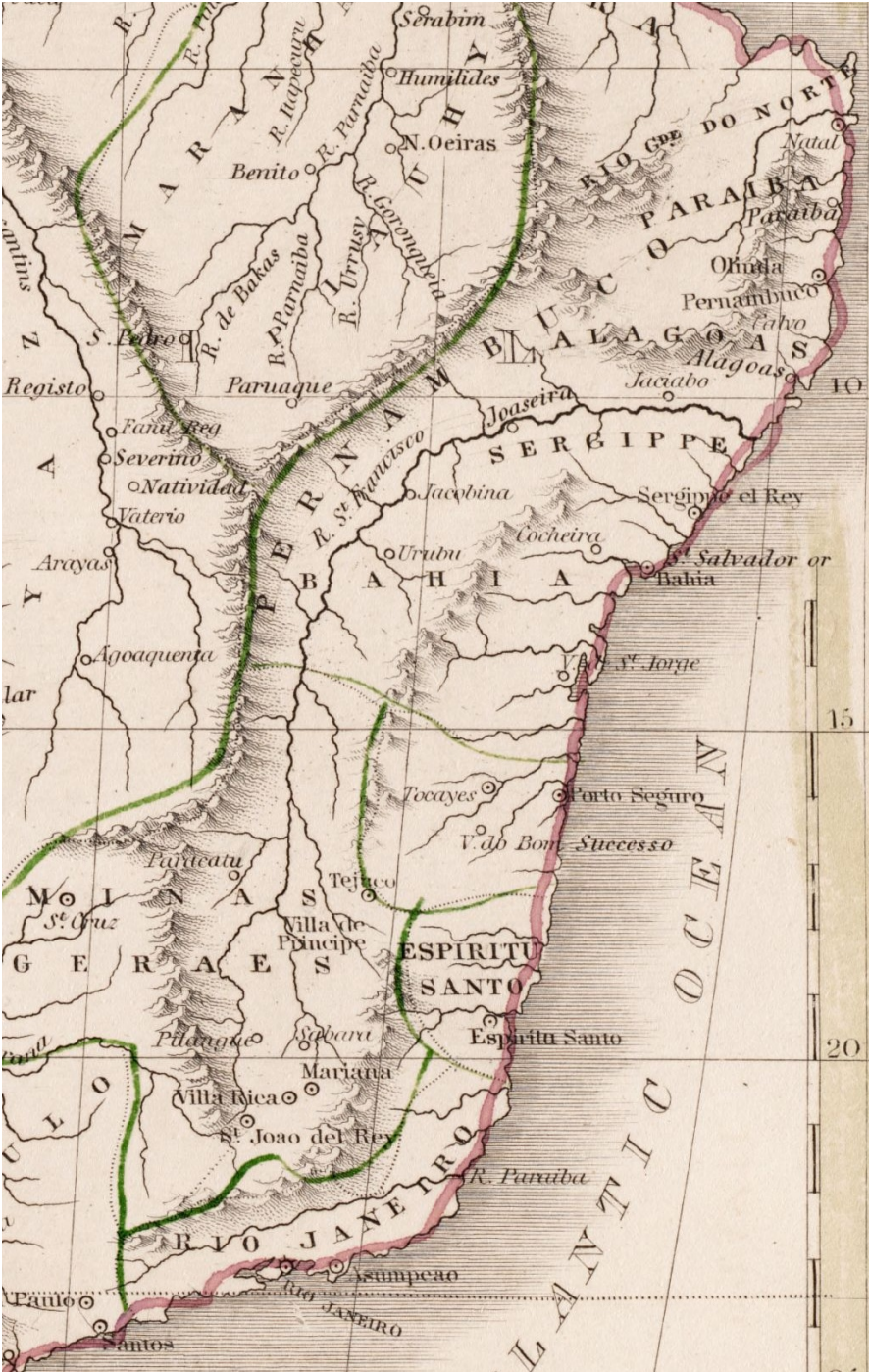
### **DEPARTURE OF THE "CARAVAN"**

**This little vessel sailed from the harbor, Salem, Mass., February 18, 1812. The picture is from an exceptionally fine steel engraving which appeared in a book known as the "Judson Offering," printed in 1845 as a memorial of Judson's visit to the United States**

# East Coast Brazil, c. 1835

- ↗ Portugal
- ← Pernambuco (Recife)
- ↘ Cape of Good Hope
  
- ← S<sup>t</sup> Salvador or Bahia

← Rio Janeiro During 1808 - 1820  
Capital of Portuguese Empire



Brig *Caravan* arrived at Calcutta on 12 June 1812.

— Met British hostility in the face of rising tensions between the U.S. & Britain midst the Napoleonic wars.

— Missionaries not allowed to disembark in Calcutta,  
ordered to return to U.S. in *Caravan*.

### 18 June 1812: U.S. declared war on Britain

Heard had difficulty selling cargo and was unable to negotiate bills of exchange, but able to purchase desired return cargo using specie. British government softened its position & allowed *Caravan* to depart on 2 October 1812 to proceed to Isle de France (Mauritius), where missionaries were left. *Caravan* then vanished

from the sight of the British Navy, pirates, &c.



**What happened next** has been recounted in inconsistent & contradictory stories by several authors, including

- Robert Bennet Forbes, *Personal Reminiscences* (1882)  
Relates sea legends of Heard & tales told during Voyage 20,
- Thomas Franklin Waters *Augustine Heard and his Friends* (1916)  
Embellishes Forbes' story and confuses Voyage 7 with Voyage 8,
- Samuel Eliot Morison *The Maritime History of Massachusetts* (1921). Tells two stories (one is Forbes') as legends.

The stories are *ripping yarns*<sup>1</sup> of adventure.

Abbreviated versions: (originals still make good reading)

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<sup>1</sup>© Michael Palin & Terry Jones

# Forbes' Story: Capt. Heard & the Slaver

Having made an unnamed outport of Brazil, with little chance of getting home through the line of English cruisers **during war with Great Britain**, AH sold his unnamed ship<sup>\*</sup> and cargo & after much waiting took passage on an unnamed African slaver stopping for water, disguising himself as a shipwrecked mariner. He maneuvered his heavy sea chest full of bills of exchange & gold to a bunk in the corner of the quarter-deck where he slept.

Following a voyage haunted by slaveship sights and sounds, he reached the U.S. Consulate in Rio de Janeiro with his treasure, whence he continued home to Boston — minus ship and crew.

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\* Must be Voyage 7 with AH captain, hence *Caravan*.

✘ newspapers & customs documents ⇒

Heard, *Caravan*, crew & cargo arrived safely at Salem from Calcutta and 35 days from Pernambuco in March 1813.

✘ there was no U.S. Consulate in Rio in 1812 - 1815 — it was in Pernambuco. AH visited visited Consulate during Voyage 8.

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## Waters' Embellishment

Merged Voyages 7 & 8: misinterpreted AH's 6/16/2014 letter to his brother John from Pernambuco during Voyage 8 describing arrival at Salvador, traveling to Rio, and then Pernambuco to conclude Forbes' outport = Salvador & slaver = *Henrietta* — then follows Forbes with AH returning home via *Pilot* to Philadelphia in 1815.

✘ Heard was home with *Caravan* &c. two years earlier, *Henrietta* was indeed Portuguese, but not a slaver  
— she was a packet Boston ↔ Salvador.

## Morison's Stories

Morison abbreviates the Forbes story without citation. Adds another story — also without attribution other than legend.

*Caravan* was captured off the coast of Madagascar by an English cruiser, which sent a lieutenant & prize crew aboard.

All Americans were placed in irons except cook and Capt. Heard.

Days later a violent storm arose. While the English crew was aloft taking in sail directed by the lieutenant, AH went to the galley, got the cook, & they knocked the irons off his crew.

Heard & crew seized arms, rushed on deck, & as each English Jack descended the rigging, clapped him in irons & sent him below.

Heard then extended the courtesies of the cabin to the English officer, & brought him & his crew as prisoners into Salem Harbor.

*Morison comes closest to truth:*

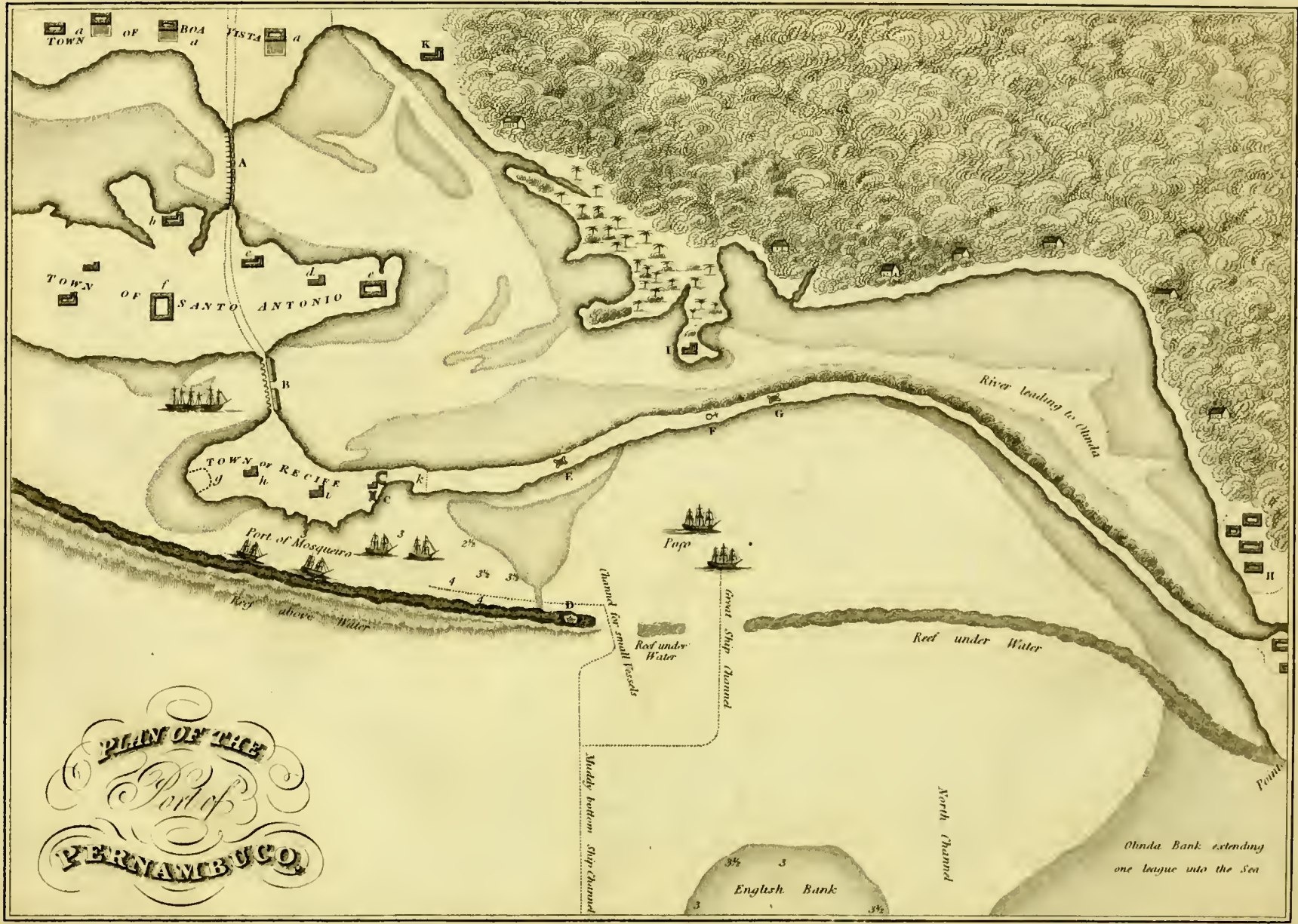
## SHIP NEWS PORT OF SALEM

TUESDAY, March 23 — Arrived Brig Caravan, Heard, from Calcutta and 35 days from Pernambuco. While at anchor below the latter port, not knowing of the war, she was taken possession of by two boats' crews from an English armed brig lying there, and were getting under way to go off with her, when the crew of the ship Francis of Salem, (sold there to the Portuguese) and some other Americans there, seeing her situation, went down in boats, retook her, and brought her into the harbor.

⋮

Mr. Kemp (mate) and part of the crew of the *Francis* have arrived in the Caravan. March 1813 *Salem Gazette*

Story spread to many newspapers: e.g., *New York Evening Post*, *Richmond Enquirer*, & *Madras Courier* in British India presenting the English point of view — which agreed with the basic facts. Supporting documents: Insurance, Customs, Cash Books, Biographies, & *Philatelist History* — envelope of letter carried by brig *Caravan* from Calcutta to Salem. [from SiegalAuctions.com]



London, Published June 17<sup>th</sup> 1786, by Longman, Hurst, Kees, Orme & Brown, Paternoster Row.

Sud<sup>r</sup> Hall sculp<sup>t</sup>

## Voyage 8 : Brigs *Henrietta* for Brazil & *Pilot* for Philadelphia

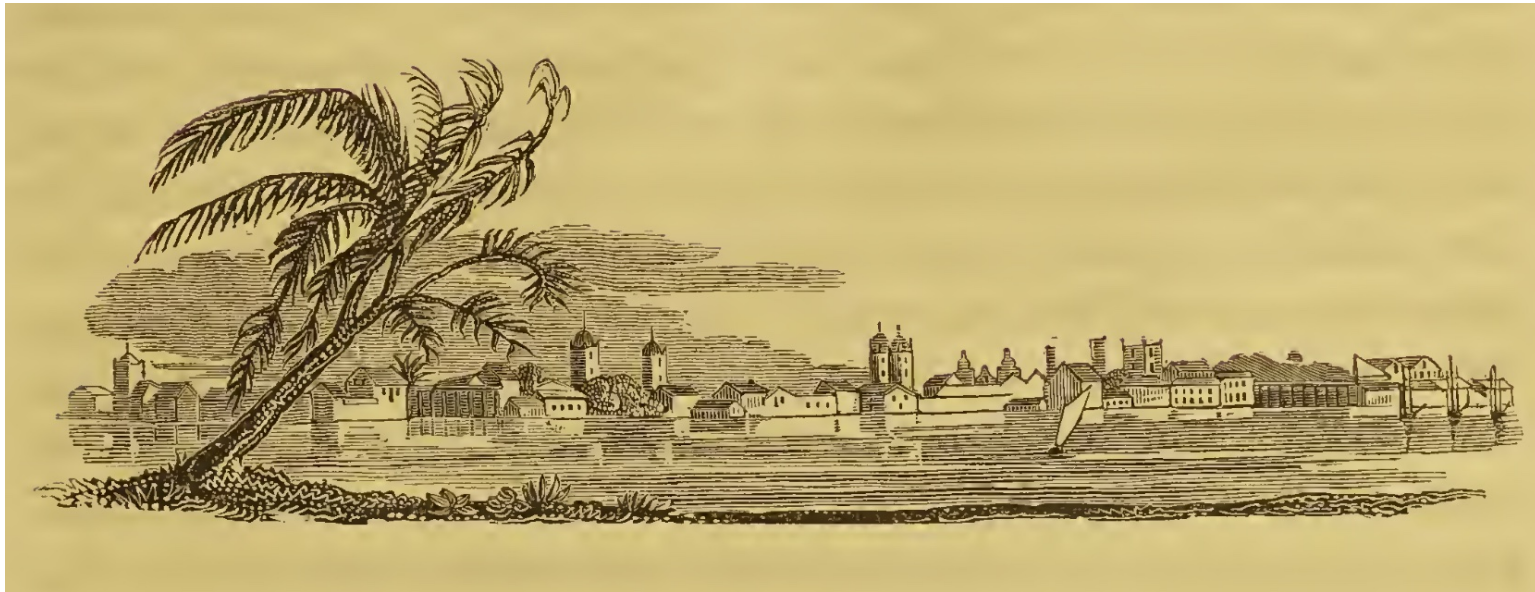
Newspapers reported arrival of Portuguese brig *Henrietta* at Salem on 17 February 1814 from St. Salvadore (aka Bahia, San Salvador, Salvador) after a passage of 56 days.

Probably return trip of brig *Henrietta* of Heard's Voyage 8 outbound, which began in late 1813.

**British Naval Blockade** was declared for Middle Atlantic U.S. Ports on 6 February 1813, and was extended northward in stages. Lifted on 6 March 1815 after news of the 24 December 1814 Treaty of Ghent reached the blockading fleet.

During 1812 — 1815 Portugal was an ally of the UK and *Henrietta* was unmolested — but Heard's return trip was delayed until after end of the war.

Heard's 6/1814 letter to his brother John recounted his arrival in Salvador, his disappointment in business there, his continuing to Rio de Janeiro with equal lack of success, and his eventual continuing to [Recife](#), the port of [Pernambuco](#), in hopes of finding passage home.



**4 July 1815** Heard & new-found friend John A. Grace dined at American Consulate in Pernambuco — *only* U.S. diplomatic post in Brazil. Heard and Grace found passage to Philadelphia on brig *Pilot*, arriving in late August 1815. — became lifelong friends.

## Voyage 9: Brig *Hindu* for Calcutta

HINDU, brig, of Boston. Registered at Boston - Charlestown Dec. 21, 1815 - permanent. Built at Charlestown in 1815. 301 27/95 tons; length 96 ft. 6 in., breadth 26 ft. 8 in., depth 13 ft. 4 in. Master: David D. Pulsifer. Owners: Francis Lee, [Augustine Heard](#), David D. Pulsifer, George Lee, Boston, Two decks, two masts, square stern, no galleries, a figurehead. Josiah Barker, Master Carpenter.

*For Calcutta, to sail 22d December.*

The Brig HINDU at Lloyd's wharf, D. D. Pulsifer master.

For Freight of Specie or Merchandise, apply to Mr. [Augustin HEARD, Supercargo](#), or at 10 Phillip's buildings, Water street.

*Boston Repertory 12/12/1815*

Arrived at Port of Portsmouth 12/8/1816 "brig Hindu, Pulsifer: Boston, 107 days from Calcutta – all well." *Portland Gazette* 12/10

On Tuesday next at 11 o'clock

*At the End of INDIA WHARF*

Landing from brig Hindu, from Calcutta

692 bags of Calcutta white sugar, of a  
superior quality — 620 do Race Ginger — 9 cases Bengal Indigo — 5000  
Gunny Bags — 2000 Goat Skins —  
Terms at sale.

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On Friday 20th Inst. at 10 o'clock

*At the Long Room, INDIA WHARF*

The following Goods, imported in the brig Hindu, Pulsifer, master, from  
Calcutta, viz:—

325 bales and cases of white and colored COTTON and SILK  
GOODS.

—Also, the following DRUGS, viz:—

21 cases of Gum Copal—9 do Borax—10 do Shellac—10 do white  
Arsenic—16 do Sal Ammoniac—1 cask Castor Oil—8 bales Senna.

☞ The particulars of the Piece Goods will be in the Catalogues.

WHITWELL, BOND & CO. Auct'rs.

*Columbian Centinel 12/14/1816*

# **Brig *Phœnix*: Voyages 10 for Bahia & Rio de Janeiro, 11 for Gibraltar, 12 for Rio de Janeiro & Calcutta**

PHOENIX, brig, of Boston. Registered at Boston - Charlestown Sept. 5, 1818 - permanent. Built at Newbury in 1816. 28 53/95 tons; length 91 ft. 6 in., breadth 24 ft. 10 in., depth 12 ft. 5 in. Master: [Augustine Heard](#). Owners: Henry Sigourney, Elisha Brigham, [Augustine Heard](#), Henry Lunt, Nathan Leach, Boston. Two decks, two masts, square stern, no galleries, a billet figurehead. Previously registered 102 at Boston - Charlestown May 12, 1817. vol. 18 p. 205.

Waters (1906) adds details inconsistent with with Heard's dates, but consistent with historical evidence:

Captain Heard acquired a quarter interest in the brig “Phœnix” and sailed from Boston for Rio Janeiro Sept. 28, 1818. He was master and super-cargo and took out 800 barrels of flour and 15 thousand ft. of pine boards, and returned with a cargo of coffee and hides to the same consignees, Mr. Francis, Mr. Wigglesworth and others. He arrived in Boston on March 3d, 1819, and sailed again on April 1st for Gibraltar, where the coffee was discharged. Loaded with wine, the “Phœnix” sailed for Rio De Janeiro, where she arrived on August 3d, and sailed Sept. 27th, 1819 in ballast for Calcutta and loaded for Boston, where she arrived on June 30th, 1820.

Brig *Phœnix* appears in marine reports in 1817, but with Low or Lowe as master. 5/12/1817 registration shows Master: David Low Jr. From 1818 through 1820 brig *Phœnix* appears with Heard (Herd, Hurd, . . . ) as Master.

Marine reports yield a descriptive list of the legs of the voyages of brig *Phoenix*:

Voyage	date	location	action
10	9/27/1818	Boston	Sailed for South America
"	11/29/1818	Bahia	Left, for Rio Janeiro
"	1/9/1819	Rio Janeiro	departed for Boston
"	3/3/1819	Boston	arrived 53 days from Rio Janeiro coffee, hides, sugar
11	3/31/1819	Boston	sailed for Gibraltar
"	5/10/1819	Gibraltar	Left
"	7/1/1819	Gibraltar	Sailed for India
12	9/27/1819	Philadelphia	for Calcutta [no Boston stop !]
"	11/25/1819	Rio Janeiro	to sail for India in 3 or 4 days
"	1/12/1820	Calcutta	arrived, long passage from Rio Janeiro
"	2/24/1820	Calcutta	Sailed for Sand Heads
"	2/27/1820	Sand Heads	Sailed for Boston
"	6/23/1820	Boston	Arrived in Boston from Calcutta with sugar, indigo

“Left” means “left behind” or encountered by another ship, not “departed.”

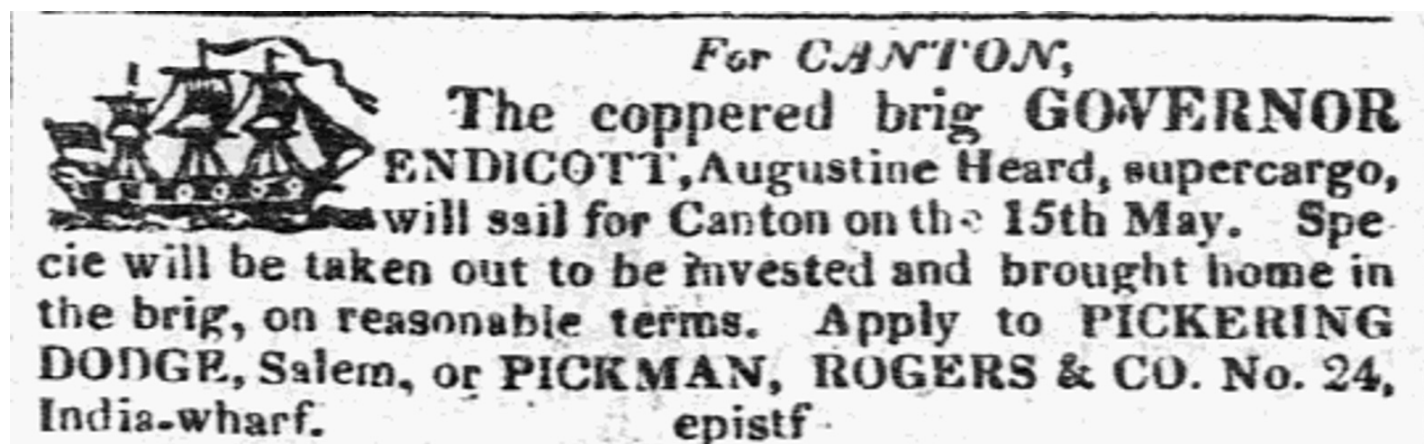
## Voyage 13: *Gov. Endicott* for Canton

GOVERNOR ENDICOTT, ship, 297 tons, Salem, 1819.

Altered to a brig, Mar. 13, 1823. Reg. May 1, 1819.

Pickering Dodge, owner ; Benj. Shreve, master.

*Salem Ship Registers:*



5/23/1821 Boston Sailed for Canton

10/7/1821 Canton Arrived, 141 days from Boston

5/16/22 Boston Arrived, 110 days from Canton, with teas, silks, nankins &c. to P. Dodge & others

*Governor Endicott* was already a brig in 1821.

An image of Brig *Governor Endicott* on a souvenir scrimshaw —  
Possibly copied from an 1832 painting in Robinson and Dow's *Sailing  
Ships of New England: 1607 -1907* (1922).



# CANTON SALE, IN BOSTON,

*On Monday, 27th May inst.*

Will be sold by Auction, the principal part of the  
SILKS imported in the **brig Governor Endicott,**  
Heard, Master, from Canton, viz:—

**678** cases, comprising an Elegant  
assortment of Staple and Fancy Arti-  
cles, many of them of a New Style, and the whole  
selected by an Agent of taste and judgment.

ALSO,

502 bales and cases **NANKEENS.**

Conditions will be made known at the sale.

Catalogues will be ready and the samples be  
examined on 24th inst.


May 21—d3t

*nankeen* is a yellowish cotton cloth

# Voyage 14: Ship *Bengal* for Calcutta

**BENGAL**, ship, 304 tons, Salem, 1816. Reg. Oct. 19, 1816. Pickering Dodge, owner ; Thomas Dennis, master.

*Salem Ship Registers*



**For Calcutta.**  
The ship **BENGAL**, a first rate vessel, copper fastened and coppered, Augustine Heard, supercargo, will sail on the 15th April, and return to Boston. Specie will be taken out for investment, and merchandise brought back in the ship, on reasonable terms. Apply to **PICKERING DODGE**, Salem, or **PICKMAN & LANDER**, No 24 India wharf.  
m 21 epistf

Cleared for Calcutta on 1 May, sailed on 3 May 1823.

At Calcutta, 23 Sept. 1823

Arrived Boston, 5 May. 1824

Am. Ship *Bengal*, Heard, of Salem,  
fr. CALCUTTA, 104 days.—30  
kegs, 13 boxes, 10 cases Nutmegs  
; 50 chests Indigo ; 2714 bags  
Saltpetre ; 84 bales, 658 loose  
Hides ; 14 bales Goat Skins; 16  
chests Assafoetida ; 12 chests  
Gum Copal ; 10 casks Castor Oil  
; 193 bags Ginger ; 9500 Gunny  
Bags ; 720 packages, 7 cases, 9  
parcels Piece Goods ; 19 bales  
Munjeet ; 3 parcels Shawls ; 3  
parcels Muslin; 12 packages M'dze  
; 10 boxes Wine ; 1 box Tippetts  
; 5 cases Silks ; 2 cases, 1 box  
Manufactured Tobacco ; 2 boxes  
Hats ; 3 bundles Straw Mats.

← 8 May 1824  
*Weekly Report*,  
Boston

# Voyages 15 - 16: Ship Packet

PACKET, ship, of Salem. Registered at Boston - Charlestown July 22, 1824 - temporary. Built at Braintree in 1802. 339 40/95 tons; length 100 ft. 10 in., breadth 27 ft. 8 in, depth 13 ft 10 in. Master: [Augustine Heard](#). Owners: Pickering Dodge, Salem; . . .

## Voyage 15 for Canton

*Boston Patriot and Daily Chronicle 7/9/1825*

### *For CANTON.*

The fast sailing coppered ship PACKET. [Augustine Heard](#), Supercargo, will sail on the 20th inst. Specie will be taken out to be invested, and brought home in the ship on reasonable terms. Apply to the Supercargo, to PICKERING DODGE, Salem, or PICKMAN & LANDER, No. 24, India-wharf.

*Boston Commercial Gazette, 7/15/1824*

**PICKMAN & LANDER,**  
NO. 24, INDIA-WHARF,  
OFFER FOR SALE.  
Landing from ship Packet, Heard, from Canton  
2384 chests } SOUCHONG TEA,  
486 25-catty boxes } of very superior quality.  
800 small boxes }  
400 boxes } BINGFA SUGAR,  
1100 bags }  
20 cases—2336 mats } CASSIA,  
300 bundles Rattans,  
25 cases Blue Nankins, nankin dye,  
38 do do. do. Canton dye,  
60 do. Company Yellow Nankins,  
200 cases of SIFK GOODS.  
Landing from ship Bengal, Gale, from Calcutta,  
2747 bags Salt Petre—50 cases Gum Copal,  
15 cases Sal Amonic—15 bbls. Castor Oil,  
22 do. Asafoetida—20 bales Munjeet,  
11 do. Cardamums—2600 Gunny Bags,  
18 do. Indigo,  
Cases large and small Choppas and Bandannas,  
Bales Blue Bastas, Blue Gurrahs Coromandel  
Checks, Mamoodies and Sannas.  
July 7 iscriptf

## Voyage 16 for Gibraltar & Genoa

Arr at Gibraltar, Aug 3d, Ship Packet, Heard, of Salem, 33 days from Boston  
. . . proceeded for Genoa same Day.

*Salem Gazette, 9/15/1826*

12/8 arr ship Packet, Heard, 45 days from Genoa.

*Boston Weekly Report, 12/9/1826*

## Voyages 17 - 18: Ship *Emerald* for Calcutta

EMERALD, ship, of Boston. Registered at Boston - Charlestown Oct. 11, 1822 - permanent. Built at Boston in 1822. 359 23/95 tons; length 109 ft. 10 in., breadth 27 ft., depth 15 ft. 6 in. Master: [Philip Fox](#). Owners: Samuel Austin, Jr., Joseph W. Lewis, Samuel Appleton, [Wm. Appleton](#), [ + 79 more Boston merchants]. Two decks, three masts, square stern, no galleries, a billethead. John Wade, Master Carpenter.

Launched 8/19/1822. Built for 1<sup>st</sup> *Boston & Liverpool Packet Co.* (1821-27): mail, passengers, cargo

“Jewel Line” : *Emerald, Topaz, Amethyst, Sapphire*  
Forerunners of *clipper ships* fast & sturdy, but small.

[3/1824 Emerald, Fox, Liverpool](#) → Boston speed record ≈ 17 days.



Packet ship *Emerald* at Liverpool, Captain Fox, spring 1824.

Rear: U.S. Ensign

Front: U.S. Jack

Mizzenmast ↓: [Holyhead Signal Code](#) 273 = American Ship *Emerald*

Mainmast ↓: House Flag; [Elford Code](#) (1823) {1,2,3,4,5,6}, conversation flag

Foremast ↓: U.S. Jack, [Holyhead Code](#) {1,2,3,4,5,6,7,8,9}, negative, duplicate

No [Marryat Code](#) (1817);

[Holyhead Code](#) (1816) ⊂ [Watson's Code](#) (1827)

*Vexillology* = Study of flags. (from Latin *vexillum* = “flag”)

**Vexillological Puzzle:** 1824 House flag  $\approx$  flags of Augustine Heard & Co. (1840-1875) & Enoch Train's Boston & Liverpool Packet Co. (1844-1862) 3<sup>rd</sup> & most successful B&LPC

Company failed in 1827, Jewel Line sold into East India Trade.

**Voyage 17:** With missionaries for Bombay:

Boston 6/6/1827 → Calcutta 1/18/1828 → 5/13/1828 Boston  
Importing Penobscot salmon, cod tongues and bladders, coarse glassware, sperm candles and Cape Cod Glauber salts.

*Emerald & Topaz* at Calcutta together. *Topaz* sailed for home earlier, but **vanished — captured in February 1828 by piratical Brazilian brig *Defensor de Pedro*, *Topaz* burned and crew murdered:**

Pirate leaders hanged & crew imprisoned.

*Topaz* disaster ⇒ after May 1828 merchant vessels in East Indies waters were increasingly armed & prepared. ⇒ **Stage set for**

**Voyage 18:** Boston 6/1828 → Calcutta 1/1829 → 4/1829 Boston

## **Captain Augustine Heard and the Pirates**

Abbreviated Forbes (1882)

On an outward voyage, as she was running down the trade-winds with all her weather studding-sails set, a suspicious sail was reported — soon made out to be a schooner, which approached with wonderful rapidity, but kept a long distance from the warlike-looking *Emerald* until she had sailed completely round her and proved her ability to escape in case of need.

*Emerald's* crew kept carefully out of sight after loading her guns, and proceeded steadily on her way.

The pirate ran past her to leeward & hove to, after firing a shot from her long gun as a signal to the ship to surrender.

Captain Heard hoisted his ensign, placed his crew at the weather braces, & appeared to appear to run down and obey — he could neither escape nor, with his small guns, fight such an adversary. Strong northeast trade-wind was pushing his ship along at racing speed. As he approached the waiting ship crowded with ruffians, Heard quietly ordered the helm hard up & in the weather braces, turning instead of passing to leeward as expected. *Emerald* came thundering down upon the broadside of the pirate, crushing through her as if she had been made of wicker.

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Forbes closed his story with snippet of Longfellow's 1842 *The Skeleton in Armor*:



And as to catch the gale  
Round veered the flapping sail,  
Death! was the helmsman's hail,  
    Death without quarter!  
Midships with iron keel  
Struck we her ribs of steel ;  
Down her black hulk did reel,  
    Through the dark water !

## Captain Augustine Heard at the Sandheads (after Forbes)

*Emerald*, Heard, arrived off Sand Heads in hurricane season. Having lost his bower (bow anchor), made sail to beat off shore, when he luckily saw one of the pilot brigs.

The pilot swung himself on board & observing the straining canvas, asked sharply, “Where is your bower?” “Lost yesterday; we have only the small bower left.” “How much water do you draw?” “19’ on an even keel.” (She was lying over, her lee rail near water.) “Well,” replied the pilot, “we shall all be in hell before to-morrow morning; there is only 18’ on the bar, & no ship that was ever launched could claw off with this wind and sea — but there is a chance; send your men aloft to shake a reef out of your topsails.” The ship was already carrying more than she could bear safely, but Heard saw the point & gave the order to his astonished mate to make more sail.

The reefs were shaken out, the good ship laid almost on her beam ends, thus drawing a few inches less water than when upright, & with a thump or two she dragged through the sand bar, & was soon anchored in the smooth waters of the Hooghly.

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The tale is a wonderful seamanly story, but highly improbable — pilots trained since youth by the Bengal Pilot Service and by 1828 all were British who chose a career in the BPS with its military-like rules, regulations, and discipline — No ship with larger draft than given by current BPS surveys would have been allowed to proceed.

A trained career pilot would not risk career (and life) to suggest that a shipmaster break the century-old rules.

## Voyage 19: Brig *Omar* for Genoa

OMAR, brig, of Boston. Registered at Boston - Charlestown Nov. 12, 1828 - permanent. Built at Duxbury in 1827. 123 67/95 tons 3 length 74 ft. 2 in., breadth 20 ft. 1 in., depth 9 ft. 5 in. Master: Richard Studley. Owners: John Binney, Boston; Charles Loring, Samuel N. Cushing, Duxbury. One deck, two masts, square stern, no galleries, a figurehead.

Heard chartered *Omar* from owner John Binney for cargo of Calucutta sugar, Bengal indigo, and West Indies rum consigned to himself. Effectively supercargo and temporary co-owner.

Final voyage as *official* ship officer.

1829

But not quite his final command . . .

## Voyage 20 : Barque *Lintin* for Canton

390-ton barque built by Sprague & James, Medford, Massachusetts, 1830. Owner & master 25 year old **Robert Bennet Forbes** supervised *Lintin's* fitting-out for service off Lintin Island as a storage and supply ship (primarily **opium**) for the firm of his uncles **James & Thomas H. Perkins** of Boston. Sailed on 7 July 1830  
Boston for Canton.



Three passengers: *Long Island Head* Robert Salmon 1832

- ◇ Forbes' teenage brother **John Murray Forbes**.
- ◇ **Captain Augustine Heard** — en route to become a partner of Russell & Co., which was merging with J. & T.H. Perkins & Co.,
- ◇ **Dr. John Jennison**, a young physician of Northampton.

Heard reminisced & Jennison sang songs and recited poetry. Later John Forbes transcribed the songs & poetry in his *Old Scrapbook* & Ben Forbes embellished Heard's tales and told of the voyage in his *Reminiscences*:

My health had not been very good during my stay at home. I imagined that my liver was affected, and it was with the intention of utilizing Dr. J. that I invited him to go to China and seek his fortune. When about three weeks at sea I gave up the command to Mr. Heard, who was like a fish out of water for want of employment. He very often had made himself busy in squally weather and I had jocosely threatened to put him in command unless he kept out of the way. He was on his way to join Mr. Samuel Russell at Canton . . .

Ben Forbes' cousin John Perkins Cushing of Perkins & Co. negotiated merger in Canton with Russell & Co. as *Lintin* en route  
⇒ Russell & Co. became largest American company in China.

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*End* of seafaring career: In January 1831 Heard became Partner of Russell & Co. and Senior Partner soon after.

# Epilog

- After 1830 Augustine Heard voyaged only as passenger.

Heard remained in China as Senior Partner of Russell & Co. until 1834, when John Murray Forbes became a partner and AH returned home — partway in ship *Emerald St. Helena* → New Bedford, arriving 11 April 1835 along with 2400 bbls of whale oil & 19,000 lbs of whalebone (baleen, used to make corsets).

Heard returned to China in 1840 as co-founder with Joseph Coolidge of Augustine Heard & Co.



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Details, citations, & context in “The Early Voyages of Augustine Heard,” Chapter 3 of  
*Amy Heard: Historical Traces* [https://ee.stanford.edu/~gray/amy\\_heard.pdf](https://ee.stanford.edu/~gray/amy_heard.pdf)



Augustine Heard was 45 when he arrived in Canton in 1830,  
49 when he began his return trip in ill health.

Slides: <https://ee.stanford.edu/~gray/VoyagesAH.pdf>