History of Whaling Schooner John R. Manta

by

W. H. Tripp
Schooner John R. Manta.
Schooner John R. Nanta.
Builder's Record.
Built at Essex by Tarr & James,
over
Schooner John R. Manta.

Hauled into yard Dec. 9, 1903.

Launched 10 A.M. April 14, 1904.

Length Overall 112.6 feet.

Length on deck 101 feet.

Width or Beam 25 feet.

Depth 10 ft. 9 in.

Tonnage Gross 147.91 tons.

Built for Capt. Joseph Manta, from lines of Sch. Harriet Balson, with alterations for a whaler. She was built in the.
"South Slip" the one nearest to the road.
Cost $2,500.00. To build same near the
Main (1927). Had long talked with Mr. James
How of foreman at yard when the

Sept. 15, 1927
at J.F.'s Farm & Yard.

Covent News
S. List: June 21, 1904

Schooner John R. Manta

Sch. John R. Manta, 96 tons,

John R. Manta, agent.

Sailed June 18, 1904 Atlantic Ocean

July 2, 1904 on Western Grounds

Rescued Seamen.

The whaling schooner John R. Manta,

of Provincetown, while cruising on the

Western Ground, lost a boat's crew named

by the third mate, July 12th, and for

six days they suffered much from ex-

posure and lack of food and water.

They were then picked up by Capt. Chase

of the Leonora, of this port, and were doing

...
Oct. 27th, 1904, the date of Capt.

Sept. 6th, 1904, at Foyad.

S.S. April 17-1905, at sea, no lat. etc.

3 5/5 Sh. 125 Sh. 0.13

April 12-1905 at Barbados

4 30 Sh. - 200.08

July 7-1905, lat. 34.35 N, long. 49.40 W.

6 55 Sh. - 4 25. 0. 8

Arrived at N. B. Aug. 4-1905

550 Shims.
Schooner, John R. Manta
Second Voyage
Sailed, April 26, 1906, Captain Henry Naudly, Atlantic Ocean
Date 6/12/1906
No date. At Sea on Hatteras Ground
100 Sperm
S.L. June 19th.
May 24th. on Hatteras 120 Sp. 0.3
July 2 - 1906 - on Hatteras 480 Sp. 480 O.B.
Arrived July 30 - 1906
At N.B. 650 Sperm
Sch. John P. Mounta

Sailed Oct. 13, 1906

Henry Maudly, Atlantic Ocean

Arrived June 23, 1907

25 S. at 88. 25. 160 S. Form

MARCH 23, 1907 at St. Kitt

Arrived at N. B. 20. 1927
Sch. John R. Manta
Fourth Voyage.

Sept. 11-1907 at St. Michaels 225 Sp. OB 225.


April 8-1908 at Dominique 465 Sp. 240 OB.

April 1908 Sailed from Dominique 465 Sp.
June, 08 - On Hatteras
500 Sp. 30 O.B.

Aug. 11, 1908
No date. At Sea on Hatteras
620 Sp. 150 O.B.

Aug. 12, 1908 - On Hatteras
720 Sp. - 250 O.B.

Arrived at N. B. Sept. 4 - 1908
300 Sp.

OCT 20 1927

Over
Sch. John P. Manta
Fifth Voyage
Sailed Oct. 22-1908 Captain Luis Atlantic

April 10-1909 at Dominique 170 Sp. 170 C.O.B.

April 1909 Sailed from Dominique 170 Sp.

Sept. 20-1909 at St. Michaels 570 Sp. - 400 C.O.B.

April 13-1910 - At Lomique
900 Sp. 330 O.B.

Sept. 12-1910 At Fayal
at St. Michael 1500 Sp. 600 O.B.

Oct. 18-1910 Sailed from Fayal
1500 Sp.

Jan. 1911 - Off Rivière Platte
1560 Sp. 60 O.B.

April 7-1911 At Lomique
Later 1700 Sp. 200 O.B.

May-1911 Sailed from Lomique
1730 Sp.
July 16-1911, On Western Grounds
1900 Sp. - 270 C.B. Lat. 1930 Sp. 300 C.B.

Arrived at N.B.


Sch. John R. Manta
Sixth Voyage

Sailed May 2-1912 - Captain
Santos, Atlantic Ocean
May-1912 on Hatteras Ground
30 Sp. 30 O.B.

June 3-1912 Lat. 36°43' N.
    Long. 73°52' W.
    30 Sp. 30 O.B.

Sept. 9-1912 At Fayal

Jan. 27, 1913 At Sea
    Lat. 16°8'
    Long. 37°
    200 Sp.

April 1, 1913 at Dominique
    500 Sp. -300 O.B.
May 15, 1913
At Sea
Lat. 34° 34' N.
Long. 74° 16' W.
500 sh. 300 A.B.

June 5-1913 On Hatteras Grounds
600 sh. 100 A.B.

June 2-1913 On Hatteras Grounds
630 sh. 100 A.B.

July 13-1913 On Hatteras Grounds
660 sh. 130 A.B.

Aug. 1, 1913 On Hatteras Grounds
730 sh. 200 A.B.
June 1914

July 14

Mar. 37-N. 150 S. 1500

15-54

May 1914

On Platform.

Saula. May 25, 1914, Captain +

Saula. May 25, 1914, Captain +

Dear John,

Please find P. W. Henry

July 15, 1913

Mar. N. 03
July 1914. Our Hatteras
250 sp. 250 cb.

Arrived August 11, 1914
at N.B.,

260 sp.

Sailed April 22, 1915

Sch. John P. Mantua,

Voyage

1915

Arrived at N.B.

July 21, 1915

Capt. F. J. Mandley
1916

Sailed: April 25, 1916
Arrived: August 8th, 1916

1917

Sailed: February 14th, 1917
Arrived: August 7th, 1917

Sailed: 9th, 1916
Arrived: Captain
11
Scho. John R. Mantas
11th Voyage
April 2-1918
Arrived at N.B.
1918

12
Scho. John R. Mantas
12th Voyage
February 4-1919
Arrived at N.B.
1919

July 25-1919
Captain
13th Voyage

March 25, 1920

Arrived
at N. B.

1920

Sch. John R. Manta

August 5, 1920

Arrived
at N. B.

1921

14th Voyage

March 16, 1921

Arrived
at N. B.

Sch. John R. Manta

August 9, 1921

Arrived
at N. B.
15th Voyage
1922
Sailed March 15, 1922
Arrived August 21, 1922
at N.B.

16th Voyage
1923
Sailed April 13, 1923
Arrived August 17, 1923
at N.B.

Sila J. P. Manta
Sailor
Captain Antonio J. Mailly
Sailed John P. Manta, 17th Voyage, April 30 – 1925.

Last Whaling Voyage, Captain Antonio J. Mendelsohn.

Cutback 300 Tonnel, Spotted Oil, Sailed July 20 – 1927.


Not only as far as Banks, but only in credit.
1927
Sailed October 19, 1927.
Vessel: Brava, Capt. H. C. Powell.

Hail from Providence, R. I.
Schooner Manta Arrived, 1911

Schooner Manta, Captain Joseph LeFevre, 25 days at Nueva's Western Yards, with 500 barrels of oil and

with her first meal off the Potomac Plate, containing 12,000 lbs of fish, caught by the crew.
and drawn under. A sailor was rescued by his companions, chocked with water, and he died a month later.
The schooner has had fair winds all the way home. The crew are reported to be in good health. The

Manta has been absent from this port nearly three years.
3/18/1911

From Line Took Mate Cruz to death.

Philip Cruz, F. Provincetown schooner

John R. Manta

Manta Cruising off River Platte.
After sperm whale in January and
found attack one to the first mate.
The whale became fouled
and took Mr. Cry. crew out of the
boat.

Fighter and after line became fouled
Carrying the unfortunate whale 

Many January 60 barrels of oil
Captain Joseph Edwards is quite proud of the fact that he commanded the schooner John R. Manta on her final whaling voyage. Well he may be proud, for that voyage was the swan-song of New Bedford's big maritime industry, and it is the safest thing in the world to prophesy that there will never be another ship-master who will deprive Captain Edwards of his distinction. And naturally, holding this position, he is pleased to have it recognized, though not strictly in the manner in which a tribute was paid to his services the other day. Captain Edwards tells the story of the incident himself.

It happened that a stranger approached him with a ship's bell. "I have a very famous bell for sale," he said, not having the least suspicion as to who the captain was. "It came from the John R. Manta, the last whaler ever to go out from this port. It's a historic relic—that's what it is. And there isn't another like it for sale anywhere."

"How do you know it's the Manta's bell?" asked the captain, marking time.

"Because I have Captain Edwards's word for it," said the stranger. "You must know Captain Edwards; he was the last whaling master."

"Of course I know him," was the reply, "for I'm the fellow himself. And I guess I know what the bell on the Manta looked like." The rest of the captain's speech is not in the records; presumably it assumed the manner of a quarterdeck tirade and sent the stranger scurrying to some imaginary forecastle.

The real bell of the Manta, the one with which Captain Edwards was once accustomed to regulate the sun, had long since been delivered to William H. Tripp and had thus passed out of public gaze. That another "genuine article" should turn up is not so surprising, when we consider that even so important a personage as Napoleon left behind him three beds on each one of which he was supposed to have breathed his last.
Captain Joseph Edwards is quite proud of the fact that he commanded the schooner John R. Manta on her final whaling voyage. Well he may be proud, for that voyage was the swan-song of New Bedford's big maritime industry, and it is the safest thing in the world to prophesy that there will never be another ship-master who will deprive Captain Edwards of his distinction. And naturally, holding this position, he is pleased to have it recognized, though not strictly in the manner in which a tribute was paid to his services the other day. Captain Edwards tells the story of the incident himself.

It happened that a stranger approached him with a ship's bell. "I have a very famous bell for sale," he said, not having the least suspicion as to who the captain was. "It came from the John R. Manta, the last whaler ever to go out from this port. It's a historic relic—that's what it is. And there isn't another like it for sale anywhere."

"How do you know it's the Manta's bell?" asked the captain, marking time.

"Because I have Captain Edwards's word for it," said the stranger. "You must know Captain Edwards; he was the last whaling master."

"Of course I know him," was the reply, "for I'm the fellow himself. And I guess I know what the bell on the Manta looked like." The rest of the captain's speech is not in the records; presumably it assumed the manner of a quarterdeck tirade and sent the stranger scurrying to some imaginary forecastle.

The real bell of the Manta, the one with which Captain Edwards was once accustomed to regulate the sun, had long since been delivered to William H. Tripp and had thus passed out of public gaze. That another "genuine article" should turn up is not so surprising, when we consider that even so important a personage as Napoleon left behind him three beds on each one of which he was supposed to have breathed his last.
The policy of the university is to assimilate foreigners as much as possible, but the task is a difficult one in a more than 25,000.

So far as studies, social functions and language goes.

Yet little foreign colonies cluster around national Chinese, Japanese, Russians and Scandinavians aren't from their native food.

---

**Menus of the Day**

*By MRS. ALEXANDER GEORGE.*

**Pineapple Sherbet Is Refreshing.**

**Breakfast Menu.**

Grapefruit
Poached Eggs on Toast
Popovers  Coffee

**Luncheon Menu.**

Green Bean Salad
Bread  Plum Sauce
Fruit Cookies  Iced Tea

**Dinner Menu.**

Sliced Roast Beef  Buttered New Potatoes
Creamed Celery
Bread  Cherry Conserve
Cabbage Salad Delight
Pineapple Sherbet  Sugar Cookies
Coffee

---

**Green Bean Salad, Serving 6.**

2 cups cooked green beans; 1 hard cooked egg, diced; 1/2 cup diced cucumbers; 2 tablespoons finely chopped onions; 2 tablespoons chopped sweet pickles; 1/2 teaspoon salt; 1/4 teaspoon paprika; 1-3 cup salad dressing.

Mix and chill the ingredients. Serve on lettuce.

**Plum Sauce.**

4 cups red plums; 4 cups water; 2 cups sugar.

---

Sid Grauman, but theaters and equally was the butt of and his wild long hair was presided at a recent Grauman, after months from the they to stage a prolog for part of the ballyhoo strung along the boulevard "Welcome Home, Sid! "I can't see why I comed home," confessions for he hasn't left seven years. But aded that Sid didn't panners himself. I've organized barbers of time Sid gets a hair month's vacation."

They Do a.

Harold Lockwood, who died at the career some years ago for movie success. He occasional juvenile role Wallace Reid's young ed to films.

Literary fevers wh Hollywood are soon eral of the town's have been successful wares. Their produc part are novels or has Hollywood for not a movie story.

Adding insult to a studio sound effects picture. He is com and lyrics. Explan;
A statement in this column on Monday, to the effect that Captain Joseph Edwards commanded the whaling schooner John R. Manta on her last whaling voyage, requires explanation. The Manta left here June 22, 1927, in command of Captain Edwards, with a small crew. The intention was to ship the rest of the crew at the Azores and then hunt for whales. The vessel leaked so badly, however, that Captain Edwards abandoned the voyage and came home, reaching here July 16, having been out less than a month. On her last voyage as a whaler—the last voyage, that is, on which whales were actually taken—the Manta was commanded by Captain Antone J. Mandly. This was in 1925, when she came home with three hundred barrels of oil. Captain Edwards took her out in 1927 because Captain Mandly was ill and unable to go.
Out 147 silk dresses that were originally 10 for 79c that were 1.00 and 1.98; 102 smocks. 64 women's all wool sweaters go out for re marked 1.98. 250 pcs. cotton slips and nopp-ins and chemises are 79c. 85 1.98 Celan 59c, which is nearly ½ price. The corset sec 1.50 for 50c, and 128 79c bandeaus and bras 98 and 2.98 linen knickers, are now 1.00, and 85 pcs. rayon underwear 44c. In the F

ations for 39c, 34 prs. socks 10c; 11 sweaters
In 1903, I was in the middle of my transcription work. The French language was a new and engaging field for me. During this period, I was also involved in the field of literature, focusing on the works of various authors. My notes from 1903 include references to my transcription work and studies in literature.

1903, the year of my transcription work, was a pivotal time for me. I spent much of my free time practicing my transcription skills. My work was marked by a dedication to accuracy and attention to detail. Throughout 1903, I continued to refine my techniques and expand my knowledge of French literature.

In conclusion, 1903 was a year of significant growth and development for my transcription work. The field of literature was a constant inspiration, and I continued to deepen my understanding of the works of various authors. My efforts were aimed at producing accurate and insightful transcriptions, reflecting a commitment to the highest standards of scholarship.
Schooner Joseph Monte, of Provincetown, Mass.

Agent, Joseph Monte agent.

Mastor, J. A. Fitzes

Sailed Dec. 10-1900 on first voyage

Lost off Island of Pico Oct. 9-1903.

Lost with all hands in a cyclone which swept the Western Islands.

In 1900 especially for the whaling business.
My 1900 sophomore for the making promised and yet

Schooner Joseph Martha.
Sch. Joseph Manta - 1908-1903
Lost on First Voyage