

found had been left on the island by sealers intending to return, it seems evident that British merchants operated a thriving sealing industry on Desolation at an early date.

It should also be mentioned that in Monument Bay, Nunn noted the grave of Captain Matley of the *Duke of Portland* of London, owned by Messrs Bennett of Rotherhide. The tombstone on which Matley's death was recorded as 12 December 1810<sup>3</sup> had been sent out by his widow on the next voyage of the *Duke of Portland*.

A French sealing expedition for Nantes called in 1825–26 in the ship *Emilie*, as did the *Union*, an American whaler from Sag Harbour, NY.<sup>4</sup> Some British sealers are believed to have been wrecked there in 1832 or 1833. According to his chart, Captain Peter Kemp, of the 147-ton sealing schooner *Magnet*, also owned by William Bennett, left Desolation about 25 or 26 November 1833 on a voyage of discovery to the Antarctic coast which now bears his name.<sup>5</sup> On 21 April 1834, Kemp was drowned while taking 320 barrels of oil from Desolation to Capetown so he also may have been a regular visitor.<sup>6</sup>

No doubt there were many casual visitors too, especially whalers. For example, Captain Russell of the *Arab* of Fairhaven called in November 1835 during a whaling cruise.<sup>7</sup> The most notable of these casual visitors was Captain James Ross, RN, who from 12 May to 20 July 1840 extended Cook's survey to provide the first readily available chart.

#### *First Mate Aboard the Charles Carroll*

In the latter half of the nineteenth century after the English had exhausted the island's sealing resources, the Americans established a new industry based upon the blubber of sea elephants. By supplementing this seasonal 'elephanting' with off-shore and bay whaling, they established an extensive and highly lucrative industry. New London, Massachusetts, dominated though later a few other New England ports and a few Australians were also involved.

The beginnings of the New London sea-elephant trade at Desolation may not be clearly known for the earliest records of ships departing specifically for Desolation begin in 1844 when three New London partnerships despatched a veritable fleet of two ships and five schooners.<sup>8</sup>

During the next decade there were on the average three New London ships and four tenders at Desolation each year. Voyages generally lasted from two to five years during which very good cargoes were obtained.

One of the original New London vessels was the 404-ton ship *Charles Carroll*, Captain Thomas Long, which reached home in June 1845 and made a second voyage from August 1845 to May 1847.<sup>9</sup>

It is not known whether Erasmus Rogers was aboard the *Charles Carroll* for either of its two relatively short, earlier voyages, but, as first mate, he was an experienced seaman when he commenced his journal