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The Log of Mystic Seaport

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The Log



OF MYSTIC SEAPORT

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The *Charles W. Morgan* is the heart of Mystic Seaport, the symbol of its ambitions to revive the recognition of those individual traits which are the foundation of American character. As the last survivor of the wooden whalers, she is the living demonstration of so much that stimulated the moral and economic growth of our country.

Her sturdy survival is not only the visualization of the conquest of the elements by the hardihood, fortitude and ingenuity of our forefathers but the inspiration which has resulted in the re-creation of the small New England seaport which so vividly reflects the environment of growth which was our country's over a century ago.

When the thoughtful person considers the working life of the *Morgan*, her narrow escapes from disaster in old age and, not the least in her history, her restoration at the hands of real shipwrights using the tools of her construction, one realizes how much our country has depended upon the individualism of the ordinary man for the solid core of America's stability.

The *Morgan* is a unique exhibit of our maritime history which had so much to do with our origins of freedom. But she is far more than that; she is an educational stimulus for the person who recognizes that America's future depends far more upon individual character than upon the mechanics of scientific advance. She is a golden text for the soul-searching which underlies the maintenance of our moral capacities as American citizens.

Let us, then, salute the *Charles W. Morgan* upon the one hundred and twentieth anniversary of her launching. May she endure as an imaginative influence for young and old alike!

H.H. Kynett

The Venerable Charles W. Morgan

Just a half century ago, the whaleship *Charles W. Morgan*, then seventy years old, started from New Bedford on her thirty-third consecutive whaling voyage. Under command of Captain Charles S. Church this was to be one of her most successful voyages, proceeding to the South Atlantic and the Indian Ocean and bringing back 2425 barrels of sperm oil.

That such a venerable craft could still carry out the difficult task of two years at sea in the tough existence as a whaler was a tribute to her seaworthiness as well as to the seafaring qualities of her master and crew. The *Morgan* was to make four more voyages before she was to end her eighty-year career as an active whaleship. Her last actual venture at sea took place when she was over one hundred years old and was the occasion of her tow from New Bedford to the Marine Museum early in November, 1941.

In her proud role as the queen of the fleet at Mystic Seaport, the *Morgan* represents the spirit and heart of a great age of America's maritime life. In the staunch hull and towering spars are exemplified the men who manned and sailed the New England whaleships to all the seven seas, the men who owned and fitted out these ships, and the men of vision who made possible the salvaging and preservation of her historic hull.

"Thar She Blo-o-ows!" no longer rings from the mast-head look-out of the *Morgan*, and the fo'c's'le will respond no more to the command of "All hands on deck." Instead, the excited voices of children and the admiring comments of thousands of visitors echo through her 'tween decks. Stately erect in her bed of gravel, the *Morgan's* new career is one of renewed importance, because her presence at Mystic Seaport is similar to that of a national shrine in the most formal of any of our nation's centers. Americans from all over have come to think of this whaleship in terms of a better understanding, a new appreciation for the adventuresome days of whaling--as the old ship stands as a proud monument to Yankee enterprise and courage.

"THAR SHE BLO-O-OWS" SIGHTING THE WHALE



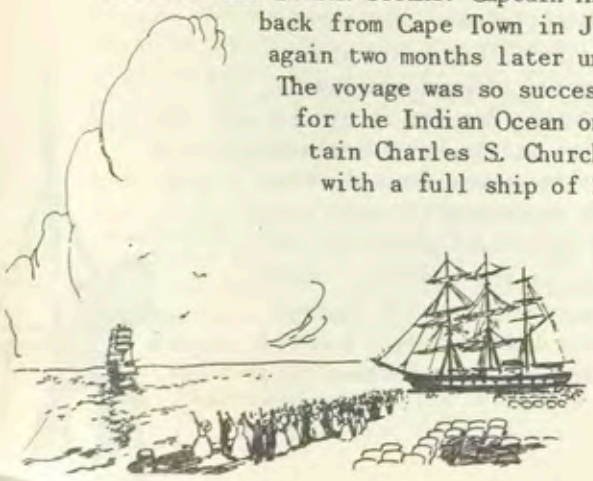
Had it been possible to select from a hundred old whaleships one which would best represent this

unique industry, no better choice could be made than the *Morgan*. Built by the Hillman Brothers in New Bedford during the early months of 1841, the ship was named for her principal owner, and launched on July 21. Charles W. Morgan had but a few lines in his diary to mark the event, as he was quietly awaiting developments. The new vessel was 105 ft. 6 in. long, 27 ft. 7 in. in beam, and 17 ft. 6 in. deep in her hold. Under command of Captain Thomas A. Norton, of Martha's Vineyard birth, she sailed on September 6, 1841, for the Pacific Ocean.

That first voyage was a gauge for her future success. Returning on January 1, 1845, the *Morgan* brought in 1600 barrels of sperm oil, 800 barrels of right whale oil and 10,000 pounds of whalebone. Prices were good--sperm brought 94 cents per gallon, right whale oil 32 cents per gallon and bone 20 cents per pound. Gross receipts were $69,591. She had been gone three years, three months and 27 days. Her first whale had been taken soon after rounding Cape Horn. After anchoring at Callao, "among forty ships", she headed for the Galapagos Islands, where she took a quantity of large sperm whales.

Throughout her subsequent career the *Morgan* was commanded by a variety of shipmasters, and with only two exceptions she performed paying voyages. Captain James M. Earle took her on nine voyages. One of these became his honeymoon cruise, when he took aboard his bride after marriage at Honolulu in 1896. Captain and Mrs. Earle made the ship their home during six voyages, the last from 1906 through 1908.

After sailing out of San Francisco from 1887 to 1906, the *Morgan* returned to her home port in New Bedford, and on August 11, 1906, Captain Earle began a voyage of two years to the South Atlantic and Indian Oceans. Captain Hiram Nye brought the vessel back from Cape Town in July, 1908, and she sailed again two months later under Captain A.O. Gibbons. The voyage was so successful that she sailed again for the Indian Ocean on May 10, 1911, under Captain Charles S. Church, returning in the summer with a full ship of 2425 barrels of sperm.



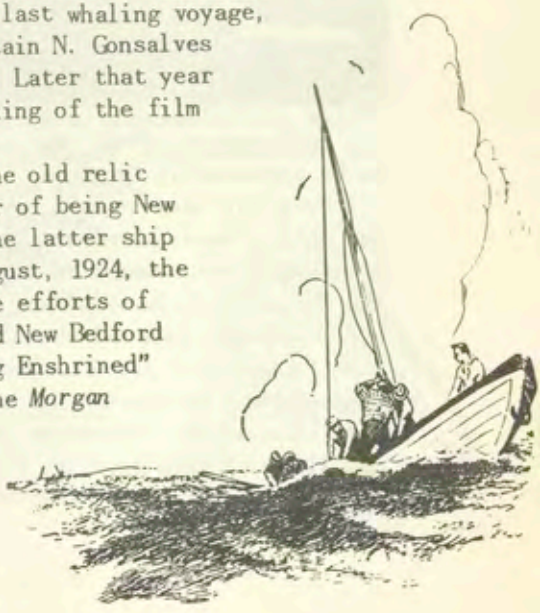
The *Morgan* remained in port three years, and it appeared that she was to end her days quietly rotting alongside her wharf in the Acushnet River And

then, early in 1916, Captain Benjamin D. Cleveland, another Vineyard-born skipper, who had made voyages to southern high latitudes sea-elephant hunting, decided to fit out the "Old *Morgan*" for another voyage. Sea-elephant oil was bringing almost as much as sperm. Captain Cleveland repaired her copper sheathing, patched up her rails, renewed rigging and got some sails, and on September 5, 1916, almost seventy-five years to a day from the date of her first voyage's start, the *Morgan* sailed for Kerguelen Island or "Desolation", in the South Indian Ocean, on the fringe of the Antarctic. She was not heard from again for nearly a year. It was on this voyage that four men in a boat's crew were lost by the capsizing in Table Bay at Desolation Island. On August 8, 1917, word arrived from St. Helena that the ship was homeward bound from that island.

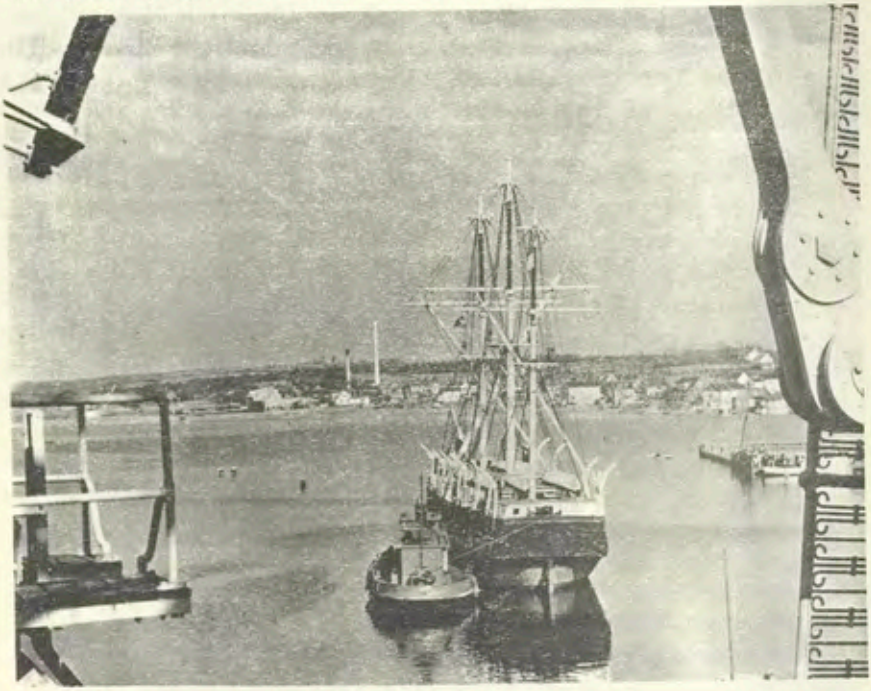
It was not until this time that Cleveland learned that this country had entered World War I. He sailed across mid-Atlantic to the island of Dominica in the West Indies, and avoided destruction from lurking German U-boats on his subsequent voyage up the coast. On October 21, 1917, the *Morgan* was sighted off Block Island. A pilot (Frank Veeder of Cuttyhunk) went aboard but the weather being rough, the only available tow-boat in Buzzards Bay would not hook on until the next day.

The ship then passed into the possession of Captain John A. Cook, of Provincetown, Massachusetts. Although her registry was transferred to that port in 1918, she actually sailed from New Bedford on her thirty-fifth and thirty-sixth voyages under Captain Joseph Edwards. Her last whaling voyage, the thirty-seventh, was under Captain N. Gonsalves from September, 1920 to May, 1921. Later that year the *Morgan* participated in the making of the film *Down To The Sea In Ships*.

During the next four years, the old relic shared with the *Wanderer* the honor of being New Bedford's last whaleships. When the latter ship was wrecked in Buzzards Bay in August, 1924, the *Morgan* was left alone. Through the efforts of Harry Neyland and other interested New Bedford men, a corporation called "Whaling Enshrined" was formed, and on May 7, 1925, the *Morgan* was towed around to the estate of Col. Edward H.R. Green, at South Dartmouth,



where she was placed in a bed of sand. Under Col. Green's benevolent care, the last of the wooden whaleships continued to be preserved as a memorial to whaling. But upon the death of her benefactor, the *Morgan* again fell into disrepair. Through the efforts of President Mallory, Curator Carl Cutler and officers of The Marine Historical Association, and the co-operation of interested New Bedford residents, the *Charles W. Morgan* became the proud property of the Marine Museum



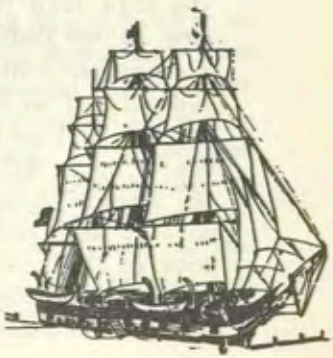
In November, 1941, she came to her present resting place--to be permanently berthed.

Even her last voyage, while only of a few hours' duration, was not without incident. Under tow by the Coast Guard cutter *General Greene*, commanded by Boatswain Mate C. Lawrence Jordan, the *Morgan* left New Bedford harbor on the afternoon of November 5. At the helm of the old whaleship was William H. Tripp, then Curator of the New Bedford Whaling Museum, who was appointed her last master. An overcast sky and chill northwesterly made it a dreary departure. At midnight, the ship was off Point Judith and a fitful moon revealed only the black sea and the *Morgan*, like a ghost ship on the end of her tow line.

But under her forefront the water talked as the bluff bow rose and fell slowly in the tide way. The small crew took turns at the "shin-cracker" wheel and watched the gauge which marked the water in her pump-well. Below, in the main cabin, a kerosene lantern glowed, with men seated about the table. Everett Allen of the New Bedford *Standard*, Frank Cary of the Associated Press, and Louis Sylvia, jotted down their thoughts. They were filled with illusions; oblivious of the present in this strange element of the past. Others aboard included P. Howard Young, Mate; Claude S. Tucker, second mate: Amedee Roy, third mate; Tony Arsenault, fourth mate; John Guzik, boatswain's mate 1st class, U.S. Coast Guard; Alvin Fernback, electrician's mate, U.S. Coast Guard; Leo Langlois, gunner's mate, U.S. Coast Guard--the latter three placed aboard by the *General Greene*.

Due to the tide and wind, Commander Jordan of the *General Greene*, decided to go into New London, rather than risk the narrow channel of the Mystic River. On November 6, the tug *Nelseco*, (formerly a Ship and Engine Co. boat) under Captain Ellsworth S. Wilcox, with two Coast Guard boats escorting, took the *Morgan* from New London to Mystic. Not many craft were in the river to greet the battered old whaleship, but the *Bear*, under Captain Elwell Thomas, took Curator Carl Cutler out to the ship when she dropped anchor in the river off her present berth. It was on the *Bear* that Will Tripp handed the *Morgan's* papers to Carl Cutler, saying: "I wish you luck."

The coming of the *Morgan* marked a beginning of a new era for The Marine Historical Association. Just as was visualized, the acceptance of the *Morgan* brought national prominence to Mystic Seaport. Through the custodianship of the last of a vanished breed of ships this Association took on a responsibility which the officers and trustees willingly assumed. The usefulness of the ship as an exhibit, the inspiration of her presence, the challenge of her preservation, are linked into a pattern which has made Mystic Seaport truly a national institution--dedicated to the preservation of our American maritime tradition.



(The pen and ink sketches used as decoration in this issue are from 'The Charles W. Morgan--story of the last of the old Whalers'.

Charles Waln Morgan

Regarding the whaleship *Morgan*, perhaps the question most asked but the least answered is: "Who was Charles W. Morgan?" Many people volunteer the information that the man for whom the ship was named was a New Bedford whaling merchant--which is true enough. But there the answer ends. Surely the man whose name is perpetuated by the last of the wooden whaleships deserves to be better known to our members and visitors because he was not only a typical merchant of his time but a man of substance.

Charles Waln Morgan was of Quaker descent and was born in Philadelphia on September 14, 1796. His father was Thomas Morgan, of Welsh stock, son of the Rev. Abel Morgan, a Baptist preacher of heretical tendencies. Tradition even indicates the presence of Sir Henry Morgan as a collateral kinsman. Charles W. Morgan's mother was Anna Waln, of a Quaker family, the most distinguished member being Nicholas Waln, prominent in Pennsylvania during the Revolution.



PAINTING BY CHESTER HARDING

From the carefully written pages of a diary kept in 1817-1818, Charles Morgan's journey on horseback through Pennsylvania, Kentucky and Virginia reveal a sturdy young man, sincerely religious, keenly observant and ambitious. Shortly after finishing this trip (partly business and partly pleasure), he first came to New Bedford. He was no stranger to this whaling town, as his younger brother, Waln Morgan, had preceded him, only to die suddenly of an unknown malady. His sister, Rebecca Morgan, had married William Rotch Rodman in 1813, while another sister, Susan, was to marry William's brother Benjamin. Both were grandsons of the famous Nantucket Quaker whaling merchant William Rotch, whose move to New Bedford had meant so much to the launching of that port in the whaling industry.

It was, therefore, a natural step to find the youthful Charles W. Morgan falling in love with Sarah Rodman, sister to

his brothers-in-law, and on June 3, 1819, at the old Friends Meeting House, the wedding took place. Two years later they moved into a stately new house on County Street, where they were to live for forty years. The mansion stood at the head of William Street, where the present New Bedford High School now stands. It was a place with four columns and pediment painted white, and walls colored yellow, setting it apart from its more massive fellows.

As might have been expected, Charles Morgan entered the old whaling firm headed by William Rotch, Sr., and his son-in-law Samuel Rodman (Morgan's father-in-law) and soon became a partner with the Rodmans. It was perhaps the greatest whaling firm in the country at that time. New Bedford was then a town of six thousand inhabitants, challenging Nantucket as the leading whaling port in the world.

After several years in the firm, Charles W. Morgan formed a company with William Pope, which survived until Morgan died. Their business was carried on in a stone building at the foot of Rodman Street, afterwards occupied by the firm of Thayer & Judd. Soon after launching his own firm, Charles W. Morgan sent out his first ship, the *Winslow*, under Captain Edward Clark of Nantucket. Then came a steady succession of ships--the *Rodman*, 1825; *Hesper*, 1826; *Hector*, 1828; *Roscoe*, 1830; *Abigail*, 1831; *Condor*, 1832; *Emily Morgan*, 1833 (built in Portland, Maine, by the way); *Magnolia*, 1834; *Frances Henrietta*, 1835; *Braganza*, 1837; *Pioneer*, 1839; and *Charles W. Morgan*, 1841.

Thus it may be seen that the firm of Pope and Morgan was a busy one from the outset. Among the clerks employed were S. Griffiths Morgan, Mr. Morgan's nephew; Francis Rodman, Mrs. Morgan's nephew; and Job C. Tripp, son of Captain Tripp, a life-long friend.

Morgan had interests in a candle manufactury as well as in the several whaleships. He also invested in a blast foundry in Bloomsbury, Pennsylvania, and the Duncannon Iron Works in the same state, as well as in a foundry at Wareham, Massachusetts. He was one of the incorporators of the New Bedford Institution for Savings, President of the Bedford Commercial Bank, and associated with numerous civic ventures. In 1828 he helped organize the New Bedford Lyceum, and served on the first board of trustees of the New Bedford Free Public Library. A legacy, bequeathed to the City of New Bedford for the indigent poor, is still being administered for this purpose.

A staunch abolitionist, he took an active part in the work against slavery. Ever a liberal, he and his wife became Congregationalists and later Unitarians, rather than becoming members of the Hicksite Quakers. He was a regular attendant at the Unitarian Church, and his observations on sermons and preachers give us something of his own character. "Refreshed and edified by two good and solemn discourses by William Peabody," he wrote early in the year. "Sunday, March 13--Morning, afternoon and evening at church." In another place: "The sermon on the state of blessedness hereafter sweet and solemn, but too much founded on conjecture to be food for my soul."

What were the activities of Charles W. Morgan during the year 1841 when his famous ship was built, launched, and sailed on her first voyage? His diary records the active work-day and the keen observations of an industrious man. Such entries as: "Heard of the *Rodman* today....off River Plate with 50 bbls. sperm," and "Feb. 1--Violent snow-storm raging, snow falling heavily for six hours--the wind blows fearfully. The *L.C. Richmond* from the Pacific arrived, all full of sperm, got in just at commencement of it--a capital voyage." She had sailed in 1837 and Daniel Wood, a contemporary merchant, was her agent. Charles Morgan rejoiced at his friend's good fortune.

His entries, though brief, reveal keen appraisal of current events. For example, "The auspicious day of inauguration of General Harrison has arrived and a grand day in Washington....We had a display of flags throughout the day and in the evening, some illuminations among them. I lit up my house which really looked very handsome. As I took tea at Benjamin's we did not hear the applause." And a few days later: "The debates in England and in our own Congress are exciting and ominous--and many fear we shall have war sooner or later. God grant it may be averted."

Business disappointments were accepted philosophically: "Started for Boston to fetch home my daughter Emily, who is visiting our cousin Emerson's, and also to see about a contract to supply oil to the lighthouses--arrived and put up at the noble Tremont, where I always feel at home....retired early to bed." Two days later: "Didn't get the contract--Hastings of Boston takes it at 88½ cents for Spring and $1 for Winter--my offer 94 cents and $1.04." A week later he laconically noted: "My ship *Cadmus* arrived full of sperm--price now $1 (per gallon)

In his Journals there is revealed a man of tremendous family

devotion, keen business acumen and literary appreciation. Something of the philosophy of the man is contained in two items: "March 15--clear but windy and cold. Nothing happens, the mercantile world is in a sad, deranged condition....Reading Mrs. Shelley's *Lives of French Authors*--very interesting, and containing information in which I was woefully deficient. We had a little party of young people tonight and a pretty set they were." In another entry he wrote: "Visited this evening our mother (Mrs. Samuel Rodman)--a pleasant evening and it was delightful to behold the bright and calm old age of Uncle William and mother--the fruits of a wise and happy life." And still another revealing observation: "Attended total abstinence lecture--he tore his subject to pieces, as is too often the case in this cause--good as it is...." He enjoyed gardening: "My green and grass houses however are my delight and I feel calm and joyous in the midst of the luxuriant vegetation and blooming flowers." Early in May: "Had trees planted in churchyard....busy in garden grafting pear trees." And on a trip to Washington in June, 1841, he wrote: "Saw Congressman--advised not to agitate Lighthouse business. Looked in at House and Senate....One spoke loud and long but not to my edification."

A portrait of Charles W. Morgan, by William Wall, which hangs in the New Bedford Public Library, shows an old man, near the close of life. But a miniature and several daguerreotypes are more favorable as they reveal a kindly-faced man, with eyes deep set under arching eyebrows, features lined, broad forehead, well shaped nose, generous lips and strong chin.

Charles and Sarah Morgan had five children. His eldest daughter, Emily, who married William J. Rotch, died on June 13, 1861, just two months after her father. Samuel Rodman Morgan, the only son, married Josephine Wharton Craig, of Philadelphia, and died in London, England, in 1891. The second daughter, Isabel, died at the age of eighteen; the third daughter, Elizabeth Rodman Morgan, married George Hussey, Jr., and died in New Bedford in 1923, the last surviving child. The youngest daughter, Clara, married her sister Emily's widowed husband, William J. Rotch, in 1866 and died in New Bedford in 1919.

Charles W. Morgan died at his home on County Street on April 17, 1861, but his widow survived to the age of almost ninety-five, dying September 26, 1888.

The character of Charles W. Morgan was one marked with business success and liberal thought. He was a man of high reputa-

tion, both as a citizen and as a family man. The traits of steadiness which so distinguished him were also remarkably demonstrated by the career of the ship which bore his name. The memory of the man is ably perpetuated by the rugged qualities of the namesake, the last of the wooden whaleships.

Building and Launching



Despite a search over the past thirty-five years by various interested people little has been found about the building and launching of the *Morgan*. The only contemporary description is contained in the diary of the man for whom the ship was named. Just when work began on the keel of the ship is not known but on February 22, 1841, Charles W. Morgan recorded: "I took a long walk this afternoon and visited my new ship building by Messrs. Hillman (Jethro and Zachariah Hillman) in which already considerable progress is made...." Several days later, he recounted: "My daily walk now is to the shipyard to see the progress of my new ship." On March 2: "One of my most constant walks is now to Hillman's Shipyard to witness the progress of the new ship I have building there."

The "Progress" was unquestionably pleasant and he tells of it in a revealing passage: "To the counting room--to the new ship--to my dinner and then to my den, as I call my little study on the house top--a segar, then, and the newspapers--a walk, tea, and an evening with my family and a book to pass the time away."

But the new ship was not to continue her peaceful progress. Being constructed as she was in the midst of an industrial revolution it was natural that the troubles of the day must also be a part of the *Morgan's* history.

Charles Morgan had been ill with a cold for several days and then had gone on an extensive trip to Pennsylvania to inspect his investments at the iron works in Duncannon. Shortly after

his return, he was summoned for jury duty at Taunton Superior Court which, he wrote, "makes me more sick than I was before"--how modern an observation! Then comes the entry of April 19, 1841: "Carpenters all dismissed from new ship as I will not consent to the 10-hour system which they have seen fit to adopt."

Thus, the labor movement had come to the *Morgan*, and a few days later Charles Morgan noted: "We are all in trouble here with the ten-hour system and nearly all out-door mechanical labour is suspended as the employers seem determined not to submit to the demands of the workmen...." His next daily entry gives more of the story: "....This evening a large meeting of those opposed to the 10-hour system was held, of which I was chairman, and we resolved unanimously that we suspend all labour till we could do it on the old system--so that my new ship is at a standstill to my great annoyance." On April 24, he wrote: "The mechanics have had a meeting and have resolved not to work except upon a 10-hour system....I intend to get men from other places."

And so, the *Charles W. Morgan* was on the stocks--all work suspended--the shipyard workers of New Bedford on strike. To work a full day in those times meant from practically sunrise to sunset, and the demand for a ten-hour day, while quite understandable in 1961 was still an innovation in 1841. The progress of events was carefully followed by Morgan. On April 26, he noted: "All quiet on the wharves, no labour going on, with either carpenters, caulkers or riggers. This is a great inconvenience, but we must bear it till the men come to their senses."

As Chairman of the Committee of employers, Morgan conferred with the representatives of the workers. He records: "This evening met with four of the Master Mechanics to see if we could compromise our difficulties--nothing however done as yet."

The strike dragged on for the rest of the month, May came, and the committee representing the employers met and the "Mechanics" failed to appoint a similar committee. Morgan was typically pessimistic when he wrote on May 3: "No understanding with the mechanics--several of the employers, however, are ready to give it up--I am firm, though at great sacrifice."

At length, on May 6, the mechanics agreed to a day's work system of 10½ hours. Work must have resumed quickly as no further reference was made to any delay. Charles Morgan was busy with trips to Washington, Philadelphia, Baltimore and Boston, as well as work with his iron foundry in Fall River.

Finally, on July 21, 1841, Charles Morgan wrote of an event

which has since become historic: "A fine warm day--but very dry. This morning at 10 o'clock my elegant new ship was launched beautifully from Messrs. Hillman's yard--and in the presence of about half the town and a great show of ladies. She looks beautifully on the water, she was copper-bottomed on the stocks. She is to be commanded by Captain Thomas A. Norton."

The New Bedford *Mercury* in that morning's edition noted: "A fine ship of 350 tons burden, intended for the whalefishery, will be launched from the yard of Messrs. J. & Z. Hillman this morning at half past nine o'clock." And that is all the newspapers reported before and after the event.

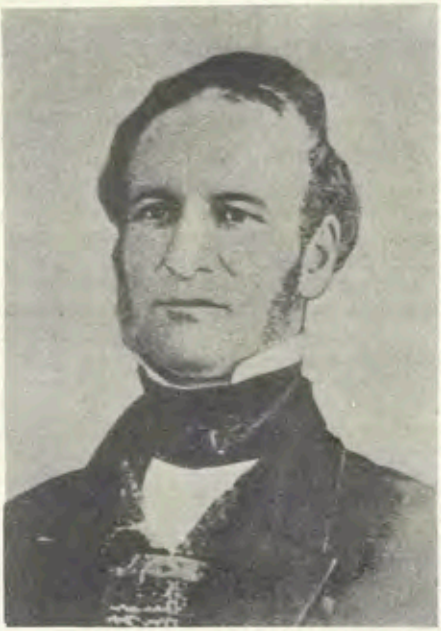
It is apparent from his diary entry of August 9 that Morgan did not originally intend naming the new ship after himself. Returning from a business trip to Pennsylvania, he wrote: "Found all going well--the new ship fitting out and looking beautifully--Griffiths (his nephew) has called her the *Chas. W. Morgan*--I don't altogether like it."

Despite his objections, the suggestion of naming the ship was carried out and the proud owner refers to his new ship thereafter as the *Charles W. Morgan*. The fitting out process continued throughout August and on Friday, September 3, the entry reads: "The *C.W. Morgan* left the wharf and gone below, but will not sail till Monday, waiting to race with the new ship *Adeline Gibbs*. During the next few days, Morgan wrote: Sept. 4: "The *C.W. Morgan* has gone below, all ready for sea." Sept. 5: "To church in morning--went to bed early to rise early to get off the *C.W.M.*" Sept. 6: "Rose early--a cloudy day--northeast wind--went on board the *C.W. Morgan* and proceeded to sea in her. Left her at 9 at the mouth of the Bay with a fair wind, we to beat back against a heavy sea and northeast wind. Two other ships sailed in company--got back ½ past two, tired, wet and hungry."

The *Morgan* was not to return for three years, three months and twenty-four days, during which time she lowered her boats for whales one hundred and seventy-two times. On these "lowerings" she took 61 whales, having struck 33 others but lost them--the remaining 78 occasions being unsuccessful chases.

The thirty-four-year-old whaling master, Captain Thomas Norton was the fortunate commander for this first voyage. As he owned a share in the ship his "lay" was an excellent one. Twelve of the crew of thirty ranged in age from 12 to 19 years. Of the three officers and three boat-steerers, five afterwards became masters of their own ships.

The Ghost of Hetty Green



EDWARD MOTT ROBINSON
Hetty Green's father.

During her lifetime of whaling, her eighty years of the roughs and smooths as a deep-sea craft, the *Morgan* had only seven ownerships. From 1841 to 1848 she was owned by the man for whom she was named; her next voyage--1849-1853--found Edward Mott Robinson as her owner-agent, followed by three voyages under the house flag of Isaac Howland Jr. & Co. It was the J. & W.R. Wing Company which owned the ship the longest--a fifty year period from 1863 through 1913, when Captain Benjamin Cleveland purchased her and took her to Desolation Island for sea-elephant oil. John A. Cook took over the vessel from 1918 through 1924, when Harry Neyland, a New Bedford artist, rallied interested folk to join him in obtaining possession of the abandoned old whaler. Despite all his efforts, the municipal authorities in New Bedford neglected to take advantage of the opportunity to preserve the ship and it was not until late in 1924 that Mr. Neyland and the late William H. Tripp finally gained the financial support so vital to the *Morgan's* future. This came in the person of Col. Edward H.R. Green--grandson of Edward Mott Robinson, second owner of the ship, and son of Henrietta (or Hetty) Robinson Green.

October 2, 1924

Dear Mr. Neyland:

Referring to our conversation of a month or two ago and the article that appeared in this morning's paper, concerning the old whaling ship *Charles W. Morgan*, I note that you have become the owner of the controlling interest in the ship. I presume that your only interest in her is the preservation of the old bark and also the memory of whaling in this section of the country.

I have given the matter considerable thought and have concluded that, for sentimental reasons, this particular whaler, the *Charles W. Morgan*, should be preserved, not only for the pleasure that we of the

present day would derive from seeing one of the "old timers" still with us but as a historical heirloom for the generations to follow us. In passing, I may state that, as you are probably aware, my grandfather and others were owners of this ship many years ago.

My understanding is that you have attempted to secure the co-operation of the City of New Bedford and its citizens in the laudable cause of preserving this ship and if it can be accomplished in this way, I shall be delighted to contribute $500.00 towards that end. If, however, the City of New Bedford and its citizens do not evidence sufficient interest in the perpetuation of her memory, I am willing to make you and her co-owners the following proposition, after, of course, giving those interested a reasonable time to decide:

If nothing is done by the City of New Bedford and its citizens, and the boat can be turned over to me by October 15th, 1924, at 12 o'clock noon, I am willing to take her over.

If your efforts in other directions should fail, and the boat is turned over to me by October 15th, I shall undertake to preserve and maintain her to the best of my ability, and make her a credit to the whaling industry. I have today seen the result of the storm of September 30th on the bark *Wanderer*; she was smashed to pieces. If the *Charles W. Morgan* is to be preserved, it must be done at once.

Very truly yours,
E.H.R. Green



PHOTO--GEORGE BRAYTON

As good as his word, Col. Green arranged for the transfer of the *Morgan* to the shore of his estate at Round Hills, South

Dartmouth, Massachusetts. With the excellent direction of Frank Taylor, a cofferdam was built, and the ship placed therein, alongside an especially constructed wharf.

Gathering on the quarterdeck of the *Morgan* on the afternoon of August 6, 1925, a group of men formed with Col. Green a permanent corporation known as "Whaling Enshrined," with Col. Green as chairman and John Bullard as clerk. Thirty-two shares of the vessel were held by the "owners," which could not be sold and only disposed of by gift or will.

The sequel to this chapter in the *Morgan's* life at Round Hills is among the most interesting phases of her career. From 1925 until Col. Green's death in 1936 she was visited by thousands of people every year. Her future appeared secure and then it was discovered that the will of Col. Green left no provision for the maintenance of the ship. The news completely dismayed her supporters.

For two years the *Morgan* was virtually abandoned and then came the hurricane of 1938 which battered and twisted the old ship. When her end seemed only a matter of months came the news that The Marine Historical Association was to take over the gallant veteran and preserve her at the Marine Museum.

But the odd circumstances which surrounded the failure of Col. Green to provide for the *Morgan's* future brought up other facts. Was it due to the influence of his mother, Hetty Green? The query was a normal one, because Hetty Green was an unusual woman who had always influenced the life of her son.

One might ask today, who was Hetty Green? When she died in 1916, she was the richest woman in America. At her death her estate went to her two children, with the exception of that left to her by her aunt, Sylvia Ann Howland. This amount, released for distribution by the terms of Sylvia Howland's will, was the basis for a wide scramble by over four hundred relatives to claim shares in more than one and one-quarter millions of dollars.

Col. Green's estate at South Dartmouth was part of a family tradition. Gideon Howland and his wife Sarah Hicks joined hands at Quaker meeting in 1753. "Round Hills" Gideon, as he was known, and his wife were the ancestors of some 1300 descendants when Hetty Green died in 1916 as their most famous off-spring. Oddly enough, the job of ascertaining the heirs to share in the will was given to three men, one of whom was Col. Edward Green, her son.

The twists and turns of the lines which held the *Morgan* to the Greens began long before Col. Green or his mother were born.

As we have seen, Hetty Green's father, Edward Mott Robinson, became the *Morgan's* second owner-agent. The next owner was the whaling firm of Isaac Howland & Co., and Captain Isaac Howland, the firm's founder, had as a partner his third cousin, Gideon Howland, Jr., son of old "Round Hills" Gideon. Gideon Jr. was called "Uncle Gid," and he married Captain Isaac's daughter Mehitabel (his fourth cousin). They were the parents of two daughters, Sylvia Ann and Abbie Howland, the latter destined to marry Edward Mott Robinson and become the mother of Hetty Robinson Green. The two daughters inherited the money made by the Howland firm, to which the *Morgan* contributed a goodly share.

Aunt Sylvia Ann Howland died in 1865 at the age of 59, leaving over $2,000,000. When Abbie Howland Robinson died she left a similar fortune, inherited from the Howland and Robinson estates. It therefore fell to Hetty Robinson Green to inherit from her great-grandfather Isaac; her grandfather Gideon; her grandmother Mehitabel; her mother Abbie and her Aunt Sylvia the joint Howland-Robinson fortune estimated to be in the neighborhood of $8,000,000. This before the turn of the twentieth century.

Hetty Green had a penchant for making money. She proved to be a financial genius, making money with every investment. One of her nick-names was "The Witch of Wall Street." In one investment she made $200,000. Reared in a Quaker household she became her father's favorite daughter. Instead of dolls she played with shares in whaleships, mills, factories, as her father instructed her in the field of finance. When he died in 1865 his fortune, estimated at one million became her sole property. Two weeks later her Aunt Sylvia left half of her estate to her niece, Hetty.



HENRIETTA HOWLAND ROBINSON GREEN

In 1832, Hetty Robinson married Edward H. Green, a wealthy Vermont merchant. It was written that an affidavit accompanied

the marriage contract through which Green would not share in his wife's fortune. Two children were born to the couple, Col. Green being the eldest. In 1890, Hetty and her husband separated. When Edward H.R. Green was fourteen years old he injured his leg in a skating accident, later having to suffer amputation. Many people declared this the result of his mother's refusal to obtain medical advice in time, but this was never proved. Her eccentric ways were always in the news. Legend has it that she often wore mismatched cotton stockings to save the cost of a new pair, and that when her husband died she put on black taffeta mourning clothes which she wore for so many years that the black turned to a dull brown. Yet she was as shrewd as she was gauche, and had an uncanny way of spotting market trends. But her thrift became an obsession.

With the millions available for the perpetual care of the *Morgan* at Round Hills, it was no wonder that New Bedford folk were shocked when the news was revealed no provision had been made for her by Col. Green. Could it have been that the ghost of Hetty Green was still hovering over Round Hills?

Nonetheless, the resultant events proved this Association's gain because the appeal of the gallant old ship in her forlorn state found a better answer. Today, at Mystic Seaport, her preservation has become the cornerstone of the larger presentation of our American maritime past.

Ladies of the "Morgan"

It may not be generally known but the *Morgan* has also been the home for the wives of several of her masters. The first of the ship's sea-going ladies went to sea in 1864 during the Civil War, and she was Lydia Goodspeed Landers, wife of Captain Thomas Landers. The ship was then owned by J. & W.R. Wing and had sailed from New Bedford on December 1, 1863. Mrs. Landers crossed the continent to meet her husband at San Francisco. The couple spent three years aboard the *Morgan*, returning June 12, 1867. The couple were the parents of five children, the eldest being Arthur, who was born at Guam on this voyage. A daughter, Nettie, became the wife of Nathaniel Pierce of New Bedford, and their son, Garry C. Pierce of Cotuit, Massachusetts, visited the *Morgan* two years ago with Mrs. Pierce. It was also during this voyage that Captain Landers had a bed built in gimbals for his stateroom, at

Mrs. Landers' request. The bed has been an interesting part of the ship's furnishings ever since.

On the 23rd birthday of the *Morgan's* launching, July 21, 1864, the ship's log book recorded a tragic incident of more than usual significance to those aboard:

At 5 p.m., while in the act of tacking ship, Irving Landers (Captain Landers' son by his first marriage) was knocked overboard. All means possible was used to save him but with no success.

In the little stern cabin are two mementoes of Mrs. Thomas Landers' life aboard. These have been given by Mr. and Mrs. Pierce and consist of a lacquered glove box purchased in Japan in 1865 and a paisley shawl from India.



USED FOR LIFTING THE CAPTAIN'S WIFE ABOARD AND LOWERING HER INTO A SMALL BOAT TO GO GAMMING--VISITING WITH ANOTHER WHALESHIP

The second of the ladies was Mrs. Honor Matthews Earle, wife of Captain James Earle. The two met in New Zealand in 1891, when Captain Earle was master of the *Charles W. Morgan* and Miss Matthews was a school teacher. The romance was completed when the young teacher went to Honolulu to marry the Captain, and they spent an eleven-month honeymoon on the ship. She decided to go

to sea on the next voyage--1891 through 1892--and signed on as "assistant navigator." This was no empty title as Mrs. Earle had taught mathematics in New Zealand and had studied navigation during her first voyage. After a few months ashore, during which her first child, a son, was born, she again went to sea with Captain Earle, and took the baby with her. Her quarters were shining and bright with the housewife's touch and the old ship was a floating home for four successive voyages.



Another navigator-wife was Mrs. Lottie Church, wife of Captain Charles S. Church. She accompanied her husband when the ship left New Bedford on May 10, 1911, for a two-year voyage. This was her third voyage with her husband, having gone on her honeymoon aboard the *Andrew Hicks* out of San Francisco, so the *Morgan* was her second whaleship home.

The New Bedford *Standard* described the quarters as follows:

> Off of the stateroom, the main cabin has been decorated and the walls adorned with photographs and pictures. The walls of the MORGAN's cabins look quite homelike in their neatness....On the shelf over back of the sofa has been arranged a shelf of books.... Hanging under the cabin skylight where they can get sunlight, are potted plants of several varieties.

Mrs. Church was the last lady to sail on the *Morgan*. But back in June of 1886, Miss Lorna S. Keith, daughter of William Keith,

first mate, went aboard the ship in New Bedford harbor, upon the return from a five-year voyage. Seventy years later the same lady, as Mrs. Lorna S. Dunn, re-visited the *Morgan* at Mystic Seaport. In the interim she had become a theatrical celebrity and at one time a panelist on "Life Begins at 80" on television.

The Man who would not be Captain

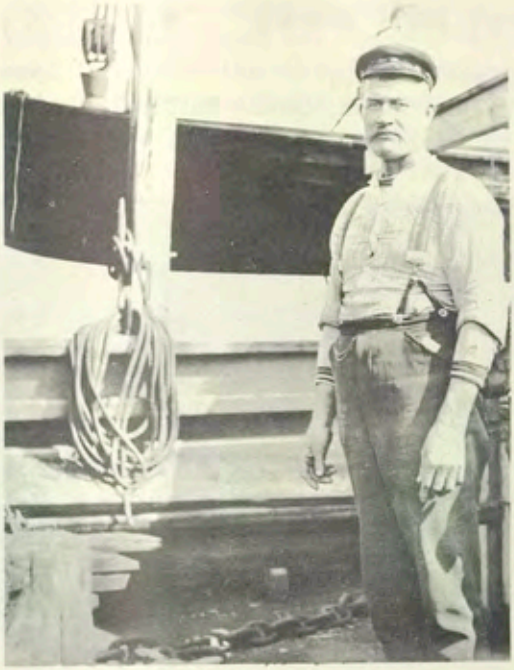
On July 21, 1894, the fifty-third anniversary of the *Morgan's* launching, the old ship was pursuing sperm whales on the Kermedec grounds north of New Zealand under Captain James Earle. Lowering for whales quite often, the ship's voyage was progressing well until early in August when the log recorded:

> Mr. Swain was killed or knocked senseless and drowned. Second mate went on and struck. Got stoven and capsized and he and one of the crew had seven senses knocked out of them for a while.

To replace the lost mate, Captain Earle put in at Norfolk Island. Here he found a man who had previously served under him--George Parkin Christian. At the age of fourteen, young Christian had run away to sea and fortunately, had been befriended by Captain Earle. The great-grandson of Fletcher Christian, chief mutineer of the famous *Bounty*, had been born on Norfolk Island where his father, Isaac Christian, had moved in the migration from Pitcairn in 1850.

Mate Christian was to serve on the *Morgan* for twenty-five years. He was a skilled whaleman, learned navigation readily and bore a striking resemblance (so it was declared) to his grandfather, Thursday October Christian, the son of Fletcher Christian and the first child of the mutineers to be born on Pitcairn. As a youth he nearly lost his life while pearl fishing in Torres Straits. Following this, he worked in a shipyard at Auckland, New Zealand, then went out in a Sydney whaler *Robert Towns*, in which craft he was shipwrecked in the New Hebrides. Before Captain Earle met him, Christian had sailed on the whaling barks *California* and *Canton*.

After two voyages as mate, Christian was, on several occasions, offered command of the *Morgan*. Each time he declined, stating that he did not wish to ever command a ship. Those who knew him intimately felt that the memory of Captain Bligh and Fletcher Christian were much a part of his life and that he never could bridge this particular chasm in his consciousness of that famous mutiny.



Over six feet tall, powerfully built, known as the coolest man in any boat he was in while attacking a whale, George Parkin Christian was a leader of men, and all his boat's crew respected him. But he never could bring himself to take complete charge of the *Charles W. Morgan*.

Three years ago, when Parkin Christian, the "Patriarch of Pitcairn Island," visited Mystic Seaport, he went aboard the *Morgan* and trod the decks of the ship his kinsman had once called home. At this time he was not aware of this connection and when told, asked many questions.

As an aftermath, Mr. Christian remarked: "I never knew George Parkin Christian. Just before I was born a kinsman of my father's visited Pitcairn and, learning of my expected advent, he predicted the baby would be a boy. My father said if this happened he would be named after him." The Patriarch of Pitcairn Island then looked again at the *Morgan's* decks and said: "Just think, I have come all the way to Mystic Seaport to learn from you the identity of the man for whom I was named."

Although he never became her master, George Parkin Christian's story has become as much a part of the ship as any of those who did take command.

Reprinted from Log of Mystic Seaport
Vol. 8 No. 4 Fall 1956

"They just sail away"

Died September 24th, at his home in West Haven, Conn., Walter I. Bechtel, 77, believed to be the last surviving member of a crew of the whaleship *Charles W. Morgan*.



He was a farm boy who ran away to go to sea. He had entered Williams College at the age of fifteen but left at seventeen for the adventure of whaling. In spite of the fact that his voyage aboard the *Morgan* cured him forever of the urge to go to sea, he remained a great and good friend of the ship and the Seaport. On many occasions he sacrificed a day's pay from his job in West Haven to pay a visit to his old ship or to respond to a call for his assistance on some special day at Mystic. He would take the bus from West Haven, walk up from the bus stop on Main Street, Mystic, and appear ready for work. All efforts to arrange transportation for him failed. He would fade out at the end of the day as unobtrusively, scorning a lift or any other special favor.

His stories of life on the *Morgan* fascinated many a visitor, for he had a rare wit and a special ability for spinning a yarn. He was the subject of innumerable feature articles in magazines and newspapers. On one occasion he broadcast his reminiscences from the deck of the whaleship, with Ivan Sanderson, naturalist and whaling writer.

His twenty-first birthday was spent aboard the *Morgan* in the Pacific Ocean. He had shipped in 1900 under Captain J.A.M. Earle, out of San Francisco. Mrs. Earle and their five-year old son, Jamie, were aboard. He related that Mrs. Earle was a New Zealander and spoke with an accent. He recalled a time when she had come up from below and saw whales all about the ship. In her excitement at seeing so grand and awesome a sight, she ran for the Captain, calling, "They're a-singin' out daown there, the whales a-goin' raound the bow."

They lost a boatsteerer by sickness and a Japanese crew member jumped overboard one day with a can of pea soup and started to swim for Japan. In Japan Bechtel drew $10 from his account and remembered drawing another $2 as they approached the Bonin Islands. At the conclusion of the voyage he had $30 left for his eleven months at sea.

A bread barge and molasses barrel were kept in the forecastle. One member of the crew was elected each day as "Peggy", whose duty it was to swab down the forecastle deck, sweep and get the food forward. At meal time Peggy was blindfolded. Another member of the crew would forl a piece of salt-beef from the pot and say, "Whose piece is that?" Peggy would say, "That's Bechtel's" or some other member of the crew. It was the only fair way to portion out the meat; otherwise the big fellows would have gotten the best and the little fellows would have gone hungry.

It was the custom when they reached 1,000 barrels of oil, for the cook to make doughnuts, which were fried in the try pots in whale oil. "The first three or four bushels went pretty fast," said Bechtel.

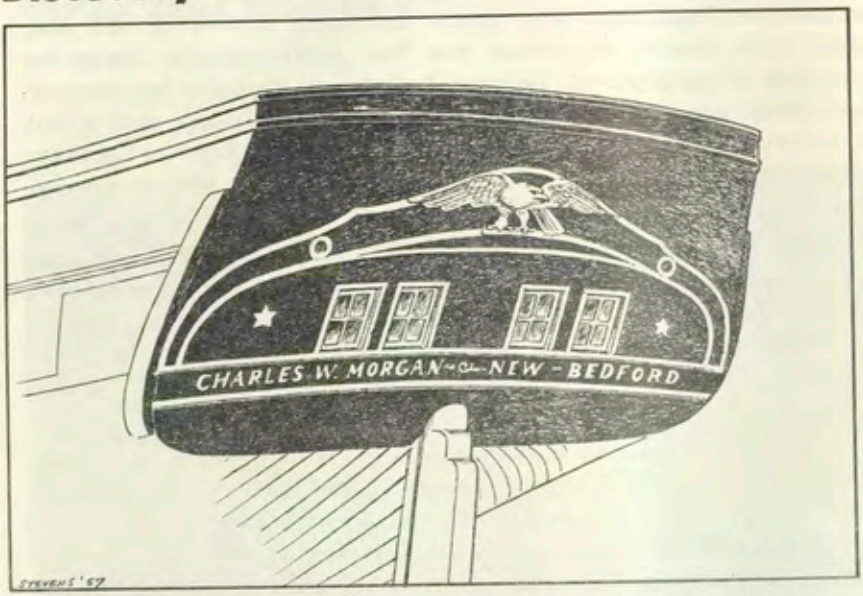
For his unfailing good humor and his willingness to help work the ship during life, his Owner should have a better reward for him than doughnuts in the next.



The summer Vesper Services ended September 9th with a unique service on the *Charles W. Morgan*. The accordion prelude was by Miss Caroline Saunders. Introductory remarks regarding the 115th anniversary of the first voyage of the *Morgan* were by Rev. Orin E. Dice. Another Seaport employee, Rev. Ralph E. Merithew, whose father was lost at sea on a whaler and who himself was once a ship master, read the sermon. The scripture was from a Bible once owned by Capt. Gordon Dunbar, who carried it many times around the world on his whaling voyages. The prayer was from one of the services in a log of the *Morgan*. Appropriately, the hymns were Faith of Our Fathers, Jesus Saviour, Pilot Me and Eternal Father, Strong to Save. An oil cask served as a pulpit.

Reprinted from Log of Mystic Seaport
Vol. 9 No. 3 Summer 1957

Discovery



The above drawing by John Stevens shows the stern of the whaleship *Charles W. Morgan* as it must have been in 1841, the year of her building. She must have had stern windows and an arch-board incorporating the golden eagle which was her chief stern decoration.

Stern windows and arch-boards went out of style in time and at some stage in the rebuilding or major repairs of the ship, the arch-board was removed and the windows planked over.

In the area where the two center windows were, swinging port lights were installed. When, nobody knows. And at one time she may have had four.

The discovery was made by two Seaport shipwrights, Bogue and Holdredge, and to them goes the credit for the revelation, although the possibility of such stern treatment was suspected by others.

When Bogue and Holdredge began the demolition of the *Morgan*'s stern, preparatory to renewing any rotted parts, they first removed the old planking in the area of the old windows and revealed the original sash and sills. These were finished with an oak graining, simi-

lar to the early interior finish of the cabin paneling previously revealed when repainting was begun in that area.



The intention is, of course, to restore properly the *Morgan*'s stern as it must have been in 1841, duplicating the original windows, installing the arch-board and incorporating it with the eagle. No photographs exist of her original transom, but many illustrations exist of other whaleships of the period and earlier, authenticating the treatment. The *Constitution* had such a stern and a whaleship by the same name had such. The whaleship *Emily Morgan*, built three years before the *Morgan* had stern windows.

The new stern will be far more attractive, th her golden eagle and her arch-board picked out in gold leaf, surmounting four white window frames. Beneath the windows will be the old gold lettering:

CHARLES W. MORGAN--NEW BEDFORD

□♦□ □♦□ □♦□

The whaleship *Charles W. Morgan* is again resplendent with (two of) her top-gallant yards aloft.

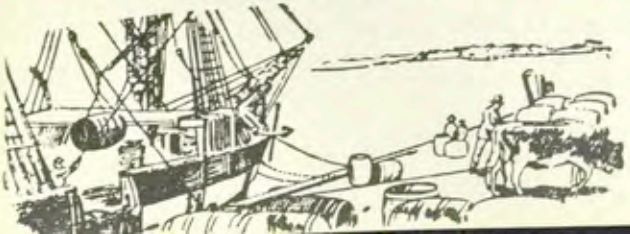
Restoration

When the *Morgan* was brought to the Marine Museum in 1941, she was not only a battered ghost of her former self but dangerously close to the end. As World War II broke out soon after her arrival work of restoration had to be postponed. Curator Carl Cutler and some volunteers did get some yards up and did much painting, so that by June 27, 1942, the ship was open to visitors for the first time

To get the whaleship to the Museum and place her in a permanent berth cost in excess of $32,000. Maintenance costs were at a minimum until 1945 when, the great war over, plans for new masts were made. The American Mast & Spar Company procured masts of Oregon pine which were installed with the help of the Merritt-Chapman & Scott Company. Due to the excellent co-operation of these two companies costs were kept down, but a total of $10,392 was spent for the work from November, 1946, through August, 1947. During the summer the old deck was caulked at a cost of $554. The Electric Boat Company of Groton rebuilt the windlass and made a new skylight for the main hatch. Curator Cutler directed this work throughout.

In 1950 the work of rebuilding the bow was begun. This was a vital location, for the *Morgan's* condition was becoming progressively worse. Thus began the program for the complete rebuilding of the entire vessel from just below the copper-line, up, and throughout her entire upper-works. The bow was completed in 1953, with new frames of British Guiana greenheart timber. Following work on this section, the program of rebuilding continued with the hull. In 1953-54, the work extended along the port quarter forward, from the cathead through the foremast chain plates. During 1954 the midship port section was torn out and replaced. In these three years, the total cost was in excess of $38,000. By 1955, the work of restoration had proceeded down the port side to the stern quarter.

In 1956 the workmen were called upon to not only replace the port quarter section and counter but to run three new deck beams across the after section, under the deck. These timbers were of 10 x 12 inch spruce, some twenty-six feet long. Before installation, the old beams were removed, bulkheads taken down and after cabins dismantled. The completion of this phase of the work was particularly exacting since the ship was never closed to visitors during the progress.



Early in November the old skylight of the *Morgan* was removed and placed in the workshop of the Colegrove Building. During the winter John Muise made an exact replica of this skylight which was installed in the spring of 1957.

It was during the crucial work of rebuilding the stern in 1957, that Bogue and Holdredge, the two shipwrights, discovered that the *Morgan* originally had four stern windows. As a part of this summer's program, Messrs. Kleinschmidt and Scott fashioned three new topgallant yards, one shaped from a rough yellow pine stick. Aloft, young men were employed to tar down the shrouds and replace the ratlines, as well as renew some of the standing rigging. With the season's end, the stern had been completely restored and stern eagle replaced.

The years 1958 and 1959 saw the restoration progressing along the starboard quarter aft. The interior cabins were not neglected as the panels were scraped and painted, bulkheads replaced, the transom renovated and the old sofa re-upholstered. Work on the renewal of frames and planking continued through November, when cold weather called a halt. It must be also pointed out that during the winter months five of the *Morgan's* whaleboats have been completely rebuilt, and two are shown overboard, on the back cover of this issue.

In 1960 it was noted that previous restoration work (which had been done for Col. Green at Round Hills in 1928-29) on the starboard side had not stood up as well as might have been expected, as all frames as well as planking had to be replaced.

The restoration of the *Morgan* is not just a matter of tearing out old lumber and replacing with new. Each frame and stanchion is fitted into position as closely as possible to the original, with galvanized pins and bolts replacing the old copper. Covering boards, stanchions mortised into the rails, bulwarks sheathed in, rails and caps set, chain plates refastened and shrouds set up, cranes and davits replaced with some of the original iron work saved--all these are a part of the long and arduous task.

In December, 1960, the bowsprit was replaced with a new piece measuring thirty-two feet long by twenty-two inches in diameter. This was an excellent spar of Oregon fir, purchased from the Pigeon Spar Company of Boston, Massachusetts.

To the workmen who have worked on the hull, and aloft on the *Morgan*, goes the major share of appreciation. Timothy Comeau, John Muise, Antone Travers, who began work on the hull, were succeeded by Elwood Bogue and Irving Holdredge, who have carried

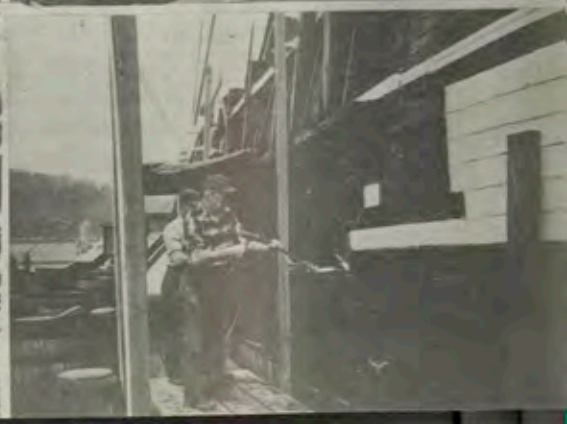
on the work during the past five years and have done the major portion of restoration. James Kleinschmidt has not only worked aloft renewing the top hamper, hoisting new spars, etc., but has also done much to rehabilitate the main cabin. (He is now Superintendent of Marine Maintenance for the Curatorial Department in our Association.)

The officers and trustees of Mystic Seaport who have supported the program of restoration on the *Morgan* were and are men of vision. In this old ship there exists the last physical connection with an American tradition--not only the age of whaling but the age of sail. Despite the odds, both financial and structural, money has been raised which has kept this vital program going, and with the advent of 1962 the hull will have been completed throughout the upperworks with the exclusion of the deck. It is estimated that during the time of the *Morgan's* two decades at Mystic Seaport her restoration has cost $175,000. When it is realized that our Association must also support its other major projects this is a great tribute to the devotion of those who contributed to and carried on this enduring program.









With the American whaling fleets of the nineteenth century numbering some one thousand ships, it may be surprising to find the *Morgan* is the sole survivor. The Gold Rush of 1849 began the saga of destruction of the fleet when many were deliberately sunk as wharves for the growing town of San Francisco. During the Civil War two fleets, loaded with stone, were sunk in southern ports as blockades. Then came the Confederate raid in the Arctic when thirty whalers were sunk or burned, and the Arctic disaster of 1871 which saw thirty-one lost. Subsequent disasters steadily diminished the number of remaining ships.

This issue of *The Log*, with the exception of the following pages, has been about the *Charles W. Morgan*, as Mystic Seaport is celebrating the 120th anniversary of her launching. The Annual Meeting date this year is July 21--the date of her launching.

Tribute

The following tribute to the memory of Mrs. Philip R. Mallory was written by Miss Marion Dickerman and read by Rev. Orin Dice at the Memorial Service, held at the Aloha Meeting House on Sunday, May 21.

Mildred Courtney Mallory's deeds will testify for her, but our loyalty and love for her, bring us together to express our sincere affection and appreciation.

We come here today too, in a spirit of thankfulness. To us was given the privilege of her friendship. To all of us she gave a sense of a living and vital force here in our midst. She came quietly and carried through her work, with simple dignity and dedication. A sincere effort on the part of her colleagues to do an assigned task well brought always a nod of appreciation or a word of commendation from her.

Hers was an active, vibrant life marked by perseverance, rare intuition, humanity and unfailing kindness. Great strength in herself never prevented her from a charitable understanding of weakness in others. When she recognized weakness, however, she showed a genuine desire to help others realize their own potential. Hers was a constructive life, adding always to the lives of others. Whether it was her inspiration to the handicapped, an appreciation of good music and a chance to hear it, aid for the needy seamen of other lands or help for her own people, she was there. Quietly and purposely having sensed the need, she gave of herself in an effort to meet it.

Here at Mystic she helped to instill in us an abiding faith in the Seaport she loved--a faith which will enable us to go forward with confidence regardless of tide, of wind, or weather.

Letters

Sue Glocke, chief physiotherapist aboard the hospital ship HOPE, is the daughter of Edwin J. Glocke, Controller for the Seaport.

Dear Dad:

This fantastic adventure continues to be as fascinating as ever. On April 27th at 12:30 a.m. Captain G. retired, leaving the third mate on watch and requesting he call him at 3:00 a.m. so he could check the ship's position with a light house. At 2:45 a.m. the Captain awoke and decided to go to the bridge--definitely a premonition, I'd say. Upon arrival, the Captain realized *Hopie* was off course--(no lighthouse visible) and the ship heading full steam ahead for Sapudi Island--about one mile away.

He immediately ordered a 30-degree turn to the port, and half steam, but it was evident we would still hit Sapudi, so he ordered full steam to complete the turn, and then saw the coral reef dead ahead. He then ordered a reverse, but our momentum carried us right onto the reef at 3:18 a.m. Had the Captain arisen as planned we would have continued off course, full steam, and *Hopie* would have ploughed right into the cliff. King Neptune or Davey Jones' locker would have claimed a few lives and Indonesia could lay a claim to a "Cape of good *Hope*" (excuse the pun)

Luck was with us, the bow ploughed into the forward part of the reef, raising the bow six feet in the air; approximately 300 feet of the center of the ship was resting on the reef while some 220 feet of the stern was resting in 45 feet of water.

The crew checked the ship for damage, found very little, then began the tedious job of transferring tonnage from bow to stern. At 9:00 a.m. the tide was high and gave the ship six additional feet of water. The Captain tried a full reverse but nothing happened.

Then the engineers and officers took out their slide rules, put their heads together and came up with a plan. They would spend the next twelve hours shifting the ship's cargo. 1200 tons were shifted to the stern and port side. The shift included moving oil from the bow tanks to stern tanks and pumping out 200 tons of fresh water in the center of the ship. Next, with block and tackle they moved the two five-ton anchors as far as they could towards the stern, the prongs of the anchors were headed forward to dig into the reef.

The last cargo and water shift was made at 7:30 p.m., last anchor moved aft at 8:00 p.m., and then at 9:00 all available medical staff and crew were requested to report to the helicopter deck in the stern, and to stand on the port side. This added up to an additional 15 tons! Then with full steam astern and a simultaneous slow turning of the anchor winches, we all heard a crunching and scraping, then a feeling of slow motion below our feet, and we watched the coral disappear from view. What a grand and glorious feeling as the ship slowly slid off the reef into deep water. A cheer went up. We dropped anchor--the extent of the damage, one smashed propeller blade.

As it turned out, the currents had caused us to drift five miles to starboard where the lighthouse could not be seen. Who was at fault? Well, I suppose an examining committee will decide that, but I will say that once having arrived in a precarious position, the skipper did a magnificent job getting us afloat and under way. God bless the Captain.

Love,

Sue

Variable Winds

Another chapter in the saga of the historic ferryboat *Brinckerhoff* was written recently when the Association conveyed the vessel to Alex Whewell of Pawcatuck, Connecticut.

The *Brinckerhoff* has been at the Seaport since May 1950 and it is with regret that it is necessary to dispose of her.

Her new owner says he has no intention of dismantling her and she will be berthed in a dry slip on the Pawcatuck River.

From Mrs. Alfred Rodman Hussey of Plymouth Massachusetts, have come diaries of Charles W. Morgan These diaries range from 1848 through 1861 and are written in a fine, clear hand They display the wide range of Morgan's interests and present much of his keen observations of men and events in his time.

The three contingents of West Point cadets, who were visiting the U.S. Naval Submarine Base to learn the fundamentals of naval sea power and submarine operations, were recent visitors at Mystic Seaport.

Opening ceremonies for the 13th season of the Youth Training Program were held June 12 on board the *Joseph Conrad*. The program is completely booked.

The contribution keg on the *Morgan* produces dollar bills, an occasional silver dollar, pennies, chewing gum, candy, tokens, ticket stubs, rubber bands, etc. etc.

If you are dining at Duck's restaurant in Grand Rapids, Michigan, you will feel at home in the Mystic Seaport Room--the Seaport mural is the decoration for one of the walls

With the reconditioning of the *Morgan*, the tryworks were torn down and completely rebuilt. While removing two big storage tanks 'tween decks, a long-forgotten barrel of oil, lodged between tanks and bulkhead was discovered. The oil seemed to be a mixture of whale and seal oil; was probably leavings, but could have done service in forecastle and cabin lamps. Lodged between deck and ceiling was a large piece of whalebone, apparently hidden there for later scrimshaw work by some unknown whaleman.

Local automobile dealers were hosts with the Seaport in May to vintage automobile club members of the Classic Car Club of America, Antique Automobile Club of America and the Cadillac-LaSalle Club

Correction--In the last issue reference was made to the restoration of the yawl boat from *Mertie B. Crowley*. It was stated Capt. Louis Doucette was the last member of the rescue crew alive.

Actually Captain Levi Jackson is also very much alive and well in his Edgartown home - it was his brother, Robert, who passed away early this year. Several of our Vineyard friends caught the error- our apologies to Captain Levi Jackson.

Bowdoin Day, June 24 commemorated the day when Admiral Donald MacMillan brought the ship to the Seaport.

Admiral MacMillan could not be here as planned as he was recuperating from virus pneumonia. Many friends visited the ship, including members of the Connecticut and Rhode Island clubs of Bowdoin Alumni. "Admiral Mac" is a Bowdoin college alumnus

Bowdoin, the only schooner in America especially designed and built for Arctic work, continues to be of special interest to visitors.

Mr. Knud Klem, Director of the Danish Marine Museum at Kronborg Castle, Elsinore, visited recently to continue discussions about the proposed exchange of exhibits between the Seaport and the Danish museum in the summer of 1962.

Mr. Klem, who recently had his 60th birthday, calls himself a "desk navigator" without any seafaring ancestors, which is an unusual coincidence in sea-minded Denmark. He has been in his present position thirty-three years and hopes his dedicated interest and efforts towards preservation of nautical memorabilia will outweigh the handicap of lacking navigational practice. His great hope for his museum is an increase in funds to enlarge the collection of exhibits - a perpetual task, he admits, since no museum will ever be complete.

In May over 8,000 school children visited. The June count has not been compiled but will exceed that for May.

After hiking from Mystic Seaport to the railroad station recently some 60 school children and their escorts were in no mood for another march.

So when the Boston-bound train kept right on rolling past the platform before finally coming to a stop, the youngsters did not budge.

The trainman in the rear car motioned to the engineer and the train backed up for its passengers!



This picture shows the *Albatross* at her home port of Mystic Seaport last September. Deepest sympathy is extended to all who lost so much in the sinking of this school ship.

Forty-six alarms have been installed in ships and buildings which trigger a loud blast of a horn if fire causes the temperature to rise in that particular building or ship.

Queens of the Western Ocean



A book which crowns the life work of a distinguished American maritime historian is an event of importance anywhere in the world. But in the case of the *Queens of the Western Ocean* it is a book of particular interest and value to the Association, as it is the work of Carl C. Cutler, Curator Emeritus of Mystic Seaport, and one of the three original founders of The Marine Historical Association.

This book is the result of research extending over four decades. As Mr. Cutler states in his preface, collection of the data began shortly after World War I. The source material alone, as presented in the exhaustive appendices, would be enough to guarantee it a permanent place in history. Mr. Cutler's story of the American trans-Atlantic and coastal packets gives a picture never before so documented. It is primarily an account of these important parts of our American Merchant Marine in the first half of the nineteenth century, but also gives the story of the century which preceded it and made possible the unprecedented surge of our commerce which surpassed that of all other rivals.

The men who built the ships, paid for them, and manned them were, as Mr. Cutler states: "....not especially great or good men, after the commonly accepted standards.... Most of them had the faults and weaknesses of humanity, but they left a record of achievement that has never been excelled."

Queens of the Western Ocean is illustrated with sixty-nine pictures of the men and their ships, as well as ten sets of ships' lines and sail plans, and is provided with a remarkable compilation in appendices which name ships, masters, owners and records. Surely the influence of the mail and passenger packet lines on the economic growth of this country has never been so fully presented as in this definitive work.

Published by the Naval Institute at Annapolis, Maryland, the book is available at all book stores. As a companion piece the Naval Institute has also re-issued Mr. Cutler's classic *Greyhounds of the Sea*, and the two books may be purchased as a set. The frontispiece and jacket are from a painting hanging in our Stillman Building which shows the Black Ball packet *Neptune* running through a fleet of fishing schooners on the Grand Banks.

A reception and tea were held in honor of Mr. Cutler on Monday, June 26, in the Mallory Building, when Mr. and Mrs. Cutler greeted many old friends and well-wishers, and received their congratulations.

Mystic Seaport
Marine Historical Association, Inc.
Mystic Connecticut

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