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MYSTIC SEAPORT®





Seaport roleplayers in the Buckingham House garden during Photo Day. Nineteenth-Century Garden Tours are offered at 11 A.M. and 3 P.M. from 20 May through 15 October. The 30-minute tour contrasts an early nineteenth-century kitchen garden of a coastal farming family with a decorative flower garden of the later Victorian period.

(Photo by Mary Anne Stets)

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Cover, *"AMERICAN BARK/NEW BEDFORD/CHARLES W. MORGAN" is written on the back of this painting attributed to Milton J. Burns (1853–1933). The Museum is proud to celebrate the* Morgan's *150th anniversary with a variety of programs this year.*
Detail, oil on canvas, 27¼" x 23⅛". (M.S.M. 86.105.5)

SIGHTINGS

"Go west young man" was the advice of John Babsone Lane Soule in the mid-nineteenth century, and that suggestion has been followed by many ever since. It is now Mystic Seaport's moment to "go west." The Seaport itself will, of course, remain firmly rooted to the shore of the Mystic River, but the Museum will have a significant presence on the harbor in San Diego for the next year and a half.

For the first time, to our knowledge, a major international sporting event has sought to create an exhibit covering the history of the event. As the America's Cup Organizing Committee (ACOC) and the Port of San Diego Authority made plans to host the 1992 America's Cup competition, they developed the idea of an America's Cup museum. With their knowledge of Mystic Seaport, and their awareness of the extraordinary America's Cup collection here, it was logical for them to involve the Seaport. Tom Aageson, Seaport Vice President, was the first, important point of contact, because he had been involved with the America's Cup in the past in his role as President of the Mystic Seaport Museum Stores, which has been the official publisher of America's Cup graphics in the past and will be again for 1992. Tom brought the concept to the Seaport Management Committee, which saw the strong, positive potential and approved of our involvement. The key individual on the Museum staff would be Stuart Parnes, Curator of Exhibitions, who would have to create a "museum" in a very short six months. Stuart and Tom worked up a budget, which was approved and funded by the Port of San Diego, and the project was underway.

The creation of the America's Cup Museum is also possible because of the fortuitous existence of excellent exhibit space in an ideal location. Several years ago, a fine, 5,000-square-foot exhibit area was developed at a key location on the harbor to house a visiting exhibit from Russia that never materialized. The climate-controlled, secure museum space is in the Terminal Building on the B Street Pier next to the San Diego Maritime Museum, and easily reached from downtown San Diego. In addition, this building is the terminal for cruise ships, which are operating constantly out of San Diego. All of this offers a rare opportunity for Mystic Seaport to share our remarkable collection of America's Cup artifacts, images, and memorabilia with tens of thousands of people over the coming eighteen months. Many of these people will have heard of Mystic, but others will discover us for the first time through this exhibit. A visitor to this exhibit will, in fact, be visiting part of Mystic Seaport, and will experience the quality of our collection and exhibition techniques.

The exhibit will consist of an introduction, with images of many of the colorful people who have been involved with the Cup over the years, followed by six sections, each dealing with a different America's Cup era. Each of these sections, which will have original objects, paintings, and photographs, will include a related interactive computer or video component that will engage visitors and give them an opportunity to participate. There will also be a theater where historical films from the Seaport's collection will be shown along with Cup updates provided by ESPN.

A museum shop is being created at the facility by the Mystic Seaport Museum Stores. While Mystic Seaport is involved in developing the exhibition and shop, it will all be managed by a staff based in San Diego.

Obviously, this is a major effort involving many Seaport departments and divisions. The Exhibition Department involvement is critical as is the Collections Department. The Film and Video Archives is heavily involved as is the Photographic Division, and the Store is an important participant. We are also being assisted by outside contractors and consultants, including former Seaport Curator Ben Fuller. The funding provided will cover all costs involved in creating, fabricating, and installing this exhibit.

We are very pleased to have this opportunity to expand our offerings and to introduce people on the West Coast, and Cup related visitors from around the world, to Mystic Seaport and its holdings, while at the same time telling the fascinating and sometimes controversial story of America's Cup competition. ■

J. Revell Carr

PRIZE ARTICLE

The United States Coast Guard's Coastal Picket Patrol: "Yachting" on the Fifty-Fathom Curve

JOHN WILBUR

When Admiral Karl Doenitz ordered his U-boats to execute Operation Paukenschlag – "Drumbeat" – off the eastern United States coast in January 1942, he sent them to a submariner's dream. Starting on 13 January the U-boats encountered so many ships and such little resistance that at least one German submarine officer called it "shooting gallery duty."[1] The six U-boats carried out their offensive with brutal effectiveness. Twenty-eight ships were sunk in the first month and a half.[2] Despite the fact that the U.S. Navy and Coast Guard had been conducting "short-of-war" operations against the *Kriegsmarine* since early 1941, they were totally unprepared to meet this onslaught. With serious shortages in both ships and men to crew them, and relief in the form of new patrol vessels still at least a year away, some sort of stop-gap measure had to be employed: enter the Coastal Picket Patrol.

Comfortably situated in 1991, with the full benefit of historical perspective, one may find it hard to believe – even laughable – that sailing vessels were used to combat what at that time was the world's most sophisticated weapons system. Yet it did happen. The idea of using sailing vessels was the brainchild of Alfred Stanford, Commodore of the Cruising Club of America (CCA). As early as November 1941, Commodore Stanford began developing ideas for a series of inshore patrols in which the men and vessels of the CCA could play a significant part. By early 1942 the idea had evolved into an offshore sailing vessel patrol, which finally gained the support of the U.S. Navy on 10 March 1942.[3] On that day the Chief of Naval Operations, Admiral Harold Stark, directed that "District Commandants should leave no stones unturned in the search to acquire suitable vessels which may be useful for work against submarines, for use as rescue boats, or for use as listening posts in spots where needed."[4]

The Navy in turn handed the organization and administration of the new patrol force over to the U.S. Coast Guard, which was under the operational control of the Navy



CGR–1989, ex-Sea Gypsy, a 78-foot Alden schooner built at Thomaston, Maine, in 1929, is shown here hove to, on station south of Long Island. She is a classic example of the Alden schooner yachts inspired by fishing schooner designs, which incorporated the seaworthy qualities of their working cousins. Gordon Brooks reported that CG–1989 "proved to be, by far, the most able vessel in the fleet, a fast sailer and was on station (they didn't count sailing out or back) something like 10,000 hours."
(Courtesy Gordon Brooks)

from November 1941 until January 1946. On 15 May 1942, Admiral Ernest King, Commander-in-Chief of the United States Fleet, wrote to the Commander of the Eastern Sea Frontier: "These craft will be acquired and manned by the Coast Guard as an expansion of the Coast Guard Reserve." He further directed that these vessels would patrol on various stations along the 50-fathom curve.[5] Both sail and power-driven vessels participated in these patrols. Designated the "Coastal Picket Force" by the Coast Guard, the group began official operations in the early summer of 1942. The Coast Guard dubbed the sailing vessels "The Corsair Fleet." Since that time the sailing vessels have come to be known variously as the "Inshore Patrol," the "Offshore Patrol," the "Listening Patrol," the "Whisper Fleet," the "Kangaroo Fleet," and the "Hooligan Navy." This last title has been used incorrectly for many years; to the Navy, the *entire* Coast Guard was the "Hooligan Navy."

A general call went out to the yachting fraternity, through yacht clubs, yachting periodicals, and the Coast Guard itself, to recruit vessels suitable for the new patrol force. The Coast Guard rarely accepted sailing vessels less than 50 feet long. Some vessels were "given" to the Coast Guard "for the duration," and assigned numbers prefaced by the letters CG. These numbers reflected length, design origin, and number in series. For example, when R.J. Schaefer "gave" his 68-foot yawl *Edlu II* to the Coast Guard, she was designated CG-68007: 68 feet long, first 0 for nonstandard CG design source, and she was the seventh vessel of her size acquired. Other yacht owners loaned the Coast Guard their vessels "for as long as needed." These vessels were considered "reserve boats," and given the preface CGR. The numbers assigned to these boats came from blocks of numbers allocated to each district, and bore no relationship to size. During the course of the war, the Coast Guard acquired approximately 2,700 small sail and power vessels. More than 2,000 of these boats became reserve vessels, and about 480 saw picket duty in either the Atlantic or Gulf of Mexico.[6]

The majority of the crews for these vessels came from the Temporary Reserve, a remarkable organization in its own right. Created specifically for the war, the United States Coast Guard Reserve-Temporary Reserve consisted of men who volunteered for duty either on a part-time or full-time basis with pay, and in many cases without pay, for a specific period of time (generally short-term). Many of the men accepted into the Temporary Reserve had been turned down for other military service due to such physical nonconformities as color blindness, flat feet, or poor hearing or eyesight.[7] Others joined to avoid the draft. Many yacht owners went into service with their yachts, and they were given the rating of Boatswain's Mate (Chief or otherwise). Maurice Wilson described the skipper of *Mendham* (CGR-1004): "We had a CPO as skipper. This guy was an ex-yachtsman about 64 years old and deaf as a haddock. He wore a hearing aid which required about eight little batteries, and when we went to sea, he had to bring a whole case of batteries!"[8]

The men involved in the Coastal Picket Patrol were remarkable for other reasons as well. Wealthy men and poor men filled the ranks, as did young men, old men, lawyers, radio personalities, photographers, bank clerks, insurance salesmen, farmers, musicians, fishermen, even dance-hall bouncers, and of course yachtsmen. In an effort to eliminate some of the less physically capable men, the Coast Guard abolished the Temporary Reserve on 15 December 1942 and discharged the men. If a man passed the physical examination he could be sworn back in, this time as a member of the Regular Reserve.[9]

Winter weather off the New England coast, which was often gruelling, was considered to be the pickets' greatest enemy. . . . "it was, in short, 'yachting' at the government's expense in summer, and hard going in winter."

The Coastal Pickets sailed from bases strategically placed along the East Coast. When practical, they shared existing Coast Guard or Navy facilities. In New England, bases were located in Southwest and Boothbay Harbors, Maine; Portsmouth, New Hampshire; and Gloucester, Provincetown, and Nantucket, Massachusetts. In the fall of 1942, the Coast Guard took over The Tavern in Gloucester and turned it into a Picket School.

Entrusted with safeguarding the approaches to New York, the base at Greenport, Long Island, became by far the largest one for sailing vessels. Thirty-three vessels operated from Greenport at one time or another. In the fall of 1943, the entire Greenport operation was moved to Fort Tilden at Far Rockaway, New York. An economy measure, this move also brought the vessels closer to the area they patrolled off New York. Other bases were established at Manasquan, New Jersey; Little Creek (Norfolk), Virginia; Ocracoke and Wrightsville Beach, North Carolina; Charleston, South Carolina; and St. Simon's Island, Georgia. The Coastal Pickets also operated in the Gulf of Mexico and along the West Coast.[10]

By July of 1942, the Coastal Pickets began to sail on their first official patrols. Maurice Wilson recounted his start in the patrol: "I enlisted in Boston and was immediately assigned to CGR-1004. It was a schooner named the *Mendham*. The reason I went right aboard was that I had worked as crew on a 48-foot schooner for three years and knew my way in sailing. They didn't want to waste time by sending me to boot camp. (That could come later!)"[11]

Things didn't happen so fast for others. Gordon Brooks, of Orient, Long Island, was initially turned down for being one-and-a-half pounds underweight. Not to be put off, he pursued the matter:

> That made me mad, so I went down the hall till I saw a door marked Commander So-and-So, knocked, and went in. I said "Commander, I've got lots of sea experience and came down here to join the sailboat fleet at Greenport, but got rejected because I'm one and a half pounds underweight. What do you think about that?" He said, "Follow me." So we went right back down to the doctor, and he said to the doctor, "Feed this guy lead bananas, I want him in that outfit down in Greenport!"[12]

Brooks was finally accepted, and duly assigned to the *Sea Gypsy* (CGR-1989), a 78-foot Alden schooner, in mid-August. Promoted to skipper in November 1942, he spent the rest of the war with her.[13]

The sailing vessels used power only for working in and out of harbor, and in emergencies. Once in clear water, sail was hoisted and the vessel stood out to sea to her patrol station, a 15-mile-wide square, 50 to 100 miles offshore. Upon reaching her station the vessel struck working sails, set steadying sails, and radioed a "comsat" (communica-

tions satisfactory) message to base. These comsat messages would also be sent twice a day, every day, while on station. With the helm lashed down, the vessel rode hove-to for the duration of her patrol.[14] Duties consisted of maintaining a sharp lookout and reporting all aircraft, suspicious surface craft, and of course, submarines. Station assignments were based upon the capabilities of each craft. Some vessels made roving patrols. Nicholas Phillips, of Muscongus Cove, Maine, described the patrols in his command, *Sally II* (CG–70009), a 70-foot Alden schooner: "Patrols for the *Sally* were 11 days out, 5 or 6 in, sailing from Halfway Rock (Casco Bay) east past Monhegan Island and Matinicus Island to Mount Desert Rock. We were also assigned a few trips across the Bay of Fundy to Lurcher Shoals, Nova Scotia, during bad weather in winter, as the area was too much for the smaller boats."[15]

Winter weather off the New England coast, which was often gruelling, was considered to be the pickets' greatest enemy. According to Nicholas Phillips, "it was, in short, 'yachting' at the government's expense in summer, and hard going in winter."[16] Early in December 1942, a gale struck the New England area with particular malice, driving the Alden yawl *Rose* (CGR–2522) ashore on lower Cape Cod. Roderick Stephens, a yacht designer, rescued the crew of the stranded vessel in an experimental amphibious vehicle. As one of the developers of this new type of craft, Stephens was testing the vehicle in nearby Provincetown. Later that night, *Rose* worked herself free, and she was last seen a month later at sea, a floating derelict.[17]

The same December gale also gave the Greenport fleet a beating. Chester Bowles's yacht *Nordlys* (CGR–3083) and the Concordia schooner *Victoria* (CGR–3049) ran to the southward for hundreds of miles.[18] *Tradition* (CGR–3027) experienced engine and radio failure, eventually being towed into Greenport by the Coast Guard Cutter *General Greene*.[19] *Abenaki* (CGR–3032) broke her steering gear within sight of Block Island. Rather than risk being caught on a lee shore, skipper Norman Bates headed offshore. With very few tools aside from a quarter-inch hand drill, the crew spent the next four days jury-rigging a tiller out of the boom-crotch and battery brackets. The galley stove served as a forge for the operation. The ship's log speaks of the great difficulty experienced in trying to fit the gear with the rudder lashing about. The crew ran out of food on 7 December, and began burning bunk boards, doors, and shelves for heat. A bomber finally found *Abenaki* on 10 December, about 30 miles east of Pollock Rip and about 110 miles from her station south of Block Island. A small Coast Guard Cutter towed her in to Pollock Rip and handed her over to the Navy tug *Sagamore*, which towed her to Greenport. The crew arrived at the base to a hero's welcome.[20]

National attention focused on the Coastal Pickets because of this storm, as it marked the beginning of a three-week ordeal for *Zaida* (CGR–3070), a 58-foot Alden yawl belonging to sailmaker George Ratsey. On 3 December, the last day of her week-long patrol, *Zaida* took a knock-down in the gale, losing her mizzen mast, smashing skylights,



*CG–70009, ex-*Sally II, *a 70-foot Alden schooner built at East Boothbay, Maine, in 1927, is shown here at Muscongus Cove, Maine, in the winter of 1942–43. Her skipper, Nicholas Phillips, converted her for service at Dion's Yacht Yard in Salem, Massachusetts. Note the "doghouse" built around the helm. During the conversion, the mainmast was shortened by nine feet and her gaff rig was replaced by a Marconi rig. Of her nine crew members, only two Nova Scotia fisherman brothers were real seamen. "They were invaluable in the fog and winter seas we patrolled," wrote Phillips.*
(Courtesy Nicholas Phillips)

and injuring two of her crew. Shortly thereafter, the storm trysail blew out, and the vessel ran before the gale under bare poles. Over the next three weeks, she was the center of the greatest search and rescue effort conducted in the Atlantic during the war. On 4 December a British destroyer took her in tow, but the towing hawser parted, and she resumed her wandering. A few days later she sailed through an eastbound convoy. On 17 December, a bomber found her and dropped supplies. However, the supplies sank before they could be landed aboard the vessel. Finally, a blimp located the yawl off Ocracoke, North Carolina, just before Christmas. Towed into Ocracoke by a cutter, the crew of *Zaida* all walked off the vessel and then flew home for Christmas. After some repairs at Ocracoke, the yawl returned to Greenport to resume her patrols. The Coast Guard estimated that she had covered approximately 3,100 miles during the three weeks of her "extended" patrol.[21]

Gales continued to punctuate picket life. Gordon Brooks recounted one gale in *Sea Gypsy*: "One time it blew nothing less than 50 knots for more than 48 hours on end. It was like being in a giant washing machine. When the gale was over, it took the entire crew [9 men] an hour to hoist the mainsail, we were so wrung out."[22]

Arthur Hansen sailed out of Portsmouth, New Hampshire, on the schooners *Grenadier* (CGR–2512) and *Flying Cloud III* (CGR–2516). One northwesterly gale found him 30 miles offshore. Unable to sail his vessel to windward against the gale, and out of food and coal, he called the Coast Guard for assistance. "After a while I climbed halfway up the rigging to see if I could spot them," Hansen recalled. "Couldn't see a thing, came down, and there they were right alongside. They were behind a wave when I looked in their direction, and it was a vessel as large as a fishing trawler."

With the towing hawser secured to the foremast, the crew went below, for no shelter had been rigged around the wheel yet. Upon reaching the Piscataqua River, the crew had to chop their way out of the cabin with the fire axe because the hatch had frozen shut. They had previously sacrificed the mess table in an effort to warm the cabin.[23]

It seems a paradox that convoys proved to be almost as big an enemy as the weather. *Madalan* (WPYc–345)[24] lost her bowsprit in a collision with a freighter.[25] *Zaida* once passed so close to a freighter that the overboard discharge from the ship's bilges landed on her.[26] A coal carrier hit *Tamaris* (CG–81004) one night in the fog off Long Island. Large chunks of rust cascaded down on *Tamaris*'s deck as the collier scraped by. The ship lumbered off into the fog, taking the ketch's mizzen mast with her. About an hour later the collier returned to render assistance. Not in any danger, the skipper of *Tamaris* told the ship to continue its voyage.[27]

In winter, ice posed a very real threat. Well offshore, it could be dealt with by running out to the Gulf Stream, but closer to land ice became a major problem. To satisfy his curiosity, Jack Work once let the ice build up on *Thistle* (CGR–3085) as he sailed her down Long Island Sound. In the "calm" waters of the Sound, the ice rapidly built up

CGR–3065, ex-Askoy, left, and CGR–1989, ex-Sea Gypsy, at Champlin's Dock, Block Island, early in 1943. Gordon Brooks recorded the temperature that day at four below zero. Beating from Montauk Point to Greenport in winter could be a brutal experience. Block Island was used frequently as a port of refuge for the pickets.
(Courtesy Gordon Brooks)





*During gunnery practice aboard CGR–3048, ex-*Bellatrix, *Morse Boden fires the Browning .30-caliber machine gun. Essentially useless as offensive weapons, these guns were most commonly used to sink floating oil drums, though CGR–184, ex-*Evening Star, *once attacked a large shark with a machine gun.* Bellatrix *was another Alden schooner, a 58-footer built at East Boothbay in 1928.*
(Courtesy Morse Boden)

to a dangerous level.[28] Gordon Brooks recalled bringing *Sea Gypsy* home once in a blizzard, with ice coating the schooner, and two inches of ice on his back as well. The crew had to beat it off his coat.[29] All the vessels had wooden mallets and baseball bats aboard for breaking ice during the winter.

As that first winter of 1942–43 progressed, it was clear that many modifications would have to be made to make these yachts more suitable for offshore work in winter. A "doghouse" around the wheel to shelter the helmsman was added to many of the patrol yachts. Large racing yachts might have their rigs reduced to make them suitable for patrol work in exposed waters. A dramatic example was the 103-foot bronze N.G. Herreshoff yawl *Thistle*, which had her bowsprit removed, 55 feet removed from her mainmast, (which subsequently sported only an 85-foot hoist), and her mizzen mast moved forward 20 feet, making her a ketch.[30]

Most vessels had their rudders reinforced and oak sheathing added to their bows for icebreaking purposes. The schooners *Courageous* (CGR–3020) and *Countess* (CG–55031) both lost their rudders on their first patrols; both sailed back to Greenport steering with their sails.

Even the smokeheads for the galley range and cabin heaters came under review. Under certain conditions while hove to, the backed sails caused down drafts that backed up the smoke into the cabin, filling it with carbon monoxide. The gas overcame, but did not kill, a number of crewmen in the Greenport fleet. Employing two smokeheads off the same pipe not only solved the problem, but also increased the draft in the smoke pipe.[31]

Numerous other problems cropped up as the patrols wore on. As Gil Dunham, the Maintenance Officer at Greenport, wrote in a series of articles published in *Yachting* magazine between November 1944 and February 1945: "When a fleet of twenty-eight seagoing auxiliary yachts is mustered and sent to sea on patrol after patrol over a period of two years, when almost every conceivable condition of wind and sea is encountered during winter and summer, some things are almost sure to crack."[32]

Despite these problems, Lieutenant Rufus G. Smith, base commander at Greenport, praised his fleet. "With one or two exceptions, every vessel in the group has been a good one for the job. None has been perfect and every one would be quite different if designed specifically for the job she had been asked to do."[33]

Regardless of their seakeeping abilities, most of the vessels went to sea dramatically ill-equipped to conduct offensive operations against their official enemy, the submarine. Smaller vessels carried .30-caliber machine guns, larger ones sported .50-caliber guns, both commonly of World War I vintage. The crews looked upon these weapons with skepticism. "Our armament was a World War I machine gun which didn't work, and a .38-caliber revolver," wrote Arthur Hansen.[34] Other vessels did not even have that much. "On *Courageous* my full armament was a .38-caliber revolver and a Springfield rifle," declared Jack Work.

Also in their inventory of weapons were 25-pound depth charges. Morse Boden, skipper of *Bellatrix* (CGR–3048) later in the war, described these depth charges as: "a five-gallon pail. You put the pistol [depth setting mechanism] down in it and turned it [to the desired depth setting]. There were three settings: 50, 100, and 150 feet. And you wanted to set them as deep as you could for when we'd be under power, we'd do six [knots] maybe. You could do better under sail."[35] At best, these depth charges would only annoy a U-boat; at worst they would blow the stern off the picket boat.

Some larger vessels, such as the 147-foot hermaphrodite brig *Madalan*, carried 300-pound depth charges, complete with K-guns (depth charge throwers). Jack Work, skipper of *Madalan* for the last year and a half of the war, said that "every time we dropped a depth charge, the concussion knocked out the refrigeration."[36]

The Coastal Pickets did have two effective weapons: silence and their ship-to-shore radios. As observation platforms, their value was beyond question. On 14 August 1942, *Sea Gypsy*, *Sea Roamer* (CGR–1910), and *Kidnapper* (CGR–1952) all reported an inbound flight of aircraft. These aircraft, based at Westover, Massachusetts, had been sent out unannounced to approach Philadelphia from the sea, thereby testing the effectiveness of early warning systems. The Coastal Pickets distinguished themselves by being the only stations to report these planes.[37]

To counter the subsurface threat, most vessels carried nondirectional sound gear, which could hear noises but could not determine which direction they came from. This was essentially a microphone lowered over the side to a depth of about 50 feet. Aboard some vessels this gear was modified to sense direction.[38] The Coast Guard established a "sound school" at New London, which taught crew members to distinguish sounds as they listened to recordings of submarines, surface ships, and other marine noises. United States submarines stationed at Groton provided practical training in Long Island Sound. The nondirectional gear had an effective range of only a few miles.

Sea Gypsy, *Abenaki*, and a few others in the Greenport fleet also carried directional sound gear as early as late 1942. As the war progressed this gear was installed in other vessels. Installation required the vessel to be hauled out. Sweet's Shipyard in Greenport, and the Nevins Shipyard on City Island, installed the gear. George E. Horr, Jr., became skipper of *Thistle* just as she received this new gear in late January 1944. The installation of the gear provided many challenges for the Nevins yard. It took more than a day to chisel a two-inch-diameter hole through four feet of concrete in the ship's bilge. A corresponding hole then had to be cut through the bronze hull plating. A bronze sleeve ran through this hole, which allowed the three-foot hydrophone to be lowered clear of the keel while hove-to, yet retracted when making passage. A luff-tackle rigged in the mess deck lounge raised and lowered the gear. The sound men worked the gear from a station nearby.[39]

The new directional sound gear dramatically improved the listening capabilities of the picket boats. Gordon Brooks stated that *Sea Gypsy* tracked a U.S. training sub for 21 miles in Block Island Sound. Well offshore in *Madalan*, Jack Work once detected unmistakable surface ship screw noises. Seeing no other ships from his vessel, he radioed in a report. Aircraft dispatched to investigate found nothing nearby, except a Greek freighter 36 miles away.[40] Both of these examples are extraordinary, and reflect either ideal sonar conditions or other unusual phenomena.

On more than one occasion Coastal Pickets came in direct contact with U-boats. One day, ten to fifteen miles off the coast of Maine, Nicholas Phillips, in *Sally II*, sighted a surfaced U-boat. The submarine stayed just out of range of their Lewis belt-feed machine gun for about fifteen minutes before submerging. The U-boat even spoke to the *Sally II* over the loudhailer, in English, telling them not to send a message, which they did anyway. Neither vessel physically threatened the



CGR–1989, ex-Sea Gypsy, drops a 25-pound depth charge. Hardly more than an annoyance to a U-boat, these depth charges were never dropped in anger by the picket boats. Note the studied nonchalance of the observers.
(Courtesy Gordon Brooks)

other. Aside from radioing her position, the schooner could do nothing to the U-boat, and destroying the *Sally II* would accomplish nothing more than confirming the U-boat's presence. "They were looking for bigger game," said Phillips. By the time a medium bomber from Brunswick Naval Station showed up a few minutes later, the U-boat had submerged and departed.[41]

In early 1943, Maurice Wilson served aboard *Satan's Wife* (CG–81004), which made two "Market" reports (code name for submarine contact). The first, on 12 March, turned out to be a U.S. submarine transiting the area. The second occurred in a broad daylight. Having no vessels in sight and propeller noises in the sound gear, the skipper made the report. Some time later, three or four planes arrived on the scene, followed by a couple of blimps, to chase the sub, which had already left the area. The crew of *Satan's Wife* heard distant depth charging later on, but they never learned the outcome of the hunt.[42]

One night off the coast of Georgia, *Brilliant* (CGR–185) and *Evening Star* (CGR–184) participated in a search for a sub reported to be near Savannah. William Lauhoff, on *Brilliant*, and Frederick S. Ford, Jr., on *Evening Star*, both recalled spotting the sub. The rising moon silhouetted the sub, and the sailboats closed the range. Before they could get too close, the U-boat sped off to the westward, to get out of the path of the moonlight. The sub was soon out of range and last heard of passing the Savannah lightship, bound north.[43]

Of the Greenport fleet, *Nordlys*, *Sunbeam* (CGR–1923), *Sea Gypsy*, *Actaea* (CGR–3029), *Edlu II* (CG–68007), and *Avanti* (CGR–3042) all sighted submarines on the surface. These encounters occurred during periods of restricted visibility, either fog, rain, or night. *Sunbeam* and *Sea Gypsy* both sighted subs at long range, *Nordlys* and *Actaea* close enough to hear voices. The helmsman of *Avanti* attempted to ram the sub. He was forcibly removed from the wheel before he could wreck the yawl. *Edlu II* even fired upon a sub with machine guns.[44]

Despite the limitations of their armament, the pickets caused the U-boats to submerge. In the days before the use of the *schnorkel* (1944) this was at least a small victory.[45] It must be remembered that subs of the early 1940s had to surface to charge their batteries, usually under the protection of night. The pickets made this essential daily routine a risky proposition. Submarines depended upon surprise to be effective, and the pickets threatened their anonymity.

Many vessels found evidence of a U-boat's presence, if not the submarine itself. *Grenadier* reported one of the most unusual examples of this while off the Maine coast. On 25 September 1942, the schooner sailed through sliced bread for twenty minutes.[46] The bread probably came from a torpedoed ship.

One day, well offshore in the New York bight, *Sea Gypsy* picked up the body of a German submariner. The body had an unusually large quantity of gear on it, including tins of food and water strapped to its legs and a brown-tone penny postcard of a woman. A series of thirty numbers filled the background of the postcard. The amount and type of gear on the dead submariner suggested intended espionage work ashore. The skipper of *Sea Gypsy* had the body inventoried, then put it in one of the vessel's tenders. A patrol boat came out from New York to pick up the body. Shortly after the patrol vessel got back to New York, the *Sea Gypsy* received orders to return to base immediately. Lieutenant Rufus G. Smith, base commander and a Navy officer, awaited *Sea Gypsy's* arrival at the base. Gordon Brooks recalled the situation clearly:

> The naval officer said, "Chief, get rid of your crew, send them up for showers, just clear out the boat." So I went below and told the crew to go ashore and not come back 'til called for. The three of us went below, and I said "what's this all about?" The naval officer then said, "well, you're in real deep trouble if we don't find that penny postcard aboard this vessel."[47]

The other patrol vessel had been thoroughly searched, but the postcard could not be found. Brooks called back the crew of *Sea Gypsy*, and it turned out that one of the crew members took the postcard as a souvenir. After turning the postcard over to the naval officer, Brooks breathed a deep sigh of relief. Later he learned that the postcard proved instrumental in cracking a secret German code on penny postcards.[48]

The 110-foot Alden schooner *Valor* (CGR–3080) also recovered the body of a German submariner. The body had been in the water for quite some time, so the crew of *Valor* gave him a proper burial at sea.[49]

Not all vessels found such grisly relics of war. Other strange bits of wartime paraphernalia littered the sea. *Avanti* came across a "large buoy" one day and hoisted it aboard. Once it was aboard, they realized the buoy was actually a mine. Compelled to return with it to base, they did not receive a cordial welcome in Greenport. The Army eventually took charge of the mine and disposed of it.[50] The schooners *Abenaki* and *Victoria* also found a mine one day off Block Island. Norman Bates, skipper of *Abenaki*, described the incident:

> I called Greenport and asked them what to do about it. They said, "stay away from it," then they said "explode it with gunfire." I called over to *Victoria* and told Sam [Register, skipper of the *Victoria*] to go first. He stood off, and fired all his ammunition at it. Nothing happened, so I sailed in real close, about 100 yards, and we shot off all ours, and still nothing happened. So we withdrew about a half mile and waited for a larger vessel to come out and explode it. Later on, we were all sitting around on deck, when the thing suddenly exploded. Some of the guys were so scared they practically jumped over the side.[51]

Other refuse included oil drums, oil slicks, floating targets, drifting buoys, liferafts, and similar wreckage resulting from unrestricted submarine warfare. One vessel even recovered blueprints for Navy four-inch guns. A homing pigeon with an injured leg landed aboard the schooner *Askoy* (CGR–3065). The crew interred the bird and brought it back to New York.[52]

Summer provided a stark contrast to winter and gave the men a chance to unwind. Recreational fishing provided entertainment and food, with sharks, swordfish, and tuna being the prime game. A large shark caught by the crew of *Thistle* yielded more meat than the crew could eat, so they called over to *Jane Dore* (CG–81006), the vessel on the next "grid," and asked if they wanted some swordfish. Delighted to accept, and none the wiser about getting shark, the crew of the other vessel settled down to a "swordfish" dinner. Later that patrol the crew of *Thistle* landed a genuine swordfish, brought some of it in to base, and sold it. Once ashore Robert Byrnes, mate on *Thistle*, saw a crewman from *Jane Dore* and asked how they liked the "swordfish." He then asked if they wanted to try some real swordfish.[53]

In warm weather, swimming was another popular way to spend time. Robert White sailed aboard *Sea Gypsy* and remembered their particular swimming technique:

> After one really long smokey sou'wester we had these really huge rollers, marching hills, perfectly regular seas and we got this idea . . . we'd sit on the bowsprit, and when she rose to the seas, we'd jump up hard. As you came down, a trough

would form under you, and it just seemed like miles. You'd hit the water, and come up on the crest of another sea and, there would be the *Gypsy* down in the trough, so you would coast down and climb aboard.[54]

Naturally, with so many former yachtsmen and so many former Bermuda racers, some time was spent racing. Most of the races were impromptu matches occurring well offshore when the boat on the next grid could be sighted. The Shelter Island Yacht Club organized a series of three races in the summer of 1943. Painted navy gray, and beginning to show the strain of almost a full year of constant sea duty, the boats presented an unusual appearance for a regatta. The race course ran from Greenport breakwater out to the buoy off "the ruins" in Gardiner's Bay, and then return. For the most part, the races passed without incident except when, as an article in *Motor Boating* put it, *Sea Gypsy* and *Avanti* "scraped rigging while coming about."[55] Both Robert White and Gordon Brooks remember the incident quite differently. They remember *Sea Gypsy* moving at close to 10 knots, when *Avanti* rounded up directly in front her. Too close to do anything about it, *Sea Gypsy* ran right up over *Avanti*'s side, knocking her over and almost sinking her. The incident required no small amount of creative paperwork to explain *Avanti*'s large repair bill. *Avanti* never full recovered, and she leaked thereafter.[56]

Way down east, Bill Mattern of Scituate sailed aboard *Vayu* (CGR–2548), based in Southwest Harbor, Maine. After spending a night in harbor due to thick fog, they left for sea the following morning. The crew of *Vayu* spotted another vessel in the Southwest Harbor fleet and signaled for her to come over quickly. When the other vessel got close, they began pelting her with clams dug the night before. Aimed at the mainsail, the clams would drop to the deck where they could be retrieved and eaten. Said Mattern about the incident, "stupid little things, but this is what young people on patrol under those situation would do to keep life interesting."[57]

On occasion, an event could be shared by more than one vessel. In the approaches to New York, all the men in the Greenport fleet knew when Norman Bates was on patrol. A musician before the war, Bates could be heard every day at 1700 (5 P.M.) playing his clarinet on the Coast Guard frequencies.[58]

On 4 December 1942, in a move to economize, the Coast Guard stopped accepting, requisitioning, purchasing, or chartering vessels for the Reserve. February 1943 saw a 50 percent reduction in the number of picket vessels, and by 18 November of that year the Coastal Picket Patrol, with the exception of the Greenport-Fort Tilden group, was disbanded.[59] New 83-foot power patrol vessels, and similar types, began arriving in quantity. They combined enough firepower, mobility, and speed to operate on the offense against the U-boats. The need for stop-gap measures had passed. The second age of sail in the U.S. Navy/Coast Guard had come to an end, and the process of returning the vessels to their owners began.

In the year and a half that the Coastal Picket Patrol had been in action, not one of them had sunk a U-boat, nor spotted a single hostile aircraft. It would be unwise to think their time had been wasted though. It is hard to gauge the effect the Coastal Pickets had on the U-boats. How many times were U-boats thwarted in their efforts to surface? How often did they have to charge batteries further offshore because of a coastal picket? According to Lieutenant H. Hess, the officer in charge of tracking U-boats in the Eastern Sea Frontier, the one U-boat that stayed off Long Island in September 1942 departed that area and went offshore due to five encounters with the Coastal Pickets.[60] He added that the submarine returned to its base without sinking a single ship. If this is fact, then the Coastal Pickets deserve direct credit for preserving ships that U-boat could have sunk. The Navy and Coast Guard must have believed in the effectiveness of the Greenport-Fort Tilden fleet. The group continued operations right up to V-E Day, 8 May 1945.

The Coastal Picket Patrol also proved to be a superb training school for the Coast Guard. Picket duty veterans went on to serve aboard destroyer-escorts, landing craft, and the myriad other vessels operated by the Coast Guard during World War II. The Patrol also contributed a wealth of practical knowledge to the fields of yacht design and construction.

It is unfortunate that so much time passed before the Coastal Picket Patrol came into existence. Had the pickets been operational at the start of 1942, the results might have been very different. Operation Paukenschlag came to an end in late summer 1942, and the main thrust of the U-boat offensive withdrew to the central Atlantic. The coastal convoy system came into effect, and escorts for these convoys began employing effective antisubmarine tactics.[61]

Comparisons have been drawn between the yachts of the Coastal Picket Patrol and the yachts that participated in the evacuation of Dunkirk. Both of these events demonstrated the value of yachts in a national emergency. At Dunkirk, the yachts came under armed assault for nine brutal days. The Atlantic Ocean assaulted the yachts in the Coastal Picket Patrol for just under three years. The top boats in the Greenport fleet spent an estimated 400 days on station, and did not lose a man in the process.[62] Even though the Coastal Pickets did not sink a U-boat, for the yachts and men, it was their finest hour. ■



CGR–3085, ex-*Thistle, *was a 103-foot steel and bronze Herreshoff yawl, built in 1928. During conversion for picket service (as shown here) she was re-rigged as a ketch and had her mainmast shortened by 55 feet. As small as her storm sails appear, many skippers discovered that the original storm sails were too large and had to be recut for safety. Skipper Jack Work had nothing but praise for the sea-keeping abilities of this big racing yacht.
(Courtesy Gordon Brooks)

NOTES

1. Captain Arthur R. Moore, *A Careless Word. . . . A Needless Sinking* (Kings Point: American Merchant Marine Museum, 1984), p. x.
2. T.J. Belke, "Roll of Drums'," *U.S. Naval Institute Proceedings* (April 1983): 62.
3. John Parkinson, Jr., *Nowhere Is too Far: The Annals of the CCA* (New York: Cruising Club of America, 1960), p. 153.
4. U.S. Coast Guard, Public Information Division, *The Coast Guard at War, The Temporary Component of the Coast Guard Reserve*, pt. 2, sect. 1, "The Coastal Pickets," (Washington, D.C.: U.S.C.G. Headquarters, 1948), p. 21.
5. Ibid.
6. Robert L. Scheina, *U.S. Coast Guard Cutters & Craft of World War II* (Annapolis: U.S. Naval Institute Press, 1982), pp. 218, 260; *The Coast Guard at War*, p. 33.
7. Malcolm F. Willoughby, *The U.S. Coast Guard in World War II* (Annapolis: U.S. Naval Institute Press, 1957), pp. 75–79.
8. Maurice P. Wilson, letter to author, 28 February 1990.
9. Lawrence Thompson, *The Navy Hunts CGR–3070* (Garden City: Doubleday, Doran & Company, 1944), p. 105. Although very readable this is a somewhat fictionalized account of the epic "cruise."
10. *The Coast Guard at War*, p. 23.
11. Wilson to author, 28 February 1990.
12. Gordon E. Brooks, interview with author, Noank, Connecticut, August 1990.
13. Ibid.
14. George E. Horr, Jr., letter to author, 2 September 1990.
15. Nicholas Phillips, letter to author, 19 September 1990.
16. Ibid.
17. Parkinson, *Nowhere Is too Far*, p. 155.
18. Paul E. Powers, "A Strong Gale," *Yachting* (May 1945): 106.
19. *The Coast Guard at War*, pp. 29–30.
20. Log of *CGR–3032*, collection of Norman Bates.
21. *The Coast Guard at War*, pp. 30–32. Mr. Ratsey died Christmas Eve 1942. Legend has it that he waited for *Zaida* to make port before he died.
22. Brooks, interview with author, 14 August 1990.
23. Arthur Hansen, letter to author, 8 November 1990.
24. The designation WPYc–Coastal Patrol Yacht–was given to larger vessels; the fishing schooner *Gertrude L. Thebaud* was commissioned as WPYc 386.
25. Arthur Steiner, letter to author, 29 October 1990.
26. Joseph E. Choate, "War Under Sail," *Yachting* (January 1951).
27. Norman C. Bates, interview with Jack Bailey, Fort Lauderdale, Florida, 18 October 1990.
28. John C. Work, interview with author, Essex, Connecticut, 24 September 1990.
29. Gordon E. Brooks, telephone interview with author, 2 September 1990.
30. Work, interview with author, 24 September 1990.
31. Rufus G. Smith, "Sheets and Halliards Gone to War," *Yachting* (April 1944): 82.
32. Gilbert Dunham, "A Seagoing Testing Laboratory," *Yachting* (November 1944): 41.
33. Smith, "Sheets and Halliards," p. 28.
34. Hansen to author, 8 November 1990.
35. R. Morse Boden, interview with author, Lakeside, Connecticut, 26 September 1990.
36. Work, interview with author, 24 September 1990.
37. Rufus G. Smith, "How It All Began," in *The Canvas Hangers* (Glen Ridge: , 1948); Samuel Eliot Morison, *The History of U.S. Naval Operations in World War II*, vol. 1, *The Battle of the Atlantic, September 1939-May 1943*, (Boston: Little, Brown, 1950), p. 274. Morison names four pickets in the reporting of these aircraft: *Sea Gypsy*, *Sea Roamer*, *Dorado*, and *Willaddy II*. The author submits Smith's vessel names, due to the fact he was base commander at Greenport and Fort Tilden throughout the war.
38. Raymond Mount, Jr., interview with author, Branford, Connecticut, 14 November 1990.
39. Ibid.
40. Brooks, interview with author, 14 August 1990; Work, interview with author, 24 September 1990.
41. Phillips to author, 19 September 1990.
42. Maurice P. Wilson, interview with author, Milford, Connecticut, 9 September 1990.
43. William Lauhoff, telephone interview with author, December 1987; Frederick S. Ford, Jr., audiotape sent to author, 29 November 1990.
44. *Sea Gypsy*, *Edlu II*, and *Avanti*: Tom Townsend, "Armed Yacht . . . Scourge of the Atlantic?," in *The Big War of the Little Ships* (Canoga Park: Challenge Publications, 1985), p. 81. There is reason to discount this version of *Edlu II*'s attack as fiction. Morison wrote that the U-boat submerged before *Edlu*'s crew could man the guns. In the December 1990 issue of *Offshore* magazine, this incident is described entirely differently by Jakob Isbrandtsen, *Edlu*'s skipper. *Nordlys*: Joseph H. Cooper, "The Hooligan Navy," *Nautical Quarterly* 13 (1981): 37. *Sunbeam*: *The Coast Guard At War*, p. 27. *Actaea*: L.B.N. Gnaedinger, "The Picket Patrol...Yachts Against Subs," *Motor Boating & Sailing* (December 1972): 90.
45. Theodore Roscoe, *United States Destroyer Operations in World War II* (Annapolis: U.S. Naval Institute Press, 1953), p. 295. The *schnorkel* allowed the sub to run its diesels and charge its batteries while submerged.
46. *The Coast Guard at War*, p. 27.
47. Brooks, interview with author, 14 August 1990.
48. Ibid.
49. Gnaedinger, "Picket Patrol," p. 89.
50. Ibid.
51. Norman C. Bates, telephone interview with author, 26 November 1990.
52. *The Coast Guard at War*, p. 27.
53. Robert Byrnes, telephone interview with author, 19 November 1990.
54. Robert White, interview with author, St. James, New York, 13 November 1990.
55. Marie Roberson, "The Race of the Picket Patrol," *Motor Boating* (October 1944): 46–47. No doubt the subject was still very timely, and needed tender treatment.
56. Brooks and White, interviews with author, 14 August and 13 November 1990.
57. Bill Mattern, audiotape sent to author, 19 November 1990.
58. Work, interview with author, 24 September 1990.
59. *The Coast Guard at War*, p. 33.
60. Edwin P. Hoyt, *U-Boats Offshore* (Briarcliff, New York: Stein and Day, 1978), p. 201. A most remarkable statement; if true, a conservative estimate of six ships and 240 men may have been spared due to the Coastal Pickets. Small stuff on the grand scale, but justification enough for the patrol.
61. Karl Doenitz, *Memoirs, Ten Years and Twenty Days*, trans. R.H. Stevens, in collaboration with David Woodward, (Cleveland and New York: World Publishing Company, 1959), pp. 221–22.
62. Choate, "War Under Sail," introduction by Rufus G. Smith, p. 77.



THE BUSINESS OF WHALING:

Views Aboard the Charles W. Morgan

As we celebrate the 150th anniversary of the *Charles W. Morgan*'s launch and the 50th anniversary of her arrival at Mystic Seaport, it is fitting to reprint these photographs of the *Morgan* at work. Originally published in *The Log* in May 1975, they were made available to the Museum by Mr. and Mrs. John W. McNatt, to whom we are grateful for permission to present them in *The Log*.

These photographs are from a collection taken primarily by Honor Matthews Earle, wife of Captain James A.M. Earle and great-grandmother of Mrs. McNatt. Captain Earle, a Martha's Vineyard native, commanded the *Charles W. Morgan* during 9 of her 37 whaling voyages, first taking command at San Francisco in 1890. During his fifth voyage, in January 1896, he married Honor Matthews, a New Zealand school teacher. On their honeymoon passage back to San Francisco, Mrs. Earle became accustomed to life aboard the *Morgan* and even learned navigation. Captain Earle commanded the *Morgan* again on her 1900–01, 1902–03, and 1903–04 voyages out of San Francisco. The *Morgan* then returned to New Bedford for the first time since 1886. In 1906, Captain Earle began his ninth voyage aboard the *Morgan*, but after a year of whaling in the Indian Ocean he resigned his command.

Honor Matthews Earle accompanied her husband on at least the 1902, 1903, and 1906 voyages. Also along on these voyages was their son James "Jamie" Earle, who first went to sea at age three in 1902. Mrs. Earle brought a camera to sea on more than one of these voyages. It is possible that the camera was provided by Albert Cook Church, pioneering photographer of the whaling and fishing industries. In his classic book *Whale Ships and Whaling*, Church reported sending cameras with several ships' officers in order to record the business of whaling at sea. Besides documenting the work and conditions in the late years of the whaling industry, these photographs provide an invaluble record of deck and rigging details as the Museum restores the *Morgan* to her appearance ca. 1900.

Editor



Top left, *with a small sperm whale lashed alongside the* Morgan, *the mates on the cutting stage begin to cut away the blubber. The whale's head is held up with one cutting tackle – a set of blocks suspended from the main top. The first blanket piece – the wide strip of blubber peeled from the whale – is being drawn up with the other cutting tackle. Another photo, taken within moments of this one, is in the Albert Cook Church collection at the New Bedford Whaling Museum and is probably one of those taken especially for Church by Captain or Mrs. Earle.*
(M.S.M. 75.383.73)

Right, *in the bulbous forehead of the sperm whale, a resevoir called the case contains waxy spermaceti. Here a whale's case has been cut away by the mates and is being hoisted on deck.*
(M.S.M. 75.383.72)

Top right, *to bail the valuable spermaceti from the case, men climbed into the cavity with buckets. Meanwhile, others strip the layer of blubber from the outside of the case.*
(M.S.M. 75.383.51)

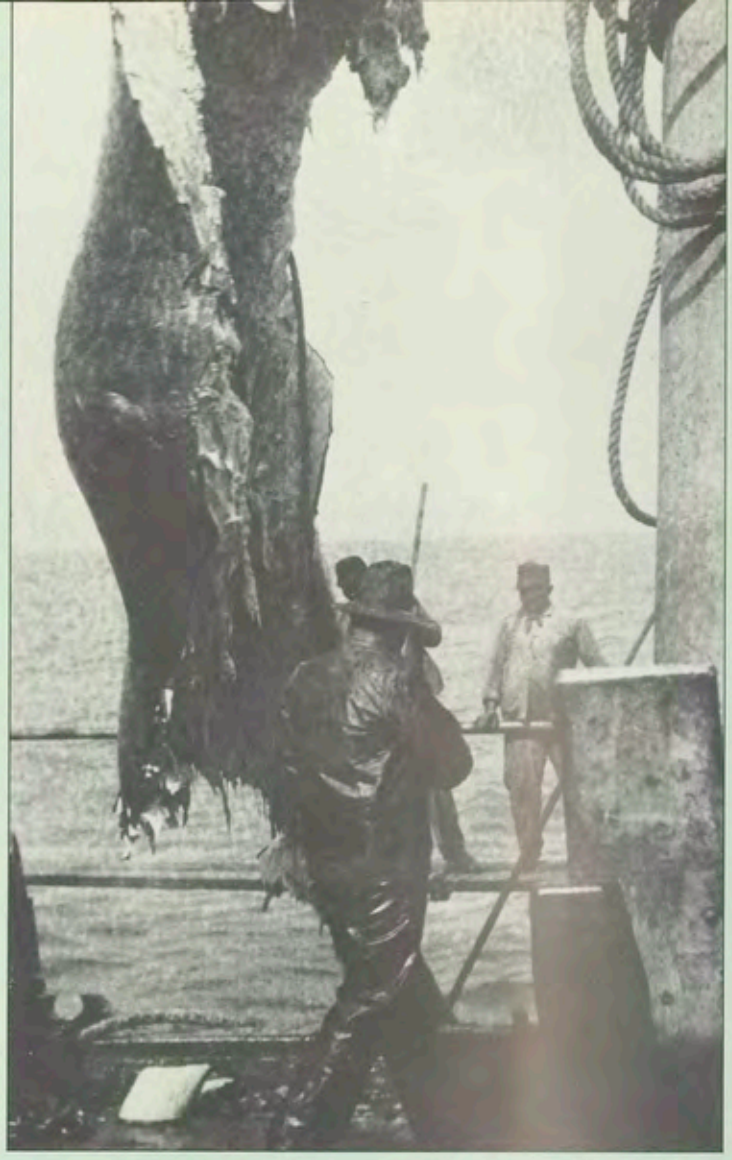
Bottom right, *under the boat skid deck aft of the mainmast, a whaleman rests against the head of a small sperm whale. The grindstone* (lower left) *is for sharpening the cutting spades (stored in the overhead racks) and other edge tools such as harpoons, lances, and knives. At left is the small deckhouse built for the wife of Captain John Tinkham in 1875.*
(M.S.M. 75.383.86)







The toothless baleen whales – rights and bowheads – were sought by whalemen for their thick blubber and especially for the strips of pliable baleen attached to their upper jaws, with which they filter small marine organisms from the water for their food. Before spring steel and plastic, baleen had many industrial and commercial uses. During her career, the Morgan *regularly hunted bowheads in the Sea of Okhotsk. Here, a whaleman sits astride a bowhead's upper jaw after it has been hoisted on deck with the cutting tackle. The glistening, six-foot strips of baleen will be cut away for processing.*
(M.S.M. 75.383.74)



Above, *as one of the officers on the cutting stage watches, a blanket piece of blubber swings aboard the* Morgan. *The blanket pieces were usually lowered into the blubber room in the 'tween decks where they were cut into smaller horse pieces in preparation for rendering in the tryworks.*
(M.S.M. 75.383.56)



Left, *the large blanket pieces of blubber are cut into smaller chunks called horse pieces. Here, two-man teams mince up the horse pieces to speed up the trying out – rendering – process. They are working on a mincing horse above a rectangular tub into which the minced pieces, called "bible leaves," fall after processing. The tub is seen lashed just forward of the main hatch. At left, a whaleman in oilskins stands on the fuel box to peer into the steaming trypots.*
(75.383.89)

EVENTS

Dramatic Presentations Centered on Charles W. Morgan

From 22 June through 2 September, members will have a unique opportunity to learn about the *Charles W. Morgan* in an entertaining way.

For the first time, the Seaport will present a dramatic presentation centered on the ship. This is an innovative approach to interpreting the *Morgan* and its history, using fictional characters to illuminate broader historical facts about the whaling industry and life at sea in the nineteenth century. The Seaport is commissioning City Stage Company of Boston to write and direct this presentation. The production will be developed for a family audience and it will be slightly different every time because the audience will be asked to participate. There will be a 20-minute performance four times daily seven days a week.

Special "Moby-Dick" Marathon Scheduled

Standing on the foredeck of the whaleship *Charles W. Morgan*, actor Mark Branson *(right)* of the National Theatre of the Deaf signs the chapter "The Sermon" from *Moby-Dick* during the annual marathon reading of Herman Melville's classic whaling saga.

Representatives of the National Theatre of the Deaf will participate in the event again this year.

Also scheduled to help with this year's reading is Jack Putnam of Manhattan's South Street Seaport Museum. Putnam has committed several chapters of the book to memory, including the first chapter, "Loomings," which he will recite in an impression of the voice and character of Herman Melville. Putnam has been presenting his impression of Herman Melville since 1986 at South Street Seaport, where he is curator of the small craft collection, a storyteller, and a bookseller.

The *Moby-Dick* Marathon is scheduled to begin at noon on Wednesday, 31 July, and conclude at noon on Thursday, 1 August, the date of author's 172nd birthday. Members are invited to come and participate in this unique literary event.

Decoration Day and Lobster Festival Start Seaport Summer

Mystic Seaport always celebrates Memorial Day Weekend, the traditional beginning of summer, with a waterfront Lobsterfest.

All weekend, 25 to 27 May, from 11 A.M. to 3 P.M., lobster dinners will be sold, as well as lobster a la carte, frankfurters, and other food. Seaport chantey singers will perform their unique blend of original and traditional sea songs on the waterfront.

On 27 May, Mystic Seaport celebrates an 1876 "Decoration Day," the original name of America's Memorial Day. Members are invited to come and participate in this patriotic event, which includes services in the Aloha Meeting House at 12:30 P.M. and 2 P.M. and a parade and wreath laying ceremony at 2:30 P.M.

(Photo by Mary Anne Stets)



CALENDAR OF EVENTS

MAY

Outdoor demonstrations of maritime activities begin. Whaleboat demonstrations, sail handling, fish splitting, and more. Full schedule available at gates. Museum open 9 A.M. to 5 P.M.

Neptune's Attic: 60 Years of Collecting continues in the R.J. Schaefer and P.R. Mallory Buildings. A celebration of the Museum's 60th anniversary from a curatorial standpoint. Highlights of the Museum's finest collections on display through October.

Second Annual Mystic One Hundred continues at the Mystic Maritime Gallery, Seaport Stores. New work by 100 artists selected for their outstanding contribution to the field of contemporary marine art. For more information or a color catalog call the Gallery at (800) 344-0675, or in Connecticut at 572-8524.

11 & 12 ***Pilot Weekend.*** A working weekend for Pilot members.

17 to 19 ***Lines Taking Workshop.*** Intermediate-level workshop in measuring and drafting boat lines given by the Museum Small Craft Association in cooperation with the Seaport. Begins at 1 P.M. Friday. Cost of $150 includes bunk on *Joseph Conrad*. For more information call Peter Vermilya, ext. 319.

17 ***Schooner* Brilliant *weekend cruises for adults begin.*** For information on these and other adult weekend cruises in the fall, call the Education Department, ext. 323.

17 **SS Sabino *begins 1991 season.*** See page D.

18 ***The Boathouse,*** the Seaport's boat livery program, begins operations weekends only on 18 May. For a small fee, members may rent a variety of boats to row or sail on the Mystic River, as well as take a half-hour sail aboard the *Breck Marshall*. The Boathouse will operate seven days a week from 24 June to 3 September, then weekends only through 14 October.

20 ***Nineteenth-Century Garden Tours begin.*** See inside front cover.

25 to 27 ***Lobster Festival.*** See page A.

27 ***Decoration Day.*** Authentic nineteenth-century observances including parade and wreath ceremony by costumed staff.

JUNE

1 & 2 ***Twenty-second Annual Small Craft Workshop.*** During the weekend, boat enthusiasts meet to discuss traditional small craft and to exhibit, row, and sail boats from their own collections. For more information please call ext. 328.

6 ***An Evening with Gordon Bok***. See wrapper.

7 to 9 ***Twelfth Annual Sea Music Festival.*** See inside back wrapper.

16 to 21 ***Summer Elderhostel Program at Mystic Seaport***. Maritime history and sail education for senior citizens. For more information please call Elderhostel at (617) 426-8056.

22 ***A Reflection of America*** opens in the Stillman Building. An exhibition telling the story of the *Charles W. Morgan* in a broad context, focusing on four separate generations of Americans, each of which contributed to the ship's history.

23 **Joseph Conrad *Sail Education Program begins.*** Sessions offered for beginner, intermediate, and advanced sailors from ages 12 to 17. Those who complete the intermediate sessions will receive American Red Cross Basic Sailing cards. The beginner session is $395, intermediate is $420, and advanced is $685. For more information please call ext. 323.

23 ***Marine Art from the Society of Illustrators*** at the Mystic Maritime Gallery, Seaport Stores, through 15 September. Marine paintings and drawings by some of America's best known and most accomplished members of this prestigious national society, now in its tenth decade. For more information or a color catalog, please call (800) 344-0675, or (203) 572-8524.

24 ***Just for Kids*** begins. Children's activities offered on the green and in the Children's Museum on a drop-in basis. Nineteenth-century games and special tours and activities for children and family groups. No pre-registration required. Daily through Labor Day.

24 ***Whales and Tales Tours*** begin. Special one-hour tour focusing on whales, whaling, and the *Charles W. Morgan*. For children 6 to 12. $2. Times listed in *Today* schedule. Through Labor Day.

24 ***Summer Evening Hours*** begin. See page D.

24 ***Summer schedule begins***; full activity and demonstration schedule seven days a week.

24 ***Munson Institute*** graduate-level program in American maritime studies begins. For more information please call the Munson Institute at ext. 359.

JULY

1 ***Application deadline for Paul Cuffe Memorial Fellowships***, which offer stipends for study of the role of black and Native Americans in American maritime history. For more information please call the director of the Munson Institute of American Maritime Studies, ext. 359.

3 ***Sky Watcher's Guide*** begins. Wednesdays at 8:30 P.M. through 28 August. Secrets of the summer sky are revealed in this 45-minute program suitable for family groups, followed by outdoor telescope observations of planets and stars. Adults $2, children (6 to 15) $1. Call the Planetarium, ext. 397.

4 ***Independence Day***. A celebration in traditional 1870s style. Picnicking, parade by costumed staff, patriotic ceremony with music, and games for children.

8 ***Summer Day Camp*** begins. Children learn about nineteenth-century life through a variety of supervised indoor and outdoor activities. Two-week sessions offered for 9- to 11-year-olds beginning 8 and 22 July and 5 August. Cost is $130 (nonmembers $140). One-week session for 7- and 8-year-olds begins 19 August. Cost is $80 (nonmembers $90). For more information, please call the Education Department at ext. 322.

13 & 14 ***Annual Horse and Carriage Weekend*** includes special demonstrations, a rally on the Seaport Green, and rides at an extra cost.

27 ***Fifteenth Annual Antique and Classic Boat Rendezvous.*** A spectacular gathering of classic wooden yawls, schooners, sloops, cabin cruisers, steam launches, and many other pre-1950 vessels can be seen from the Seaport. There will also be a river parade at 1 P.M. For more information please call Marketing at ext. 315.

27 ***Classic Commuters*** opens in the New York Yacht Club Station 10. Models, photographs, and other artifacts from the days when an 80-foot cruiser was the way to get to the office on time. Through Labor Day.

27 ***Half Hull Modeling Demonstration*** at the Mystic Maritime Gallery, Seaport Stores. Master modeler Ben Bryon will discuss and demonstrate the techniques of translating a designer's plans into half model form. From noon to 4 P.M., free of charge.

31 ***Marathon Reading of "Moby-Dick."*** See page A.

AUGUST

17 ***Scrimshaw Demonstration*** at the Mystic Maritime Gallery, Seaport Stores. Award-winning scrimshander Robert Weiss will demonstrate contemporary forms of the ancient sailor's art. From noon to 4 P.M., free of charge.

31 through 2 Sept. ***Labor Day Weekend Fish Fry***. Platters of fresh fried fish and other items served along the river's edge, accompanied by sea music.

31 through 2 Sept. ***Wood Carving Demonstration*** at the Mystic Maritime Gallery, Seaport Stores. Master woodcarver Rune Martin returns to share the secrets that have won his sensitive sculptures of marine mammals and waterfowl national acclaim. From noon to 4 P.M., free of charge.

SEPTEMBER

3 ***Williams College-Mystic Seaport Maritime Studies Program*** begins fall semester. For more information and applications for the 1992–93 year, please call ext. 359.

3 ***Fall schedule begins***. Outdoor demonstrations continue on weekends only until 28 October.

6 ***Schooner* Brilliant *fall weekend races for adults begin***. For more information please call the Education Department, ext. 323.

7 ***Photo Weekend***. Roleplayers in nineteenth-century dress pose before the Seaport's historic ships and buildings from sunrise to sunset. Amateur and professional photographers welcome. Photo day contest. For more information please call Marketing, ext. 318.

7 ***24th Annual Invitational Schooner Race***. Traditional and modern schooners from throughout the Northeast rendezvous at the Seaport on Friday, 6 September, and leave at 8 A.M. for the starting line of the race on Fishers Island Sound. Members may view the schooners at dockside on Saturday afternoon. For more information please call the Education Department, ext. 323.

7, 15 & 29 ***The Jewish Lunar Calendar Program***, showing the origins and development of this calendar. A half-hour program offered daily at 4 P.M. through 29 September. For more information please call the Planetarium at ext. 397.

10 ***Basic Celestial Navigation***. Use of the sextant, star identification, plotting, timekeeping, and use of the *Nautical Almanac*. For more information please call the Planetarium at ext. 397.

11 ***Piloting and Dead Reckoning*** at the Loomis Chaffee School in Windsor, Connecticut. Topics include reading a compass and charts, plotting, taking bearings and soundings, understanding tides and currents, and introduction to loran. For more information please call the Planetarium at ext. 397.

12 ***Piloting and Dead Reckoning*** at the Seaport Planetarium. For more information please call the Planetarium at ext. 397.

14 ***Fall Sailing Classes and Racing Series begin***. Ten weekly three-hour classes on weekends and weekdays. Junior and senior classes offered for beginner, intermediate, advanced, and racing. For more information please call the Education Department at ext. 323.

21 ***Members' Day***. Special Events for adults and children. Annual meeting for members. Watch for your special mailing in August, which will detail Members' Day activities.

22 ***Twelfth Annual Mystic International*** opens at the Mystic Maritime Gallery, Seaport Stores through 11 November. The largest juried exhibit of marine art in the world, featuring more than 100 works by new and established marine artists from around the globe. Jury will include writer and commentator William F. Buckley, Jr. For more information or a color catalog, please call the Gallery at (800) 344-0675, or (203) 572-8524.

NOTE: ***Lantern Light Tour Tickets*** will **NOT** be sold on Members' Day this year. Look for more information in the next issue of the *Log*.

OCTOBER

4 ***Schooner* Brilliant *weekend cruises for adults resume.*** For more information please call the Education Department, ext. 323.

5 & 6 ***Pilot Weekend.*** A working weekend for Pilot members.

12 to 14 ***Columbus Day Weekend Chowderfest.*** Many varieties of chowder served along the river's edge from 11 A.M. to 3 P.M., accompanied by sea music.

18 & 25 ***Fireplace Cooking Class.*** Two one-session classes offered in the evening from 6 P.M. to 10 P.M. Each class, held in the Buckingham House kitchen, features hands-on instruction in open hearth cooking techniques. Participation is limited to eight people per class; early reservations suggested. Classes are $45 (nonmembers $50). Minimum age is 14. For more information please call ext. 256.

19 ***43rd Annual Dyer Dhow Derby.*** Representatives of the many East Coast yacht clubs that donated the Seaport's fleet of sailing dinghies race on the Mystic River. All-day races for adults and juniors, followed by awards ceremony.

20 ***The* Charles W. Morgan *as Icon.*** First in the Fall Lecture Series titled "The Three Lives of the *Charles W. Morgan*." See page D.

26 ***Family Day*** at Williams College-Mystic Seaport Maritime Studies Program.

27 ***The* Charles W. Morgan *in Antarctica.*** Second in the Fall Lecture Series titled "The Three Lives of the *Charles W. Morgan*." See page D.

28 ***Winter Hours begin.*** Seaport open from 9 A.M. to 4 P.M. through 2 January 1992.

3 Nov. ***The Preservation of the* Charles W. Morgan.** Third in the Fall Lecture Series titled "The Three Lives of the *Charles W. Morgan*." See page D.

Summer Evening Hours Return

Mystic Seaport will again offer its very popular Summer Evening Hours schedule this year, from 24 June through 2 September. From 5 P.M. to 8 P.M. every evening, rain or shine, the Seaport will offer a variety of activities, including demonstrations, live entertainment and music, games for children, and food.

Many of the musical groups that were popular during Evening Hours last summer will return this year, including Forebitter, made up of four of the Seaport's chanteymen; Yankee Notions, a duet featuring an array of traditional instruments, including hammered dulcimer; the Silver Cornet Band, a nine-piece concert band playing marches, patriotic medlies, show music, and popular favorites; the Little City String Band, playing a mix of southern fiddle tunes, country songs, and a cappella harmonies; and the Rhode Island folk and sea music trio Wickford Express.

Other evening entertainment will include a magic show, combative puppets Punch and Judy, a nineteenth-century medicine show, and a magic lantern show.

In the early evening some of the Museum's regular exhibits will be open, including the Gloucester fishing schooner *L.A. Dunton* and the Stillman Building, which will contain the exhibition "*Charles W. Morgan:* A Reflection of America" (see page 23). Evening demonstrations will include the breeches buoy, cask raising, lobstering, fish splitting, and ropemaking.

Some activities will be organized especially for children, including games and a tub to play with toy boats on the Seaport Green, as well as a special nature-oriented program called "River Life."

The Galley will again be open for business during Summer Evening Hours, and clambakes on the waterfront can be arranged for groups of 25 or more (see page 27).

(Photo by Claire White-Peterson)



Fall Lecture Series: The Three Lives of the Charles W. Morgan

Members eager to enrich their knowledge of the whaleship *Charles W. Morgan* will want to attend a series of lectures about the vessel this fall. The series, titled "The Three Lives of the *Charles W. Morgan*," will examine the symbolic meaning of the ship in American culture; the vessel's history as a whaleship; and the *Morgan* as a preservation challenge.

The lectures, which will be given by Seaport staff, will take place on three consecutive Sundays at 4 P.M., on 20 and 27 October and 3 November in the Aloha Meeting House. Each lecture will be $3 for Seaport members (nonmembers $5). Seating is limited; your reservation is secured with receipt of payment. Please send to Membership Reservations at the Seaport address, or call ext. 339.

Docks Ready for Members

Members who wish to visit Mystic Seaport by boat are welcome to use the Museum's docks. The following policies are in effect for the 1991 season:

- Phone reservations will be taken by the Dock Office, ext. 391, beginning 1 May. All reservations by mail only until 1 May.
- All reservations must be accompanied by a $25 deposit, applied to dockage on arrival. Deposits are refunded, provided 24 hours notice is given for cancellation.
- Members receive free dockage from 1 October to 30 April, except on Saturday nights; two nights maximum per visit.
- Dock rates will not be raised this season. Rate for Sustaining and higher category members: One night free dockage per season. $2 per foot each additional night. Rate for Individual and Family members: $2 per foot per night. Rate for nonmembers: $2.50 per foot per night.

Sabino *Launches New Season*

SS *Sabino*, the last coal-fired, steam-powered, wooden passenger ferry in the U.S., begins her 1991 season on 17 May. The *Sabino*, which was built in 1908 in East Boothbay, Maine, makes half-hour trips daily on the hour, 11 A.M. to 4 P.M. through 14 October. Price for these cruises is $3 for adults and $2 for children 5 to 12.

Sabino also makes a 90-minute excursion at 5 P.M. nightly, except during Summer Evening Hours, 24 June through 2 September, when half-hour trips continue until 6 P.M. and a 7 P.M. excursion is added. Tickets are $7.50 for adults and $6 for children.

Tickets go on sale 17 May for Dixieland Jazz Cruises aboard *Sabino*, leaving at 5 P.M. and 7 P.M. every other Sunday from 30 June through 1 September. All tickets are $11.

Individual tickets for all cruises are available at the *Sabino* booth. Because *Sabino* is available for charter, please call in advance to confirm the schedule. Group reservations and charters can be made through the Seaport's Travel Development Office, ext. 331.



Above, *near the main hatch, two whalemen in oilskins help secure the severed upper jaw of a bowhead before cutting out the baleen.*
(M.S.M. 75.383.85)

Left, *viewed from underneath the boat skid deck, the cooper and several assistants set up oil casks (we call them barrels, but to a whaler a barrel was 31 1/2 gallons of oil, or a container that held that amount). Many of a whaler's casks were sent to sea as bundles of staves, called shooks. When needed, they were put together by the ship's cooper. The forwardmost cask is nearly complete. Fringing the top, and littering the deck, are strips of reed called flags, which coopers used to caulk any loose seams. The two men at the nearer cask are driving down the hoops at one end, and will then turn the cask over and drive the hoops on the other end. The low hatch at left is the steerage scuttle, the entrance to the quarters where the cooper lived. Notice the crew's laundry hanging in the fore rigging. With the* Morgan *sailing to windward and her yards braced around to port, the tack (lower weather corner or clew) of the main course is hauled forward, silhouetting the head of the nearest man.*
(M.S.M. 75.383.79)

LIFE ABOARD THE *Charles W. Morgan* 1841–1921

The raw material for an understanding of life aboard the *Morgan* is contained in the logs and journals of her voyages. Although most logs are unadorned records of ship's work, weather, and navigational data, they contain occasional insights into the life, working conditions, and amusements of life aboard ship. As we celebrate the 150th anniversary of the *Morgan*'s launch and the 50th anniversary of her arrival at Mystic Seaport, *The Log* will continue to feature excerpts that add to our understanding of her long career.

During construction of the *Morgan*, New Bedford's manual laborers went on strike in an effort to reduce the length of the workday to 10 hours from the prevailing sun-up to sundown length. Through the 1830s, the 10-hour day had been a principal objective of the developing trade unions, and it had been introduced in the Philadelphia Naval Shipyard in 1836 and on federal public works projects in 1840. Like Charles Morgan, most employers opposed the movement, but where labor was organized they were sometimes forced to a compromise.

Monday, 19 April 1841

Weather cleared up but it is still cold Snow has all disappeared from the rain of yesterday—I am summoned as juryman to Taunton Superior Court which makes me more sick than I was before. engaged at the store. Carpenters all dismissed from the new ship as I will not consent to the 10 hour system which they have seen fit to adopt.

Thursday, 22 April 1841

Still bad weather and wind NNE—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 we shall see how it will eventuate.

Friday, 23 April 1841

Weather still disagreeable—15 days of this month have been rainy—This evening a large meeting of those opposed to the 10 hour system was held—of which I was chairman & we resolved unanimously that we would suspend all labour, till we could do it on the old System—so that my new ship is at a stand to my great annoyance.



Charlotte "Lottie" Church and Captain Charles S. Church aboard the* Charles W. Morgan, *ca. 1911.

The daughter of a San Francisco Bay harbor pilot, Lottie Church signed aboard the* Morgan *as "assistant navigator" and logkeeper when she and her husband joined the ship in 1909. The voyage ended in 1910, and they then made a second voyage aboard the* Morgan, *1911–13.

(Seaport Photo Archives)

(Diary of Charles W. Morgan, Coll. 27, vol. 2, G.W. Blunt White Library)

Finally, on 6 May the parties came to agreement on a 10½ hour day and work resumed on the *Morgan*. By 1860, the 10-hour day would be standard, except in Massachusetts, where the textile industry resolutely held out for a longer working day.

During the *Morgan*'s first voyage, Second Mate James Osborn faithfully outlined the details of the *Morgan*'s whaling success.

Friday, 3 June 1842, Offshore Ground

Begins with fine weather SE. Middle, about one oclock saw a breach at 1/2 past 2 oclock Lowered struck to the B[ow] Boat the Waist Boat struck the same Whale. the Starboard Boat struck and drawed. the Larboard Boat struck, and cut his line alancing the whale. Last part about 10 oclock took the B Boats Whale to the ship. allmost buffed out. Heading to the E. This Whales Teeth [extracted for scrimshaw] weighed 85 lb.

Friday, 7 April 1843

Comc'd with strong Trades, At Daylight saw Whales. got Breackfast and Lowerd our Boats, about 5 oclock struck to the W[aist] Boat [20-barrel cow] & Larboard Boat [15-barrel whale] & B[ow] Boat [25-barrel cow] took the last whale along side about 7 oclock Shortened Sail So Ends Lat. 03.45 S, Long. 115

Saturday, 8 April 1843

Comc'd with fine Trades, Commenced Cuting at Daylight, finished about 10 oclock got the Decks clear about ½ past 11 oclock, and made a Smoak [lit the tryworks], Middle Employed Boiling and Frying Dough Nuts. Last Part Gloryous weather, Employed Boiling, Heading S

Tuesday, 2 May 1843

Comc'd with strong Trades, Watch employed Sail Makeing. Middle saw Porpoises, and a Bird. Last Part Dreary & Gloomy Sorrowful, and Home Sick, Sea Sick, and Sick of the Sea, Amen, and it is 26 Days since we have seen a Whale. Heading SSE Lat. 00.36 S, Long. 125.40

(Log of *Morgan*'s first voyage, 1841–45, kept by Second Mate James C. Osborn, Log 143, G.W. Blunt White Library)

After crossing the Indian Ocean at the beginning of her 1881 voyage, the *Morgan* spent June of 1882 at the whaling supply base at Monganui, New Zealand. She took aboard water, provisions, and several deserters who had quickly found whaling unappealing. Other than attending church and loading provisions, the men were given few opportunities to get ashore. When she departed, the crew towed the ship out of the harbor with the whaleboats.

Sunday, 4 June 1882

First part thick and rainy. Middle part wind blowing hard from the W. with rain. at two AM let goe the starboard anchor. Latter wind went down. at seven AM hove

up the starboard anchor again. crew on shore attending church. Middle and Latter weather cloudy strong breeze from the SE. took a raft [of barrels] on shore and filled with water and brought it off again. cooper setting up shooks. received from shore one sheep.

Tuesday, 20 June 1882

First part fine weather wind light from the N. employed painting the bends. received from shore one sheep. Middle and Latter part squally and rainy. at eleven brought on board four of the Deserters G. Yale T. Waters Russell and [indecipherable]. took from shore small raft of water. Police brought on board Henry Clark.

Thursday, 29 June 1882

First part fine weather wind NW. Middle fine weather. Latter calm. at 8 took the anchor and towed the ship out of the Harbor with the boats having a fair current. about ten AM light breeze sprung up from the SW. made all sail and steared out to sea. took anchor on the bow and stowed chain below. one Barque in sight suposed to be a whaler

(Log of the *Morgan*'s twelfth voyage, 1881–86, Log 149, G.W. Blunt White Library)

Among the most detailed descriptions of life aboard the *Morgan* are accounts of conflicts and breaches of discipline that broke the daily routine. During the *Morgan*'s 1904–06 voyage—her last from San Francisco—Captain Reed kept a log of the crew's insubordinate acts. William F. Daly, the American consul at Tahiti, held an official inquiry concerning one especially violent outburst by the *Morgan*'s carpenter.

17 August 1905, Tahiti

This is to certify that I held an investigation on board the "C.W. Morgan" upon complaint of the master that Adolph Koch, carpenter, had committed an assault on the first mate Mr. Morgan. I examined Koch in the presence of all the officers and crew. He admitted having taken in his hands while in irons in the "Dry Room" an axe with the purpose of killing the first mate, Mr. Morgan, who he claimed had kicked him and put him back in the "Dry Room" when he attempted to break loose. He had been somewhat affected by liquor which he had some time in the morning arranged with some member of the crew to bring on the vessel. Men were seen to go to his room and then showed the evidence of having taken liquor. The first mate gave Koch an order about repairing part of the mast. Koch took offense and tried to strike the mate with a large hammer; afterward tried to strike him with a cooper's punch. He was then put in irons and locked in the Dry Room. After breaking forth, he was put back by the first mate. Later he again broke forth and tried to kill the first mate with an axe. I called for testimony favorable to Koch, but no one could speak a word in his defense. Koch admitted that if he had had a gun, he would have killed the mate. I had him put in irons, arrested by local authorities. At the request of the master, I agreed to his discharge upon date of departure of "C.W. Morgan."

(Log of acts in breach of discipline for the *Morgan*'s thirtieth voyage, Log 154, G.W. Blunt White Library.)

During the second half of her 1908–10 voyage, the *Morgan* was commanded by Captain Charles S. Church, and his wife Charlotte served as "assistant navigator" and keeper of the ship's log. In her routine manner, she reported a gam with the brig *Sullivan*, the last whaler to return to New London County, Connecticut.



The* Charles W. Morgan *becalmed with a whaleboat alongside, at the beginning of her 1918 voyage.
(Courtesy Captain John Parker Samuels Collection)

Thursday, 28 April 1910

Lat–15–46 *Barometer–30.01*
Long–10–46–30 *Wind–South*
Sea–Choppy *Force–Fresh*
Weather Clear & good

This day commenced with a fresh breeze from the South–Ship on different tacks–at 6–45 AM raised (white water) on weather beam–see several spouts–see nothing of it afterwards–Employed in boiling oil first part of day–finished at 10:30 AM This PM took in Larboard boat for repairs–One Brig in sight all day–cutting to the North At 6 PM–gammed the Brig Sullivan–Capt Heggarty & family–mate–and boats crew–came on board here–broke up the gam at 10:30 PM Capt Heggarty reports 1000 bbls oil since leaving St. Michaels So ends this day–all well

Saturday, 25 June 1910

Lat–6–22 *Barometer 30.02*
Long–27–44 *Wind–Variable*
Sea–Smooth *Force–Light*
Weather Squally

This day commenced with light variable winds and rain continues so through out the twenty four hours–Ship under all sail working to the North Employed in painting and washing deck–Killed fourteen scrawney chickens to-night–the whole lot wont make a good dinner–So ends this day all well

(Log of the *Morgan*'s thirty-second voyage, 1908–10, kept by Charlotte Church, Log 156, G.W. Blunt White Library)

Seventy years ago, and only one week before completing her final voyage, the *Charles W. Morgan* took her last whale.

Saturday, 21 May 1921

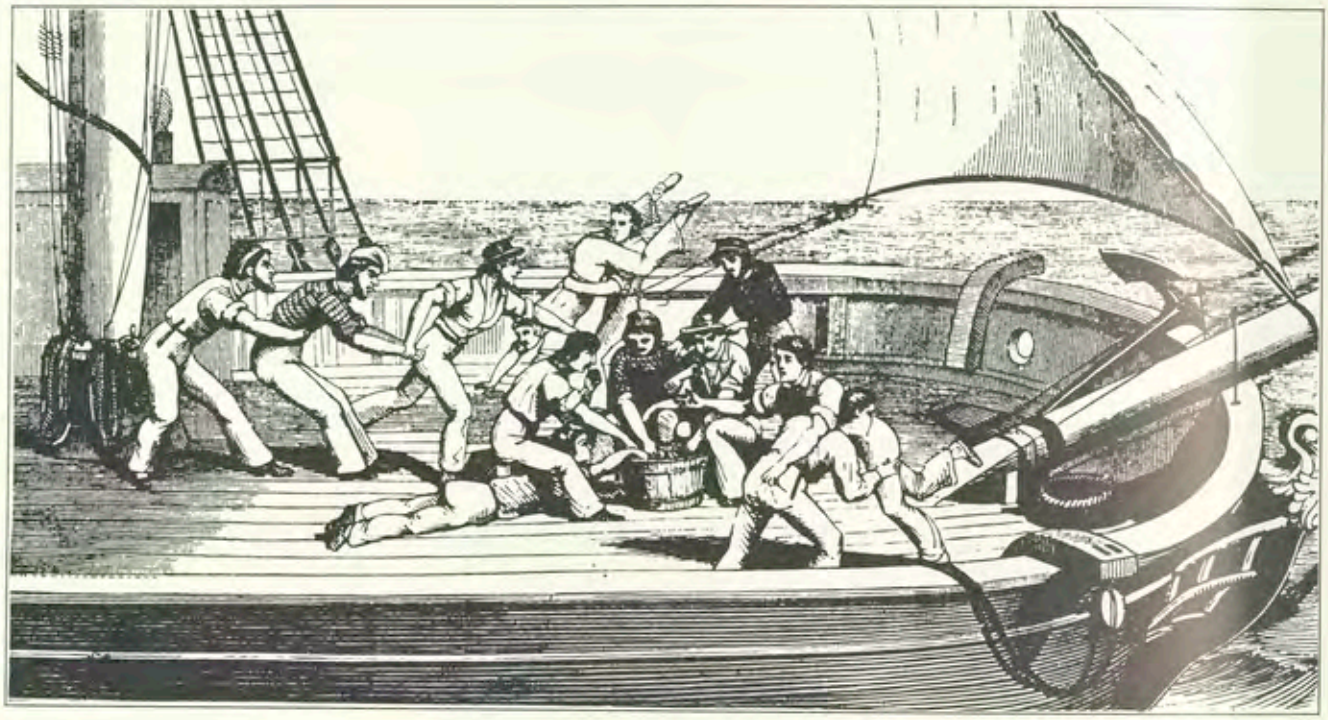
This day weth[er] calm and emploing boiling and Stow down som the oil and a 3 PM Rais 3 large Whale and Drop 2 boat and L[arboard] b[oat] got fast to one and bring long Suit [side] Reamend over night So end this day.
lat. 36.23 long. 74.38

(Log of the *Morgan*'s thirty-seventh and last voyage, 1920–21, Log 161, G.W. Blunt White Library)

Captain John Gonsalves then headed the ship toward Provincetown, where the *Morgan*'s thirty-seventh voyage and her whaling career ended, 28 May 1921.

What is Lobscouse Anyway?

SANDRA L. OLIVER



"A scramble for salt-junk" accurately depicts sailors eating from a communal wooden kid. Lobscouse or any other meal would be served this way. Most ships' watches, however, worked out an equitable allotment of food and avoided fighting over it. Behind the foremast at left is the ship's caboose or galley with its smoking stovepipe.
(J. Ross Browne, *Etchings of a Whaling Cruise*, 1846)

Among seafaring dishes, it seems lobscouse is a hopeless cliche, or maybe even pure invention. But in the nineteenth century it was a real, identifiable, if variable dish. What makes scouse, scouse? By looking at a variety of sources we can get a fairly complete picture.

The *Oxford English Dictionary* defines lobscouse "as a sailor's dish consisting of meat stewed with various vegetables and ship's biscuit or the like." Although the O.E.D. says that the work is of obscure origin, we are cross-referred to the word's two parts "lob" and "scouse," and to an even older word "loblolly." "Lob" has a meaning from brewing terms, of a "thick mixture"; scouse is paired with "scuttle," which means "dish" or "bowl." Loblolly, a term in use by the early seventeenth century and through the nineteenth, usually specified an oatmeal gruel.[1] It is defined by the O.E.D. as a "rustic or nautical dish."

The earliest O.E.D. citation for lobscouse dates to 1706, and it is not complimentary: "He has sent the fellow . . . to the Devil that first invented Lobscouse." Later citations describe it as "savory" and the final one says it is "a kind of glorified Irish stew."[2]

Sailors, too, of course, have provided descriptions of scouse. Richard Henry Dana, Jr., in *Two Years Before the Mast*, described the scouse served on the brig *Pilgrim* in 1834: "biscuit pounded fine, salt beef, cut into small pieces, and a few potatoes boiled together and seasoned with pepper."[3] John Perkins, on the American whaleship *Tiger* in 1845, got a serving of after-cabin scouse leftovers, which he said was "a curious mixture, onions, potatoes, several kinds of meat, and everything eatable in the ship." He went on to say that, by contrast, "Scouse for the forecastle is made of bread & meat soaked in water & then boiled."[4] This is similar to the one described by whaleman Lewis Eldridge: "hard bread and salt meat well sprinkled with pepper, chopped into pieces and boiled in water."[5] In 1882, George Boughton on the British ship *Archos*, said lobscouse was "so simple that it may be made out of any old thing, although it was a kind of stew or hash with vegetables in it."[6]

Charles Abbey, on the ship *Surprise* in 1856, claimed to have made scouse for himself by "breaking up some biscuit & soaking it in water a few minutes & cutting in bits of beef, then put in some 'slush' or grease of any sort and let the cook bake it for me."[7] I suspect that what Abbey really concocted was cracker hash, because the mixture sounds too dry to be a stew-like dish. Perhaps one ship's cracker hash was another ship's scouse.

Still another description comes from the sea chanty, "Paddy West's House," which tells about a boardinghouse master who offered to turn greenhands into seasoned tars by such activities as marching them around a table with a bullocks horn on it so they could claim to "have gone around the Horn." Paddy West served these aspiring sailors "American hash," which he called "Liverpool scouse."

American hashes in the nineteenth century were made with leftover meats, warmed up in gravies, so it would have seemed similar to scouse – a near miss.

These definitions and descriptions suggest a preparation that was thick, uncomplicated, eaten by rural people or sailors, and similar to what we know in the twentieth century as a stew. But all this still does not reveal lobscouse's essential character.

While lobscouse can be definitely identified as a seafaring term, no foods prepared on a ship were created in a vacuum; ships' cooks took provisions and combined them to make, as nearly as possible, familiar looking and tasting dishes. So it is no surprise that when sailors and scholars described scouse, they often used the terms "stew" and "hash" because that is what it seemed most like.

Stews in the eighteenth and early nineteenth centuries were a bit different from modern stews. Like ours, they were almost always made with fresh meats, but the vegetables included were what modern cooks call aromatics – carrots, onions, and celery – added for flavor *not* for substance, which is commonly done today. If salted meat, instead of the more desirable fresh, had to be used to make a stew, or when vegetables – usually root vegetables such as potatoes, turnips, or carrots – or grains, sometimes in the form of bread, were added to extend a stew, the result was a poorer dish indeed: it was *lobscouse* instead of *stew* – a stew made of salt meat stretched with vegetables and bread.

In the shipboard scheme of things, however, this kind of stew offered the best possible dish out of the available ingredients. Salt meat – pork or beef – was the rule rather than the exception, especially in the foc'sle, and, together with a ration of bread in the form of hardtack, was the basis of the diet. Except for potatoes, which appeared in the regular rotation of fare, vegetables were reserved mostly for the after cabin, as we saw in Perkins's description, and were served to the foremast hands only occasionally.

Its not surprising that these economical strategies were in use wherever a living was hard to make, either at sea or ashore. During the nineteenth century in the British Isles, that included the north of England (where Liverpool is located), hence "Liverpool scouse"; and Ireland, hence "Irish stew," which I believe was a derisive term in the late 1800s because of the vegetables added to stretch it.The colony of Newfoundland, on this side of the Atlantic, still relied heavily on imported salt meat well into the twentieth century, and lobscouse was eaten ashore there as well. While it is not out of the question that salt meat stews were made in New England, they seem not to have been as common, and I haven't yet found direct evidence that New Englanders ate lobscouse ashore.

Scouse can yet be found in Newfoundland and in the north of England. According to one source, it still appears in Sweden under the name of lapskojs and in Germany as labskaus, made with salt herring.[8] Modern scouse recipes call for fresh or salt meat (though salt meat is the rule) and plenty of root vegetables like carrots, turnips, onions, and potatoes, and often grain like barley or rice. Most are similar to the after-cabin scouse Perkins described, with its "everything eatable in the ship."

Given that scouse was so simple, and made from the same foodstuffs as every other shipboard meal, why would it have been considered highly at all? Dana even went so far as to say it was "a rare treat." Scouse actually took more effort from the cook to prepare. On most days, he simply boiled pieces of beef or pork, he boiled potatoes, and he soaked and boiled beans or peas. Sailors dunked their hardtack in their tea or coffee to soften it for eating.

Scouse on the other hand, was more labor intensive. It required the cook to chop meat and potatoes or other vegetables, soak or even pound the hardtack, and then season it all with pepper. He had to cook the mixture together with a bit more finesse than a plain boiled meal usually required. As hard to imagine as it is, scouse, with its blended flavors, was more savory than daily boiled fare, and so it was much appreciated by the crew.

Along with shipboard fare generally, scouse improved in the early twentieth century, and by then it probably resembled the modern Newfoundland scouse recipe that follows. This comes from a community cookbook published by the United Church Women of Newfoundland and Labrador, entitled *Fatback and Molasses*. Care to try it?

Lob Scouse

1 lb. salt meat, cubed
1 med. onion, diced
2 Tbsp. rice
1 cup each of diced carrots, turnips, and potatoes
1 parsnip, diced
1 cup chopped cabbage

Soak meat overnight to remove the salt. Drain. Add 6 or 7 cups of fresh cold water and cook for one hour. Then add the vegetables and rice. Cook until vegetables are tender. (Spareribs may be used instead of salt meat.) *(Contributed by Neta Ivany of Sunnyside and Miss Alice Lacey of Wesleyville.)*

From Fatback and Molasses (St. John's, Newfoundland: Rev. Ivan Jesperson, 1974), p. 11. ■

NOTES

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2. *Compact Oxford English Dictionary*, p. 1647.
3. Richard H. Dana, Jr., *Two Years Before the Mast* (New York, Harper & Brothers, 1840), 13 November 1834.
4. John T. Perkins, *John T. Perkins' Journal at Sea, 1845* (Mystic: Marine Historical Association, 1934), p. 125.
5. Lewis William Eldridge, *Lewis William Eldridges's Whaling Voyage* (New Bedford: Reynold Printing, 1939), p. 16.
6. George Boughton, *Seafaring* (London: Faber & Gwyer, Ltd., 1926), p. 46.
7. Harpur Allen Gosnell, *Before the Mast in Clippers, Composed in Large Part of the Diaries of Charles A. Abbey While at Sea in the Years 1856 to 1860* (New York: Derrydale Press, 1937), p. 41.
8. Jane Grigson, *The Observer Guide to British Cookery* (London: Michael Joseph Ltd., 1984), p. 141.



This photograph of the* Morgan's *galley, as it was exhibited in 1955, depicts the cubicle in which the cook prepared lobscouse and other fare for a crew of 35.
(Seaport Photo Archives)

BOOK REVIEWS

Maritime reprints abound these days. Recently, a large number of classics and should-be classics have been reissued. Among the books refitted for modern readers are the following worthy volumes.

Songs of the Sailor and Lumberman

William Main Doerflinger

Glenwood, Illinois: Meyerbooks, 1990. xxvi plus 374 pp., illustrations, appendices, bibliography, index. $19.95, paper.

Maritime scholars, enthusiasts, and musicians will be particularly pleased to know that William Doerflinger's definitive collection of work songs (chanteys) and ballads sung by sailors and timbercutters is still available. Beginning in 1930, Doerflinger spent twenty years collecting these work songs among retired sailors and lumbermen. He published the volume, complete with music, as *Shanteymen and Shantyboys* in 1951, and he reissued it as *Songs of the Sailor and Lumberman* in 1972. This revised paperbound edition has been updated. Almost two-thirds of the book deals with songs of the sea. The notes and bibliography alone would be a valuable addition to a maritime library.

The Panama Route, 1848–1869

John Haskell Kemble

Columbia: University of South Carolina Press, 1990. xvi plus 316 pp., illustrations, appendices, notes, bibliography, index. $24.95.

The late John H. Kemble, long a guest lecturer at the Seaport's Munson Institute, prepared this study while a graduate student at the University of California at Berkeley in the 1930s. Long interested in the Pacific Mail Steamship Company, Kemble undertook to tell the complete story of the first twenty years of organized travel between the U.S. coasts. The resulting book, which is full of analytical detail, was first published in 1943.

But there is more than financial detail to the story. The Pacific Mail Steamship Company, chartered in 1848 to provide mail service to the Pacific Coast, was immediately brought to prominence by the discovery of gold in California later that year. To seal their hold on the route, the company's principals built the Panama Railroad in the 1850s, and that remained an essential link in the route until the Panama Canal was finished 60 years later. The story is full of political intrigue and cut-throat competition between steamship companies as they sought to dominate what, for a time, must have been among the busiest long-distance routes in the world. Kemble also details the economics and technology of early ocean steamship operation as the companies tried to make a profit with their wooden-hulled side-wheel steamers. Kemble does not ignore the human side of the story: the anxious gold-seekers, prosperous businessmen, families, and rogues who followed this sometimes luxurious, sometimes hazardous, route to the land of fortunes.

The University of South Carolina has photographically reproduced the book for this edition. Unfortunately, the quality of the illustrations does not match the rest of the production. The muddy and indistinct steamship portraits mar an otherwise admirable edition.

Going Fishing: The Story of the Deep-Sea Fishermen of New England

Wesley George Pierce

Camden, Maine: International Marine Publishing, 1989. xii plus 323 pp., illustrations, appendices, index. $17.95.

Born in 1869 at Southport, Maine, Wesley George Pierce first went fishing in 1884. Fifty years later, with hook-and-line fishing and mackerel seining under sail being superseded by powered technologies, he realized that a way of life was about to vanish. "As much of this information concerning New England's first industry is rapidly becoming a thing of the past and likely to be forgotten, it has seemed to me worthwhile to record the daily life of the salt-water fisherman and how the fish were caught," he wrote.

What Pierce produced is among the three or four most readable and informative books on New England fishing under sail. The book is not perfect. Pierce did not document his statements of names and dates, and he wrote with a strong Maine orientation, so this is not really a formal history of New England fishing. It is, however, a clear and eloquent reminiscence of fishing under sail, recounting the author's own experiences as well as details about the other forms of fishing and about notable skippers and schooners.

Especially useful are the appendices containing a glossary of fishermen's terms and a discussion of fishermen's lore and superstitions. This nice, affordable reissue of the 1934 Marine Research Society edition belongs in any collection of New England maritime books.

The Confederate Privateers

William Morrison Robinson, Jr.

Columbia: University of South Carolina Press, 1990. xvi plus 372 pp., illustrations, appendix, index. $24.95.

Sixty-two years after its first publication by Yale University Press, Robinson's ground-breaking study of the private Confederate commerce raiders has been resurrected by the University of South Carolina. This lively study of the last stand of private commercial warfare begins with a discussion of the background of privateering and the emergence of the Confederate nation, then covers in detail the early efforts of the South's private, profit-making raiders to harrass Northern shipping. The story is largely confined to the first two years of the war, before the Union Navy got a full grip on the Southern coast with its blockading fleet, and before blockade running became a more lucrative and more essential element of Southern maritime commerce. For an exciting and accurate account of an often overlooked side of the Civil War, this is the book.

Voyages of the Columbia to the Northwest Coast, 1787–1790 & 1790–1793

Frederic W. Howay, editor

Portland: Oregon Historical Society, 1990. xxvii plus 518 pp., illustrations, index. $40.00.

This extremely handsome book reproduces a volume originally published by the Massachusetts Historical Society in 1941. It is really a source book, as explained in the Introduction: "This volume aims to offer everything of value that is still extant relating to the first voyage of the *Columbia* and the *Washington*, 1787–1790, and the second voyage of the *Columbia*, 1790–1793." Inspired by Captain Cook's report of fur-trading possibilities on the Northwest Coast, and planned as an entree into the China trade by Boston merchants led by Joseph Barrell, these were the first American trading voyages to the Pacific Northwest, and established an American presence in the fur trade there from which grew the nation's later claims on the region. They were equally voyages of exploration, bringing the New Englanders into contact with the Native Americans of the Northwest Coast and resulting, on 12 May 1792, in the discovery of the "river of the west," the Columbia (named for Gray's ship).

The volume contains fully annotated transcriptions of Third Mate Robert Haswell's journal of the *Columbia*'s first voyage, which includes detailed observations of the natives and a vocabulary of the Nootka Sound Indians; John Hoskins's narrative and Robert Haswell's and John Boit's logs of the *Columbia*'s second voyage, 1790–1793, during which Captain Gray discovered and named the Columbia River; and miscellaneous letters and financial accounts relative to the two voyages.

For those interested in maritime exploration, Native Americans, or the exotic commerce of early America, this bicentenary volume is a valuable source.

The City Girl Who Went to Sea

Rosmarie Hausherr

New York: Four Winds Press, Macmillan Publishing Company, 1990. 78 pp., illustrations, glossary. $14.95.

Photographer Rosmarie Hausherr has a special talent for photographing children, as is evident in this appealing account of a New York City girl's summer in the fishing village of Salvage, Newfoundland. In prose and spontaneous black-and-white photographs, Hausherr follows 10-year-old Alicia as she becomes accustomed to the simple, family-oriented life in this maritime community. A useful glossary helps explain and illustrate the objects of the local fisherman's world. As a depiction of an increasingly rare way of life this is a valuable addition to childrens' literature. My daughter enjoyed it!

The Wherry Oarsman

The Coast Guard Under Sail: The U.S. Revenue Cutter Service, 1789–1865

Irving H. King

Annapolis: U.S. Naval Institute Press, 1989. 240 pp., illustrations, notes, bibliography, index. $29.95.

As the title states, this account traces the U.S. Coast Guard from the beginning of the Republic to the close of the Civil War. Although in the first two chapters King rehashes material that was covered in his earlier book, *George Washington's Coast Guard* (1978), they are an integral portion of the story, setting the background for the history of the men and sailing vessels of the U.S. Revenue Cutter Service, the precursor of the Coast Guard.

Military history, with its many facts, dates, and statistics, poses hazards for an author, who may lapse into a bland recounting at the expense of the human element. Fortunately, King has found plenty in the Coast Guard's primary sources to keep the reader interested. Those seeking a pure reference source in this book will be disappointed by the lack of rosters, vessel plans, and the like. But, as an effort to place the Coast Guard in the context of U.S. history as a whole, the book succeeds admirably.

With extensive use of both primary and secondary sources, King guides the reader through the Service's peacetime revenue missions as well as through the military conflicts in which the cutters found themselves engaged through 1865. Piracy, the War of 1812, the Mexican War, and the Civil War were all critical elements of U.S. history in which the Revenue Cutter Service played a colorful role.

Stephen H. Evans's *The United States Coast Guard, 1790-1915* (1949) and Horatio Smith's *Early History of the United States Revenue Marine Service* (1932, 1989) complement King's new work, and are worthwhile books for those who seek further Coast Guard lore.

Paul O'Pecko
Reader Services Librarian, M.S.M.

Beken of Cowes: The America's Cup, 1851 to the Present

Introduction by Olin Stephens

New York: HarperCollins, 1990. 192 pp. $60.00.

Maxi: the Ultimate Racing Experience

Preben Nyeland, with Jill Bobrow and Dana Jinkins

Waitsfield, Vermont: Concepts Publishing, Inc., and New York: W.W. Norton, 1990. 228 pp. $50.00.

Yes, there can be yet another America's Cup picture book. This deluxe presentation, measuring 14 inches high by 20 inches when opened up, features photographs by three generations of the famous Beken family of Cowes, England. Unfortunately, what should have been a sumptuous sampling of Beken photographs has been badly marred by running many pictures across two full pages, forcing the gutter to intrude, sometimes abbreviating the picture information at dead center. Perhaps this was not apparent before binding. Even so, considering the poor quality resulting from such giant blow ups, one cannot help but question the procedure.

No text accompanies the photographs, which are treated as an album in one 153-page gathering. The descriptions are found at the back of the book, and they are unusually full and useful. Olin Stephens of Sparkman & Stephens fame provides a valuable, thought-provoking introduction, from the vantage of one of the principal designers of America's Cup competitors.

It looks as if the future history of the America's Cup may be in the hands of the maxi racing boat fraternity; and in advance of the next challenge what should appear on our desk but a colorful testimonial to this "ultimate racing experience." The bulk of this book is devoted to an elaborate catalog of the 30 yachts in the Maxi Class (as of spring 1990). They are all illustrated in stunning color photographs by Preben Nyeland. The balance of the book presents various articles by various authors treating the maxis' history, designers, constuction methods, comparative maxi performances, and a description of the maxis in the Whitbread Round the World Race of 1989. A simple glance at the photos reveals that maxi sailing is not old-fashioned amateur yachting: corporate logos are emblazoned on the hulls and spinnakers of almost all of these giant yachts. Those who still do not know what a maxi is will find incised in bold 14-point type at the bottom of the Contents page this helpful reminder: "Maxi is the term to describe the biggest yachts in rating, length, width, sail area, etc., eligible under the International Offshore Rule of the International Yacht Racing Union." If you like your boats big and colorful, this book may please you.

Plum Gut

To California by Sea: a Maritime History of the California Gold Rush

James P. Delgado

Columbia: University of South Carolina Press, 1990. xiv, 237 pp., illustrations, notes, appendices, bibliography, index. $24.95.

James Delgado's *To California by Sea* is a recent contribution to the University of South Carolina's successful series, "Studies in Maritime History." A native of San Francisco, the author is presently based in Washington, D.C., serving as Maritime Historian for the National Park Service. Delgado has written a brief, useful survey about most of the important maritime aspects of the California gold rush. Leaning heavily on newspaper accounts, but including a respectable number of fresh manuscript sources, Delgado's book warrants the attention of seasoned historians; however, it will probably find its most frequent use for those seeking an introduction to this perennially interesting subject. A rather unique chapter on Argonaut disasters reflects the author's professional participation in marine archaeology. His clearheaded organization is unusually well served by a designer who guides the reader with an abundance of subheadings, making this book a reference librarian's delight.

In its "Classics in Maritime History" series, the University of South Carolina also preserves in reprint the late John Haskell Kemble's indispensable, densely packed, *Panama Route, 1848–1869*. Another classic, frequently reprinted, is the highly entertaining and reliable, *Sea Routes to the Gold Fields*. This gem was written (without a footnote) by San Francisco's prolific author, Oscar Lewis. Although Kemble's book is 50 years old and Lewis's 40, they, along with Delgado's recent contribution, would seem to me to head the long list of titles on this subject. Delgado rightly observes that, with all of the untapped manuscript accounts, letters, journals, and logs in libraries and private hands still out there, a definitive history of the California gold rush will probably never be written.

Plum Gut

NEWS & NOTES

Grant from Chubb Corporation Funds Morgan *Celebration*

The Chubb Group of Insurance Companies, headquartered in Warren, New Jersey, has made a grant of $250,000 to Mystic Seaport for the celebration of the 150th anniversary of the *Charles W. Morgan*, America's last wooden whaleship. The celebration will include educational activities of great depth and broad historical perspective, providing even those familiar with this great ship with a new understanding of its place in history.

Rob Russell, Maurice Baron, Jeff Pearson, Roger Hambidge, and Tom Jannke (left to right) bend a davit for the Charles W. Morgan. *Outfitting the historic ship is just one of the many acitivities taking place for the Seaport's celebration of the* Morgan's *150th year.*
(Photo by Mary Anne Stets)



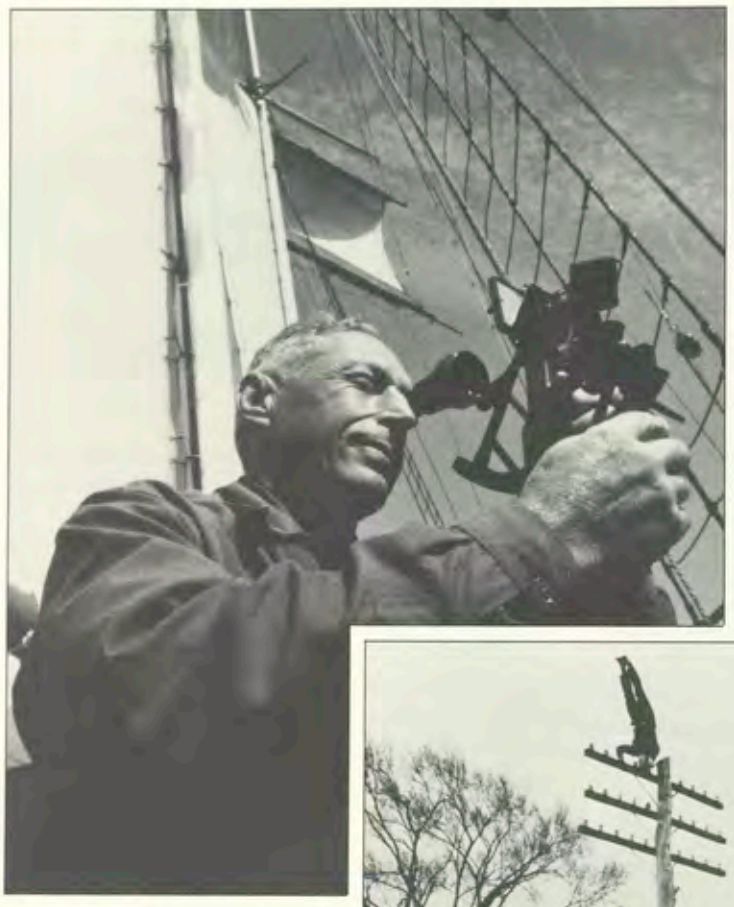
The Chubb grant will fund a year-long schedule of special programs and events centered on the *Morgan* and its history. This will include outfitting the ship with the equipment its crew would have used and furnishing Chubb's Wharf with nineteenth-century whaling equipment, such as trypots and a pen for oil casks.

Chubb's Wharf, which was completed in 1974, was constructed thanks to a donation from the late Percy Chubb II, a trustee of the Museum, and his family. Chubb dedicated the wharf to his father, Hendon Chubb. Hendon's father, Thomas Caldecot Chubb, went into partnership with his son, Percy Chubb I, to found Chubb & Son of New York. The company grew into one of the country's leading insurance companies.

In addition to fitting out the *Morgan* and Chubb's Wharf, this generous grant from the Chubb Group will also make possible the following activities, which will benefit the Seaport and its visitors for many years to come:

- During the summer, there will be increased interpretation on and near the *Morgan*, to provide a richer educational experience for visitors, including additional interpreting staff on the ship, theatrical presentations on Chubb's Wharf, (see page A) and lantern-light programs at night (see inside front wrapper).
- A major exhibition in the South Wing of the Stillman Building titled "A Reflection of America" is scheduled to open on 22 June. This exhibition, which will remain on display for two years, will examine the *Morgan* and whaling as they reflected the larger social, economic, and cultural developments in America since 1841.
- An interactive computer exhibit will be part of the exhibition in the Stillman Building. This will also be made available for use in schools, and will be available in the Planetarium after the Stillman exhibition closes.
- Also available to schools will be a "Reflection of America" curriculum packet, which will supplement the concepts examined in the Stillman exhibition.
- A videocassette version of "Whales, Whaling and Whalemen," the Museum's popular slide program shown regularly in the Campbell Room, will also be made available to schools.

This will be an especially interesting summer for members to visit the Seaport, experience these events and learn more about the *Charles W. Morgan*. ■



Above, *Irving Johnson aboard* Yankee. (Photo by Thomas J. Abercrombie, courtesy of National Geographic Society)



Right, *before leaving to sail around Cape Horn aboard the bark* Peking, *the young Irving Johnson built his courage and his sense of balance by standing on his head on top of a telephone pole near his family's farm in Hadley, Massachusetts.*

Irving M. Johnson, 1905–1991

Long before his death on 2 January, Irving McClure Johnson had become a legend, not only for his seafaring exploits, astounding as they were, but as a symbol of adventure that transcended the world of sail.

A good friend to Mystic Seaport, Irving Johnson was a trustee emeritus, having been elected to the Board in 1953.

Johnson died in Hadley, Massachusetts, where he was born on 4 July 1905. He was the son of McClure Johnson, author of more than 100 books, and Anna McQuestion, a schoolteacher. Irving Johnson's death, a result of complications from Parkinson's disease, came at the age of 85.

Johnson began preparing early for the vigorous life at sea he intended to lead. As a young man he built his confidence and sense of balance by regularly climbing a telephone pole across the street from his home and doing a headstand on top of it. He ordered a body building book through the mail and worked until his biceps were thicker than his neck.

Johnson first went to sea at age 17, starting out on small boats along the New England coast. After high school he worked as a yacht captain for six years: two years on a New York 40 moored off Newport, Rhode Island, and four seasons on the Seawanhaka schooner *Charmian*. Johnson then joined the merchant marine. At various times he worked for the Grace Lines, the Dollar Line, the Roosevelt Line, and on Lamport & Holt ships.

Johnson wanted a taste of offshore sailing, however, before the age of the great square-riggers had passed forever. With a friend, Charlie Brodhead, Johnson approached officials of the Laeisz Line in Hamburg, Germany, which took apprentices for pay aboard their fleet of Flying P liners, so named because every ship's name began with the letter P.

In 1929 the two shipped aboard the 345-foot four-masted bark *Peking*, an immense vessel with 32 sails and masts 17 stories high. They left on a 93-day voyage around Cape Horn from Hamburg to Talcahuano, Chile, for a cargo of nitrate. During a Force 12 storm, Johnson climbed to the upper topsail yard to take movies, capturing footage showing the whole deck buried in waves.

After arriving in Chile, Johnson and Brodhead crossed the Andes, then worked their way home on a British freighter. Back in Hadley, Johnson wrote his first book, *The Peking Battles Cape Horn*.

In the fall of 1930 Johnson signed on as mate of *Shamrock V*, Sir Thomas Lipton's America's Cup challenger, to return the boat to England. During the 19-day October run to Bishop Rock, the huge J boat encountered a hurricane, through which it ran, reefed, for 326 miles, leaking and nearly sinking.

In the summer of 1931 Johnson sailed as mate aboard Captain Warwick Tompkins' former German pilot schooner *Wander Bird*. Johnson crewed for Tompkins in a transatlantic race and then in Europe and the West Indies. Aboard that boat he met his future wife, Electa Search, who was a guest on the vessel's European cruises. They were married a year later on board.

Beginning in 1933, the Johnsons made three round-the-world cruises aboard their 92-foot schooner *Yankee*. These circumnavigations, of which he would make a total of seven, began and ended in Gloucester, Massachusetts. Except for one voyage, when Johnson was ten minutes late, the *Yankee* always returned 18 months to the minute after departure. The crews included the Johnsons and their two children, Arthur and Robert, and about 25 amateur sailors, who were men and women of college age.

Irving and Electa Johnson developed a reputation for assembling congenial amateur crews, and teaching them what they needed to know for a safe and successful voyage. Everyone but the cook – the only professional – helped sail, stood watch, steered, and handled sail.

In 1934 Johnson discovered and charted five islands near North Borneo. He also discovered the anchor of HMS *Bounty* in 50 feet of water off Pitcairn Island, where mutineers scuttled the vessel in 1790.

Before the beginning of World War II, Johnson entered the U.S. Navy to put to use his unparalleled knowledge of the countless South Pacific atolls and treacherous coral reefs. He was commissioned as a lieutenant commander on orders from President Roosevelt, after initial resistance from the Navy about assigning such a rank to a civilian who had not attended college. Johnson was in Pearl Harbor on the day of the attack that brought the United States into the war.

Johnson took command of the 4,600-ton special survey ship USS *Sumner*, which accompanied amphibious forces in the Pacific, making charts of the little-known harbors and coastal areas for immediate use, often ahead of the fighting ships, or in the thick of combat. In three and a half years the *Sumner* turned out 50 field charts in 26 separate areas from Bora Bora to the Philippines, Iwo Jima, and Guadalcanal.

One assignment took the *Sumner* to Iron Bottom Sound, between Guadalcanal and Florida Island, which is named for the many American and Japanese ships sunk there. The enemy vessels contained secret codes and charts, a wealth of valuable information for Navy Intelligence. The *Sumner*'s survey crew dove daily to recover the charts, files, and other documents. Johnson received a Special Service award for this work. He served without a day of leave during the war.

After the war Johnson sought a boat to replace the *Yankee*, which he had sold upon entering the Navy. The actor Sterling Hayden, who was mate aboard the first *Yankee*, told him of *Duhnen*, the last German-built pilot boat, which had been seized by the Royal Air Force as a prize of war.

Johnson sailed the 1946 Bermuda Race aboard *Brilliant*, now at Mystic Seaport, then flew to England to acquire *Duhnen*, which he renamed *Yankee*.

Aboard the 96-foot *Yankee* the Johnsons made four more round-the-world cruises between 1947 and 1958. They sailed through Pitcairn Rock, through Torres Strait in the moonlight—Johnson conning her from aloft—explored the Solomon Islands, and went 275 miles up the uncharted Sepik River in New Guinea.

On 4 July 1959, Irving Johnson's 54th birthday, the third *Yankee* was launched. In this 50-foot steel ketch built to their own specifications, the Johnsons cruised the canals of Europe, roamed the Baltic and Mediterranean, and sailed up the Nile.

Johnson never lost his lust for adventure, celebrating his seventieth birthday with a skydiving lesson, a gift from Electa.

Johnson's sixty years of nautical adventures were chronicled in books and films. His books, some co-authored with Electa, include *Westward Bound* (1936); *Sailing to See* (1939); *Yankees Wander World* (1949); *Yankee's People and Places* (1955); *Yankee Sails Across Europe* (1962); and *Yankee Sails the Nile* (1966).

During his long association with Mystic Seaport, Johnson made many significant contributions that will endure long after his death.

In 1980 Johnson donated the master film rights to *Around Cape Horn*, his own film of his spectacular 1929 voyage aboard the *Peking*. Johnson recorded the narration of the film in the basement of the Seaport's G.W. Blunt White Library. When released in 1985 by the Seaport's Film and Video Division, *Around Cape Horn* won grand prize at the La Rochelle International Sailing Film Festival in France. Ken Mahler, manager of the Film and Video Division, was responsible for the film's release on videocassette. It is the Seaport's most popular video, selling more than 8,000 copies to date.

When Johnson agreed to help the National Geographic Society produce a documentary on his life, from the *Peking* adventure through his cruises on the inland waterways of Europe and the Nile aboard the third *Yankee*, Johnson insisted that the Seaport own the film and videocassette rights. The resulting video, *Irving Johnson, High Seas Adventurer*, won the Grand Prize at La Rochelle in 1987, and the Grand Prize at the International Sailing Film Festival at Friedrichshafen, Germany.

Just as countless people benefited from knowing Irving Johnson, Mystic Seaport benefited from its friendship with this remarkably energetic and generous man.

Irving and Electa Johnson during a visit to Mystic Seaport in 1987.
(Photo by Mary Anne Stets)



Complete Sea Chest Acquired

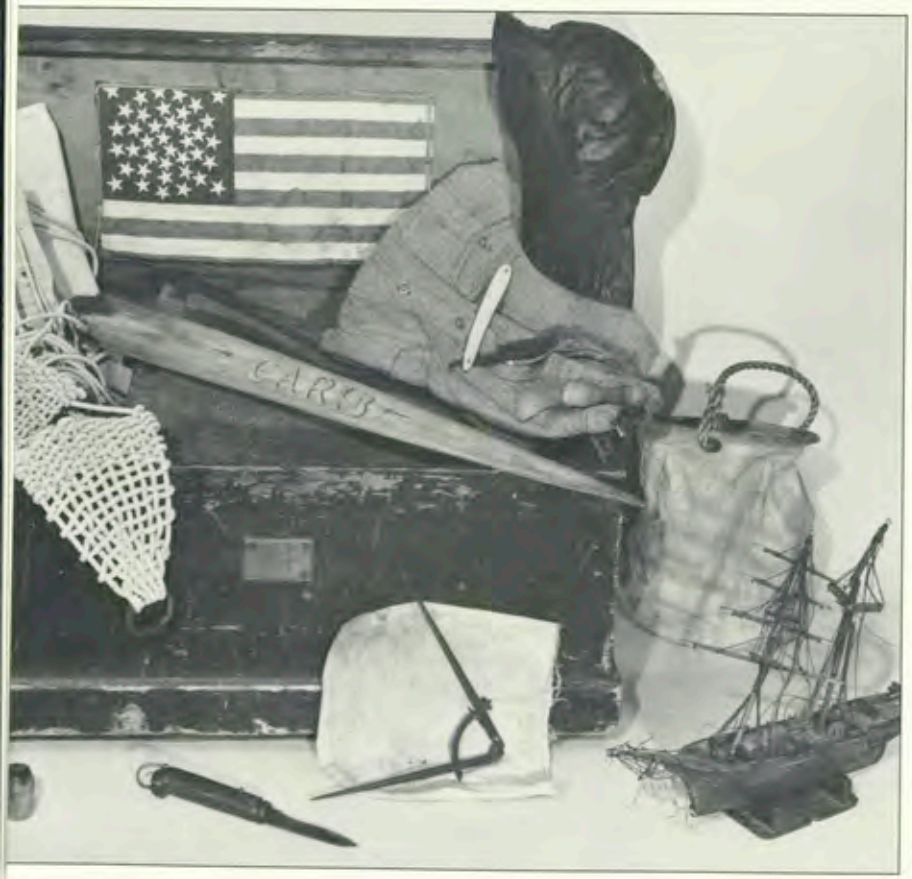
Mystic Seaport recently acquired a wooden sea chest containing a rigged sailor's model and a photograph as well as sea gear, including a blanket, wool shirt, trousers, foul weather gear, sou'wester, cotton hat, two ditty bags, knife, fold-out razor, shaving brush, navigational dividers, tobacco pipe, and hammock. Sailors' work clothes and other personal belongings are rare, making this complete set of objects a significant acquisition.

The chest belonged to R.A. Fall of Watertown, New York, who sailed on the brigantine *Carib*. Little else is known about R.A. Fall, although the Registrar's Office staff is now looking for more information.

The rigged model is the only item in the chest that is dated; in ink on the model stand is the inscription "Built by R.A. Fall 1905 Brtn. Carib." The photograph looks aft from near the mainmast of an unidentified ship that does not appear to be the *Carib*, and shows several men standing on the deck.

The *Carib* was built in 1880 at the Robert Crosbie yard in East Boston and was initially owned by Eggers & Heinlein of New York. By 1886 F.J. Montgomery, who had been the *Carib*'s captain, owned the brigantine. In 1899 the ship was under British registry, but was still owned by Montgomery. In 1900 the ship was run down off the coast of Honduras by the Norwegian steamer *Iberia*. The *Carib* was later picked up by a tug boat and beached, and some of her cargo recovered, but the ship was a total loss. [M.S.M. 91.29.0]

(Photo by Claire White-Peterson)



Munson Institute Alumna Awarded Albion Fellowship

Lisa Norling, a Rutgers University graduate student who is completing her doctorate in history this spring, has been offered the first Robert G. Albion Fellowship in American Maritime History. The late Robert Albion was director of the Frank C. Munson Institute of American Maritime Studies for 20 years.

Norling will teach American Maritime History at the Williams College-Mystic Seaport Maritime Studies Program, and then assume a tenure-track professorship in the history department at the University of Minnesota.

Norling, a 1989 Munson Institute student, won the *Log* Prize Article Award in 1989 for her article "Contrary Dependencies: Whaling Agents and Whalemen's Families, 1830–1870." Her dissertation is on the wives of whalemen of Nantucket and New Bedford.

Remembering an Adventure at Sea, Fifty Years Later

In the summer of 1941, young New Jersian Charles Turnbull shipped aboard the *Jean F. Anderson*, a three-masted schooner bound from Nova Scotia to Jacksonville, Florida. It was the last voyage the schooner ever completed: After Turnbull signed off in August to return to college, she set sail for Bermuda with a load of hard pine, and was savaged by a storm about 130 miles from the island. All hands were rescued by a British ship, but the *Jean F. Anderson* was lost.

The Last Voyage of the Jean F. Anderson is Charles H. Turnbull's memoir of the unforgettable summer he spent on one of the last commercial sailing vessels. Recently published by the Museum, this 104-page book is not only a description of the author's experiences at sea, but also a personal meditation on youthful ambition and the maturing process, as well as a thoughtful tribute to the men with whom he sailed.

In concise and lucid style, Turnbull describes the ship, his shipmates, and the excitement and tedium of life at sea, calling up many details as though he has just returned from the voyage. The prose is supplemented by 15 illustrations and photographs, many by the author himself.

An inexperienced seaman when the *Anderson* set sail, Turnbull had to learn fast, and his romantic notions of the seafaring life were quickly reshaped by experience. The author's 50-year perspective on the voyage adds depth to his reflections on learning and growing up, both aboard the *Anderson* and after.

The Last Voyage of the Jean F. Anderson is available in paperback for $13.95 at the Mystic Seaport Museum Stores Bookstore. Museum members receive a 10 percent discount on this and other titles at the Bookstore. Books may be ordered by calling (800) 331–2665, or (203) 572–8551.



Gung Ho Squad members Bill Steinbuch (standing) and Nick Fast assemble the new tables in the Galley. Visible in the background are Neal O'Connell and Joy Fast.
(Photo by Mary Anne Stets)

Have a Taste of the "New" Galley

Members who visit the Seaport this summer will see a very different Galley from a year ago. The Seaport's convenient self-service restaurant now has a broader menu, a more comfortable atmosphere, and a quicker, more efficient service system.

The Galley now offers a greater variety of food than ever before. Four windows will be open in the summer for the Galley's broadened casual menu, as well as a deli window for fresh sandwiches, a window with pizza by the slice, and an expanded ice cream menu of shakes, floats, sundaes, and more. The Galley will again offer lobster and other full dinners during Summer Evening Hours.

This past winter the front area of the Galley was painted and new tables and seats were made and installed by the Gung Ho Squad, the Seaport's group of 33 volunteers who come to the Museum twice a month during the winter for large-scale work projects.

The contribution of the Gung Ho Squad was vital to improve the appearance of the Galley at a minimal expense. "Without the Gung Ho Squad's help, the high cost would have limited the extent of the project," said Jim Farrell, the Seaport's food services manager.

Maintenance and Shipyard staff also contributed to renovation of the building. The Galley's floor was resurfaced by an outside contractor.

Members are invited to contribute their own weathered nautical artifacts to help decorate and add atmosphere to the Galley.

The Galley has increased its ability to serve customers quickly, giving visitors more time to relax with a meal before continuing their visit to the Seaport. The cooking line has been reorganized to increase speed of service, and a new queue system will keep lines flowing quickly on busy days.

Members who have not visited the Galley since last year should give it a try. Plan for a meal at the Galley during your next visit to Mystic Seaport!

Can You Help Us?

• The Shipyard is looking for an engine for *Florence*, the Museum's 1926 fishing dragger. Either of two kinds of engines which *Florence* used during her career would be appropriate: a 65-horsepower, six-cylinder Lathrop Standard or a 65-horsepower, four-cylinder Bridgeport. The Lathrop engine would be of particular interest, since the Lathrop Engine Company was in Mystic.

The engine need not be in perfect or complete condition, because Shipyard staff is prepared to do whatever work is necessary to restore it. Spare parts are also welcome, as would be any information from people who worked at the Lathrop Engine Company. Please contact Nancy d'Estang at ext. 392 or 267.

• Mystic Seaport needs a variety of items to outfit the forecastle and galley of the *Charles W. Morgan* for this year's celebration of the whaleship's 150th anniversary.

Among the items needed for the forecastle are men's clothing of natural materials appropriate to the period 1890 to 1910, including shirts, trousers, sweaters, mittens, socks, underwear, and caps of wool and cotton, as well as wool blankets for 36 bunks.

The *Morgan*'s galley needs 24 each of plates, mugs, and bowls of ironstone or tinware; iron skillets, dutch oven, and pots; tin baking pans and eating utensils; ladles, scoops, and measures of tin or agateware; an agateware coffee pot and assorted bowls and baskets. Please contact Nancy d'Estang at ext. 392 or 267.

• The new American Seaman's Friend Society Reading Room, now located in the former Children's Museum on the Seaport green, needs the type of things people might have donated to it in the nineteenth century, including pre–1900 editions of books, not necessarily in mint condition, but not falling apart. The room also needs old oriental rugs; worn-out and threadbare rugs are fine. Please contact Susan Jerome at ext. 388.

• The Children's Museum is constantly in need of seashells of all sizes and shapes to give to children. Anyone willing to donate shells can mail them to the Children's Museum at the Seaport address or leave them at the Dickerman House. Many thanks to all the members who have provided us with shells in the past year.

The Children's Museum also needs a Chelsea ship's bell clock to add to its nautical furnishings and to facilitate discussion of ships' clocks. Anyone who can help the Museum obtain such a clock can call Jan Larson at ext. 336.

• SS *Sabino*, the Seaport's working 1908 coal-fired steamboat, needs small Duplex steam pumps measuring 5-inches by 4-inches by 5-inches or smaller, preferably of the brand Worthington or Warren, to augment the vessel's collection of spare pumps.

The *Sabino* engineers also need old steam engineering reference books, such as Osborne's or Audel's, on engines, boilers, and pumps, from 1900 to the 1950s, for use in daily maintenance and winter overhauls.

Any other steam-related items may also be of use. Anyone who would like to donate any of these items, or has materials that may be of interest, can call Rob Russell at ext. 118 or 267.

New London's Whaling Captains Profiled in Latest Seaport Book

After retiring in Groton following a long career as a whaleship captain, John Orrin Spicer took to wearing a huge sombrero and Inuit boots of heavy seal leather. He could wield a dogsled whip with remarkable accuracy. When forced to carry a hypodermic syringe with him due to a heart condition, he gruffed, "What I need is some good seal blood. That would fix me up."

Spicer is just one of the colorful figures in *Whaling Captains of New London County: For Oil and Buggy Whips*, Barnard L. Colby's collection of 23 biographical sketches of whaling captains from New London County, Connecticut. The title of this extensively illustrated 198-page book refers to two of the many products derived from the carcasses of the giant sea mammals pursued by these men.

The accomplishments of the whaleship captains profiled by Colby were among the most notable in the United States, and they made New London into a great nineteenth-century whaling port, second only to New Bedford.

Among the figures profiled here are Stonington's Nathaniel Palmer, discoverer of Antarctica and the only known discoverer of a continent other than Christopher Columbus; George Comer of East Haddam, who conducted anthropological studies of the Inuit people during his trips to the Arctic, and was employed by museums to do naturalist work during his travels; and Robert Smith, whose death when pulled overboard by a whale line was foretold by a soothsayer, who saw in his future "a damn long snake."

These profiles are based on the biographies Colby compiled for the New London *Day* in the 1930s from original documents and family information. An abbreviated version was published by the Museum in 1936; now, 55 years later, the Seaport is pleased to publish this completely revised edition, including an overview of southeastern Connecticut whaling and lists of all the known local whaling and sealing masters and their voyages.

Barnard L. Colby's *For Oil and Buggy Whips* is available in paperback for $17.95 at the Mystic Seaport Museum Stores Bookstore. Museum members receive a 10 percent discount on this and other titles at the Bookstore. Books may be ordered by calling (800) 331-2665, or (203) 572-8551.

Internationally Famous Artist to Produce Portrait of Morgan

John Stobart, one of the most respected marine artists working today, will complete a painting of the *Charles W. Morgan* this summer. The work, which Mystic Seaport commissioned specially for the 150th anniversary of the *Morgan*, will be released as a limited edition print. The artist has agreed to donate a portion of the proceeds from the sale of this print to the Museum.

The oil-on-canvas painting will depict the *Morgan* at the Seaport's Chubb's Wharf on a moonlit night. Some of Stobart's most famous paintings are of moonlit waterfront scenes, including Philadelphia and Boston.

The painting will be part of the exhibition "*Charles W. Morgan:* A Reflection of America," which will open 22 June.

John Stobart came to the United States in 1966 from England, where he was born, raised, and educated. When he arrived, he carried $200 and several paintings. Today, John Stobart is one of America's most successful marine artists, and his paintings reach record prices for a living marine artist.

At a time when most marine artists were painting ships at sea, Stobart chose to specialize in depicting America's great harbors during the age of sail. While producing works that evoked the mood of the seasons, times, and places he painted, Stobart also built a reputation for meticulous historical accuracy based on careful research.

Because of the great demand for Stobart's work, many of his finest paintings are reproduced as limited edition prints. Before the original is sold, Stobart supervises the painstaking photographic process used to reproduce the oil painting as a print.

Some of Stobart's signed and numbered prints quickly increase in value as the demand exceeds supply. The artist now has prints of more than 70 paintings in circulation, and a growing group of avid collectors has driven up the prices of some of them to $5,000 and more.

The Mystic Maritime Gallery is currently accepting orders for John Stobart's print of the *Charles W. Morgan*. Cost is $300 per print. The number of prints in the edition will be limited by the number of orders received by 30 September. For more information please call the Gallery at (800) 344-0675, or (203) 572-8542.

Members who would like to learn more about Irving Johnson can obtain copies of* Around Cape Horn *and* High Seas Adventurer *from Seaport Videos. For more information or a brochure call (800) 445-9236, or in Connecticut, 572-0711, ext. 279 or 289.

ABOUT THE AUTHORS

John Wilbur is employed as a deck officer in the American merchant marine, and he works in the Seaport's Education Department between tours at sea. A Noank, Connecticut, native, he graduated from the U.S. Merchant Marine Academy at King's Point, New York. He is continuing his research to produce a book on the coastal pickets.

A panel of judges, containing two members of the *Log* Editorial Board and five Fellows of the G.W. Blunt White Library, selected this from among the four excellent essays submitted for the 1990 *Log* Prize Article Contest. The Library Fellows, a support group for the Museum's Library, also sponsor the $500 award for the *Log* Prize Article.

Sandra L. Oliver, formerly of the Seaport's Education Department, is a foodways historian and consultant living in Maine. She publishes the quarterly *Food History News*.



Seaport roleplayers aboard the Crosby catboat Breck Marshall *during Photo Day.* (Photo by Mary Anne Stets)

Planned Giving Program at
MYSTIC SEAPORT MUSEUM

The development of the Museum – the buildings, ships, and wharves, the exhibits, books, and manuscripts – gives eloquent testimony to the generosity of countless contributors. This personal and generous commitment on the part of our donors fulfills and sustains the legacy and vision handed down by the Museum's founders.

Many of the Seaport's members and friends have chosen to perpetuate the Museum's purpose by taking advantage of the Planned Giving Program.

Several types of Planned Gifts are available. They are designed to benefit the donor as well as the Seaport.

Members and friends of Mystic Seaport are urged to consider the opportunities of Planned Giving as a way of assisting the Museum in a meaningful and tax-wise manner.

For further information about how Planned Giving can help you assure the future of Mystic Seaport Museum, please call

Christopher Cox, *Director of Development,* (203) 572-0711

Share Your Enthusiasm with Others!

Your membership supports the work of Mystic Seaport, including the restoration of wooden watercraft, the perpetuation of maritime skills, the preservation of historic artifacts, and research on all aspects of American maritime history.

These activities deepen our understanding and appreciation of our collective heritage. With a keen sense of our past and where we came from, we can set a course for the future.

Members of Mystic Seaport not only have the satisfaction of supporting a great institution's important work, but can also join in educational activities for the whole family. The gates of the Seaport are open to members year-round, so you can watch the progress of work in the Shipyard and Boat Shop, examine new exhibits, and board America's oldest existing wooden whaleship time and again.

We encourage you to share your Mystic Seaport experience with others. Tell your friends and family what you like about the Museum, invite them along the next time you plan to visit, or give them the gift of a year's membership, so they can enjoy learning about our seafaring past themselves.

Memberships begin at $30 for individuals and $50 for families. Please call the Membership Office at ext. 339, or write Membership, Mystic Seaport, 50 Greenmanville Ave., P.O. Box 6000, Mystic, CT, 06355–0990.

MYSTIC SEAPORT MUSEUM®

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