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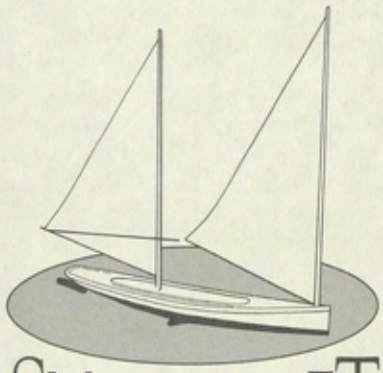
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Members, be sure to join us for a Taste of History!

The Log of

THE LOG OF MYSTIC SEAPORT®



SMALL CRAFT
WORKSHOP

June 6–7, 1992

Important Membership Information on inside of wrapper!

Non-Profit Organization

Join Us, For Dinner and a Show

Looking for a change of pace in the evening? How about a delicious picnic supper or fish grill, followed by an hour of theater aboard the *Charles W. Morgan*?

The Seaport has gone to great lengths to make this year's summer evening hours program even better than before: the Food Services Division has whipped up a rotating menu of outdoor food fare, and the Education Department has agreed to re-stage its popular "10th Voyage" play, which debuted last year.

The show was a huge success last summer, when it first charmed audiences with its account of the crew and the circumstances surrounding a voyage that took the *Charles W. Morgan* to the Atlantic whaling grounds for three years, from 1875 to 1878. Though this is a fictionalized account of the *Morgan's* tenth passage, the characters' names and the incidents portrayed are noted in the actual log of the voyage and in newspaper accounts of the life of Mrs. Tinkham, the captain's wife, who accompanied her husband on the passage.

The play – which has been revised slightly to provide for more interaction between the characters – will be shown Thursday, Friday, and Saturday evenings at 8:15 and 9:15 P.M., between 2 July and 29 August. The cost of the hour-long performance is $8.00 for members ($6.00 for member children) and $10.00 for nonmembers ($8.50 for nonmember children). All tickets will be available at the Gate, or you may call in your reservations at 572-5356.

Before the show, and every evening of the week, treat yourself to a traditional New England supper along the grounds. The Food Services Division will be serving a variety of shoreside suppers, according to the following schedule:

Picnic Suppers, 22 June to 5 July: We'll pack the hamper, and leave it to you to find the most enticing spot to spread your blanket. Wicker baskets will be packed for couples or families, with such treats as cold fried chicken, marinated summer vegetables, potato salad, bread, fruit, cookies, and spring water.

Oyster Bake, 6 to 12 July: Stop along the river by the Thomas Oyster House for a heaping platter of steamed oysters. These shellfish were immensely popular in the nineteenth century, and were enjoyed in many forms.

Steamer Supper, 13 to 30 July: Similar to the Oyster Bake but featuring steamers (soft-shelled clams), this will be a simple version of the more elaborate clam bake, and will include steamers, anadama bread, and watermelon.



Mrs. Tinkham, the captain's wife, settles her canary for the long trip as she embarks on the Tenth Voyage of the Charles W. Morgan.
(Photo by Mary Anne Stets)

Fish Grill, 31 July to 14 August: This program will coincide with the Taste of History (see page **A**), and will take place in the Galley Courtyard. A simple dinner, cooked over a wood fire, will include grilled fish, cole slaw, corn, and bread.

Chowder Supper, 15 to 30 August: A hearty helping of fish chowder, biscuits, and watermelon, recalls the community socials of the late nineteenth century.

Dinners will be served from 5:00 to 7:00 P.M. nightly, and the price will not exceed $10 per person.

Though the supper and show can each be enjoyed alone, the Seaport urges members to make an evening of it. A combination ticket – which buys dinner and a show for two adult members – will be available for $32 ($10.50 more for each additional child or $14 more per additional adult).

A Tale of a Whaler Returns!

Don't let another summer go by without attending at least one performance of "A Tale of a Whaler," the interactive play that debuted at the Seaport last summer. This is participatory theater, and the cast needs you!

The Seaport first experimented with the increasingly popular technique of museum theater last year, when it launched the production as part of its year-long celebration of the 150th anniversary of the *Charles W. Morgan*. Museum theater is an informal educational technique that eliminates the inhibition that frequently accompanies one-on-one interaction with interpreters. This participatory play about the whaling industry was written and directed by City Stage Co. of Boston, a group that is widely acclaimed for its family-oriented productions and outstanding playwrighting.

The Seaport Education Department supplied background material for the script, which in effect answered the ten questions most frequently asked by visitors aboard the *Morgan*. Actors were selected not only for their theatrical abilities, but for their interest in history and education as well. Actors frequently field a great variety of audience questions, and they must be sufficiently versatile and knowledgeable to address these.

"A Tale of A Whaler" spins the yarn of a young New England woman who goes to sea aboard a whaleship in search of her faithless lover. Actors summon audience members to the stage to play such challenging roles as Old Salts, frightened "greenhands," and Stormy Weather.

Don't miss out on the fun. The play will be shown four times each day from 22 June through Labor Day. Check your Today for exact time and location.

What would you wear as a Greenhand? An Old Salt? Stormy Weather? Come to one of the daily productions of "A Tale of A Whaler," and find out.
(Photo by Judy Beisler)



Teen Spirit Abounds Aboard Conrad

The *Joseph Conrad* summer program is much more than a sailing camp; it's an adventure in sailing, seamanship, rowing, and the arts of a sailor. It's learning by doing and working together with a diverse crew of boys and girls. And it's shipboard living aboard an 1882 square-rigger.

Launched in 1949—with great encouragement from the Boy and Girl Scout Associations of America—the *Conrad* overnight program was one of the Seaport's first formal educational programs for children. It has evolved considerably in its 43 years: what began as a program geared almost exclusively to scout groups is now very much oriented to the individual participant. And, thanks to the staff's careful attention to its clients' needs, the program continues to be tremendously popular.

"This is perhaps the most over-analyzed program in the Seaport," says Dave Rayner, who heads the sailing programs at Mystic Seaport. Each student completes the experience by filling out an evaluation—"of the food, videos, boats, movies, programs, everything," Rayner says. A volunteer culls through the evaluations, and comments and criticisms are acted on—usually before the next season begins.

This commitment to keeping up with the ever-changing needs and expectations of its patrons has paid off, as evidenced by the high percentage of repeat participation. It is not unusual for several children in a family to advance through each level of the program, from beginner to sailing assistant.

Young members ages 12 to 16 are encouraged to select the program that best fits their needs, and to enroll as early as possible, as space is limited.

The five-day beginner program—which emphasizes team sailing—now offers more time on the water than it has in the past. Beginners can plan to spend a good 20 hours tackling the wind and current of the Mystic River in a nine-foot sailing dinghy. When they're not sailing they may be touring the Seaport, rowing, or learning a variety of sailors' skills and traditional crafts, such as scrimshaw and ropework.

The evenings are filled with visits from roleplayers and chanteymen, a trip to the Planetarium, a camper-planned barbecue, and training aloft on the *Conrad*.

The *Conrad* intermediate program, also five days, places more emphasis on the Seaport ships; one of the highlights of the week is setting and furling the sails on the *Charles W. Morgan*. Students spend much of their water time getting comfortable sailing solo, learning to make their own decisions. A little bit of racing may even be introduced, depending on the skills and interests of the group.

The advanced program runs nine days, and offers almost twice as much water time as the earlier camps. Racing figures prominently in this camp, which finishes with a two-day regatta. Students learn the rules of protest and right-of-way, do sets and furls, and even take a day off and head for the beach.

A camper who has reached 16 and been an active participant in the *Conrad* summer camps may be recommended to volunteer in the sailing assistant program. Among the responsibilities of the sailing assistants—who bunk in with the campers—are running the launches and overseeing morning clean-up. This year's programs will be offered according to the following schedule:

28 June to 3 July: Beginner session.
5 to 10 July: Beginner session.
12 to 17 July: Intermediate session.
19 to 24 July: Beginner session.
26 to 31 July: Intermediate session.
2 to 7 August: Beginner session.
9 to 14 August: Intermediate session.
16 to 24 August: Advanced session.

Cost varies with level of enrollment: Beginner is $415 ($395 for sailing assistant); Intermediate is $440 ($420 for sailing assistant); and Advanced is $720 ($700 for sailing assistant).

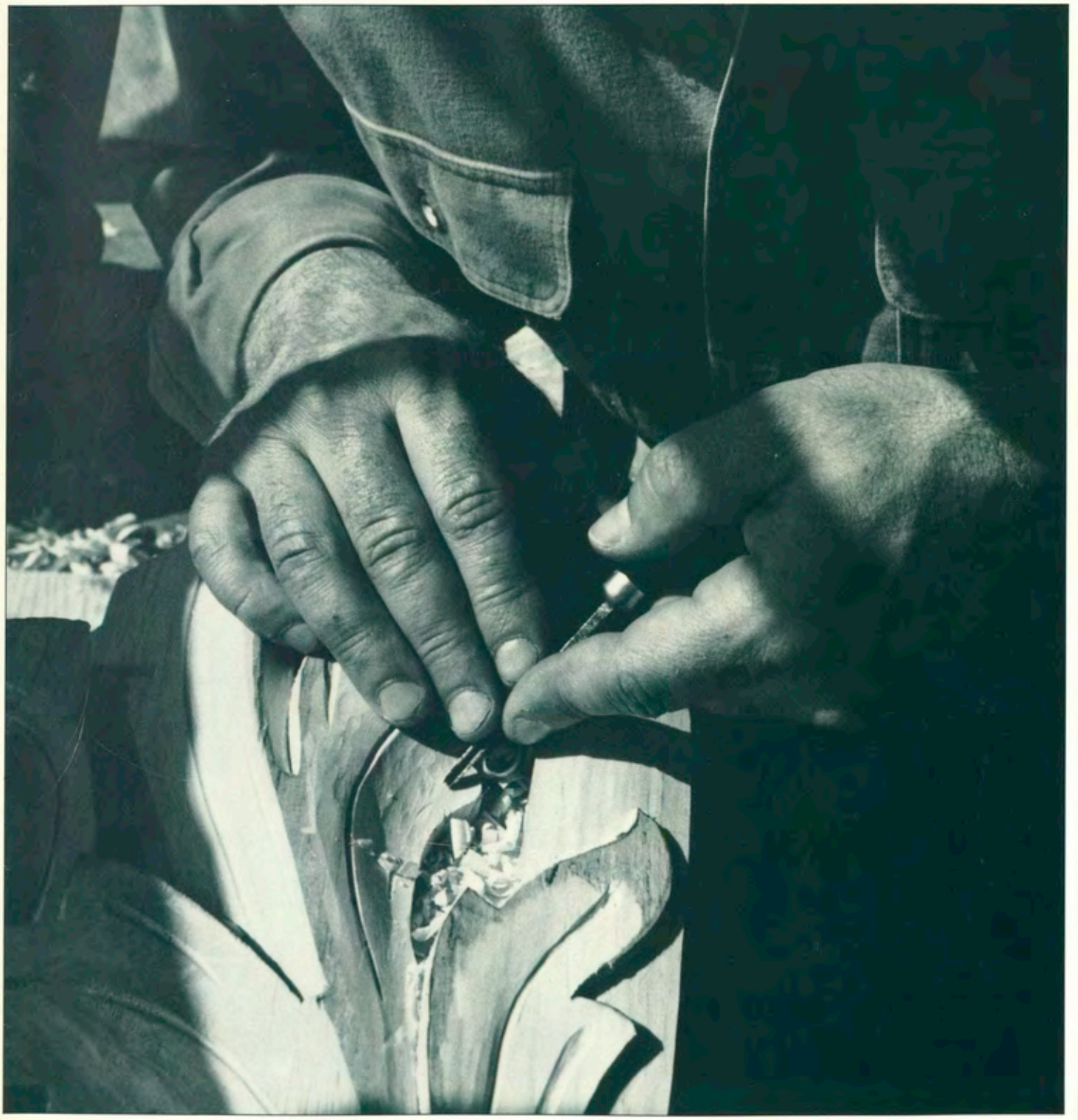
All participants must have reached their twelfth birthday by 1 January 1992, and must be competent swimmers. For more information, please call (203) 572-5323.



The Joseph Conrad *overnight program is not your average summer camp. Where else can you enjoy sailing, seamanship, and sailors' arts while forging lasting new friendships?*
(Photo by Ken Mahler)

SPRING 1992 THE LOG OF Vol. 44, No. 1

MYSTIC SEAPORT®



Mystic Seaport is pleased to host the Tenth Annual National Exhibition of the American Society of Marine Artists at the R.J. Schaefer Building, 23 May through 21 September 1992. Representing the work of 66 contemporary American maritime artists, the more than 90 pieces on display range from the traditional style of Peter Egeli's sandbagger sloop Annie (below) *to the fractured planes of Donald Stoltenberg's* Queen Mary (right), *and also include sculpture.*
(Photo by Mary Anne Stets)





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Cover: *skillful hands – Seaport shipwright Roger Hambidge carves a billethead for the* Charles W. Morgan. *The Museum will be featuring maritime crafts and trades during the coming summer.*
(Photo by Mary Anne Stets)

SIGHTINGS

Around this country, hundreds of organizations are at work preserving our nation's maritime history and traditions. Located along our four coasts, our many lakes, and our great rivers, these groups address nearly every element of our broad maritime heritage. Some of these organizations accomplish their preservation objectives as conventional museums, others as ship preservation groups, and some as academic or publishing institutions. Still others perpetuate maritime traditions through boatbuilding, sail education, or continued involvement in maritime activities.

While each of these organizations works diligently to fulfill its individual mission, and there are many success stories in the maritime preservation field, more needs to be done. Increasingly, many are concerned that our maritime preservation message has been muted because it is voiced by such a broad range of organizations.

Over the years, efforts have been made to bring these groups together for mutual benefit and better communications. The Council of American Maritime Museums was created to accomplish this goal for museums, and the American Sail Training Association did the same for those involved in sail education. The National Trust for Historic Preservation established a maritime office in the 1970s to serve others in this field. Yet, none of these larger groups could serve the full range of maritime organizations.

In the late 1980s, Commodore Harry Anderson cited the need for a new organization in an article published in the National Maritime Historical Society's quarterly, *Sea History*. As others involved with maritime preservation picked up the discussion, it was determined that an independent new group should be formed with its own tax-exempt status and a governing board of directors representing the geographic and thematic range of American maritime preservation efforts.

In 1988 the National Maritime Alliance came into being with the mission of "raising the level of awareness among the people of the United States of their maritime heritage and the critical part that it must play in the quality of life in the nations's future." The Alliance has evolved into a coalition of organizations – maritime museums, professional societies, sea experience and maritime skills organizations, historical and preservation groups, maritime unions, and maritime industry associations, augmented by individual Associate members interested in supporting this effort. The Alliance works to broaden public awareness of maritime issues nationally and generate support for maritime preservation efforts. The concerns of the Alliance include such national issues as funding for preservation of ships and structures, standards for preservation and nautical archeology, identification of maritime cultural resources, and maritime education.

With communication, advocacy, and education as its principal areas of action, the Alliance will communicate principally through its newsletter, *Maritime America*, and will speak as an advocate on maritime matters before Congress, state and local governments, and corporate or academic groups. Through the media, schools and universities, cultural organizations, and recreational programs, the Alliance will seek to educate a broad audience about maritime history.

Mystic Seaport has been involved in the development of the National Maritime Alliance, and we are represented on the board of directors. The Alliance has firmly established itself with an office and staff, and is now securing its tax-exempt status. It is developing its communication, advocacy, and education efforts, as well as expanding its base of Organizational and Associate members.

In order to familiarize Seaport members with the Alliance and its work, we are distributing copies of the Alliance newsletter, *Maritime America*, to our members, reaching approximately 10 percent of our membership with each issue. If you have not yet received a copy of *Maritime America* and would like one, please contact the Membership Office at the Seaport and we will send you a copy of the next issue. If you would like information on Associate or Organizational membership, write to the National Maritime Alliance, 2000 L St. NW, Washington, DC 20036.

The National Maritime Alliance offers us all a great opportunity to foster preservation of the nation's maritime history and traditions. Through the Alliance, the many voices speaking on behalf of our maritime heritage can now speak as one, and all may take hope that this amplified voice will be heard clearly as we carry the cause of maritime preservation into the twenty-first century. ■



"By My Watch – Which Was a Correct Time Piece": Gray v. Gardner *and the Arrival of the Ship* Lady Adams

CURTIS W. NYQUIST

Late in the evening of 1 October 1819 a ship returning from a whaling voyage approached Nantucket, safely maneuvered Tuckernuck Shoal, and around midnight dropped anchor outside the sand bar. This bit of arcane whaling information is known to a few experts in the field and to virtually every first year law student in the United States. The time of arrival of the ship *Lady Adams* was the pivotal issue of fact in the 1821 Massachusetts Supreme Judicial Court opinion *Gray v. Gardner*.[1] This opinion was included in the first published student casebook[2] and for the past 120 years has been a staple in the contracts course. This article is based on the original court documents which have apparently been unexamined and undisturbed since 1821.[3] These documents correct a number of misimpressions about the case, illuminate a very peculiar contract for the sale of sperm oil, and provide a wonderful snapshot of the whaling industry and life on Nantucket in the early nineteenth century.

A Massachusetts civil procedure rule of the time allowed a witness who lived more than 30 miles from the place of trial to give evidence by written deposition. Since the trial was held in Boston and most of the witnesses lived on Nantucket there are no fewer than 28 depositions preserving testimony that otherwise would have been lost. In addition the court record includes affidavits regarding sperm oil yields of particular voyages, pleadings, an attachment order, the jury verdict, and an affidavit of court costs.

The dispute resulting in the lawsuit arose out of a contract signed 14 April 1819 for the sale of 20,635.5 gallons of sperm oil. The seller was William Gray of Boston. This is the same William Gray who had made a fortune in the China trade while living in Salem. He moved to Boston in 1809 to escape animosity generated by his support of the Embargo Act.[4] In Boston he diversified his business interests, investing in aqueducts, bridges, and an insurance company while maintaining his interests in shipping.[5] The buyers of the sperm oil were a consortium of Nantucketers: Jared Coffin, Philip H. Folger, Oliver Gardner, Prince Gardner, Thomas M. Macy, John B. Macy, Francis G. Macy, and Samuel H. Macy.



William Gray (1750–1825), the son of a Lynn, Massachusetts, shoemaker, apprenticed in the countinghouse of a Salem merchant and entered business on his own during the Revolution. By the 1790s he was among the most prominent merchants in Massachusetts, managing extensive trading relations with India and China. He was an important civic and political figure in Salem until, out of conscience, he supported the 1807 Embargo Act, which hurt New England shipping. At odds with his town, he moved to Boston in 1809 and continued his successful business career. He was an astute commodities trader and a determined businessman, as the Nantucket whaling merchants learned in 1819.

Oil portrait by Gilbert Stuart, 1807.
(Courtesy Peabody Museum of Salem, Massachusetts, photo by Mark Sexton)

The unique feature of the contract is its price term. The sperm oil was apparently delivered to the buyers immediately upon the execution of the contract. The buyers signed and delivered two promissory notes to the seller. The first note obligated the buyers unconditionally to pay $12,381.30. The second note obligated the buyers to pay on 1 December 1819, $5,158.87 with two months interest, but the second note included the following provision:

> on the condition that if a greater quantity of Sperm Oil should arrive in Whaling Vessels at Nantucket and New Bedford on or between the first day of April and the first day of October both inclusive of the present year than arrived at said places in Whaling Vessels on or within the same term of time the last year, then this obligation shall be null and void.

In other words, the buyers would pay either $12,381.30 or $17,540.17 (plus two months interest on $5,158.87) depending upon the relative yields of sperm oil during six months periods in 1818 and 1819.

For the time this was an incredibly sophisticated agreement that operated to pitch the price for goods already delivered to future yields. The Supreme Judicial Court had obviously not seen anything like it:

> Both parties put themselves upon a nice point in this contract: it was a kind of wager as to the quantity of oil, which should arrive at the ports mentioned, before a certain period. They must be held strictly to their contract, there being no equity to interfere with the terms of it.[6]

I would not characterize the "nice point" of the agreement as a "wager." It was, instead, a creative response to uncertainty about the supply of sperm oil. During the early nineteenth century commodities such as cotton or wheat were occasionally sold under "futures" contracts.[7] The agreement in *Gray v. Gardner* is not, however, a futures contract; it seems conceptually the exact opposite. Futures contracts set a definite price for goods to be delivered in the future. They operate as a hedge against price fluctuations. In this agreement, the goods were delivered immediately but the price would not be determined until five and one-half months later.

The origins of this price term are not discussed either in the court's opinion or in the documents. It is not difficult, however, to imagine the parties haggling, failing to agree on a price, and one of them proposing this ingenious solution. Both the China trade and whaling industries were experienced in the risks and uncertainties of international markets. The seller William Gray often would have sent ships from Salem or Boston loaded with cargo to be sold in transit or at the destination at a price to be negotiated by the captain or supercargo. The ship would then be loaded with goods from the Orient for the return trip. The captain or supercargo operated under a letter agreement that provided price parameters for selling the cargo, but an exact price could not be dictated at the time of sailing.[8] William Gray's position in the *Gray v. Gardner* contract is similar – goods are delivered well in advance of the price being set.

In addition, the agreement demonstrates that Nantucket was not only a producer of sperm oil, but also a consumer. The devastating effects of the War of 1812 continued on Nantucket until 1817 when ships began returning from voyages commenced just after the end of hostilities.[9] Beginning in 1817, however, the economy quickly expanded, and part of this growth was the construction of numerous candle factories (the Nantucket Whaling Museum is housed in one of these buildings). The sperm oil purchased from Gray could have been used in this industry or perhaps shipped to Europe for resale.

The court's opinion in *Gray v. Gardner* is cryptic and creates some confusion about the facts, not only in the classroom but also in the legal literature. The court documents clarify two major points. First, the sperm oil on the *Lady Adams* was not the sperm oil sold under the contract. The case focused on the *Lady Adams* only because if she "arrived" in Nantucket before midnight on 1 October 1819 the yield in 1819 would be greater than the yield in 1818. If, however, she "arrived" after midnight the 1819 yield would be less and the Nantucket buyers would be obligated to pay the second note.[10] Second, the sum of money in dispute was the amount previously discussed in this article. A current casebook in summarizing *Gray v. Gardner* states that the buyers would have to pay $1.45 per gallon if the second note were enforceable.[11] In fact, the total due would be approximately 85 cents per gallon; if the *Lady Adams* did "arrive" before midnight the price would be approximately 60 cents per gallon.

Shubael Hussey, master of the *Lady Adams*, gave testimony by three separate depositions. In his deposition dated 12 February 1820 he testified as follows:

> **Question:** At what hour on the first day of October did the ship arrive at the usual anchoring ground?
> **Answer:** The Ship Lady Adams arrived at the usual anchoring ground within the district of Nantucket at half past eleven of the clock at night.
> **Question:** Do you know how far the District of Nantucket extends?
> **Answer:** I consider the district of Nantucket extends as far as Tuckernuck Shoals, and it is so generally considered.
> **Question:** From what circumstances do you judge it to be precisely at half past eleven of the clock at night when you anchored?
> **Answer:** After I arrived within the district I did not pay much attention to the time, but I was confident I passed the shoal at half past eleven of the clock at night.
> **Question:** How much spermaciti *[sic]* oil did the Ship Lady Adams bring on her last voyage?
> **Answer:** Twelve Hundred and Fifty Barrels and Two Quarts.
> **Question:** When a ship drops anchor, on the within mentioned anchoring ground, is it not generally considered an arrival at Nantucket?
> **Answer:** It is – and it is generally considered the most safe anchoring place at that season of the year.
> **Question:** Where was the ship when she anchored on the 1st of October?
> **Answer:** At the back of the bar.
> **Question:** How many miles from the bar was the ship when she first anchored?
> **Answer:** I don't know . . .
> **Question:** How did you ascertain the time of your arrival within the District of Nantucket?
> **Answer:** By my watch – which was a correct time piece.
> **Question:** Did the ship Lady Adams remove from the place where she first anchored to a place nearer the said town of Nantucket previous to the discharge of any of her cargo?
> **Answer:** She did.
> **Question:** Why did she remove?
> **Answer:** On account of the winds blowing strong at North West and West North west which rendered it difficult for the lighters to beat to windward from the harbour of Nantucket.[12]

This deposition raised all of the major issues facing the parties to the suit. Did the *Lady Adams* drop anchor before or after midnight? What was her precise location when she first dropped anchor? A fully loaded whaleship could not clear the Nantucket sandbar to reach the wharves in the harbor. The cargo would be unloaded into small vessels called lighters, which carried the cargo to the wharves. How can a ship anchored outside the sandbar and facing the prospect of being unloaded by lighters be said to have "arrived" within the meaning of the agreement? What were the exact yields of sperm whale oil for the *Lady Adams* and other ships arriving within the six month periods of 1818 and 1819?

The amount of money at issue in *Gray v. Gardner* warranted thorough investigation and extensive litigation. Five attorneys became involved in the case, including Daniel Webster who represented William Gray. Webster had moved to Boston from Portsmouth, New Hampshire, in 1816 and had quickly established a lucrative commercial practice.[13]

There was conflicting testimony on the exact time the *Lady Adams* dropped anchor. Even Shubael Hussey's deposition was ambigious on this point. He stated the ship "arrived at the usual anchoring ground" at 11:30 P.M. on October first. This is not the same as testifying the ship dropped anchor at 11:30. The examiner followed up with a leading question: "From what circumstances do you judge it to be precisely at half past

eleven of the clock at night when you anchored?" Hussey responded that he "did not pay much attention to the time" after passing Tuckernuck Shoal and that it was 11:30 P.M. when they passed the shoal. The pilot Bartlet Pease, who had boarded the ship at 4:00 P.M. on 1 October, testified the *Lady Adams* anchored between 1:00 A.M. and 2:00 A.M. on 2 October. Second Mate Charles Brock stated that it was 2:00 A.M. on the second.

Two depositions on the issue of the exact anchoring location of the *Lady Adams* provide a glimpse of Nantucket on the morning of 2 October 1819. It is conventional wisdom that captain's walks or widow's walks were built not for gazing at the horizon but to provide a place to stand while dousing chimney fires. Once constructed, however, these "walks," as they were commonly known, would provide a convenient place to look for returning ships. Since the town at the time had few trees, many of the walks must have provided clear views of the harbor and the sea. The return of a ship to Nantucket must have been an eagerly anticipated and spectacular event – a time of rejoicing and mourning for the families of the crew. The arriving ship would also bring news of successes and disasters of other voyages, so the entire town would be affected. A deposition by Zenas Coffin contains the following testimony:

> I Zenas Coffin of Nantucket in the County of Nantucket, Merchant, of lawful age to give evidence do testify and say that I saw the Ship Lady Adams, Shubael Hussey Master, at anchor within the District of Nantucket at about sun rise on the morning of the second day of October, in the year of our Lord one thousand eight hundred and nineteen.
> **Question:** What distance was the ship from Nantucket Bar?
> **Answer:** She appeared as I viewed her from the walk of my house to be about two miles from the Bar – and two miles to the Westward of the usual anchoring ground.
> **Question:** Did you consider, and is it generally considered that the place where you saw the *Lady Adams* at anchor, to be safe anchoring ground.
> **Answer:** She was in as good anchoring ground as if she had been at the Bar and equally as safe.[14]

Peter Chase gave similar testimony:

> I saw the Ship Lady Adams . . . at anchor, within the District of Nantucket, before sunrise on the morning of the second day of October.
> **Question:** How far did the ship appear from the Bar?
> **Answer:** She appeared to me, as I viewed her from the walk of my house, to be within three miles from the Bar, but I could not ascertain the distance with much precision.[15]

These depositions indicate that for Zenas Coffin, Peter Chase, and undoubtedly many others, the day began with a ritual climb to the "walk" in the hope a ship had returned during the night.

The issue of the location of the *Lady Adams* and whether she had anchored within the usual anchoring ground was discussed in ten depositions. Some of the deponents were eyewitnesses, while others were called as "expert" witnesses. Zenas Coffin was particularly valuable because he qualified as both. At the time of his deposition he had 30 years' experience in the whaling industry and was an investor in six ships. He stated that in his opinion the *Lady Adams* was within the district of Nantucket which extends, "[a]nywhere within the range of the Great Point and north end of Tuckernuck Shoal." From the testimony of some of the witnesses, the ship seems to have anchored approximately two miles west of the usual ground, but Coffin provided an explanation for her position: "she was anchored as near the Bar as ships usually anchor coming in in the night, and is generally considered safe anchoring ground." Prince Baker, the lighterman for the *Lady Adams*, said that she was located in the usual anchoring ground considering the time of year she arrived.

Although the depositions disagree on a few of the details, it is possible to arrive at some general conclusions. First, the *Lady Adams* anchored approximately six miles from the Town of Nantucket and five miles from Tuckernuck Island. This would place her on a line between, and equidistant from, Great Point and Muskeget. Second, although she was somewhat west of the usual anchoring ground, her location was acceptable considering that she arrived during October

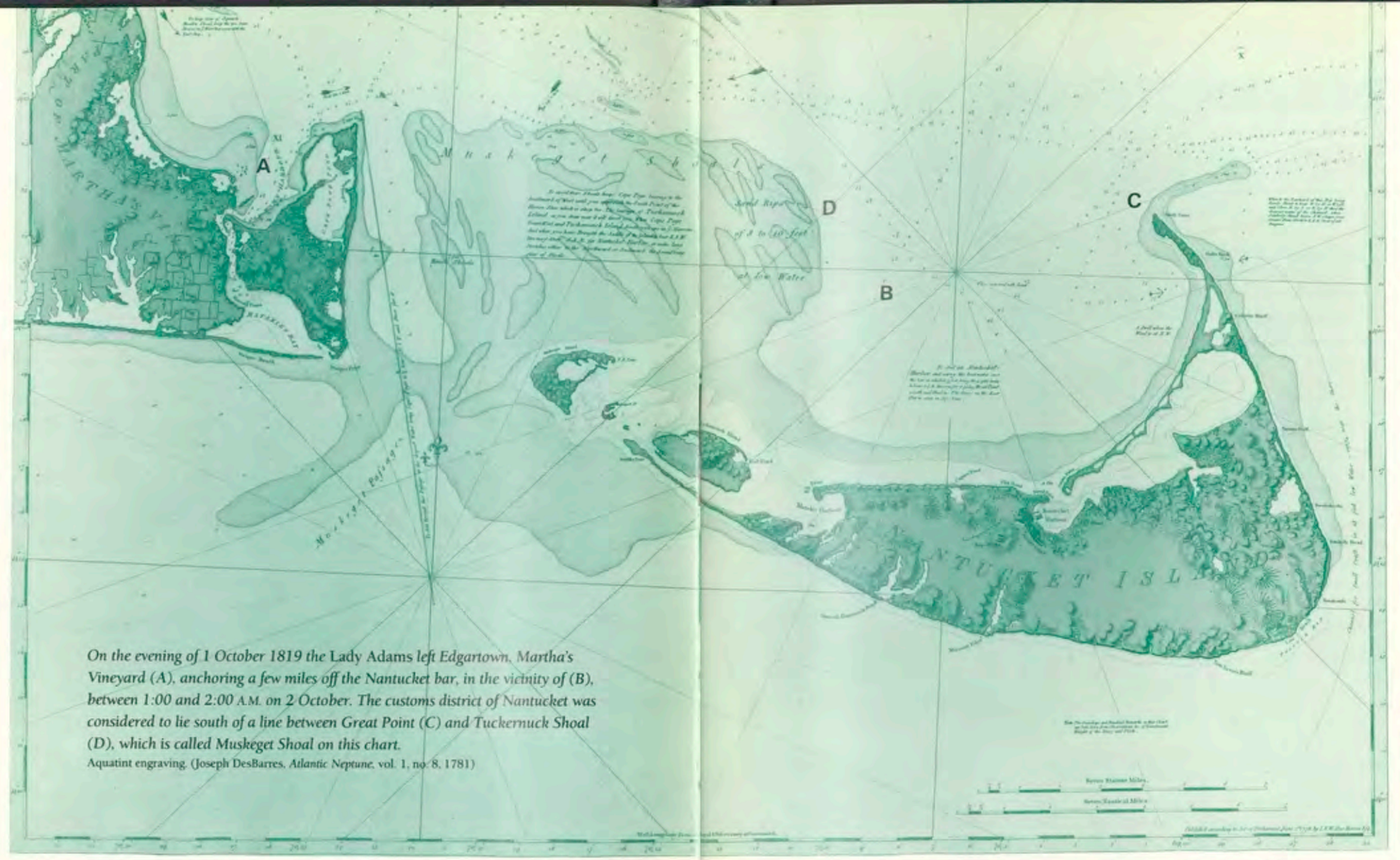


The ship Lady Adams, 230 tons (87.5x24.6), was built at Falmouth (Maine) in 1801. She made a sealing voyage in 1802 and then engaged in other trades. This watercolor by Nicolay Cammillieri depicts her approaching Marseilles in 1807. Outfitted for whaling in 1808, she was returning from her fourth whaling voyage when she figured in the case of Gray v. Gardner. *She made one more successful voyage before disappearing near Japan in 1823.*
(Courtesy Nantucket Historical Association)

and in the middle of the night. Other ships had been lightered from that location and from positions even further from the sand bar. Finally, the area of Nantucket known as the outer harbor provided a large anchoring ground that was extremely safe. One of the deponents, Silas Parker of New Bedford, a pilot with 40 years' experience, considered it "as good anchoring ground as can be found in the world."[16] Nantucket's struggle with the sand bar, which made access to the inner harbor difficult and eventually contributed to the port's decline and New Bedford's ascension, is a familiar story. These documents indicate that the outer harbor somewhat compensated for the difficulties of the bar. The outer harbor provided a protected anchoring ground that made the arduous process of unloading the cargo into lighters relatively safe.

At the trial of *Gray v. Gardner* the judge ruled that the language in the promissory note "on the condition that if a greater quantity of Sperm Oil should arrive in Whaling Vessels . . . then this obligation shall be null and void" placed the burden of proof on the defendants. The Supreme Judicial Court affirmed the trial court's ruling on this closely contested issue. In other words, if the Nantucket purchasers did not establish by a preponderance of the evidence that the *Lady Adams* "arrived" before midnight, they would be obligated to pay the note. The evidence in the court documents indicates how difficult it became for the purchasers to prevail once they had lost on the burden of proof issue.

By piecing together testimony from five of the depositions it is possible to create a chronology of events after the *Lady Adams* dropped anchor. At the time of anchoring "the weather was not entirely clear and the wind was about South West."[17] On 2 October at approximately 2:30 A.M. Captain Hussey and six men left the *Lady Adams* in one of the ship's boats. Hussey went to the Nantucket Collector of Customs Martin Morton at 4:00 A.M. to "enter" the voyage. During the day on 2 October lighters tried to reach the *Lady Adams* but were prevented by the wind which had shifted to north-northwest. On 3 October a Nantucket pilot, Tristram Pinkham, came on board to supervise as the ship was moved closer to the bar. Finally, on 4 October lighters began unloading the cargo, and it was approximately a week before the oil was completely discharged. Even if the jury had determined that the *Lady Adams* did drop anchor before midnight, it was not until 11 October that the cargo was unloaded and the ship was safely in the inner harbor.



On the evening of 1 October 1819 the Lady Adams *left Edgartown, Martha's Vineyard (A), anchoring a few miles off the Nantucket bar, in the vicinity of (B), between 1:00 and 2:00 A.M. on 2 October. The customs district of Nantucket was considered to lie south of a line between Great Point (C) and Tuckernuck Shoal (D), which is called Muskeget Shoal on this chart.*
Aquatint engraving. (Joseph DesBarres, *Atlantic Neptune*, vol. 1, no. 8, 1781)

The plaintiff William Gray's lawyers argued that the provision in the promissory note was analogous to a contract insuring a ship until its arrival. They introduced testimony from two experts, Samuel Rodman and John Howland, Jr., both of New Bedford. Samuel Rodman, a leading New Bedford whaling merchant (and Charles W. Morgan's father-in-law), stated:

> **Question:** If your ship was insured from any place to Nantucket, should you consider the voyage terminated before she was over the bar and into the harbour?
>
> **Answer:** I should not.[18]

John Howland, Jr., who was experienced in the insurance industry, testified:

> **Question:** Have you been a director in the insurance office at New Bedford and have you insured Nantucket ships? If yes, were there particular clauses in the policy stipulating when and how the risk should terminate? If yes, describe those clauses.
>
> **Answer:** Yes. Formerly those policies were filled as other policies and it was then considered by some of the directors that if the ship discharged at the Vineyard the risque ended there, but latterly we said "back to Nantucket and the cargo landed" and on this latter expression we charge from one-half to one per cent more than we did on ships to arrive at this place.
>
> **Question:** Do you consider ships so insured at your office at the risk of the underwriter until past the bar of Nantucket and into the harbour?
>
> **Answer:** Yes. When ships were insured with the latter clause they were at the risk of the office—otherwise not.[19]

The attorney for the defendants argued before the Supreme Judicial Court that the insurance analogy should be rejected. He stated that the intention of the parties to the contract should control. In an insurance contract the parties contemplate the safe arrival of the vessel. In the agreement before the court, however: "nothing was in the minds of the parties, but that the fact of the arrival of so much oil should be known within the time limited. The subject matter in one case is safety, in the other it is information only."[20] The court was not persuaded by this or by the defendants' other arguments and gave judgment for the plaintiff.

The eight defendants were ordered to pay the note, accrued interest, and costs of suit. The court commented:

> A vessel with oil heaves in sight, but she does not come to anchor, before the hour is gone. In no sense, can the oil be said to have arrived. The vessel is coming until she drops anchor or is moored. She may sink, or take fire, and never arrive, however near she may be to her port. It is so in contracts of insurance; but the same reason applies to a case of this sort.[21]

Although the litigation focused on the *Lady Adams*, numerous other vessels had arrived in Nantucket and New Bedford during the six month periods in 1818 and 1819. The total sperm oil yields in each of the years were sufficiently close so that attorneys for both parties searched for the most accurate yield information available. For example, one of the parties produced an affidavit from Edgartown on Martha's Vineyard stating the ship *Essex* had arrived on 5 April 1819 and the ship's manifest indicated it carried 1,350 barrels of sperm oil. The other party then produced a Nantucket witness with more accurate information:

> I Obed Macy of Nantucket in the county of Nantucket, of lawful age to give evidence, do testify and say, that in the fourth month in the year eighteen hundred and nineteen, I settled ship Essex's whaling voyage, the whole amount of which was twelve hundred and twenty six barrels and ten gallons of spermaciti [*sic*]oil. And further the Deponent saith not.[22]

There are 22 affidavits and depositions providing information about yields of particular voyages. Alexander Starbuck, in his *History of the American Whale Fishery*, commented on the difficulty of providing accurate information about oil and baleen yields: prior to 1840 the price of baleen was so low the yield was often unreported; oil and baleen might be sold in overseas ports or shipped home as cargo in merchant vessels and in either case information is usually unavailable; and the size of oil casks and bundles of baleen varied.[23] The testimony included in the *Gray v. Gardner* court documents provides incredibly precise statements from owners, agents, and customs collectors on yields of spermaceti oil for 28 voyages arriving during 1818 and 1819. Invariably, there is inconsistency between the ship's manifest and the actual yield. One witness produced an explanation of this discrepancy:

> I E. Haskell of New Bedford, in the County of Bristol, Deputy Surveyor and Inspector of the Port of New Bedford, of lawful age to give evidence do testify and say: That on the arrival of a whale vessel the master produces a manifest of the cargo by estimation and enters his vessel in due form of law. From this manifest the owner or agent enters the cargo and receives a permit according to the entry directed to the Inspector of the port, giving liberty for the same to be landed free of duty. When I receive a permit of this description I inspect and see that there is no other article, other than what is named in the permit, and when the cargo is landed, I make returns to the office that all things are correct (if that is the case) and landed agreeable to permission, having no reference to the actual gauge. It is frequently found that the cargo of oil, when gauged, varies very materially from the report and manifest of the master filed in the Collector's Office, which is occasioned in making too much or not enough allowance for leakage; and frequently a variation in the gauge from the cooper's original gauge. This variation does not come officially into the office to make a record.[24]

TABLE

A Comparison of Starbuck's Returns with Those Reported in Gray v. Gardner *Court Documents*

Name of Vessel	Quantity of Sperm Oil	
	Starbuck (barrels)	Court Documents (barrels & gals.)
1815 NANTUCKET		
Weymouth	1,980	1,980 & 5
1816 NANTUCKET		
Boston	989	989 & 1.5
Francis	1,805	1,794 & 29
George	2,106	2,106 & 22.5
Hycso	1,545	1,533 & 12.5
Maro	2,363	2,363 & 29
Ruby	82	81 & 27.5
Vulture	1,532	1,532 & 17
1817 NANTUCKET		
Essex	1,284	1,226 & 10
Factor	420	419 & 1.5
Lady Adams[a]	1,246	1,250 & .5
Samuel	65	64 & 20
William[b]	21	22
NEW BEDFORD		
Elizabeth[c]	150	144 & 19
Maria	1,250	1,297 & 18.5
President	450	425 & 22.5
Richmond	100	103 & 25.5
WESTPORT		
Industry	250	211 & 14
1818 NANTUCKET		
Betsey	70	70 & 24
Diana	72	70 & 9
Golden Farmer	40	39 & 1.5
Industry	66	65 & 5.5
NEW BEDFORD		
Golconda[d]	–	56 & 28
Martha[d]	–	125 & 23.5
President[c]	–	535 & 6
Richmond[d]	–	136 & 14.5
WESTPORT		
Industry	300	374 & 23
1819 NANTUCKET		
Huntress[e]	–	125 & 19.5

(a) Starbuck lists the date of arrival for the *Lady Adams* as 2 October 1819. He probably took the date from the ship's manifest. Shubael Hussey was asked at his deposition if he had signed the manifest, which was dated 2 October 1819. He replied that he had not prepared the manifest and that if he signed it he "did not understand the nature of it at the time."

(b) Starbuck indicates the *William* arrived 14 September 1819, while Obed Macy testifies she arrived in September 1818. Starbuck is in error here since in a subsequent entry he has the *William* leaving on her next voyage 30 October 1818.

(c) There are no arrival dates in Starbuck for these voyages of the *Elizabeth* and the *President*. Depositions indicate the *Elizabeth* arrived 26 May 1818 and the *President* 5 May 1819.

(d) Entries in Starbuck for these voyages of the *Golconda*, *Martha*, and *Richmond* are deceptive. All three ships had substantial yields of "whale oil" (i.e., oil from non-sperm whales) but in the "sperm oil" column the entry is a string of dashes. One might conclude erroneously that these voyages yielded no sperm oil. The depositions indicate otherwise.

(e) There is no information in Starbuck for the 1819 voyage of the *Huntress* other than identification of her as a schooner and the comment she was last reported with 30 barrels of sperm oil. Court documents indicate she returned to Nantucket sometime between 3 June and 20 September 1819 with 125 barrels and 19.5 gallons of sperm oil.

The accompanying table presents a comparison of information contained in Starbuck's *History of the American Whale Fishery* with the testimony in the *Gray v. Gardner* depositions and affidavits. This comparison supports several important conclusions about Starbuck's book. First, although the yield information in Starbuck may be inaccurate for a particular voyage, the total yield for all voyages is extremely close to the more precise reports in the testimony. Omitting the five voyages that in Starbuck have no information about sperm oil yields, in the other 23 voyages the total yield of sperm oil using the Starbuck entries is 18,186 barrels.[25] The total yield based on the depositions and affidavits is 18,167.8 barrels, or a difference of 18.2 barrels.[26] In percentage terms the error is a minuscule one-tenth of one percent (.1 percent). The message from these documents in regard to using Starbuck as a basis for research is that including more voyages will increase accuracy. While there may be errors in the returns of particular voyages, the errors tend to cancel each other as the number of voyages used in the research increases. Starbuck does not consistently over or under report.[27]

Second, at least for voyages arriving in 1818 and 1819, the Nantucket reports are more accurate than New Bedford's. The Starbuck entries for sperm oil landed at Nantucket total 15,686 barrels while the court documents indicate 15,609.9 barrels, or a difference of 76.1 barrels (.5 percent error). The New Bedford figures are 1,950 barrels vs. 1,971.7 barrels, a difference of 21.7 barrels (1.1 percent error). The Westport entries are the least reliable (550 barrels versus 586.2 barrels; a difference of 36.2 barrels, or 6.2 percent error). Furthermore, Nantucket does not achieve its position simply because it reported more voyages and thereby the "canceling" effect had more opportunity to operate. The Nantucket reports are more accurate because the reports for individual Nantucket voyages are more accurate than the New Bedford or Westport reports.

In preparing his history, Starbuck apparently used the most accurate sources of information available to him and relied on a ship's manifest only when necessary. For example, the *Weymouth* landed in Nantucket 17 April 1818. The manifest stated the sperm oil yield was 2,100 barrels.[28] The entry in Starbuck, however, indicates the yield was 1,980 barrels. The court documents in *Gray v. Gardner* include three depositions by Obed Macy, and in one of these he testified the actual sperm oil yield of the *Weymouth* was 1,980 barrels and 5 gallons. The inaccuracy of the New Bedford and Westport reports may be due to the fact that Starbuck had to rely on information in the manifests or on customs entries based on manifests. An examination of the sperm oil reports in Starbuck for the period 1815–25 reveals that Nantucket entries are often extremely precise, while most entries for other ports seem like estimates.[29] In my opinion, the returns for these other ports were based on ships' manifests, which were understood at the time to be mere estimates of the cargo.

Occasionally, an examination of original sources unearths a clue that unravels a mystery or a sliver of information that overturns all preconceptions. *Gray v. Gardner* has been taught in the classroom for many years and has been the subject of extensive legal commentary. The deposition of Bartlet Pease, however, holds the kind of surprise that puts a new spin on an old case:

> I Bartlet Pease of Tisbury in the County of Dukes County, pilot, of lawful age to give evidence, testify and say, that on the first day of October 1819 about four p.m. I took charge of the ship Lady Adams as pilot, Nomans Land [south of Martha's

Vineyard] bearing about northeast distant three or four leagues the wind having a head to proceed on to Edgartown harbour [Martha's Vineyard] whither by the order of the Captain she was to go. I put the ship into . . . harbour and came to about nine o'clock in the evening. About this time Mr. Ebenezer Smith came on board the ship and mentioned to the Captain that a number of merchants of Nantucket had given him orders to notify the Captains of their ships as they arrived to proceed immediately on to Nantucket, and Smith advised to Captain of the ship, that it would be materially for the advantage of his owners to arrive at Nantucket as fast as possible, that in that case, their oil would fetch more money by considerable. The Captain then ordered me to get the ship under way and proceed directly on to Nantucket, which I did, it being then about ten o'clock in the evening.[30]

This deposition indicates that the Nantucket purchasers were monitoring the sperm oil yields in the fall of 1819 and, realizing the returns had not yet exceeded the 1818 returns, posted at least one scout who was looking for ships. The master of the *Lady Adams* probably intended to unload the ship's cargo in Edgartown on Martha's Vineyard, but Ebenezer Smith's news sent her on to Nantucket.[31] I had always pictured the arrival of the *Lady Adams* as a leisurely event only coincidentally affecting the price term in the *Gray v. Gardner* contract. Instead, the *Lady Adams* raced (if a whaleship may be said to race) across Nantucket Sound in an attempt to arrive before midnight. Of course Ebenezer Smith's remark that an earlier arrival would affect the price of the oil on the *Lady Adams* was mistaken. The oil whose price was determined by the arrival of the *Lady Adams* had been sold in April. The pilot's deposition records the following exchange:

Question: What conversation passed between Mr. Mitchell the owner of the ship and you on your arrival?

Answer: He said the ship Lady Adams does not belong to the sources that contracted with William Gray and that they ought to pay the extra charges.

The judgment against the Nantucket defendants, including interest and costs of suit, totaled almost six thousand dollars. The buyers in negotiating the contract with William Gray were perhaps too clever. They must have felt they were in a better position than the Boston seller to predict the returns between April and October 1819. The contract was signed 14 April 1819, the very day the *Essex* returned with a large sperm oil yield, a fact probably known to the buyers but not to the seller. Perhaps they felt they could manipulate the 1819 returns as they would try to do with the *Lady Adams*. They were also unlucky. Six ships returned to Nantucket between 2 October and 25 November 1819, carrying 5,889 barrels of sperm oil, but too late to affect the contract.[32] The agreement does, however, demonstrate the genius of Nantucket's risk-sharing approach to whaling. While there was a single plaintiff, there were eight defendants to pay the judgment.

And what was the fate of the *Lady Adams*? She had sailed from Nantucket for the first time in 1802. She would have five successful whaling voyages; her arrival in October of 1819 was the termination of her fourth. She left Nantucket for the final time 11 March 1822 and never returned. According to Obed Macy:

> By the last accounts from her, dated 7th month, 1823, she was on the coast of Japan with 800 barrels of oil. She is supposed to have taken fire and burnt. A great light was seen by an English ship, soon after the date above-mentioned, in the latitude and longitude where the *Lady Adams* probably was at the time. The following are the names of the Nantucket persons on board. Charles B. Toby, master, Fordom Pease, mate, Robert G. Coleman, 2d mate, Frederick A. Riddell, cooper, Peter Morse, boy.[33] ■

NOTES

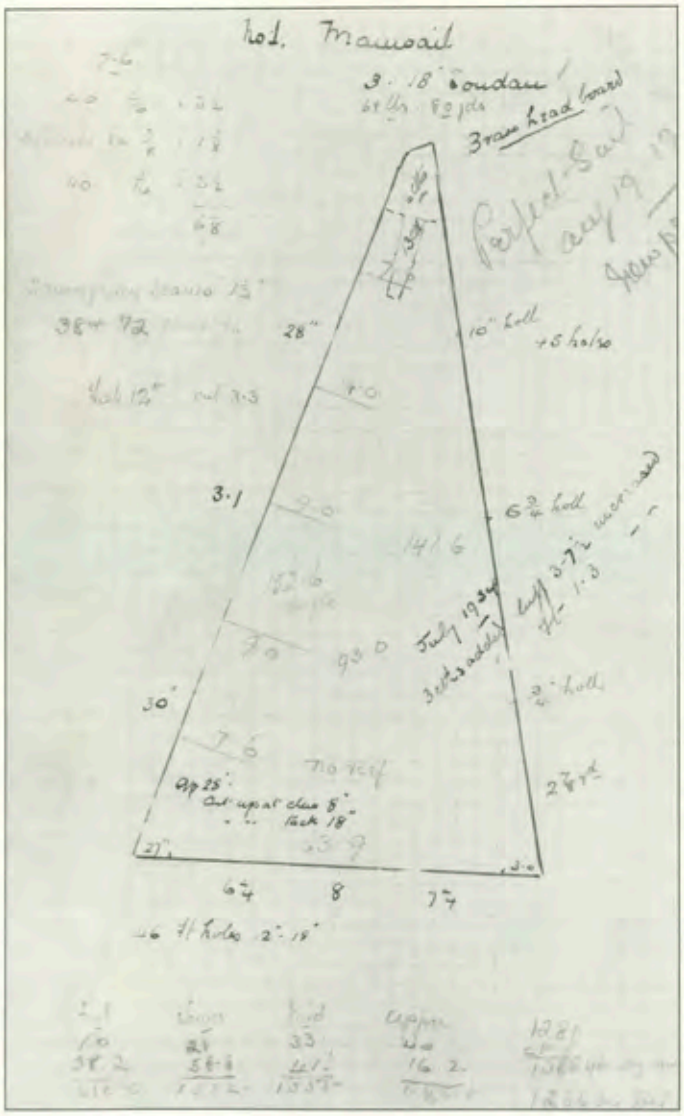
1. *Gray v. Gardner*, 17 Mass. 188 (1821). The original court documents are located in the Commonwealth of Massachusetts Archives, Boston. Copies of those documents are on file in the G.W. Blunt White Library, Mystic Seaport Museum.
2. Christopher Columbus Langdell, *A Selection of Cases on the Law of Contracts* (Boston: Little, Brown and Company, 1871).
3. It is impossible to know for sure that the documents have not been studied. I am unable to find, however, any mention of them in the extensive legal literature about the case. I am informed that the case is unknown in nautical research. The condition of the documents also indicated they had not been looked at in many years.
4. Edward Gray, *William Gray of Salem, Merchant* (Boston and New York: Houghton Mifflin Company, 1914), pp. 46-48.
5. Ibid., p. 25.
6. *Gray v. Gardner*, 17 Mass. at 190.
7. Morton J. Horwitz, *The Transformation of American Law, 1780–1860* (Cambridge, Massachusetts, and London: Harvard University Press, 1977), pp. 176-77.
8. Gray, *William Gray of Salem*, pp. 15-16, 20-21.
9. Obed Macy, *The History of Nantucket* (1835; reprint, New York: Research Reprints Inc., 1970), p. 213.
10. Assuming the sperm oil on the *Lady Adams* is the oil being sold under the contract is the most common misreading of the case.
11. Friedrich Kessler, Grant Gilmore, and Anthony T. Kronman, *Contracts: Cases and Materials*, 3d ed., (Boston and Toronto: Little, Brown and Company, 1986), p. 984.
12. Deposition of Shubael Hussey taken in Nantucket, 12 February 1820.
13. Richard N. Current, *Daniel Webster and the Rise of National Conservatism* (Boston and Toronto: Little, Brown and Company, 1955), pp. 24-26.
14. Deposition of Zenas Coffin taken in Nantucket, 1 March 1820.
15. Deposition of Peter Chase taken in Nantucket, 1 March 1820.
16. Deposition of Silas Parker taken in Nantucket, 13 March 1820.
17. Deposition of Charles Brock taken in Nantucket, 12 February 1820.
18. Deposition of Samuel Rodman taken in New Bedford, 11 March 1820.
19. Deposition of John Howland, Jr., taken in New Bedford, 11 March 1820.
20. *Gray v. Gardner*, 17 Mass. at 189.
21. Ibid. 190.
22. Deposition of Obed Macy taken in Nantucket, 28 December 1819. The *Essex* is the same ship that a year later would sink after being rammed by a whale. The survivors' accounts inspired Herman Melville's *Moby Dick*. Obed Macy would publish in 1835 *The History of Nantucket*, which became the standard history of the island. It is hard to imagine a more classic whaling legal document than Obed Macy giving testimony about the *Essex*.
23. Alexander Starbuck, *History of the American Whale Fishery, From its Inception to the Year 1876* (1878; reprint, New York: Argosy-Antiquarian Ltd., 1964), p. 166. A deposition by John Howland, Jr., reported that the brigs *Commodore Decatur* and *Minerva* shipped home 373 barrels and 30.5 gallons of sperm oil on the merchant ship *Neutrality* of Portland. The cargo arrived in New Bedford 17 September 1819.
24. Deposition of E. Haskell taken in New Bedford, 27 March 1820.
25. Starbuck has no report of sperm oil yields for *Golconda*, *Martha*, *President*, and *Richmond* (1818, New Bedford); nor for *Huntress* (1819, Nantucket).
26. In making the conversion from gallons to barrels I have used Obed Macy's figure of 31.5 gallons per barrel.
27. A good example of the canceling effect is the Westport information. For the 1817 sailing of the *Industry*, Starbuck's entry is 250 barrels, while a deposition indicates the return was 211 barrels and 14 gallons. For the 1818 sailing of the *Industry* the figures are 300 barrels *versus* 374 barrels and 23 gallons. The combined Westport report is more accurate than the individual report for either voyage.
28. Affidavit from the District and Port of Edgartown, signed by Thomas Cooke, Jr., 22 December 1819.
29. For example, the sperm oil returns for the 1818 sailings from New Bedford are 1,900, 1,900, 800, 1,800, 1,100, and 1,980 barrels.
30. Deposition of Bartlet Pease taken in Edgartown, 6 April 1820.
31. A deposition of Thomas Cooke, Jr., taken in Edgartown, 6 April 1820, indicates the *Weymouth* and *Essex* had unloaded most of their cargo in Edgartown.
32. The six ships were the *Atlas*, *Boston*, *Brothers*, *Dauphin*, *Gov. Strong*, and *Independence*.
33. Macy, *History of Nantucket*, p. 250.

Harold Vanderbilt's "Perfect Sail": The Number One Mainsail of the J Boats Enterprise, Rainbow, *and* Ranger, *1930–1937*

WALT STUBNER &
JENNIFER SHEPHERD JOHNSON

The black carbon fiber sails on *Il Moro di Venezia*, the Italian America's Cup contender, may be the wave of the future. Or America's Cup syndicates may turn to crystal-carbon sails, like the ones Bill Koch's America³ team are using. Crystal-carbon is a blend of carbon, polymetric molecules, and liquid crystals that is even lighter and stronger than carbon fabric. Both of these new materials have increased rigidity and improved sail shape, retaining their aerodynamic configuration better than did earlier materials. Advances in racing sail materials have been dramatic since the introduction of synthetic sailcloth in the 1930s. Though sails made from sheets of polyester Mylar® and polymer fiber Kevlar® have shown their merit over the last decade they are now considered heavy by current professional standards. Of course these recently outdated Mylar and Kevlar sails are still much lighter than cotton sails. The Kevlar mainsail used on *New Zealand* in the 1988 America's Cup weighed 1,000 pounds and had virtually the same sail area as the 2,000 pound cotton mainsail used on the J boat *Ranger* in 1937.

One disadvantage of Mylar and Kevlar is their short life expectancy, often only 15 to 20 hours of sailing. Sailmakers tell us you can sail a Kevlar sail around the world as long as you never tack. Both materials are damaged by folding and crinkling, which is unavoidable with every tack and jibe. Luffing destroys Mylar and Kevlar, and the new International America's Cup Class boats purposely luff their sails. Instead of using the approach Harold Vanderbilt perfected during the 1930s America's Cup competition, timing the full headway arrival at the starting line to coincide with the gun, current America's Cup skippers wait for the gun near the line, with sails luffing. The light and responsive boats sail like high performance dinghies, and crews can achieve hull speed quickly from a virtual stop.



Ordered in August 1929, Vanderbilt's Number One Mainsail is documented in the Ratsey & Lapthorn Gore Book 13. Here the sailmakers noted the sail's dimensions and details, and any changes made to the sail.
(Coll. 53, Ships' Plans Division, Mystic Seaport Museum)

Because the sails last for such a short period, sail lofts are sewing sails at a great rate. Five years ago, Dennis Conner used more than 50 sails when he raced for the 1987 America's Cup. And during the 1992 trials, North Sails produced one new America's Cup sail every day. It was a different story in the 1930s when J boats raced for the same cup and a defender like *Ranger* raced with only 14 sails. These cotton sails could have a life expectancy of hundreds of hours spread over years of racing. The ultimate example of this was the "old faithful rather full No. 1 *Enterprise* mainsail," which remained competitive for eight years and helped win the America's Cup for the J boats *Enterprise*, *Rainbow*, and *Ranger*.[1]

In May 1929 the New York Yacht Club accepted Thomas Lipton's challenge for the America's Cup, which would be sailed in the newly adoped J Class sloops.[2] Harold S. Vanderbilt and the Aldrich syndicate immediately set about building one of the four potential American defenders, hiring W. Starling Burgess to design the boat, which they would call *Enterprise*. By August 1929 the design was so far along that Vanderbilt could get a jump on the competing syndicates and order a suit

of sails from the renowned sailmakers Ratsey & Lapthorn of City Island, New York. Among the sails was the Number One Mainsail, made up from 18-inch-wide bolts of Number Three Sudan cotton. When finished, more than a mile of canvas had been stitched together to spread about 5,000 square feet to the wind, with a luff that stretched 141 feet six inches from tack to peak and a foot that reached 63 feet nine inches in an aerodynamic curve along *Enterprise*'s wide "Park Avenue" boom.[3]

The set of his Number One Mainsail so pleased skipper Harold Vanderbilt that someone noted "Perfect sail" next to its dimensions in the Ratsey & Lapthorn gore book on 19 August 1930. To keep himself from automatically selecting this sail for successive races, Vanderbilt ordered it removed from the boom after each day's sailing. The sail carried the number 4 for the 1930 races on *Enterprise*, but then 5 for the 1934 (*Rainbow*) and 1937 (*Ranger*) races.

In one popular story concerning this sail, the weather changed during a practice race and rain seemed inevitable. Vanderbilt promptly withdrew and had the main furled to protect it from the rain. Vanderbilt later noted, "a racing 'J' boat never goes out for a practice sail on a rainy day because, when possible, it is essential to avoid wetting canvas."[4] Once cotton is wet it stretches, and the resulting sail shape is forever different. Due to good management, this sail was used in a total of 87 races over eight years and managed to stay dry enough to keep its shape.

It is a tribute to the sailmaking abilities of Ratsey & Lapthorn that this sail could be cut right for *Enterprise*'s very bendy duralumin mast and still be used with the heavier masts of *Rainbow* and *Ranger*. *Enterprise*'s duralumin mast, in part designed by W. Starling Burgess's brother, Charles Paine Burgess, was installed just before the selection trials. Charles Paine Burgess was familiar with the lightweight aluminum construction of dirigibles and applied that knowledge in the design of the mast. Vanderbilt's skillful organization of the crew, combined with the newly-installed light mast, contributed to *Enterprise*'s success. W. Starling Burgess, designer of *Enterprise*, may also deserve credit for *Enterprise*'s success because he left the afterguard (by the wheel) and went forward to be mast doctor. Here Burgess adjusted the rigging to keep the mast bend within limits. Vanderbilt used his Number One Mainsail in the last of the elimination races to select the Cup defender.[5] *Enterprise* went on to defeat Lipton's *Shamrock V* in four straight races.

Rainbow, the 1934 defender, also a W. Starling Burgess design, was built with innovative bar (rather than wire) shrouds to stay her duralumin mast. J Class rule changes now required heavier boats and masts, and allowed a slightly longer luff on the mainsail. As a result, the Number One Mainsail was altered with the addition of three cloths, increasing the luff length by three feet seven inches and the foot by one foot three inches while retaining the basic sail shape.[6] A bending boom allowed a better aerodynamic set to Vanderbilt's mainsails than had *Enterprise*'s wide "Park Avenue" boom. Although Challenger T.O.M. Sopwith's *Endeavour* was probably the faster boat, *Rainbow* won the America's Cup four races to two, largely due to Vanderbilt's organization and steady sailing.

After seven years the Number One Mainsail was still the favorite for the 1937 defender, *Ranger*. Vanderbilt wrote, "when the America's Cup Races began [*Ranger*] we had five excellent racing mainsails [including] No. 1, our oldest and best all-around sail."[7] Vanderbilt noted "mainsails of the 1930 vintage were perfect for *Ranger*" though it was obvious that J-boat headsail designs had advanced dramatically since then. Vanderbilt calculated that he used this mainsail in 80 percent of *Ranger*'s races, including the first three of her four victories over *Endeavour II* to win the America's Cup.

By the end of the 1937 America's Cup and New York Yacht Club season, the sail had been set 87 times, and Vanderbilt continued to defend his use of this mainsail. "Is not this an answer to the argument that canvas loses its life, and that boats sail fastest with new mainsails? My experience has been that mainsails are human, they become less temperamental and more reliable as they grow older."[8] But cotton sails are not immortal. Neither *Ranger* nor the Number One mainsail sailed again after 1937.



The scale of a J-boat mainsail is suggested in this view of "Larson" roping the head of a mainsail at the Ratsey & Lapthorn loft in 1930. As big and complex as these sails were, Ratsey & Lapthorn once completed a J-boat main in three days.
Photo by Edwin Levick. (M.S.M 82.17.238)



Even as the "Super J" *Ranger* defeated all comers with her seven-year-old cotton mainsail, she introduced synthetic sail cloth to Cup competition, which would eventually make cotton sails obsolete. Vanderbilt ordered an experimental 250 percent quadrilateral genoa jib made of the new synthetic "codura" fabric of rayon (an extruded cellulose fiber), sewn by Prescott Wilson. Thrilled with the new sail, Vanderbilt used it instead of the cotton genoa for three of the four races of the 1937 series. "What a contrast!" he wrote. "What a surprise! It solved so many difficulties!"[9] Contenders in the 1992 America's Cup this Spring may be as thrilled with today's synthetic sail materials.

Mystic Seaport's America's Cup Museum in San Diego includes an exhibit with examples of several sails, including the clew from a cotton J-boat sail. One section of the exhibit compares modern Kevlar sails with traditional cotton sails and allows visitors to see, feel, and hear the differences between the two sailcloths. Two small exhibit "sails" are rigged with separate halyards for people to see for themselves how the fabrics differ.

Of course changes in sail design, along with advances in sail materials, have radically changed the nature of racing. Egyptian cotton and crystal-carbon may each represent the state of the art at the time they were used. Carbon fiber and crystal-carbon may be more durable than their predecessors, Mylar and Kevlar, but the days of using an America's Cup sail for three challenges are long gone. ■

NOTES

1. Harold S. Vanderbilt, *On the Wind's Highway* (New York: Charles Scribner's Sons, 1939), p. 128.
2. The J–or 76-foot rating–Class was one of the Universal Rule classes devised by Nathanael G. Herreshoff and adopted by the New York Yacht Club in 1902. The J Class was for sloops (and yawls) between 70 and 87 feet on the waterline. It was defined by the formula: 76=.18 of waterline length (in feet), multiplied by the square root of the sail area (in square feet), divided by the cube root of displacement (in cubic feet). It eventually became apparent that the largest Js, with 87-foot waterline, 15-foot draft, and 163-ton displacement, performed best.
3. Ratsey & Lapthorn, Gore Book #13, 1930+, p. 16, Coll. 53, Ships' Plans Division, Mystic Seaport Museum; Ian Dear, *Enterprise to Endeavour: The J-Class Yachts*, 2d ed., (London: Editors Inc., 1986), p. 52. Actually, when he added the "Park Avenue" boom with transverse sail tracks to allow the foot of the sail to adjust, Vanderbilt found that this sail did not set as well as it did with either a conventional boom or a later bending boom.
4. Vanderbilt, *On the Wind's Highway*, p. 105.
5. Harold S. Vanderbilt, *Enterprise: The Story of the Defense of the America's Cup in 1930* (New York: Charles Scribner's Sons, 1931), p. 183.
6. Dear, *Enterprise to Endeavour*, p. 98; Ratsey & Lapthorn, Gore Book #13, p. 16.
7. Vanderbilt, *On the Wind's Highway*, p. 108.
8. Ibid, p. 152.
9. Ibid, p. 151. Rayon had been developed in the 1920s. Subsequently, nylon and Orlon were tried as sail fabrics in the 1940s before Dacron was introduced in 1950, Jack S. Sutphen to Walt Stubner, 27 September 1990.

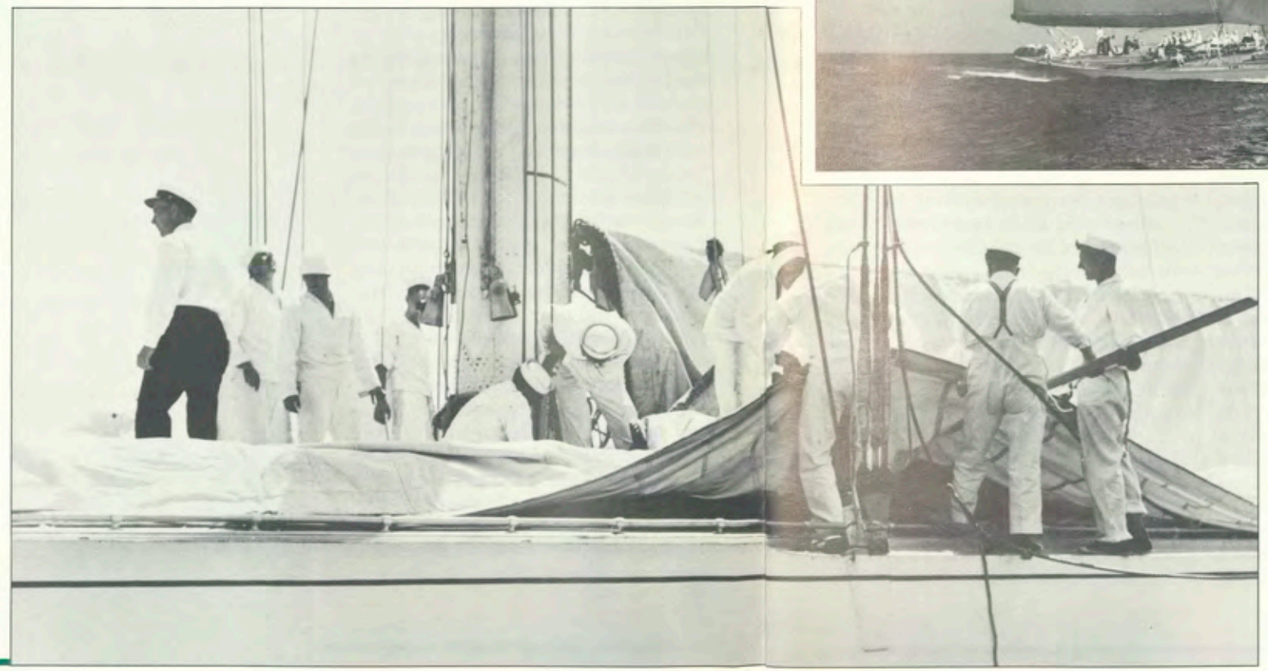


Far left, *heeling to a stiff breeze,* Enterprise *stretches her Number One Mainsail and tests her rig during one of her earliest outings, 27 April 1930. Perhaps the prominent figure eyeing the mainmast from the weather shrouds is designer and "mast doctor" W. Starling Burgess.*
(Neg. 38907F, © Rosenfeld Collection, Mystic Seaport Museum)

Bottom left, *with a ton of mainsail covering the deck,* Ranger's *crew works to insert the nine-foot battens and hoist the sail for a practice run on 4 June 1937.*
(Neg. 80448F, © Rosenfeld Collection, Mystic Seaport Museum. Image acquired in honor of Franz Schneider)

Left, *Vanderbilt used his Number One Mainsail for 80 percent of the races aboard his "Super J"* Ranger. *In this view, possibly during the third America's Cup race, she carries the Number One Mainsail, staysail, and 175 percent "quad" (quadrilateral) jib.*
(Neg. 82725F, © Rosenfeld Collection, Mystic Seaport Museum. Image acquired in honor of Franz Schneider)

Below, Rainbow *maneuvers under main and genoa jib during the second America's Cup race (which she lost), 18 September 1934. This appears to be the enlarged Number One Mainsail. One of the added cloths is visible as a slightly darker panel just below the lower batten.*
(Neg. 69653F, © Rosenfeld Collection, Mystic Seaport Museum)







Beneath a portrait of Thomas Greenman, the table is set for tea in the Greenman House exhibit.
(Photo by Mary Anne Stets)

Why a Taste of History at Mystic Seaport?

SANDRA L. OLIVER

Why is a maritime museum featuring historic food for nine days this summer? It's a good question. Visitors and members who are enthralled with models, figureheads, ships, craft shops, and shipbuilders' homes might wonder why they will encounter meals and be offered a taste out of the past.

While food is ubiquitous, food history, until recently, was not. In the past 20 years or so, however, roughly during the time that the Buckingham House has had a fireplace cooking demonstration, historical foodways has emerged as a new issue in social history. Formerly the province of anthropologists, folklorists, social scientists, and nutritionists, food history was ignored by women's studies until it became obvious that it was pointless to ignore one of women's predominant occupations, especially when food speaks to so many other social history issues as well.

Those other social history issues are why Mystic Seaport Museum is presenting Taste of History this summer. An extraordinary number of the Museum's exhibits have a direct connection to the production, distribution, preparation, and consumption of food, notwithstanding that maritime enterprise would have been impossible without a well-fed population.

At least three meals a day were prepared and eaten in nine of the Seaport's exhibits, obviously including the domestic structures of Buckingham, Burrows, and Greenman Houses, and the four large vessels, *Charles W. Morgan, L.A. Dunton, Joseph Conrad,* and the *Benj. F. Packard.* The Tavern, in addition to liquid hospitality, would have provided fare for travelers. And finally, and less obviously, the Life-Saving Station was home to a crew of men who, in the early days of the service, cooked for themselves. (Not always a popular responsibility among the men, cooking was eventually, in many stations, shifted to a hired cook as it was in the fishing fleet.)

Then there are all the exhibits related to food production. While today we admire the craftsmanship, seamanship, and beauty of our many small craft, most of them would never have been built except for the need to gather food. The Museum's waterfront boasts the fish flake, a net drying rack, Thos. Thomas Oyster House, a Noank lobstering shack, and Robie Ames's little salmon fishing shack. While there is hardly even the whiff of fish about them, and we in the twentieth century tend to concentrate on the technology of these fisheries, the bottom line for all was food.

The Chandlery and Stone's Store sold food in addition to all the other goods which still survive and which we can see. Nowadays, of course, all we have are the packages and barrels, boxes, and tins that contained the edibles; the smells of pickles, cheese, and coffee are long gone.

All these are the obvious connections between Mystic Seaport and food history. But were you to step into such a community in the nineteenth century, evidence of food and eating would be all around you: school children eating their biscuits and jam at the schoolhouse; the ladies aid society of the church holding an ice cream festival or oyster supper; craftsmen opening lunch pails with cheese, bread, and cold meat; backyard gardens with beans, cabbages, and cucumbers growing; eels being smoked in a barrel; and, come Sunday, the smell of salt pork and fish cooking for a chowder party on a beach full of people enjoying a day off.

Never mind all the food implied by our exhibits: what about passengers' fare at sea on sailing vessels or steamers? or the new and exotic fruits whalemen encountered in the Pacific? or a captain's wife's first taste of porpoise liver? the drudgery of salt meat and hardtack day after day? the flavor of Indian and Chinese food for seafarers ashore in foreign places?

Mystic Seaport doesn't have fish canning factories, or commercial smokehouses, or any way to depict the fresh fruit trade that brought oranges, bananas, and pineapples to New England towns, but all these were food-related maritime activities. You can hear or read about the wheat carried by vessels like

MYSTIC SEAPORT MUSEUM

EVENTS

You're Invited to A Taste of History

You've come to the Seaport, wandered through the exhibits, strolled along the waterfront, and climbed aboard the vessels. You've listened to interpreters, sung along with chanteymen, and chatted with a roleplayer. Now you're hungry. Will you visit the Galley, and indulge in one of their famous hamburgers or fish sandwiches? Or would you like to take another bite out of nineteenth-century life?

Well, here's your chance. From 1 to 9 August – 11:30 A.M. to 5:00 P.M. – Mystic Seaport will be serving up a Taste of History, a celebration of the foodways of the nineteenth-century maritime community. Throughout the festival, costumed servers will dish out a variety of traditional tastes – in exchange for purchased tickets – under the tent at Lighthouse Point.

Foods will be available only at the tent, and will be representative of seven of the Seaport's exhibits: the Buckingham House; Burrows House; Schaefer Tavern; Thomas Greenman House; Life-Saving Station; *L.A. Dunton*, and *Charles W. Morgan*. Items like scouse, plum duff, maids of honor, and raspberry shrub will fill the menu.

Visit the exhibits before you head for the tent, observe some of the cooking techniques used in various settings, and learn about the types of foods you will be sampling. The servers will be able to help you out with some general information about your selections, but exhibit interpreters can tell you more about how things were made, what ingredients were used, and who ate them.

Noted foodways historian Sandra Oliver conducted the research on which foods would be appropriate to the time and place. From her list of more than 100 items, the Seaport's Education and Food Services Departments prepared the menu, with 35 selections that are sure to please. Most of the food will be prepared by the Galley, and those foods supplied by local caterers and bakeries will be fixed according to Seaport-provided recipes.

Foods will be prepared using appropriate ingredients and techniques as much as possible, though some minor adaptations will be required to accommodate the twentieth-century palate.

Need to know more? The Taste of History cookbook will help you out. This booklet will feature the original recipe for each item served, a contemporary adaptation, and a short description of the foods in terms of the social and economic standing of the people that prepared and ate them.

A Preview Taste

Members are invited to the Point, on the eve of the festival's public opening, for a special preview taste to the tunes of Forebitter. From 5:30 to 8:30 P.M., 31 July, the complete Taste of History menu will be available to members, and beer and wine will be offered as well. A special cooking demonstration will round out the evening.

All exhibits will be open, as summer evening hours will be in full swing. But the Point will be open exclusively to members. Reservations are not required, so join us if you can.



Visit the* L.A. Dunton *and discover the secrets of codfish balls and kedgeree, then head for the tent at Lighthouse Point, and taste some for yourself. (Photo by Mary Anne Stets)

CALENDAR OF EVENTS

MAY

Outdoor demonstrations of maritime activities include whaleboat demonstrations, sail handling, fish splitting, and more. Full schedule available at gates.

America's Cup Exhibition continues in the P.R. Mallory Building.

Third annual Mystic One Hundred continues at the Mystic Maritime Gallery, through 23 June.

15 **Steamboat *Sabino*** begins her 1992 season of day and evening cruises. Season extends through 12 October, with the schedule changing in June to accommodate summer hours. Half-hour cruises daily on the hour 11 A.M. to 4 P.M. One 90-minute evening cruise begins at 5 P.M. For information and reservations, call 572-5351.

16 **Boat Livery** begins operation, weekends only through 21 June. Hours are 10:00 A.M. to 5:00 P.M. For information and reservations, please call ext. 4233 in season, ext. 5341 before the season starts.

22 **Munson Institute**, application deadline for summer courses. Please call 572-5359.

22 to 25 ***Brilliant* Teenage Program** begins. Open to students ages 15 to 19, this program is an educational and exciting experience that offers participants the opportunity to act as crew of a truly remarkable craft. The cost of this three-day excursion is $405. For information or to register, please call 572-5323.

23 **American Society of Marine Artists** show opens in the R.J. Schaefer Building, running through 27 September.

23 **Garden Tours** begin, continuing through 12 October. Thirty-minute tours contrast the early nineteenth-century kitchen gardens of coastal farming families with the decorative flower gardens of the later Victorian period. Tours leave the Buckingham House daily at 11 A.M. and 3 P.M.

23 to 25 **Lobsterfest Weekend.** An old-fashioned lobster bake on the banks of the Mystic River during Memorial Day Weekend. Lobster a la carte, frankfurters, and other items will be sold separately. Enjoy river breezes and the sounds of sea music. Please call 572-5315 for more information.

25 **Decoration Day.** A special historic enactment—complete with parade and wreath ceremony—recalls the "Decoration Day" of the 1870s. Active Military are admitted free of charge, reduced admission for everyone, and the Seaport will be open on a holiday schedule. Please call 572-5315 for more information.

29 to 6/1 ***Brilliant* Weekend Sail for Adults.** Cost is $515. For information and reservations, please call 572-5323.

JUNE

5 to 8, 12 to 15 ***Brilliant* Weekend Sails for Adults.** Cost is $515. For information and reservation, please call 572-5323.

6 & 7 **Twenty-third Annual Small Craft Workshop** for small craft owners and enthusiasts, offering boaters and nonboaters the opportunity to see scores of small craft afloat on the Mystic River, or on display. This year's workshop will focus on the Sharpie and the Flat-Bottom Skiff. The Seaport's own 36-foot Sharpie, a historic sailing work boat once used to rake oysters in New Haven's harbor, will sail each day, tides permitting. Flat-bottom skiffs from the Seaport's Watercraft collection will be seen on the waterfront as well. Weekend events begin Saturday morning at 8, and will include informal trials of participating small craft, talks by experts in the field, and skills demonstrations by Seaport riggers and sawmill operators. Cost for the entire weekend—which incudes trials, rides in the Sharpie and skiffs, workshops, and a tour of the Seaport's boat storage—is $20 ($30 for nonmembers), and $10 for children under 12 years. To register, or for further information, please call ext. 5028.

8 **Museum Intern Summer Program** begins. For information, please call ext. 5089.

11 **Members' Preview Concert** of this year's Sea Music Festival. Don't miss this opportunity to hear the Menhaden Chanteymen, a unique group of men singing the work songs of their earlier days in the menhaden fishery. The cost of the concert, which begins at 7 P.M., is $7 ($10 for nonmembers). Children under 12 are admitted free, but they must have a reservation. The grounds will open at 6 P.M., and the Galley will be selling refreshments. The concert will be held rain or shine. To secure your reservation, please send a check covering the amount of tickets you need, to Membership Reservations, at the Seaport address. For information, please call 572-5339.

12 to 14 **Sea Music Festival.** The thirteenth annual festival brings folk and traditional musical groups together to perform on the ships and grounds. Enjoy three days of concerts, dancing, and a symposium. For information and scheduling details, please call 572-5315.

12 to 14 **Sea Music Summer Camp** for kids. Please see page 27 for details.

14 to 19 **Elderhostel** Sailing Program.

21 to 26, 28 to 7/3 ***Brilliant* Sail for Teenagers.** Cost is $605. For information or to register, please call 572-5323.

22 **Boat Livery** begins 7-day operation, continuing through 30 August. For a small fee, members may rent a variety of boats to row or sail on the Mystic River, or take a half-hour ride aboard *Breck Marshall*. Boathouse hours are 10 A.M. to 7 P.M. Please call ext. 4233 for more information.

22 **Steamboat *Sabino*** summer schedule begins, running through 30 August. Daily half-hour excursions from 11 A.M. to 6 P.M. One 90-minute downriver trip at 7 P.M. For information and reservations, please call 572-5351.

22 **Munson Institute** courses begin, continuing through 30 July. For information, please call 572-5359.

22 **Summer Hours** begin. The Seaport will be open from 9 A.M. to 8 P.M., through 30 August. For information, please call 572-5315.

22 **Just for Kids.** Free drop-in activities for children on the Green and in the Children's Museum, through 30 August. For information, please call 572-5322.

22 **Whales and Tales Tours** begin. One-hour tours focusing on whales, whaling, and the *Charles W. Morgan*. Tours are for children ages 6 to 12. Tickets are $2, and are available at the Visitor Reception Center. Please call 572-5322 for information.

28 **Dixieland Jazz Cruises** aboard steamboat *Sabino*. Two 90-minute downriver cruises with a Dixieland Jazz Band, leaving at 5 and 7 P.M. For information and reservations, please call 572-5351.

28 to 7/3 ***Joseph Conrad* Sail Education** Program for Beginners. See wrapper for details.

JULY

Traditional Boathandling Classes will be offered every Friday in July and August. These full-day classes take participants out on the Mystic River in any of the traditional wooden boats in the livery. Classes run from 9 A.M. to 5 P.M. For information and reservations, please call ext. 4233.

1 **Skywatcher's Guide**, a Planetarium program including outdoor

telescope observations, will meet Wednesdays at 8:30 P.M., continuing through 2 September. Please call 572-5355 for information.

1 **Paul Cuffe Memorial Fellowships** application deadline, for the study of minorities in American maritime history. Please call 572-5359 for more information.

4 **Fourth of July.** This celebration of a traditional 1870s Independence Day includes an Antiques and Horribles Parade, picnic, patriotic ceremony with music and speeches, and children's games. The Seaport holiday schedule applies both Saturday and Sunday. Please call 572-5315 for information.

5 to 10, 12 to 17, 19 to 22 ***Brilliant*** **Sails for Teenagers.** Cost is $605. For information and reservations, please call 572-5323.

5 to 10, 19 to 24 ***Joseph Conrad*** **Sail Education Program** for Beginners. Please see wrapper for details.

6 to 17, 20 to 31 **Summer Day Camp** two-week sessions for 9-, 10-, and 11-year-olds. For information and reservations, please call 572-5322. SOLD OUT

11 & 12 **Horse & Carriage Weekend.** Seventh annual gathering of horses and antique carriages. Special demonstrations and a rally on the Seaport Green. Rides for visitors will be available at a small fee. For information, please call 572-5315.

12 **Dixieland Jazz Cruises.** Two 90-minute downriver cruises with a Dixieland Jazz Band aboard steamboat *Sabino*, leaving at 5 and 7 P.M. For information and reservations, please call 572-5351.

12 to 17 ***Joseph Conrad*** **Intermediate Session.** Please see wrapper for details.

25 **Antique & Classic Boat Rendezvous.** Seventeenth annual rendezvous of privately owned, classic wooden boats, both power and sail. View sloops, yawls, schooners, cabin cruisers, and many other pre-1952 vessels along the Seaport's waterfront. This year's rendezvous will highlight the picket boats of World War II. The traditional down-river parade to Noank will be held in mid-afternoon, with an award ceremony for participants Saturday evening. For information, please call 572-5315; for reservations, please call 572-5378.

26 **Dixieland Jazz Cruises.** Two 90-minute downriver cruises with a Dixieland Jazz Band aboard steamboat *Sabino*, leaving at 5 and 7 P.M. For information and reservations, please call 572-5351.

26 to 31 ***Joseph Conrad*** **Intermediate Session.** Please see wrapper for details.

31 **Preview Taste of History.** Special evening for members. Please see page A for details.

31 to 8/1 **Herman Melville Birthday Commemoration.** Annual marathon reading of *Moby Dick* takes place from noon to noon on the *Charles W. Morgan*. Members interested in reading should call ext. 5035.

AUGUST

1 **Happy Birthday Melville celebration for kids,** complete with special activities and a whale cake. Please call 572-5322 for information.

1 **Taste of History.** Festival of nineteenth-century foods and menus, continues through 9 August. Please see page A for details.

1 **U.S. Coast Guard Academy Birthday.** Flag presentation to incoming cadet class on Seaport Green, begins at 10:30 A.M. For more information, please call 572-5315.

2 to 7 ***Joseph Conrad*** **Beginner Session.** Please see wrapper for details.

2 to 7, 9 to 14 ***Brilliant*** **Sails for Teenagers.** Cost is $605. Please call 572-5323 for information and reservations.

3 to 7, 10 to 14 **Summer Day Camp** one-week sessions for 7- and 8-year-olds. Please call 572-5322 for information and registration.

9 & 23 **Dixieland Jazz Cruises.** Two 90-minute downriver cruises each of these days with a Dixieland Jazz Band aboard steamship *Sabino*, leaving at 5 and 7 P.M. For information and reservations, please call 572-5351.

9 to 14 ***Joseph Conrad*** **Intermediate Session.** Please see wrapper for details.

16 to 24 ***Joseph Conrad*** **Advanced Session.** Please see wrapper for details.

16 to 21, 23 to 28 ***Brilliant*** **Sails for Teenagers.** Cost is $605. For information and reservations, please call 572-5323.

17 to 21 ***Summer Day Camp*** one week session for 7- and 8-year-olds. Please call 572-5322 for information and registration.

22 to 23 **Antique Marine Engine Exposition.** Please see page D for details.

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

31 **Steamboat *Sabino*** begins fall schedule. Half-hour cruises daily on the hour from 11 A.M. to 4 P.M. A 90-minute evening cruise leaves at 5 P.M., through 4 October. From 4 to 12 October, the 5 P.M. cruise is offered only on weekends. For information and reservations, please call 572-5351.

SEPTEMBER

4 to 7, 18 to 21 ***Brilliant*** **Weekend Sail for Adults.** Cost is $515. For information and reservations, please call 572-5323.

5 to 7 **Labor Day Fish Fry Weekend.** Three-day food festival, prepared and served by the Mystic Lions Club. For information, please call 572-5315.

6 **Dixieland Jazz Cruises.** Two 90-minute downriver cruises with a Dixieland Jazz Band aboard steamboat *Sabino*, leaving at 5 and 7 P.M. For information and reservations, please call 572-5351.

7 **Labor Day Observed.** Holiday schedule in effect.

8 **Boat Livery** begins weekend-only operation. Hours are 10 A.M. to 5 P.M. For information and reservations, please call ext. 4233 weekends, ext. 5341 during the week.

8 **Fall Schedule** begins. Mystic Seaport will be open 9 A.M. to 5 P.M.

11 to 14 ***Brilliant*** **Race Weekend for Adults,** including the Mystic Schooner Race, with WoodenBoat School. For reservations, please call the WoodenBoat School at (207) 359-4651.

12 **Twenty-fifth Annual Invitational Schooner Race.** Traditional and modern schooners from throughout the Northeast will rendezvous at the Seaport Friday evening, with an early-morning start for the races on Fishers Island Sound. Awards ceremony will be held Saturday evening. Please call ext. 5010 for more information.

12 to 13 **Family Photo Weekend.** A picturesque weekend to capture the Seaport on film, as models in nineteenth-century costume pose on the Seaport ships, boats, and grounds. The weekend, sponsored by Kodak, includes a contest and exhibit, and a special emphasis on children's photography. For information, please call 572-5315.

12 **Williams-Mystic Alumni Day.** The program – which offers undergraduates a semester-long intensive study of maritime history and literature, oceanography or marine ecology, and marine policy – celebrates its fifteenth anniversary.

15 **Basic Celestial Navigation** course begins in the Planetarium. Classes are held 12 Tuesday evenings, 7:30-9:30 P.M. Cost is $135 ($150 for nonmembers). Please call 572-5355 for information and registration.

16 **Piloting and Dead Reckoning** course begins at the Planetarium. Classes are held 12 Wednesday evenings, 7:30 to 9:30 P.M. Cost is $135 ($150 for nonmembers). Please call 572-5355 for information and registration.

26 **Members' Day.** Special events for adults and children. Annual meeting for members. Watch for your special mailing in August, which will detail the day's activities.

28 **Members-only Lantern Light Tour Tickets Sales** begin. Please call 800-522-1841, 24 hours a day.

Bulletin Board

Members should note that, pending approval of a liquor license application, beer and wine will be available this summer at the Galley during normal hours of operation. The license will also enable the Galley to better serve members and visitors in its capacity as caterer to Seaport and other functions.

Another word to members, this one regarding entrance at the gate. In an effort to protect the value of your membership, gate attendants will be requesting—in addition to your membership card—a second form of identification.

And another thing. Out-of-town members—and local members expecting guests—are encouraged to arrange for their accommodations at their earliest convenience. Last-minute summer reservations are always difficult to secure, and visitation to the area—boosted by the recent opening of a much-publicized casino—is expected to swell.



Visitors will relish the time and effort that went into food preparation and preservation, when they visit the Seaport during its first annual Taste of History festival, 1 through 9 August. (Photo by Mary Anne Stets)

Can You Help Us?

The Seaport housewrights are fast at work on the restoration of the Buckingham House to a period appropriate to the Seaport village. We need photographs! The house was built in Old Saybrook circa 1768, and was moved to Mystic Seaport in 1951. The original site of the house is on Spring Brook Road, just past the underpass for I-95, opposite Briarcliff Trail. Hugh and Elizabeth Clark owned the house from 1875 until 1926, when it was inherited by their children—William A. and Alice B. Clark of Old Saybrook and Norman C. Clark of Branford—and the children of their daughter Frances—Clarence, Marvin, and Elliot McCune. The house was sold in 1927 to Ida Ketchen, whose family owned it until it was condemned in 1950 by the Connecticut Highway Department. Documentation of the house in its earlier years is lacking. Any photographs of the house—interior and exterior—will be cared for and returned. Please contact restoration carpenter Andy Derr at ext. 4381.

The Shipyard is looking for steam pumps for *Sabino*: Worthington brand, sizes 3x2.75x3 and 4.5x2.75x4, are preferred, as all existing pumps are Worthingtons. Similar makes, however, can be fitted. We also need machinists' measuring instruments, including inside and outside micrometers, to 15 inches. Please call the *Sabino* offices at ext. 4118.

The Maintenance Department is in dire need of a putty remover/softener. The department, which relies heavily on this tool for deglazing the windows throughout the Museum grounds, has learned that they are no longer being manufactured. If you have the tool, or know where we might purchase one, please call Larry Luketich, at 572-5381.

Classic Engines that Could

Though many think of nineteenth-century seafaring strictly in terms of sail power, it was during this period that sail was first supplanted by steam and other power sources. The newly established power over unfavorable winds and currents brought fundamental changes in working and living conditions, and in men's very identities as seafarers. On 22 and 23 August, Mystic Seaport will acknowledge the vehicles that brought about this revolutionary change in seafaring.

The first invitational Antique Marine Engines Exposition will feature a broad range of steam, gas, diesel, and outboard engines, from marine engine collectors throughout the Northeast.

Many of the engines have been meticulously restored to their original showroom luster, reflecting the patience and pride of dedicated owners. Others have been left in their "as found" condition, enabling the collector to show such irreplaceable qualities as original paint and pinstriping.

Most of the engines are operational, and many will be started.

An impressive collection of model marine engines, on display in the main shop of the Shipyard, will complement the exhibition.

At 2 P.M. Saturday, the Seaport's steamboat *Sabino* will lead a parade of the visiting steam and gas-powered boats, each of which will be introduced and described by the Exposition Commentator.

The Exposition will be open to Seaport visitors from 9 A.M. to 5:00 P.M. each day, at no extra charge. This is an invitational show and pre-registration is required. Members interested in showing an engine should contact George King, Rob Russell, or Dick Lotz, at 572-5390.

the *Packard* for which young men trained on vessels like the *Conrad*; what a pity we can't replicate the sight of a hold filled with wheat or recreate the smell of a cargo of coffee or pepper.

The basic problem all food historians encounter, of course, is that their subject – food, individual ingredients, dishes, or whole meals – has long vanished. Unlike a boat or a chair, we do not have the object to examine for hints about its construction, material, ultimate appearance. Once in a while, archaeologists retrieve bones, seeds, pollen, eggshells, or durable bits of food that tell us the size or cuts of meat, or what vegetables were grown in a certain place. There are pictures of food – illustrations of varying detail, occasional photographs, and artistic renderings that answer some questions. But historical food isn't there for us to analyze or experience as one can sit in a chair or take a boat for a row. Like historical human behavior, or the historical sound of music, it is ephemeral.

We can come close by reading descriptions of food items in narratives, letters, diaries, newspaper accounts, and, of course, recipes. Because information about food is scattered in many places – in fact, almost everywhere – it is an extraordinarily difficult topic to research. But once you have a handle on a particular dish, the great benefit of food research is that you can recreate and then *eat* it. Obviously, not all our visitors can sit on a historical chair, or go for a sail on the *Morgan*. In fact, for a museum dedicated to preservation, that would be irresponsible. The Buckingham House fireplace cooks have for years observed how interested visitors are, not only in the preparation of the food cooked there, but in knowing if they could have a taste. That is the premise behind Taste of History.

The food you will see at Taste of History will all be recreated from historical recipes where they exist, or reconstructed from descriptions. Our compromise must be using modern foods: the Seaport does not have cattle to slaughter and salt for the beef for scouse, and we will have to rely on commercially grown vegetables to be able to feed many visitors. And from necessity, the food will be cooked in modern kitchens by modern people.

Taste of History will present seven period meals in the three homes, on two of the vessels, and at the Tavern and Life-Saving Station. The Buckingham's meal of chicken fricassee, thirded bread, tomato pickles, topped off with pie will represent a dinner – a noon meal – of the late 1830s. At the Greenman House you will see a late-nineteenth-century dinner, with fish chowder, cod with lobster sauce, potato croquettes, and, out of deference to the Greenman family's involvement with the Temperance movement, Graham bread.

At the Burrows House, a picnic lunch with ham and tongue sandwiches, pickled cucumbers, and a moist molasses sweetened cake will represent a meal that could have been supper or an afternoon tea in the 1870s, had it been eaten at home. Supper forms the menu at the Life-Saving Station with corn soup, biscuits, smoked fish, and apple fritters.

The *Dunton*'s meal will offer an old New England favorite – codfish balls – and introduce a rice and fish dish called kedgeree from the Canadian Maritimes. The fishermen's "mug up" would have been incomplete without sweets, so hermits are on the menu. In the newly restored galley of the *Charles W. Morgan*, visitors will see scouse, hardtack, and that great sailor's delicacy, plum duff.

At the Tavern, pork and beans, pickled onions, and black pudding – made with bread and blueberries – will be on view, without alcoholic beverages, a compromise of historic accuracy necessitated by life in the late-twentieth century.

These dishes, prepared in a modern kitchen, will be available for visitors to buy and taste under the tent at Lighthouse Point. No one can promise you that you will like the historical food. Tastes in the past were different than they are now. Hardly anybody I know today relishes tongue, but in the nineteenth century it was a very common offering.

Some of the dishes will seem familiar and contemporary, like peach pie and the biscuits. Others will look familiar but be startlingly different. Pork and beans, for example, a common dish in New England in our time, will taste very different to the modern palate: present-day baked beans are highly sweetened compared to the baked beans of the last century.

Still other dishes, it is safe to assume, virtually no one will ever have tasted, like plum duff or scouse.

Eating from the Taste of History menu will be enjoyable and interesting. It will change, at least a bit, your perspective of life in the nineteenth century. ■



A Victorian family picnic, complete with rustic furniture, somewhere in the Mystic area.
Photo by E.A. Scholfield, ca 1870. (M.S.M 77.160.1966)



Symbol of an Era:

Steamboat Lunette Offers Window on the Past

LESLIE GIFFORD

Jonathan Shay feels a real connection with the artisan who carved the original lunette. When he gets into an awkward spot in his work, he returns to the original, seeking to capture the insight of the craftsman who came before him.
(Photo by Claire White-Peterson)

The little-celebrated art of paddle-box decorating became an important movement in the early nineteenth century, when thousands of side-wheel coastal steamboats plied the rivers and bays of the Atlantic seaboard.

From modest and delicate to ornate and conspicuous, the paddle-box decoration became the insignia of the steamer it adorned. Decoratively carved fan rays – simple to showy – radiated out from a central lunette, which typically featured a crest, coat-of-arms, or American eagle.

The 1854 Fall River Line steamboat *Metropolis* carried a patriotic cover, the lunette featuring an American eagle perched on crossed cannon. The lunette, which for more than 100 years has greeted visitors to the Artillery Company of Newport's armory, was recently given to Mystic Seaport, in exchange for a hand-carved, hand-painted mahogany reproduction.

Jonathan Shay, Seaport woodcarver, has been working on the reproduction since last summer. And though these paddle-box covers have been referred to as art forms, Shay does not think of himself as an artist. Rather, he says, he is an artisan, a technician, as was the original lunette carver, whose craft was his livelihood, not a pastime.

Shay says he feels a real connection with that earlier craftsman, especially as considerable deterioration in the lunette's structure has forced Shay to improvise and extrapolate from similar designs. And he has had to put himself into the original craftsman's shoes on more than one occasion.

He may find himself, for example, in a "funny" spot in his carving, uncertain how best to create the desired effect. At these times, he says, he will leave his work, study the original, and determine how the earlier craftsman got around the problem.

"That to me is what makes the piece come alive," says Shay. "Trying to connect with the man – probably – who did the original, is a way of understanding history that's completely unique." One of the interesting things about doing reproduction work, he says, is that it's "a way to enter into the original craftsman's mind, to make the same decisions he made" some 150 years ago. The tools Shay has used are almost identical to those used before, he says, and "ninety percent of the work has been done the same way it was done originally."

When the side-wheel steamers first appeared, their paddles were exposed. As Alexander Crosby Brown wrote in "Paddle Box Decorations of American Sound Steamboats," in the January 1943 issue of *The American Neptune*: "When Robert Fulton's *Clermont* steamed up the Hudson on her epical voyage in 1807, her churning paddle-wheels were uncovered. Almost immediately, however, the danger to life and limb of unguarded wheels was recognized, not to mention the risk of the wheels themselves being smashed and the annoyance of decks being constantly wetted by the splashing of the paddle buckets."

Clearly, some kind of covering was required. The early paddle boxes were simple affairs: hollow half-cylinders that projected out from the main deck and covered the upper halves of the paddle-wheels, supported fore and aft by sponsons. As the steamers grew in size, builders kept their hulls narrow to allow short paddle-wheel shafts. At the same time, they extended the main deck and superstructure laterally onto the "guards," the outboard hull extensions added to protect the paddles by equalizing the shock of impact in docking.

Metropolis provides a good example of this widening: 45 feet broad at her hull, her breadth over guards was 81 feet two inches, almost double the lower measure. The extended main deck fore and aft of the side wheels was supported initially by knees and rows of struts projecting from the hull proper.

This progressive widening of the main deck became a characteristic trait of American coastal steamboats. A further indulgence served both the steamers' commercial and aesthetic needs, when the thin planking over the wheel covering was exploited for the billboard effect it created.

It soon became customary to devote the six-foot space between the main deck railing line and saloon deck line to recording the ship's name in large, shaded block letters. Above that, the outboard faces of the paddle boxes were originally left plain. But when the ship rolled and the wheels bit deeply, a good deal of water was taken on, and the pressure within the box would build. "Breather" holes provided the solution to this problem: simple circles cut in attractive groupings in the upper part of the box, these breathers soon took on more sophisticated patterns of ovals, diamonds, squares, stars, and other geometric forms, boarded across with the open slatting that resembled fan rays.

The sunburst, or fan, formation – which quickly became the standard – first appeared in the 1840s, and was used in many variations until the 1890s, when the paddle box lost its structural identity and disappeared. Fan rays would radiate out from the central lunette, which carried a stylized painting or bas-relief carving. Crests, coats-of-arms, and eagles were the most popular forms, though in many cases the lunette shape was covered or entirely supplanted by an American seal. A popular paddle-box design of the later and more palatial steamers created the effect of a tile-floored, dome-shaped chamber with a heavily coffered classical ceiling on the order of the Pantheon.

The designs frequently were accented in brilliant colors. The patriotic *Metropolis* lunette featured traditional hues: the American red, white, and blue, with some gold leafing as well.

The *Metropolis* was known for her speed. Built by the Brooklyn, New York, firm of Sneeden & Whitlock, she measured 325 feet on the keel, with a 342-foot length overall. She had a walking beam engine with a single huge cylinder (105 inches in diameter with a 12-foot stroke) to turn her 41-foot diameter side wheels. Her average running speed was 14 to 15 revolutions per minute, and her eight-hour, 21-minute run from New York to Fall River – on 9 June 1855 – remained a port-to-port record for 52 years.

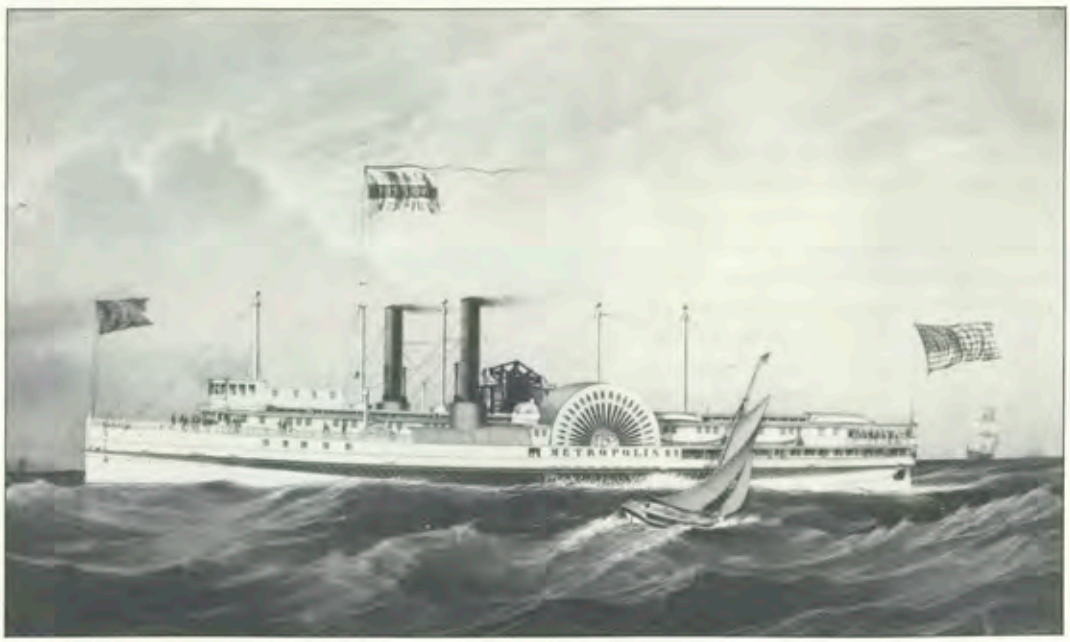
She was in regular service for 18 years, under Captain William Brown, and during the Civil War was used to move supplies and troops. The *Metropolis* was kept in use until 1873, when the Fall River Line replaced its whole fleet with newer and bigger steamers.

The steamship's superstructure was removed the same year in Newport, Rhode Island, and the paddle-wheel cover was then donated to the Artillery Company of Newport. The lunette was placed above the entrance to the company's armory, where it remained for approximately 100 years.

Deterioration forced its removal from the entrance about six years ago, and the decoration has been on display in the armory museum since. It measures roughly six feet by twelve. The Artillery Company, a unit of the Council of Historic Commands of the State of Rhode Island, had hoped to acquire a carved-wood replica of the original cover to coincide with its 250th anniversary of continuous service, in 1991. The company had taken quotes from several woodcarvers, though, and found their prices were well beyond its means. It then determined to contact maritime museums, in the hope of effecting an exchange.

Mystic Seaport and the Artillery Company agreed to terms of the trade, and the original cover was transferred to the Seaport in May 1991. Shay was given two years to complete the reproduction, which will be as close to the original as possible, in both form and color. It was near completion in March.

Members and visitors who come to the Seaport this summer to see the finished piece – which will be displayed in the shipcarver's shop – will appreciate the added bonus of watching the craftsman at work. As part of the Seaport's special emphasis this summer on the skills and trades of the nineteenth-century shoreside community, the shipcarver's shop will be a place of business, where Shay and other carvers will be manufacturing a varied line of traditional products. ■



The* Metropolis *provided first-class travel accommodations for the overnight run between New York, Newport, and Fall River in the crucial railroad-steamboat link between New York and Boston. She had 400 cabin berths and 94 staterooms and family rooms, including 13 with double beds. In this lithograph by Charles Parsons, the paddle-box lunette is clearly visible, with the fan rays of the paddle-box cover radiating from it.

Lithograph published by Endicott & Company, New York, ca. 1854. (Courtesy Peabody Museum of Salem, Massachusetts)

Passports and Sea Letters:
Protection Documents for American Ships, ca. 1789–1860

DOUGLAS L. STEIN

Among the more than 500,000 pieces in Mystic Seaport Museum's collection of maritime manuscripts are many unique documents. While some are well known, others are more obscure or frequently misidentified. Patrons using this collection often discover that they must first identify a particular item before a proper evaluation of the information it contains is possible. Such pieces can be important research sources, and some also have a history of their own. This is true of the Mediterranean Passport and Sea Letter, two valuable and interesting maritime documents that have sometimes been misrepresented or incorrectly identified.

The Mediterranean Passport, often referred to simply as a ship's passport, was created after the United States concluded a treaty with Algiers in 1795. During the early years of its independence, as the new nation tried to establish and protect its own merchant marine, America was one of several nations paying tribute to the Barbary States in exchange for the ability to sail and conduct business in the Mediterranean without interference. The treaty provided that American-owned vessels would carry a "passport" that would be recognized by Algeria—and later by other Barbary States through similar treaties. These documents could only be issued to vessels that were wholly owned by citizens of the United States, and they were intended to serve as additional evidence of official nationality, beyond the ship's registration documents.



The United States modeled the Mediterranean Passport on a similar British document known as a Mediterranean Pass. The British Admiralty issued these documents between 1662 and 1843 to protect British ships from capture by the Barbary corsairs. This example was issued to the brigantine Lydia of Boston, 31 October 1772, for a whaling voyage to the African coast. The document bears the signatures of several officials, including the Earl of Sandwich, and it is cut with a scalloped line of indenture across the top to guarantee its authenticity to the corsairs. The Admiralty seal and revenue stamps are placed on the left margin. The Mediterranean Pass is printed on vellum and is of similar dimensions and configuration to its American counterpart.
(HFM 196. G.W. Blunt White Library, Mystic Seaport Museum, photo by Mary Anne Stets)

In June 1796 Congress passed a federal law requiring Secretary of State Oliver Wolcott to prepare a form for the passport and submit it to President Washington for approval. The resulting document was modeled on a similar British form, called a Mediterranean Pass, which Great Britain had employed for the same purpose since the 1660s.

The American version was printed on vellum, measuring approximately 15 inches by 11 inches. Centered in the upper half were two engravings, one below the other; early examples featured a single large engraving of a lighthouse with a ship at anchor across the entire top quarter of the document. Signatures of the president and secretary of state, as well as the local customs collector, were placed in the lower right-hand corner. The great seal of the United States was embossed in the lower left-hand corner.

The most obvious similarity with the British passport was the scalloped line of indenture across the upper margin of the form, which served to authenticate the document. After the forms were printed, the passports were cut along the waved line, and the top portions of all the forms were sent to the U.S. consuls along the Barbary coast. The consuls provided them to corsairs on patrol, whose commanders were instructed to let all vessels proceed "who have passes that will fit these scalloped tops."[1]

Every American ship sailing in this area was required to have a Mediterranean Passport among its papers. The

penalty for sailing without one was $200. A shipmaster would request the document from the customs collector and pay a fee of $10. He would also give a bond to insure that the Passport would be used in accordance with the conditions under which it was issued. The bond would be cancelled upon the loss or sale of the vessel. The same Passport was used for successive voyages. However, it could not be transferred to another ship; and it was to be returned to the collector of the port of issue if the vessel was wrecked or sold.

The Treasury Department would send each customs district a set of passport forms signed by the president and secretary of state. The local customs collector would then fill in the appropriate blanks with the vessel's name and tonnage, master's name, number of crew members, and number of guns mounted on the vessel, and sign the document.

I have found that the Seaport's manuscript collection includes one Mediterranean Passport issued and dated nearly six months after the president whose signature appears on the document left office. Perhaps the delay in distributing new forms following a change in presidential administration led to such anomalies. Consequently, one might wonder just how efficiently these important documents were managed. Unused and outdated forms were supposed to be returned to the Treasury Department after first being cancelled with holes cut through the seal.[2]

Sometimes confused with the Mediterranean Passport is the Sea Letter. Unlike the passport, the Sea Letter does not appear to have had any formal establishment, but rather acquired validity through years of maritime useage.[3] The term "sea letter" has been used to describe any document issued by a government or monarch to one of its merchant fleet, which established proof of nationality and guaranteed protection for the vessel and her owners. However, it is the Sea Letter used by the United States after 1789 that is of particular interest here.

The 1822 edition of *The Merchant's and Shipmaster's Assistant* described the Sea Letter as a document that "specifies the nature of the cargo and the place of destination," and noted that it was only required for vessels bound to the Southern Hemisphere, adding, "this paper is not so necessary as the passport, because that, in most particulars, supplies its place."[4] In 1859 the document was defined as part of a ship's papers when bound on a foreign voyage, "it is written in four languages, the French, Spanish, English, and Dutch, and is only necessary for vessels bound round Cape Horn and the Cape of Good Hope."[5]

Like the Mediterranean Passport, the Sea Letter was a remarkably standardized document that changed very little during the time it was used. It was usually printed on heavy paper, approximately 16 inches by 20 inches. It too was issued to customs districts by the Treasury Department after being signed by the president and secretary of state. The first Sea Letters carried only three languages instead of four. However, a column printed in Spanish was soon added and they became known thereafter as "Four Language Sea Letters."

A typical Mediterranean Passport, issued at Bristol, Rhode Island, for the ship Canton Packet, *1 November 1832. It bears the signatures of President Andrew Jackson and Secretary of State Edward Livingston. The number "5" above the great seal indicates that this was the fifth passport issued at Bristol during that year.*

Mediterranean Passports were printed from plates originally engraved by the American artist Edward Savage (1761–1817).

(HFM 110, G.W. Blunt White Library, photo by Claire White-Peterson)



The statement within the document conveyed in part that the vessel described was owned entirely by American citizens and requested that all "Prudent Lords, Kings, Republics, Princes, Dukes, Earls, Barons, Lords, Burgomasters, Schepens, Counsellors, as also Judges, Officers, Judiciaries, and Regents, of all good cities and places, whether Ecclesiastical or Secular," shall treat the vessel and her master with fairness and respect. The document bore the signatures of the president, secretary of state, and the local customs collector, usually in the middle of the printed form. The embossed great seal of the United States was affixed, frequently accompanied by customs or consular stamps or seals.

The Sea Letter was mentioned in the formative maritime legislation forged by the new federal government, but the statutes recognize it as distinct from a "Passport."[6] Like the Passport, it provided additional evidence of ownership and nationality; however, the criteria by which a shipmaster used one document rather than the other is not completely clear. Richard Henry Dana, Jr., wrote that both documents were "rendered necessary or expedient by reasons of treaties with foreign powers."[7] This statement suggests that certain nations required a particular document because of existing agreements with the United States, which was precisely the situation with respect to the Mediterranean Passport and the Barbary States.

In any case, unlike the Passport, a Sea Letter was valid for only a single voyage, and a bond does not seem to have been required. Neither was it necessary to return the Sea Letter to the customs collector when the voyage was completed. Surviving Sea Letters suggest that, as the years progressed, Sea Letters were used more commonly by whaling vessels than by merchant vessels, perhaps because American whalers fished in areas where this document was preferred as proof of national origin.

By providing a statement of American property, signed by the president of the United States, the Mediterranean Passport and the Sea Letter were intended to confirm the young nation's neutral status when international conflict placed added dangers on America's

commerce at sea. It is important to note, however, that neither document protected the individual crew members. Sailors carried their own protection certificates, attesting to their American citizenship, to shield themselves from seizure or impressment.

Both the Mediterranean Passport and the Sea Letter were important components of a ship's papers in the late-eighteenth and early-nineteenth centuries. They were kept aboard during the voyage and deposited, along with the Registry Certificate, with the appropriate U.S. consular authority anytime the vessel was in a foreign port.

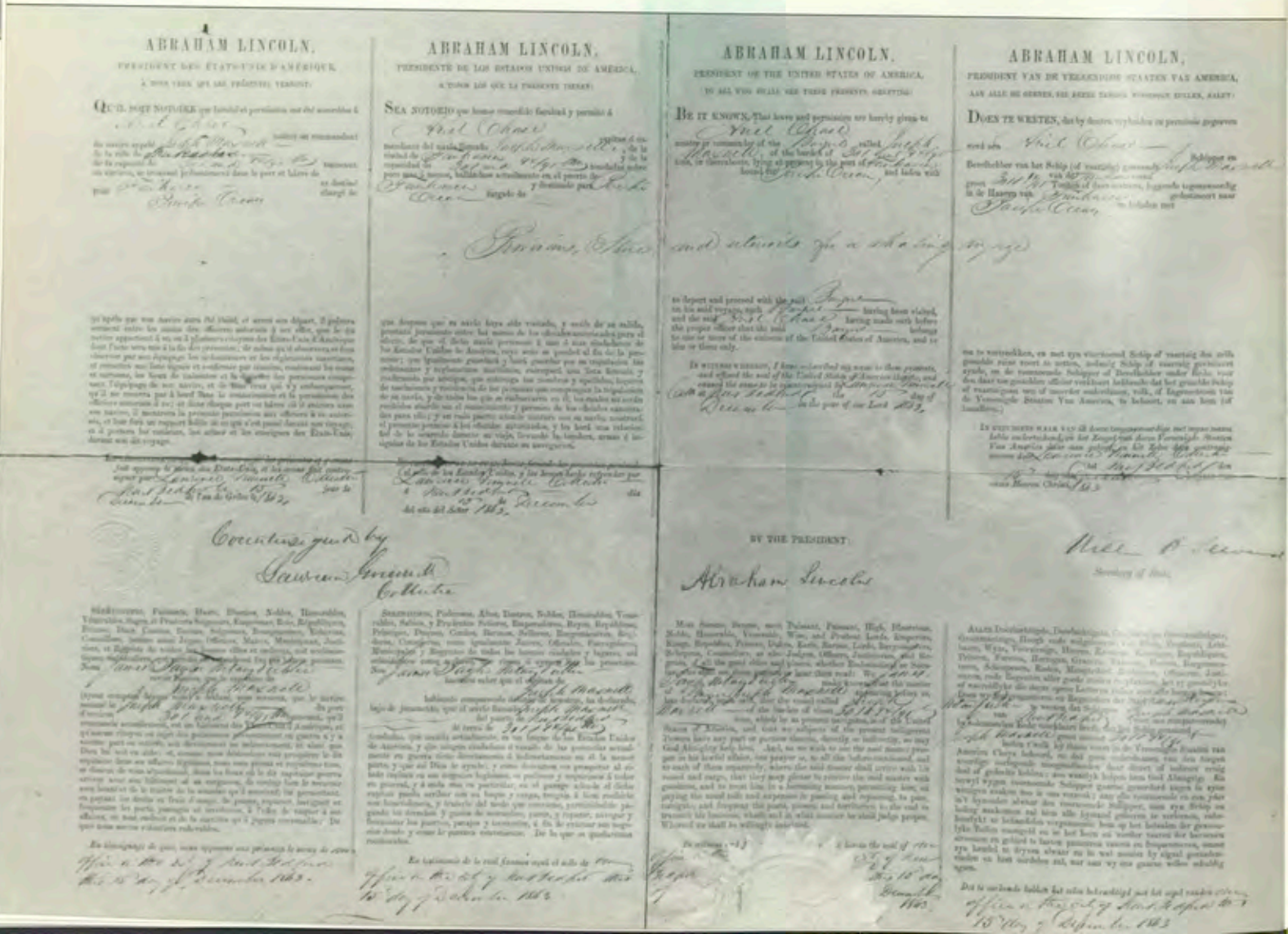
By mid-century, however, most of the threats to American shipping had been neutralized by the expanding power of the United States. During the Algerine Expedition of 1815, Captain Stephen Decatur had exacted a treaty eliminating the Barbary threat to American shipping. In 1831 Congress eliminated the fee required for obtaining a Mediterranean Passport. It was argued at the time that the revenue arising from that source, and the protection that it provided, "were no longer objects of any importance."[8] As the American merchant fleet became more secure, fewer shipowners and shipmasters considered these documents necessary to guarantee their rights or safety in foreign waters. The Mediterranean Passport had disappeared from use by 1860, and the Sea Letter survived only a few years longer.

Today both the Mediterranean Passport and the Sea Letter are considered important documents in any maritime collection. However, because they bear presidential signatures, they are also highly valued by autograph collectors and investors, which keeps many fine pieces in private hands. ■

NOTES

1. J.R. M'Culloch, *M'Culloch's Commercial Dictionary*, 2 vols., (Philadelphia: Carey & Hart, 1847), pp. 184-85.
2. Samuel Dexter, Secretary of the Treasury, Circular to the Collectors, 10 March 1801.
3. Richard Wynkoop, *Vessels and Voyages* (New York: D. Van Nostrand, 1887), p. 154.
4. Joseph Blunt, *The Merchant's and Shipmaster's Guide* (New York: E. & G.W. Blunt, 1822), pp. 166-67; exactly the same wording was used in the 1807 *American Ship-Master's Daily Assistant* (Portland, 1807), p. 28, which also called the Sea Letter a Sea Brief.
5. Francis B. Dixon, *The Law of Shipping* (New York: H. Spear, 1859), p. 432.
6. Wynkoop, *Vessels and Voyages*, p. 155.
7. Richard Henry Dana, Jr., *The Seamen's Friend*, 3rd. ed., (Boston: Little & Brown, 1844), p. 178.
8. *Niles' Weekly Register*, 8 January 1831, p. 342.

The Seaport's Curator of Manuscripts, Douglas L. Stein, is completing a new reference book entitled *American Maritime Documents, 1789–1860, Illustrated and Described*, which will be published by the Museum later this year.



This Four-Language Sea Letter was issued to the whaling bark **Joseph Maxwell** *of Fairhaven, Massachusetts, 15 December 1863. Unlike the Mediterranean Passport, the Sea Letter required the signature of a notary official to whom the master had given a sworn oath of the accuracy of the information on the document. This example bears the signatures of President Abraham Lincoln and Secretary of State William P. Seward at right and the great seal at bottom.*

(HFM 102, G.W. Blunt White Library, photo by Mary Anne Steets)



A Dying Breed:

Mystic Seaport Seeks to Save Endangered Skills of a Century Gone By



Mystic Seaport is dedicated to preserving the endangered skills of the nineteenth-century shoreside community. The Museum is one of the only places remaining in the world where master riggers, shipwrights, and housewrights use traditional methods, tools, and materials to carry out the day-to-day operations of the historic coastal community. This work goes beyond demonstration; it is the very business of the Seaport.

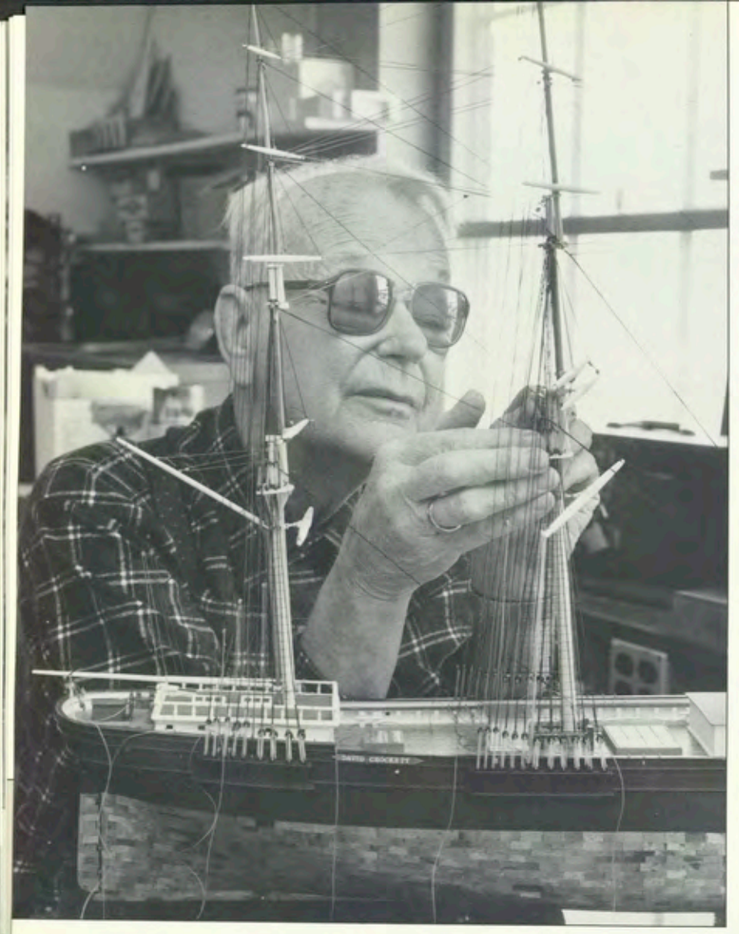
"... Wooden ships won't remain unattended like a monument. The truth is that they have to be intelligently cared for, on a day to day basis, like our lawns and our babies. ... In many ways this is fortunate for a museum. I say so because the attitudes and the skills that were employed in the days of sail are fully as worthwhile preserving as the ships themselves."

Waldo Howland
Trustee Emeritus

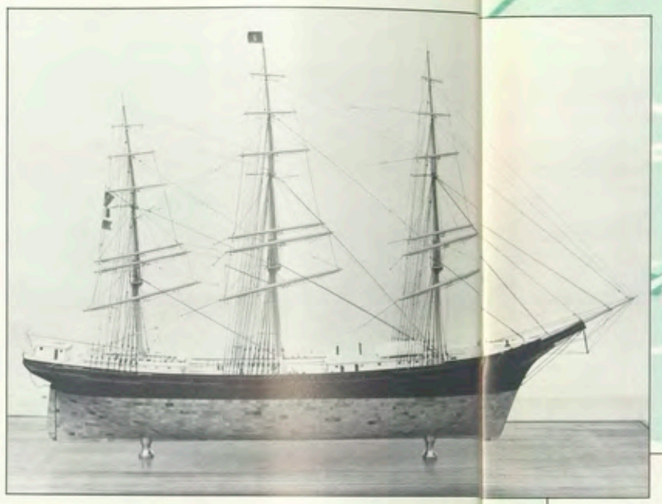


(Top photo by Louis S. Martel, remaining photos by Mary Anne Stets)





Bill Quincy rigging his last model, the Mystic-built clipper ship David Crockett, *December 1991.* (Photo by Mary Anne Stets)



The Seaport Remembers William S. Quincy, Jr. *"The Model Maker"*

The Seaport lost a dear friend recently, when William S. Quincy, Jr., the Seaport Model Maker, died in February. He was 76.

Bill came to the Seaport in 1972, having retired from the Naval Underwater Systems Center. From the day he arrived, he was known as "the Seaport model maker." It was not a new pastime.

Bill began his model-making career at the age of nine, when his dreams of becoming a transport pilot inspired him to begin whittling tiny airplanes. Handicapped by what he referred to as his "bum blinker"–uneven vision in one eye–he was forced early to discount flying as a career. He turned then to building model boats, a logical transition in light of his love for sailing and the sea.

Bill was fortunate enough to make a career of his hobby, when he joined the New York-based Frederic Tepe Agency, a unique firm that produced miniature models of prominent boats for use in steamship lines' advertisements.

Not only did this lifetime member of Mystic Seaport build models and sail boats, he wrote about them as well. Beginning in December 1939, he produced a series of four articles on model boat building, complete with drawings and blueprints he had made himself, for *Model Craftsmen* magazine.

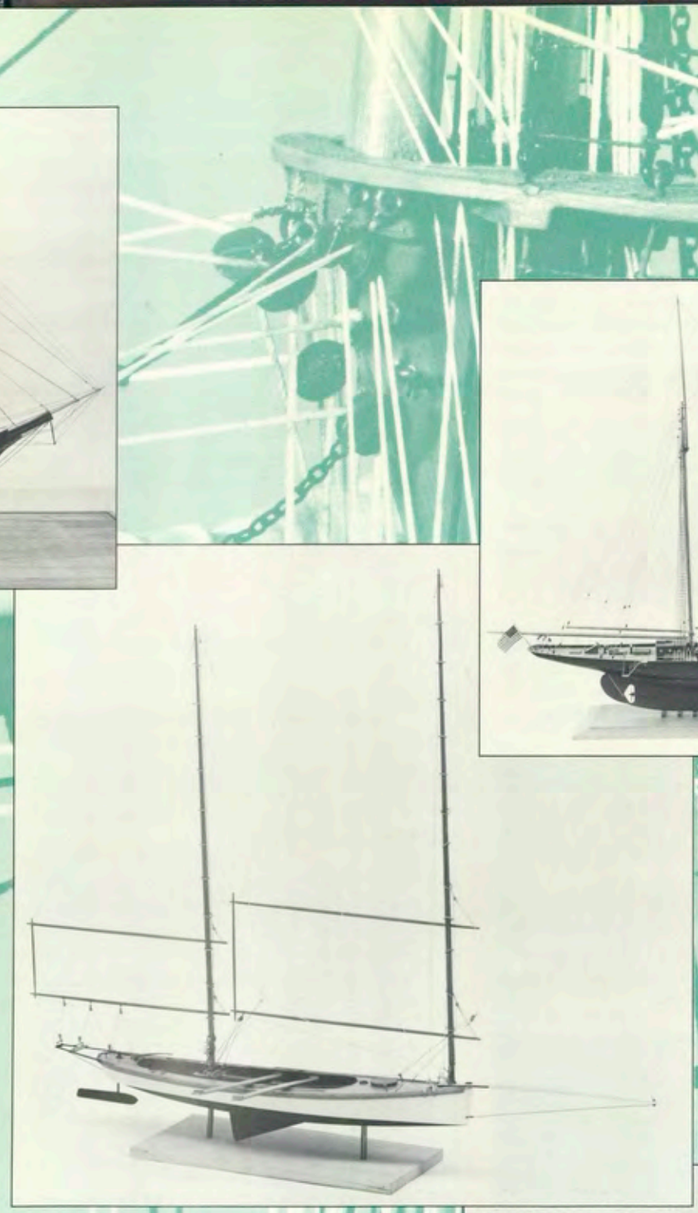
In 1986, he wrote *The Three-Masted Schooner James Miller: A History and Model Maker's Source Book*. This Mystic Seaport publication has proven itself a great resource for model makers and maritime historians, including as it does a history of the *Miller* and the development of the three-masted schooner, published descriptions of the vessel, illustrations, plans, and appendices.

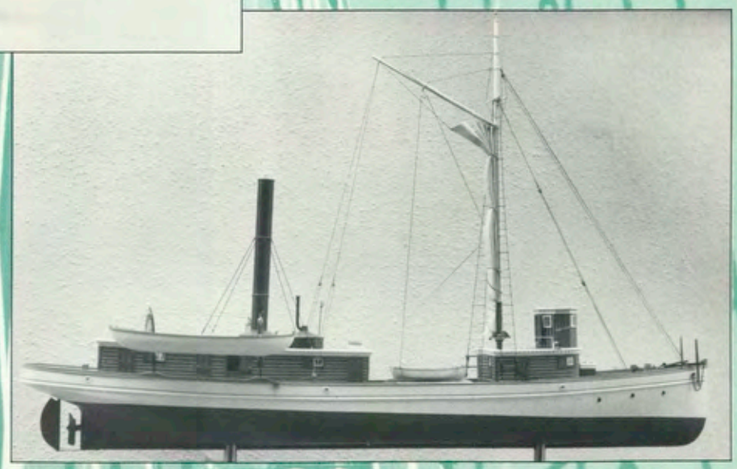
Among Bill's other creations while at the Seaport were models of the square-rigged *Joseph Conrad*, the *Georg Stage* (the *Conrad* as originally built in 1882), the yacht *Atlantic*, and the *Annie L. Wilcox*, a menhaden steamer. Bill was at work at the Seaport–making models and making friends–up until a week before his death. He had finished his last model, the clipper *David Crockett*, about four weeks earlier.

As Curator of Collections Bill Peterson aptly puts it, "Although Bill is gone, his beautiful and accurate models remain. These will be a source of pleasure, inspiration, and learning, for generations to come."

Mystic Seaport extends its sympathy to Bill's wife, Madeline, and family.







A model maker's legacy: among Quincy's 18 models in the Seaport collection are, clockwise from upper left, *his favorite ship, the* Benj. F. Packard (M.S.M. 77.93, photo by Mary Anne Stets); *the legendary schooner yacht* Atlantic (M.S.M. 87.79, photo by Mary Anne Stets); *the Mystic-built menhaden steamer* Annie L. Wilcox (M.S.M. 82.3, photo by Mary Anne Stets); *and a New Haven Sharpie rigged for racing* (M.S.M. 79.194, photo by Mary Anne Stets); *all superimposed on the* Joseph Conrad's *rigging* (M.S.M. 53.2644, photo by Louis S. Martel)

NEWS & NOTES

Full Steam Ahead! Refurbished Sabino *Prepares for Season*

When the Seaport's steamboat *Sabino* was first launched in East Boothbay, Maine, in 1908–under the name *Tourist*–a local newspaper noted, "She's a peach, all but the name." Today, there are no qualifiers.

Sabino has just spent the winter undergoing major "routine maintenance," and she is ready to get another season underway. Members and visitors will appreciate the work that has gone into the vessel, as they glide smoothly down the Mystic River this season.

When *Sabino* came to the Seaport in 1973, she was operable, but she was rough. She spent her first six winters here at the hands of a full crew, who rebuilt her upper, lower, and canopy decks and replaced more than half her bottom.

The remainder of the bottom work was completed this year, when the engine and boiler were hauled, and the bed beneath them replaced. It was the first time the Seaport had looked below the engine and boiler, and–though considerable rot was discovered–in all, the sight was a pleasant surprise.

Captain Dick Lotz says now the work could have been delayed another few years, but the Shipyard preferred to err on the side of safety. The project had been planned, and went ahead as scheduled. And once begun, it became much larger than originally intended.

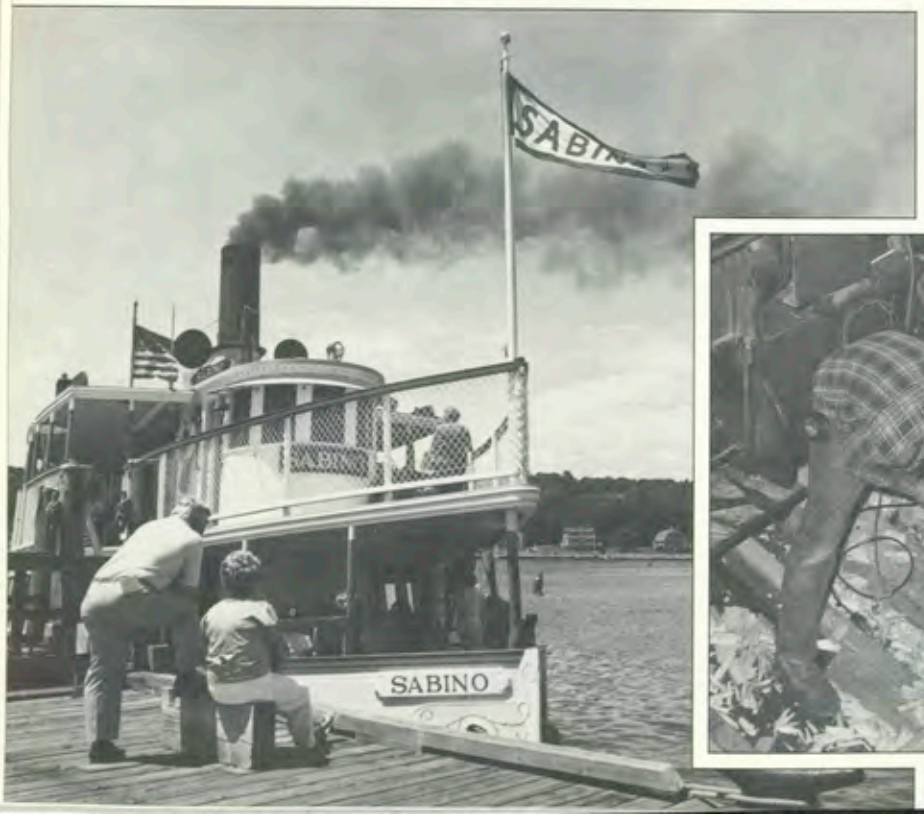
"We became victims of opportunity," says Lotz. "Once we had everything out, we found a lot of things that could be done more easily with the open space, so the list of projects just kept getting longer." The magnitude of the job–in terms of hauling, cleaning, wood work, engineering, and putting everything back exactly as it had been–has been enormous.

The boiler and engine were hauled and sent out to specialty shops for major work; the Seaport engineers handled the rest of the machinery, and were responsible as well for making sure everything was reinstalled precisely. While out of the vessel, the boiler was acid-cleaned, and two of its tube sections completely rebuilt. The forward tank, which holds about 600 gallons of water, was sandblasted and epoxied.

The engine cylinders were rebored on a computer-driven boring machine. Lotz recalls asking whether the shop could accommodate *Sabino*'s engine, which weighs roughly two tons. His answer was clear, he says, when he was led into the shop and saw "cranes that could probably handle the whole *Sabino*."

The Seaport crew working full-time on the project included two full engineers–George King and Rob Russell; and two shipwrights–Jeff Pearson and Roger Hambidge, who did all of the wood work. Arnold Crossman and Tom Jannke rebuilt the stanchions for the canopy deck and replaced the railings. After researching the original construction, the shipyard decided to replace the existing chain link fencing with traditional rope netting.

The care with which this team carried out the work–with help from additional Shipyard staff as needed–should enable *Sabino* to serve another 20 years–with continued minor routine maintenance–before again undergoing as extensive an overhaul. It is this type of care that has seen *Sabino* through a long and successful career.



All Aboard! **Sabino** ***runs daily up and down the Mystic River. Choose from a half-hour outing, a 90-minute evening excursion, or one of the special Dixieland Jazz cruises. Don't miss the opportunity to take a ride on this "peach" of a steamer.***
(Photo by Mary Anne Stets)



Jeff Pearson **(left)** ***and Roger Hambidge work together at dubbing*** **Sabino's** ***new yellow pine sister keelsons. The striking motion smooths the timber, which is placed parallel with and bolted to the keel for additional strength.***
(Photo by Nancy d'Estang)

from a working coastal steamer, through several owners, to her position of distinction at the Seaport, as the last passenger-carrying, coal-fired wooden steamboat in the United States.

After her launching in 1908, *Tourist* ran regular service for the Damariscotta Steam Company until 1918, when, after a series of mishaps while docking, she capsized and sank, taking her engineer with her. She was raised, refurbished, and rechristened. Newly named for Sabino Hill at Popham Beach, Maine, she began running tourists on the Kennebec River, for the Popham Beach Steamboat Company. Although her name would endure, *Sabino*'s stint here was short-lived, as a debilitating fire and the advent of the automobile brought the Popham Beach resort to an early demise.

Harry Williams bought the vessel in the late twenties, and took her to Portland. She operated on Casco Bay for many years, during which time Williams added sponsons to the hull, creating a passageway around the main cabin. He later extended the cabin to the rail. Sometime during the Second World War, the existing Almy watertube boiler replaced *Sabino*'s original fire-tube model. Her stack was lengthened at the same time, to improve draft. The quiet comfort of her steam engine made *Sabino* a favorite among passengers on the all-day Bailey Island run, after the Casco Bay Lines had converted the rest of its steam fleet to diesel.

In need of repairs, *Sabino* was put up for sale at the end of 1958. She lay idle at the Portland Custom House Wharf for three years, during which Walter Clark – *Sabino*'s longtime engine foreman – went over her regularly.

The story of her sale is recalled by Peter McLaughlin, of the Casco Bay Lines, in the Mystic Seaport publication, *Steamboat Sabino*: "*Sabino* was offered to the State of Maine and/or City of Portland by Casco Bay Lines for $1.00. Both offers were refused. She was sold by me, as Vice President of CBL, to Capt. 'Red' Slavit, of Haverhill, Mass., for $500.00, and he sold her to the Corbin Family of Newburyport, Mass. We got the boat ready, and she sailed under her own power to Newburyport."

Corbin entertained friends on the Merrimac River with excursions on *Sabino*, until she sank when a drain line accidentally syphoned water into the boat. The Corbin family raised and hauled her, and for the next six years labored at her restoration. Her launching in 1967 was a gala event. Three years later, she was purchased by Steamship Sabino, Inc., and operated as an excursion boat out of Newburyport.

In the winter of 1972, Mystic Seaport agreed to charter *Sabino* for a year, with an option to purchase. As then-director Waldo C.M. Johnston wrote of the prospective addition in that year's annual report, "To us she presents a jaunty bit of history, but equally important, *Sabino* gives us a long-awaited opportunity to acknowledge the role steam played in the nineteenth century and a chance for our visitors to take a mini-cruise under steam."

As the year progressed, the Seaport became increasingly concerned about its ability to pick up the purchase option. Then at the fall meeting of the Mystic Seaport Pilots, John and Jean Deupree offered to contribute "her port side" and, further, volunteered to help the Seaport find the means to purchase her starboard side before the option expired. *Sabino* was purchased in 1974.

After extensive restoration work over and between several seasons of operation, the little steamer continues to bring pleasure to enthusiastic passengers. Several times daily, she leaves the Seaport docks for half-hour excursions along the Mystic River. Evening cruises are longer, and take passengers through the Mystic River Bascule Bridge, Mystic's downtown drawbridge. These cruises offer spectacular views of the Mystic, Stonington, and Noank coastlines. *Sabino* also hosts the widely popular Dixieland Jazz Cruises, which feature live music played by The Second Line Dixieland Jazz Band.

Members are encouraged to experience an excursion aboard the rejuvenated *Sabino*, whose regular season kicks off 15 May.

Celebrating a Diamond: Brilliant *Turns Sixty*

Sailors of all ages are encouraged to help *Brilliant*, the 61-foot auxiliary schooner, celebrate her sixtieth anniversary, and her thirty-ninth year of sail education at Mystic Seaport.

Her season begins 22 May, and includes a varied schedule of weekend sails for adults and four- and six-day cruises for teenagers. This seagoing program is the oldest of its kind in the country. Since Briggs Cunningham donated the vessel to the Seaport in 1953, more than 6,500 participants have come to know the feel of her sea-kindly motion. During her life as a school vessel, she has sailed the equivalent in nautical miles of more than four circumnavigations. And though her design and strength would be at home on the open waters of the ocean, the bulk of her travel has taken place amid the fog and rocks of the New England coastline.

There is no other boat in the world like *Brilliant*, whose construction was commissioned and meticulously supervised by the businessman and sailor Walter Barnum, a distant cousin of P.T. Barnum. An exceptional example of the schooner yacht in both construction and performance, the vessel was designed by Olin Stephens and launched in 1932.

The following year, *Brilliant* set a record for a transatlantic crossing: Nantucket Lightship to Bishop's Rock in 15 days, one hour, and 23 minutes. She was used by the U.S. Coast Guard in its Coastal Picket Patrol during World War II, policing for submarines and aiding in the rescue of torpedoed crews. After the war, *Brilliant* was converted to a yacht by Cunningham, a noted America's Cup sailor and auto racer.



Bill Scholfield, a retired sign painter now living in Beaufort, South Carolina, returns to the Seaport each spring to paint the lettering on Brilliant's *transom, and to gold-leaf her cove stripe. The Deep River native has been volunteering this service for more than a decade.*
(Photo by Mary Anne Stets)

Since the *Brilliant* teenage program was first launched in 1953, more than 5,000 young people have been introduced to American maritime traditions through their experiences aboard this 30-ton sailing vessel. The program was so successful that an adult element was added in 1981. Throughout the spring and fall, adults seeking a saltwater sailing experience spend four days aboard the schooner, sharing in the steering, sail handling, cooking, polishing, and watch standing. No prior experience is required for the four-day weekend voyages, but all sailors should be in good physical condition.

In the decade since her fiftieth anniversary celebration, *Brilliant* has enjoyed a number of triumphs. During the 1980s, she benefitted from new U.S. Coast Guard regulations for Sailing School Vessels. She was one of the first of her kind to achieve the full ocean certification that enables her to sail anywhere in the world. She cruised in 1985 to Bermuda, her first visit to the island since 1946. In 1986, she raced with American and Nova Scotian schooners from Boston to Halifax. She appeared in Halifax again the following year, when she emerged from the fog with the Marblehead fleet, which had carried their spinnakers for almost 300 miles in very light air.

In 1991, *Brilliant* sailed to Maine, where her young crew benefitted from the opportunity to work closely with the WoodenBoat School, in Brooklin. On the return trip, *Brilliant* rode out Hurricane Bob in Gloucester, Massachusetts, where the schooner *Adventure* allowed her to lay alongside in the well-sheltered inner harbor. This proved an ideal haven, and neither vessel suffered any damage. Sailing down Buzzards Bay the next day, *Brilliant*'s crew learned that others had been less fortunate.

Also last year, *Brilliant* took part in both the spring and fall races of the Off Soundings Club. Her entry marked the first time in many years that a schooner had taken part in the event, and the participation of wooden classics had dwindled to just a few of the more than 150 entrants. On the first day of the spring race, light winds from the north enabled *Brilliant* to take advantage of her schooner rig, and Mystic Seaport's flag was carried across the finish line almost half an hour ahead of the fleet.

Despite her successes, *Brilliant* will do very little racing in the 1992 season, and in fact is committed only to the Mystic Schooner Race in September. Instead, she will travel to more distant ports–the kind of travel for which she was designed–on her Mystic-to-Mystic voyages.

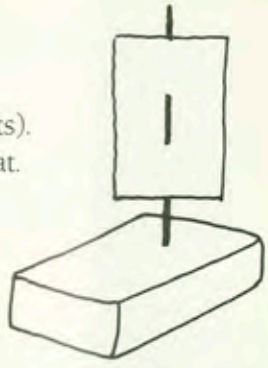
Captain George Moffett, who served on *Brilliant* as first mate two years before taking the helm from retiring Captain Francis "Biff" Bowker in 1983, hopes the 1990s will offer the vessel many opportunities for international sailing. Working again with WoodenBoat School in 1993, the *Brilliant* team–which this year welcomes Pat Cassidy as first mate–hopes to offer a sail to the remote lake of Cape Breton. Ultimately, the captain's goal is to enable *Brilliant* crews to step ashore in the harbors of northern Europe.

Sailors taking part in this year's program will cruise to various ports of call between Long Island Sound and Nantucket Island. Weekend sails cost $515 per person. Teenage four-day cruises cost $405; six-day cruises cost $605. For information, a complete schedule, and reservations, please call (203) 572-5323.

Let's Make a Soap Boat!



What you need:



1 cake of soap

(Ivory or another kind that floats). This will be the hull of your boat.

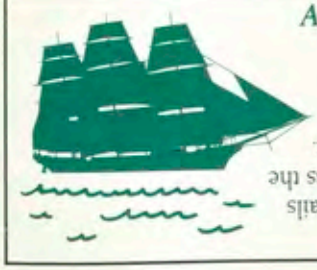
long toothpicks for masts.

How many do you need?

1 for a sloop
2 for a brig
3 for a ship
2, 3, 4 or more for a schooner

paper for sails. What shapes will you make? Schooners and sloops need triangles △. Brigs and Ships need mostly rectangles □, with a few triangles △, and maybe a square □.

Now you're ready to design your own boat. When you finish, give your boat a wonderful name. When you come this summer you can launch it in our toy boat tank on the Village Green.



A Question for Real Wharf Rats

Why is the *Joseph Conrad* called a square-rigger?

Answer: Not because the shape of its sails are square. But because the sails go across the vessel rather than from front to back.

Crazy for KidStuff

Young members and visitors will want to spend a lot of time this summer at Mystic Seaport, where you can dig into a sea chest of games and activities designed especially for kids.

The Kid Grid—your own special handout—will tell you when and where your special activities will be held, so you'll know where you want to be at any time of the day.

Of course, the Children's Museum will still offer all the neat stuff it has in the past, but we decided that just wasn't enough. After all, the grown-ups find lots of things to do when they come to the Seaport. Why should kids be treated any differently?

Study the Kid Grid, then look out for the special KidsStuff Staff—two Museum teachers and two young volunteers—who will be popping up here and there along the grounds with these and other great new activities for young Seaport members and their friends:

- **Sail Handling**, a special demonstration especially for kids. Bigger kids will help pull on the lines, while smaller helpers will sing chanteys to make the pulling easier.
- **Sea Creatures Great and Small!** We'll look along the bulkhead for river life. We'll dip nets into the water, and see what comes up. We'll count the barnacles on the barnacle board. Imagine how many of these creatures attach themselves to the bottom of a huge vessel like the *Charles W. Morgan*! We'll haul traps, and learn what lives in an estuary. Do you think you'd find the same creatures here as you would at sea?
- **Games on the Green!** We'll have hoops and stilts, just like last summer. Come see how much better you are at these games, now that you're a whole year older.
- **"Captain Says," "Ship Ship Come Home," "Fuu Fuu Band"**, and other outdoor games!
- **Toys of Long Ago!** Sometimes, it's just more fun to play with your toys in a cool shady spot outside. Why leave them all in the Children's Museum? We've got plenty. Come see what nineteenth-century children would have played with on a hot summer day.
- **Sandcastles Down Under!** Visit *Australia*, then come play on the Beach!
- **High Times on the Dogwatch!** The time for fun at sea was always on the second dogwatch, from 6:00 to 8:00 in the evening. Join us on the *Morgan*, as we make music, spin yarns, play games, and tell jokes, stories, and tall tales.

And, don't forget: Visit the Children's Museum; Test your skills on the computer game in the Stillman Building; Visit the Planetarium Lobby; and chat with a roleplayer. Oh, and be sure to visit the Shipyard, where you'll find some special surprises in store.

Summer Sea Music Camp

Young members ages six to eleven will march to the beat of their own drummers this year at the Sea Music Summer Camp for kids. Camp will be held from 9:00 A.M. to 3:00 P.M. Saturday and Sunday, 13 and 14 June (campers can ride along with their parents, who will be coming to the Seaport for the Sea Music Festival).

Kids will have a great, sloppy, messy time making their own Sea Music Festival T-shirts one day, maybe a cap the next. They will learn about the music of the sea by singing songs, making and playing instruments, dancing, and playing musical games. After lunch each day, they will be treated to a special session with one of the featured artists performing in the Sea Music Festival. They will make their own fuu-fuu band instruments and learn to play them. At 3:00, they will take what they've made and learned, and rejoin their families for a Sea Music Festival fuu-fuu band presentation.

Museum teachers and volunteers look forward to helping young campers appreciate the music of the sea through small-group activities and instruction, and to escorting them as well to the best shows for children. Enrollment is limited to 40, and the cost is $20 for one day ($25 with lunch) or $35 for both days ($45 with lunch). Members can register by mail with their regular Sea Music Festival registration.

Above left, *this father-daughter team puts the finishing touches on a great soap boat. What shapes are their sails?* (Photo by Mary Anne Stets)

Below, *fishing from* Little Lou *is a fun way to spend some indoor time at the Children's Museum. And we're planning lots of outdoor activities as well. Come see what the KidStuff Staff has in store for you.* (Photo by Claire White-Peterson)



Letters to the Log *Editors*

A member who belongs to the Museum and the Belvedere-Tiburon Landmarks Society recently passed to us the Winter 1992 *Log* because of the references to the SS *China*. Some years ago the Seaport Library provided the Society with copies and photographs of the Waterman documents which had been brought to our attention by Professor Kemble, the authority on the Pacific Mail Steamship Company.

Dr. Kemble was the historian consultant during the process of the Society restoring the Social Saloon of the SS *China*, and he told us that the SS *China* (1866) did not go into the Sandwich Islands, as advertised, because it was too big for the Honolulu harbor, so it did not stop there for refueling as you suggest. It is known that the *China* carried livestock for variety of meat.

You may be interested to know and place in your records the fact that the only structural relic of William Webb's shipbuilding to survive is the Social Saloon, commonly referred to as the China Cabin. An important publication giving a brief history of the restoration project illustrated with excellent color photos is *Historic Preservation*, March/April 1991. Professor Kemble and Karl Kortum of the San Francisco Maritime Museum have stated that the China Cabin/Social Saloon is the only known passenger ship accommodation of the 19th-century to exist in the world. I am not an authority on the subject, only take their word.

After Lucius Waterman ate his generous meals, he no doubt walked the deck and enjoyed the comfort of the Social Saloon which provided the access to and from the first class passenger accommodations on the lower deck.

Your notes refer to Frederick Eammons—the correct spelling is Emmons, a retired architect who lives here in Belvedere.

In case no one at Mystic is aware, Kemble left most of his vast collection relating to maritime history and PMSSCo to the Huntington Library, including the original lithograph of the SS *China* which erroneously refers to the Sandwich Islands as a port of call.

We will include this issue of *The Log* in our permanent collection of material related to the SS *China* and its Social Saloon.

Perhaps readers of *The Log* would like to know that they can visit the SS *China* Social Saloon, free, on Sunday and Wednesday, 1–4, from the first Sunday in April through October; otherwise by appointment through the Belvedere-Tiburon Landmarks Society, Belvedere-Tiburon, California, (415) 435-1853.

Sincerely yours,
Beverly W. Bastian

Mr. Victor C. Darnell of Kensington, Connecticut, has written to explain that the correct name of the photographer of the dramatic shot of the battleship *Connecticut*, pictured on the Winter 1992 *Log* cover, is Enrique Muller, not Theodore Miller. The incident is described in *Naval History*, April 1987.

Log *Prize Article Contest Honors Seaport Librarian*

The Fellows of the G.W. Blunt White Library have voted to name the annual *Log* Prize Article Contest for retiring Seaport Librarian Gerald E. Morris, in recognition of his enthusiastic sponsorship of maritime research. Morris has had a long association with the Museum's library, first as Cataloger and then Librarian, 1963–67, returning to the Seaport as Librarian and Director of Publications in 1977. Since his days as a Munson Institute student here in 1956, Morris has recognized the research library as one of the Museum's fundamental elements. In his efforts to strengthen the Library's collections and endowment, he established the Fellows as a special Library support group in 1980. To encourage original maritime scholarship he inaugurated the annual *Log* Prize Article Contest in 1981. For these deeds—not to mention his wry humor and strong sense of museum purpose—he will be remembered at Mystic Seaport long after he retires in July.

This year's contest produced six strong essays, all of which were finalists in the competition for a $500 award sponsored by the Fellows of the Library and publication in *The Log*. The panel of judges included three Fellows of the Library and two members of the *Log* Editorial Board. The winning essay, by Professor Curtis W. Nyquist of the New England School of Law, begins on page 3 in this issue.

The submission deadline for the 1992 Gerald E. Morris Prize Article Contest is 1 December 1992. Guidelines and entry forms are available at the Seaport's Publications Office, (203) 572-5347.

ABOUT THE AUTHORS

Curtis W. Nyquist, winner of the eleventh annual *Log* Prize Article Contest, is a Professor at the New England School of Law and holds a B.A. degree from North Park College and a J.D. degree from Harvard Law School. He would like to thank his colleague George Dargo for assistance in locating the documents on which this article is based; Paul Madden and the late Samuel Lowe, Jr., for helpful criticisms and comments; and Dr. Stuart M. Frank for inciting the project.

Walt Stubner retired from Pratt & Whitney and now volunteers in the Museum's Ships' Plans Division. He is also part of a team studying *Brilliant* to develop the sail coefficients for the schooner rig.

Jennifer Shepherd Johnson is the Seaport's Cataloger.

Sandra L. Oliver, formerly of the Seaport's Education Department, is a foodways historian and consultant living in Maine. She designed the Museum's coming Taste of History event.

Leslie Gifford is Associate Editor of *The Log*.

Douglas L. Stein is the Seaport's Curator of manuscripts.



(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



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 (203) 572-5339, or write Membership.

MYSTIC SEAPORT MUSEUM®

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