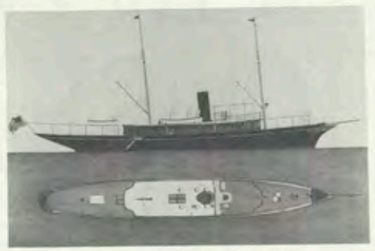
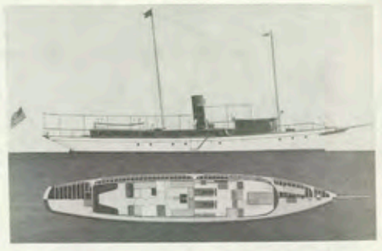
THE LOG OF MYSTIC SEAPORT®



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Left, gas-powered yacht design #105B. In 1909, the first Reomar *– a two-masted wooden vessel – was built from these plans by the New York Yacht Launch & Engine Company, for Ransom E. Olds of Detroit, Michigan.*

Right, steam-powered yacht design #100C. In 1906, a steel, schooner-rigged vessel – the Ketoh *– was built after these plans by the builder George Lawley & Son Corp., for Roswell Eldridge of the New York Yacht Club.*
(Photos by Mary Anne Stets)

Ships' Plans aren't just for boatbuilders anymore. This Mystic Seaport collection of more than 60,000 plans – undeniably an invaluable resource for researchers, boatbuilders, and vessel restorers – includes artistic images that convey the elegance of earlier designs.

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These two prints represent the artist's impression of the outboard profile plans of two early twentieth-century power yachts. Design #100C (white hull) represents a steam-powered yacht. In 1906, a steel, schooner-rigged vessel – the *Ketoh* – was built after these plans by the builder George Lawley & Son, for Roswell Eldridge of the New York Yacht Club.

Design #105B (black hull) represents a gas-powered yacht. In 1909, the first *Reomar* – a two-masted screw schooner – was built from these plans by the New York Yacht Launch & Engine Company, for Ransom E. Olds of Detroit, Michigan.

The artist has meticulously redrawn the two designs, selected from the Cox and Stevens Collection, and has enhanced them with watercolor. A state-of-the-art Heidelberg press reproduced the images, which are printed on rag d'Arches paper.

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- **3 December 1992:** Speaker Ray Maloney will disclose the truth behind the famed mutiny on the *Bounty*.
- **7 January 1993:** William Stockdale presents "Great Quotations from Great Locations," the most ambitious word hunt ever undertaken across five continents.
- **28 January 1993:** Anthropologist and archaeologist Dr. Dwayne L. Merry presents his film "Treasures of Peru," in which he reveals that the history of Peru begins not with Francisco Pizarro's conquest of the Incan Empire in 1532, but in fact much earlier.
- **4 March 1993:** Brian Hancock, one of the most experienced offshore sailors in the United States today, presents "The Whitbread Round-the-World Race," one of the world's most gruelling sports events.
- **1 April 1993:** Dom Degnon wears many hats: English teacher in Cambridge, England, Coast Guard officer, author, professional sailor, and well-respected lecturer. Dom will entertain his audience recounting his leisurely seven-year circumnavigation, showing spectacular slides of his worldwide ports of call.

Considering the popularity of last year's Adventure Series, members will want to get their reservations in early. Lectures are held Thursday evenings in the River Room at the Seamen's Inne. The cost of a series ticket is $30 ($45 for nonmembers). Individual tickets are also available from the Membership Office, at $6 ($8 for nonmembers). If available, additional tickets may be purchased at the door. You may call the Membership Office, at (203) 572-5339, for more information. Please use the coupon below, and let us hear from you soon!

To help you make the most of your evening of adventure, the Seamen's Inne invites you to a "pre-series" dinner: with any regular menu entree you may enjoy a complimentary glass of wine, as the restaurant's special guest. Please call the Inne at (203) 536-9649 for dinner reservations.

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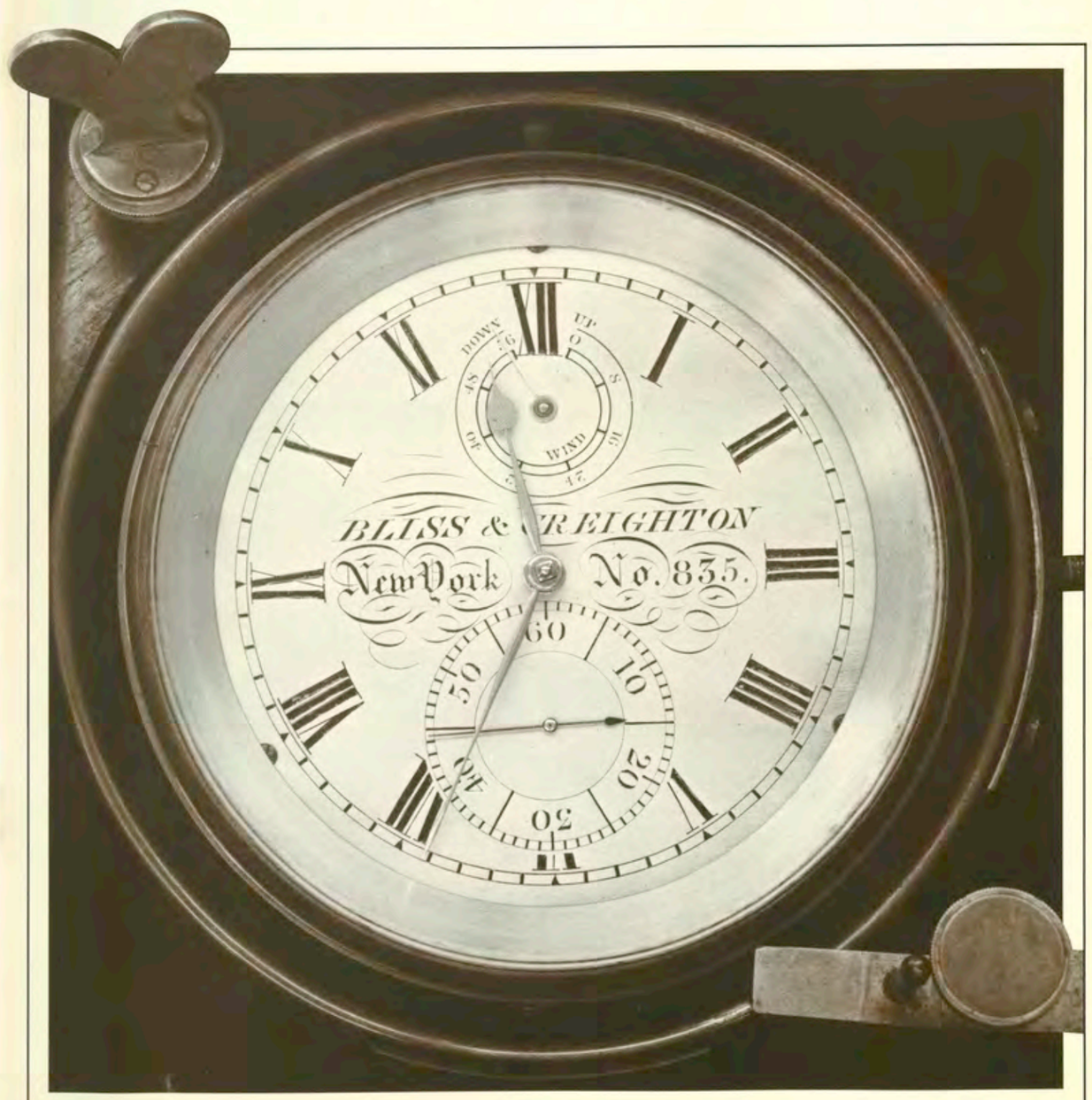
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WINTER 1992 THE LOG OF Vol. 44, No. 3

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A...B...Sea



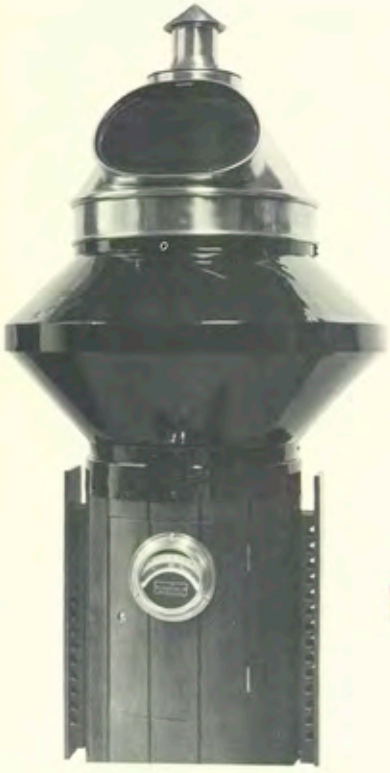
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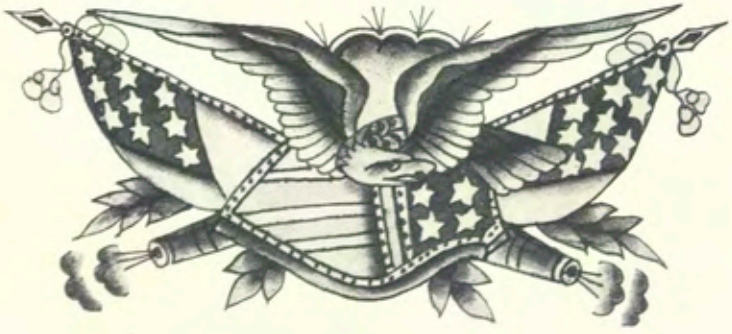
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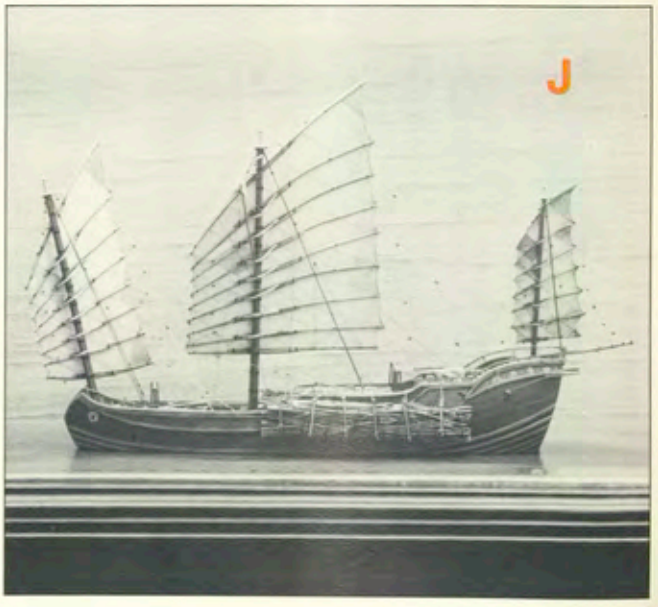
"An Illustrated Dictionary of the Sailors' Own Language," opens this month in the Schaefer Building. The letters A to Z are all represented – some more than once – with objects, images, and activities. Come explore the mysterious lingo of the sea – the exhibit will be here through the winter – and discover the meanings and origins of such salty expressions as "scuttlebutt," "monkey's fist," and "baggywrinkle."

We've included a few items here, and have identified them by the letter with which they begin. Can you name them? Test your knowledge of the sailors' language, then look for the answers on page 83.

(All photos M.S.M.)

T





J

Winter 1992 Vol. 44, No. 3

THE
LOG
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The Log of Mystic Seaport is abstracted in *America: History and Life* and *Historical Abstracts*.

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Cover: Ship's chronometer used by Captain Charles H. Townshend. The instrument was made by Bliss & Creighton, New York. This and other navigational instruments are on display now in the P.R. Mallory wing. (M.S.M. 58.804)

The Log is printed on recycled paper

SIGHTINGS

We all know that the essential elements of a museum are the objects being preserved, the exhibitions created around those objects, and the educational facilities and programs that help convey the museum's themes. It is all too easy to focus on these areas and lose sight of the other key element—the people. The objects wouldn't be collected and preserved without curators, donors, registrars, catalogers, and conservation specialists. The exhibits wouldn't be created and effective without exhibit curators, designers, carpenters, graphic artists, sponsors, and interpreters. The broad educational element couldn't function without librarians, teachers, support staff, benefactors, researchers, and skilled instructors. All of these elements need the backing of various support and service groups, including administrators, photographers, accountants, development and membership staff, maintenance specialists, the safety and security officers, human resources staff, media and audiovisual specialists, the staff of the museum stores and its programs, publicists, visitor service crew members, marketers, and office service and computer staff.

Fortunately for Mystic Seaport, this complex structure is strengthened not only by the donors and sponsors mentioned above, but also by our extraordinary volunteer corps, which includes our regular volunteers, Pilots, committee members, and our Trustees. These people assist in virtually every aspect of the Museum's operation.

All this exists to link our objects and the people who visit the Seaport or avail themselves of our programs and services. Unless we can use them to tell our maritime story, to connect people of the present to the fascinating inhabitants of our maritime past, the preservation of objects serves little or no purpose.

Just as we must use our artifacts to link people past and present, we must recognize those people who make an exceptional contribution to this effort and show our appreciation for their efforts. We recognize staff service through awards for 15, 20, 25, and 30 years of service. Recently, we also initiated a system of honoring staff by placing a star on their name tag for each five years of service (Howard Davis, John Swett, Biff Bowker, Arnold Crossman, and Don Treworgy each merit *six stars!*). Our volunteers receive public recognition as they reach milestones of service, and our donors are honored with special categories to recognize levels of giving.

Beyond the dedicated efforts of our staff, volunteers, and donors, instances of exceptional service to the Museum, or stories of particular interest, deserve special recognition and broader visibility. To honor truly exceptional efforts on behalf of the Museum, the Executive Committee of the Board of Trustees has reestablished the Founders Award as the Museum's highest award for service. Until this year it has been presented only once, to Philip R. Mallory in recognition of three decades of leadership as President or Chairman of the Board. This year, at the Annual Dinner on 25 September, the Founders Award was presented to Thomas J. Watson, Jr., to acknowledge more than 30 years as a member, 25 years of work as a Trustee, and superb service and support over those years.

As the publication for you, our members, *The Log* is an especially appropriate forum in which to honor special service to the Museum. As a regular feature, the Seaport Salute page was inaugurated last issue with a tribute to Rudie and Jane Schaefer, who, as you read, have enthusiastically served and supported Mystic Seaport in a wide variety of accomplishments over many years. The Seaport salutes Nancie Greenman in this issue, recognizing the intense involvement she has had with the Museum for 35 years. Her volunteer work on our behalf, and her representation of the Seaport away from Mystic, reflect very positively on this institution, and her quiet dedication is in the strongest spirit of Mystic Seaport.

In recognition of our talented and dedicated staff, we will also offer you periodic Seaport Profiles in *The Log* to introduce you to interesting staff members and their contributions to the operation of this great institution. Obviously it would take years to profile all of our deserving employees, so the few must represent the many interesting and talented individuals here.

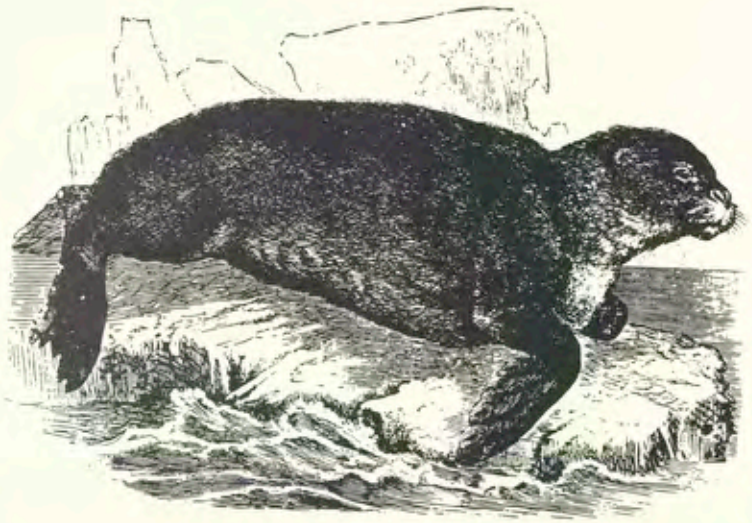
We know our objects "come alive" when they are related to the people who made or used them. Our maritime story is a story about people, and to tell it requires the continuing effort of many people to keep this extraordinary institution thriving. Through our recognition of their efforts, we hope to tell one more side of the story of the people of Mystic Seaport.

J. Revell Carr

An American Sealing Explorer

Captain Isaac Percival's Search for the Nimrod Islands, 1828–1830

RHYS RICHARDS



The southern fur seal (Arctocephalus) *is an eared seal with a dense, soft pelt that was highly regarded by the Chinese to line the clothing of the elite. American and British sealers clubbed and skinned millions of these animals, beginning in the 1780s, to meet the demands of Chinese and European trade. In their ever-expanding hunt for profits, sealers became explorers as they sought undiscovered seal rookeries in distant waters.*
(Whymper, *Fisheries of the World*, 1883)

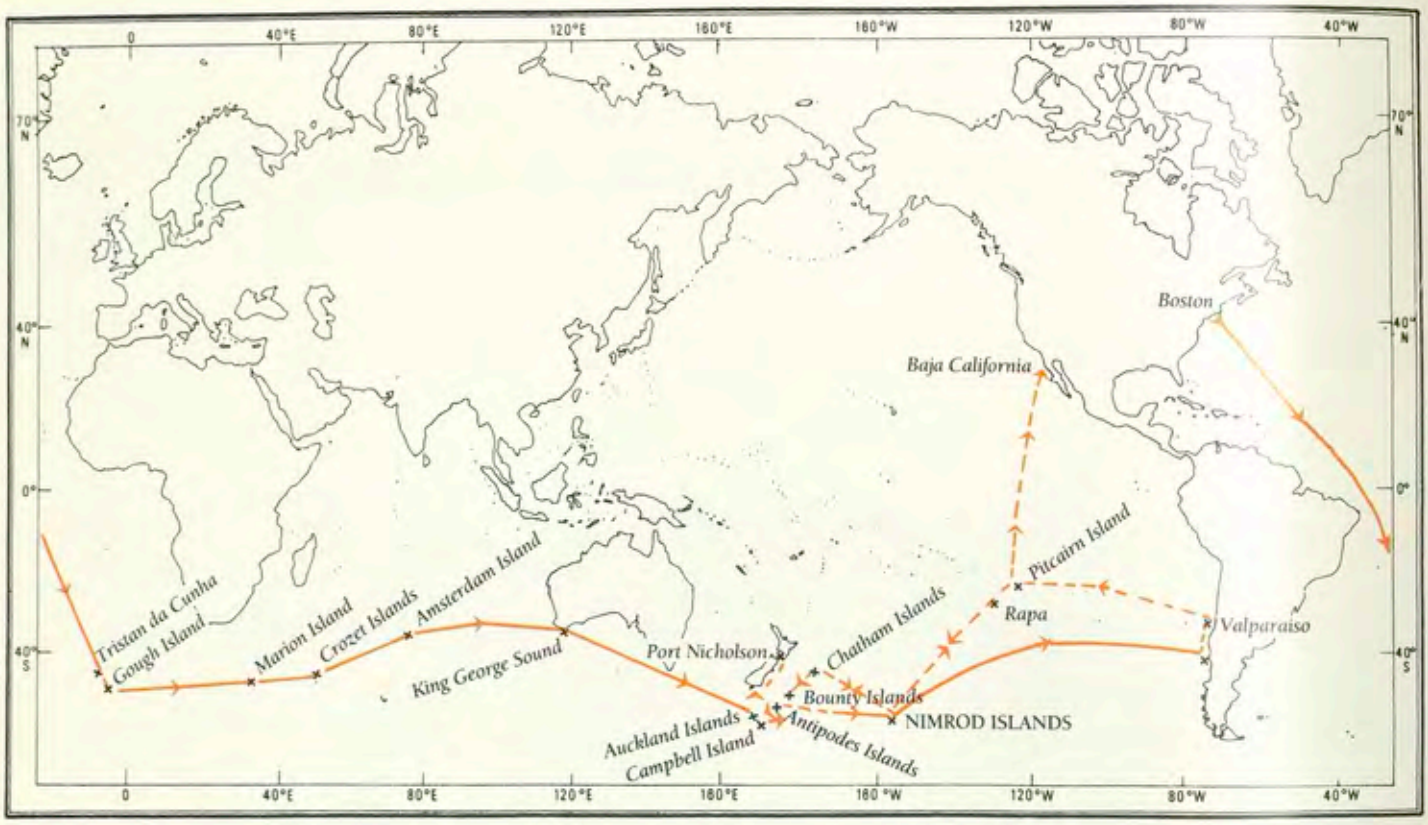
By as early as 1810, the vast expanses of the southern oceans had been explored thoroughly by sealers engaged in the maritime fur trade. Their extraordinary commercial voyages of exploration deserve recognition. Not only did these sealers seek out and locate practically all of the southern islands by 1810; but also, despite the tiny size of the southern islands and the vast extent of the oceans, they missed none except the South Shetland Islands and Heard Island, both of which are truly Antarctic.[1] To have achieved this near perfect tally across a virtually unknown quarter of the globe, the tracks of their tiny sailing vessels must have criss-crossed the vast southern oceans far more thoroughly than is apparent from the scanty surviving records.

As true explorers they conducted their searching and their sealing on a truly global scale. For in venturing into the storm-wracked southern oceans, they sailed into blank spaces on their charts that were not, as now, an assurance of safe uninterrupted passage; but, to the contrary, an explicit warning that unknown dangers lay ahead.

The maritime fur trade before 1830 can be divided into three distinct periods. In the two decades from 1789 to 1809, European and American mariners discovered that by venturing to far distant parts, some scarcely known, they could pick up, virtually free, large quantities of high-quality furs. For some of these furs, the otherwise reluctant Chinese would pay phenomenal prices. Immediately a race was on to search out new places where fur-bearing animals, particularly sea otters and fur seals, could be slaughtered as quickly as possible before competitors arrived to share in the enormous profits. But this frenzied exploitation, without any effort to conserve even minimal breeding stocks, only destroyed the resource at each locality within two or three generations. Initially the maritime fur trade fueled a global search for new sources, but without discovering new virgin grounds every few years, it could not be sustained for long.

In the second period, from 1810 to 1820, sealing continued but much more sedately. The vital Canton market had been glutted, while the main alternative market in London suffered a disastrous financial collapse in 1809 and declined during the Napoleonic wars. Thus, though some sealing continued during the 1810s to harass the greatly diminished seal stocks, in other areas some recovery of seal populations was possible.

However, the early 1820s marked the revival of a specialized maritime fur trade based on renewed demand and very high prices for sealskins in London and in Europe. In February and October 1819 the British mariner William Smith discovered the New South Shetland Islands.[2] News of this unexploited sealing ground electrified British and American merchant traders alike. By the end of the 1820–21 season well over fifty and perhaps as many as one hundred small sealing vessels had rushed to those bleak, Antarctic islands from New England and Old England.



The Track of the Brig Rob Roy, *1828–1830.*

with at least four more from Australia. About a quarter of a million sealskins were taken in the second season alone. Within only a few years there was scarcely a seal left. This flurry of new sealing at the South Shetlands resulted in very lucrative profits. It also refocused attention on many of the old grounds exploited in earlier decades. Many were reexamined during the mid and late 1820s, abruptly terminating any recovery of fur seal stocks.[3]

This article follows, in some detail, one of the last exploring expeditions in the southern oceans, that undertaken by veteran sealer Captain Isaac Percival on board the Boston brig *Rob Roy* from 1828 to 1830. The main source is a large journal, apparently kept partly by Captain Percival, that is now in the G. W. Blunt White Library at Mystic Seaport. With its original sailcloth cover, the journal measures almost a meter by a meter! Apparently its size has discouraged photocopying, which has resulted in this voyage of exploration being far less well known than it should be. The text is often meager and almost indecipherable. But when supplemented by other sources, this record certainly justifies the inclusion of the name of Captain Isaac Percival among the explorers of the South Pacific – even though the islands he searched for, the Nimrod Group, do not exist!

The "Nimrod Islands"

On 23 September 1828, while on a passage from Port Jackson, New South Wales, to Cape Horn, Captain Henry Eilbach in the British ship *Nimrod* reported sighting, "at a considerable distance," a group of islands he named after his ship. He was convinced of "their real existence" in latitude 56½ degrees South and longitude 158½ degrees West because of the great quantity of marine vegetation, birds, and amphibious animals they encountered in that vicinity.[4] Within three years Captain John Biscoe, Royal Navy, searched for them unsuccessfully, reporting much seaweed and many birds a little further east. But such was the financial attraction of a new ground with "amphibious animals," that by then at least one sealing captain, Isaac Percival, had already made a very thorough search for the Nimrod Islands. Other captains searched for them as late as 1835. On the world map John Arrowsmith prepared for the House of Lords in 1841 they were shown at about latitude 55 degrees South and longitude 158 degrees West. However, as no sign of them has been found since, their sighting in 1828 was clearly mistaken.[5]

Captain Percival's searches were later described very concisely as follows:

> *Happening when in London several years ago to hear of an island being discovered to the southward of New Zealand, he hurried home to America, and hoping to reap the first fruits, he cleared out for the reported island with all dispatch. About four months after, he made the latitude and longitude given out, but after cruising about in all directions near it, he was forced to give up the pursuit as hopeless.*[6]

The journal kept on the *Rob Roy* confirms this to have been a well organized and well equipped voyage of exploration undertaken by very experienced sealers. Boston customs records are incomplete, but it appears that the voyage was financed by Bryant & Sturgis, leading merchants in Boston's earlier fur trade. Their brig *Rob Roy* was a two-deck, 201-ton vessel built at Boston in 1821. At 88 feet between perpendiculars, with a 22-foot, eight-inch beam, she was large enough to weather the extreme conditions of the southern oceans. And Captain Isaac Percival himself was a sealer of 30 years' experience. He had sealed off Australia as early as 1799, and on one occasion spent three years on Amsterdam Island killing and skinning seals. He was as familiar as anyone with the remote islands of the high southern latitudes.[7]

The Voyage Out

The journal of the brig *Rob Roy*, Captain Isaac Percival, "from Boston to the South Seas," commenced on 4 December 1828. The vessel called first at Tristan da Cunha, where on 25 January 1829 "a boat came off. The captain went on shore and purchased fifty sealskins and some potatoes, etc. Took two boatloads of wood." Next, they lay off and on at Gough Island where they took off some blubber, presumably from sea elephants. During February they saw over 30 large icebergs, including on 15 February "seven large islands of ice between the north and south islands of Prins Edwards. On tacking round the south island [Marion], fired several guns, discovered people on shore. Stove the green boat attempting to get hir out." On 18 February they landed and took off two boatloads of skins. From Marion Island they sailed on for the Crozet Islands, the journal noting baldly "John Dana lost by falling from fore topmast crosstrees overboard." Presumably, in those near freezing waters it was not worth trying to stop to search for a man missing overboard. In the hard and dangerous business of sealing there was little place for emotions.

On 23 February they "saw Grozet Island. Ran down to the east part where Captain Dixon and his men were living. Sent out boats on shore. Captain Dixon came off." No doubt this is the same Captain Dixon mentioned sealing at St. Paul and Amsterdam by Captain Percival in the journal he kept on an earlier voyage to the sealing islands in the Indian Ocean in the Boston schooner *Philo* in 1822.[8] Now Captain Percival took on board "the master and some of the men of a schooner that belonged to the same owners [in Boston] but which vessel they supposed had been lost, in consequence of her not having taken them from an island they had been on for some time."[9] The name of that missing vessel is unknown. The journal entry noted only that on 24 February, "Captain and Mr. Thare [Theyer] went on shore. Commenced taking off Captain Dixons skins, oil, etc. Came to in the Oald Birth and commenced taking off skins" while at anchor. They sent two boats to the Seven Apostle rocks, where they took fourteen seals and two sea elephants, and later from Hog Island sufficient blubber was taken to have the whole crew "employed mincing and trying oil." They revisited "the eastern Grozets" in early March.[10]

The *Rob Roy* reached Amsterdam Island on 21 March 1829 and sent two boats on shore "fishing, sealing and hogging." Later they took two prime sealskins and lots of fish and "sent a boat in to land Joseph Luther and Josiah Nicolus at their request," presumably to seal there till relieved from Boston. The *Rob Roy* also visited St. Paul, partly to fish, but they also "landed one man to see what the island would produce in the way of seals." He found ample evidence of earlier sealers there, including "two large iron pots" that had been used ashore to render seal and sea elephant blubber into oil.[11]

Sailing on, the *Rob Roy* reached "New Holland" and "Cape Chatham" on 11 April, and anchored in King George the Third Sound. Visitors "from the settlement" (Albany) came aboard and stayed the night. According to the journal, the next six days were spent "wooding," "watering," and "storing and starting [stowing] down oil." However, an official report adds further details on the voyage:

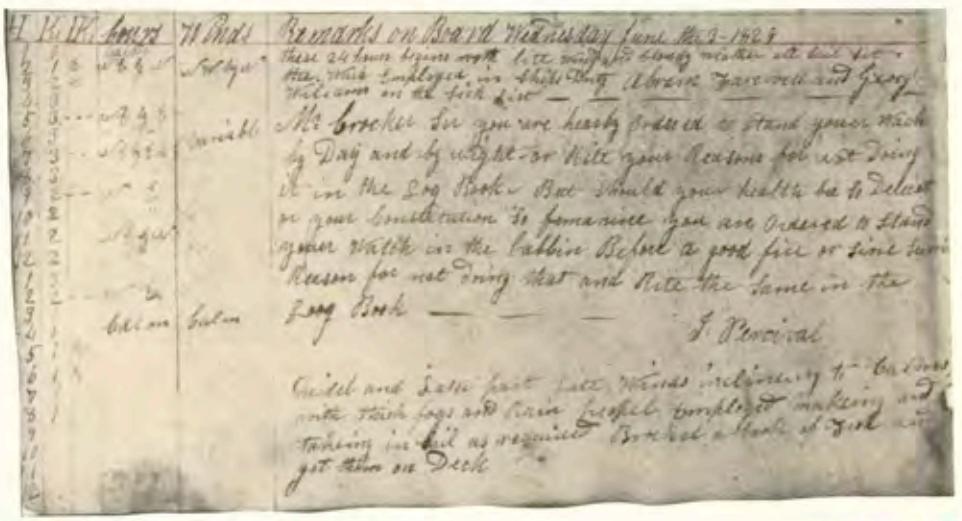
> *The American brig* Rob Roy, *upwards of 200 tons, from Boston which she left last December, bound on a sealing speculation to a newly discovered chain of islands called after the vessel that discovered them "Nimrods Group." After taking on board a large supply of wood and water here, she sailed again on 17 May. . . . the master of the* Rob Roy *(Mr. Isaac Percival) was here in 1803 [sic, 1823] . . . and appears well acquainted with this harbour, of which he spoke in high terms as to induce me to believe that other ships from his country on similar speculations will call here to refit. He expressed an intention of doing so in a few months in the event of his being successful.*[12]

Presumably on his return he also intended to pick up the men he had left on the islands further west, unless of course they had been relieved by then by a vessel sent from the same shipowners in Boston.

"Towards the Nimrod Group"

The journal entry on 26 April is headed "*Rob Roy* from King George Sound towards the Nimrod Group." Their route is seldom clear since latitudes were recorded intermittently and longitudes are conspicuously absent. Perhaps, like many of his contemporaries, Captain Percival did not have an accurate chronometer, and saw no need to have the journal-keeper record his rough estimates and errors. Moreover, had he made a major discovery, no doubt he would have preferred to keep the exact location secret in his head. Clearly, however, they went quickly south into latitude 56 and were driven east by the near constant, bitterly cold, westerly gales in those latitudes. They probably took the precaution of checking for the Nimrod Islands at longitude 158½ degrees East, and they may also have later sailed over latitude 57½ degrees South, longitude 163 East, where another nonexistent island, Emerald Island, had been reported in December 1821.[13] Curiously, the journal does not mention the Macquarie Islands where, though the seals were virtually extinct, some sea elephanting was still underway.[14]

Sealing was a harsh business. On the day after administering three dozen lashes each to two men for stealing hardtack, Captain Percival wrote in the log to his first mate: "Mr Crocker Sir you are hearby ordered to stand your wach by Day and by Night or Rite your Reasons for not Doing it in the Log Book – But should your health be so Delecet or your Constitution so femanine you are ordered to stand your watch in the Cabbin Before a good fire or fine sum Reason for not doing that and Rite the same in the Log Book."
(Olog 29, G.W. Blunt White Library)



On 9 May the *Rob Roy* "stood in to the mouth of Perseverence Harbour" on Campbell Island. Whether they landed or merely sheltered there is not clear, but next day they set out again to run further east where their search for the Nimrod Islands continued throughout the next four weeks despite atrocious weather.

Living conditions in midwinter in the storm-tossed southern seas were extremely harsh, yet because the *Rob Roy* was carrying far more men than originally intended, Captain Percival kept the crew on short rations! William Pedro, "Sandwich Islander," had been put in irons "for abuse" and complaining about the food. He was apparently in irons for three long weeks before he was "found unwell," released, and "given a birth." More strife among the half-starved crew was inevitable. When they stole bread for the third time, John Canaker and William Pedro were given three dozen lashes each. And on 3 June Percival signed a note in the journal addressed to Mr. Crocker, the first mate, noting "Linard David flogd for stealing bread. Found another cask of bread broached by the people." But the captain eventually had to recognize that his crew could not continue to battle the foul weather on inadequate rations. In mid-June he reluctantly abandoned this first search, and set instead a broad sweeping course to cross the Pacific well to the north.

On 27 July 1829 the *Rob Roy* reached the coast of Chile in latitude 40 degrees South, where Captain Percival, Captain Dixon, and Mr. Theyer went ashore first at Valdivia, and later at Valparaiso to refresh their vessel, their crew, and themselves. They may well have had good contacts there as a year earlier a Captain William Theyer in the American sealing schooner *Yankee* had been reported trading Chilean wheat to Peru.[15]

However, after only a short stay the *Rob Roy* set out again on 23 August to resume the search for the Nimrod Islands. Her course was almost due west, and although the crew missed sighting Masafuera and Easter Island, on 21 September they reached Pitcairn Island, where "Mr Fletcher Christian stayed on board the *Rob Roy*" overnight. Turning southwest, they next sighted "Oparo" (Rapa), the southernmost of the Austral Islands southeast of Tahiti. First "a canoe came off with nine natives" but later they had the services of "an English interpreter Mr Davis." They spent only three days at Rapa, taking on board several boatloads of yams before departing on 5 October.

The *Rob Roy* made a fast trip to the southwest, and began searching anew for the elusive, nonexistent Nimrod Islands. But by mid-November Percival had to abandon the search again: "Gave up Nimrods Group and stood to the westward. All long faces on board."

Sealing at the Islands South of New Zealand

To try to recoup some of their losses Captain Percival sailed northwest for the Chatham Islands, a larger group lying some 500 miles east of New Zealand. The Chatham Islands had been well known to sealers since their discovery in 1791, but we now know very little about sealing at the Chatham Islands around 1829, and virtually nothing of sealing at New Zealand and its southern islands that year, so the entries in the *Rob Roy* journal from November 1829 to March 1830 are unique and of particular interest.[16]

At the Chatham Islands they took a few seals, "a large lot of eggs" from seabirds, and wood and water. After meeting some resident sealers, they examined the southern islands, taking 25 prime sealskins and buying 174 more at $1.50 each. A sealing gang under Mr. Whitmarsh was left on Star Key.[17]

On 28 November the *Rob Roy* set out on its third search for the Nimrod Islands, but unfortunately the journal includes few entries in December.

The *Rob Roy* returned to the Chatham Islands to relieve the gang on Star Key who had taken 72 sealskins. On 2 January 1830 some 30 prime skins and five or six pup skins were taken on Eastern Reef, and a few days later "a lot of skins belonging to the Englishmen on Chatham Island" were collected from South East Island.

Then the *Rob Roy* sailed south to the Bounty Islands, where in a most uncharacteristic calm they took 21 skins and seven pups. From there they went to the Antipodes Islands, where Mr. Whitmarsh was landed again. Three men deserted, wisely taking cooking pots and other gear with them, since these islands are normally inhospitable, even in summer. Meanwhile, for those remaining on board, rations were cut still further: "Weighed to the ships crew this day 1 lb of bread and 1½ lbs beef per man and 1 lb of sugar per week."

Their next landfall was at the Auckland Islands to take on wood and water, presumably at Carnley Harbour. Captain Percival seems to have had some prior knowledge of the islands, where sealing had begun only a year after their discovery in 1806. While at the desolate Auckland Islands, several men deserted. Others "Gave the brig a heal to clean the bends" of the fouling growth that had accumulated below the waterline. At the same time, boats were sent on sealing expeditions through the islands. Mr. Theyer returned after "a seven day cruise all well," but with only hair-seal skins. Apparently there were other sealers in the Aucklands too, and willing to trade, for the journal recorded: "18 February. Ready for sea. Sent the boat on shore to exchange some tobacco for seal skins. Got nine. Took on board two deserters by there request. Stood out of the harbour." These unnamed resident sealers predate by many years the first settlers, a group of some 40 Taranaki Maori and their 25 Moriori slaves who arrived from the Chatham Islands in October 1843. They were followed in December 1849 by the ill-informed members of the ill-fated Enderby whaling settlement.[18]

The Rob Roy *at New Zealand*

As the *Rob Roy* sailed north the crew sighted the Snares and "the South Cape" of New Zealand, which is now known as Stewart Island. In "South Port," now called Port Pegasus, they encountered more "English" sealers and purchased eleven prime skins from "two Sidney boats." From there they sailed north, first along the east coast of the South Island to "Molnor" (Molyneux Bay), where on 25 February they were visited by some Maoris and a resident foreigner. They next "bore away for Cook Strait to purchase hogs and potatoes."

On 1 March 1830 they stood into "Port Nicholson," now the site of Wellington, New Zealand's capital. There they traded with the Maoris for a week, exchanging tobacco, etc., for over 300 baskets of potatoes and at least four large hogs. Many of the crew took turns staying on shore overnight, but this caused trouble. Captain Percival put "Mr Thare in irons for laying hands on Captain," and he was confined for many days.

The *Rob Roy* then returned to Otago and to Molyneux Bay where they traded for "a large quantity of potatoes," though apparently not as many as they had anticipated. "16 March. Landed Antoney, boy and Hare and I believe as Damd a Vilin as ever lived, New-zealanders not excepted. Took in boats and anchors and stowed them. From Molnor Harbour took our departure. Employed stowing potatoes."

On 19 March the *Rob Roy* made the Antipodes Islands in squally weather. "Run down to the south part. At 7 AM the captain went on shore and took off the Stuart [steward] John French and [indecipherable]. At 9 took in sail and made for Nimrod Group *for the*

fourth time." On 20 March, Mr Theyer was "in irons" once again. Whether this was a new punishment, or a continuation since the fracas at Port Nicholson on 2 March, is not clear.

The Fourth Search for Nimrod Island, and Beyond

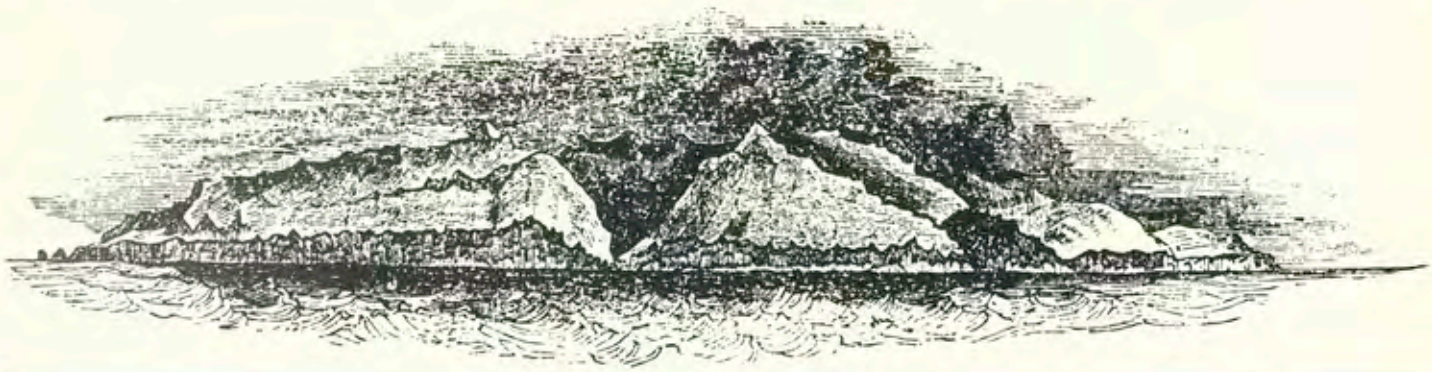
The *Rob Roy* sailed south and east, for a week crossing and recrossing yet again the area where the Nimrod Islands had been reported. Thereafter they abandoned their search for the fourth time, sailing instead in a broad arc far to the north, sighting some of the Austral Islands on 24 April, and then "trying to get the latitude of Pitcairn" as a navigational check. The journal is blank from 2 to 6 May while at Pitcairn, but resumes sourly on 7 May. "Left the island with no reluctance on my part, thinking them no better than those they sprang from, and the world knows what they were."

The *Rob Roy* reached "the coast of Californy" on 27 June, where Mr. Theyer took "one turkel and sum fish," before taking on about five hundred hair seals and numerous sea elephants, at the Island of Cedros in July. But after three more months on the coast of southern Mexico, this unusually informative journal ended abruptly on 4 November 1830. According to a note kept with the journal, the *Rob Roy* was "wrecked at Turtle Harbour on the west coast of Baja California. The captain and the crew proceeded in small boats to Mazatlan." What became of their modest cargo of sealskins collected at Tristan da Cunha, Gough Island, Marion, the Crozets, St. Paul, Amsterdam, the Chatham Islands, the Bounties, Antipodes and Auckland Islands, and finally at Stewart Island is unknown. These late sweepings from the denuded seal rookeries across the southern oceans were probably lost with the *Rob Roy* and never reached their intended market. Perhaps the best that can be said for this loss is that it presumably discouraged the owners of the *Rob Roy* in Boston from sending out more expeditions to despoil the southern sealing islands still further. The wreck of the *Rob Roy* marks the end of an era – if not of sealing, at least of exploration by the sealers.

The inhospitable Auckland Islands, 300 miles south of New Zealand, include six islands towering up to 2,000 feet above the sea. Discovered in 1806, they were frequently visited by sealers. When the Rob Roy stopped there in February 1830, several men deserted, but found the islands so desolate they asked to be taken back aboard.

(Wilkes, *Narrative of the U.S. Exploring Expedition*, 1845)

The journal of the *Rob Roy* provides new insights both into the role of American sealers in exploring minutely the vast expanses of the southern oceans, and into the residual sealing there as late as 1829 and 1830. Given the relative scarcity of information on the many exploratory voyages undertaken by American sealers in the southern oceans, the laconic journal kept on the *Rob Roy* is of considerable interest. Moreover it reveals starkly the severe hardships endured during one such exploratory voyage when Captain Isaac Percival searched bravely and persistently for unknown, unexploited, and unfortunately nonexistent islands in the South Pacific. ■



NOTES

1. Rhys Richards, "Journal of Erasmus Darwin Rogers, the First Man on Heard Island," *The American Neptune* 41:4 (October 1981): 280–301; A.G.E. Jones, "The British Southern Whale and Seal Fisheries," *The Great Circle* 3:1,2 (April, October 1981): 20–29, 90–102, reprinted in *Ships Employed in the South Seas Trade, 1775–1861* (Canberra: Roebuck Society, 1986).
2. A.G.E. Jones, "British Sealing on New South Shetland," *The Great Circle* 7:1,2 (1985): 9.
3. Rhys Richards, "The Maritime Fur Trade: Sealers and Other Residents on St. Paul and Amsterdam Islands," *The Great Circle* 6: 1,2 (1984): 26; Briton C. Busch, *The War Against the Seals: A History of the North American Seal Fishery* (Montreal: McGill-Queens University Press, 1985), pp. 3–37, esp. 20–37 on sealing efforts in the South Pacific.
4. Alexander G. Findlay, *A Directory for the Navigation of the South Pacific Ocean . . .* (London: Robert Laurie, 1863), p. 238.
5. Rhys Richards, *Whaling and Sealing at the Chatham Islands* (Canberra: Roebuck Society, 1982), p. 47.
6. J. McCosh, *Narrative of the Wreck of the Lady Munro on the Desolate Island of Amsterdam, October 1833* (Glasgow: 1835), p. 71.
7. Boston customs district, abstracts of registry certificates, 1821–1825, microfilm, G.W. Blunt White Library, Mystic Seaport Museum; Busch, *War Against the Seals*, p. 5; Percival's career is referred to in McCosh, *Wreck of the Lady Munro*, pp. 60–78.
8. Richards, "The Maritime Fur Trade," pp. 99–101.
9. *Historical Records of Australia*, ser. 3, vol. 6, p. 52.
10. Rhys Richards, *The Commercial Exploitation of Sea Mammals at Iles Crozet and Prince Edward Islands Before 1850* (Cambridge: Scott Polar Research Institute, 1991), p. 9.
11. Richards, "The Maritime Fur Trade," pp. 102–04.
12. *Historical Records of Australia*, 3:6, p. 52.
13. Findlay, *A Directory for the Navigation of the South Pacific Ocean*, p. 239.
14. J.C. Cumpston, *Macquarie Island* (Melbourne: Antarctic Division, Department of External Affairs, 1968)
15. Lima *Mercurio Peruano*, 14 July 1828.
16. Richards, *Whaling and Sealing at the Chatham Islands*, pp. 37–38; R. Robert McNab, *Murihiku and the Southern Islands* (Invercargill, 1907).
17. Richards, *Whaling and Sealing at the Chatham Islands*. They also encountered some Moriori, the Polynesian inhabitants, who from foreign influences declined very rapidly, with the last full-blooded Moriori dying in 1933.
18. Richards, *Whaling and Sealing at the Chatham Islands*, p. 66.
19. The Maori, another Polynesian race very like the Moriori, proved a very adaptable people, and are today a vigorous 10 percent of New Zealand's population numbering about 300,000. In 1830 however they had had only limited contacts with foreigners and though friendly, were cautious in contacts beyond simple trade.

With grateful acknowledgment to the the G. W. Blunt White Library for permission to quote extensively from their journal kept on the *Rob Roy*. This unique journal was studied there in July 1987 while I was a guest speaker at the Munson Institute of American Maritime Studies at Mystic Seaport Museum.

A Seaport Profile:

Roger Hambidge

Shipwright, Model Maker, Dedicated Craftsman

LESLIE GIFFORD

When Seaport shipwright Roger Hambidge was working on the restoration of the *L.A. Dunton* in February of 1975, his whole philosophy of model-making changed.

"We'd been working on the *Dunton*, and we'd been putting in the frames and decking, carefully getting out the individual pieces that collectively go into making the vessel," he recalls. "Nothing's flat or straight; it all relates and connects. It's kind of a neat thing in how it all comes together."

Until that time, Hambidge had always carved ship models from single chunks of wood. "It looked fine outwardly," he says, but the method failed to capture the "inner essence" of the vessel. "It's the little parts that make up the whole," he realized.

He began to make his models accordingly, and by so doing he has achieved the effect he has always sought in his models, which is to draw people in. "The closer you look," he says, "the more you find." As with the models, so too with the model maker: the closer you look, the more you find. Hambidge, 41, has worked in Mystic Seaport's shipyard since he was 22. He started quite literally at the bottom, having signed on to clean the bilge of the *L.A. Dunton*. And though most people would have turned up their noses at such a job, Hambidge says he "would have done it with a toothbrush," so intent was he on working at the Museum.

Nearly twenty years later now, the Seaport counts on Hambidge's shipwright mastery. And though he has been referred to as the Seaport's master shipwright, Hambidge humbly denies the title: "I haven't built a boat yet," he says. Yet . . .

Hambidge's story is one of the classic "find-something-you-like-to-do-and-then-find-someone-who-will-pay-you-to-do-it" tales. As a child he was never very interested in playing sports, but he got considerable enjoyment and satisfaction from building models – plastic cars, tanks, and ships. When he graduated high school, he felt his life had been put on hold, as he anticipated orders to Vietnam. I couldn't see going to college, because I didn't think I'd survive Vietnam," he says. "I had no idea what I wanted to do with my life. I liked the Seaport, I liked ships, but that was a hobby, not a career."

So, while he was waiting for his draft lottery number to come up, the Danbury, Connecticut, native took a part-time position in a local grocery store. Though he kept increasing his hours at the store, he says, he "hated the job with a passion." But he stayed on, biding his time while waiting for the war to take him away.

Meanwhile, he began spending more and more time at Mystic Seaport. He loved the ship models, and he became a member so he could visit them frequently. He was particularly taken by an Erik Ronnberg model of the stone sloop *Albert Baldwin*, which drew him in, inviting him to look closer. "I bumped my head off the glass case more than once," Hambidge recalls.

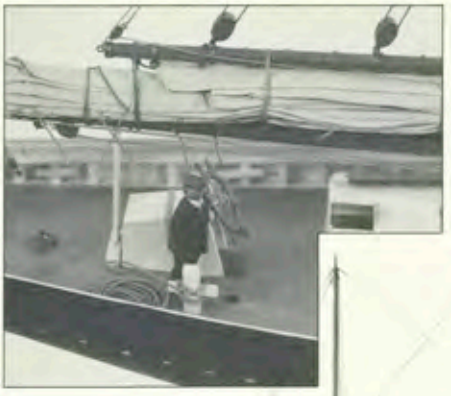
The trips to the Seaport became, he says, "like my pilgrimage every weekend." Back home in Danbury, he would work on his own models when he had spare time during the week. His first attempt at a scratch-built wooden model was of the *Joseph Conrad*. "It was a very crude model," he says, "but the beginnings were there, it wasn't bad. I was kind of amazed, delighted . . . and I thought, 'I can do this.'"

Hambidge quit his post at the store and signed on for half a season as deckhand with the *Mystic Whaler*. When the war effort was scaled back, Hambidge had his life handed back to him. "It was a big relief," he says, "but it was very short-lived because, all of a sudden I had to decide what I was going to do with my life."

He returned to the store, and stayed awhile before finally putting in an application to the Seaport, in part because he thought working on real vessels might offer him new perspective for his models. Though he had no experience in either carpentry or boatbuilding, he was hired by the shipyard in May of 1973, for two months of cleaning the bilge of the *L.A. Dunton*. He never left.

Then head of the shipyard Maynard Bray arranged for Hambidge an informal apprenticeship with shipwright Basil Tuplin. "He took me under his wing, and we worked side by side for the next seven years," Hambidge recalls. "We did a lot of work on the *Dunton*, a lot of work on the *Sabino*, a lot of work on the *Morgan*, till about 1980 when the *Morgan* was up on the lift" for a major restoration. And Hambidge was handed his wings. He was put in charge of the project, and given "the responsibility of getting the *Morgan* finished up and back in the water. And that was kind of fun," he says lightly, as though it really was nothing at all.

In fact, this charge was a three-year undertaking, during which the shipyard crew hauled the 114-foot whaling bark, stripped and gutted her, and replaced much of her deck.



Top, *Hambidge calls on this handcrafted gentleman when he needs help in gauging scale. Carved to the same scale as this model of the Columbia, the figure helps the model maker judge the vessel's spacing.*

Bottom, *Hambidge's model of the Columbia.*
(Photos by Mary Anne Stets)

Adding even more to the job's degree of difficulty, several of the crew members were inexperienced, and Hambidge had to "bring them along and tell them just what to do. . . . And a lot of it I wasn't really sure about myself."

It was during the *Morgan* restoration that Hambidge recalls one of the rare occasions when he did not see a job to completion. It was a particularly cold February, and the *Morgan* was on the lift dock but still suspended in water, and it was decided that a bubbler system should be installed to keep any ice from forming around the vessel.

Hambidge and Bob D'Arcy – two of the scuba divers on the crew – poured hot water down the insides of their wet suits, chopped a hole in the ice, and took the plunge. It was not a successful undertaking. As the two men stayed under the water, stirring the mud up more and more with their movement, they could see less and less, until they could no longer even read the gauges on their scuba tanks. Sounds were distorted and without direction, and the cold was unreasonable. At one point, Hambidge knew he was under the vessel, and all he could think was that, "we had the *Morgan* suspended over us, plus all the staging, all the workers, all the tools, plus a house that was built over it. And all this stuff was held by sixteen cables. And we're underneath it all. And if something let go and the *Morgan* came down on us, we probably wouldn't even have been crushed by it – at least not quickly. We probably would have squished down into the mud and we'd die a slow, agonizing death."

The memory of this episode brought to the surface for Hambidge a number of exceptional moments in his Seaport career. The shipwright clearly enjoys his work and is committed to it, and takes many of his achievements for granted.

He does, however, take pride in projects that have called into play his lines-taking abilities, which are self-taught. One such undertaking took place in the summer of 1989, when Hambidge teamed up with the Essex Shipbuilding Museum to take the lines off the *Evelina M. Goulart*, a vessel similar in construction to the *Dunton* that had been sunk at the dock in New Bedford Harbor for the previous five years. The Seaport hoped to learn more about the Arthur D. Story Shipyard's building of the *Dunton* by studying the yard's construction of a like vessel, whose hull was largely original and well-preserved after her sojourn in sludge.

The project brought back distinct memories of his days in the *Dunton* bilge, the *Goulart* being filled with slime, dead eels, lobsters, and crabs. But the *Goulart* also held dishes, mattresses, life preservers, even a stereo. She had settled on her side and silted down, so one half of the vessel had remained clear, due to the in-and-out movements of the tides. Though the starboard side was considerably worm-damaged, the port side was intact and Hambidge was able to take lines, to the benefit of both Essex and Mystic.

Hambidge was exposed to a different side of Seaport life when he helped prepare the exhibition that was to coincide with the celebration of the *Morgan*'s 150th anniversary. Though his original assignment was to describe the *Morgan*'s history from 1977 to the present, he thought it more appropriate to take the research back to 1973, "when she came out of the sand bed and floated; a turning point in her career."

Ultimately, the shipwright traced the vessel's history – from the shipyard's point of view – all the way back to 1941, when she first came to Mystic. As is his way, Hambidge took his task seriously, preparing a written report on his findings and putting together a detailed list of artifacts, pictures, and drawings that might be useful for the exhibit. He produced as well a cutaway drawing of the vessel, and carved two new billetheads: one for the *Morgan* herself, and a second as a token of appreciation to the Chubb Group of Insurance Companies, which had funded the anniversary celebration.

Through the years, the shipwright has continued to build the models that brought him here in the first place. He appreciates the symmetry: when he came to the Seaport, it was in part because he thought working with the large vessels would give him valuable perspective for his model making. At the same time, though, the model making has proved beneficial to his work on the vessels.

It was during the winter of 1975, when Hambidge was working alongside Tuplin on the *Dunton*, that he began crafting a model of the vessel, a model that was ultimately purchased and donated to the Seaport and is today exhibited in the Stillman Building. He says it "was fun to work on the actual vessel the *L.A. Dunton* and then go home and do almost the same thing on the model.

"And the models are great educational tools," he adds. "If done properly, the models have to go together the way the ship does, so it's a working tool."

This link between original and model became most apparent when Hambidge set out to build a model of the *Henry Ford*, another of the same type as the *Dunton*, whose lines were thought to have been missing since 1922. Photographs of the fishing schooner existed, as did her official measurements. Using these resources, he began to draw her lines, and experimented with plans and half models as well. And when, just last spring, the original plans were located, the comparison was remarkably close.



Hambidge carving the Morgan's new billethead. (Photo by Mary Anne Siets)

One of his proudest moments as a model maker – whose works appear in museums and galleries nationwide – was when in 1985 *National Geographic* commissioned him to build a model of the caravel *Nina*, which is now on display in the Explorers' Hall in Washington, D.C. Hambidge was handed reams of research on the vessel's construction, and told to "three-dimensionalize" it. He was given hull lines as well, but they were to no scale – simply reduced to fit on the sheet of paper – and he had been commissioned to make a half-inch-to-a-foot model.

Despite his successful and timely completion of the model, however, he did fall short of his contractual obligations, which required that he deliver all drawings and sketches to *National Geographic* with the finished model. Hambidge – unlike many artists – doesn't sketch the details of his models.

"I just do it," he says. "The model evolves."

The Whaleman's Newspaper

The Whalemen's Shipping List and Merchants' Transcript *of New Bedford, 1843–1914*



New Bedford, Massachusetts, was growing into a major American port as Henry Lindsey established the Whalemen's Shipping List *in 1843. Wood engraving by John Warner Barber, 1839.*
(Courtesy New Bedford Whaling Museum)

BRITON C. BUSCH

In the handsome volume by Judith Boss and Joseph Thomas entitled *New Bedford, A Pictorial History*, there is to be found an illustration of the front page of volume 72, number 52, of a newspaper entitled the *Whalemen's Shipping List and Merchants' Transcript*.[1] That issue, dated 29 December 1914, was the paper's last. For over seven decades, as Boss and Thomas rightly remark, the *Shipping List* was "the *Wall Street Journal* of the whaling market," a unique institution the history of which is intimately intertwined with the history of the town and its printing and whaling industries.

In 1843, when the story of the *Shipping List* begins, some 250 American whaling vessels left their home ports on whaling voyages; many more were already at sea, having sailed at some point in the previous several years. Of those 250, 92 hailed from New Bedford and Fairhaven, just across the Acushnet River. The nearest rivals to New Bedford were Sag Harbor, New York, and New London, Connecticut (30 each). Nantucket, once ruler of the whaling world, had been left behind in the 1820s, and in 1843 sent forth a mere 17 whaleships. In fact, in the mid-1840s, New Bedford claimed total registration of more than 700 vessels of all types (250 of which were whaleships), in total tonnage the fourth-ranking port in the nation, behind New York, Boston, and New Orleans – a striking accomplishment for a small but expanding city, which grew from 12,089 in 1840 to 16,031 in 1847.[2]

Already the New Bedford and Taunton Railway had come to town, over the objections of the stagecoach proprietors. In 1847, New Bedford was incorporated as a city, and, as an important portent for what the future was to hold, the first cotton mill was established in the town. Whaling money wisely went into textiles, and when whaling was done, the cotton mills – particularly the famous Wamsutta establishment (founded in 1847) – were a fully-adequate replacement for some time.[3] By 1852, the New Bedford *Mercury* could list 46 men it considered wealthy (worth over $100,000); the group included such prominent whaling names as Coggeshall, Howland, Parker, Rodman, Rotch, Swain, and Taber.[4]

Like any other successful and prosperous town, New Bedford required newspapers. John Spooner's weekly *Medley* or *New Bedford Marine Journal* appeared for several years in the 1790s, and many other papers followed, beginning with the *Columbian Courier*

(1798–1805) and the *Old Colony Gazette* (1808–23). Leonard Ellis, in his substantial history of New Bedford, listed 28 newspapers begun before the Civil War, and many more would be included if masthead name changes were counted. All but a few of these, however, lasted only a few years, months, or even days.[5]

Such activity was common in early nineteenth-century America, for it was a country with an insatiable appetite for rumor and opinion, and even news. Weeklies were far more common than dailies, but the two forms were not really competitors. Dailies focused upon local news, while weeklies offered more specialization, in political outlook or the service of special interests: political parties, industries, unions, and particular immigrant groups, often in a foreign language. Before the early 1830s, circulations were small, and most papers were sold by subscription, not on the street. The cost of newsprint made the price too great for the average worker, problems of literacy aside, but soon reductions in the cost of materials widened availability. The six cents that a weekly issue of such a paper cost limited circulation to the affluent, but at a penny or two newspapers might reach a wider clientele by far. At the same time, news became at least as important as opinion, and reporters came to possess an influence previously limited to editors. After mid-century, speed of appearance, eye-catching headlines, and stricter adherence to chronological development of events all became the hallmark of urban newspapers.[6]

For New England, Boston was the information-dissemination center. In 1840 Massachusetts produced 10 dailies and 81 weeklies of the 87 and 895 total respectively for all the free states. Merchants and others interested in the latest foreign intelligence frequented Boston's reading rooms, as indeed did newspapermen eager to acquire items for their own publication. Topliffe's Reading Room in particular performed the sort of service later offered by the Associated Press and other such organizations.[7]

When he arrived in New Bedford to begin his own paper, Benjamin Lindsey of Marblehead was a refugee from that heady Boston publishing world, where he had been foreman of the compositing room of the Boston *Palladium*. His New Bedford *Mercury*, the third weekly to be established there, first appeared in August 1807, a 16-column folio selling for the subscription price of $2.00 per annum and published by Lindsey himself "in Water Street."[8] Lindsey's paper, conducted upon sound Federalist lines, was a substantial success, and soon won a reputation as one of the most respected journals in the state.[9] In 1826 Lindsey brought his eldest son, Benjamin Lindsey, Jr., into the enterprise, and for five years father and son conducted the paper together.

In 1831 Lindsey Jr. persuaded his father – not without some difficulty, according to mid-century local historian Daniel Ricketson, whose house was one away from Lindsey Jr.'s on Fourth Street – to expand operations through the publication of New Bedford's first daily paper, to be called the *Daily Mercury*. Soon thereafter Lindsey Sr., whose appearance, according to Ricketson, "was remarkably editorial, but decidedly of the olden time," retired, only to die in November of that year, aged 54.[10] His estate was valued at nearly $10,000 – a successful man, but not one of the town's wealthiest.[11] Lindsey Jr. continued to direct the *Daily Mercury*, after 1842 in enlarged format, for the next three decades.[12] In 1861, upon his appointment as U.S. consul at St. Catharine's (Santa Catarina), Brazil, he sold the *Mercury* to C.B.H. Fessenden and William G. Baker, at which point the *Mercury* lost any link to the *Whalemen's Shipping List*.

Indeed, the success of the Lindseys was important to the story of the *Whalemen's Shipping List*. By March of 1843, the decision had been made to commence publication of a trade newspaper for the whaling industry. It was a good risk; there was no competitor in the field, the family was well established in the printing business, and certainly the whaling industry was large enough to support such a newsletter. It was not Benjamin, however, who inaugurated the *Shipping List*, but rather his younger brother Henry Lindsey, then just 25.

Henry probably joined the family firm at an early age, and seems to have assumed responsibility for the actual printing operations while brother Benjamin was occupied mainly with editorial duties. As of 1833, the *Mercury* presses occupied the third story of a building completed that year on Water Street near the corner of Water and Union. On the ground floor could be found the Bank of Commerce and the Bedford Commercial Insurance Company. On the second story was the Merchant's Reading Room, with windows looking down Center Street to the busy wharves. In the center of the room stood a "marine register" listing vessels arriving and departing, together with their cargoes and other details; on the racks and tables were to be found newspapers from Boston, Nantucket, and elsewhere. In the rear of the same floor were the editorial offices of the *Mercury*, Benjamin Lindsey's sanctum.[13]

But Henry was not simply a pressroom manager who remained on the third floor of the Commercial Bank building. Rather, he was an ambitious man on the rise. Sometime between 1849 and 1852 he was appointed to the office of "Inspector and Boarding Officer," more commonly marine surveyor, to the New Bedford customhouse. This skilled patronage position ranked fourth after the customs collector, deputy collector, and clerk, but it was no sinecure: numerous vessels' customs registration documents list Henry as surveyor when they were measured for registration.[14]

At approximately the same date – and certainly by 1850 – Henry Lindsey contracted for the construction of a three-story frame building on the southwest corner of William and N. Second Street, which still stands opposite the customhouse.[15] The primary purpose of the new structure was to house the merchants' reading room. On J.C. Sidney's 1850 map of the town, the new building is marked "H. Lindsey's Reading Room"; it was his structure, but on leased land.[16] The *Shipping List* was still printed on the *Mercury* presses, but from his new intelligence center Henry carried on a large correspondence with consuls, merchants, captains, and others – in such remote corners of the world as New Zealand, Hong Kong, Chile, and St. Helena – who were in a position to provide news. Most subscribed to the *Shipping List*.

With his detailed knowledge of vessels and, in many cases, their physical condition, together with customshouse activities and his foreign sources, Henry Lindsey was well placed to become one of the leading citizens of New Bedford. Unfortunately, he became quite ill in 1852 and in the fall of 1853 was confined to his bed, dying of some unspecified cause in October, aged 35. His promise was unfulfilled, but his remarkable position already obtained in the whaling world was demonstrated by the fact that all whaling vessels in the harbor flew their flags at half mast in his honor.[17] His estate totaled over $16,000, and included partial investments in three New Bedford vessels.[18]

In his decade of control of the *Shipping List*, Henry had brought it to an unchallenged position in the industry. The first issue appeared on Friday, 17 March 1843, although subsequent issues would always appear on Tuesdays. The interested reader was asked to pay out "one dollar per year, payable in advance." Copies were also available at the

WHALEMEN'S SHIPPING LIST, AND MERCHANT'S TRANSCRIPT.



Published by
HENRY LINDSEY,
No. 6 North Water-street.

Terms:
ONE DOLLAR PER YEAR,
PAYABLE IN ADVANCE.

VOL. I. NEW BEDFORD, FRIDAY MORNING, MARCH 17, 1843. NO. 1.

VESSELS NAME.	Ton	MASTERS.	AGENTS.	SAILED.	WHERE BOUND	DATE AND PLACE OF LAST REPORT.	OIL.
New-Bedford.							
Abigail	110	Cox	C W Morgan	July 28, 39	Pacific	Nov 2, at Oahu bound home	1600 sp
Adeline	329		I Howland jr & Co	In port			
Addison	326	West	Isaac H Richmond	June 3, 41	New Holland	July 20, off New Holland	500 bbls
gate, brig	81	Cornell	Pope & Morgan	Mar 27, 42	Atlantic	Sept 3, heard from	17 sp
lexander	191	Dornin	J A Parker	Aug 22, 42	Pacific	Aug 27, lat 41 lon 64, spoken	clean
merica	11[illegible]		I Howland jr & Co	In port			
Amethyst	359	Reynard	J A Parker & Son	Oct 20, 42	Indian Ocean	Nov 20, at Porto Praya, C de Verds	clean
Ann Alexander	253	Taber	George Howland	Oct 25, 41	Pacific	May or June, at Gallipagos Islands	clean
Archer	342	Ricketson	Tobey & Ricketson	July 26, 41	Pacific	Nov 6, at Tombez	not stated
Augusta	314	Davis	Wm R Rodman	July 11, 42	Pacific	August 19, sailed from Fayal	clean
Averick	365	Mickell	J A Parker & Son	Aug 1, 40	Pacific	July 20 off New Holland	1600 sp
Balena	301	Manchester	J & J Howland	Nov 12, 41	Pacific	In July, on Off Shore Ground	2500 sp
Benj Tucker	449	Worth	Charles R Tucker	Nov 16, 39	Pacific	April 25, at Sandwich Islands	1200 sp
Bogota, brig	155	Fuller	I H Bartlett	June 7, 42	Atlantic	spoke no date, lat 28, lon 42	not stated
Brandt	110		N Leonard & Perkins	In port			
Barclay	241		James Arnold	In port			
Brighton	351	Cox	C R Tucker	Aug 2, 42	Indian Ocean	Sept 15, at Cape De Verds	17 sp
Braganza	176		Pope & Morgan	In port			
Brannin, bark	215	Taber	Gideon Allen	Dec 25, 41	Pacific	June 16, off Massafuero	100 sp
Callao	321	Norton	Henry Taber & Co	Nov. 1, 42	Pacific	Nov 20, spoken, lat 15 N lon 25	clean
Cambria	362	Harding	James Arnold	Dec. 23, 42	Pacific		
California	190	Lawrence	I Howland jr & Co	May 21, 42	Pacific	Sept. 13, at Tombez.	100 sp
Canada	345	Topham	Barton Ricketson	Jan 1, 43	N W Coast		
Caroline	364	McKenzie	Pardon G Seabury	Dec 17, 42	N W Coast	Jan 16, at St Michaels	clean
Chas. Drew	314	Carey	Wm Gifford	July 14, 42	Pacific	August 2, at Fayal	clean
Canton	409	Leary	J Perry & Tillinghast	Nov 23, 42	Pacific		
Canton, bark	269	Lucas	Charles R Tucker	Nov 9, 41	Pacific	March 12, spoken lat 55 S lon 79 W	clean
Canton Packet	274	Sherman	I H Bartlett	Dec 12, 41	Pacific	July 11, at Lombock	600 sp
C W Morgan	351	Norton	C W Morgan	Sept 6, 41	Pacific	Sept at Tombez	not stated
Charles	291	Gardner	Samuel Rodman	May 22, 43	Pacific	Spoke no date &c	800 sp
Chase, bark	153	West	Barton Ricketson	Dec 31, 42	Atlantic		
Chs Frederick	317	Allen	J A Parker & Son	June 20, 42	Pacific	July 27, at Cape de Verds	clean
China	376			In port			
Cicero	252	Taber	Lemuel Kollock	Aug 28, 42	Indian Ocean	Sept 19, at Fayal	clean
Copia	315	Taber	Lemuel Kollock	Nov 1, 42	N W Coast		
Corinthian	191	Paddock	George Howland	Aug 11, 39	Pacific	Aug 5, at Callao	2100 sp
Cortes	342	Hammond	George Howland	June 30, 42	Pacific		
Courier	184	Marchant	Randall & Haskell	Oct 4, 42	Pacific		
Cherokee, bark	261	Adams	Hathaway & Luce	Dec 14, 40	N W Coast	On N W Coast Aug 9,	500 sp 1400 wh
Clarice, bark	237	Dexter	C W Morgan	Dec 7, 41	South Atlantic	Nov 7 Abrolhos Banks	160 sp
Cora, bark	220	Baker	I H Bartlett	Sept 2, 41	Pacific	Sept 13, at Tombez	150 sp
Condor	319	Norton	C W Morgan	Oct 9, 41	New Holland	July 20, off New Holland	500 wh
Cornelia, bark	216	Devoll	Kempel Kollock	May 17, 42	South Atlantic	Nov 6 on Abrolhos banks	363 sp
Ch'n Packet, bk	184	Randall	Levi L Crane	Feb [illegible], 42	Atlantic		
Chili	291	Delano	N Leonard & Son	Oct 14, 39	Pacific	July 10, at Payta	1700 sp
Coral	370	Seabury	Gideon Allen	Nov 16, 42	Pacific	Jan 11, spoke lat 23 40 S lon 23 02 W	clean
Columbus, bark	313	Pease	Wm R Rodman	May 21, 40	Pacific	June 16, at sea	1750 sp
Dartmouth	336	Wimpenney	I Howland jr & Co	Feb 20, 41	Pacific	Heard from previous to Jan 21, 42	2000 sp
Desdemona, bk	295	Phinney	T & A R Nye	Oct 7, 39	Pacific	May 30, at sea	1800 sp
Draper	291	Lawton	Joseph Dunbar & Co	May 1, 42	Indian Ocean	July 25, at Fayal	1165 sp
Dragon, bark	190	Clark	Tobey & Ricketson	June 23, 42	Indian Ocean	Oct 6, on Abrolhos banks	50 sp
Emily Morgan	366	Ewer	C W Morgan	April 12, 42	Pacific	July 8, off Valparaiso	clean
Emma, bark	246	Ball	Daniel Tripp	July 4, 42	Atlantic	Sept 5, at St Jago	clean
Elizabeth	339	Eastham	T & A R Nye	June 7, 41	New Holland	Oct 1, at King George's Sound	250 sp 150 wh
Endeavour, bark	252	Weeks	Henry Cannon	June 22, 41	Indian Ocean	June 27, off New Holland	1700 sp 100 wh
Enterprise	291	Bailey	Alfred Gibbs	Oct 20, 42	Pacific		
Euphrates	365	Post	Lawrence Grinnell	May 20, 42	Pacific	Oct. 20, at sea bound to Valparaiso	clean
Eagle	336	Coffin	Jireh Perry	Sept 2, 40	Pacific	Aug 5, at Payta	1200 sp
Emeline, brig	90	Wood	Barton Ricketson	July 11, 41	Atlantic	Nov 15, sailed from St Thomas	clean
Emerald	359	Marchant	Riddell & Dix	Dec 26, 39	Pacific	Oct at Oahu	1600 sp
Equator, bark	263	Fisher	John A Standish	Nov. 2, 39	Pacific	June 29, sailed from Tahiti	1200 sp
Falcon	273		Wilcox & Richmond	In port			
Fenelon	320	Hathaway	H H Howard	Sept 1, 42	Indian Ocean	At sea, spoken, 12 days out	clean
Florida	330	Cunningham	E C Jones	Sept 14, 41	New Holland	July 20, off New Holland	500 sp 1000 wh
Frances	349	Christian	James Arnold	Dec 22, 39	Pacific	April 29, sailed from Tahiti	1350 sp
Francis, 2d	364	Hussey	Gideon Allen	Sept 1, 40	Pacific	Nov 2, at Oahu	1400 sp
Fra. Henrietta	107		C W Morgan	In port			
Franklin, bark	418	Beetle	J A Parker & Son	July 10, 39	Pacific	Sept at Tombez	400 sp
Franklin	333		Abm H Howland	In port			
Garland, bark	234	Scranton	J D Thompson	June 21, 42	Pacific	July 25, at Fayal	clean
Gen Pike	313		Wm Gifford	In port			
Geo Howland	374	Cushman	George Howland	May 20, 42	Pacific	June 11, at Fayal	clean
George	273	Cash	J A Parker & Son	Dec 26, 39	Pacific	Nov 2, at Oahu, bound home	1400 sp
Gid'n Howland	329	Cox	I Howland jr & Co	Oct 27, 24	Pacific	Dec 11, off Rio Janeiro	clean
Geo & Susan	356	Howland	Geo Howland	Oct 17, 41	Pacific	Sept. 13, at Tombez.	250 sp
Geo & Martha bk	275	Smalley	Randall & Haskell	Dec 14, 42	Indian Ocean	Dec 19, spoken at sea	clean

The Whalemen's Shipping List first appeared on 17 March 1843. The list of vessels included the Charles W. Morgan, then in the middle of her first voyage and last reported at Tombez (Tumbes), Peru, in September 1842.

premises, 6 North Water Street, or at the newsroom – but at six cents for an individual copy, thrifty whalemen were more likely to pay the $1.00 rather than the newsstand price. The stated purpose was clear: the new paper would report on every vessel engaged in the whaling industry every week, together with current prices for both whale products (oil in several varieties and bone) and the staple commodities required by the industry – beef, pork, flour, copper, canvas, and so on.

> *From the ephemeral and fragmentary form in which our shipping news appears in general newspapers; from the vast amount of property invested in the Whaling business, and the many thousand seamen engaged therein, coming as they do from all parts of the country, we have been led to believe that a paper of this kind would be interesting to ship owners and merchants, and not less so to the parents and wives, the sisters, sweethearts, and friends of that vast multitude of men, whose business is upon the mighty deep, and who are for years separated from those to whom they are dear.*

It was a reasonable assessment of the market, though subscribers were more likely to be owners than parents and wives. The critical information was the list of whaleships, arranged alphabetically by home port, noting vessel name, tonnage, master, agent, date of sailing, whaling ground where bound, and, most important, "date and place of last report," including amount of oil aboard: "*Amethyst*. 359. Reynard. J A Parker & Son. Oct 20, 42. Indian Ocean. Nov 20, at Porto Praya, C de Verdes. Clean."

Though advertisements did not appear in the first issue, the *Shipping List* promised that "arrangements will soon be made for their insertion." The first issue of eight pages, measuring six by ten inches, did include a section of "Memoranda," information which did not fit neatly into the weekly data table, but which would be of interest to many and of importance to at least a few: "Lost from on board of ship Parachute, of this port, June 12, 1841, (killed by a whale,) Walter Westervell, of Poughkeepsie, aged about 23." The second issue added another small section announcing "letter bags," being made up at the Exchange Room to be taken to the oceans of the world: "Ship *India*, Capt. Washington Walker, for Indian and Pacific Oceans, April 15th."

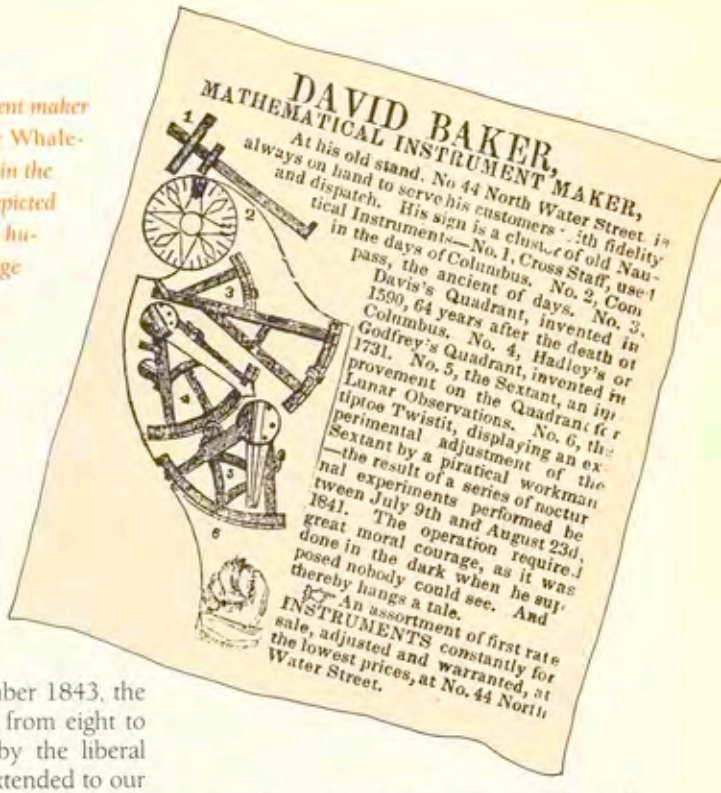
In the third issue the new weekly added some analysis of its data, though in fact this was not going to be a common practice

except in annual summaries of the industry. Accounts from the Pacific, the *Shipping List* advised, showed a great falling off in the quantity of sperm oil taken during the last season compared to previous years: numerous cruises were unsuccessful, and ships were being taken out of the business. Still there was hope, and perhaps dealers in whale oil had seen their darkest day. "We, however, do not think that the prospects are such as to encourage reflecting and judicious men to join with the host of those who have seemed disposed, for some years past, to cover the ocean with whale ships. A business *overdone*, must lead to the same results, whether upon land or ocean." Whaling was at its height in the 1840s, but these remarks would prove prophetic in the long run.

By April the paper had added foreign intelligence which seemed relevant to whalemen, usually gleaned from other American and foreign publications. Now the first small advertisement appeared—for David Baker, Mathematical Instrument Maker at 44 N. Water Street. With considerable pride, the editorial page quoted remarks from fifteen New England and New York papers which welcomed the new weekly. One such testimonial, not too surprisingly, came from the New Bedford *Mercury*. Soon other advertisers came forward, and not simply from Water Street: Amos Bates's Astronomical Observatory ("Chronometers Cleaned, Repaired, Rated, and for sale . . . "), for example. William Taber advertised for his sextants, quadrants, barometers, charts, and navigation books, although the Tabers, as job printers, were something of a competitor to the Lindsey interests.

By the end of its first six months, the *Shipping List* had taken on the role of the industry's official publication, giving notification of such important items as a new rock endangering navigation here or new harbor facilities available there. Extracts were copied out from such journals as Hawaii's *Polynesian* on Honolulu harbor, or the *National Intelligencer* on new settlements in Western Australia. Extracts from the sort of letter Henry Lindsey regularly received also appeared; for example, P.H. Delano, American consul at Talcahuano, Chile, gave ominous news in June of onorous quarantine regulations laid on his coast as a result of a severe yellow fever epidemic.[19] Of special morbid fascination was a firsthand account from the second mate of the New Bedford ship *Hope*, giving details of the mutiny on board the ship *Sharon* of Fairhaven, in which natives of Ocean and Ascension Islands murdered the captain.[20]

In the 1840s and 1850s instrument maker David Baker advertised in the Whalemen's Shipping List. *For a time in the early 1850s his advertisement depicted his educational shop sign, with a humorous explanation of the damage done to it by a vandal.*
(Whalemen's Shipping List, 23 March 1852)


DAVID BAKER,
MATHEMATICAL INSTRUMENT MAKER,
At his old stand, No 44 North Water Street, is always on hand to serve his customers with fidelity and dispatch. His sign is a cluster of old Nautical Instruments—No. 1, Cross Staff, used in the days of Columbus. No. 2, Common pass, the ancient of days. No. 3, Davis's Quadrant, invented in 1590, 64 years after the death of Columbus. No. 4, Hadley's or Godfrey's Quadrant, invented in 1731. No. 5, the Sextant, an improvement on the Quadrant for Lunar Observations. No. 6, the tiptoe Twistit, displaying an experimental adjustment of the Sextant by a piratical workman —the result of a series of nocturnal experiments performed between July 9th and August 23d, 1841. The operation requires great moral courage, as it was done in the dark when he supposed nobody could see. And thereby hangs a tale.
☞ An assortment of first rate INSTRUMENTS constantly for sale, adjusted and warranted, at the lowest prices, at No. 44 North Water Street.

With issue 28, 19 September 1843, the paper was increased in size from eight to twelve pages, "encouraged by the liberal patronage which has been extended to our little sheet." To some extent the additional space was given over to news either general or specific to whaling, but primarily it was meant to absorb additional ads, which perhaps explained why the subscription price remained the same. Some of the new sponsors were businesses important to whaling, such as E.S. Ritchie, and Swift and Allen, both ship chandleries. For the first time, however, ads also appeared meant to appeal to every man: "Parr's Life Pills, Constantly on hand and for sale at E. Thornton, Jr's, 10 North Water St., Agent for New Bedford." Henry Lindsey himself ran an ad, not for the *Shipping List*, but as a "book and job printing office," ready to print books, pamphlets, stage bills, bills of lading, notices, invitation and visiting cards, and the like. In fact, however, it seems that Benjamin Lindsey was still in charge of the business end of the operation of the presses: a survey of New Bedford imprints for this era has turned up many giving Benjamin Lindsey's name as printer, but none with Henry's.[21]

After a year of operation, Henry Lindsey was willing to concede the *Shipping List* a modest pat on the back for surviving and expanding, particularly when it had been launched in a time of depression in the industry. On the other hand, while success in circulation "has in some measure realized our anticipations of its success, the low price at which it has been afforded has proved inadequate to sustain its highest usefulness with reference to the heavy expenditures necessarily attendant upon the establishment of numerous correspondences abroad, and others of a more immediate and incidental nature." In other words, though the actual size of the sheets would be increased, the subscription price went up to $1.50 paid in advance, or $2.00 a year (apparently the price if paid over the course of the year)—but still six cents for a single copy. A decade later, in April of 1852, the *Shipping List* expanded again in size, to normal newspaper format, but neither price nor function was altered. One new addition, however, was the inclusion of names of officers and men ("crew lists") of each vessel putting to sea, but not without an initial warning to readers that names given by seamen might not correspond to those they were given at birth.[22]

The years from 1844 to 1853, in hindsight, marked the apogee and early decline of the whaling industry. Neither whalemen nor the *Shipping List* recognized this fact, however; always means could be found to rationalize any falloff in catches per vessel, for example. To the contrary, in this last decade the paper continued to report with enthusiasm any new whaling ground success or port of call now open to whalemen. Advertisements from distant shores began to appear; by 1845, for example, Thomas Larkin, enterprising merchant and first and only American consul in old California's capital of Monterey, was offering his numerous services to whalemen.[23] Disasters and mutinies still found their place in these pages, but so too, for the first time, did some evidence of the fact that there was a literature of whaling.



FAIRHAVEN.

Ship Match

Important to the Afflicted.

CONFIDENTIAL TREATMENT in Medicine and Surgery may be had of DR. TOMPKINS, at his office in rear of the Apothecary's Shop, No. 58 Middle, corner of North Second st. Dr. Tompkins gives particular attention to the treatment and cure of private diseases. All those who have been taking medicines of their own prescribing, or from certain Interpreters, or self-styled Physicians, for a long time without benefit, are respectfully invited to call on Dr. Tompkins, who is a regularly educated Physician of twenty years experience, and is competent to treat diseases of all kinds, and in every stage and form.

Dr. T. warns the public against the abuse of mercurials; he is convinced by long experience, that in most of the chronic diseases, generally supposed to be the result of disorder, are merely the effects of taking continued course of mercury.

Recent affections cured in a very short time, without a grain of mercury.

DAVID BAKER.

MATHEMATICAL INSTRUMENT MAKER

No. 46 North Water Street, New Bedford.

Purchasers may find Instruments correctly adjusted there a the lowest prices. All repairing done promptly and cheap.

BROWN'S WHALING GUNS

A SUPPLY OF BROWN'S PATENT WHALING GUNS AND HARPOONS, invented and thoroughly and successfully tested by Capt. Robert Brown of New London, and taken by many masters from this port the last season—on hand and for sale by DAVID E. GREENE & CO.

my 6, 1851—tf.

ALLEN'S

Whaling Gun and Patent Bomb Lance,

With the improvements recently made by C. C. BEARSE.

THE subscribers would respectfully inform those interested in the whaling business, that they are now prepared to furnish the above articles at short notice. The Bomb Lance has been greatly improved since the last season—and they now offer them as the most simple and efficient article for killing whales ever invented. Copies of the subscribers' circulars, containing certificates and testimonials of their value, will be furnished to any one wishing to see them by addressing us at Norwich, Conn., or by application to our agents.

CHARLES TRACY,
C. C. BEARSE,

AGENTS.—PERRIN & SMITH, New London.
EDWD. P. HASKELL, New Bedford.
EDWD. W. GARDNER, Nantucket.
DAVID FAIRBANKS, Providence.

Norwich, July 14th 1851 1y 29 3m

Franklin Dispatch.—James W. Winslow.—do.

FIRST Boat—Josiah Sturgis 68 tons; Relief 42 tons; Hornet 31 tons—and Martha's Vineyard; Fawn 35 tons; Naiad Queen 15 tons—all New Bedford.

RATES on Dutch and Spanish vessels $1.50 per ton; Leeward Island vessels $2 per ton.

RAWLE, DRINKER & CO.

COMMISSION MERCHANTS,

& ACCREDITED AGENTS OF THE VARIOUS MARINE INSURANCE COMPANIES IN AMERICA.

HONG KONG, CHINA.

GIVE their particular attention to Consignments of Teas, Provisions and produce generally; and are prepared to make advances on Sperm and Whale Oils, Whalebone, negotiate Whaling Insurance bills either by drafts on London or New York together with all other mercantile business.

REFERENCES.

WILLIAM S. ROPHAM, Esq., } New Bedford.
GIDEON ALLEN, Esq. }
GEORGE HOWLAND, Esq. } New York.
MESSRS. ALLEN & PARSONS } New York.
LEWIS GOODHUE, Esq.—London

Hongkong, 1851.

NEW AMERICAN HOUSE—TALCAHUANO CHILI

KEEN, CROSBY & CO.

SHIP CHANDLERS AND COMMISSION MERCHANTS.

TALCAHUANO, CHILI.

SHIP STORES AND PROVISIONS, constantly on hand, ships supplied on the most reasonable terms. Will take consignments, purchase cargoes, and transact any business connected with their line. Money advanced to whale ships for bills upon the United States.

JOHN KEEN,
WILLIAM CROSBY,
A. F. JOHNSON.

Talcahuano, Sept. 1851.

SAMOA, OR NAVIGATOR'S ISLANDS.

G. PRITCHARD & SONS,

GENERAL MERCHANTS AND COMMISSION AGENTS.

At the Harbour of Apia, Upolu.

BEG to inform Captains of vessels, especially whalers, that they have a store and depot for the purpose of supplying vessels with whatever may be required after a long cruise. Wood and water of good quality may be had at any extent. Bills on the United States, England, or France, will be taken; and also goods, in exchange for supplies.

G. PRITCHARD, Apia.
G. A. PRITCHARD, } Upolu.
W. T. PRITCHARD, }

ap 23.

ENGLISH TRY POTS.

ELEVEN 200 gallon Oval pattern,
Eight 160 " "
One 145 " " "
One 130 " " "
Three 120 " " "
For sale by WM. G. E. POPE,
Sept '52 Rotch Square

DUCK.

THE SUPERIOR COTTON DUCK manufactured by the Boston Duck Co. for sale a manufacturer's rate by EDWARD L. BAKER 3m 36

WM. G. E. POPE,
E. GRIFFITTS MORGAN.

New Bedford, September 15, 1849.

The subscriber will continue business at the old stand, and offers for sale a general assortment of Russia and American DUCK, Cotton DUCK of various fabrics Tarred and Manilla Cordage, and Tow lines, manufactured by Robbins' Cordage Co. Plymouth Hooks' Bowers Iron Bolt Rope, SHEATHING FELT, Yellow SHEATHING METAL, Tell River IRON HOOPS, Copper Bolts, and American Iron of various sizes and superior quality.

ap 52 WM. G. E. POPE.

CHRONOMETERS,

CHARTS, &c

D. EGGERT & SON.

239 *PEARL ST., HEAD OF BURLING SLIP,*

LATE B. & P. DEMILT.

INVITE the attention of MERCHANTS and SHIP MASTERS to their stock of accurate CHRONOMETERS, NAUTICAL INSTRUMENTS and Books, together with the greatest variety of GENERAL and PARTICULAR CHARTS of all parts of the world, published by approved authors from the most recent surveys. All of which they offer at wholesale and retail on the most favorable terms. july 16

HEALTH! HEALTH!

PURIFY THE BLOOD

DR WOOD'S SARSAPARILLA & WILD CHERRY.

This new and valuable Extract of Sarsaparilla and Wild Cherry, has been used with great success for the permanent removal of all such diseases as take their rise from an impure state of the blood—it promotes a healthy action of the Liver strengthens the nerves and all other organs.

HEALTH AND VIGOR

to the whole system. In all cases of Jaundice, Palpitation of the Heart, Impurity of the Blood Scrofula and Dyspepsia, Cutaneous Diseases, Leprosy and Falsenes, Pimples and Pustules on the face, Sick Headache, Habitual Costiveness, Loss of Appetite, Female Complaints, Chronic Rheumatism, Pyphilitic diseases, Debilitated Stomach, Depression of Spirits, Old Sores, and all diseases arising from an injurious use of Mercury.

Whalemen and others, who, from their protracted voyages, and long use of salt provisions are liable to the Scurvy and a debilitated state of the system and blood will find this a most effectual remedy to be used either at sea or on shore

AS A SPRING MEDICINE

this preparation of Sarsaparilla and Wild Cherry has been proved to be the best article to use for the removal of those disagreeable feelings so common at the approach of the warm season of the year.

FOR CLEANSING THE BLOOD,

and giving Mercury from the system, and for the peculiar weakness which females are subject, a single trial of his medicine will convince the most incredulous of its peculiar virtue in invigorating the system and restoring health.

For sale in New Bedford at Tweedy's Medicine Store, Union street, and by all the other Druggists in the city. Fairhaven—H. D. Richmond, Obed Nye, J. H. Davis; Dartmouth—W. Cummings, A. R. Tucker & Co., Tucker, Tinsman & Co.; Westport—Gifford & Anthony; C. A. Church & Co. Fairhaven—S. S. Payne, E. Atwood; Edgartown—J. T. K. Gage; Tisbury—B. Merry, Chilmark—E. Mayhew; Falmouth—E. S. Wood, F. G. Nye, and by dealers in Medicines throughout the State

FLOUR—2000 bbls Genesee and Southern Flour, landing this day and for sale by SHAW & WHITRIDGE

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Where may be purchased at all times, warranted Sextants, Octants, Quadrants, Barometers, Compasses, Improved Navy Telescopes, Ship Glasses, pocket do. Reading Glasses, pocket Compasses of all kinds, hour, half hour and log Glasses, Gunter's scales, Parallel Rules, Dividers, &c. &c.

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All of which will be sold as low as can be purchased in town J. K. being a practical workman, will attend personally to repairing and adjusting Sextants, Octants, Quadrants, Spy Glasses, Compasses &c.; and will warrant his work and instruments to give entire satisfaction.

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NEW YORK READY-MADE CLOTHING.

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GREAT WHOLESALE AND RETAIL

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THIS establishment for low prices and well made Garments stands far in advance of any similar concern in the County. Their extensive low prices have heretofore defied all competition inducing the proprietors to offer still greater bargains to the wholesale and retail trade. Every variety of Coats, youths and Boys Clothing constantly on hand.

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RECENT IMPROVEMENTS in the Chemical Arts as reported for the Smithsonian Institute, by Professor James C Booth, and Campbell Morfit, pred by

Jan12 C & A TABER

SOLAR LAMPS—A complete assortment of all the best Lamps in use, can be found at the lowest prices at TAFFAN'S Union Hall. 3m

In its early years the Whalemen's Shipping List *was filled with advertisements of interest to whalemen, from ready-made clothing, medicines, charts and instruments, and whaling gear, to services available in the far Pacific.*
(Whalemen's Shipping List, 23 March 1852)

Hence, J. Ross Browne's *Etchings of a Whaling Cruise* was offered for sale in a small ad of 1846, and the next year the South Seas writings of one Herman Melville were mentioned with some appreciation of the accuracy of their imagery.[24]

Wisely, the *Shipping List* always avoided political comment. On the other hand, it was always clear that this paper spoke for the owners and masters, with only a paternalistic sympathy for either the "wives and sweethearts" or the foremast hands themselves. Such an attitude may be seen, for example, in the approving notice taken of the master of the *Young Phoenix*, who after three years of promoting temperance aboard, had not a single man desert or be a serious disciplinary problem.[25] For much the same reason, in one of its few editorial remarks, the paper urged that whalemen be provided with some education aboard. An hour a day—at least in favorable weather—with slates to write upon and some help from the master, mates, and boatsteerers, could over the course of a two- or three-year voyage teach a man a great deal. "By promoting the order, the harmony, the happiness of officers and crews, and by raising all above low and brutish indulgences, it will not fail to benefit immensely all immediately concerned while by preventing mutinies, and securing the intelligent cooperation of the employed, the owners will find their interests advanced."[26] A similar result was likely to accrue, the *Shipping List* advised in 1853, from the presence of masters' wives aboard—it did not hurt that they would benefit the paper in another way, keeping correspondents at home posted on developments "through the female love of letter-writing."[27]

Paternalism went hand-in-hand with support of law and order. Masters were recommended, for example, to make for ports where the police were effective: "The efficient Police and stringent Port Regulations of Manila, render it a desirable port for whalers, doing away with the embarassments and delays caused by the insubordination of their crews in many of the ports of the Pacific."[28] When trouble did take place, the *Shipping List* left no doubt where its sympathies lay, particularly in the context of the significant increase of such wastage in the Pacific in the years of the California gold rush. When several of the crew of the New Bedford bark *Champion*, who had imprisoned their officers below off the Chilean coast and made for shore in a whaleboat, were brought home to Boston for trial, the paper trusted that these men "will receive that punishment which the enormity of their offence demands."[29] When the three men were found guilty only of the larceny of the whaleboat, the paper was mortified: "Judges must have very confused notions of the depth of guilt involved in the offense which these men comitted."[30]

Already the paper had taken a strong position, most unusual for the *Shipping List* in its forcefulness and its length, on the question of excessive bail costs being imposed upon those captains brought up on charges of assault or something of the sort—most such charges, in the opinion of the *Shipping List*, being specious and brought mainly to extort money in the first place.

> *Captains have a hard task to perform. Away from civilization, and the protection of the laws; compelled to discipline and control men who openly defy discipline and control; who are insolent, unprincipled, reckless, vicious, and degraded; having a large amount of property under their care, they are yet held in the courts of the country to the strictest accountability. They are baited by the oaths of men, who think no more of perjury than profanity; very often the officers, whose testimony alone can save them from an adverse*

Wind Rose®
A MYSTIC SEAPORT CALENDAR OF EVENTS

The wind rose, which appears on navigational charts, indicates direction, velocity, and frequency of winds in a given location during a given period of time. In the past, the Seaport membership newsletter and calendar was called the Wind Rose, *and was independent of* The Log. *With this issue, we reinstate the name* Wind Rose, *which will be used to identify the Seaport's calendar of events.*

Yule Appreciate the Sights of Christmas Past

Christmas is approaching, and the season again brings the enchantment of Yuletide Tours. Members, take this opportunity to see the Seaport in a new and romantic light. Your costumed guide will escort you to select sites along the grounds, and will share with you some of the secrets and subtleties of Christmas in nineteenth-century New England.

Last year's members-only tours proved so popular that the Membership Office has arranged to offer them again this season. And once again, they've saved the best for last.

The special member tour is the last to leave the Visitor Reception Center each day, at 2:30 P.M. Tours are conducted Wednesdays through Sundays, from 2 to 19 December. There is no charge for the tour, but reservations are required. Each tour can accommodate up to 15 members.

The excursion itself will last about an hour, but make plans to stay longer, and be our guests in the Membership Building, where you may help yourself to hot chocolate and cookies. For more information, and to secure your reservation, please call 572-5331.

Last Chance for Lantern Lights

Time is running out, but you may still be able to secure tickets for the ever-popular Lantern Light Tours here at the Seaport. There is no better way to slip into the spirit of simple giving that is the essence of the traditional New England Christmas.

Bundle up and join your costumed guide, who will introduce you to the villagers and visitors to this seaside community, the air of which is thick with anticipation. Feel the cold on your cheeks as you walk the dark village streets, then warm up "down below" with tales from a sailor far from home. Enjoy a taste of gingerbread from the George H. Stone General Store, then dance a jig at the Schaefer Spouter Tavern.

Music, dancing, and letters to loved ones. All are a part of the Christmas tradition, and part of these magical Lantern Light evenings as well.

To secure your reservations, please call (800) 522-1841. This number is available to you 24 hours a day. Tickets may be limited at this time, so please have your membership number, your charge card number and its expiration date (VISA, MasterCard, and American Express), and several tour dates in mind when you call. These hour-long excursions leave every 15 minutes from 5 to 9 P.M., 4 through 20 December. Tour guides take Tuesdays off. Ticket prices for the 1992 tours are as follows:

- Weeknights: Adults, $14 ($16 for nonmembers); Children, ages 6 through 15, $6.50 ($8.50 for nonmembers).
- Friday through Sunday nights: Adults, $16 ($18 for nonmembers); Children, $7.50 ($9.50 for nonmembers).



Lantern Light Tours whisk visitors away to the enchantment of a Christmas long past. (Photo by Mary Anne Stets)

CALENDAR OF EVENTS

NOVEMBER

Winter schedule continues. Exhibits open from 9 A.M. to 4 P.M., until 2 January 1993.

Navigational Charts and Instruments exhibition continues, in the P.R. Mallory wing.

6 ***Dutch Book Auction.*** Prices reduced hourly. Hundreds of titles from which to choose in this annual event sponsored by the Fellows of the G.W. Blunt White Library. 10 A.M. to 5 P.M. at the Library.

6 & 7 ***Symposium on Southern New England Maritime History.*** The twelfth annual symposium will feature speakers on a variety of topics. This year, Dana Story will offer his reminiscences of a shipbuilder; William Ewen will speak about the steamboats of Long Island Sound; and Norman Brouwer's tale of "Murder on the *Herbert Fuller*" is sure to enthrall. Dr. Robert Decker will explore the Connecticut River port town of Cromwell, CT. And Barry Homer and Paul C. Morris will pool their considerable knowledge on the firm of Crowell & Thurlow, which ran a fleet of coasting schooners in that industry's heyday. The cost of the symposium is $42 ($47 for nonmembers), and includes a punch bowl reception Friday evening, and a full day Saturday – with lunch – of exploration into the rich maritime history of this region. For information and reservations, please call 572-5313.

6 to 8 ***Historical Society Days*** at the Mystic Seaport Museum Stores. A community effort with members of the Mystic River Historical Society, which will receive a portion of sale proceeds. 10 A.M. to 5 P.M.

12 ***Adventure Series.*** First of six presentations, 7:30 P.M. at the Seamen's Inne. Please see front wrap for details.

14 ***Four Marine Masters*** members' opening at the Mystic Maritime Gallery, Seaport Stores. The artists will be in the Gallery to meet members from 1 to 4 P.M., and again on Sunday 15 November, from 3 to 5 P.M. This year's exhibition will feature the works of Frits Goosen, Jim Griffiths, Robert Sticker, and ship modeler Rob Napier. Come see this collection of 60 new pieces from four artists whose talent, discipline, drive, and creativity combine to place them among today's leaders in the field of contemporary marine art. The show will run through 31 December. For information, please call 572-8524 or (800) 344-0675.

17 ***The Wreaths of Mystic Seaport.*** Holiday display of wreaths and greens – both real and photographed – will lend the New York Yacht Club a festive air. Exhibit will run through 4 January 1993.

26 ***Thanksgiving Day Observed.*** Mystic Seaport will be open on a limited basis, with three staffed and 20 unstaffed exhibits open from 9 A.M. to 4 P.M. Reduced admission – $5 for visiting adults and $2.50 for youths – will be in effect. For information, please call 572-5315.

27 to 12/4 ***Ornament Contest Delivery*** to the Museum Stores. Please call 572-8551 for details.

27 to 29 ***New England Field Days.*** Special activities for families, including wagon rides. For more information, please call 572-5315.

30 ***Visions of Christmas Past.*** This thirty-minute slide presentation about New England Christmas is presented daily, at 11 A.M. and 2 P.M., in the Planetarium's Campbell Room, through 3 January 1993.

DECEMBER

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

2 ***The Star of Bethlehem*** mystery unfolds at the Seaport Planetarium, in a half-hour program offered daily at 2:45 P.M., through 31 December.

2 ***Daytime Yuletide Tours*** of selected exhibits and ships – escorted by a costumed guide – leave the Visitor Reception Center every 15 minutes 9:30 A.M. to 2:30 P.M., Wednesday through Sunday, through 19 December. For information and reservations, please call 572-5331.

3 ***Adventure Series.*** Second of six presentations. Please see front wrap for details.

4 ***Lantern Light Tours.*** One-hour walking tours leave the Visitor Reception Center every 15 minutes each evening, through 20 December. Please see page A for details.

5 ***Members' Shopping Day*** at the Mystic Seaport Museum Stores. Extra discounts for members all day – 10 A.M. to 8 P.M. Refreshments will be served.

5 ***A . . . B . . . Sea: An Illustrated Dictionary of the Sailors' Own Language*** opens in the R.J. Schaefer building. Come see what nautical items – artifacts in the Seaport collection – begin with "C," "S," or "T." Might there be a "Z?" This unique illustration of the nautical dictionary will run through the winter.

12 ***Ornament Contest*** winners will be announced, at the Seaport Stores.

20 ***Community Carol Sing.*** An hour of caroling in Anchor Circle, beginning at 3:30 P.M. The Seaport carolers sing in the Aloha Meeting House at 2:30 P.M. Admission is free.

24 ***Christmas Eve Day*** observed, with limited opening – three staffed and 20 unstaffed exhibits – and reduced admission.

25 ***Christmas Day.*** The Seaport will be closed.

26 to 1/3 ***Kids After Christmas.*** Special activities for children: games, crafts, and entertainment. Plum Pudding voyages ($2) at 11 A.M. and 1 P.M.

29 ***A . . . B . . . Sea Reception,*** 4 to 5 P.M., for young members whose last names begin with any of the letters between A and M. Please see page 82 for details.

30 ***A . . . B . . . Sea Reception,*** 4 to 5 P.M., for young members whose last names begin with any of the letters between N and Z. Please see page 82 for details.

JANUARY

1 ***New Year's Day.*** Limited opening – three staffed and 20 unstaffed exhibits – and reduced admission.

4 ***Winter Hours*** begin. All exhibits will be open 10 A.M. to 4 P.M., through 5 April.

Season's Greetings!

(Photo by Mary Anne Stets)



4 ***Maritime Mystic Insight Tours*** begin. Special tours – free with the price of admission – take visitors behind the scenes and back to a time when Mystic was a major shipbuilding port. Weekday tours leave the Visitor Reception Center at 11 A.M., 1 P.M., and 3 P.M. Weekend tours begin at 10:30 A.M. and run every fifteen minutes until 3 P.M. No tours 12 to 22 February.

6 ***Basic Celestial Navigation*** will be taught by Planetarium staff at the Loomis Chaffee School in Windsor, Connecticut, twelve Wednesday evenings from 7:30 to 9:30. Please call 572-5355 for information and reservations.

6 ***Registration for March Boatbuilding Classes*** begins. Please call ext. 5028 for details.

7 ***Adventure Series.*** Third of six presentations. Please see front wrap for details.

12 ***Morning Fun for Kids,*** ages 2½ to 3. Activity hour for preschoolers and parents, runs six Tuesdays from 9 to 10 A.M. Cost is $35, and a second child can attend for just $14 more.

14 ***Morning Fun for Kids,*** ages 4 and 5. Activity hour for preschoolers and parents, runs six Thursdays from 9 to 10 A.M. Cost is $35, and a second child can attend for just $14 more.

15 to 19 ***Marine Art from Mystic*** show opens at the Algonquin Hotel in New York City. Special selection of paintings, sculptures, scrimshaw, and ship models from the Mystic Maritime Gallery will be on display at this most historic of New York hotels.

15 ***Introductory Smithing Class*** begins. Eight sessions, Monday and Wednesday evenings from 7 to 10. This course is designed for students with no prior training in modern or traditional blacksmithing techniques. Individual attention will allow all to progress at their own pace. Enrollment is limited to six students, and all materials are provided. Cost is $205 ($225 for nonmembers). Please call 572-5356 for information and to secure your place in the class.

16 ***Carving Class*** begins. Eight sessions held Tuesday and Thursday evenings from 7 to 10, are designed for students with no prior training. Jonathan Shay, professional carver and Exhibits Specialist for the Seaport, will provide the individual attention that will enable participants to proceed at their own pace. The class will be project-oriented; previous projects have included name boards, stern boards, decorative panels, and carved box lids. Enrollment is limited to six, and materials and tools are provided. Cost is $205 ($225 for nonmembers). Please call 572-5356 for information and to secure your place in the class.

28 ***Adventure Series.*** Fourth of six presentations. Please see front wrap for details.

FEBRUARY

1 ***February Frame Sale*** at the Mystic Maritime Gallery, Mystic Seaport Museum Stores, throughout the month.

1 ***Registration for Victorian Yankee Symposium*** begins. Please call 572-5356 for details.

12 to 22 ***Liberty Days.*** Special activities for vacationing kids and their families. Please call 572-5315 for details.

17 ***Basic Celestial Navigation*** begins. Class meets 11 Tuesday evenings, 7:30 to 9:30, at the Seaport Planetarium. Cost is $130 ($144 for nonmembers). Please call 572-5355 for details.

23 ***Morning Fun for Kids.*** Please see 12 January entry.

23 ***Spring Boatbuilding Classes*** begin. Please see page D for details.

25 ***Morning Fun for Kids.*** Please see 14 January entry.

MARCH

1 ***Advanced Smithing Class*** begins. Eight sessions, held Monday and Wednesday evenings from 7 to 10. The course is geared to those with some blacksmithing skills. The class will focus on advanced forge work, decorative techniques, and the production of useful items. Cost is $205 ($225 for nonmembers). Please call 572-5356 for information and to secure your place in the course.

4 ***Adventure Series.*** Fifth of six presentations. Please see front wrap for details.

13 ***Eleventh Annual Victorian Yankee Symposium.*** This year's program – entitled "Leisure in the Victorian Age" – highlights the advent of a whole new way of life in America. Come see how the Victorians learned to enjoy themselves. Topics will include leisure-time activities in the great outdoors; the Newport Casino in the summer season; magicians, and the changing face of magic; toys; and theater, shows, and other popular entertainments. For information and reservations, please call 572-5356.

14 ***Members' Excursion.*** Join this bus tour to the Hillstead Museum in Farmington, and Hartford's Wadsworth Atheneum, which will be highlighting the furniture of Portsmouth, New Hampshire. Look for details in the next issue of *The Log.*

19 to 21 ***Yachting History Symposium.*** Seventh annual lecture and workshop weekend on this interesting and important part of our maritime heritage. See page D for details.

20 ***Spring Sailing Classes*** begin. Members may choose from a menu of classes, including Beginner, Intermediate, Advanced/Learn to Race, a Racing Seminar, and the Spring Racing Series. Eight-week sessions are offered to Juniors aged 10 to 15, and Adults aged 15 and up. For details and enrollment, please call 572-5323.

APRIL

1 ***Adventure Series.*** Final presentation. Please see front wrap for details.

5 ***Spring Schedule*** begins. Museum hours are extended – the Seaport will be open from 9:00 A.M. to 5:00 P.M. – with outdoor demonstrations scheduled throughout the day.

16 ***Celestial Navigation Seminar.*** Intensive three-day introductory course. Please call 572-5355 for details.

24 ***Members' Excursion.*** Join this bus tour to Salem, Massachusetts, where we will visit the House of Seven Gables and the Peabody Museum, which will be honoring The Great Age of Sail.

25 ***Fourth Annual Mystic One Hundred*** show opens in the Mystic Maritime Gallery, to run through 19 September. Please call (800) 344-0675 or 572-8524 for details.

Add to Your Appreciation of the Wooden Craft: Build Your Own

Those who value the beauty, craftsmanship, and agility of the Seaport livery craft may want to add to their appreciation, by building their own. And the Seaport is ready to accommodate such an impulse, offering as it does two sessions of traditional boatbuilding classes, beginning the last week of February and running through the end of April.

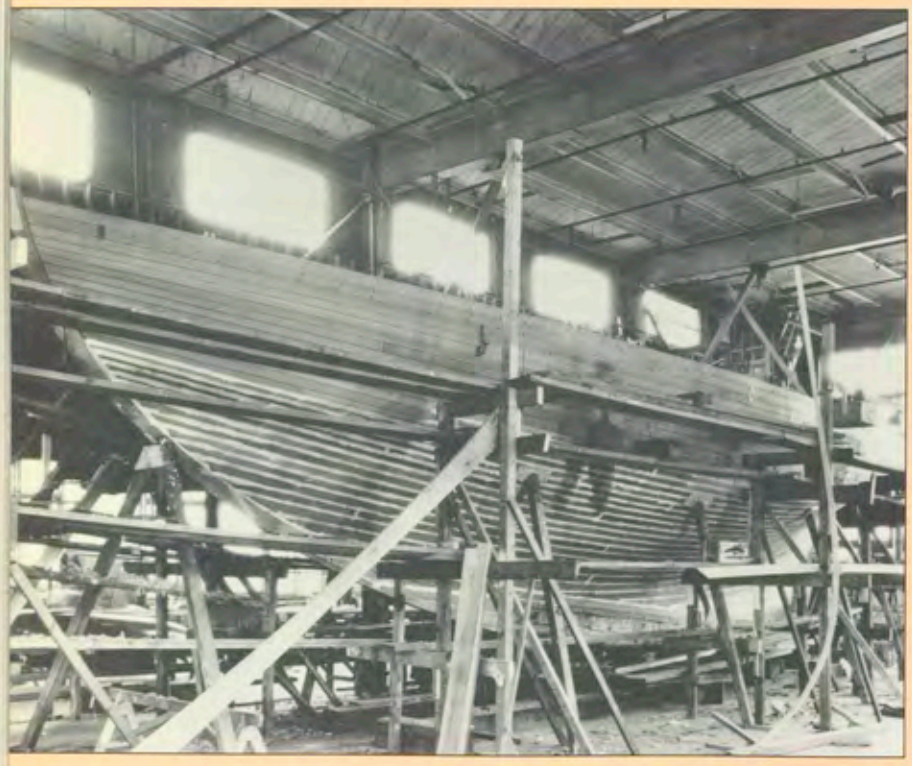
The spring boatbuilding classes will include instruction and hands-on application of a variety of skills basic to traditional wooden boatbuilding. Seaport boatbuilder Barry Thomas will demonstrate and assist learners in the work of planking—both carvel and lapstrake—cutting a stem rabbet, steam bending, solid spar making, tool sharpening, caulking, and more.

Participants will work with boatbuilding tools and materials, furnished by the Seaport, in a typical boatbuilding shop under boatshop conditions.

The two weekly classes meet on Tuesdays or Thursdays, from 7:30 to 9:30 P.M. Tuesday sessions begin 23 February, Thursday sessions begin 25 February. The classes end 27 and 29 April, respectively. Participants may also opt to attend one of two day-long lofting classes, either Friday, 26 February, or Saturday, 27 February.

New registrations for this spring's classes will be taken beginning 6 January, and may be subject to a waiting list. Please respond promptly, as classes are filled on a first-come, first-served basis, and each session is limited to eight people. For additional information, and to secure your reservation, please call ext. 5028.

Yacht Brilliant's *hull under construction at the Henry B. Nevins Yard of City Island, New York, 16 October 1931. Olin Stephens designed the yacht, which was commissioned by Walter Barnum.*
(© Rosenfeld Collection, Mystic Seaport Museum, Inc.)



Victuals for Voyages, By Land or By Sea

You're looking ahead at your weekend calendar, and it's pretty full. You've got bird watching, tailgating, hiking, sailing, fireside feasting, and the Super Bowl. What will you serve?

Moveable Feasts, the latest in the series of Mystic Seaport Stores cookbooks, has some great suggestions. Edited by Ginger Smyle and delightfully illustrated by Sally Fisher, this book is jam-packed with fun and imaginative recipes, the shared favorites of members and other friends of the Seaport. You'll find Piggy Back Satay, Wake-Up Waffles, and Squab-Ke-Babs, to name just a few. From soup to nuts, this book is fun and filling. It is available now at the Mystic Seaport Museum Stores Bookstore. The cost is $14.95, less your 10 percent member discount. You may call in your order at (800) 331-2665.

The success of our cookbooks is testament to the dedication, imagination, and culinary talents of our members. After *All Seasons, Christmas Memories* (in its eighth printing), *Seafood Secrets*, and now *Moveable Feasts*, what types of foods should the next Seaport Stores cookbook celebrate? We'd appreciate your thoughts, and we encourage you to send us a note.

Meanwhile, as you prepare and preserve the bounty of our New England harvest, please share with us your favorite recipes involving pickling and canning; jams, jellies, and chutneys; apples, pumpkin, cranberries; and other fall favorites.

Please send your ideas and/or recipes with your name, address, and telephone number to:

Mystic Seaport Museum Stores Office
39 Greenmanville Ave., Mystic, CT 06355.

Thanks, and Happy Harvesting!

Boats, Boatbuilding, and Boatbuilders: The Sequel

The past year's Yachting History Symposium exploration into boats, boatbuilding, and boatbuilders, raised even more questions than it answered—and it answered a lot. As a result, the planning committee for the 1993 function has agreed to revisit the topic. Once again, renowned members of the contemporary boatbuilding community will gather to discuss the influential American builders of yachts and small boats, both sail- and engine-driven.

This year's line-up was as yet unconfirmed at press time, but the names of speakers and their topics will be available to you shortly. The weekend will once again begin with Friday afternoon sessions, which were added last year to supplement Saturday's full schedule of presentations and discussions, and the Sunday morning behind-the-scenes tours.

If you are not yet on the Yachting History Symposium mailing list, and would like to have your name added, please call the Seaport at (203) 572-5378.

verdict are included in the complaint or suit, and thus kept out of the witness box; and stringent damages are given against them, only for doing what self preservation and the preservation of property demanded.

The larger conclusion was clear: "People who stay on shore and talk philanthropically generally talk nonsense. A few voyages around Cape Horn would open the eyes and enlarge the understandings of judges and jurors, in a way that is very desirable."[31]

These were Henry Lindsey's words, but they are fully representative of the industry's collective attitude. Henry's death in 1853, and the assumption of control over the *Shipping List* by Benjamin Lindsey, probably by purchase from Henry's widow, brought no discernable change in the paper's approach to its responsibilities. Benjamin pledged to the readership to continue all the standard features of the paper, including the crew lists and general correspondence established by Mr. Henry Lindsey, "nor will any pains be spared to secure early and reliable intelligence."[32] Benjamin in any case was still editor of the *Mercury*, and continued to produce both *Mercury* and *Shipping List* for the next seven years.

In 1861, however, Lindsey accepted the appointment as U.S. consul at St. Catharine's. Lindsey suffered at the time from heart murmurs, and he hoped that the different climate, and perhaps a less stressful form of employment, would bring a healthier life – and perhaps some financial reward as well. On the latter point, at least, he was soon disappointed, for he found that the cost of living in Brazil was "considerably higher than I had presupposed." His $1,500 annual salary was not augmented by the fat fees consuls were supposed to take in, and even the chances for trade were minimal.[33] The *Mercury* had been sold, and the *Shipping List*, though still owned by Lindsey, could not have brought him much financial gain.

Nevertheless, Lindsey remained at his post for more than a decade, so apparently his personal circumstances improved, or at least were tolerable. His wife, who had accompanied him, returned home in ill health in 1871, and Lindsey himself now determined to leave Brazil. The next year he asked for an extended leave in New Bedford to recover his health – St. Catharine's seems not to have proved so beneficial in the long run. From this visit home in 1873 Lindsey never returned to Brazil; in 1874, the consulate itself was abolished by the Department of State. In 1875, Lindsey sold the *Shipping List* as well, and retired from an active life, dying in New Bedford in 1889 at age 82. The *Shipping List* was purchased by Eben P. Raymond, who had long been an employee of the paper and had managed it since Lindsey's departure for Brazil in 1861.

Although Benjamin's responsibilities in the years 1853–61 clearly were heavy, equally clearly the *Mercury* was the bigger task of the two papers. The *Shipping List*'s operation by now was fairly automatic, after all. Captains, owners, and foreign correspondents all furnished relevant information, and significant articles were extracted still from other journals. A particular favorite was *The Friend*, a temperance journal published in Honolulu, and intended mainly for seamen – for which reason it incorporated much detail on Pacific Ocean whaling. When a very literate Capt. Pierce of the *Kutusoff*, for example, wrote at length to explain the disastrous Arctic season of 1853, during which many vessels took no whales at all, the *Shipping List* was glad to reprint a long column and a half.[34]

Nor was there any demonstrable change in the social tone of the paper. Much attention was given in 1858 and 1859 to the mutiny on the *Junior* of Edgartown, a particularly brutal affair in which, on Christmas Eve 1857, a handful of men led by the ship's carpenter murdered the captain and several mates before taking the ship's boats and making for the Australian coast. Several of the mutineers were eventually captured and returned home for trial. The apparent ringleader, Cyrus Plummer, was sentenced to be hanged – but the sentence was commuted to life in the Massachusetts State Prison. The *Shipping List* was loud in its protest against this commutation, and against those journals and newspapers in the United States that sided with the court in blaming the harsh conditions aboard whaleships for this and similar explosions. The *Shipping List*, in response, defended the need of masters to preserve control over obstreperous, even dangerous, crews, and as evidence listed a dozen vessels that had been burned or otherwise destroyed by their own crews.[35]

Unfortunately, the *Shipping List* in this context was ignoring the changing conditions of the industry. The high point had been reached, and as the Civil War approached there were not enough whales for the vessels involved, and not enough profit for those that did find whales. Some whaleships went out of service; other owners responded by cutting costs in any possible way. Mid-century crews tended to be more mixed than they had been in previous decades, leaning heavily now on non-Americans, including ever-larger percentages of Cape Verdean islanders and "kanakas" from the Pacific – normally rated greenhands and thus lowly paid.

Only in 1865, in fact, did the *Shipping List* offer oblique comment on the makeup of crews through quotation of another article in *The Friend*:

> *Formerly there was a majority of American and European seamen, while now the crews are largely made up of Hawaiians, and other Polynesians. Not a few are from Guam. Portuguese seamen still abound. It is rare, indeed, to meet with a full crew of Americans. The war, and the demand for labor, have drawn away a large proportion of American seaman.*[36]

Put simply, non-Americans working for less pay provided a means for whaleship owners to cut costs and thus keep afloat, but such men were not necessarily going to be quiescent.[37] The *Shipping List* would willingly support this conclusion as part of its defense of the need for masters to preserve discipline. That such preservation could give rise to cases such as the *Junior*, however, was more than owners and masters, or the *Shipping List*, was likely to admit.

If the industry was in decline, so too was American political stability. The *Shipping List*'s response to the coming of the war was very restrained. Indeed, its issue of 16 April 1861 – six days after Confederates demanded evacuation of Fort Sumter, four days after bombardment began on the twelfth, and one day after President Lincoln called for 75,000 volunteers – contained only one sign of the trouble, a "Notice to Mariners" that the "Congress of the Confederate States of America" had decreed a duty of five cents per ton on any vessel entering its seaports.[38] Whalemen with insight might have taken more alarm at a small item in the preceding issue, noting that the oil region of Pennsylvania was now producing 500-800 barrels of oil a day and was increasing production rapidly, with a branch line of the railroad to the oilfields area nearing completion.[39]

By mid-summer 1861, however, as Benjamin Lindsey turned over conduct of the *Shipping List* to Raymond, more matters of concern to the paper's audience began to surface. Raymond would have considerable cause to refer to "rebel" – "Confederate" soon fell out of fashion – raids on American merchantmen, for example, though the chance that laid-up whaleships might be renovated as commerce protectors offered more hope

to "a class of trade that has languished under the pressure of the times," according to one Col. Forney writing in the Philadelphia press and quoted with favor by the *Shipping List*.[40] Before the year was out, a regular column of "War News" demonstrated that even events not immediately relevant to whalemen were still of interest to those in the industry.

All too soon, the news was of very direct concern. In the fall of 1862 the paper used what for this journal was rather bold type to headline, "Whaleships Captured and Burned by a Rebel Privateer," as Capt. Semmes's CSS *Alabama* became a serious menace, beginning with the capture and destruction of the Edgartown ship *Ocmulgee* off the island of Flores in the Azores.[41] Later wartime developments were similarly destructive, whether through the creation of the "stone fleets" of idle whalers, not to patrol the sea lanes but to be sunk in blockade operations of southern harbors, or the final havoc wreaked by the CSS *Shenandoah* in the Arctic in June 1865 (actually after the war was over), sinking $237,000 worth of vessels from New Bedford alone.[42] Nor did the *Shipping List* itself escape the war's grip, for the cost of paper and printing materials brought an increase in price first to $2.00 ($2.50 if not paid in advance), then to $3.00 in 1864, with single copies now eight cents an issue – the *Mercury*, by comparison, charged $7.00 per annum for a daily paper as opposed to the *Shipping List*'s $3.00.[43]

The immediate postwar years, not surprisingly, brought a brief recovery to the whaling industry, for many vessels had been destroyed or had lain idle for years, and whale stocks had recovered to some extent. More than 200 ships and barks now went in search of them, together with another 100 smaller brigs and schooners. New corners of the world's seas were exploited – whaleships regularly appeared off the Arabian coast, for example – and new land transportation links facilitated the transshipment of whale oil to home consumers, first the Atlantic-Pacific Panama railroad, completed in the 1850s, then the transcontinental railroad, completed in 1869.[44]

By the 1870s, however, it was impossible to ignore the fact that the heyday of whaling was past. The year-end report for 1869 made clear the rationalization: with just over 100 whalers returning home during the year, only one-quarter of them had made a profitable voyage.[45] Where more than 550 vessels went whaling in 1860, now the fleet totalled only just over 220: 73,000 tons instead of 177,000. A further 4,000 tons vanished the next year, but then in 1871 the nearly total disaster to the Arctic fleet, with the loss of 32 of 40 vessels in the ice, so depressed the industry that the *Shipping List* refrained from giving its traditional year-end summary of industry conditions. Nor did 1872 promise any recovery: half the ships up for sale could find no buyer – and a third of the vessels in their home ports were up for sale. It is not any wonder that, when Benjamin Lindsey returned that year from Brazil, he was more than willing to sell out to Eben Raymond.

For Raymond, it could not have been a particularly happy experience to chronicle the death of an industry. The death, however, was a lingering one, as new high Arctic whale sources were developed. But 186 vessels in the fleet of 1878 became 178 in 1879, 177 in 1880, 161 in 1882, 133 in 1884, 121 in 1886, and just 106 in 1888. Raymond could not keep the paper going at the old price or in the old format. Already in 1886 he had quietly raised the subscription rate to $3.15 per annum, with copies still eight cents – this time without benefit of editorial explanation to the readership.[46] In 1889, Raymond had both to commemorate the death of Benjamin Lindsey, Jr., and to reduce, substantially, the size of the paper.

With that, he decided to close the paper. His health – including his eyesight – was failing. After 28 years as editor and publisher, earning, as he explained in his own remarks in the *Shipping List*, only a mere pittance in the 1880s, it was time to retire. Pathetically, he promised refunds to those advertisers and subscribers who had paid in advance, but only when he collected what he was owed by others![47]

Yet the paper was not quite dead. A group of friends, headed by George R. Phillips, who had been Raymond's assistant, took control, perhaps buying Raymond out.[48] The *Shipping List* was to continue in operation, but only as a half sheet reporting nothing but the standard list of vessels and market reports, with a rare space filler when needed. It would seem that Raymond's financial position was not noticeably improved – at least judging by the evidence that in early June 1889 he offered for sale his own bound set of *Shipping List* back issues.[49]

After 1890 the American whaling fleet slipped below 100 forever – one-fifth of what it had been, but still a sizeable number of vessels. The main catch was in the Arctic, and San Francisco was the main home port – but still some vessels went to the Atlantic grounds. By 1895 only 77 whalers remained, and the Arctic steamers had a bad year. For the *Shipping List*, there was always hope: "The whales were not found plentiful on any of the grounds, and it is fair to assume that they have sought new breeding grounds," not, of course, that there might be fewer whales to catch.[50] By 1900 there were 40 ships in all – 16 in the Atlantic – kept alive mainly by the high price that the fashion industry was willing to pay for whalebone, which remained at roughly $4.00 per pound over the next decade. In the last half decade before the outbreak of World War I, however, even that longtime staple of the whaling industry lost its value: in 1914 it was selling at half what it had brought five years earlier. The final blow came with the insecurity of the war, though as of the end of 1914 there were still 32 whaleships at work, with a total tonnage of 6,613 tons.

By the end of the nineteenth century, as whaling declined and active whaleships migrated to Pacific ports, advertisements in the Whalemen's Shipping List *represented the commercial variety of New Bedford as well as the needs of the whaling community.*
(*Whalemen's Shipping List*, 30 June 1891)

Some were to work on even after the war, but their efforts would not be recorded in the *Shipping List*. On 29 December 1914 the paper produced its last issue, for a second and final time promising refunds to those who had paid in advance. Through a surprisingly short list of editors – Henry Lindsey, Benjamin Lindsey, Jr., Eben Raymond, and George R. Phillips – the paper had appeared every Tuesday morning for 72 years. Not only had it offered the chronicle of the industry's rise and fall and a defense of the attitudes of its owners and managers, but also it had contributed to stability and predictability in the industry with its constant provision of reliable current information required by all those with an interest in the fortunes of whaling. At its height, at some point in the decade before the Civil War, the paper had reached 2,500 subscribers.[51] Phillips, in his final editorial, took pride particularly in the paper's objectivity: "There was no room in its columns for waterfront rumors; if they were ever to be let in under any pretext it was with an apology and explanation of just what they were." But now, with no industry to record, the *Whalemen's Shipping List and Merchants' Transcript* was, in its own words, "hauled out on the beach."[52] Its life, like that of many a fine whaleship that met a similar end, had been long and useful. ■



NOTES

1. Judith A. Boss and Joseph D. Thomas, *New Bedford: a Pictorial History* (Virginia Beach, Virginia: Donning Company, 1983), p. 68 (note that the caption is in error, giving dates of the paper as 1843–1916, rather than 1843–1914).
2. Basic data on the whale fishery may be obtained in Alexander Starbuck, *History of the American Whale Fishery, From Its Inception to the Year 1876* (1878; reprint, Secaucus, New Jersey: Castle, 1989).
3. A convenient history is Henry Beetle Hough, *Wamsutta of New Bedford, 1846–1946: a Story of New England Enterprise* (New Bedford: Wamsutta Mills, 1946).
4. *New Bedford Mercury*, 100th Anniversary Supplement, 7 August 1907, p. 13.
5. Leonard Bolles Ellis, *History of New Bedford and Its Vicinity, 1602–1892* (Syracuse: D. Mason, 1892), pp. 522–31.
6. Frank Luther Mott, *The News in America* (Cambridge: Harvard University Press, 1952), pp. 14–15, 92–93, 157; George Henry Payne, *History of Journalism in the United States* (New York: D. Appleton & Company, 1930), pp. 241, 394 (table on newspapers in free and slave states).
7. Victor Rosewater, *History of Cooperative News-Gathering in the United States* (New York: D. Appleton & Company, 1930), p. 13.
8. Ellis, *History of New Bedford*, p. 528.
9. Daniel Ricketson, *The History of New Bedford, Bristol County, Massachusetts . . .* (New Bedford: author, 1858), p. 149.
10. Ricketson, *History of New Bedford*, p. 149; Zephaniah W. Pease, *History of New Bedford*, vols., (New York: Lewis Historical Publication Company, 1918), 1: 285–88.
11. Bristol County, Massachusetts, probate records, Taunton, Massachusetts, vol. 71, p. 359.
12. *Whalemen's Shipping List and Merchants' Transcript* (hereafter cited as *WSL*), 29 December 1914 (the final issue), notes that Henry and Benjamin were co-editors, but there is no other evidence to support this point.
13. The names of some New Bedford streets have been changed since the nineteenth century, but the site occupied by the building in question is now part of the Old Dartmouth Historical Society's museum on Johnny Cake Hill. Helmore P. Haskins, "The Story of Water Street" (introductory remarks by Henry H. Crapo), *Old Dartmouth Historical Sketches* 15 (28 September 1906); Henry H. Crapo, "Banks of Old Dartmouth," *Old Dartmouth Historical Sketches* 46 (29 March 1917).
14. *The New Bedford Directory, Containing the City Registration* (New Bedford: Charles Taber), 1849 and 1852 editions; "Enrollments of New Bedford, Massachusetts, 1841–1939," Works Projects Administration abstracts, typescript in New Bedford Free Public Library.
15. A copy of the specifications for the building, together with a sampling of the extensive incoming correspondence of Henry Lindsey, may be found in the "Lefkowicz-Lindsey Collection," Old Dartmouth Historical Society Library; unfortunately, the whole of this collection is one rather thin manila folder.
16. A copy of Sidney's 1850 map may be seen in the New Bedford Free Public Library.
17. New Bedford *Daily Evening Standard*, 26 October 1853; the *Standard* was the *Mercury*'s only long-lived serious rival.
18. Bristol County, Massachusetts, probate records, Taunton Massachusetts, inventory 585, book 100.
19. *WSL*, 6 June 1843.
20. Amretta N. Scott, "A Checklist of New Bedford Imprints from 1840 to 1859 with an Historical Introduction," thesis, Washington D.C., 1959, typescript in New Bedford Free Public Library.
21. *WSL*, 27 June 1843.
22. *WSL*, 6 April and 25 May 1852; see 7 March 1848 on self-congratulations.
23. *WSL*, 25 March 1845.
24. For the review of Browne, *WSL*, 27 October 1846; for Melville, 11 May 1847.
25. *WSL*, 19 March 1844.
26. *WSL*, 15 August 1848.
27. *WSL*, 1 February 1853.
28. *WSL*, 24 October 1848.
29. *WSL*, 3 June 1851.
30. *WSL*, 1 July 1851.
31. *WSL*, 10 June 1851.
32. *WSL*, 3 January 1854.
33. Benjamin Lindsey to Secretary of State, 5 August 1862; 2 August 1871; 15 November 1872; 22 July 1873; Mrs. Lindsey to Secretary of State, 31 May 1871. Department of State Records, Microcopy T 483 (Despatches from Consuls, St. Catharine's), all reel 2.
34. *WSL*, 30 January 1855.
35. *WSL*, 6 April, 10 August, and 24 August 1858; 12 July 1859.
36. *WSL*, 17 January 1865.
37. Briton C. Busch, "Cape Verdeans in the American Whaling and Sealing Industry, 1850–1900," *The American Neptune* 45:2 (Spring 1985): 104–16, and Busch, *"Whaling Will Never Do For Me": The American Whaleman in the Nineteenth Century* (forthcoming, University Press of Kentucky), chap. 3.
38. *WSL*, 16 April 1862.
39. *WSL*, 9 April 1862.
40. *WSL*, 16 July 1861.
41. *WSL*, 14 October 1862.
42. *WSL*, 1 August 1865.
43. *WSL*, 8 August 1865.
44. For whaling off Arabia, *WSL*, 29 December 1868, and the following few months; for the railroad, 15 June 1869.
45. The annual reports appeared in *WSL* each year, usually mid-February.
46. *WSL*, 10 August 1865.
47. *WSL*, 30 April 1889.
48. *WSL*, 14 May 1889.
49. *WSL*, 4 June 1889.
50. *WSL*, 18 February 1896.
51. *WSL*, 29 December 1914.
52. *Ibid*

This Must Be That Animal Called The Sea-Serpent

Captain M'Quhae's Sea Monster

ANDREW W. GERMAN

Do you believe in sea serpents? Captain Peter M'Quhae didn't until 5:00 P.M. on 6 August 1848, a cloudy winter day in the South Atlantic. En route home from the East Indies, HMS *Daedalus* was on a port tack, heading NE by N in latitude 24 degrees 44 minutes South, between the Cape of Good Hope and the island of St. Helena. Long ocean swells from astern lifted the ship as Captain M'Quhae walked the quarterdeck with Lieutenant Edgar Drummond and Master William Barrett. Most of the crew was below at dinner.

Suddenly, Midshipman Sartoris rushed up to Lieutenant Drummond to report a strange object to starboard, abeam of the ship. The officers moved to the rail to study the thing, which they agreed was unlike anything they had ever before seen at sea.

"The captain was the first to exclaim: 'This must be that animal called the sea-serpent,' a conclusion we all at last settled down to. My impression was that it was rather of a lizard than a serpentine character, as its movement was steady and uniform, as if propelled by fins, not by any undulatory power," wrote one of the *Daedalus*'s officers.

As Captain M'Quhae later reported to Admiral Sir W.H. Gage:

> *It was discovered to be an enormous serpent, with head and shoulders kept about four feet constantly above the surface of the sea, and as nearly as we could approximate by comparing it with what our maintopsail-yard would show in the water, there was at least sixty feet of the animal* a fleur d'eau, *no portion of which was, to our perception, used in propelling it through the water, either by vertical or horizontal undulation. It passed rapidly, but so close under our lee quarter that, had it been a man of my acquaintance, I should have easily recognized his features with the naked eye; and it did not, either in approaching the ship or after it had passed our wake, deviate in the slightest degree from its course to the southwest, which it held on at the pace of from twelve to fifteen miles per hour, apparently on some determined purpose.*
>
> *The diameter of the serpent was about fifteen or sixteen inches behind the head, which was, without any doubt, that of a snake; and it was never, during the twenty minutes that it continued in sight of our glasses, once below the surface of the water: its color, a dark brown, with yellowish white about the throat. It had no fins, but something like the mane of a horse, or rather a bunch of sea-weed, washed about its back.*

Lieutenant Drummond gave a similar description. "The appearance of its head, which, with the back fin, was the only portion of the animal visible, was long, pointed, and flattened at the top, perhaps ten feet in length, the upper jaw projecting considerably: the fin was perhaps twenty feet in rear of the head, and visible occasionally; the captain also asserted that he saw the tail, or another fin, about the same distance behind it; the upper part of the head and shoulders appeared of a dark brown color, and beneath the under jaw a brownish white. . . . in fact it gave one quite the idea of a large snake or eel."

Unable to tack and overtake the speedy creature, HMS *Daedalus* held her course and the monster was seen no more. The ship reached Plymouth, England, on 4 October 1848, and soon thereafter rumors of the sighting began to circulate.

After several exaggerated reports appeared, Captain M'Quhae's letter was published in *The London Times* on 13 October, and illustrations made from a sketch done immediately after the sighting were published in the *Illustrated London News* on 28 October. Versions of these renderings later appeared in other periodicals, for instance illustrating "A Plea for a Monster" in *Harper's New Monthly Magazine* for July 1860.

Two related views of the *Daedalus* sea-serpent are in the Seaport's paintings collection. They were donated by H.H. Kynett, who had obtained them in Scotland early in 1960. Painted in oil on small wood panels, the images are nearly identical to the *Illustrated London News* wood engravings drawn by Weedon. In both cases the artists took particular license to emphasize the details of the creature. Especially in the stern view, the 16-inch-diameter serpent that came no closer than 100 yards appears to be a four-foot-diameter monster 10 yards off the stern.

Similar serpent-like creatures had been reported even before 1848, the famous Cape Ann serpent of 1817 being the best-known. Scientists of the day tried to discredit the *Daedalus* sighting. Perhaps it was a sea elephant desperately swimming southward after its iceberg melted, they suggested. Or was it a python or an alligator far adrift? Or maybe it was a long stalk of dead seaweed bobbing in the swells; indeed, seaweed had briefly fooled other mariners into believing they had seen a living creature. But none of these possibilities were likely to have fooled naval officers of such long experience.

Captain M'Quhae died without knowing what he had seen, and today, 144 years after the *Daedalus* crossed tacks with her monster, we know little more about the existence of sea serpents. Some researchers postulate a species of long-necked saurians – perhaps including the Loch Ness monster – survivors from the age of dinosaurs. A few species have survived: the horseshoe crab (*Limulus*) has been around for more than 130 million years, and in 1938 the prehistoric coelacanth (*Latimeria chalumnae*), thought to be extinct for 70 million years, was found to be living still in the Indian Ocean. Yet, for all of human effort on the sea, and for all our increasingly sophisticated detection devices, no great modern-day deep-sea saurian, living or dead, has been recovered.

There may be something out there. Then again, the allure of the unknown may have conjured life out of shadow for observers. The fact that we don't know for sure only emphasizes how little we really do know about the great oceans of our planet. ■

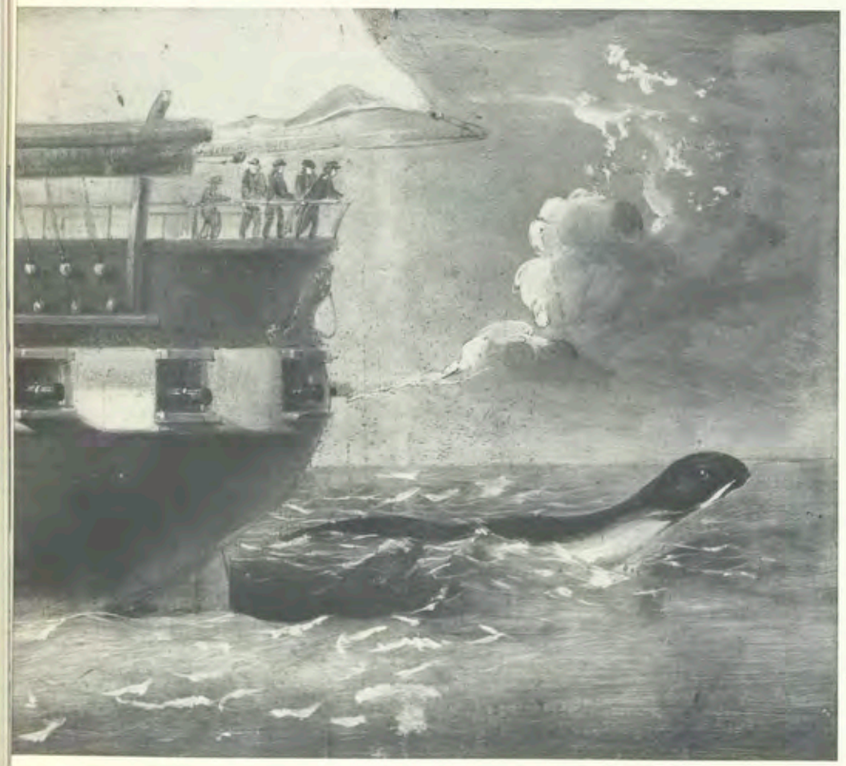
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C.P. Idyll. *Abyss: The Deep Sea and the Creatures That Live in It*. New York: Thomas Y. Crowell, 1964.

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Charles Nordhoff. "A Plea for a Monster." *Harper's New Monthly Magazine* 20 (July 1860): 178–93.



Left, *Captain M'Quhae and a group of British Navy officers study the passing sea creature from the taffrail of HMS* Daedalus *on 6 August 1848. In this view, virtually identical to that published in the* Illustrated London News, *28 October 1848, the artist has depicted the monster much larger and much closer to the vessel than it actually was.* (M.S.M. 60.207)

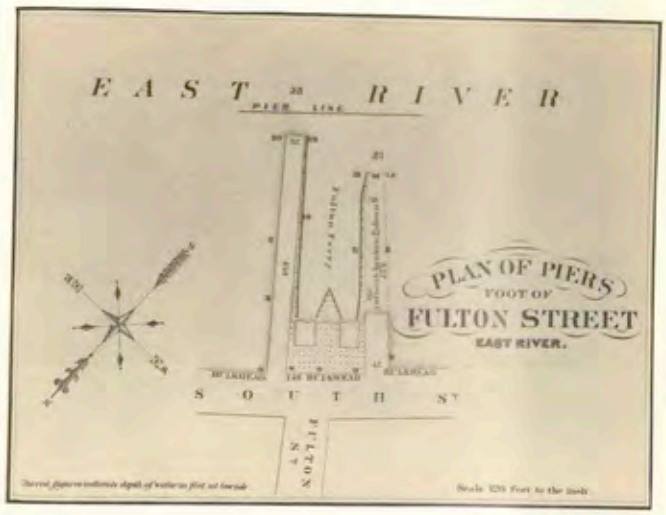
Right, *Another view, identical to the published wood engraving in the* Illustrated London News, *depicts details of the creature and represents the actual distance of the monster from HMS* Daedalus. (M.S.M. 60.208)

Bottom, *Many reports of large serpentine sea creatures have been recorded over the centuries. The Cape Ann serpent, sighted several times off Gloucester in 1817, was the most famous American sighting. This small and possibly related specimen was collected by the Linnaean Society of Boston that year, but no physical evidence of such creatures has been recovered since.* (*Harper's New Monthly Magazine*, July 1860)



WHARVES, PIERS, AND SLIPS . . . AND RECIPES

SANDRA L. OLIVER



Piers 21 and 22, and Bulkhead foot of Fulton Street,

East River.

Pier 21 is a block and bridge Pier, three hundred and sixty-six feet long, average width forty feet, with fourteen to eighteen feet water at outer end, and bare at inner end; in a dilapidated condition, and will have to be rebuilt, at a cost of about $15,000

Present value of the west side, about $40,000

Value of the west side when rebuilt, about $65,000

Pier 22 is a block and bridge Pier, four hundred and thirty-three feet long, and thirty-two feet wide, with twenty-eight to thirty feet water at outer end, and bare at inner end. In bad condition, and will have to be rebuilt, at a cost of about $12,000

Present value of the east side, about $30,000

Value when rebuilt, about $45,000

The westerly side of Pier 22, and the easterly side of Pier 21, with the Bulkhead between, a distance of one hundred and forty-eight feet, is occupied for Ferry purposes.

Its present value to the city, is about $200,000

Wharves, Piers, and Slips contains detailed plot plans and cost estimates for the renovation of New York wharves, including those on the East River at the foot of Fulton Street. (*Wharves, Piers, and Slips*, 1867. G.W. Blunt White Library)

All those blank pages were too much to resist. So she started a recipe book. First, she drew a line to halve the pages, which gave her two 5½-by-9-inch spaces. Next, she made neat penciled lines half an inch apart. Then, probably the same day, she wrote in 22 recipes. Some other time, before or after, someone stuck a piece of blue paper with "A Good Tonic" recipe smack over the heading on the title page of *Wharves, Piers, and Slips of the East River, Volume I.*

She never finished this project. Maybe the book was too big to lay open on the kitchen table for reference while she baked. Maybe she just forgot that she ever began it. Maybe the book's owner decided he needed the information on the interleaving pages, and hauled the book away to his desk or office.

Whatever happened, this beautifully printed 1867 report on the condition of the wharves, piers, and slips of the East River, one volume of two, ended up in the rare book collection at Mystic Seaport's G.W. Blunt White Library. Susan Filupeit, Technical Processes Librarian, noticed the recipes after the book came back from the bindery.

The volume exists because, in May 1867, the Commissioners of the Sinking Fund of New York City became disturbed that $100,000 in wharf rents was being withheld by tenants. When the commissioners investigated, tenants reported that the city had failed to keep the waterfront property in good repair.

In its explanation of the situation, the commission passed some responsibility on to the governor, whom they said had failed to approve the $600,000 appropriated by the legislature for improvements on the wharves, piers, and slips. As a result, the waterfront facilities had become so dilapidated that it "produc[ed] serious injury to the commerce of the city."

So they appointed a committee. Three men, Wesley Smith, John C. Frazer, and Joseph T. Martin, Esq., set to work assembling information on the condition of the East and North River waterfronts. Their report, dated 31 December 1867, merely seven months later, was printed by the New York Printing Company. It included hand-colored plans of each set of piers and wharves, as well as details of property condition and value, back-owed rent, and recommendations for improvements, together with probable cost and estimated property value after repair.

When you open the book, the blank pages are immediately obvious. This resulted from the book being printed so that each pier's drawing faces a page of specifications and recommendations. One set could have been removed from the report without disturbing another.

As intriguing as this glimpse into post-Civil War maritime commerce is, the recipes and how they got there is most interesting. After all, the report is irrelevant except as a footnote to history, but the recipes are still usable.

This little collection of manuscript recipes is representative of the genre. Attributing the work to a woman sounds sexist late in the twentieth century, but is appropriate when discussing most nineteenth-century recipe notebooks. The entire assemblage contains only desserts, preserves, quickbreads, or remedies. Entrees are actually very unusual in manuscripts like this in the middle-class North and upper Midwest until the twentieth century, which is not surprising considering how most women learned to cook. By contrast, in parts of the country and society where servants—free or slave—abounded, and the housewife did not do her own food preparation, main dishes appear more frequently in manuscript sources.

It was cakes, puddings, cookies—things about whose proportions a cook had to be mindful—or preserves and pickles, brining solutions, remedies—things which were made seasonally or infrequently—whose recipes needed to be recorded for reference. So sure enough, in twenty-two recipes, we have nine cakes, four puddings, two cookies, two preserves, two quick breads, one ice

cream, one "washing fluid," and one "cholera cure" besides the tonic on the title page. Most are wonderfully typical of the late nineteenth century.

We find a familiar pair of cakes: "White or Bride's Cake" together with "Golden Cake"—the former uses egg whites the latter uses the yolks. These sometimes appear as Gold Cake and Silver Cake, almost always frugally together. There are classics: pound cake, sponge cake, cottage pudding, a steamed berry pudding, and the lovely Queen of Puddings, an elegant version of bread pudding with a layer of jelly and a meringue top. Quince Honey and Chili Sauce are included along with Corn Muffins.

Most manuscript collections contain recipes with friends' names on them, and this is no exception: "Sadie's Cookies," a kind of sugar cookie, are included here. Sugar cookies and ginger cookies represent two favorite home-baked cookies in the late-nineteenth-century Northeast.

Because women learned to cook by observing and working with their mothers or other family women, they knew the usual steps for most dishes. Consequently, manuscript recipes typically list ingredients and provide a minimum of procedural information, except when something different or special needs noting. For example, in the pound cake recipe, we are told "5 Eggs beaten separately. add the whites the last thing," which is not usual with pound cake. A cook's judgment is implicit in instructions like "spice to suit the taste," leaving room for individual expression.

Some of the recipes cross-refer: the Molasses Cream Cake recipe says, "Flour the consistency of sponge cakes," and both cookies ask for "flour enough to roll." After all, these were working guidelines for a woman who had made sponge cake and rolled cookies before.

The woman who recorded these recipes apparently did not use baking powder, even though it was available, preferring to combine "soda"—that is, baking soda—with "cream tartar." She rarely used the word "milk" alone, continually referring to "sweet milk" to distinguish it from buttermilk or sour milk. She liked vanilla and lemon for flavoring cake. And she most surely had an egg-beater. The writer of these recipes probably learned to cook mid-century, but we don't know another thing about her.

She would be surprised or even amused if she could pick up a modern magazine and find in it step-by-step instructions for assembling a beef stew, making garlic bread, or roasting a chicken. But even in her time, there were already women who were not learning to cook from their mothers, women beginning to turn to experts for instruction in food preparation, whose daughters in the next century would need to know *exactly* how much flour was "enough to roll." And then when they found out, they would write it on recipe cards made for the purpose instead of on blank pages in some old book.

"Sadies *[sic]* Cookies," a recipe from the reverse side of specifications for Pier #2, are quite good. They remind me of the modern-day Snickerdoodle: buttery, sweet, and crisp. You can vary them by adding more or less flour: with more flour, they are easier to handle, but less buttery and crisp. You can also vary them by rolling them thickly or thinly.

With the amount of flour specified below, you will get a tender dough, and a cookie that spreads when you bake it. If you don't want to roll and cut cookies, you can roll teaspoon-size balls of dough between your palms, and they will spread into nice round little cookies, though I have no evidence that that was an appropriate nineteenth-century method. I gilded the lily a bit by sprinkling a little sugar on top. They'd be good with cinnamon sugar, but I doubt Sadie ever did that.



(Wharves, Piers, and Slips, G.W. Blunt White Library)

Preheat oven to 375 degrees and grease cookie sheets.

2 cups sugar
1 cup butter
2 eggs
1 tablespoon wine (preferably a sweet wine)
1 teaspoon baking soda
1/4 cup milk
3 cup flour

1. Cream together the sugar and butter.
2. Beat in the eggs and the wine.
3. Dissolve the baking soda in the milk and add to the above mixture.
4. Stir in the flour; mix well. Let dough chill if you plan to roll and cut the cookies.
5. Roll out a small bit of dough to ¼" thick on a lightly floured board, cut, and place generously spaced on cookie sheet. Alternatively, roll teaspoon-size pieces of dough between your hands and place a couple of inches apart on the greased pan.
6. Bake 8 minutes if cookies are rolled and cut; 8-10 minutes if rolled in little balls, or until a nice golden brown.
7. Let harden a moment before removing cookies to racks to cool.

Yield: 8-10 dozen 2"-3" cookies. ■

As fewer women learned to cook from their mothers, and as a way to train the wives and daughters of workingmen for employment, Juliet Corson established the New York Cooking School in 1876. There, women and children could learn the latest in the economical handling and preparation of food.
(*Harper's New Monthly Magazine*, December 1879)



NEWS & NOTES

Right, *The audiocasette, "Far From the Sight of Land," blends music, natural sound, oral history, and readings from ships' logs and journals, to recreate the glamour, adventure, and tedium experienced by the men, women, and children who lived and worked at sea.*

Telling Stories Out of School: Oral History Tape Is Education Incognito

Let's face it, history can be boring. The same old books say the same old things about the same old stuff.

But sit back and listen to someone recall something they did or saw or felt or thought about, and suddenly "history" is a different animal altogether.

Oral history's appeal has increased tremendously in recent years, as more and more students and scholars come to appreciate its ability to go beyond the facts, to capture emotions, and to bring history to life.

"Far From the Sight of Land: Words and Stories from the Age of Whaling," is an exceptional example of the way spoken recollections can humanize the historical record. Funded in part by the Pequot Community Foundation, the 28-minute Mystic Seaport audiotape uses personal accounts to describe the sometimes exciting, often dreary, and invariably squalid conditions of life aboard a nineteenth-century whaling vessel. Phyllis Joffe, the award-winning independent radio and television producer and print journalist, was selected to write, produce, and direct the program. She in turn tapped the internationally acclaimed theatrical sound designer David Budries as her production engineer.

Although the project was launched as part of the celebration of the 150th anniversary of the whaleship *Charles W. Morgan*, the taped accounts are not limited to travelers aboard that vessel. By instead including the recollections of the men, women, and children who lived and worked on different vessels operating at the time, the tape provides a clear picture of the universality of conditions aboard a whaling ship, where narrator John McDonough says, "weeks of monotony gave way to the excitement and dread of killing a whale."

Robert Weir was a seaman on the whaler *Clara Bell*. The following two accounts, read from his journal by an actor, speak for themselves:

"Beginning to get seasick and disgusted, land is out of sight. I feel awful. We have to work like horses and live like pigs."

"Saw two sharks. I felt very much tempted to throw myself to them for food. In the afternoon I took my first trick at the helm. Two weary, dreary, desolate hours. Can a human being get toughened to all this?"

Often the captain's wife and family accompanied him on a voyage. Eliza Azelia Williams was one of these seafaring women. She joined her husband Captain Thomas Williams on the whaleship *Florida* for four years, during which two of the couple's children were born. An entry in her journal reads, "I call it a gale but my husband laughs at me and tells me I have not seen a gale yet. If this is not one, I know I do not want to see one."

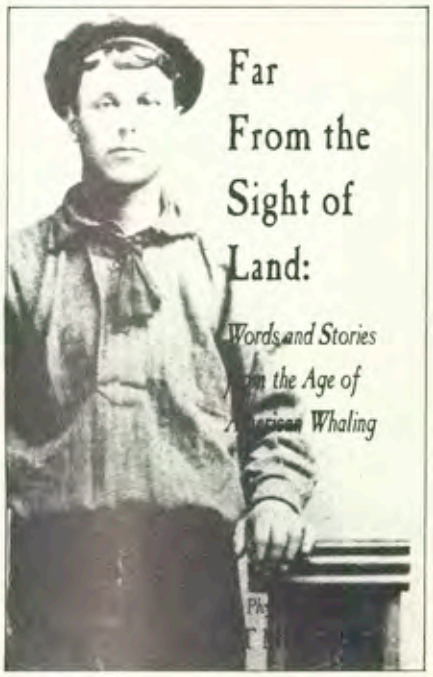
Despite the conditions, young men signed on the ships for a number of reasons. The narrator introduces Ernest Johnson, who forged a letter of permission from his aunt and ran away at age 14 to sign on as a cabin boy on the *A.M. Nicholson*. Johnson, who is still living, recalls, "I was always fond of history and geography – geography especially, because it showed pictures of young maidens in the South Pacific – very scantily clothed – and being a boy around 12 years old, that aroused my curiosity. I wanted to see those things in person."

After the Civil War, whaling declined sharply, as petroleum became more available. With diminishing profits came increasing exploitation – the makeup of the crews changed, from relatively homogenous crews of white Americans, colonists and their descendants. After the 1840s, the crews came to represent all cultures, races, and nationalities.

Joseph Ramos left the Cape Verde Islands on the whaling bark *Wanderer* at 18. He "saw whaling as a means to a better life. . . . We didn't care how much they paid, we wanted to get out to come here. Under the Portuguese flag they would never let people from the islands immigrate over here. That's why so many people from the islands went whaling: it was a form of passport."

These are but a few of the accounts included in "Far from the Sight of Land," which talks as well of the *Morgan*'s career following the whaling industry's demise, and which characterizes the vessel now as a "tangible link to the shipwrights who built her, and to the men, women, and children who lived and worked aboard her."

This unique blend of storytelling, natural sound, sea music, drama, and narrative, is being distributed free of charge to regional public libraries, secondary schools, colleges, learning centers, hospitals, and convalescent homes.



Priced at $7.95, it can be ordered by calling (203) 572-5347 or (800) 331-2665.

Much of the material was provided or produced by Fred Calabretta, the Seaport's Oral Historian, who spends most of his time in the yachting world, interviewing builders, designers, owners, and sailors. He welcomed the opportunity to delve into a different arena, he says, and hopes that oral history will become an integral part of future Seaport exhibitions and projects.

The Oral History Division was established originally in 1980 with a grant from the A.W. Mellon Foundation, which provided for three full-time positions for three years, to process oral history materials that had accumulated at the Seaport. Although there had not been a formal oral history division prior to that time, various people had conducted interviews during the course of their individual research. But the tapes had not been processed, and were thus inaccessible.

The three Mellon-funded people processed about seventy interviews and a few hundred other Seaport recordings – Munson Institute lectures and Museum events among them – but the positions were not renewed, and the program lay dormant until in 1986 the Yachting Committee revived it.

Calabretta was hired at that time, for a three-year stint, during which he would interview the roughly 85 people recommended by members of the Committee. Six years later, Calabretta is still going strong. He says he identifies potential interviewees through Seaport referrals, newspaper accounts, and a variety of additional avenues.

Research plays the central role in his job: "I try not to duplicate information that already exists," he says, adding that he takes great pains to gather as much information as he can prior to an interview – by poring through books, manuscripts, and previously taped interviews, and by talking to people – so as not to waste the interviewee's time or energy on already-recorded information.

His first priority, he says, is to get the type of information that typically isn't on the record, "things like what it felt like to be out on the Grand Bank in a storm."

"Far From the Sight of Land" is rife with that kind of information, the emotion that transforms fact into image, and gives history personality.

What history book gives the reader a clearer picture of meal time aboard a whaleship than the following account, by Walter Bechtel, who sailed aboard the *Morgan*?

" . . . the weevils got into the hash, and when the hash got hot in the oven they crawled up on top of the pan. And they couldn't get out of the pan so they were baked right on top of the hash. It looked good, made a nice garnish on it, they were nice and brown."

Or this, from Joseph Ramos: " . . . The water wasn't good either sometimes, but you had to drink it. Sometimes it had cockroaches in it and sometimes the oil from the empty barrels was mixed in the water. But you had to drink it clean or not, just like the food, you had to eat it because you got to live!"

History boring? Not this stuff!

Two New Seaport Monographs

For researchers, and those interested in the oral record of our maritime past, Fred Calabretta has just completed his *Guide to the Oral History Collections at Mystic Seaport Museum*. The guide lists and describes 218 interviews with boatbuilders, whalemen, fishermen, Lighthouse and Life-Saving Service veterans, and more than 100 major yachting figures. The 74-page guide is available for $12.00.

As noted in the Spring *Log*, the Museum's Curator of Manuscripts Douglas Stein has completed his *American Maritime Documents – 1776-1860, Illustrated and Described*. This illustrated guide will assist scholars, librarians, collectors, and dealers in identifying 119 types of documents, from abstract logs to marine insurance documents to registry certificates to whalemen's shipping papers. Including 158 pages and 119 illustrations, this unique volume is available for $20.00. Both books may be ordered from the Museum's Publications Department (203) 572-5347 or the Seaport Stores (800) 331-2665.

Bulletin Board

Members will appreciate the recent greening of The Log *of Mystic Seaport. Beginning with the summer edition,* The Log *now comes to you on recycled paper. Thanks to those of you who cared enough to point out our previous transgressions.*

And in case you're wondering what happened to fall this year, no you didn't miss an issue of The Log. *We've changed the seasonal association to better reflect the calendar of events. Because this Log's calender helps you plan your winter at the Seaport, this November issue – previously referred to as the Fall Log – becomes the winter edition. The previously designated Winter Log, which is mailed to you in February, will now be called the Spring Log, and so on through the year.*

The Shipping List

Nina *Discovers Mystic Seaport*

One summer visitor to the Seaport caused a bit of historical confusion.

Even as page one of the local newspaper kept showing the visiting *Nina*, *Pinta*, and *Santa Maria* replicas at the nearby New London pier, and celebrating the success of that port's Sailfest, the *Nina* was sitting right here, at Mystic Seaport. How could she be in both ports at once?

In fact, the *Nina* that visited the Seaport has no connection with the other three, which were built for a commercial commemoration of the 500th anniversary of Columbus's discovery of America. This *Nina*—which is called *Santa Clara*, as the *Nina* was originally called—was instead constructed as an educational celebration of the caravel-type vessel, which made possible the discovery of the New World.

The vessel was built and is operated by the Columbus Foundation, a nonprofit organization based in the British Virgin Islands. The *Nina* was built in Valenca, a small town in the Bahia province of Brazil, and one of the only places in the world where fifteenth-century boatbuilding techniques are still practiced. It is also one of the only locations remaining that can provide ready access to the naturally curved timbers that were fundamental to the construction of an accurate replica using the period construction practices.

The *Nina* was built by hand, without the help of power tools. Marine historians, boatbuilders, and marine archaeologists were all involved in her research, design, and construction, which has resulted in a vessel representative of the typical caravel, a design that was in existence for only a few decades and yet is widely acknowledged to be the stepping-stone to other vessels that accomplished the colonization of the New World.

At the heart of the project was John Sarsfield, a researcher and boatbuilder who had studied fifteenth-century Iberian shipbuilding techniques. Most of the information on caravel construction and design—including such factors as the number of masts and rigging details—has been learned from excavations of fifteenth-century Spanish shipwrecks. Since no written record was made of this type of vessel, the best that could be accomplished was to create a "composite caravel." Some calculated guesswork was required: to determine planking thickness, for example, the designers determined what the nails found in various shipwrecks could accommodate. Sarsfield personally supervised the construction of the *Nina* replica until his death in 1990.

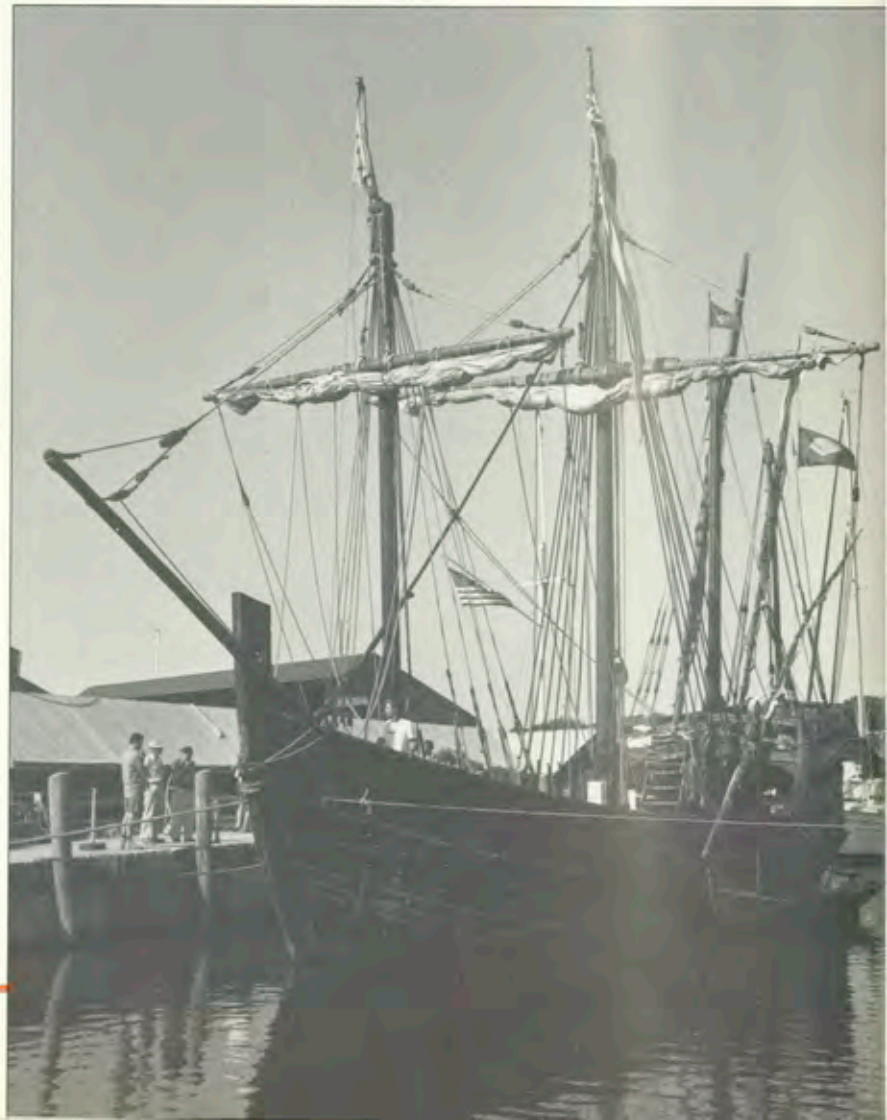
After three years in the making, the *Nina* departed Salvador on 18 December 1991, rigged as a four-master and carrying a crew of eleven. She arrived in Puntarenas, Costa Rica, on 23 January, having traveled some 3,500 miles and accomplishing a longer passage than Columbus's voyage from Europe to the New World. The latest in a long string of attempted replications, she was the first caravel replication to prove seaworthy on such an extended, unescorted, oceangoing passage.

For the two months following her arrival in Costa Rica, the *Nina* was used for the movie *1492*, which was due to be released by Paramount Studios this past October.

The *Nina*'s crew—which numbers eight permanent members and up to four volunteers—is multinational, multilingual, multicultural, and multifaceted. Crew members are selected for a variety of qualifications, ranging from sheer physical strength to scholarly interests to an ability to speak five languages. Among those on board this summer were two marine biologists, a dental student, an aspiring nuclear physicist, and a cultural anthropologist.

Men and women, they all live together in the main hold, which houses cooking facilities as well. Fifteenth-century crews did not enjoy such luxuries, but instead slept and cooked on deck. The *Nina* also has a small diesel engine on board, to facilitate her maneuvering into and out of her various ports of call.

Her tour—which has included the Tall Ships parades commemorating the Columbus Quincentenary—will be complete once sufficient funds have been raised to establish a small land-based museum designed to enhance people's appreciation of the Discovery era, the Columbus voyages, and the *Nina* herself, which will be stripped of her twentieth-century amenities to recreate—without modern conveniences—the fifteenth-century discovery voyages.



The Columbus Foundation's Nina *travels from port to port, celebrating the vessel's caravel design, widely considered to be the stepping-stone to more sophisticated vessels that accomplished the colonization of the New World.* (Photo by Judy Beisler)

This terrestrial globe is encased like a nut in a two-part shell. The globe, which is green, bears tracings of voyages of various explorers. Inside, the case shows the poles, the zodiacal signs, and the constellations. The globe and case are part of the new Navigation Exhibit in the P.R. Mallory wing.
(Photo by Mary Anne Stets)



Discovery! The Art of the Navigator

To visit the new exhibit in the P.R. Mallory wing is to discover the art of the navigator. And what an art it is!

The Museum's extraordinary collection of sextants, quadrants, and compasses embodies the evolution of this intricate science, as do its charts and maps, paintings, photographs, and manuscripts. These artifacts have served as invaluable tools through the years. Today, they also stand alone as objects of beauty.

The new Navigation Exhibit showcases the best of the Seaport's extensive collection of instruments, charts, and globes. The maps and charts of local collector Jack Somer have been added to complement the Seaport pieces, and create the most complete portrayal of an artistic and scientific evolution.

Such historical representatives as the *Atlantic Neptune*, a Blunt sextant, a Spencer & Co. octant, and an 1855 Imray chart of the English Channel, make this exhibit a navigational timeline. At the same time, it will offer an intriguing view of the expanding world, as it has unfolded for us through the eyes of the explorers that have ventured into it.

The exhibit has been designed to celebrate the art of the instrument maker, and to reveal the evolution of technology available to historic pilots. From a 1522 chart to the octant carried along on a recent space exploration, this presentation spans centuries.

A newly designed computer program traces several historic voyages and voyagers, and describes the strengths and weaknesses of the instruments available to each. Additional hands-on elements of the exhibit include self-guided use of the sextant and sea quadrant. So find your way this season to the Mallory Building, and see for yourself how far we've come in knowing where we're going.

All Aboard the Charles W. Morgan: Seaport Video Brings Vessel to the Small Screen

Question: How does a museum render the history of the whaling industry – and the career of a particular whaling ship – to a public concerned with saving the species once hunted and today endangered?

Answer: Responsibly.

A capable treatment of this sensitive topic is precisely what Mystic Seaport has tried to accomplish with its recent production of a videocassette entitled "On Board the *Morgan*: America's Last Wooden Whaler." The 23-minute video, made possible by funding from the Chubb Group of Insurance Companies, was produced as part of the 150th anniversary celebration of the *Charles W. Morgan*.

"We drew from the museum teachers' years of experience in talking about the *Morgan* and about whaling," says Supervisor of School Services Jan Larson, project creator and script writer. "While it was important not to be saying 'here's how you process a whale,'" she adds, "... it was our responsibility to say, 'this is history, this is how it happened.'"

"The way that Mr. Littlefield presented the information was very good because he gave us time to look at what he was explaining about. He also explained about everything well."

(Continued on next page)

Around the World in 60 Minutes

Imagine you're 21 years old and setting off aboard a 32-foot wooden ketch for a 40,000-mile, six-year voyage. Alone. Dwight Long did just that in the mid-1930s, and he did it with camera in hand.

The latest Seaport Videos production – "Sailing All Seas" – puts viewers on board Long's craft, the *Idle Hour*, and takes them from Seattle to Tahiti, the Suez, London, and back to America, where the vessel was shattered in Long Island Sound by the great 1938 hurricane. Filmed on the earliest color movie film, the shots have a soft, surrealistic appearance that complements the exotic images. The 60-minute video is available for purchase, at $24.95 plus $3.00 shipping and handling. As always, members take a 10 percent discount. You may order the film by calling (800) 445-9236.

What It Is

The "creature" pictured in the summer issue is the Seaport's interpretation of an early American scarecrow, made with a potato or apple and feathers. Members who identified it include: John, Patti, Dianne, and Linda Riter; M.J. Trainor; Louis Boly; Mark Steffens; and Alfred Fritzsche IV.

The coincidence with the *Morgan*'s 150th made the task easier, as it enabled the Museum to focus on a particular vessel as being built for a specific purpose. Video host David Littlefield, a Seaport chanteyman, roleplayer, and avid collector of books on whaling, opens the program with a form and function approach, identifying the unique characteristics that identify the *Morgan* as a whaleship.

These include iron hoops atop the mast, where the lookout stands; the "curved posts called davits," from which the whaleboats are suspended; the tryworks, "a brick furnace with two big iron pots, in which the whale was tried out, or boiled into oil"; and finally "the part of her that's in the water, the hull—which is especially boxy."

On to function: the whaleship was, among other things, mother to the whaleboats, oil tanker, and home to a crew of about 35 men for "two, three, sometimes even five years."

"I like the black and white way of how they got the whale and how they killed it."

So why did people hunt whales in the first place? And why did they stop? Though whaling was a risky business, Littlefield explains, it was a profitable one. Whale oil was used in abundance, to light lamps and to lubricate machinery. The waxy spermaceti made the best candles, and the flexible baleen used to make canes, corset stays, and umbrellas: All everyday nineteenth-century necessities.

The business began to decline when petroleum was discovered in 1859, and later plastics and other products provided alternatives to baleen. As America pushed west, so too did its workers. Many New England whaleships were destroyed in the Civil War, and more were lost in the Arctic ice a few years later. Whale money was increasingly hard to make.

"You don't need to know about whales before you see this film. You'll learn about them."

But what was whaling really like? It is hard for any of us today to imagine living in cramped quarters, day after day and night after night for years at a time. This was no nine-to-five job, and when there were no whales to be found, there was little to do. Still, you were stuck "at the office."

Not that there weren't exciting times. When a whale was sighted, the work was strenuous and long. The very words, "Thar, thar, thar she blows!," started the adrenalin surging, as the film so clearly illustrates with careful correlation of Herman Melville readings with footage from *Down to the Sea in Ships*.

We see the men pile into whaleboats and head out after their prey, pulling and pulling on their oars until they hear the welcome cry, "Stand up harpooner!" The whipping ride begins, as the whale runs for its life and takes the whaleboat with it. At last the quarry tires, and the mate finishes the job.

"The tape was neat, rad, cool, outstanding, and good."

But now they must "tow the trophy back" to the ship. "As we, six men with our twelve arms and sixty thumbs and fingers, slowly toiled hour after hour, that inert sluggish corpse in the sea seemed hardly to budge at all."

The *Charles W. Morgan* is the only remaining witness to this era, this lifestyle. She survived the industry's decline, and retired after 37 voyages at the age of 80. At 100, the tired vessel was towed to Mystic Seaport, where she lives on as a national historic landmark.

"On Board the Morgan," which traces the vessel's career to her current situation, combines black-and-white still images from the Seaport collection, black-and-white historic footage from *Down to the Sea in Ships*, and color shots—filmed by program director Caryn Davis—of the Seaport's demonstration squad, the chanteymen, and visitors to the *Morgan*.

"I know one person that's not even in school and knows a little about the Charles W. Morgan. . . . He's five years old. . . . He'd love to see this movie."

The film—made for hearing and non-hearing viewers, in compliance with the Americans with Disabilities Act of 1990—is geared primarily to students in grades four through eight, and is being distributed to some 300 regional schools, libraries, learning centers, and other educationally oriented institutions. The film will be made available as well to Humanities Council Resource Centers nationwide.

It marks the first time Seaport Videos has been involved in producing a film directed primarily at children, and it seems to have been a successful experiment, as evidenced by the accompanying "reviews" of fourth graders from the Moriarty School in Norwich, Connecticut.

"I was a little concerned about the younger kids' ability to grasp the Melville readings," says Larson, "but I think it works, and really makes the case for teaching with a combination of media."

"If I hadn't known that stuff I would after I saw the video."

A...B...Sea for Yourself!

Kids! We have a special exhibit planned just for you, and we want you to see it so much we're throwing you a party.

The exhibit is called "A . . . B . . . Sea: An Illustrated Dictionary of the Sailor's Own Language," and it opens 5 December, in the Schaefer Building here at the Museum. We have lots of neat things here at the Seaport, and their names start with some of our favorite letters. In fact, we have a whole alphabet of treasures to show you.

Because the exhibit would get awfully crowded if you all came at once, though, we're going to ask that half of you come one day, and half the next. So here's how it works: if your last name starts with any of the letters A through M, please join us Tuesday, 29 December, from 4 to 5 P.M. If your last name starts with any of the letters from N to Z, we'd love to see you Wednesday, 30 December, from 4 to 5.

The Seaport will have closed for the day, so you'll have the exhibit to yourselves. The party is for members and their children, and each child may bring one friend: a schoolmate, a stuffed animal, or a favorite letter. We'll be here to show you our special alphabet, to answer your questions, and to treat you to refreshments.

The party doesn't cost you a cent, but please call the Membership Office, at 572-5339, to let us know you're coming.

Nautical Alphabet

Have you ever seen two boats talking? Well, they do, with brightly colored flags. And they even use their very own alphabet.

But what do you think they talk about? Sailors all over the world use signal flags to spell out their messages to other vessels. They also use them to identify themselves: signal flags are like license plates for ships.

The sailors' alphabet has 26 letters, just as many as in the alphabet we use every day. But instead of using letters with short names like A, B, and C, the sailors' alphabet is full of characters with longer names, like Alpha, Bravo, and Charlie.

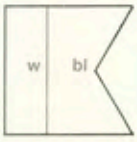
During the nineteenth century, when the *Charles W. Morgan* was a working whaleship, signal flags were important for identification and for sending messages between ships. You can see the *Morgan*'s identifying flags—Juliet Bravo Papa November—next time you visit Mystic Seaport.

And though most boats today use a radio to communicate, they still carry their signal flags, just in case the radio breaks down.

If you color the flags as labeled here, you will have made your own official signal flag alphabet. Can you spell your name in flags?

Color Key
w = white
bl = blue
r = red
y = yellow
bk = black

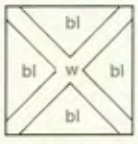
International Code Flags and Phonetic Alphabet



Alfa



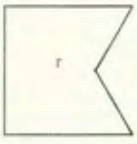
Golf



Mike



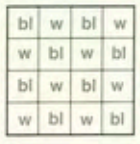
Uniform



Bravo



Hotel



November



Victor



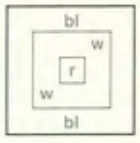
Charlie



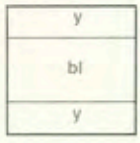
India



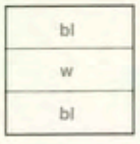
Oscar



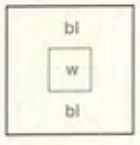
Whiskey



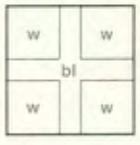
Delta



Juliet



Papa



Xray



Echo



Kilo



Quebec



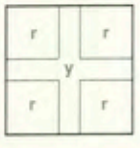
Yankee



Foxtrot



Lima



Romeo



Zulu

Answers from inside front cover:

B . . . for Binnacle

C . . . for Cathead

D . . . for Down Easter

F . . . for Fish Car

J . . . for Junk

T . . . for Tattoo



The 1992 America's Cup Victory Celebration, as seen through the lenses of Stanley Rosenfeld, photographer. It is among the thousands of images recently added to the Seaport's Rosenfeld Collection. (©Stanley Rosenfeld, photographer)

All Things Rosenfeld

Mystic Seaport was honored this summer to participate in the production of a United States Postal Services card honoring the America's Cup Races. The card is part of the so-called EXTRAordinary series of picture postcards that come complete with postage. Other cards in the series have featured the White House, the Jefferson Memorial, and George Caleb Bingham's painting, *Fur Traders Descending the Missouri*.

The Seaport card – by first-time stamp designer Dennis Simon – features illustrations of the J-boat *Ranger*, winner of the 1937 Cup, and of *Reliance*, winner of the 1903 Cup, racing against *Shamrock III*. The *Ranger* image is inspired by photos from the Rosenfeld Collection, and the *Reliance* is a composite based on photos from Rosenfeld and from the Beken of Cowes, Ltd., Collections.

When on 8 May the Deputy Postmaster General of the United States unveiled the card at the America's Cup opening celebration in San Diego, he acknowledged the contributions of Stanley Rosenfeld and his family to the field of marine photography. The Postmasters of New Haven and Mystic presented the Seaport with an enlarged representation of the card on 25 July 1992.

Stanley Rosenfeld was at it again during the 1992 America's Cup races off San Diego, and the Rosenfeld Collection has received some 13,000 slides, 2,300 prints, and negatives, which it is incorporating into its Licensing Collection. Heather Hanley, Rosenfeld's wife, has contributed her photographs of the 1992 events as well. The Rosenfelds have also supplied race result documentation to support the slides. Members interested in viewing the materials are encouraged to contact the Rosenfeld Collection to set up an appointment.

Seventy-five photographs from the Rosenfeld Collection have spent the past year touring Down Under. The travelling exhibition – entitled "Windswept, Classic Maritime Photographs" – is the result of a cooperative effort by the Rosenfeld staff and the Australian National Maritime Museum, and was sponsored by Switzerland General Insurance Company, Ltd., Ansett Air Freight, and the USA Bicentennial Gift to Australia. A limited number of exhibition posters – listing the seven exhibit venues – are available for sale to the public, and interested members should contact the Rosenfeld offices.

And last but certainly not least, the Collection has once again put together a handsome Classic Sailing Yachts calendar. The 1993 edition features black-and-white images and text covering America's Cup defenders and challengers, dating from a turn-of-the-century photograph of the yacht *America* to a 1937 image of the J-class defender *Ranger*. The price is $8.95 ($9.95 for nonmembers) plus a 6% sales tax for Connecticut residents and $2.00 shipping and handling within the United States.

All inquiries and orders may be sent to the Rosenfeld Collection, at the Seaport address, or by telephone to (203) 572-5370.

CORRECTION

The cover photo on the summer Log of Mystic Seaport *was incorrectly credited. The photographer was Judy Beisler.*

ABOUT THE AUTHORS

Rhys Richards was New Zealand Vice Consul in New York, 1966–70, and has had subsequent postings in the New Zealand Foreign Service in Hong Kong, Manila, Geneva, and Apia in Western Samoa. He has published extensively on whaling and sealing history, Pacific maritime history and prehistory, and New Zealand before 1850.

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

Leslie Gifford is associate editor of *The Log*.

Briton Cooper Busch is William R. Kenan, Jr., Professor of History at Colgate University, where he has been chairman of the department and director of the division of social sciences. Dr. Busch has written nine books on Middle Eastern, diplomatic, and maritime history, including *The War Against the Seals* (1985) and a forthcoming social history, *"Whaling Will Never Do For Me": The American Whaleman in the Nineteenth Century*. He edited the Mystic Seaport book, *Master of Desolation* (1980).

Andrew W. German, *Log* Editor, has written widely on maritime and fisheries history, including the Mystic Seaport book *Down on T Wharf* (1982).

A SEAPORT SALUTE



(Photo by Mary Anne Stets)

Nancie B. Greenman

Nancie B. Greenman is an active believer in Mystic Seaport Museum. A member since 1955, Miss Greenman served as a Pilot for six years, and credits the Pilot Program for her decision to retire to Mystic from Tufts University in Medford, Massachusetts.

A former occupational therapist–and, later, an educator in the field–Miss Greenman resolved upon retirement to pursue a second career, and chose museum work for its compatibility with her background in and continued enthusiasm for education. Miss Greenman has spent the better part of her life in pursuit of higher learning–both her own and others'–and she continues in that pursuit today.

Miss Greenman has donated thousands of hours of volunteer service to the Seaport since 1979, as Interpreter in the Mallory, Stillman, and Schaefer Buildings. She joined the Library Fellows program in 1990, planting her feet ever more firmly on Museum soil.

"Preservation . . . Collection . . . Education": Miss Greenman describes her commitment in terms of the Seaport's institutional objectives. "Those goals, very simply stated, appeal to me," she says. Her belief in the museum as educator is contagious.

Miss Greenman's passion for learning has taken her around the world. Each summer, she joins a tour sponsored by the professional fraternity Phi Delta Kappa, which arranges education-oriented surveys of various nations. Miss Greenman has studied firsthand the educational systems of China, the former Soviet Union, and Poland, to name a few. Her compassion for people is appealing, her generosity unassuming.

When Miss Greenman established an endowment at Mystic Seaport, she did so not in her own name, but in that of her great-grandparents, the New London whaleman Captain John Bolles and his wife–who frequently accompanied her husband to sea–Nancy Chapman Bolles. It was Miss Greenman's maritime roots–and her interest in the role of whaling and whalemen in this nation's development–that brought her to the Seaport, and by establishing this endowment she at once commemorates her ancestors and supports the Seaport.

Mystic Seaport is grateful for her faith in the Museum's mission, and for her commitment to its future.

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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Put Mystic Seaport Under the Tree this Holiday Season!

As a member of Mystic Seaport, you enjoy the advantage of visiting as often as you like, as long as you like. Now you can share that privilege, by giving the gift of membership. Share the Seaport experience with your friends. Show them what it means to be a member. Encourage them to take part in a year-round roster of activities, programs, and events. And help them to appreciate what you already know: if you only visit the Seaport once a year, you're going to miss out on a lot. So fill out the form below, and send it in. A gift membership package – including membership cards, a copy of *The Log*, a handsome car decal, and a Seaport Stores catalog – will be sent to you, or mailed directly to the new member. The enclosed gift card will personalize the package.

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Membership accessories make great gifts: our burgee, necktie, blazer patch, and scarf all show the house flag of New Bedford shipowner Charles Waln Morgan on a blue background. You'll like your gifts so much, you may want to keep them for yourself!

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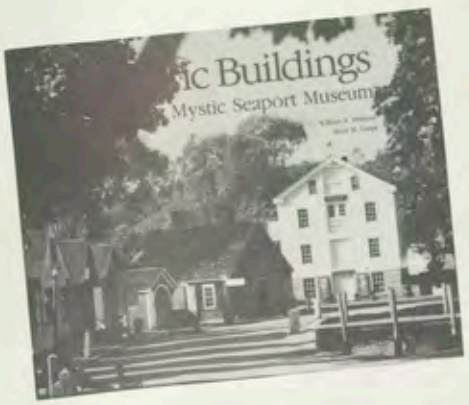
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Historic Buildings at Mystic Seaport Museum

by William N. Peterson and Peter M. Coope

You've visited them many times, you've photographed them as a backdrop for our ships and gardens, but have you ever wondered about the Seaport's historic buildings themselves? A few, like the Greenman houses, stand on their original locations; others, like the Buckingham House and the Ropewalk, were salvaged elsewhere and brought to the Museum to help tell the story of New England's maritime past. But wherever, they came from, all 21 historic buildings have fascinating stories, which are told here by the Museum's Curator of Collections and the former Supervisor of Restoration.

Regularly priced at $15.95, this handsome 136-page treasury of the Seaport's architecture, with 96 illustrations, is available through this special limited-time, members-only offer for $10.00, plus shipping and handling. Whether it's for a holiday gift or as an addition to your own Seaport library, this is an offer you should not miss.

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Members, watch for information on springtime excursions in the next Log!